



# EDMONTON TRANSIT SYSTEM

## September 2015 DAILY CUMULATIVE BOARDING REPORT BUS & LRT

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Report: 1	SEP15 LRT Passenger Count Report
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Report: 3	SEP15 APC Route Productivity Report

## INTRODUCTION

The Edmonton Transit System (ETS) is a fully integrated, progressive, easy-to-use public transit system that supports economic development and improves the quality of life in Edmonton. Our mission is to provide customer-focused, safe, reliable and affordable public transit services that link people and places. Our service includes conventional bus, light rail transit (LRT), and disabled adult transit (DATS). DATS operations are not described in this report and are reported separately.

ETS provides transit service within the city boundaries. ETS also provides some regional routes to Fort Saskatchewan, Edmonton Garrison and Spruce Grove. St. Albert Transit operates local bus service within the city of St. Albert and commuter bus service to and from various locations within the city of Edmonton. Strathcona County operates local bus service within Sherwood Park and Strathcona County and commuter bus service to and from various locations the city of Edmonton. Regional routes are not included with the regular ETS routes for the purpose of calculating cumulative boardings. They are listed in a separate table later in the report.

The SEP15 Cumulative Boardings report is a summary of boardings on ETS buses and the LRT<sup>1</sup>. The purpose of the report is to describe boardings during a time when service hours are at their highest level and post-secondary institutions and schools are in session. For this purpose, the SEP15 signup is used and is compared with the previous two signups: SEP14 and SEP13. Signups are blocks of weeks used to adjust service levels according to demands. ETS operates five signups per year and dates are listed further in the report.

The Cumulative Boardings report describes the following key findings observed during SEP15 signup. Bus weekday cumulative boardings decreased by **(4.1)%** while Saturday cumulative boardings decreased by **(11.2)%** and Sunday cumulative boardings decreased by **(9.8)%**. LRT weekday cumulative boardings have increased by **10.7%** (see note further in the report). Overall, in SEP15, the combined weekday cumulative boardings decreased by **(0.5)%**.

Bus weekday boardings per platform hours decreased by **(6.0)%** while Saturday boardings per platform hours decreased by **(11.8)%** and Sunday boardings per platform hours decreased by **(10.3)%**.

The following charts describe the key findings details.

Chart 1 ----->	BUS - Cumulative Boardings by Service Level
Chart 2 ----->	BUS - Boardings per Platform Hours by Service Level
Chart 3 ----->	LRT - Cumulative Boardings - Weekday
Chart 4 ----->	Combined (BUS + LRT) - Cumulative Boardings - Weekday

This report uses data collected using Automatic Passenger Counters (APC) installed on ETS buses while LRT data was collected using a manual counting process during SEP15 Signup. FOOTNOTE 1, found at the rear of this report, provides further details.

## SEP15: KEY FINDINGS

### BUS - Weekday Cumulative Boardings:

Comparison of SEP13 to SEP14 signups shows an increase of **3,962** or **1.3%** while SEP14 to SEP15 shows a decrease of **(12,446)** or **(4.1)%**.

### BUS - Saturday Cumulative Boardings:

Comparison of SEP13 to SEP14 signups shows an increase of **2,582** or **2.1%** while SEP14 to SEP15 shows a decrease of **(14,259)** or **(11.2)%**.

### BUS - Sunday Cumulative Boardings:

Comparison of SEP13 to SEP14 signups shows an increase of **5,446** or **6.4%** while SEP14 to SEP15 shows a decrease of **(8,975)** or **(9.8)%**.

Chart 1: BUS - Cumulative Boardings by Service Level  
SEP13 | SEP14 | SEP15

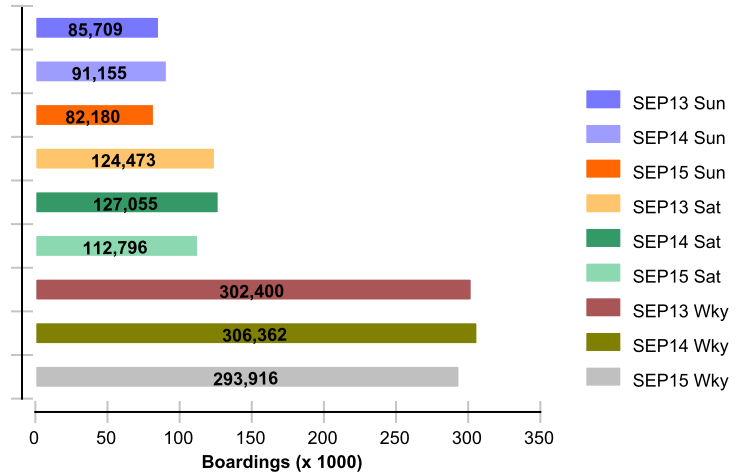
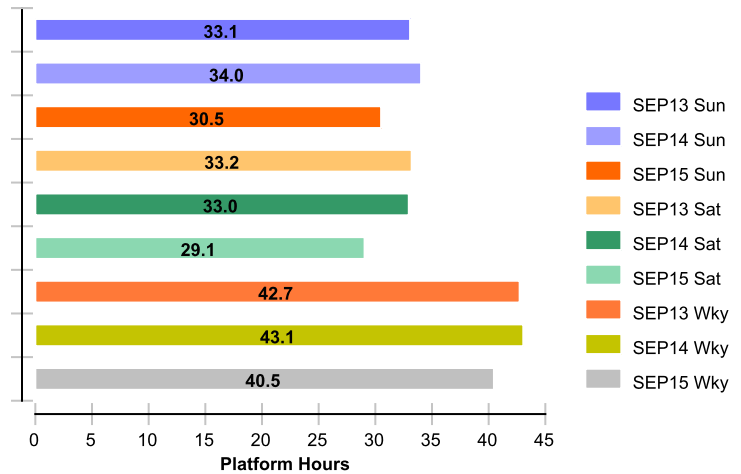


Chart 2: BUS - Boarding/Platform Hours by Service Level  
SEP13 | SEP14 | SEP15



### BUS - Weekday Boarding/Platform Hours:

Comparison of SEP13 to SEP14 signups shows an increase of **0.4** or **0.9%** while SEP14 to SEP15 shows a decrease of **(2.6)** or **(6.0)%**.

### BUS - Saturday Boarding/Platform Hours:

Comparison of SEP13 to SEP14 signups shows a decrease of **(0.2)** or **(0.6)%** while SEP14 to SEP15 shows a decrease of **(3.9)** or **(11.8)%**.

### BUS - Sunday Boarding/Platform Hours:

Comparison of SEP13 to SEP14 signups shows an increase of **0.9** or **2.7%** while SEP14 to SEP15 shows a decrease of **(3.5)** or **(10.3)%**.

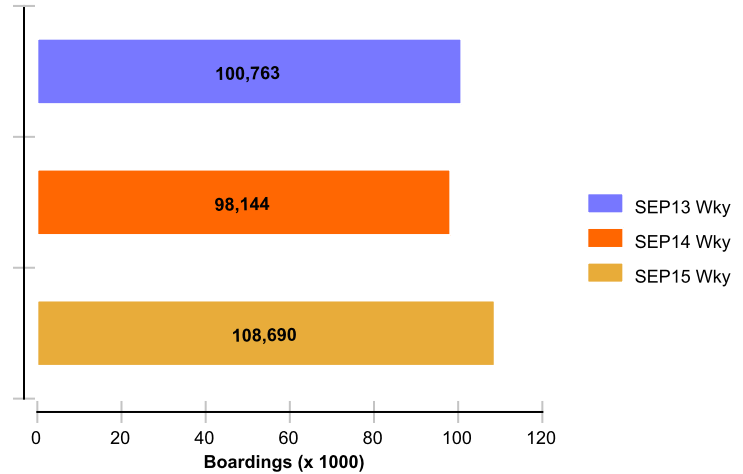
## SEP15: KEY FINDINGS

### LRT - Weekday Cumulative Boardings:

Comparison of SEP13 to SEP14 signups shows a decrease of **(2,619)** or **(2.6)%** while SEP14 to SEP15 shows an increase of **10,546** or **10.7%**.

\*The Metro line was introduced during SEP15.

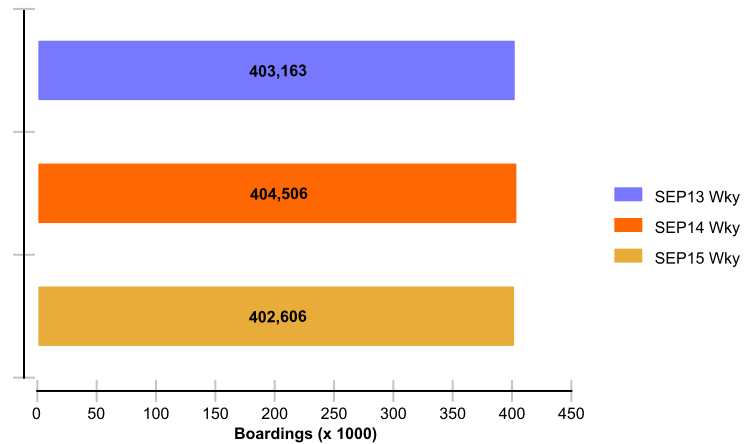
**Chart 3: LRT - Cumulative Boardings - Weekday  
SEP13 | SEP14 | SEP15**



### Combined (BUS + LRT) - Weekday Cumulative Boardings:

Comparison of SEP13 to SEP14 signups shows an increase of **1,343** or **0.3%** while SEP14 to SEP15 shows a decrease of **(1,900)** or **(0.5)%**.

**Chart 4: Combined (BUS + LRT) - Cumulative Boardings  
- Weekday  
SEP13 | SEP14 | SEP15**



**Table 1: Combined (BUS + LRT) - Boardings - All Service Levels  
SEP13 | SEP14 | SEP15**

Service Level	SEP13	SEP14	SEP15	SEP13 / SEP14 Gain(Loss)	SEP13 / SEP14 % Change	SEP14 / SEP15 Gain(Loss)	SEP14 / SEP15 % Change
Wky BUS	302,400	306,362	293,916	3,962	1.3%	(12,446)	(4.1)%
Wky LRT	100,763	98,144	108,690	(2,619)	(2.6)%	10,546	10.7%
<b>Total Wky</b>	<b>403,163</b>	<b>404,506</b>	<b>402,606</b>	<b>1,343</b>	<b>0.3%</b>	<b>(1,900)</b>	<b>(0.5)%</b>
Sat BUS	124,473	127,055	112,796	2,582	2.1%	(14,259)	(11.2)%
Sat LRT	No Data	No Data	No Data	No Data	No Data	No Data	No Data
<b>Total Sat</b>	<b>124,473</b>	<b>127,055</b>	<b>112,796</b>	<b>2,582</b>	<b>2.1%</b>	<b>(14,259)</b>	<b>(11.2)%</b>
Sun BUS	85,709	91,155	82,180	5,446	6.4%	(8,975)	(9.8)%
Sun LRT	No Data	No Data	No Data	No Data	No Data	No Data	No Data
<b>Total Sun</b>	<b>85,709</b>	<b>91,155</b>	<b>82,180</b>	<b>5,446</b>	<b>6.4%</b>	<b>(8,975)</b>	<b>(9.8)%</b>

## Combined (BUS + LRT) - BUS - LRT: HISTORICAL BOARDINGS AND GROWTH RATE: 2006 - 2015

Over the past 10 years, BUS weekday cumulative boardings have increased by **7,775** or **2.7%** while Saturday cumulative boardings have increased by **236** or **0.2%** and Sunday cumulative boardings have increased by **13,415** or **19.5%**.

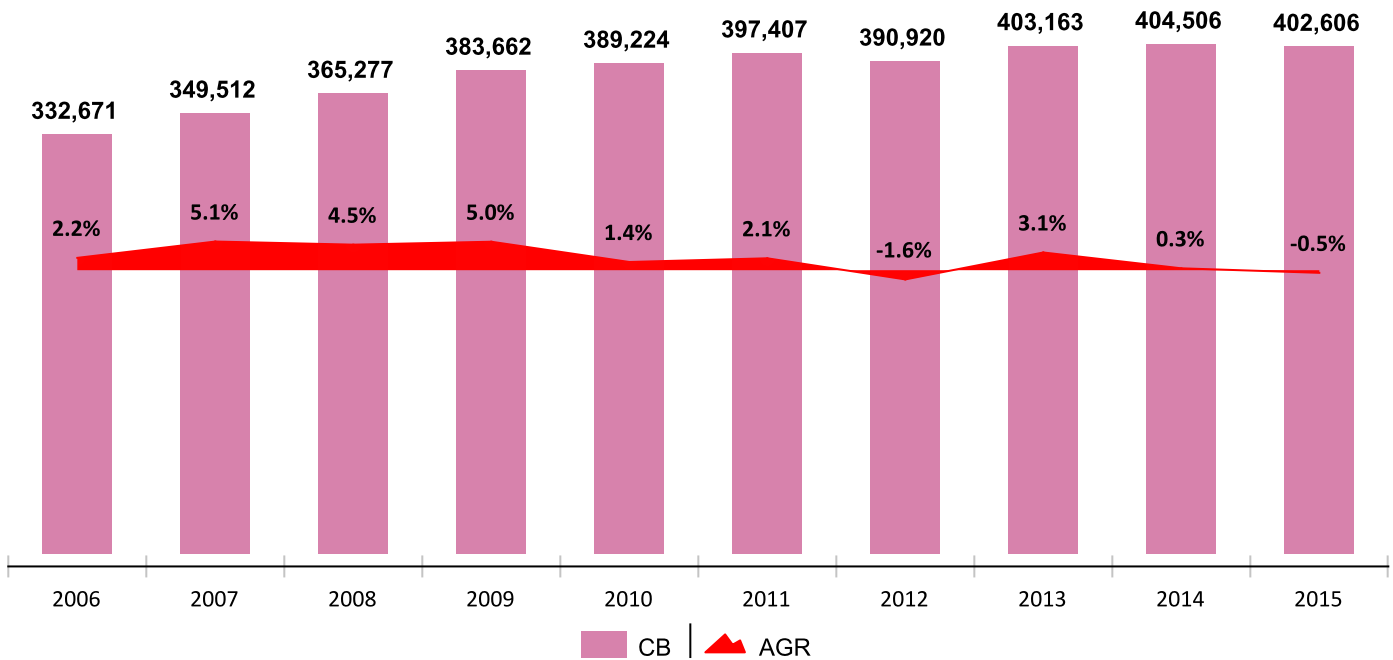
The LRT weekday cumulative boardings have increased by **62,160** or **133.6%**.

The following table and charts show 10 years of historical boardings and growth rates for BUS Weekday, Saturday, and Sunday, and for LRT Weekday.

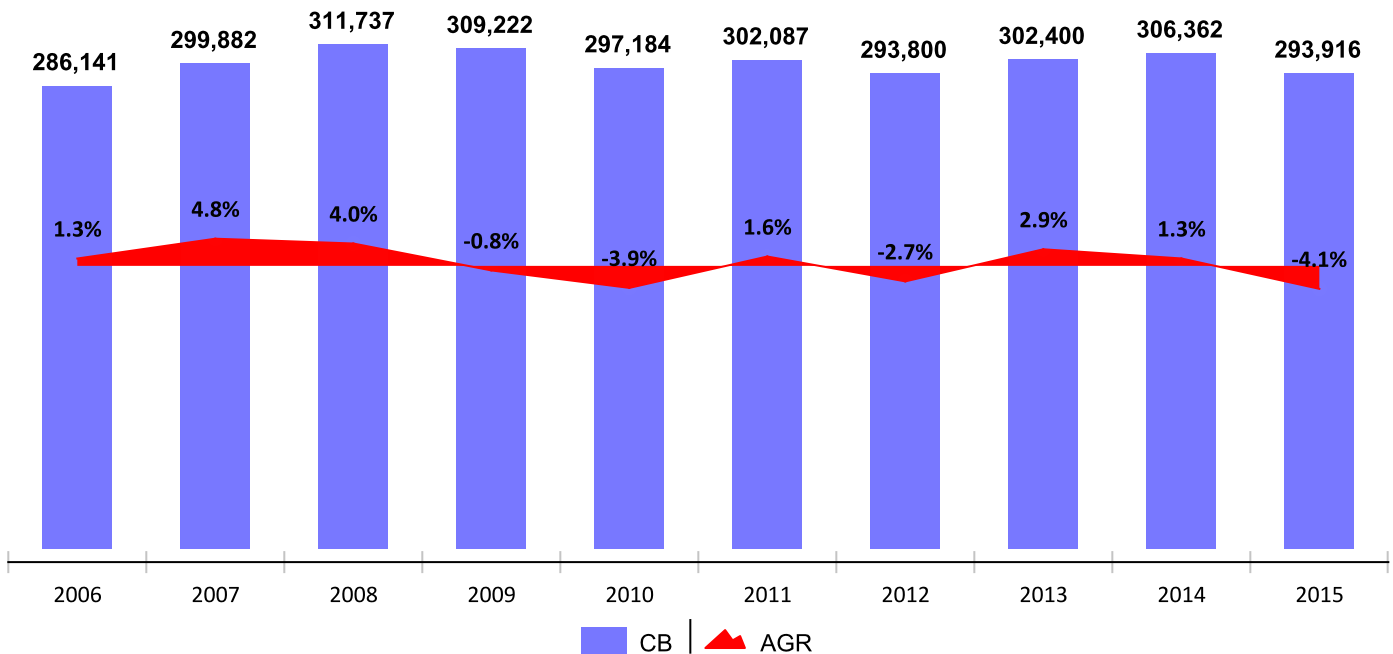
**Table 2: Combined (BUS + LRT) - BUS - LRT: Historical Boardings and Growth Rates: 2006 - 2015**

Weekday			BUS Saturday		Sunday		LRT Weekday		Combined(BUS + LRT) Weekday	
Year	Boarding	AGR	Boardings	AGR	Boardings	AGR	Boardings	AGR	Boardings	AGR
2015	293,916	(4.1)%	112,796	(11.2)%	82,180	(9.8)%	108,690	10.7%	402,606	(0.5)%
2014	306,362	1.3%	127,055	2.1%	91,155	6.4%	98,144	(2.6)%	404,506	0.3%
2013	302,400	2.9%	124,473	2.6%	85,709	4.8%	100,763	3.8%	403,163	3.1%
2012	293,800	(2.7)%	121,330	(1.5)%	81,752	(6.0)%	97,120	1.9%	390,920	(1.6)%
2011	302,087	1.6%	123,166	(0.9)%	86,974	5.1%	95,320	3.6%	397,407	2.1%
2010	297,184	(3.9)%	124,295	3.2%	82,788	6.4%	92,040	23.6%	389,224	1.4%
2009	309,222	(0.8)%	120,442	(2.4)%	77,788	(10.0)%	74,440	39.0%	383,662	5.0%
2008	311,737	4.0%	123,356	2.4%	86,463	11.3%	53,540	7.9%	365,277	4.5%
2007	299,882	4.8%	120,434	7.0%	77,700	13.0%	49,630	6.7%	349,512	5.1%
2006	286,141	1.3%	112,560	(0.4)%	68,765	(3.5)%	46,530	8.0%	332,671	2.2%

**Chart 5: Combined (BUS + LRT) - Weekday Cumulative Boardings and Annual Growth Rate (AGR)  
2006 - 2015**

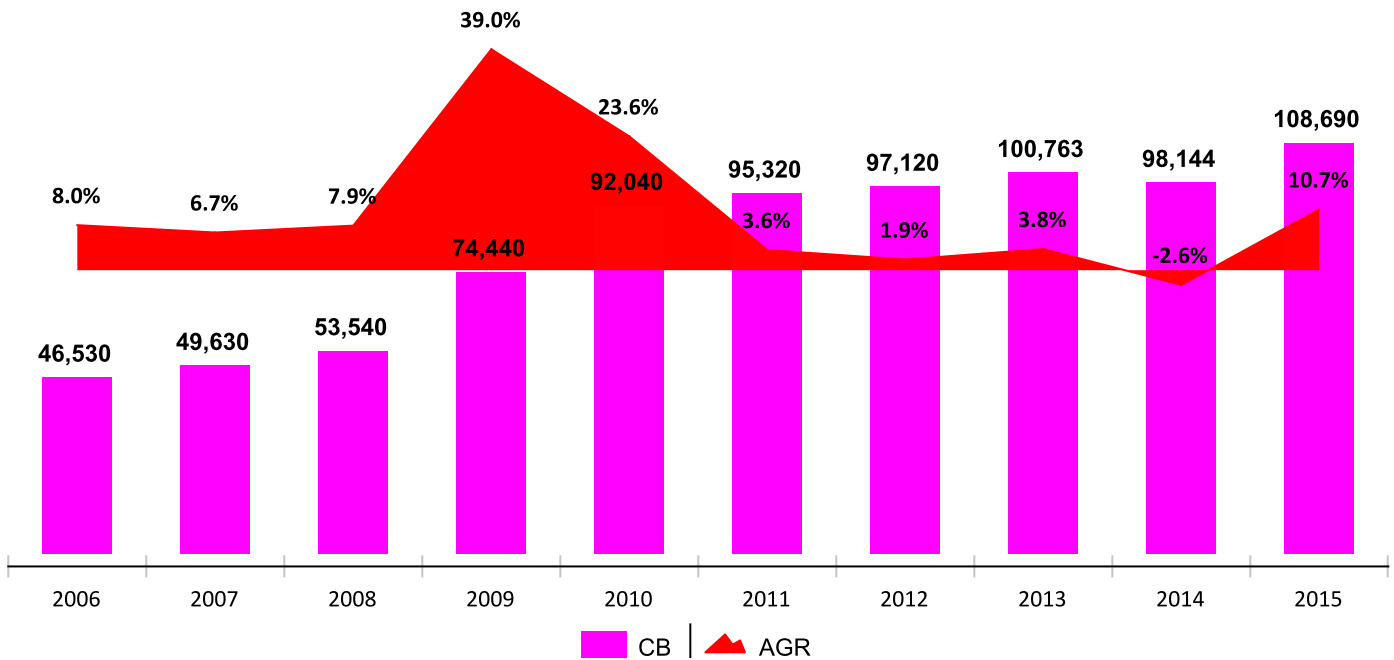


**Chart 6: BUS - Weekday Cumulative Boarding and Annual Growth Rate (AGR)  
2006 - 2015**

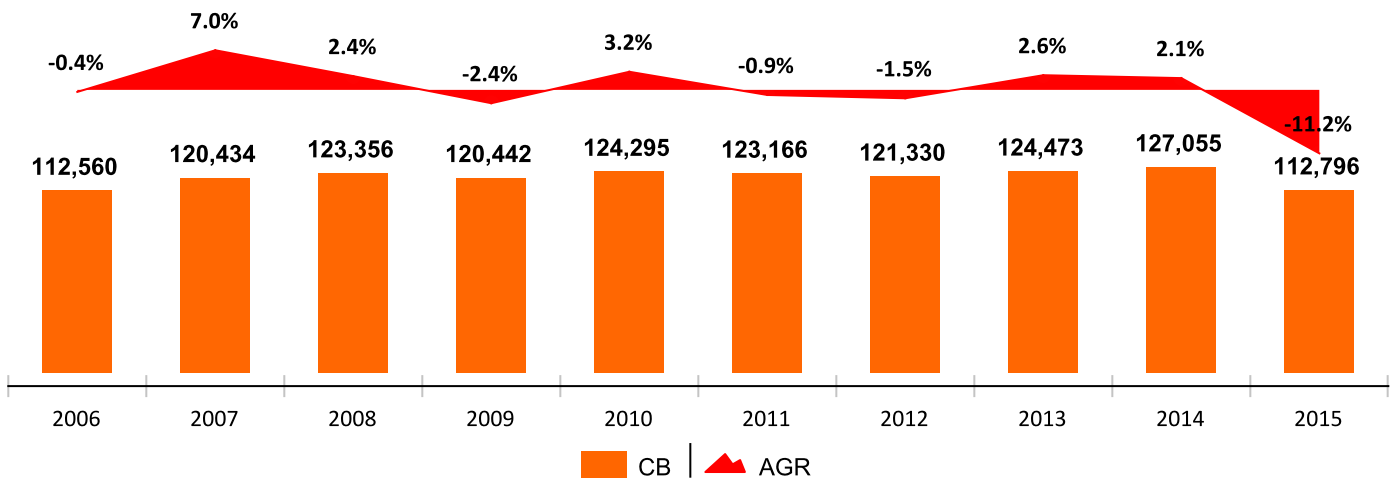




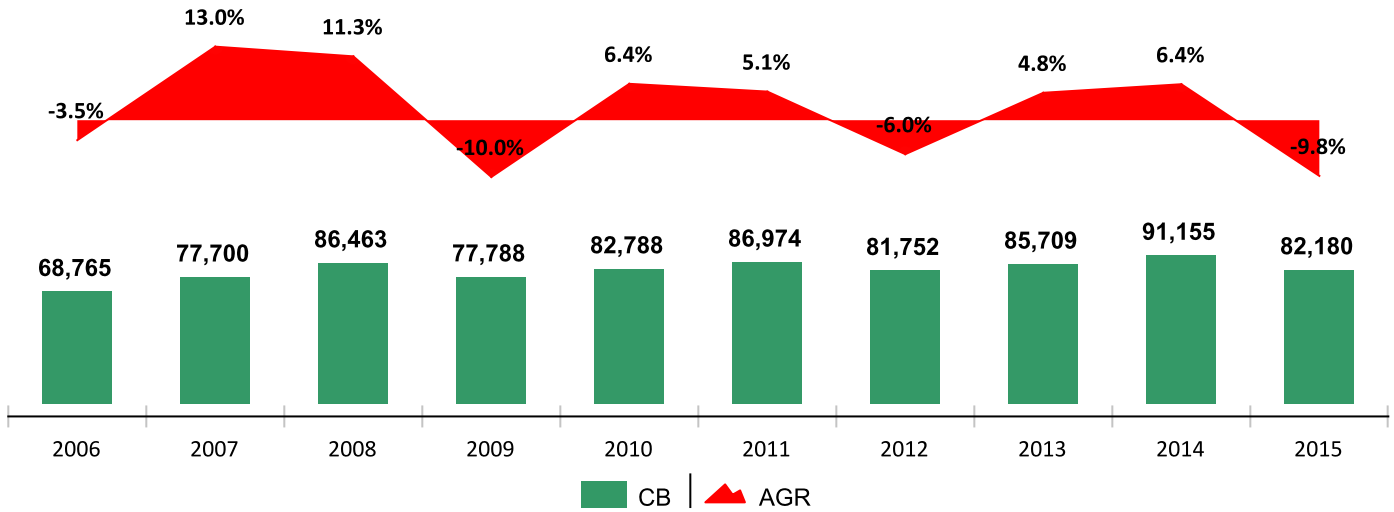
**Chart 7: LRT - Weekday Cumulative Boarding and Annual Growth Rate (AGR)  
2006 - 2015**



**Chart 8: BUS - Saturday Cumulative Boarding and Annual Growth Rate (AGR)  
2006 - 2015**



**Chart 9: BUS - Sunday Cumulative Boarding and Annual Growth Rate (AGR)**  
**2006 - 2015**



**Table 3: Top 20 Routes Sorted By Boardings - Weekday: Comparison SEP13 To SEP14 To SEP15  
Weekday Service**

SEP13 Routes	Boarding	Platform Hours	Boarding PlatHrs	SEP14 Routes	Boarding	Platform Hours	Boarding PlatHrs	SEP15 Routes	Boarding	Platform Hours	Boarding PlatHrs
8	22,851	297.2	76.9	8	22,028	287.3	76.7	8	17,459	282.5	61.8
9	14,058	203.8	69.0	4	14,401	260.1	55.4	4	14,288	246.5	58.0
4	14,038	256.0	54.8	9	12,807	196.6	65.1	9	11,030	191.2	57.7
1	11,021	203.8	54.1	1	11,285	196.0	57.6	1	11,006	206.7	53.3
2	9,894	197.6	50.1	2	10,710	198.2	54.0	5	10,897	200.7	54.3
5	8,630	144.3	59.8	5	8,077	141.5	57.1	2	9,915	194.2	51.0
15	7,032	126.8	55.5	15	7,198	129.8	55.4	15	7,140	139.4	51.2
10	6,271	118.4	53.0	7	6,305	106.5	59.2	10	5,900	118.4	49.8
7	6,190	106.3	58.2	10	6,268	118.5	52.9	7	5,809	107.3	54.1
3	6,042	115.7	52.2	3	6,044	115.3	52.4	3	5,344	122.3	43.7
6	4,562	68.9	66.2	100	4,604	114.3	40.3	100	4,584	111.9	41.0
100	4,386	111.3	39.4	6	4,422	67.8	65.2	6	4,502	75.1	59.9
16	4,175	90.4	46.2	16	4,285	91.4	46.9	16	3,978	90.1	44.2
12	4,118	84.6	48.7	150	3,958	89.2	44.4	150	3,910	84.5	46.3
150	3,807	89.6	42.5	12	3,957	83.3	47.5	12	3,787	84.9	44.6
182	3,564	79.7	44.7	182	3,640	78.9	46.1	106	3,631	78.6	46.2
128	3,530	83.8	42.1	106	3,625	78.1	46.4	182	3,510	80.1	43.8
106	3,525	78.5	44.9	125	3,480	66.7	52.1	151	3,400	91.3	37.2
125	3,462	66.3	52.2	151	3,385	91.5	37.0	11	3,236	65.2	49.6
11	3,371	65.3	51.6	33	3,375	79.7	42.3	128	3,225	82.5	39.1

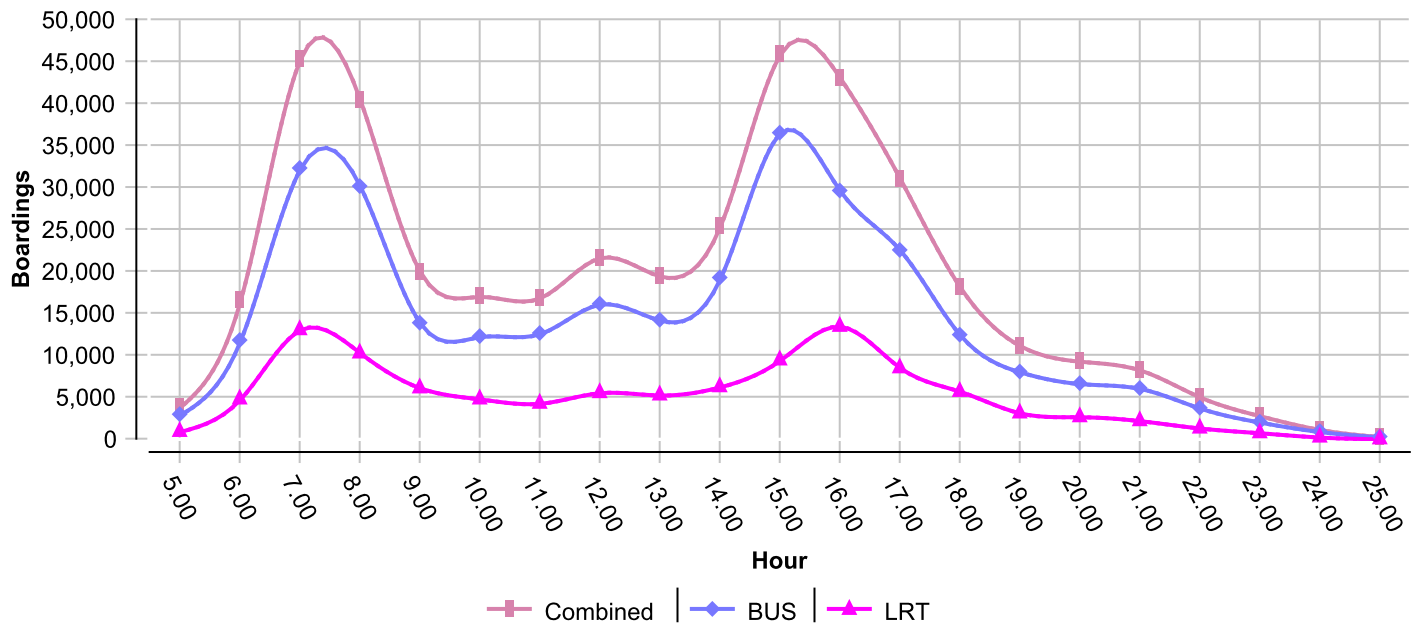
**Table 4: Top 20 Routes Sorted By Boardings - Saturday: Comparison SEP13 To SEP14 To SEP15  
Saturday Service**

SEP13 Routes	Boarding	Platform Hours	Boarding PlatHrs	SEP14 Routes	Boarding	Platform Hours	Boarding PlatHrs	SEP15 Routes	Boarding	Platform Hours	Boarding PlatHrs
8	11,377	217.6	52.3	8	12,144	217.6	55.8	8	10,274	219.7	46.8
4	9,831	170.9	57.5	1	8,468	164.0	51.6	4	9,518	191.3	49.7
1	8,450	164.0	51.5	4	7,940	171.3	46.4	1	7,226	164.0	44.1
9	8,122	170.8	47.5	9	7,261	170.8	42.5	2	5,654	132.8	42.6
5	6,595	123.5	53.4	2	6,875	132.8	51.8	9	4,330	170.9	25.3
2	6,528	132.8	49.1	5	6,143	123.5	49.7	5	3,487	123.5	28.2
10	3,562	89.1	40.0	10	3,466	89.1	38.9	10	2,822	89.1	31.6
3	2,982	65.6	45.5	3	3,031	65.7	46.1	3	2,728	65.7	41.5
7	2,958	61.0	48.5	7	2,754	60.6	45.5	7	2,529	60.6	41.8
6	2,295	41.9	54.8	6	2,483	41.9	59.3	6	2,385	41.9	56.9
12	2,128	57.9	36.8	33	2,381	69.2	34.4	33	1,997	70.3	28.4
14	1,850	32.7	56.6	14	2,078	36.1	57.5	14	1,944	36.1	53.8
11	1,831	45.9	39.9	140	2,065	37.1	55.6	140	1,932	37.1	52.1
140	1,797	37.1	48.4	12	2,015	57.9	34.8	79	1,617	42.0	38.5
33	1,704	66.2	25.7	74	1,830	47.7	38.3	125	1,539	42.8	36.0
125	1,693	42.9	39.5	11	1,826	45.9	39.8	11	1,501	45.9	32.7
15	1,656	53.8	30.8	150	1,659	43.4	38.2	151	1,439	59.6	24.2
150	1,519	43.4	35.0	125	1,594	42.9	37.2	78	1,420	41.4	34.3
182	1,430	40.8	35.0	15	1,545	53.8	28.7	15	1,359	53.8	25.2
74	1,417	51.0	27.8	182	1,506	40.8	36.9	16	1,298	37.9	34.2

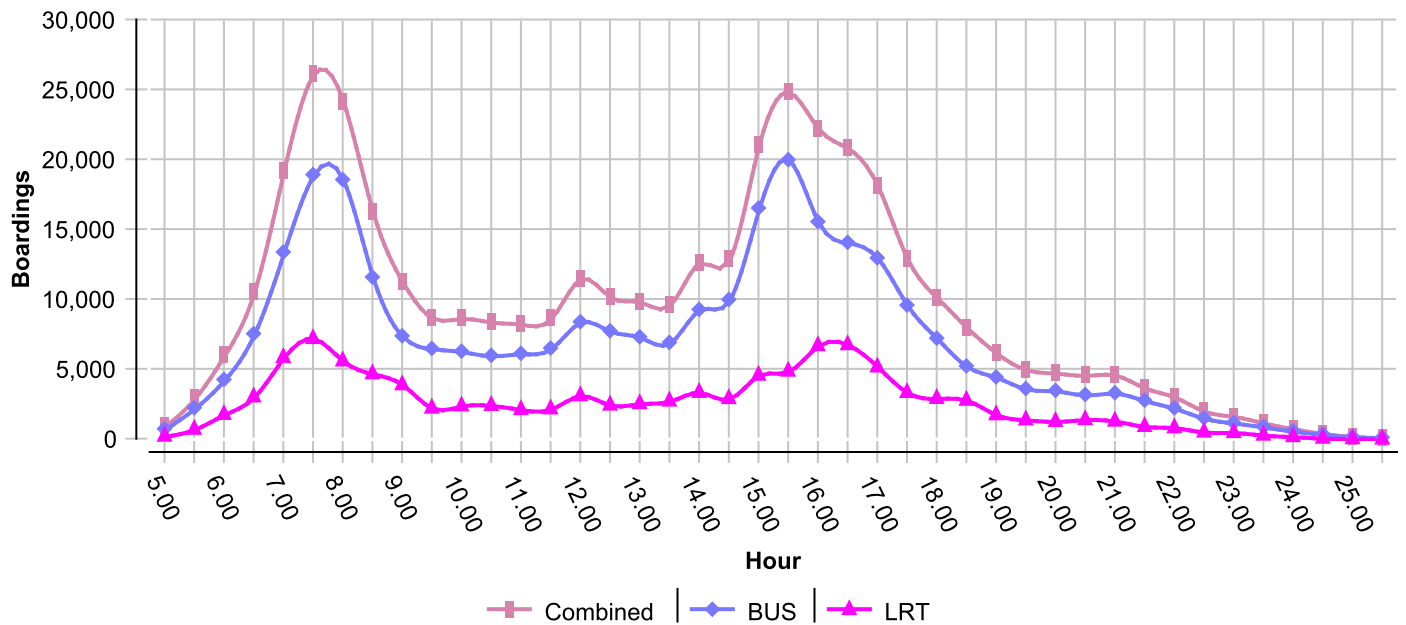
**Table 5: Top 20 Routes Sorted By Boardings - Weekday: Comparison SEP13 To SEP14 To SEP15 Sunday Service**

SEP13 Routes	Boarding	Platform Hours	Boarding PlatHrs	SEP14 Routes	Boarding	Platform Hours	Boarding PlatHrs	SEP15 Routes	Boarding	Platform Hours	Boarding PlatHrs
8	9,276	176.5	52.5	8	9,508	176.6	53.9	8	8,191	177.9	46.0
9	7,760	151.9	51.1	9	7,765	151.9	51.1	1	6,604	140.8	46.9
1	6,825	134.1	50.9	1	6,998	139.1	50.3	9	6,205	152.9	40.6
4	5,959	145.5	41.0	4	5,923	145.5	40.7	4	4,661	147.9	31.5
2	4,825	102.4	47.1	2	4,944	102.4	48.3	2	4,611	102.5	45.0
5	3,237	97.5	33.2	5	4,830	97.5	49.5	5	3,663	97.5	37.6
10	2,699	84.5	31.9	10	2,736	84.5	32.4	3	2,376	58.3	40.8
3	2,417	57.8	41.8	3	2,325	57.9	40.1	10	2,131	84.5	25.2
7	1,988	55.6	35.7	7	2,105	55.6	37.9	14	2,065	34.9	59.2
12	1,837	56.3	32.6	14	1,993	34.9	57.1	7	1,908	56.0	34.1
14	1,746	30.9	56.5	12	1,962	56.3	34.8	33	1,772	47.2	37.5
33	1,654	45.1	36.7	33	1,903	47.2	40.3	12	1,720	56.3	30.6
6	1,534	28.9	53.1	6	1,613	28.9	55.8	6	1,542	28.9	53.4
11	1,521	45.7	33.3	11	1,521	45.7	33.3	11	1,234	45.7	27.0
74	1,315	28.8	45.6	125	1,260	25.6	49.2	74	1,171	28.8	40.6
125	1,211	25.6	47.3	74	1,254	28.8	43.5	79	1,146	39.1	29.3
79	1,102	36.8	30.0	79	1,099	36.8	29.9	125	1,112	25.6	43.4
16	1,008	29.6	34.1	78	1,069	36.8	29.0	78	1,081	39.3	27.5
17	960	20.8	46.1	115	1,018	28.2	36.2	69	951	31.2	30.5
69	896	31.2	28.7	16	1,005	29.6	34.0	16	897	29.6	30.3

**Chart 10: Combined (BUS + LRT)- BUS - LRT: Boardings by Time of Day - 60 Minutes Interval  
SEP15 Weekday Total Boardings - 402,606**



**Chart 11: Combined (BUS + LRT)- BUS - LRT: Boardings by Time of Day - 30 Minute Interval  
SEP15 Weekday Total Boardings - 402,606**



**Tables 6: Combined (BUS + LRT)- BUS - LRT: Time of Day Distribution - Weekday Service  
SEP15 Percent Boardings by Interval**

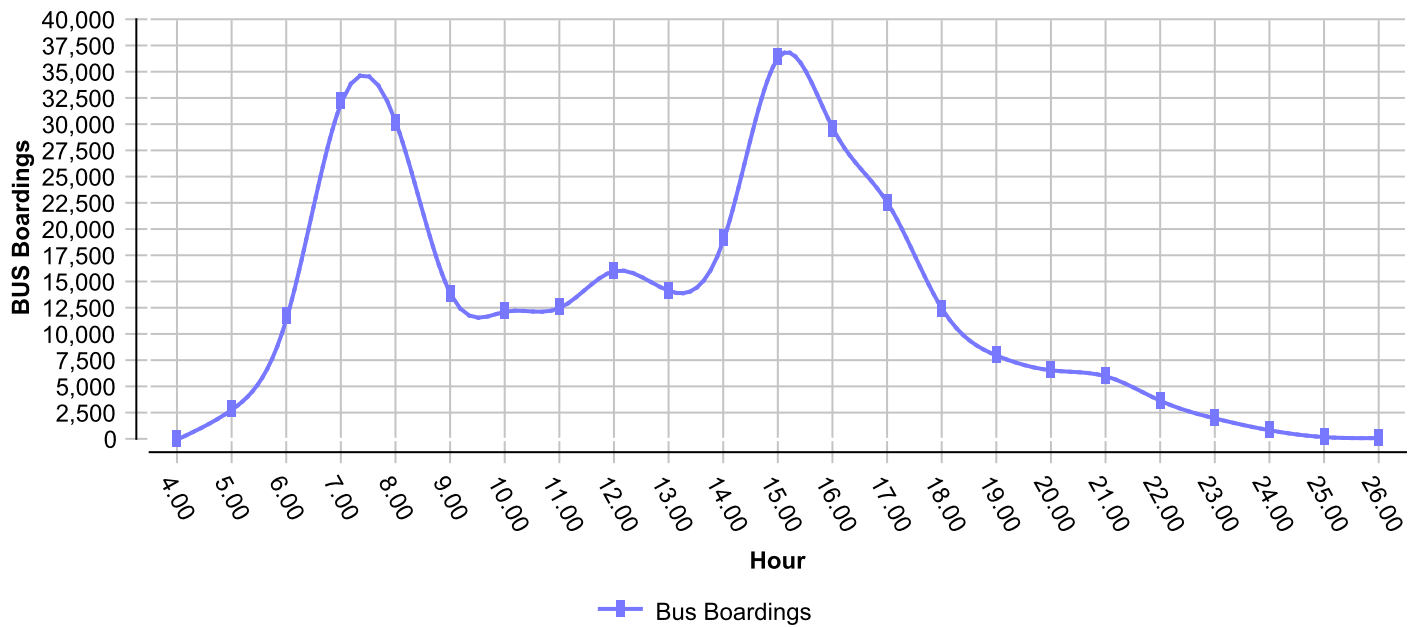
60 Minute Interval							
Interval Start	Time Period	Combined Boardings	Percent	BUS Boardings	BUS Percent	LRT Boardings	LRT Percent
500	Early Morning	3,837	1.0%	2,918	1.0%	919	0.8%
600	AM Peak	16,546	4.1%	11,755	4.0%	4,791	4.4%
700	AM Peak	45,316	11.3%	32,270	11.0%	13,046	12.0%
800	AM Peak	40,387	10.0%	30,116	10.3%	10,271	9.4%
900	Midday	19,932	5.0%	13,822	4.7%	6,110	5.6%
1000	Midday	17,015	4.2%	12,225	4.2%	4,790	4.4%
1100	Midday	16,872	4.2%	12,594	4.3%	4,278	3.9%
1200	Midday	21,635	5.4%	16,093	5.5%	5,542	5.1%
1300	Midday	19,444	4.8%	14,181	4.8%	5,263	4.8%
1400	Midday	25,462	6.3%	19,216	6.5%	6,246	5.7%
1500	PM Peak	45,920	11.4%	36,480	12.4%	9,440	8.7%
1600	PM Peak	43,041	10.7%	29,590	10.1%	13,451	12.4%
1700	PM Peak	31,008	7.7%	22,505	7.7%	8,503	7.8%
1800	Early Evening	18,093	4.5%	12,400	4.2%	5,693	5.2%
1900	Early Evening	11,129	2.8%	8,008	2.7%	3,121	2.9%
2000	Early Evening	9,287	2.3%	6,618	2.3%	2,669	2.5%
2100	Early Evening	8,237	2.0%	6,038	2.1%	2,199	2.0%
2200	Late Evening	5,009	1.2%	3,688	1.3%	1,321	1.2%
2300	Late Evening	2,779	0.7%	2,022	0.7%	757	0.7%
2400	Late Evening	1,142	0.3%	897	0.3%	245	0.2%
2500	Owl	290	0.1%	255	0.1%	35	0.0%
<b>Total</b>		<b>402,381</b>		<b>293,691</b>		<b>108,690</b>	

**Tables 7: Combined (BUS + LRT)- BUS - LRT: Time of Day Distribution - Weekday Service  
SEP15 Percent Boardings by Interval**

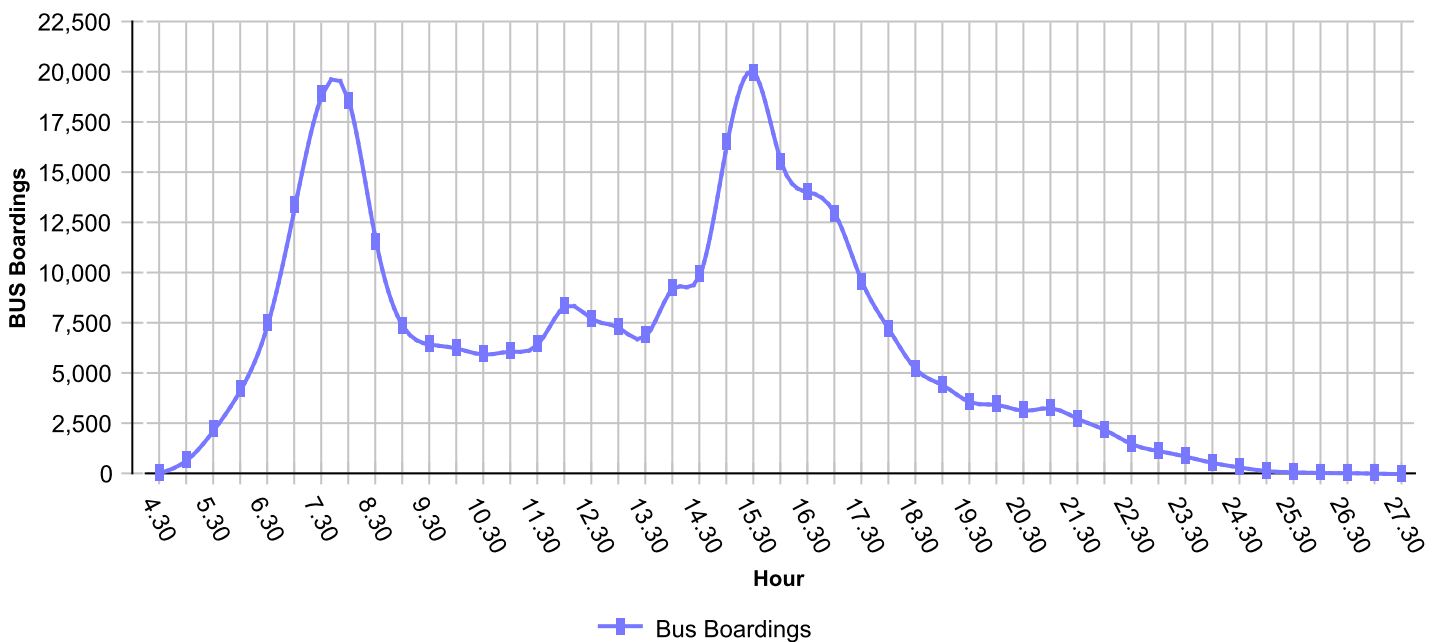
30 Minute Interval

Interval Start	Time Period	Combined Boardings	Percent	BUS Boardings	BUS Percent	LRT Boardings	LRT Percent
500	Early Morning	920	0.2%	709	0.2%	211	0.2%
530	AM Peak	2,918	0.7%	2,210	0.8%	708	0.7%
600	AM Peak	6,005	1.5%	4,237	1.4%	1,768	1.6%
630	AM Peak	10,541	2.6%	7,518	2.6%	3,023	2.8%
700	AM Peak	19,212	4.8%	13,367	4.6%	5,845	5.4%
730	AM Peak	26,104	6.5%	18,903	6.4%	7,201	6.6%
800	AM Peak	24,141	6.0%	18,546	6.3%	5,595	5.1%
830	AM Peak	16,246	4.0%	11,570	3.9%	4,676	4.3%
900	Midday	11,249	2.8%	7,360	2.5%	3,889	3.6%
930	Midday	8,683	2.2%	6,462	2.2%	2,221	2.0%
1000	Midday	8,640	2.1%	6,263	2.1%	2,377	2.2%
1030	Midday	8,375	2.1%	5,962	2.0%	2,413	2.2%
1100	Midday	8,224	2.0%	6,109	2.1%	2,115	1.9%
1130	Midday	8,648	2.1%	6,485	2.2%	2,163	2.0%
1200	Midday	11,473	2.9%	8,370	2.8%	3,103	2.9%
1230	Midday	10,162	2.5%	7,723	2.6%	2,439	2.2%
1300	Midday	9,827	2.4%	7,289	2.5%	2,538	2.3%
1330	Midday	9,617	2.4%	6,892	2.3%	2,725	2.5%
1400	Midday	12,598	3.1%	9,253	3.2%	3,345	3.1%
1430	Midday	12,864	3.2%	9,963	3.4%	2,901	2.7%
1500	PM Peak	21,086	5.2%	16,510	5.6%	4,576	4.2%
1530	PM Peak	24,834	6.2%	19,970	6.8%	4,864	4.5%
1600	PM Peak	22,230	5.5%	15,538	5.3%	6,692	6.2%
1630	PM Peak	20,811	5.2%	14,052	4.8%	6,759	6.2%
1700	PM Peak	18,108	4.5%	12,943	4.4%	5,165	4.8%
1730	PM Peak	12,900	3.2%	9,562	3.3%	3,338	3.1%
1800	Early Evening	10,107	2.5%	7,195	2.4%	2,912	2.7%
1830	Early Evening	7,987	2.0%	5,206	1.8%	2,781	2.6%
1900	Early Evening	6,161	1.5%	4,419	1.5%	1,742	1.6%
1930	Early Evening	4,968	1.2%	3,589	1.2%	1,379	1.3%
2000	Early Evening	4,726	1.2%	3,455	1.2%	1,271	1.2%
2030	Early Evening	4,560	1.1%	3,162	1.1%	1,398	1.3%
2100	Early Evening	4,578	1.1%	3,287	1.1%	1,291	1.2%
2130	Early Evening	3,659	0.9%	2,751	0.9%	908	0.8%
2200	Late Evening	3,011	0.7%	2,197	0.7%	814	0.7%
2230	Late Evening	1,998	0.5%	1,491	0.5%	507	0.5%
2300	Late Evening	1,621	0.4%	1,150	0.4%	471	0.4%
2330	Late Evening	1,159	0.3%	873	0.3%	286	0.3%
2400	Late Evening	738	0.2%	561	0.2%	177	0.2%
2430	Late Evening	404	0.1%	336	0.1%	68	0.1%
2500	Owl	190	0.0%	158	0.1%	32	0.0%
2530	Owl	100	0.0%	97	0.0%	3	0.0%
<b>Total</b>		<b>402,383</b>		<b>293,692</b>		<b>108,690</b>	

**Chart 12: BUS - Time of Day Distribution<sup>2</sup> - 60 Minutes Interval  
SEP15 Weekday Total Boardings - 293,916**



**Chart 13: BUS - Time of Day Distribution<sup>2</sup> - 30 Minute Interval  
SEP15 Weekday Total Boardings - 293,916**





**Tables 8-9: BUS - Time of Day Distribution<sup>2</sup> - Weekday Service  
SEP15 Percent Boardings by Interval**

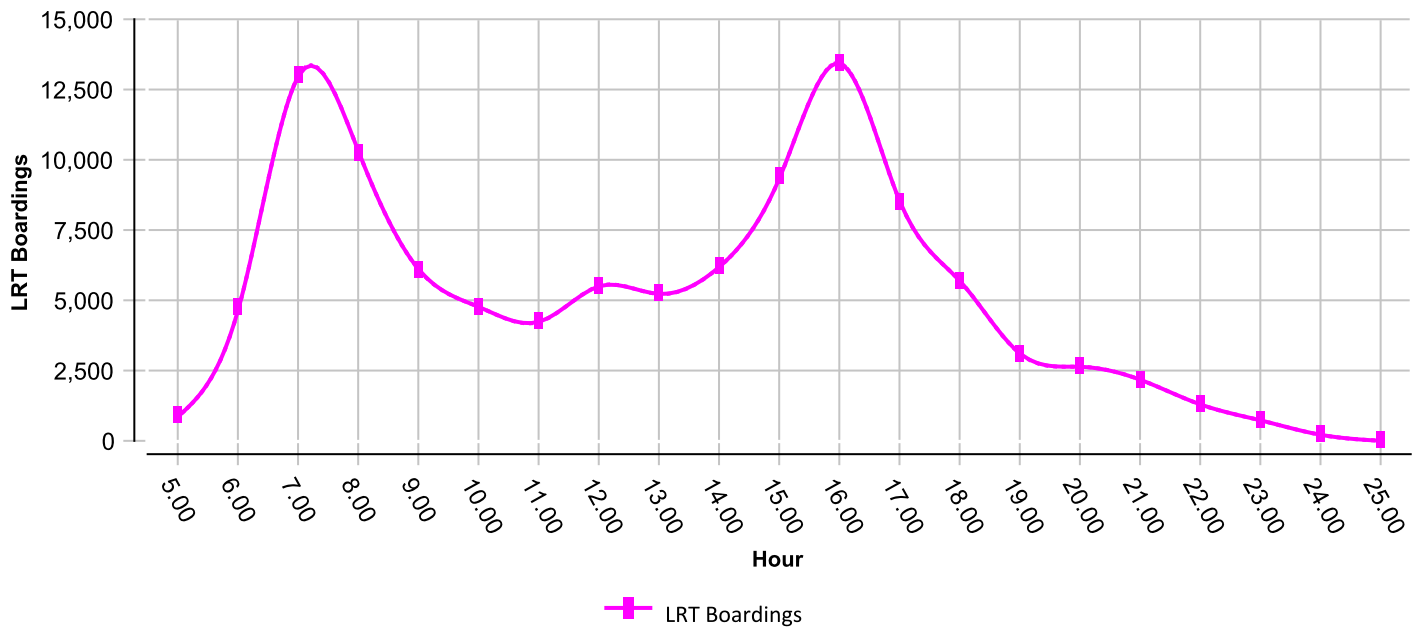
60 Minute Interval

Interval Start	Time Period	BUS Boardings	Percentage
400	Early Morning	58	0.0%
500	Early Morning	2,918	1.0%
600	AM Peak	11,755	4.0%
700	AM Peak	32,270	11.0%
800	AM Peak	30,116	10.2%
900	Midday	13,822	4.7%
1000	Midday	12,225	4.2%
1100	Midday	12,594	4.3%
1200	Midday	16,093	5.5%
1300	Midday	14,181	4.8%
1400	Midday	19,216	6.5%
1500	PM Peak	36,480	12.4%
1600	PM Peak	29,590	10.1%
1700	PM Peak	22,505	7.7%
1800	Early Evening	12,400	4.2%
1900	Early Evening	8,008	2.7%
2000	Early Evening	6,618	2.3%
2100	Early Evening	6,038	2.1%
2200	Late Evening	3,688	1.3%
2300	Late Evening	2,022	0.7%
2400	Late Evening	897	0.3%
2500	Owl	255	0.1%
2600	Owl	165	0.1%
<b>Total</b>		<b>293,916</b>	

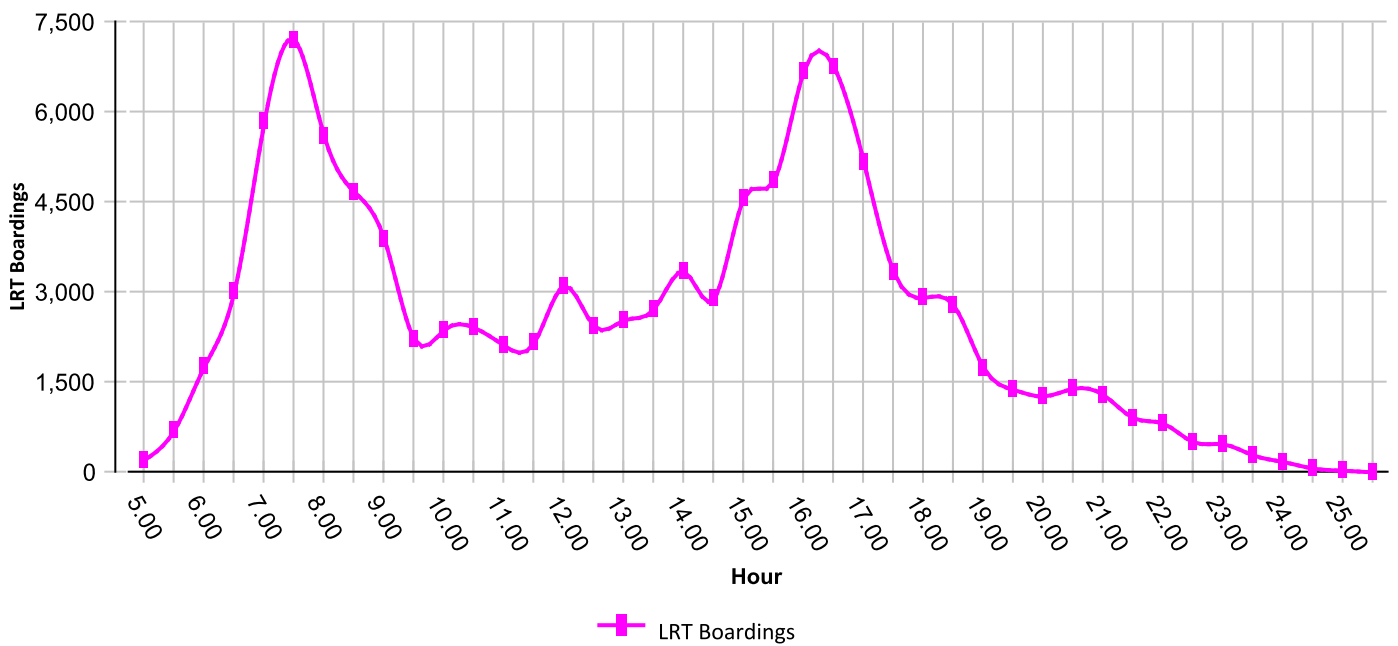
30 Minute Interval

Interval Start	Time Period	BUS Boardings	Percentage
430	Early Morning	58	0.0%
500	Early Morning	709	0.2%
530	AM Peak	2,210	0.8%
600	AM Peak	4,237	1.4%
630	AM Peak	7,518	2.6%
700	AM Peak	13,367	4.5%
730	AM Peak	18,903	6.4%
800	AM Peak	18,546	6.3%
830	AM Peak	11,570	3.9%
900	Midday	7,360	2.5%
930	Midday	6,462	2.2%
1000	Midday	6,263	2.1%
1030	Midday	5,962	2.0%
1100	Midday	6,109	2.1%
1130	Midday	6,485	2.2%
1200	Midday	8,370	2.8%
1230	Midday	7,723	2.6%
1300	Midday	7,289	2.5%
1330	Midday	6,892	2.3%
1400	Midday	9,253	3.1%
1430	Midday	9,963	3.4%
1500	PM Peak	16,510	5.6%
1530	PM Peak	19,970	6.8%
1600	PM Peak	15,538	5.3%
1630	PM Peak	14,052	4.8%
1700	PM Peak	12,943	4.4%
1730	PM Peak	9,562	3.3%
1800	Early Evening	7,195	2.4%
1830	Early Evening	5,206	1.8%
1900	Early Evening	4,419	1.5%
1930	Early Evening	3,589	1.2%
2000	Early Evening	3,455	1.2%
2030	Early Evening	3,162	1.1%
2100	Early Evening	3,287	1.1%
2130	Early Evening	2,751	0.9%
2200	Late Evening	2,197	0.7%
2230	Late Evening	1,491	0.5%
2300	Late Evening	1,150	0.4%
2330	Late Evening	873	0.3%
2400	Late Evening	561	0.2%
2430	Late Evening	336	0.1%
2500	Owl	158	0.1%
2530	Owl	97	0.0%
2600	Owl	67	0.0%
2630	Owl	57	0.0%
2700	Owl	36	0.0%
2730	Owl	6	0.0%
<b>Total</b>		<b>293,916</b>	

**Chart 14: LRT - Time of Day Distribution - 60 Minutes Interval**  
**SEP15 Weekday Total Boardings - 108,690**



**Chart 15: LRT - Time of Day Distribution - 30 Minute Interval**  
**SEP15 Weekday Total Boardings - 108,690**



**Tables 10-11: LRT - Time of Day Distribution - Weekday Service  
SEP15 Percent Boardings by Interval**

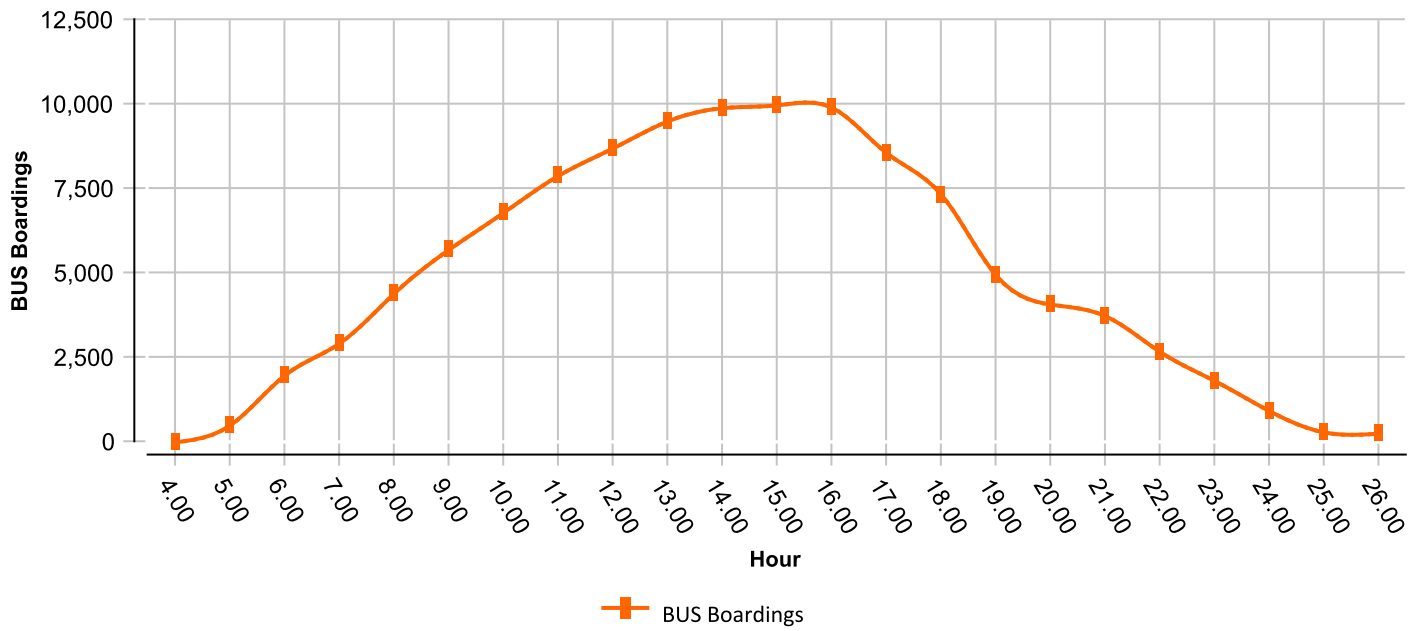
60 Minute Interval

Interval Start	Time Period	LRT Boardings	Percentage
500	Early Morning	919	0.8%
600	AM Peak	4,791	4.4%
700	AM Peak	13,046	12.0%
800	AM Peak	10,271	9.4%
900	Midday	6,110	5.6%
1000	Midday	4,790	4.4%
1100	Midday	4,278	3.9%
1200	Midday	5,542	5.1%
1300	Midday	5,263	4.8%
1400	Midday	6,246	5.7%
1500	PM Peak	9,440	8.7%
1600	PM Peak	13,451	12.4%
1700	PM Peak	8,503	7.8%
1800	Early Evening	5,693	5.2%
1900	Early Evening	3,121	2.9%
2000	Early Evening	2,669	2.5%
2100	Early Evening	2,199	2.0%
2200	Late Evening	1,321	1.2%
2300	Late Evening	757	0.7%
2400	Late Evening	245	0.2%
2500	Owl	35	0.0%
<b>Total</b>		<b>108,690</b>	

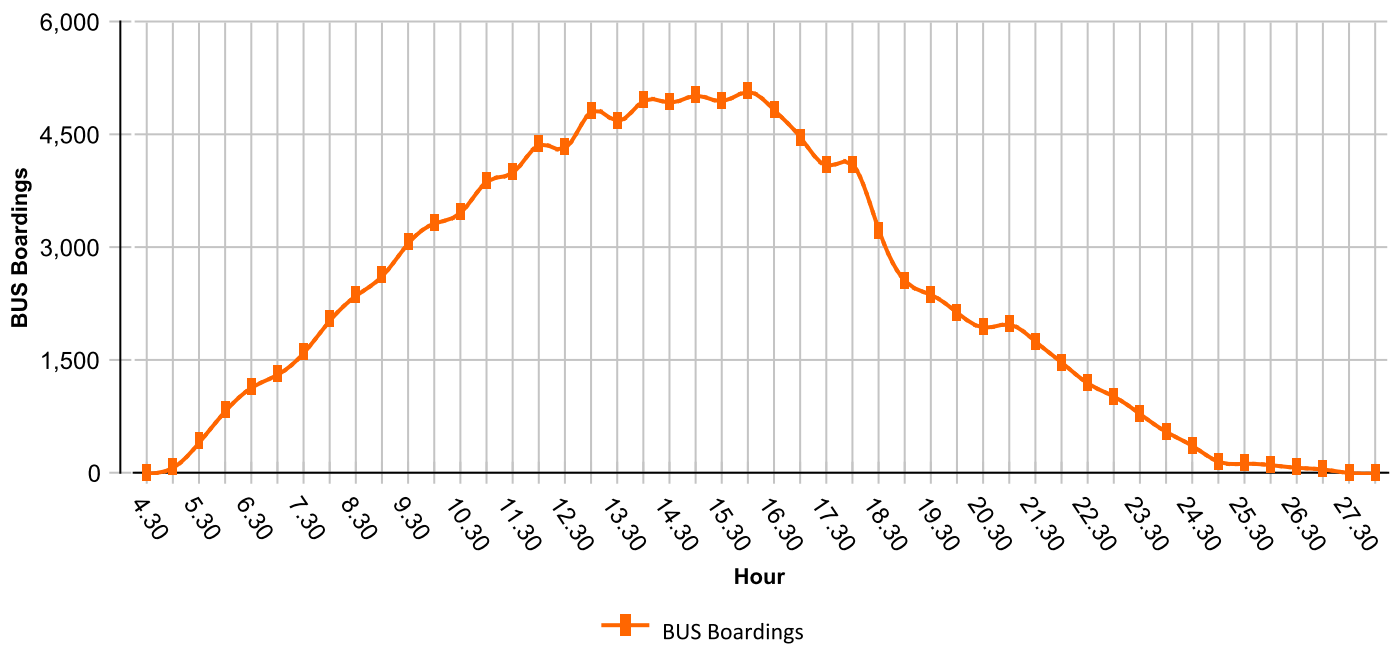
30 Minute Interval

Interval Start	Time Period	LRT Boardings	Percentage
500	Early Morning	211	0.2%
530	AM Peak	708	0.7%
600	AM Peak	1,768	1.6%
630	AM Peak	3,023	2.8%
700	AM Peak	5,845	5.4%
730	AM Peak	7,201	6.6%
800	AM Peak	5,595	5.1%
830	AM Peak	4,676	4.3%
900	Midday	3,889	3.6%
930	Midday	2,221	2.0%
1000	Midday	2,377	2.2%
1030	Midday	2,413	2.2%
1100	Midday	2,115	1.9%
1130	Midday	2,163	2.0%
1200	Midday	3,103	2.9%
1230	Midday	2,439	2.2%
1300	Midday	2,538	2.3%
1330	Midday	2,725	2.5%
1400	Midday	3,345	3.1%
1430	Midday	2,901	2.7%
1500	PM Peak	4,576	4.2%
1530	PM Peak	4,864	4.5%
1600	PM Peak	6,692	6.2%
1630	PM Peak	6,759	6.2%
1700	PM Peak	5,165	4.8%
1730	PM Peak	3,338	3.1%
1800	Early Evening	2,912	2.7%
1830	Early Evening	2,781	2.6%
1900	Early Evening	1,742	1.6%
1930	Early Evening	1,379	1.3%
2000	Early Evening	1,271	1.2%
2030	Early Evening	1,398	1.3%
2100	Early Evening	1,291	1.2%
2130	Early Evening	908	0.8%
2200	Late Evening	814	0.7%
2230	Late Evening	507	0.5%
2300	Late Evening	471	0.4%
2330	Late Evening	286	0.3%
2400	Late Evening	177	0.2%
2430	Late Evening	68	0.1%
2500	Owl	32	0.0%
2530	Owl	3	0.0%
<b>Total</b>		<b>108,690</b>	

**Chart 16: BUS - Time of Day Distribution<sup>2</sup> - 60 Minutes Interval  
SEP15 Saturday Total Boardings - 112,796**



**Chart 17: BUS - Time of Day Distribution<sup>2</sup> - 30 Minute Interval  
SEP15 Saturday Total Boardings - 112,796**



**Tables 12-13: BUS - Time of Day Distribution<sup>2</sup> - Saturday Service  
SEP15 Percent Boardings by Interval**

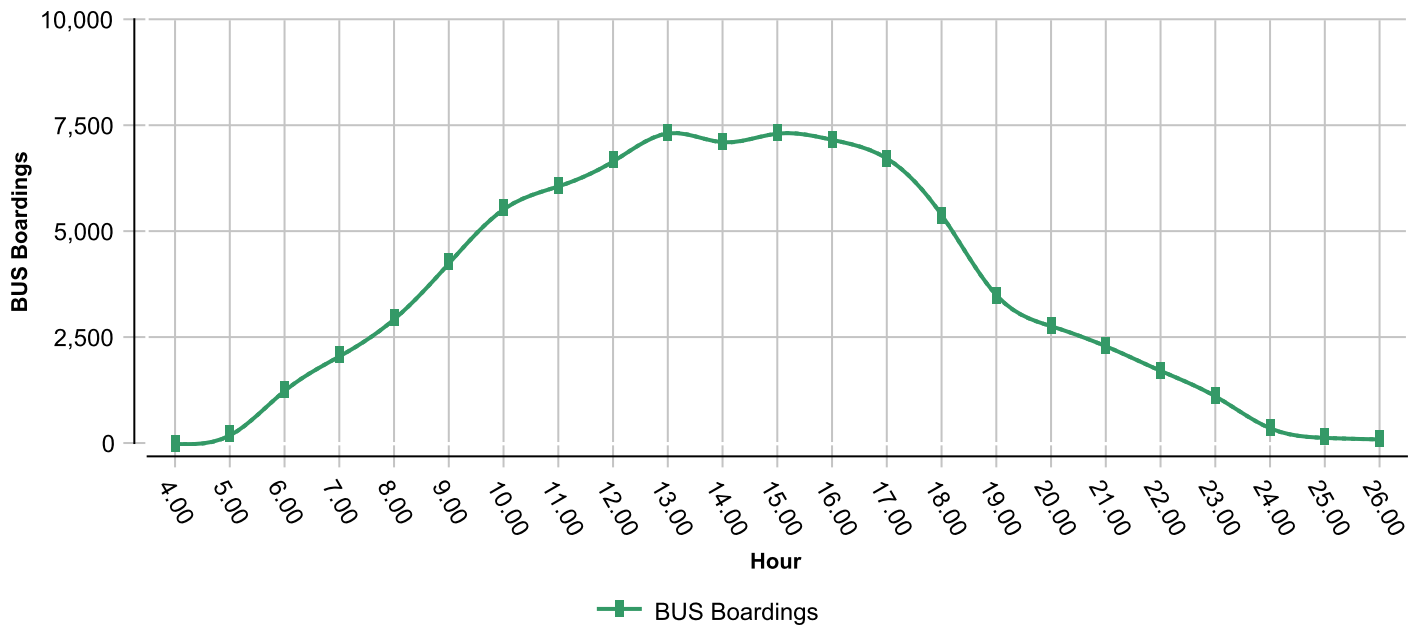
60 Minute Interval

Interval Start	Time Period	BUS Boardings	Percentage
400	Early Morning	0	0.0%
500	Early Morning	508	0.5%
600	Morning	1,990	1.8%
700	Morning	2,936	2.6%
800	Midday	4,419	3.9%
900	Midday	5,710	5.1%
1000	Midday	6,808	6.0%
1100	Midday	7,898	7.0%
1200	Midday	8,711	7.7%
1300	Midday	9,510	8.4%
1400	Midday	9,897	8.8%
1500	Midday	9,981	8.8%
1600	Midday	9,902	8.8%
1700	Midday	8,554	7.6%
1800	Midday	7,316	6.5%
1900	Evening	4,928	4.4%
2000	Evening	4,075	3.6%
2100	Evening	3,729	3.3%
2200	Evening	2,664	2.4%
2300	Evening	1,805	1.6%
2400	Evening	913	0.8%
2500	Owl	288	0.3%
2600	Owl	254	0.2%
<b>Total</b>		<b>112,796</b>	

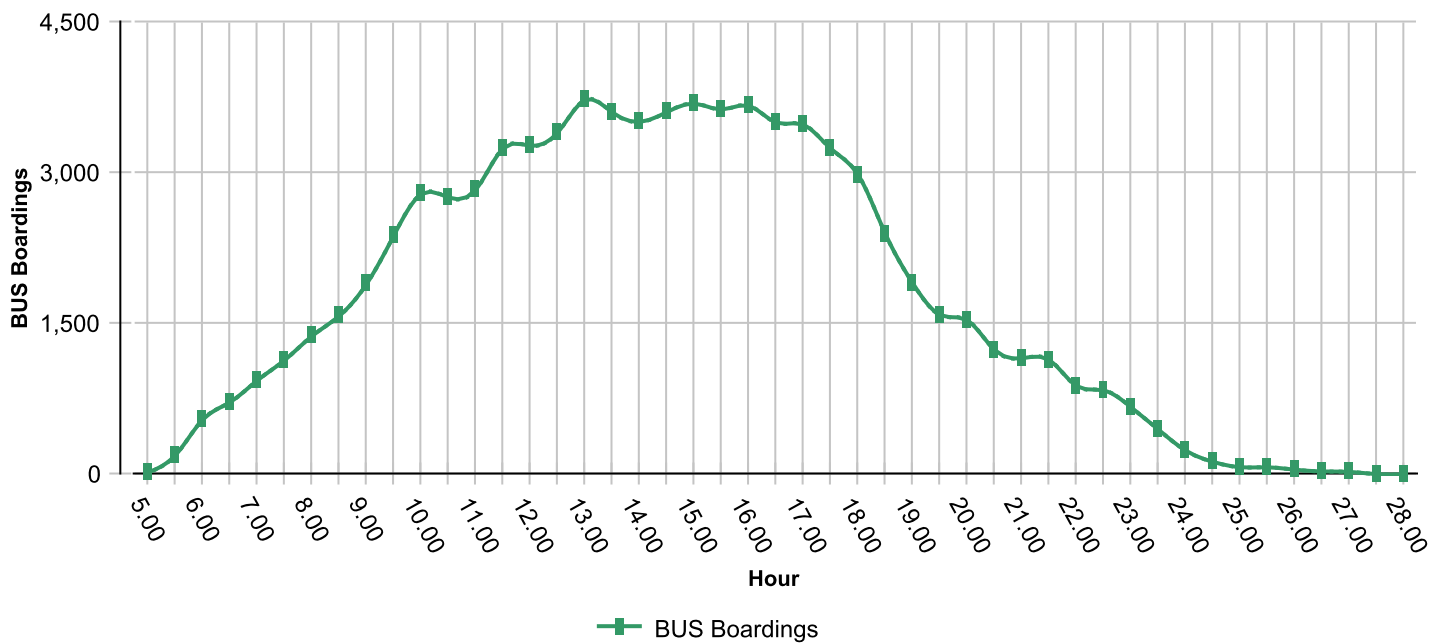
30 Minute Interval

Interval Start	Time Period	BUS Boardings	Percentage
430	Early Morning	0	0.0%
500	Early Morning	83	0.1%
530	Morning	425	0.4%
600	Morning	841	0.7%
630	Morning	1,149	1.0%
700	Morning	1,320	1.2%
730	Morning	1,616	1.4%
800	Midday	2,046	1.8%
830	Midday	2,372	2.1%
900	Midday	2,636	2.3%
930	Midday	3,074	2.7%
1000	Midday	3,330	3.0%
1030	Midday	3,477	3.1%
1100	Midday	3,890	3.4%
1130	Midday	4,008	3.6%
1200	Midday	4,376	3.9%
1230	Midday	4,334	3.8%
1300	Midday	4,822	4.3%
1330	Midday	4,688	4.2%
1400	Midday	4,963	4.4%
1430	Midday	4,933	4.4%
1500	Midday	5,027	4.5%
1530	Midday	4,954	4.4%
1600	Midday	5,077	4.5%
1630	Midday	4,825	4.3%
1700	Midday	4,461	4.0%
1730	Midday	4,093	3.6%
1800	Midday	4,101	3.6%
1830	Midday	3,216	2.9%
1900	Evening	2,554	2.3%
1930	Evening	2,374	2.1%
2000	Evening	2,133	1.9%
2030	Evening	1,942	1.7%
2100	Evening	1,981	1.8%
2130	Evening	1,748	1.5%
2200	Evening	1,470	1.3%
2230	Evening	1,194	1.1%
2300	Evening	1,019	0.9%
2330	Evening	785	0.7%
2400	Evening	549	0.5%
2430	Evening	364	0.3%
2500	Owl	155	0.1%
2530	Owl	132	0.1%
2600	Owl	113	0.1%
2630	Owl	78	0.1%
2700	Owl	55	0.0%
2730	Owl	8	0.0%
2800	Owl	0	0.0%
<b>Total</b>		<b>112,796</b>	

**Chart 18: BUS - Time of Day Distribution<sup>2</sup> - 60 Minutes Interval  
SEP15 Sunday Total Boardings - 82,180**



**Chart 19: BUS - Time of Day Distribution<sup>2</sup> - 30 Minute Interval  
SEP15 Sunday Total Boardings - 82,180**



**Tables 14-15: BUS - Time of Day Distribution<sup>2</sup> - Sunday Service  
SEP15 Percent Boardings by Interval**

60 Minute Interval

Interval Start	Time Period	BUS Boardings	Percentage
400	Early Morning	0	0.0%
500	Early Morning	214	0.3%
600	Morning	1,269	1.5%
700	Morning	2,079	2.5%
800	Morning	2,960	3.6%
900	Morning	4,283	5.2%
1000	Midday	5,551	6.8%
1100	Midday	6,086	7.4%
1200	Midday	6,680	8.1%
1300	Midday	7,333	8.9%
1400	Midday	7,121	8.7%
1500	Midday	7,327	8.9%
1600	Midday	7,173	8.7%
1700	Midday	6,725	8.2%
1800	Midday	5,375	6.5%
1900	Evening	3,490	4.2%
2000	Evening	2,773	3.4%
2100	Evening	2,298	2.8%
2200	Evening	1,718	2.1%
2300	Evening	1,113	1.4%
2400	Evening	362	0.4%
2500	Owl	144	0.2%
2600	Owl	108	0.1%
<b>Total</b>		<b>82,180</b>	

30 Minute Interval

Interval Start	Time Period	BUS Boardings	Percentage
500	Early Morning	20	0.0%
530	Morning	194	0.2%
600	Morning	548	0.7%
630	Morning	721	0.9%
700	Morning	939	1.1%
730	Morning	1,140	1.4%
800	Morning	1,380	1.7%
830	Morning	1,580	1.9%
900	Morning	1,899	2.3%
930	Morning	2,384	2.9%
1000	Midday	2,793	3.4%
1030	Midday	2,758	3.4%
1100	Midday	2,837	3.5%
1130	Midday	3,249	4.0%
1200	Midday	3,273	4.0%
1230	Midday	3,407	4.1%
1300	Midday	3,729	4.5%
1330	Midday	3,604	4.4%
1400	Midday	3,511	4.3%
1430	Midday	3,610	4.4%
1500	Midday	3,693	4.5%
1530	Midday	3,635	4.4%
1600	Midday	3,671	4.5%
1630	Midday	3,503	4.3%
1700	Midday	3,482	4.2%
1730	Midday	3,242	3.9%
1800	Midday	2,982	3.6%
1830	Midday	2,393	2.9%
1900	Evening	1,903	2.3%
1930	Evening	1,587	1.9%
2000	Evening	1,535	1.9%
2030	Evening	1,238	1.5%
2100	Evening	1,158	1.4%
2130	Evening	1,140	1.4%
2200	Evening	880	1.1%
2230	Evening	838	1.0%
2300	Evening	667	0.8%
2330	Evening	446	0.5%
2400	Evening	237	0.3%
2430	Evening	125	0.2%
2500	Owl	72	0.1%
2530	Owl	72	0.1%
2600	Owl	48	0.1%
2630	Owl	31	0.0%
2700	Owl	26	0.0%
2730	Owl	4	0.0%
2800	Owl	0	0.0%
<b>Total</b>		<b>82,180</b>	

**Table 16: Comparison SEP13 To SEP14 To SEP15 Boarding By Route  
Weekday Service**

SEP13 Routes	SEP14 Routes	SEP15 Routes	SEP13 Boarding	SEP14 Boarding	SEP15 Boarding	SEP13 to SEP14 % Diff	SEP14 to SEP15 % Diff	SEP13 Platform Hrs	SEP14 Platform Hrs	SEP15 Platform Hrs	SEP13 Boarding PlatHrs	SEP14 Boarding PlatHrs	SEP15 Boarding PlatHrs
1	1	1	11,021	11,285	11,006	2.4%	(2.5)%	203.8	196.0	206.7	54.1	57.6	53.3
2	2	2	9,894	10,710	9,915	8.2%	(7.4)%	197.6	198.2	194.2	50.1	54.0	51.0
3	3	3	6,042	6,044	5,344	0.0%	(11.6)%	115.7	115.3	122.3	52.2	52.4	43.7
4	4	4	14,038	14,401	14,288	2.6%	(0.8)%	256.0	260.1	246.5	54.8	55.4	58.0
5	5	5	8,630	8,077	10,897	(6.4)%	34.9%	144.3	141.5	200.7	59.8	57.1	54.3
6	6	6	4,562	4,422	4,502	(3.1)%	1.8%	68.9	67.8	75.1	66.2	65.2	59.9
7	7	7	6,190	6,305	5,809	1.9%	(7.9)%	106.3	106.5	107.3	58.2	59.2	54.1
8	8	8	22,851	22,028	17,459	(3.6)%	(20.7)%	297.2	287.3	282.5	76.9	76.7	61.8
9	9	9	14,058	12,807	11,030	(8.9)%	(13.9)%	203.8	196.6	191.2	69.0	65.1	57.7
10	10	10	6,271	6,268	5,900	0.0%	(5.9)%	118.4	118.5	118.4	53.0	52.9	49.8
11	11	11	3,371	3,365	3,236	(0.2)%	(3.8)%	65.3	65.2	65.2	51.6	51.6	49.6
12	12	12	4,118	3,957	3,787	(3.9)%	(4.3)%	84.6	83.3	84.9	48.7	47.5	44.6
13	13	13	946	867	878	(8.3)%	1.3%	30.7	31.5	29.8	30.8	27.5	29.5
14	14	14	3,161	3,108	3,033	(1.7)%	(2.4)%	61.0	62.1	60.4	51.8	50.0	50.2
15	15	15	7,032	7,198	7,140	2.4%	(0.8)%	126.8	129.8	139.4	55.5	55.4	51.2
16	16	16	4,175	4,285	3,978	2.6%	(7.2)%	90.4	91.4	90.1	46.2	46.9	44.2
17	17	17	2,315	2,158	2,075	(6.8)%	(3.8)%	41.3	39.3	41.2	56.0	54.8	50.3
23	23	23	2,259	2,770	2,920	22.6%	5.4%	51.9	53.8	57.3	43.5	51.5	51.0
24	24	24	877	955	972	8.9%	1.8%	40.1	40.7	42.4	21.9	23.5	22.9
No Route	No Route	25	No Data	No Data	722	No Data	No Data	No Data	No Data	33.1	No Data	No Data	21.8
No Route	No Route	26	No Data	No Data	118	No Data	No Data	No Data	No Data	9.0	No Data	No Data	13.2
30	30	30	1,795	1,876	1,961	4.5%	4.5%	52.9	52.7	53.0	33.9	35.6	37.0
31	31	31	483	507	507	5.0%	0.2%	23.6	22.9	23.6	20.5	22.2	21.5
32	32	32	157	165	151	5.4%	(8.2)%	6.8	6.8	6.0	23.2	24.3	25.3
33	33	33	3,083	3,375	3,089	9.5%	(8.5)%	79.6	79.7	77.0	38.7	42.3	40.1
34	34	34	1,014	984	947	(3.0)%	(3.7)%	36.8	37.2	37.5	27.5	26.5	25.2
35	35	35	1,100	1,114	1,254	1.3%	12.6%	35.1	36.0	39.0	31.3	31.0	32.2
36	36	36	2,629	2,736	2,808	4.1%	2.6%	74.4	74.3	75.4	35.3	36.8	37.2
37	37	37	1,252	1,326	1,426	5.9%	7.5%	33.9	35.4	38.0	36.9	37.4	37.6
38	38	38	259	218	222	(15.9)%	1.8%	18.9	16.3	16.5	13.7	13.4	13.4
39	39	39	1,790	1,608	1,651	(10.2)%	2.7%	32.1	32.8	34.4	55.8	49.0	48.0
40	40	40	1,955	1,998	2,023	2.2%	1.3%	55.1	51.1	53.7	35.5	39.1	37.7
41	41	41	1,360	1,352	1,262	(0.6)%	(6.6)%	35.6	34.9	36.3	38.2	38.7	34.8
42	42	42	175	166	176	(5.5)%	6.6%	7.6	7.6	7.3	22.9	21.7	24.3
43	43	43	621	606	487	(2.4)%	(19.6)%	24.2	19.8	17.7	25.7	30.6	27.5
44	44	44	1,033	1,023	1,023	(1.0)%	0.0%	20.8	21.9	20.3	49.7	46.6	50.3
45	45	45	816	864	796	5.9%	(7.9)%	27.7	28.0	27.3	29.5	30.9	29.2
46	46	46	312	310	323	(0.7)%	4.4%	5.8	5.7	6.1	53.5	54.3	53.4
47	47	47	941	1,391	1,719	47.9%	23.6%	27.0	34.5	37.7	34.8	40.3	45.6
48	48	48	147	143	147	(2.6)%	2.8%	5.6	5.6	5.0	26.2	25.8	29.7
49	49	49	777	768	735	(1.2)%	(4.3)%	18.5	17.9	18.7	42.1	42.8	39.3
50	50	50	1,238	1,215	1,160	(1.9)%	(4.5)%	58.7	54.2	55.3	21.1	22.4	21.0
51	51	51	454	497	496	9.6%	(0.3)%	11.2	11.7	10.9	40.4	42.5	45.6
52	52	52	2,002	2,123	1,837	6.0%	(13.5)%	66.9	57.6	57.2	29.9	36.9	32.1
53	53	53	939	826	813	(12.1)%	(1.5)%	30.2	27.1	25.4	31.1	30.4	32.0



SEP13 Routes	SEP14 Routes	SEP15 Routes	SEP13 Boardin	SEP14 Boardin	SEP15 Boardin	SEP13tc SEP14% Diff	SEP14tc SEP15% Diff	SEP13 Platform Hrs	SEP14 Platform Hrs	SEP15 Platform Hrs	SEP13 Boardin PlatHrs	SEP14 Boardin PlatHrs	SEP15 Boardin PlatHrs
54	54	54	374	392	418	5.0%	6.4%	12.1	11.9	10.8	30.8	33.1	38.8
55	55	55	277	243	261	(12.4)%	7.5%	20.5	19.8	20.2	13.5	12.3	12.9
57	57	57	537	541	553	0.8%	2.3%	13.8	13.8	15.2	39.0	39.3	36.5
59	59	59	763	738	735	(3.3)%	(0.4)%	23.9	24.7	25.1	31.9	29.9	29.3
60	60	60	1,158	1,125	1,186	(2.8)%	5.4%	33.8	34.6	34.9	34.3	32.5	33.9
61	61	61	1,750	1,667	1,660	(4.8)%	(0.4)%	42.0	42.2	45.1	41.7	39.5	36.8
62	62	62	1,566	1,575	1,497	0.6%	(5.0)%	34.1	35.1	35.5	45.9	44.8	42.1
63	63	63	1,548	1,449	1,464	(6.4)%	1.0%	38.8	40.6	39.7	39.9	35.7	36.9
64	64	64	855	923	877	7.9%	(5.0)%	23.9	24.9	24.6	35.7	37.0	35.6
65	65	65	684	710	692	3.8%	(2.5)%	21.4	20.8	20.4	31.9	34.2	33.9
66	66	66	1,204	1,267	1,137	5.2%	(10.2)%	37.2	38.4	40.3	32.3	33.0	28.2
67	67	67	1,182	1,179	1,221	(0.3)%	3.6%	27.2	25.8	26.9	43.4	45.6	45.4
68	68	68	1,444	1,514	1,413	4.8%	(6.7)%	42.6	44.3	45.2	33.9	34.1	31.2
69	69	69	2,311	2,329	2,241	0.8%	(3.8)%	68.0	66.2	67.2	34.0	35.2	33.3
70	70	70	2,730	2,844	2,609	4.2%	(8.3)%	68.8	69.3	69.8	39.7	41.0	37.4
71	71	71	175	146	142	(16.9)%	(2.7)%	5.6	6.0	6.0	31.3	24.2	23.8
72	72	72	1,686	1,609	1,449	(4.6)%	(10.0)%	46.8	48.0	50.4	36.0	33.5	28.7
73	73	73	806	733	570	(9.0)%	(22.2)%	19.8	20.8	18.4	40.7	35.3	31.0
74	74	74	2,698	2,604	2,552	(3.5)%	(2.0)%	58.3	57.7	59.4	46.2	45.1	43.0
75	75	No Route	60	57		(5.3)%	(100.0)%	3.7	3.7	No Data	16.5	15.6	No Data
76	76	No Route	29	28		(2.1)%	(100.0)%	1.3	1.3	No Data	21.7	21.3	No Data
77	77	77	21	23	731	7.0%	3,107.0%	1.1	1.1	22.2	19.4	20.7	33.0
78	78	78	2,298	2,673	2,879	16.3%	7.7%	54.4	61.2	64.6	42.2	43.7	44.6
79	79	79	2,392	2,706	2,777	13.1%	2.7%	60.0	63.3	65.2	39.9	42.7	42.6
80	80	80	1,056	1,027	895	(2.8)%	(12.9)%	39.3	39.4	39.9	26.8	26.1	22.4
81	81	81	1,629	1,659	1,683	1.9%	1.4%	48.0	46.7	51.9	33.9	35.6	32.4
82	82	82	321	316	263	(1.3)%	(17.0)%	7.3	8.6	8.1	44.1	36.7	32.4
83	83	83	724	672	580	(7.2)%	(13.7)%	27.5	23.3	29.9	26.3	28.9	19.4
84	84	84	156	179	134	14.6%	(25.3)%	6.4	6.3	7.3	24.5	28.4	18.3
85	85	85	720	706	700	(1.9)%	(0.9)%	32.7	30.8	31.5	22.0	22.9	22.2
86	86	86	37	45	42	22.5%	(5.6)%	4.5	4.5	5.8	8.2	10.0	7.3
87	87	87	269	240	249	(10.8)%	4.0%	7.7	6.7	7.7	35.0	35.6	32.5
88	88	88	136	145	153	6.7%	5.4%	6.5	6.7	5.3	21.1	21.8	28.7
89	89	89	433	489	435	13.0%	(10.9)%	16.3	16.9	16.3	26.5	29.0	26.7
90	90	90	363	445	568	22.6%	27.7%	13.1	15.5	17.0	27.7	28.7	33.4
92	92	92	197	154	122	(21.7)%	(21.0)%	14.2	7.8	7.6	13.8	19.7	16.0
94	94	94	2,478	2,311	2,360	(6.7)%	2.1%	57.6	59.2	58.6	43.1	39.0	40.2
95	95	95	435	855	1,194	96.6%	39.7%	9.2	18.6	24.5	47.2	46.1	48.7
96	96	96	81	106	72	30.1%	(31.9)%	6.6	6.5	7.3	12.3	16.3	9.9
97	97	97	172	161	148	(6.7)%	(7.5)%	4.7	5.0	4.6	36.9	32.4	32.3
98	98	98	153	173	144	12.9%	(16.6)%	5.5	5.5	5.0	27.9	31.5	28.7
99	99	99	321	363	409	12.9%	12.9%	15.5	15.5	15.6	20.7	23.3	26.3
100	100	100	4,386	4,604	4,584	5.0%	(0.4)%	111.3	114.3	111.9	39.4	40.3	41.0
101	101	101	1,423	1,448	1,445	1.7%	(0.2)%	34.2	35.1	34.4	41.6	41.3	42.0
102	102	102	1,081	959	1,012	(11.3)%	5.5%	21.8	22.2	22.4	49.5	43.1	45.1

SEP13 Routes	SEP14 Routes	SEP15 Routes	SEP13 Boardin	SEP14 Boardinç	SEP15 Boardinç	SEP13tc SEP14% Diff	SEP14tc SEP15% Diff	SEP13 Platform Hrs	SEP14 Platform Hrs	SEP15 Platform Hrs	SEP13 Boardin PlatHrs	SEP14 Boardinç PlatHrs	SEP15 Boardinç PlatHrs
103	103	103	841	957	845	13.8%	(11.7)%	29.5	32.0	31.7	28.5	29.9	26.6
104	104	104	278	315	324	13.4%	2.8%	10.0	12.1	10.1	27.7	26.0	32.0
105	105	105	469	505	542	7.7%	7.3%	14.3	15.4	17.5	32.7	32.8	31.0
106	106	106	3,525	3,625	3,631	2.8%	0.2%	78.5	78.1	78.6	44.9	46.4	46.2
107	107	107	511	510	466	(0.3)%	(8.5)%	14.9	15.7	14.7	34.2	32.4	31.8
108	108	108	454	615	590	35.3%	(4.1)%	15.8	16.3	16.6	28.8	37.8	35.5
109	109	109	1,771	1,845	1,795	4.2%	(2.7)%	52.5	53.3	50.1	33.7	34.6	35.8
110	110	110	340	326	267	(4.1)%	(18.2)%	9.1	9.1	10.3	37.5	35.9	26.1
111	111	111	1,391	1,492	1,503	7.3%	0.7%	35.9	35.8	34.8	38.8	41.7	43.2
112	112	112	2,923	3,241	2,992	10.9%	(7.7)%	76.0	74.1	76.2	38.5	43.7	39.3
113	113	113	1,097	1,127	1,130	2.7%	0.3%	31.0	31.0	30.3	35.4	36.3	37.3
114	114	114	622	607	497	(2.3)%	(18.1)%	14.6	14.9	14.1	42.6	40.7	35.1
115	115	115	229	267	235	17.0%	(12.2)%	9.7	9.7	9.4	23.6	27.7	25.0
117	117	117	262	749	924	186.2%	23.4%	9.7	27.5	27.5	27.0	27.2	33.6
118	118	118	43	55	51	27.9%	(8.3)%	2.7	3.0	2.7	16.0	18.7	19.2
119	119	119	1,256	1,018	935	(18.9)%	(8.2)%	34.4	31.8	30.7	36.5	32.0	30.4
120	120	120	2,432	2,266	2,366	(6.8)%	4.4%	58.0	56.4	55.0	41.9	40.2	43.0
121	121	121	609	626	501	2.9%	(20.1)%	25.8	24.9	24.3	23.6	25.2	20.6
122	122	122	945	966	771	2.2%	(20.2)%	24.4	23.5	24.9	38.7	41.2	31.0
123	123	123	402	415	382	3.3%	(7.9)%	14.1	14.1	14.2	28.6	29.5	26.9
124	124	124	173	169	224	(2.3)%	32.3%	10.0	7.2	20.0	17.3	23.4	11.2
125	125	125	3,462	3,480	3,201	0.5%	(8.0)%	66.3	66.7	69.6	52.2	52.1	46.0
126	126	126	659	656	555	(0.4)%	(15.5)%	26.8	26.7	27.3	24.6	24.6	20.3
127	127	127	2,823	2,701	2,413	(4.3)%	(10.7)%	55.7	55.5	54.4	50.7	48.7	44.4
128	128	128	3,530	3,299	3,225	(6.5)%	(2.2)%	83.8	83.7	82.5	42.1	39.4	39.1
129	129	129	665	719	517	8.2%	(28.1)%	24.3	24.3	23.9	27.3	29.5	21.7
130	130	130	3,184	3,257	2,283	2.3%	(29.9)%	59.4	60.7	63.8	53.6	53.6	35.8
133	133	133	233	305	375	31.2%	23.0%	6.5	7.5	9.9	35.7	40.7	38.1
134	134	134	983	1,030	1,083	4.7%	5.2%	25.6	24.9	27.4	38.4	41.3	39.5
135	135	No Route	3,055	2,846		(6.8)%	(100.0)%	58.6	55.5	No Data	52.2	51.3	No Data
136	136	136	395	311	291	(21.4)%	(6.5)%	14.3	14.3	14.5	27.6	21.7	20.1
137	137	137	1,748	1,866	1,772	6.8%	(5.1)%	49.6	51.7	51.1	35.2	36.1	34.7
138	138	138	85	100	107	17.6%	7.5%	4.3	4.8	4.2	19.9	20.9	25.7
139	139	139	328	353	399	7.8%	12.9%	9.3	10.1	9.9	35.4	35.1	40.2
140	140	140	2,454	2,465	2,224	0.4%	(9.8)%	46.4	44.1	46.7	52.9	55.9	47.7
141	141	141	1,279	1,327	1,235	3.7%	(7.0)%	32.2	32.3	32.1	39.7	41.1	38.5
142	142	142	1,222	1,197	1,277	(2.0)%	6.7%	31.5	31.9	32.3	38.8	37.5	39.5
143	143	143	1,649	1,541	1,348	(6.5)%	(12.6)%	33.8	33.8	34.7	48.8	45.6	38.8
145	145	145	1,142	1,022	702	(10.5)%	(31.3)%	30.9	30.3	23.5	36.9	33.7	29.9
149	149	149	33	41	40	26.6%	(3.4)%	2.9	2.9	2.9	11.4	14.4	14.0
150	150	150	3,807	3,958	3,910	4.0%	(1.2)%	89.6	89.2	84.5	42.5	44.4	46.3
151	151	151	3,247	3,385	3,400	4.2%	0.4%	91.0	91.5	91.3	35.7	37.0	37.2
152	152	152	857	913	888	6.5%	(2.7)%	28.1	28.0	28.9	30.5	32.6	30.7
153	153	153	2,045	2,056	1,885	0.6%	(8.3)%	35.9	34.8	37.1	57.0	59.1	50.8
154	154	154	1,231	1,316	1,219	6.9%	(7.4)%	30.5	30.9	31.1	40.4	42.6	39.1

SEP13 Routes	SEP14 Routes	SEP15 Routes	SEP13 Boardin	SEP14 Boardin	SEP15 Boardin	SEP13tc SEP14% Diff	SEP14tc SEP15% Diff	SEP13 Platform Hrs	SEP14 Platform Hrs	SEP15 Platform Hrs	SEP13 Boardin PlatHrs	SEP14 Boardin PlatHrs	SEP15 Boardin PlatHrs
155	155	No Route	85	175		105.5%	(100.0)%	6.4	6.7	No Data	13.2	26.0	No Data
No Route	No Route	157	No Data	No Data	8	No Data	No Data	No Data	No Data	3.9	No Data	No Data	2.1
160	160	160	332	342	319	2.9%	(6.7)%	13.9	14.4	12.9	24.0	23.7	24.8
161	161	161	1,308	1,321	1,285	1.1%	(2.8)%	40.6	41.5	41.5	32.2	31.9	31.0
162	162	162	1,587	1,597	1,482	0.6%	(7.2)%	49.2	52.1	49.2	32.3	30.6	30.1
163	163	163	414	395	401	(4.5)%	1.5%	14.6	14.9	15.5	28.3	26.5	25.8
164	164	164	660	713	745	8.1%	4.5%	19.7	19.2	23.7	33.6	37.1	31.5
165	165	165	190	195	138	2.7%	(29.3)%	5.6	5.4	3.1	34.1	35.9	44.4
No Route	No Route	166	No Data	No Data	64	No Data	No Data	No Data	No Data	5.6	No Data	No Data	11.6
167	167	167	100	103	80	2.5%	(22.5)%	2.9	2.8	1.9	34.3	36.6	42.6
168	168	168	1,208	1,272	1,349	5.3%	6.0%	46.9	47.1	49.5	25.8	27.0	27.2
169	169	169	30	63	62	108.3%	(2.2)%	3.1	5.8	5.8	9.8	10.8	10.5
180	180	180	2,461	2,378	2,379	(3.4)%	0.0%	77.9	79.8	78.5	31.6	29.8	30.3
181	181	181	1,179	1,173	1,234	(0.5)%	5.2%	40.3	41.6	41.8	29.2	28.2	29.5
182	182	182	3,564	3,640	3,510	2.1%	(3.6)%	79.7	78.9	80.1	44.7	46.1	43.8
183	183	183	1,230	1,210	1,108	(1.7)%	(8.4)%	37.1	38.0	37.8	33.2	31.8	29.3
184	184	184	321	318	322	(1.1)%	1.3%	9.5	9.3	14.1	33.9	34.0	22.7
185	185	185	14	19	15	35.0%	(22.8)%	1.0	1.0	1.4	13.8	18.7	11.0
186	186	186	385	384	230	(0.5)%	(40.1)%	8.4	8.0	4.7	46.0	47.7	49.4
187	187	187	433	400	350	(7.8)%	(12.3)%	11.2	10.2	10.0	38.9	39.2	34.9
188	188	188	151	115	133	(23.8)%	15.8%	4.8	4.6	3.8	31.7	24.9	34.9
190	190	190	1,351	1,372	1,342	1.6%	(2.2)%	40.8	41.6	40.7	33.1	33.0	33.0
191	191	191	571	636	636	11.4%	0.0%	25.3	25.1	23.0	22.6	25.3	27.6
192	192	192	515	567	611	10.1%	7.7%	17.6	17.1	16.3	29.3	33.1	37.5
193	193	193	696	773	766	11.0%	(1.0)%	15.5	16.7	19.1	45.0	46.2	40.1
194	194	194	247	281	313	14.2%	11.1%	16.9	16.9	17.3	14.6	16.6	18.1
195	195	195	265	556	792	110.1%	42.4%	7.6	17.4	21.4	34.7	32.0	37.0
301	301	301	29	31	22	8.1%	(27.9)%	2.8	2.8	3.1	10.4	11.2	7.1
302	302	302	209	223	203	6.5%	(9.0)%	12.1	12.1	11.8	17.3	18.4	17.3
303	303	303	118	127	126	7.3%	(1.1)%	10.1	10.5	9.8	11.7	12.1	12.8
304	304	304	575	590	545	2.6%	(7.6)%	25.9	25.4	25.9	22.2	23.2	21.1
305	305	305	114	115	107	0.7%	(6.7)%	8.2	8.3	7.4	13.8	13.9	14.4
306	306	306	200	202	168	0.8%	(16.6)%	18.9	19.0	18.4	10.6	10.6	9.1
307	307	307	70	74	83	5.7%	10.9%	10.5	10.5	10.3	6.7	7.1	8.0
308	308	308	129	143	115	11.0%	(20.1)%	9.4	7.2	7.0	13.7	19.9	16.4
309	309	309	144	166	125	15.3%	(24.8)%	12.8	12.8	12.5	11.3	13.0	10.0
310	310	310	187	202	174	8.5%	(14.0)%	11.8	11.9	11.4	15.8	17.0	15.3
311	311	311	151	143	156	(5.4)%	8.7%	6.6	6.6	7.0	22.9	21.7	22.3
312	312	312	116	108	112	(6.3)%	3.5%	4.6	4.6	3.8	25.2	23.6	29.5
313	313	313	109	107	79	(1.9)%	(26.1)%	6.2	6.2	6.8	17.5	17.1	11.7
315	315	315	232	308	367	32.9%	19.1%	No Data	No Data	11.9	No Data	No Data	30.8
No Route	316	316	No Data	27	41	No Data	51.5%	No Data	13.0	13.3	No Data	2.1	3.1
317	317	317	431	456	385	5.9%	(15.6)%	20.7	20.7	21.2	20.8	22.1	18.2
318	318	318	22	20	13	(10.8)%	(32.3)%	2.2	2.2	2.3	10.3	9.2	5.8
319	No Route	No Route	81	No Data		(100.0)%	No Data	7.3	No Data	No Data	11.0	No Data	No Data

SEP13 Routes	SEP14 Routes	SEP15 Routes	SEP13 Boardin	SEP14 Boardin	SEP15 Boardin	SEP13tc SEP14% Diff	SEP14tc SEP15% Diff	SEP13 Platform Hrs	SEP14 Platform Hrs	SEP15 Platform Hrs	SEP13 Boardin PlatHrs	SEP14 Boardin PlatHrs	SEP15 Boardin PlatHrs
321	321	321	106	107	91	1.2%	(15.3)%	4.7	4.5	4.8	22.8	23.8	19.1
322	322	322	135	131	116	(3.2)%	(11.0)%	4.7	5.0	4.6	29.0	26.4	25.6
323	323	323	79	79	77	(0.6)%	(2.4)%	5.1	4.8	4.8	15.7	16.5	16.1
324	324	324	28	33	44	19.6%	31.8%	3.5	3.5	3.4	7.8	9.3	13.0
325	325	No Route	184	360		96.1%	(100.0)%	7.0	16.9	No Data	26.4	21.3	No Data
327	327	327	182	190	192	4.0%	1.4%	13.3	13.3	13.3	13.8	14.3	14.5
No Route	No Route	No Route	No Data	No Data		No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
No Route	No Route	No Route	No Data	No Data		No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
330	330	330	15	19	17	24.7%	(10.9)%	2.1	2.1	1.9	7.4	9.2	8.8
331	331	331	136	167	364	22.3%	118.2%	No Data	No Data	10.1	No Data	No Data	35.9
No Route	No Route	333	No Data	No Data	161	No Data	No Data	No Data	No Data	6.4	No Data	No Data	25.0
334	334	334	24	25	23	6.3%	(10.6)%	1.8	1.8	1.7	13.5	14.4	13.4
336	336	336	34	37	28	8.6%	(22.4)%	3.6	3.6	3.5	9.5	10.3	8.2
337	337	337	37	42	36	15.1%	(14.5)%	3.0	2.8	3.2	12.4	15.1	11.3
338	338	338	115	129	118	12.6%	(8.5)%	12.7	12.7	13.0	9.1	10.2	9.1
339	339	339	57	67	60	19.1%	(10.8)%	3.2	3.2	3.2	17.6	20.9	18.9
340	340	340	137	146	123	6.4%	(15.7)%	10.5	10.5	10.7	13.1	14.0	11.6
347	347	347	346	654	762	89.1%	16.5%	9.3	22.1	22.4	37.2	29.6	34.0
360	360	No Route	125	221		77.5%	(100.0)%	No Data	No Data	No Data	No Data	No Data	No Data
No Route	No Route	361	No Data	No Data	52	No Data	No Data	No Data	No Data	4.0	No Data	No Data	13.1
No Route	No Route	362	No Data	No Data	30	No Data	No Data	No Data	No Data	1.5	No Data	No Data	19.5
No Route	No Route	363	No Data	No Data	23	No Data	No Data	No Data	No Data	1.1	No Data	No Data	20.5
370	370	370	51	58	58	13.8%	0.7%	3.7	3.7	3.7	13.9	15.9	15.7
380	380	380	34	37	42	9.5%	15.2%	7.3	7.3	6.3	4.6	5.1	6.7
381	381	381	275	255	225	(7.2)%	(11.9)%	16.1	15.6	16.6	17.0	16.4	13.6
399	399	399	80	94	101	17.2%	7.3%	5.5	5.5	6.2	14.8	17.3	16.3
No Route	No Route	512	No Data	No Data	26	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
601	601	601	24	31	31	29.8%	(0.6)%	1.4	1.2	1.1	17.3	25.5	29.2
602	602	602	31	21	18	(33.0)%	(11.2)%	1.3	1.3	1.2	24.5	16.4	15.0
606	606	606	48	50	57	5.0%	14.2%	1.3	1.3	1.4	37.6	39.5	42.3
608	608	608	37	39	30	5.1%	(22.9)%	1.3	1.3	1.0	28.5	29.9	30.0
609	609	609	35	21	36	(38.7)%	67.5%	1.4	1.4	1.3	25.0	15.3	28.0
610	610	610	33	24	32	(27.5)%	35.4%	1.1	1.1	1.1	31.1	21.2	28.7
612	612	612	46	44	53	(5.0)%	19.3%	1.2	1.2	1.2	37.6	35.8	43.2
No Route	No Route	No Route	No Data	No Data		No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
617	617	617	38	33	48	(13.7)%	46.6%	0.4	0.6	0.7	91.2	54.7	65.6
618	618	618	23	34	19	48.9%	(45.2)%	0.9	0.9	0.9	26.9	40.1	22.0
620	620	620	83	68	90	(18.3)%	32.4%	1.9	2.3	2.2	45.0	30.0	40.6
621	621	621	28	29	24	1.1%	(16.4)%	2.9	0.9	0.9	10.0	31.9	26.7
No Route	No Route	No Route	No Data	No Data		No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
635	635	635	29	32	48	11.5%	51.7%	1.0	0.9	0.6	28.6	35.4	80.7
No Route	No Route	No Route	No Data	No Data		No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
689	689	689	23	28	31	19.4%	10.8%	0.8	0.8	1.0	30.9	34.6	29.7
697	697	697	62	66	63	5.9%	(4.9)%	1.9	2.7	1.8	33.0	24.8	34.8
698	698	698	48	45	71	(5.8)%	56.0%	0.8	0.9	1.0	57.6	50.2	69.3

SEP13 Routes	SEP14 Routes	SEP15 Routes	SEP13 Boardin	SEP14 Boarding	SEP15 Boarding	SEP13tc SEP14% Diff	SEP14tc SEP15% Diff	SEP13 Platform Hrs	SEP14 Platform Hrs	SEP15 Platform Hrs	SEP13 Boardin PlatHrs	SEP14 Boarding PlatHrs	SEP15 Boarding PlatHrs
699	699	699	25	17	9	(31.8)%	(43.7)%	0.6	0.5	0.9	38.7	35.8	10.8
701	701	701	21	33	16	58.7%	(52.1)%	0.5	0.5	0.4	46.2	73.3	37.9
702	702	702	24	28	19	17.4%	(31.2)%	1.0	1.1	1.3	23.2	24.4	14.3
703	703	703	28	23	13	(18.8)%	(42.8)%	1.2	1.2	1.3	22.9	18.6	10.1
705	705	705	240	279	324	16.2%	16.3%	6.9	6.6	6.3	34.8	41.9	51.9
706	706	706	23	24	29	5.6%	19.7%	0.2	0.2	0.6	99.0	104.6	47.4
707	707	707	69	99	75	42.9%	(24.1)%	1.6	2.1	0.9	42.2	46.2	83.1
708	708	708	30	47	38	59.5%	(20.6)%	0.7	0.7	0.7	44.4	70.8	54.9
709	709	709	49	33	36	(32.7)%	10.4%	1.6	0.8	1.3	31.4	40.9	28.1
710	710	710	27	31	29	13.3%	(4.2)%	0.9	0.9	0.9	30.6	34.6	33.2
711	711	711	311	317	304	1.9%	(4.1)%	8.5	8.5	7.2	36.5	37.3	42.4
712	712	712	30	27	33	(10.4)%	22.9%	1.0	0.9	0.7	29.7	28.5	47.9
717	717	717	27	30	30	11.3%	0.3%	0.8	0.8	1.3	33.1	36.9	22.2
720	No Route	No Route	8	No Data		(100.0)%	No Data	0.8	No Data	No Data	10.0	No Data	No Data
723	723	723	25	29	32	14.6%	10.3%	1.4	1.4	1.0	17.9	20.5	32.6
725	725	725	109	118	43	8.9%	(64.0)%	2.3	2.3	1.9	46.8	51.0	22.8
726	726	726	127	142	119	11.9%	(16.4)%	3.7	3.9	2.6	34.6	36.5	45.0
728	728	728	24	47	38	97.1%	(20.2)%	1.3	1.3	1.5	19.1	36.7	25.9
729	729	729	20	32	27	57.4%	(14.5)%	1.3	1.3	0.9	16.2	25.4	32.0
730	730	730	161	154	154	(4.3)%	0.2%	4.6	3.9	3.7	35.3	39.4	41.5
731	731	731	71	33	32	(53.3)%	(3.9)%	1.4	1.1	1.4	52.3	31.4	22.1
733	733	733	40	44	25	9.7%	(42.9)%	1.2	1.2	1.3	33.7	36.4	20.0
734	734	734	25	17	27	(32.4)%	59.2%	0.6	0.6	0.5	42.9	26.7	53.8
No Route	No Route	735	No Data	No Data	53	No Data	No Data	No Data	No Data	1.2	No Data	No Data	44.3
No Route	No Route	No Route	No Data	No Data		No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
738	738	738	40	51	53	27.1%	5.3%	1.8	1.8	2.3	22.4	27.9	23.6
739	739	739	28	25	28	(10.6)%	11.5%	0.9	0.9	0.8	31.9	28.5	33.7
741	741	741	40	40	35	0.0%	(13.2)%	1.2	1.2	1.1	32.6	32.6	32.7
743	No Route	No Route	15	No Data		(100.0)%	No Data	1.2	No Data	No Data	12.8	No Data	No Data
744	744	744	35	35	40	(0.3)%	15.9%	1.0	0.8	0.8	34.0	42.2	49.0
No Route	No Route	No Route	No Data	No Data		No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
748	748	748	39	32	30	(19.2)%	(6.3)%	0.7	0.7	0.8	60.0	48.5	38.5
No Route	No Route	No Route	No Data	No Data		No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
750	750	750	28	44	20	54.6%	(53.5)%	0.7	0.7	1.0	42.6	62.7	21.1
753	753	753	29	32	25	11.3%	(21.9)%	0.6	0.6	0.6	52.9	58.9	46.0
755	755	755	44	43	41	(1.4)%	(5.1)%	1.1	1.1	0.9	39.0	38.5	47.1
756	756	756	50	43	30	(13.9)%	(30.8)%	1.2	0.8	1.0	42.7	57.2	30.7
757	757	757	72	53	53	(27.1)%	1.5%	2.3	2.2	1.5	31.1	23.7	34.8
760	760	760	30	35	28	18.1%	(22.1)%	1.5	0.9	1.2	19.9	40.0	22.9
761	761	761	23	29	30	24.0%	3.8%	1.1	1.1	1.3	21.8	27.1	22.5
762	762	762	35	24	23	(31.9)%	(5.1)%	0.7	0.7	1.5	47.5	33.9	15.3
763	763	763	82	71	85	(13.5)%	20.5%	1.9	2.0	2.0	42.3	36.3	41.9
764	764	764	21	26	35	26.8%	34.2%	1.3	1.3	0.8	16.2	20.8	45.5
765	765	765	41	56	41	37.0%	(26.5)%	1.3	1.2	1.3	31.0	47.2	31.6
767	767	767	22	27	33	24.7%	23.1%	0.8	1.1	1.3	26.9	24.0	26.4

SEP13 Routes	SEP14 Routes	SEP15 Routes	SEP13 Boardin	SEP14 Boardinç	SEP15 Boardinç	SEP13tc SEP14% Diff	SEP14tc SEP15% Diff	SEP13 Platform Hrs	SEP14 Platform Hrs	SEP15 Platform Hrs	SEP13 Boardin PlatHrs	SEP14 Boardinç PlatHrs	SEP15 Boardinç PlatHrs
768	768	768	204	201	219	(1.9)%	9.0%	4.5	4.7	4.9	45.8	43.1	44.9
769	769	769	69	100	96	46.1%	(4.0)%	1.1	1.2	1.3	63.2	83.4	73.9
771	771	771	52	56	62	7.1%	11.3%	1.1	1.1	0.9	48.2	51.6	66.6
773	773	773	42	55	65	32.7%	17.4%	0.9	0.9	0.7	48.9	64.9	99.7
No Route	774	774	No Data	20	38	No Data	89.6%	No Data	1.5	1.1	No Data	13.9	35.4
775	775	No Route	19	14		(27.4)%	(100.0)%	0.6	0.6	No Data	34.5	25.1	No Data
776	776	776	31	36	42	15.7%	16.9%	1.4	1.4	1.4	22.0	26.1	30.5
777	777	777	10	24	117	137.6%	387.1%	1.0	0.7	1.3	10.3	36.9	93.5
778	778	778	52	57	59	10.4%	3.0%	1.3	1.2	1.3	41.6	46.5	46.1
779	779	779	62	58	57	(6.5)%	(1.0)%	1.5	1.5	1.3	41.3	38.7	43.1
780	780	780	39	43	55	11.4%	27.0%	1.3	1.3	1.3	29.7	32.7	42.0
781	781	781	45	33	46	(26.5)%	37.8%	1.3	1.2	1.0	35.3	29.0	45.1
782	782	782	77	88	88	14.4%	(0.1)%	2.2	2.3	2.5	35.0	38.5	35.2
783	783	783	29	28	42	(3.1)%	51.6%	0.5	0.5	0.8	54.0	52.3	52.9
784	784	784	46	49	75	5.9%	53.3%	1.5	1.4	2.9	30.4	35.7	25.6
785	785	785	37	33	34	(9.3)%	2.1%	1.3	1.3	1.5	28.9	26.2	22.9
786	786	786	26	22	31	(15.5)%	37.7%	0.4	0.4	0.4	66.0	55.8	76.8
787	787	787	64	91	104	41.9%	14.6%	1.4	1.9	1.2	44.7	47.4	88.5
789	789	789	51	54	51	6.1%	(5.5)%	1.0	1.0	1.0	53.0	56.2	50.5
790	790	790	203	164	192	(18.9)%	16.6%	3.6	4.0	3.7	57.0	41.6	52.3
791	791	791	69	52	69	(25.0)%	33.4%	1.2	0.9	0.9	59.7	58.3	76.3
793	793	793	26	34	69	27.4%	106.9%	0.7	0.7	1.4	35.9	51.5	50.1
795	795	795	121	94	113	(21.9)%	19.8%	2.0	1.6	1.6	61.4	60.2	70.6
796	796	796	31	37	27	20.5%	(26.4)%	1.1	1.1	1.0	28.0	34.2	27.8
799	799	799	22	21	28	(7.2)%	36.2%	1.1	1.0	0.9	20.0	21.1	31.3
800	800	800	23	22	34	(2.6)%	50.4%	0.5	0.5	1.5	43.1	42.0	23.0
802	802	802	118	103	111	(12.5)%	7.0%	3.2	3.2	3.2	36.8	32.6	34.2
803	803	803	21	27	21	26.2%	(19.6)%	0.8	1.1	0.8	28.0	23.4	28.4
804	804	804	82	105	56	27.4%	(46.7)%	1.8	1.8	1.8	46.6	59.4	31.7
805	805	805	199	206	186	3.2%	(9.6)%	4.1	3.5	3.0	48.8	59.2	62.3
806	806	806	53	71	63	33.1%	(11.7)%	1.5	1.5	1.2	35.1	46.7	54.3
807	807	807	144	151	132	5.2%	(12.8)%	1.7	1.7	2.0	86.1	90.5	66.9
808	808	808	29	34	66	18.8%	91.8%	0.5	0.5	0.9	64.0	76.0	74.0
809	809	809	158	192	151	21.9%	(21.2)%	3.0	3.0	2.9	52.5	64.0	52.5
810	810	810	108	93	144	(13.9)%	55.2%	2.7	2.7	2.7	39.4	34.0	53.3
811	811	811	56	40	28	(29.6)%	(29.2)%	1.0	1.0	1.0	59.4	41.8	29.6
812	812	812	57	59	74	4.4%	25.9%	1.1	1.1	0.8	52.2	54.6	91.1
814	814	814	82	72	68	(12.5)%	(5.0)%	2.1	2.1	1.6	40.1	35.1	42.8
815	815	815	144	143	178	(0.4)%	24.0%	3.1	2.9	1.7	46.0	50.0	102.6
817	817	817	14	18	7	25.0%	(60.0)%	0.5	0.5	0.6	29.0	36.2	12.0
818	818	818	29	25	26	(13.3)%	3.6%	0.7	0.7	1.1	41.7	36.1	24.4
819	819	819	59	61	72	4.3%	17.5%	1.2	1.2	0.8	48.8	50.9	87.9
820	820	820	42	34	26	(18.8)%	(22.9)%	0.5	0.5	0.3	84.0	68.2	78.9
821	821	821	26	33	29	26.0%	(12.0)%	0.6	0.6	0.9	43.0	54.2	31.8
822	822	822	225	236	202	5.1%	(14.4)%	3.2	2.9	3.2	69.6	82.4	62.9

SEP13 Routes	SEP14 Routes	SEP15 Routes	SEP13 Boardin	SEP14 Boarding	SEP15 Boarding	SEP13tc SEP14% Diff	SEP14tc SEP15% Diff	SEP13 Platform Hrs	SEP14 Platform Hrs	SEP15 Platform Hrs	SEP13 Boardin PlatHrs	SEP14 Boarding PlatHrs	SEP15 Boarding PlatHrs
824	824	824	30	33	35	9.9%	6.3%	0.9	1.1	0.8	34.8	29.7	45.1
825	825	825	59	60	54	1.9%	(8.7)%	0.5	0.5	0.5	113.2	115.4	105.3
826	826	826	27	39	33	41.0%	(14.8)%	1.4	1.2	1.1	20.2	33.5	30.7
No Route	No Route	No Route	No Data	No Data		No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
828	828	828	59	92	84	56.7%	(9.1)%	0.9	1.3	1.3	69.3	73.8	67.1
829	829	829	15	35	27	129.2%	(24.1)%	1.2	1.0	0.8	12.8	35.9	32.2
830	830	830	38	40	47	3.6%	18.1%	0.6	0.6	0.6	69.8	72.4	85.5
832	832	832	125	133	134	6.5%	0.2%	4.7	5.0	4.4	26.5	26.7	30.5
835	835	835	39	23	35	(40.0)%	52.4%	0.6	0.6	0.6	60.8	36.5	55.6
836	836	836	56	42	60	(25.2)%	43.5%	0.8	0.8	0.8	73.4	53.7	77.1
837	837	837	100	111	130	10.4%	17.0%	1.3	1.3	1.5	79.2	87.4	87.3
839	839	839	77	71	64	(7.9)%	(9.7)%	2.5	2.1	1.8	30.9	33.3	36.3
840	840	840	53	65	40	24.0%	(38.5)%	0.9	1.3	0.9	57.4	52.2	46.3
841	841	841	84	78	68	(7.3)%	(12.3)%	2.9	2.9	2.3	28.8	27.2	29.3
842	842	842	28	33	55	16.9%	64.8%	0.7	0.7	1.8	42.6	49.8	31.3
843	843	843	102	53	46	(47.5)%	(12.9)%	1.8	0.6	0.6	55.9	96.9	84.4
844	844	844	87	69	131	(20.3)%	89.3%	2.4	2.4	4.3	36.1	28.8	30.7
845	845	845	262	221	407	(15.6)%	84.5%	5.0	5.4	9.5	52.3	41.3	42.8
846	846	846	61	48	41	(22.2)%	(13.9)%	3.0	3.0	2.8	20.6	16.0	14.9
848	848	848	156	166	185	6.6%	11.6%	2.5	2.8	3.3	62.3	59.3	56.2
849	849	849	49	49	89	(1.4)%	82.7%	1.1	1.5	2.6	46.1	32.7	34.1
851	851	851	52	58	53	11.8%	(8.8)%	1.6	1.6	1.6	32.3	36.1	32.9
852	852	852	244	229	295	(6.0)%	28.7%	7.3	7.2	7.5	33.5	32.1	39.6
853	853	853	438	383	277	(12.6)%	(27.5)%	7.1	8.1	4.1	62.1	47.1	67.1
No Route	No Route	No Route	No Data	No Data		No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
855	855	855	84	84	82	0.2%	(2.3)%	2.6	2.9	2.9	31.9	29.0	28.3
856	856	856	56	60	43	8.1%	(29.1)%	0.8	1.2	1.8	66.7	50.8	23.2
858	858	858	20	23	21	14.4%	(10.9)%	0.4	0.4	0.4	50.3	57.5	51.3
859	859	859	104	111	79	7.4%	(29.2)%	2.3	1.9	1.6	45.0	57.5	50.2
860	860	860	30	25	31	(15.7)%	21.7%	1.1	1.4	1.1	26.9	18.1	27.6
861	861	861	16	23	24	39.9%	6.6%	1.1	1.1	1.1	14.8	20.7	23.1
862	862	862	51	45	121	(12.1)%	167.4%	1.7	1.7	3.3	29.6	26.0	36.9
No Route	No Route	No Route	No Data	No Data		No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
864	864	864	118	101	99	(14.6)%	(1.9)%	1.5	1.6	1.5	77.6	62.8	65.0
865	865	865	29	60	46	106.9%	(23.0)%	0.4	0.4	0.4	69.6	156.5	110.9
866	866	866	42	35	33	(17.3)%	(5.2)%	1.5	1.3	1.7	27.2	27.2	19.4
867	867	867	38	22	33	(41.6)%	48.6%	0.2	0.2	0.2	190.0	111.0	165.0
869	869	869	108	111	80	2.2%	(27.9)%	2.1	2.1	2.0	52.7	53.9	40.2
870	870	870	42	33	15	(21.2)%	(55.8)%	1.0	1.0	0.7	41.1	32.8	21.2
871	871	871	49	38	48	(23.2)%	28.0%	0.8	0.8	1.7	61.0	47.9	27.7
872	872	872	256	134	112	(47.7)%	(16.1)%	3.5	1.3	1.3	73.6	107.1	89.9
873	873	873	21	20	33	(3.4)%	64.0%	0.8	0.8	0.8	27.6	26.7	43.7
874	874	874	93	80	97	(14.1)%	22.2%	3.9	1.7	1.3	23.6	48.3	73.1
875	875	875	104	55	64	(47.6)%	17.7%	3.6	1.2	1.3	29.0	44.4	50.1
876	876	876	77	58	44	(24.4)%	(24.1)%	1.5	0.9	0.6	52.3	66.9	73.3

SEP13 Routes	SEP14 Routes	SEP15 Routes	SEP13 Boardin	SEP14 Boardinç	SEP15 Boardinç	SEP13tc SEP14% Diff	SEP14tc SEP15% Diff	SEP13 Platform Hrs	SEP14 Platform Hrs	SEP15 Platform Hrs	SEP13 Boardin PlatHrs	SEP14 Boardinç PlatHrs	SEP15 Boardinç PlatHrs
877	877	877	126	129	87	2.1%	(33.0)%	1.6	1.6	1.3	81.5	83.3	68.3
878	878	878	22	18	16	(19.1)%	(10.1)%	1.0	1.0	1.0	22.8	18.4	16.6
879	879	879	161	139	202	(13.8)%	45.2%	2.6	2.8	3.0	63.3	50.0	67.3
880	880	880	32	60	50	88.2%	(17.2)%	1.0	1.0	1.0	32.1	60.4	50.0
881	881	881	44	36	36	(18.6)%	(0.6)%	0.7	0.7	0.7	63.0	51.3	51.0
882	882	882	64	38	72	(41.7)%	90.7%	0.7	0.7	0.7	89.7	52.3	99.8
No Route	883	883	No Data	14	26	No Data	82.9%	No Data	0.6	0.5	No Data	25.5	48.0
884	884	884	59	30	33	(49.5)%	9.1%	1.9	0.8	0.8	30.5	38.9	42.4
885	885	885	45	40	74	(10.3)%	83.1%	0.5	0.5	0.9	99.6	89.3	81.8
886	886	886	67	99	88	47.8%	(11.2)%	1.5	1.5	1.4	43.6	64.5	62.0
887	887	887	60	173	108	187.1%	(37.4)%	2.2	3.1	2.7	27.6	55.2	40.9
888	888	888	40	43	52	8.6%	21.1%	0.5	0.5	0.5	76.8	83.4	104.4
889	889	889	255	268	256	4.8%	(4.3)%	4.3	4.7	4.1	58.7	56.9	62.2
890	890	890	140	87	88	(38.0)%	1.2%	1.7	1.7	1.5	85.0	52.7	58.6
892	892	892	65	65	59	(0.5)%	(8.7)%	1.2	1.1	1.0	55.6	58.7	59.4
893	893	893	52	53	43	1.7%	(18.1)%	1.1	1.5	1.2	46.6	35.7	36.7
894	894	894	62	34	24	(45.1)%	(28.6)%	0.6	0.6	0.7	97.4	53.5	35.9
895	895	895	81	85	86	5.6%	0.8%	1.0	1.2	1.2	79.3	69.0	71.5
896	896	896	34	37	55	9.1%	48.2%	0.7	0.7	0.7	47.4	51.8	76.7
897	897	897	31	52	70	67.9%	34.4%	0.8	0.8	0.8	41.2	65.8	91.8
898	898	898	40	46	52	13.1%	14.7%	0.7	0.7	0.7	56.4	63.8	73.1
899	899	899	80	83	74	3.7%	(11.4)%	2.4	2.3	2.0	33.6	36.7	36.5
No Route	No Route	No Route	No Data	No Data		No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
901	901	901	241	210	229	(12.6)%	8.7%	5.2	5.2	4.1	46.6	40.7	56.4
902	902	902	21	19	23	(10.3)%	19.8%	1.0	1.0	0.8	20.7	18.6	28.8
903	903	903	29	24	97	(14.7)%	300.0%	0.5	0.5	1.3	59.0	50.3	74.8
907	907	907	33	47	36	42.8%	(24.7)%	0.9	1.2	0.8	38.3	40.6	43.7
908	908	908	54	89	36	66.0%	(59.6)%	0.9	2.2	1.3	59.6	41.4	28.4
909	909	909	53	88	63	65.2%	(28.2)%	1.3	2.5	1.4	41.9	34.6	44.0
No Route	No Route	No Route	No Data	No Data		No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
913	913	913	32	34	39	5.7%	15.8%	0.8	0.8	0.6	40.6	42.9	68.6
914	914	914	32	45	24	41.6%	(47.2)%	0.9	1.2	1.1	37.6	39.4	21.4
916	916	916	34	39	93	13.2%	141.8%	1.2	1.2	0.7	29.6	33.5	136.2
917	917	917	35	69	59	96.9%	(15.3)%	1.6	1.6	1.6	22.5	44.2	37.1
918	918	918	45	36	28	(20.1)%	(23.2)%	1.7	1.7	2.0	27.5	21.9	14.3
919	919	919	26	39	86	51.2%	119.7%	0.5	1.3	1.0	57.3	31.2	87.2
920	920	920	15	9	5	(42.6)%	(38.8)%	0.6	0.4	0.5	26.9	21.3	10.8
921	921	921	30	25	28	(15.5)%	10.4%	1.3	1.0	1.0	23.4	26.3	29.1
922	922	922	75	91	94	22.7%	3.3%	4.1	3.9	3.4	18.2	23.4	28.0
923	923	923	170	214	164	25.7%	(23.2)%	2.5	2.3	2.5	69.5	92.3	65.0
924	924	924	152	200	189	31.4%	(5.7)%	1.7	1.7	3.1	87.9	115.6	61.9
925	925	925	28	22	38	(23.1)%	75.0%	0.9	0.9	1.1	31.2	24.0	36.0
926	926	926	239	245	279	2.6%	13.7%	6.3	6.6	6.8	38.0	37.2	40.8
931	931	931	21	18	15	(16.7)%	(13.1)%	1.2	1.2	1.0	16.8	14.0	15.0
No Route	No Route	932	No Data	No Data	52	No Data	No Data	No Data	No Data	0.7	No Data	No Data	72.1



SEP13 Routes	SEP14 Routes	SEP15 Routes	SEP13 Boardin	SEP14 Boardin	SEP15 Boardin	SEP13tc SEP14% Diff	SEP14tc SEP15% Diff	SEP13 Platform Hrs	SEP14 Platform Hrs	SEP15 Platform Hrs	SEP13 Boardin PlatHrs	SEP14 Boardin PlatHrs	SEP15 Boardin PlatHrs
934	934	934	44	34	18	(21.6)%	(46.2)%	0.9	0.9	0.9	48.4	38.0	20.9
935	935	935	58	43	72	(25.2)%	68.4%	2.2	2.2	2.2	26.5	19.8	32.4
939	939	939	49	39	44	(19.4)%	11.3%	1.8	1.8	1.5	26.9	21.9	29.7
940	940	940	64	47	45	(26.1)%	(4.7)%	1.2	0.8	0.8	55.7	59.1	56.4
941	941	941	64	74	80	15.7%	8.6%	2.4	2.1	2.5	26.5	35.9	32.4
943	943	943	156	221	183	41.5%	(17.0)%	4.3	4.5	4.4	36.5	48.6	41.3
No Route	No Route	945	No Data	No Data	196	No Data	No Data	No Data	No Data	4.6	No Data	No Data	43.0
948	948	948	32	52	46	61.3%	(11.2)%	1.0	0.7	0.7	32.5	72.0	63.9
949	949	949	42	51	33	23.4%	(35.2)%	0.9	0.7	0.7	44.5	76.8	49.8
950	950	950	20	26	27	30.3%	5.0%	1.1	1.1	0.9	17.7	23.1	29.6
951	951	No Route	13	20		60.8%	(100.0)%	1.2	1.2	No Data	10.9	17.5	No Data
952	952	952	61	36	27	(41.8)%	(23.3)%	2.9	3.0	2.6	21.2	11.8	10.5
953	953	953	38	56	48	46.6%	(14.0)%	1.1	1.1	0.8	34.4	50.4	61.8
954	954	954	159	137	168	(13.9)%	22.7%	1.9	1.9	2.5	82.1	70.7	67.7
955	955	955	158	153	169	(3.3)%	10.6%	2.0	2.0	1.8	79.5	76.9	93.1
956	956	956	59	65	77	9.6%	19.0%	1.8	2.2	1.6	32.3	29.3	47.3
957	957	957	53	54	56	1.5%	5.0%	2.2	2.1	1.5	24.6	25.7	36.7
958	958	No Route	13	12		(3.2)%	(100.0)%	1.2	0.9	No Data	10.4	13.3	No Data
No Route	No Route	959	No Data	No Data		No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
965	965	965	14	19	6	33.8%	(66.8)%	0.8	0.8	0.8	17.7	23.0	7.9
966	966	966	60	70	44	16.6%	(36.8)%	2.2	2.0	2.2	27.5	35.9	20.0
967	967	967	36	39	37	9.0%	(4.6)%	0.8	0.8	0.7	44.5	48.5	51.6
968	968	968	103	157	116	52.0%	(26.0)%	2.6	2.6	2.6	39.5	59.7	44.2
969	969	969	60	86	72	43.3%	(16.6)%	0.9	0.9	0.7	70.6	101.2	104.9
970	970	970	26	37	43	42.9%	17.0%	1.5	1.5	1.5	16.9	24.1	28.2
971	971	971	30	48	57	59.3%	18.4%	0.9	1.3	1.0	32.7	37.2	54.8
972	972	972	117	109	116	(7.0)%	7.0%	1.8	2.1	1.7	63.8	51.8	67.8
973	973	973	31	25	16	(19.7)%	(36.5)%	0.6	0.6	0.6	51.4	41.3	25.6
974	974	974	22	14	6	(37.4)%	(59.1)%	1.0	1.0	0.7	22.4	14.0	7.9
975	975	975	107	74	71	(30.6)%	(4.8)%	2.3	2.0	2.2	46.3	36.9	32.4
No Route	No Route	976	No Data	No Data	76	No Data	No Data	No Data	No Data	0.8	No Data	No Data	93.1
977	977	977	14	59	63	330.4%	6.6%	0.5	1.6	1.4	28.6	37.5	46.3
Total			302,400	306,362	293,916	1.3%	(4.1)%	7,076.4	7,115.2	7,263.2	42.7	43.1	40.5

### Boarding by Route Summary - Weekday Service - END OF REPORT

**Table 17: Comparison SEP13 To SEP14 To SEP15 Boarding By Route  
Saturday Service**

SEP13 Routes	SEP14 Routes	SEP15 Routes	SEP13 Boarding	SEP14 Boarding	SEP15 Boarding	SEP13 to SEP14 % Diff	SEP14 to SEP15 % Diff	SEP13 Platform Hrs	SEP14 Platform Hrs	SEP15 Platform Hrs	SEP13 Boarding PlatHrs	SEP14 Boarding PlatHrs	SEP15 Boarding PlatHrs
1	1	1	8,450	8,468	7,226	0.2%	(14.7)%	164.0	164.0	164.0	51.5	51.6	44.1
2	2	2	6,528	6,875	5,654	5.3%	(17.8)%	132.8	132.8	132.8	49.1	51.8	42.6
3	3	3	2,982	3,031	2,728	1.6%	(10.0)%	65.6	65.7	65.7	45.5	46.1	41.5
4	4	4	9,831	7,940	9,518	(19.2)%	19.9%	170.9	171.3	191.3	57.5	46.4	49.7
5	5	5	6,595	6,143	3,487	(6.9)%	(43.2)%	123.5	123.5	123.5	53.4	49.7	28.2
6	6	6	2,295	2,483	2,385	8.2%	(4.0)%	41.9	41.9	41.9	54.8	59.3	56.9
7	7	7	2,958	2,754	2,529	(6.9)%	(8.2)%	61.0	60.6	60.6	48.5	45.5	41.8
8	8	8	11,377	12,144	10,274	6.7%	(15.4)%	217.6	217.6	219.7	52.3	55.8	46.8
9	9	9	8,122	7,261	4,330	(10.6)%	(40.4)%	170.8	170.8	170.9	47.5	42.5	25.3
10	10	10	3,562	3,466	2,822	(2.7)%	(18.6)%	89.1	89.1	89.1	40.0	38.9	31.6
11	11	11	1,831	1,826	1,501	(0.3)%	(17.8)%	45.9	45.9	45.9	39.9	39.8	32.7
12	12	12	2,128	2,015	1,283	(5.3)%	(36.3)%	57.9	57.9	57.9	36.8	34.8	22.2
13	13	13	629	548	588	(12.8)%	7.3%	26.7	26.7	26.7	23.6	20.6	22.1
14	14	14	1,850	2,078	1,944	12.3%	(6.5)%	32.7	36.1	36.1	56.6	57.5	53.8
15	15	15	1,656	1,545	1,359	(6.7)%	(12.0)%	53.8	53.8	53.8	30.8	28.7	25.2
16	16	16	1,336	1,410	1,298	5.5%	(7.9)%	37.7	37.7	37.9	35.5	37.4	34.2
17	17	17	926	1,023	863	10.5%	(15.7)%	25.5	25.5	25.5	36.3	40.1	33.8
23	23	23	1,158	1,415	1,094	22.3%	(22.7)%	41.4	42.6	42.9	28.0	33.2	25.5
24	24	24	283	331	371	17.2%	12.1%	27.3	27.3	27.3	10.4	12.2	13.6
No Route	No Route	25	No Data	No Data	153	No Data	No Data	No Data	No Data	11.6	No Data	No Data	13.2
30	30	30	185	190	181	3.0%	(4.9)%	17.2	17.2	17.2	10.8	11.1	10.6
31	31	31	152	156	178	3.0%	13.6%	17.8	17.8	17.8	8.5	8.8	10.0
33	33	33	1,704	2,381	1,997	39.7%	(16.1)%	66.2	69.2	70.3	25.7	34.4	28.4
34	34	34	173	183	173	6.0%	(5.5)%	13.8	13.8	13.8	12.5	13.3	12.6
35	35	35	230	294	295	27.8%	0.2%	19.1	18.8	18.8	12.1	15.7	15.7
36	36	36	478	503	537	5.1%	6.9%	29.0	29.0	29.0	16.5	17.4	18.5
37	37	37	172	188	195	9.4%	3.6%	16.0	16.0	16.0	10.7	11.7	12.1
39	39	39	240	247	203	3.0%	(17.7)%	11.1	11.1	11.1	21.6	22.3	18.3
40	40	40	453	432	426	(4.7)%	(1.3)%	21.8	21.8	21.8	20.8	19.8	19.6
41	41	41	483	430	370	(11.1)%	(14.0)%	18.3	18.3	18.3	26.5	23.5	20.2
44	44	44	196	178	212	(9.5)%	19.2%	10.0	9.7	9.7	19.7	18.3	21.8
45	45	45	372	466	426	25.0%	(8.5)%	18.2	18.2	18.0	20.5	25.6	23.7
47	47	47	266	433	605	63.1%	39.8%	16.5	22.6	22.6	16.1	19.2	26.8
49	49	49	172	171	192	(0.8)%	12.2%	10.0	10.0	10.0	17.3	17.2	19.2
50	50	50	413	478	440	15.6%	(7.9)%	33.5	32.7	32.7	12.3	14.6	13.4
52	52	52	675	798	678	18.2%	(15.0)%	40.8	36.2	36.2	16.6	22.1	18.7
55	55	55	81	63	67	(22.8)%	7.3%	14.3	12.7	12.7	5.7	4.9	5.3
57	57	57	265	270	258	1.9%	(4.6)%	8.5	8.5	8.5	31.2	31.8	30.3
59	59	59	496	549	528	10.7%	(3.9)%	16.4	16.4	16.4	30.3	33.6	32.3
60	60	60	354	387	347	9.4%	(10.2)%	19.8	19.8	19.8	17.9	19.6	17.6
61	61	61	631	671	646	6.4%	(3.8)%	22.4	22.4	22.4	28.2	30.0	28.9
62	62	62	487	484	496	(0.4)%	2.5%	9.6	9.6	9.6	50.8	50.5	51.8
63	63	63	533	365	538	(31.6)%	47.5%	11.2	11.2	11.2	47.7	32.6	48.1
64	64	64	186	205	221	10.0%	8.1%	9.7	9.7	9.7	19.2	21.1	22.8
65	65	65	203	151	187	(25.7)%	24.5%	10.2	10.2	10.2	20.0	14.8	18.5

SEP13 Routes	SEP14 Routes	SEP15 Routes	SEP13 Boardin	SEP14 Boardin	SEP15 Boardin	SEP13tc SEP14% Diff	SEP14tc SEP15% Diff	SEP13 Platform Hrs	SEP14 Platform Hrs	SEP15 Platform Hrs	SEP13 Boardin PlatHrs	SEP14 Boardin PlatHrs	SEP15 Boardin PlatHrs
66	66	66	290	344	352	18.6%	2.2%	17.9	17.9	17.9	16.2	19.3	19.7
67	67	67	346	352	413	1.7%	17.3%	10.4	10.4	10.4	33.2	33.7	39.6
68	68	68	517	621	629	20.1%	1.4%	26.5	26.5	26.5	19.5	23.4	23.7
69	69	69	719	1,065	1,019	48.1%	(4.3)%	35.4	35.4	35.5	20.3	30.1	28.7
70	70	70	1,082	810	1,052	(25.2)%	30.0%	34.5	34.5	34.5	31.4	23.5	30.5
72	72	72	499	484	510	(2.9)%	5.3%	23.5	23.5	23.5	21.2	20.6	21.7
74	74	74	1,417	1,830	1,248	29.2%	(31.8)%	51.0	47.7	47.7	27.8	38.3	26.1
75	75	No Route	143	184	No Data	28.9%	(100.0)%	7.6	7.6	No Data	18.9	24.4	No Data
76	76	No Route	101	No Data	No Data	(100.0)%	NaN	2.7	2.7	No Data	37.9	0.0	No Data
77	77	No Route	55	No Data	No Data	(100.0)%	NaN	3.3	3.3	No Data	16.7	0.0	No Data
78	78	78	936	1,257	1,420	34.3%	13.0%	28.7	39.0	41.4	32.6	32.3	34.3
79	79	79	1,242	1,398	1,617	12.6%	15.6%	39.6	39.7	42.0	31.3	35.2	38.5
81	81	81	772	783	813	1.5%	3.8%	37.5	37.5	37.3	20.6	20.9	21.8
85	85	85	117	137	152	17.3%	10.4%	10.9	10.9	10.9	10.7	12.5	13.9
86	86	86	23	28	29	21.7%	3.6%	4.2	4.2	4.2	5.4	6.6	6.9
89	89	89	121	159	130	31.4%	(18.2)%	10.9	10.9	10.9	11.1	14.6	11.9
94	94	94	1,266	894	1,180	(29.4)%	32.0%	26.7	26.7	26.7	47.4	33.5	44.2
No Route	95	95	No Data	219	326	No Data	48.7%	No Data	10.9	10.9	No Data	20.1	29.9
100	100	100	880	866	891	(1.5)%	2.8%	20.0	20.0	20.0	44.0	43.3	44.5
101	101	101	611	689	634	12.8%	(7.9)%	20.3	20.2	20.7	30.1	34.1	30.6
102	102	102	491	536	529	9.1%	(1.3)%	14.5	14.9	14.9	33.9	36.0	35.5
103	103	103	308	284	319	(7.6)%	12.1%	14.1	20.9	20.9	21.8	13.6	15.2
106	106	106	996	1,011	897	1.5%	(11.2)%	24.8	25.3	25.3	40.1	40.0	35.5
109	109	109	739	644	647	(12.8)%	0.5%	26.0	27.0	27.0	28.4	23.8	23.9
110	110	110	373	310	354	(16.8)%	14.2%	8.9	8.9	8.9	42.0	35.0	39.9
111	111	111	786	793	812	1.0%	2.4%	23.5	23.5	23.5	33.5	33.8	34.6
112	112	112	991	955	647	(3.6)%	(32.3)%	44.0	44.0	44.0	22.5	21.7	14.7
113	113	113	574	550	533	(4.2)%	(2.9)%	19.4	19.4	19.4	29.5	28.3	27.4
115	115	115	277	276	268	(0.1)%	(3.1)%	10.7	10.7	10.7	25.9	25.9	25.1
No Route	117	117	No Data	406	555	No Data	36.7%	No Data	20.7	20.7	No Data	19.6	26.8
120	120	120	413	461	468	11.5%	1.7%	14.4	14.4	14.4	28.8	32.1	32.6
125	125	125	1,693	1,594	1,539	(5.9)%	(3.5)%	42.9	42.9	42.8	39.5	37.2	36.0
126	126	126	623	685	593	10.0%	(13.4)%	34.3	34.4	34.4	18.2	19.9	17.2
127	127	127	946	976	945	3.2%	(3.2)%	33.7	33.7	33.7	28.1	29.0	28.0
128	128	128	1,091	914	903	(16.2)%	(1.2)%	35.8	36.5	36.5	30.5	25.0	24.7
130	130	130	596	534	467	(10.3)%	(12.5)%	20.1	20.1	20.1	29.6	26.5	23.2
136	136	136	1,097	1,131	1,069	3.1%	(5.5)%	49.9	52.8	52.8	22.0	21.4	20.2
140	140	140	1,797	2,065	1,932	14.9%	(6.4)%	37.1	37.1	37.1	48.4	55.6	52.1
141	141	141	285	454	298	59.4%	(34.3)%	16.5	16.5	16.5	17.3	27.6	18.1
142	142	142	220	392	286	77.9%	(27.1)%	15.1	15.1	15.1	14.5	25.9	18.9
143	143	143	740	668	238	(9.7)%	(64.4)%	23.9	23.9	23.9	31.0	27.9	10.0
145	145	145	371	375	324	0.9%	(13.6)%	12.8	12.8	12.8	29.1	29.3	25.3
149	149	149	151	158	224	5.0%	41.8%	9.7	9.7	9.7	15.6	16.4	23.2
150	150	150	1,519	1,659	1,272	9.2%	(23.4)%	43.4	43.4	43.4	35.0	38.2	29.3
151	151	151	1,126	1,436	1,439	27.5%	0.2%	59.5	59.5	59.6	18.9	24.1	24.2

SEP13 Routes	SEP14 Routes	SEP15 Routes	SEP13 Boardin	SEP14 Boardin	SEP15 Boardin	SEP13tc SEP14% Diff	SEP14tc SEP15% Diff	SEP13 Platform Hrs	SEP14 Platform Hrs	SEP15 Platform Hrs	SEP13 Boardin PlatHrs	SEP14 Boardin PlatHrs	SEP15 Boardin PlatHrs
152	152	152	478	511	457	7.1%	(10.6)%	19.2	19.2	19.2	24.9	26.6	23.8
153	153	153	530	540	528	1.9%	(2.2)%	18.7	18.7	18.7	28.3	28.8	28.2
154	154	154	592	641	537	8.4%	(16.3)%	17.7	17.7	17.7	33.4	36.2	30.3
161	161	161	385	379	244	(1.5)%	(35.6)%	15.0	15.0	15.0	25.7	25.3	16.3
162	162	162	354	365	209	3.2%	(42.7)%	18.4	18.4	18.4	19.2	19.8	11.4
168	168	168	327	424	260	29.8%	(38.7)%	23.0	23.0	23.0	14.2	18.4	11.3
169	169	169	317	360	249	13.6%	(30.9)%	23.5	29.2	29.2	13.5	12.3	8.5
180	180	180	929	962	810	3.6%	(15.9)%	45.6	45.6	45.6	20.4	21.1	17.8
181	181	181	474	414	431	(12.5)%	3.9%	27.8	27.8	27.8	17.0	14.9	15.5
182	182	182	1,430	1,506	1,002	5.3%	(33.5)%	40.8	40.8	40.8	35.0	36.9	24.6
183	183	183	331	374	290	13.1%	(22.4)%	18.1	18.1	18.1	18.3	20.7	16.1
185	185	185	22	18	26	(16.3)%	45.6%	1.6	1.6	1.6	13.9	11.6	16.9
190	190	190	343	350	365	2.2%	4.1%	20.0	20.0	20.0	17.2	17.5	18.3
191	191	191	138	155	167	12.6%	7.7%	11.6	11.6	11.6	11.9	13.4	14.5
192	192	192	129	127	134	(1.2)%	5.1%	9.0	9.0	9.0	14.4	14.2	14.9
193	193	193	190	139	111	(26.9)%	(20.4)%	9.9	9.9	9.9	19.3	14.1	11.2
194	194	194	87	85	115	(2.9)%	36.0%	9.5	9.5	9.5	9.2	8.9	12.1
No Route	195	195	No Data	170	256	No Data	50.1%	No Data	10.6	10.6	No Data	16.2	24.2
301	301	301	141	140	111	(0.7)%	(21.0)%	10.2	10.4	10.4	13.8	13.4	10.6
302	302	302	357	353	308	(1.3)%	(12.7)%	19.0	19.0	18.2	18.8	18.6	16.9
303	303	303	140	170	175	21.1%	2.9%	14.5	14.5	14.5	9.7	11.7	12.1
304	304	304	377	413	409	9.7%	(1.1)%	17.0	17.3	17.3	22.2	23.8	23.6
305	305	305	109	97	117	(10.8)%	20.4%	8.9	8.9	8.9	12.3	10.9	13.2
306	306	306	272	238	259	(12.4)%	8.6%	31.3	31.3	29.8	8.7	7.6	8.7
307	307	307	71	80	79	12.4%	(1.8)%	9.6	9.6	9.6	7.4	8.3	8.2
308	308	308	66	76	63	16.0%	(16.6)%	9.3	9.3	9.3	7.1	8.2	6.8
310	310	310	77	87	89	12.7%	2.1%	9.1	8.7	8.7	8.4	10.0	10.2
312	312	312	107	118	112	10.7%	(5.4)%	4.3	4.3	4.3	24.7	27.3	25.8
313	313	313	69	63	79	(8.3)%	25.6%	8.6	8.6	8.6	8.0	7.3	9.2
317	317	317	473	741	560	56.6%	(24.5)%	28.3	28.3	28.3	16.7	26.1	19.8
318	318	318	35	36	25	2.9%	(30.6)%	4.2	4.2	4.2	8.4	8.7	6.0
322	322	322	103	92	92	(10.7)%	1.0%	3.2	3.2	3.2	32.5	29.0	29.3
323	323	323	72	57	58	(21.1)%	2.1%	4.1	4.1	4.1	17.5	13.8	14.1
324	324	324	92	119	112	28.8%	(6.3)%	6.3	6.3	6.3	14.7	18.9	17.7
No Route	325	No Route	No Data	87	No Data	No Data	(100.0)%	No Data	11.6	No Data	No Data	7.5	No Data
327	327	327	98	108	126	10.1%	16.6%	9.7	9.6	9.6	10.0	11.2	13.0
330	330	330	125	128	121	2.7%	(5.4)%	9.5	9.9	9.9	13.1	13.0	12.3
334	334	334	124	134	123	8.4%	(8.5)%	5.8	6.3	6.3	21.4	21.3	19.5
336	336	336	152	177	161	16.7%	(9.3)%	13.8	13.9	13.9	11.0	12.7	11.5
337	337	337	194	231	219	19.2%	(5.2)%	11.1	11.6	11.6	17.5	20.0	19.0
338	338	338	118	122	137	3.6%	12.3%	20.7	20.9	20.9	5.7	5.8	6.6
339	339	339	237	205	196	(13.6)%	(4.4)%	8.2	8.2	8.2	29.0	25.1	24.0
340	340	340	77	100	123	30.0%	23.4%	10.4	10.4	10.4	7.4	9.6	11.8
No Route	347	347	No Data	175	275	No Data	57.1%	No Data	20.7	20.7	No Data	8.4	13.3
No Route	No Route	361	No Data	No Data	148	No Data	No Data	No Data	No Data	7.6	No Data	No Data	19.6

SEP13 Routes	SEP14 Routes	SEP15 Routes	SEP13 Boardin	SEP14 Boarding	SEP15 Boarding	SEP13tc SEP14% Diff	SEP14tc SEP15% Diff	SEP13 Platform Hrs	SEP14 Platform Hrs	SEP15 Platform Hrs	SEP13 Boardin PlatHrs	SEP14 Boarding PlatHrs	SEP15 Boarding PlatHrs
No Route	No Route	362	No Data	No Data	75	No Data	No Data	No Data	No Data	2.7	No Data	No Data	28.1
No Route	No Route	363	No Data	No Data	69	No Data	No Data	No Data	No Data	3.3	No Data	No Data	20.9
370	370	370	206	268	299	30.4%	11.3%	14.5	14.5	14.7	14.2	18.6	20.3
381	381	381	108	113	93	4.4%	(17.6)%	14.3	14.3	14.3	7.6	7.9	6.5
No Route	No Route	512	No Data	No Data	30	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
<b>Total</b>			<b>124,473</b>	<b>127,055</b>	<b>112,796</b>	<b>2.1%</b>	<b>(11.2)%</b>	<b>3,748.1</b>	<b>3,855.7</b>	<b>3,882.4</b>	<b>33.2</b>	<b>33.0</b>	<b>29.1</b>

### Boarding by Route Summary - Saturday Service - END OF REPORT

**Table 18: Comparison SEP13 TO SEP14 TO SEP15 Boarding by Route  
Sunday Service**

SEP13 Routes	SEP14 Routes	SEP15 Routes	SEP13 Boarding	SEP14 Boarding	SEP15 Boarding	SEP13 to SEP14 % Diff	SEP14 to SEP15 % Diff	SEP13 Platform Hrs	SEP14 Platform Hrs	SEP15 Platform Hrs	SEP13 Boarding PlatHrs	SEP14 Boarding PlatHrs	SEP15 Boarding PlatHrs
1	1	1	6,825	6,998	6,604	2.5%	(5.6)%	134.1	139.1	140.8	50.9	50.3	46.9
2	2	2	4,825	4,944	4,611	2.5%	(6.7)%	102.4	102.4	102.5	47.1	48.3	45.0
3	3	3	2,417	2,325	2,376	(3.8)%	2.2%	57.8	57.9	58.3	41.8	40.1	40.8
4	4	4	5,959	5,923	4,661	(0.6)%	(21.3)%	145.5	145.5	147.9	41.0	40.7	31.5
5	5	5	3,237	4,830	3,663	49.2%	(24.2)%	97.5	97.5	97.5	33.2	49.5	37.6
6	6	6	1,534	1,613	1,542	5.2%	(4.4)%	28.9	28.9	28.9	53.1	55.8	53.4
7	7	7	1,988	2,105	1,908	5.9%	(9.3)%	55.6	55.6	56.0	35.7	37.9	34.1
8	8	8	9,276	9,508	8,191	2.5%	(13.9)%	176.5	176.6	177.9	52.5	53.9	46.0
9	9	9	7,760	7,765	6,205	0.1%	(20.1)%	151.9	151.9	152.9	51.1	51.1	40.6
10	10	10	2,699	2,736	2,131	1.4%	(22.1)%	84.5	84.5	84.5	31.9	32.4	25.2
11	11	11	1,521	1,521	1,234	0.0%	(18.8)%	45.7	45.7	45.7	33.3	33.3	27.0
12	12	12	1,837	1,962	1,720	6.8%	(12.3)%	56.3	56.3	56.3	32.6	34.8	30.6
13	13	13	511	474	493	(7.2)%	4.1%	22.0	22.0	22.0	23.2	21.6	22.4
14	14	14	1,746	1,993	2,065	14.2%	3.6%	30.9	34.9	34.9	56.5	57.1	59.2
15	15	15	880	991	870	12.5%	(12.2)%	39.9	39.9	39.9	22.1	24.8	21.8
16	16	16	1,008	1,005	897	(0.3)%	(10.7)%	29.6	29.6	29.6	34.1	34.0	30.3
17	17	17	960	974	796	1.5%	(18.2)%	20.8	20.8	20.8	46.1	46.8	38.3
24	24	24	247	237	306	(4.2)%	29.3%	20.2	20.3	20.3	12.3	11.7	15.1
No Route	No Route	25	No Data	No Data	67	No Data	No Data	No Data	No Data	9.6	No Data	No Data	6.9
33	33	33	1,654	1,903	1,772	15.1%	(6.9)%	45.1	47.2	47.2	36.7	40.3	37.5
40	40	40	259	312	267	20.5%	(14.6)%	10.5	10.5	10.5	24.6	29.7	25.3
41	41	41	259	248	248	(4.3)%	0.1%	9.7	9.7	9.7	26.6	25.5	25.5
44	44	44	131	94	118	(27.7)%	24.6%	5.3	6.0	6.0	24.6	15.8	19.7
45	45	45	251	288	269	14.8%	(6.4)%	10.4	10.1	10.1	24.1	28.4	26.6
47	47	47	207	405	518	95.7%	28.1%	13.8	20.1	20.1	15.0	20.1	25.7
50	50	50	272	278	258	2.1%	(7.0)%	20.8	20.8	20.8	13.1	13.3	12.4
52	52	52	348	326	376	(6.4)%	15.3%	15.1	15.1	15.1	23.1	21.6	24.9
55	55	55	72	78	63	8.8%	(19.2)%	13.3	11.8	11.8	5.4	6.7	5.4
57	57	57	223	264	280	18.4%	6.3%	10.5	10.5	10.5	21.2	25.2	26.8
59	59	59	234	263	200	12.6%	(23.8)%	9.1	9.1	9.1	25.8	29.0	22.1
60	60	60	220	206	191	(6.0)%	(7.6)%	11.7	11.7	11.7	18.7	17.6	16.3
61	61	61	533	544	504	2.2%	(7.4)%	23.5	23.5	23.5	22.7	23.2	21.4
62	62	62	413	434	459	5.0%	5.6%	11.5	11.5	11.5	35.9	37.7	39.8
63	63	63	477	464	466	(2.7)%	0.5%	11.6	11.6	11.6	41.1	40.0	40.2
64	64	64	168	182	153	8.3%	(16.0)%	5.4	5.4	5.4	31.0	33.6	28.2
65	65	65	146	120	125	(17.5)%	4.2%	4.9	4.9	4.9	29.7	24.5	25.5
66	66	66	242	252	248	4.1%	(1.6)%	11.5	11.5	11.5	21.0	21.8	21.5
67	67	67	274	269	288	(1.8)%	7.4%	9.4	9.4	9.4	29.0	28.5	30.6
68	68	68	312	356	337	14.0%	(5.5)%	17.5	17.5	17.5	17.9	20.4	19.3
69	69	69	896	962	951	7.3%	(1.1)%	31.2	31.2	31.2	28.7	30.8	30.5
70	70	70	648	764	759	17.9%	(0.6)%	26.8	26.8	27.2	24.2	28.5	27.9
72	72	72	280	240	218	(14.3)%	(9.2)%	11.2	11.2	11.2	25.0	21.4	19.5
74	74	74	1,315	1,254	1,171	(4.6)%	(6.6)%	28.8	28.8	28.8	45.6	43.5	40.6
75	75	No Route	96	123	No Data	27.7%	(100.0)%	5.7	5.7	No Data	16.9	21.6	No Data
76	76	No Route	66	71	No Data	7.6%	(100.0)%	2.3	2.3	No Data	29.3	31.6	No Data

SEP13 Routes	SEP14 Routes	SEP15 Routes	SEP13 Boardin	SEP14 Boardin	SEP15 Boardin	SEP13tc SEP14% Diff	SEP14tc SEP15% Diff	SEP13 Platform Hrs	SEP14 Platform Hrs	SEP15 Platform Hrs	SEP13 Boardin PlatHrs	SEP14 Boardin PlatHrs	SEP15 Boardin PlatHrs
77	77	No Route	78	60	No Data	(22.7)%	(100.0)%	3.5	3.5	No Data	22.4	17.3	No Data
78	78	78	804	1,069	1,081	32.8%	1.2%	25.5	36.8	39.3	31.5	29.0	27.5
79	79	79	1,102	1,099	1,146	(0.3)%	4.3%	36.8	36.8	39.1	30.0	29.9	29.3
81	81	81	390	424	358	8.6%	(15.5)%	22.8	22.8	22.8	17.1	18.6	15.7
86	86	86	130	144	134	10.5%	(6.9)%	12.5	12.9	12.9	10.5	11.2	10.4
89	89	89	95	141	126	48.7%	(10.6)%	9.9	9.9	9.9	9.6	14.3	12.8
94	94	94	756	929	847	23.0%	(8.8)%	25.1	25.1	25.1	30.1	37.0	33.8
No Route	95	95	No Data	208	273	No Data	31.7%	No Data	9.4	9.4	No Data	22.1	29.1
100	100	100	611	669	570	9.4%	(14.7)%	17.4	17.2	17.2	35.2	39.0	33.3
101	101	101	425	313	369	(26.4)%	18.1%	13.0	13.0	13.0	32.6	24.0	28.4
102	102	102	333	284	305	(14.6)%	7.5%	9.9	9.9	9.9	33.8	28.8	31.0
103	103	103	174	188	199	8.0%	5.5%	7.4	9.9	9.9	23.5	19.0	20.0
106	106	106	714	853	771	19.4%	(9.6)%	25.3	25.0	25.0	28.2	34.1	30.8
109	109	109	405	419	367	3.4%	(12.5)%	12.1	14.3	14.3	33.4	29.4	25.7
110	110	110	152	173	146	13.5%	(15.4)%	7.9	7.9	7.9	19.3	21.9	18.5
113	113	113	404	323	362	(20.1)%	12.3%	13.5	13.5	13.5	30.0	24.0	26.9
115	115	115	748	1,018	856	36.2%	(15.9)%	28.2	28.2	28.2	26.6	36.2	30.4
No Route	117	117	No Data	275	354	No Data	28.7%	No Data	17.7	17.7	No Data	15.5	19.9
125	125	125	1,211	1,260	1,112	4.0%	(11.8)%	25.6	25.6	25.6	47.3	49.2	43.4
127	127	127	195	193	174	(0.8)%	(9.9)%	5.9	6.1	6.1	33.0	31.8	28.7
128	128	128	444	489	431	10.2%	(11.8)%	19.2	19.2	19.2	23.1	25.5	22.4
130	130	130	738	375	316	(49.1)%	(15.8)%	15.1	15.1	15.1	48.8	24.8	20.9
136	136	136	880	884	890	0.5%	0.6%	50.1	48.6	48.6	17.6	18.2	18.3
140	140	140	868	903	881	4.0%	(2.4)%	17.7	17.7	17.7	49.0	51.0	49.8
141	141	141	156	182	185	16.5%	1.8%	8.3	8.3	8.3	18.8	21.9	22.3
142	142	142	165	202	191	22.4%	(5.6)%	8.1	7.2	7.2	20.5	28.2	26.6
143	143	143	312	322	280	3.2%	(13.0)%	12.1	12.2	12.2	25.7	26.5	23.0
145	145	145	221	206	242	(6.9)%	17.6%	8.1	8.1	8.1	27.2	25.3	29.7
149	149	149	91	126	135	39.2%	7.1%	9.5	9.5	9.5	9.6	13.3	14.3
151	151	151	606	664	583	9.5%	(12.2)%	25.9	25.9	25.9	23.4	25.6	22.5
152	152	152	197	195	184	(1.3)%	(5.4)%	8.2	8.2	8.2	24.1	23.8	22.5
153	153	153	406	452	414	11.6%	(8.4)%	13.3	13.3	13.3	30.5	34.0	31.1
154	154	154	217	244	204	12.5%	(16.7)%	8.5	8.5	8.5	25.7	28.9	24.1
161	161	161	138	169	146	22.8%	(13.4)%	6.3	6.3	6.3	21.8	26.7	23.1
162	162	162	115	157	119	36.9%	(24.4)%	7.9	7.9	7.9	14.5	19.8	15.0
168	168	168	168	173	200	2.9%	15.7%	9.0	9.0	9.0	18.7	19.3	22.3
169	169	169	82	206	192	151.2%	(6.8)%	8.3	18.3	18.3	9.9	11.3	10.5
180	180	180	481	498	487	3.4%	(2.1)%	26.4	26.4	25.4	18.3	18.9	19.2
181	181	181	290	224	203	(22.8)%	(9.4)%	17.0	17.0	16.0	17.0	13.2	12.7
182	182	182	824	931	797	13.0%	(14.5)%	27.5	27.5	28.0	30.0	33.9	28.5
183	183	183	203	188	192	(7.7)%	2.3%	10.1	10.1	10.1	20.1	18.6	19.0
185	185	185	37	38	32	4.1%	(15.8)%	2.1	2.1	2.1	17.7	18.4	15.5
190	190	190	195	181	182	(7.3)%	0.7%	10.3	10.3	10.3	19.0	17.6	17.7
191	191	191	106	107	117	1.2%	9.4%	8.9	8.9	8.9	11.9	12.1	13.2
192	192	192	64	57	73	(11.7)%	28.3%	4.0	4.5	4.5	15.9	12.6	16.2

SEP13 Routes	SEP14 Routes	SEP15 Routes	SEP13 Boarding	SEP14 Boarding	SEP15 Boarding	SEP13tc SEP14% Diff	SEP14tc SEP15% Diff	SEP13 Platform Hrs	SEP14 Platform Hrs	SEP15 Platform Hrs	SEP13 Boarding PlatHrs	SEP14 Boarding PlatHrs	SEP15 Boarding PlatHrs
193	193	193	104	83	75	(19.8)%	(9.6)%	4.5	4.7	4.7	23.3	17.8	16.1
194	194	194	68	77	89	12.9%	14.9%	9.0	9.0	9.0	7.6	8.6	9.8
No Route	195	195	No Data	129	206	No Data	60.0%	No Data	9.6	9.6	No Data	13.5	21.5
301	301	301	121	130	85	7.5%	(34.4)%	11.5	12.1	12.1	10.5	10.7	7.0
302	302	302	234	291	250	24.3%	(14.0)%	17.5	17.5	17.5	13.3	16.6	14.3
304	304	304	292	295	314	1.1%	6.6%	17.3	18.0	17.6	16.9	16.4	17.9
306	306	306	190	186	169	(1.9)%	(9.6)%	24.6	24.6	25.3	7.7	7.6	6.7
307	307	307	37	45	45	19.9%	0.4%	7.7	7.7	7.5	4.9	5.8	6.0
317	317	317	395	549	452	38.9%	(17.6)%	24.4	24.4	24.4	16.2	22.5	18.5
318	318	318	30	29	44	(2.0)%	51.7%	3.2	3.2	3.2	9.4	9.2	14.0
322	322	322	65	65	55	0.0%	(14.9)%	2.9	2.9	2.9	22.3	22.3	19.0
323	323	323	40	53	43	32.5%	(19.1)%	3.9	3.9	3.9	10.3	13.7	11.1
324	324	324	103	143	123	39.0%	(13.7)%	7.5	7.5	7.5	13.8	19.1	16.5
No Route	325	No Route	No Data	36	No Data	No Data	(100.0)%	No Data	9.6	No Data	No Data	3.7	No Data
327	327	327	82	88	89	8.0%	0.5%	9.3	9.1	9.4	8.8	9.6	9.4
330	330	330	256	265	254	3.6%	(4.0)%	18.6	18.6	19.6	13.8	14.3	13.0
334	334	334	225	267	238	18.7%	(10.9)%	11.3	11.5	11.5	19.8	23.3	20.7
336	336	336	372	369	339	(0.6)%	(8.4)%	23.4	24.1	24.1	15.9	15.3	14.0
337	337	337	389	444	380	14.1%	(14.4)%	18.1	18.1	19.2	21.5	24.5	19.8
339	339	339	420	395	432	(6.0)%	9.6%	21.1	21.3	21.3	19.9	18.5	20.3
340	340	340	58	70	80	19.0%	14.5%	7.2	7.1	7.1	8.1	9.7	11.2
No Route	No Route	361	No Data	No Data	102	No Data	No Data	No Data	No Data	5.7	No Data	No Data	18.0
No Route	No Route	362	No Data	No Data	79	No Data	No Data	No Data	No Data	2.3	No Data	No Data	34.9
No Route	No Route	363	No Data	No Data	61	No Data	No Data	No Data	No Data	3.5	No Data	No Data	17.5
370	370	370	202	260	266	28.3%	2.6%	13.9	13.9	14.0	14.5	18.6	19.0
381	381	381	78	79	75	0.8%	(5.2)%	14.8	11.3	11.3	5.3	7.0	6.6
No Route	No Route	512	No Data	No Data	35	No Data	No Data	No Data	No Data	2.0	No Data	No Data	17.6
Total			85,709	91,155	82,180	6.4%	(9.8)%	2,592.1	2,677.9	2,693.4	33.1	34.0	30.5

### Boarding by Route Summary - Sunday Service - END OF REPORT



**Table 19: Historical Boardings Summary  
Weekday Service**

Signup	BUS			LRT		COMBINED	Comments
	Boardings	Boardings/ PltHour	Percent Change	Boardings	Percent Change	Combined Boardings	
SEP87	245,335	49.2				245,335	
SEP88	246,481	50.0	0.5%	18,980		265,461	Mitchell AM runs Monday
SEP89	246,364	49.9	0.0%	19,494	2.7%	265,858	Grandin Station Opens
SEP90	258,693	51.9	5.0%	23,415	20.1%	282,108	
SEP91	265,399	51.6	2.6%	24,083	2.9%	289,482	
SEP92	245,135	48.7	(7.6)%	35,970	49.4%	281,105	University Station Opens
SEP93	245,982	49.9	0.3%	36,070	0.3%	282,052	
SEP94	226,466	45.8	(7.9)%			226,466	No LRT Survey
SEP95	229,604	46.0	1.4%	35,400		265,004	
SEP96	241,279	49.0	5.1%			241,279	No LRT Survey
SEP97	232,763	45.8	(3.5)%	35,740		268,503	Horizon 2000 implemented JUN97
SEP98	231,580	45.6	(0.5)%	35,960	0.6%	267,540	
SEP99	242,000	47.5	4.5%	36,810	2.4%	278,810	
SEP00	245,032	47.1	1.3%	37,628	2.2%	282,660	
SEP01	250,218	47.6	2.1%	38,350	1.9%	288,568	
SEP02	256,762	47.8	2.6%	39,550	3.1%	296,312	
SEP03	267,293	48.5	4.1%	41,750	5.6%	309,043	
SEP04	276,211	49.1	3.3%	42,160	1.0%	318,371	
SEP05	282,476	47.5	2.3%	43,100	2.2%	325,576	
SEP06	286,141	46.9	1.3%	46,530	8.0%	332,671	Health/Sciences Station Opens
SEP07	299,882	47.1	4.8%	49,630	6.7%	349,512	Cromdale runs surveyed Monday
SEP08	311,737	43.8	4.0%	53,540	7.9%	365,277	
SEP09	309,222	45.5	(0.8)%	74,440	39.0%	383,662	South Campus Station Opens
SEP10	297,184	43.4	(3.9)%	92,040	23.6%	389,224	Century Park Station Opens
SEP11	302,087	42.7	1.6%	95,320	3.6%	397,407	
SEP12	293,737	41.8	(2.8)%	97,120	1.9%	390,857	APC data used for all reporting
SEP13	302,400	42.7	2.9%	100,763	3.8%	403,163	APC data used for Cumulative Boarding report
SEP14	306,362	43.1	1.3%	98,144	(2.6)%	404,506	
SEP15	293,916	40.5	(4.1)%	108,690	10.7%	402,606	Metro Line Opens

**Historical Boardings - Weekday Service - END OF REPORT**

**Table 20: Historical Boardings Summary  
Saturday Service**

BUS				Bus% of Wky	LRT		COMBINE	Comments
Signup	Boarding	Boardings PltHour	Percent Change	Percent of Wky	Boarding	Percent Change	Combined Boardings	
SEP87	98,100	33.2		40.0%	No data			
SEP88	91,713	31.9	(6.5)%	37.2%	No data			Mitchell AM runs Monday
SEP89	94,671	33.0	3.2%	38.4%	No data			Grandin Station Opens
SEP90	103,121	35.9	8.9%	39.9%	No data			
SEP91	98,744	33.7	(4.2)%	37.2%	No data			
SEP92	94,857	33.0	(3.9)%	38.7%	No data			University Station Opens
SEP93	94,177	35.6	(0.7)%	38.3%	No data			
SEP94	87,723	33.3	(6.9)%	38.7%	No data			
SEP95	90,464	33.5	3.1%	39.4%	No data			
SEP96	93,740	35.1	3.6%	38.9%	No data			
SEP97	84,821	31.0	(9.5)%	36.4%	No data			Horizon 2000 implemented JUN97
SEP98	88,521	32.4	4.4%	38.2%	No data			
SEP99	87,367	32.0	(1.3)%	36.1%	No data			
SEP00	91,922	33.3	5.2%	37.5%	No data			
SEP01	91,335	32.9	(0.6)%	36.5%	No data			
SEP02	89,819	31.9	(1.7)%	35.0%	No data			
SEP03	100,735	34.9	12.2%	37.7%	No data			
SEP04	105,250	36.1	4.5%	38.1%	No data			
SEP05	112,972	35.1	7.3%	40.0%	No data			
SEP06	112,560	34.9	(0.4)%	39.3%	No data			Health/Sciences Station Opens
SEP07	120,434	36.7	7.0%	40.2%	No data			Cromdale runs surveyed Monday
SEP08	123,356	35.3	2.4%	39.6%	No data			
SEP09	120,442	33.6	(2.4)%	39.0%	No data			South Campus Station Opens
SEP10	124,295	34.7	3.2%	41.8%	No data			Century Park Station Opens
SEP11	123,166	33.3	(0.9)%	40.8%	No data			
SEP12	121,005	32.4	(1.8)%	41.2%	No data			APC data used for all reporting
SEP13	124,473	33.2	2.9%	41.2%	No data			APC data used for Cumulative Boarding report
SEP14	127,055	33.0	2.1%	41.5%	No data			
SEP15	112,796	29.1	(11.2)%	38.4%	No data			Metro Line Opens

**Historical Boardings - Saturday Service - END OF REPORT**

**Table 21: Historical Boardings Summary  
Sunday Service**

BUS				Bus% of Wky	LRT		COMBINE	Comments
Signup	Boarding	Boardings PltHour	Percent Change	Percent of Wky	Boarding	Percent Change	Combined Boardings	
SEP87	50,653	26.1		20.6%	No data			
SEP88	43,541	24.3	(14.0)%	17.7%	No data			Mitchell AM runs Monday
SEP89	44,788	25.2	2.9%	18.2%	No data			Grandin Station Opens
SEP90	52,245	29.0	16.6%	20.2%	No data			
SEP91	53,171	28.9	1.8%	20.0%	No data			
SEP92	46,419	25.5	(12.7)%	18.9%	No data			University Station Opens
SEP93	48,707	29.6	4.9%	19.8%	No data			
SEP94	49,085	29.6	0.8%	21.7%	No data			
SEP95	49,184	30.4	0.2%	21.4%	No data			
SEP96	49,136	30.4	(0.1)%	20.4%	No data			
SEP97	51,392	27.8	4.6%	22.1%	No data			Horizon 2000 implemented JUN97
SEP98	52,615	28.8	2.4%	22.7%	No data			
SEP99	54,583	30.4	3.7%	22.6%	No data			
SEP00	59,891	33.1	9.7%	24.4%	No data			
SEP01	58,076	31.8	(3.0)%	23.2%	No data			
SEP02	58,640	31.5	1.0%	22.8%	No data			
SEP03	63,953	33.3	9.1%	23.9%	No data			
SEP04	68,156	35.4	6.6%	24.7%	No data			
SEP05	71,284	33.8	4.6%	25.2%	No data			
SEP06	68,765	32.5	(3.5)%	24.0%	No data			Health/Sciences Station Opens
SEP07	77,700	36.5	13.0%	25.9%	No data			Cromdale runs surveyed Monday
SEP08	86,463	38.0	11.3%	27.7%	No data			
SEP09	77,788	34.1	(10.0)%	25.2%	No data			South Campus Station Opens
SEP10	82,788	34.9	6.4%	27.9%	No data			Century Park Station Opens
SEP11	86,974	34.2	5.1%	28.8%	No data			
SEP12	81,406	31.5	(6.4)%	27.7%	No data			APC data used for all reporting
SEP13	85,709	33.1	5.3%	28.3%	No data			APC data used for Cumulative Boarding report
SEP14	91,155	34.0	6.4%	29.8%	No data			
SEP15	82,180	30.5	(9.8)%	28.0%	No data			Metro Line Opens

**Historical Boardings - Sunday Service - END OF REPORT**

**Table 22: Route Destinations**

RouteNumber	Destination
1	Capilano Downtown West Edmonton Mall
2	Lessard West Edmonton Mall Downtown Highlands Clareview
3	Jasper Place Downtown Cromdale
4	Lewis Farms West Edmonton Mall South Campus/Ft Edmonton University Capilano
5	Westmount Downtown Coliseum
6	Mill Woods Lakewood Millgate Southgate
7	Jasper Place Downtown University
8	Mill Woods Lakewood Millgate Downtown Kingswy/RAH Coliseum Abbottsfield
9	Southgate Downtown Kingswy/RAH Northgate Eaux Claires
10	Clareview Belvedere Coliseum
11	Clareview Northgate 88 Street/132 Avenue
12	Northgate Wellington Kingswy/RAH Downtown
13	Northgate Castle Downs
14	West Edmonton Mall Jasper Place Downtown
15	Mill Woods Millgate Bonnie Doon Downtown NAIT Northgate Eaux Claires
16	Castle Downs Eaux Claires Northgate Downtown Government Centre
17	Century Park Southgate
23	Mill Woods Century Park Leger Transit Centre West Edmonton Mall
24	Leger Ambleside Century Park
25	Leger Ambleside Century Park
26	Leger Windemere
30	Mill Woods Century Park Leger Riverbend South Campus/Ft Edmonton
31	Leger Terwillegar Southgate
32	South Campus/Ft Edmonton Brander Gardens
33	West Edmonton Mall Brander Gardens Southgate Millgate Meadows
34	Southgate Leger Bulyea
35	Century Park Leger
36	Century Park South Campus/Ft Edmonton
37	Century Park Leger
38	Southgate Brookside Leger
39	Century Park MacEwan Rutherford
40	Yellowbird Century Park Southgate
41	Century Park Southgate
42	Century Park Southgate
43	Century Park South Campus/Ft Edmonton
44	Twin Brooks Century Park Southgate
45	Century Park Southgate
46	Yellowbird Century Park Harry Ainlay
47	Century Park Allard
48	Century Park Blackburne
49	Rutherford Century Park
50	South Campus/Ft Edmonton Aspen Gardens Southgate
51	Parkallen University
52	Southgate 82 Avenue Government Centre Downtown
53	South Campus/Ft Edmonton Southgate

RouteNumber	Destination
54	South Campus/Ft Edmonton University
55	Southgate South Campus/Ft Edmonton
57	University Downtown
59	Mill Woods Lakewood South Edmonton Common
60	Mill Woods Millgate Downtown
61	Mill Woods Millgate Downtown
62	Southwood Mill Woods Downtown
63	Southwood Mill Woods Downtown
64	East Knottwood Lakewood Mill Woods Millgate Downtown
65	West Knottwood Lakewood Mill Woods Millgate Downtown
66	Mill Woods Lakewood Millgate Downtown
67	Mill Woods Silver Berry Meadows
68	Mill Woods Burnewood Millgate Downtown
69	Mill Woods Meadows Millgate Downtown
70	Mill Woods Lakewood 82 Avenue Downtown
71	Mill Woods Millgate Government Centre
72	Mill Woods Silver Berry Millgate
73	Mill Woods Lakewood Millgate Southgate
74	Mill Woods Lakewood Century Park Southgate
75	Mill Woods Millgate
76	Mill Woods Lakewood Knottwood Southwood
77	Mill Woods Orchards Century Park
78	Century Park South Edmonton Common Ellerslie Crossing Mill Woods
79	Mill Woods Summerside South Edmonton Common Century Park
80	Southgate Capilano
81	Mill Woods Millgate Strathcona Downtown
82	Downtown Kenilworth Industrial University Archives Roper Industrial Mill Woods
83	Downtown Bonnie Doon Maple Ridge Meadows
84	Millgate Capilano
85	Downtown Capilano Eastgate Industrial
86	Downtown Capilano
87	Millgate Downtown
88	Capilano Downtown
89	Meadows Tamarack Wild Rose
90	Meadows Downtown
91	Capilano Northlands South Entrance
92	Pylypow Industrial Millgate
93	Summerside South Edmonton Common Century Park
94	Capilano Bonnie Doon Old Strathcona University
95	Mill Woods Laurel Meadows
96	Millgate 83 St/90 Ave
97	Mill Woods Lakewood Millgate Bonnie Doon MacEwan NAIT
98	West Edmonton Mall NAIT
99	Belvedere Coliseum Capilano
100	Lewis Farms West Edmonton Mall Downtown

RouteNumber	Destination
101	West Edmonton Mall Lessard Wedgewood Heights
102	West Lymburn West Edmonton Mall
103	West Edmonton Mall Donsdale Cameron Heights
104	West Lymburn Lessard South Campus/Ft Edmonton
105	Lessard Dechene Jamieson Place South Campus/Ft Edmonton
106	Lessard West Edmonton Mall South Campus/Ft Edmonton University
107	West Edmonton Mall Westridge
108	Lewis Farms Breckenridge Greens
109	West Edmonton Mall Jasper Place Downtown
110	West Edmonton Mall Westridge
111	West Edmonton Mall Jasper Place Downtown
112	West Edmonton Mall Downtown Capilano
113	West Edmonton Mall Jasper Place
114	Jasper Place Westview Village
115	West Edmonton Mall Westmount Northgate
116	Meadowlark Patricia Heights Rio Terrace Downtown
117	West Edmonton Mall Lewis Farms Hamptons
118	Rio Terrace Meadowlark Jasper Place
119	Lewis Farms The Grange
120	Jasper Place Downtown Stadium
121	Westmount Northgate
122	West Edmonton Mall Westmount
123	Jasper Place Westmount
124	Jasper Place Mistatim Industrial Westmount
125	Jasper Place Westmount Kingswy/RAH Stadium Coliseum Belvedere
126	West Edmonton Mall Northwest Industrial Westmount
127	Westmount Kingswy/RAH Stadium Coliseum Belvedere
128	University Westmount Calder Castle Downs
129	West Edmonton Mall White Industrial NW Industrial Park Westmount
130	University NAIT Northgate
131	Westmount NW Industrial Park
132	Westmount Downtown
133	Lewis Farms West Edmonton Mall University
134	Northgate Downtown
136	Hamptons The Grange Lewis Farms West Edmonton Mall
137	West Edmonton Mall North West Industrial Northgate Clareview
138	Wedgewood Callingwood South Campus/Ft Edmonton
139	Grange South Campus/Ft Edmonton
140	Downtown Northgate Lago Lindo
141	Coliseum Abbotsfield
142	Coliseum Abbotsfield
143	Kingswy/RAH Coliseum Montrose
144	Downtown Northgate
145	Lago Lindo Eaux Claires 82 St / 132 Ave
146	Downtown Northgate

RouteNumber	Destination
149	Eaux Claires Lake District Pilot Sound Clareview
150	West Edmonton Mall Jasper Place Westmount Northgate Eaux Claires
151	King Edward Park Downtown Calder Castle Downs
152	Belvedere Northgate
153	Belvedere Northgate
154	Belvedere Northgate
157	Eaux Claires Remand Centre
160	Oxford Downtown Government Centre
161	Castle Downs Northgate Downtown MacEwan - City Centre Campus
162	Castle Downs Eaux Claires Downtown MacEwan - City Centre Campus
163	Chambery Elsinore Eaux Claires
164	Northgate Canossa
165	Castle Downs 132 Avenue/82 Street
166	Northgate Griesbach
167	Castle Downs Eaux Claires 95 Street/132 Avenue
168	Eaux Claires Castle Downs Carlton Cumberland Northgate
169	Northgate Castle Downs
180	Downtown Eaux Claires Belvedere Abbotsfield
181	Clareview Londonderry Belvedere
182	Northgate Clareview Fraser
183	Clareview Abbotsfield
184	West Clareview Evergreen Mobile Home Park
185	Clareview Abbotsfield
186	Northgate Belvedere Clareview Fraser
187	Kernohan Clareview Londonderry
188	Londonderry Clareview Kernohan Eaux Claires
190	Eaux Claires Ozerna Londonderry Clareview
191	Belle Rive Mayliewan Eaux Claires
192	Clareview Brintnell
193	Clareview Brintnell
194	Schonsee Eaux Claires
195	Clareview McConachie
301	Century Park Southgate
302	Clareview Evergreen
303	Northgate St. Albert Trail/137 Avenue
304	Southgate Southpark Centre
305	Jasper Gates Westmount
306	Meadows Maple Ridge Bonnie Doon
307	Bonnie Doon Capilano Gold Bar
308	Riverdale Downtown
309	Oliver Downtown Riverdale Kingswy/RAH
310	Rio Terrace Meadowlark Jasper Place
311	West Edmonton Mall West End Seniors Activity Centre Superstore Mayfield Common Jasper Place
312	Northgate Northgate Lions Centre Londonderry Mall
313	Windsor Park University Parkallen

RouteNumber	Destination
314	Mill Woods Charlesworth Walker
315	Lewis Farms Secord Westview Winterburn Industrial
316	Lewis Farm Starling Trumpeter Hawks Ridge
317	Winterburn Jasper Place
318	Abbottsfield Coliseum
321	Millgate Strathcona Industrial
322	Bonnie Doon Strathearn Holyrood
323	Bonnie Doon Ritchie
324	Century Park Ambleside
327	Belgravia 104 Street/82 Avenue
330	Leger Henderson Estates South Campus/Ft Edmonton
331	Century Park Chapelle
333	Lewis Estates - Rosenthal
334	Century Park Ambleside
336	Leger Southgate
337	Leger Century Park
338	Blackburn Century Park Leger Brookside Southgate
339	Century Park Blackburn Rutherford
340	Millgate Mill Woods
347	Century Park Rutherford Allard
361	Millgate - Mill Woods Town Centre
362	Mill Woods Town Centre - Southwood
363	Mill Woods Town Centre - Southwood
370	Millgate Mill Woods Towne Centre
380	Quarry Ridge Clareview
381	West Clareview Hollick Kenyon
399	Coliseum Concordia College
501	Capital Line - Clareview Century Park
502	Metro Line Century Park - N.A.I.T.
512	Downtown Clareview
601	Wedgewood Heights Ross Sheppard Archbishop MacDonald
602	Ormsby Place Laperle Ross Sheppard Archbishop MacDonald
605	H.E. Beriault Meadowlark Archbishop MacDonald Ross Sheppard
606	Carlton Cumberland Hudson Calder Westmount Ross Sheppard Archbishop MacDonald
608	Beaumaris Sherbrooke Woodcroft Westmount Ross Sheppard Archbishop MacDonald
609	Baturyn Sherbrooke Westmount Ross Sheppard Archbishop MacDonald
610	Dunluce Westmount Ross Sheppard Archbishop MacDonald
612	Oxford Carleton Westmount Ross Sheppard Archbishop MacDonald
617	Klarvatten Cardinal Leger Dickensfield
618	Brintnell Matt Berry J. J. Bowlen
620	Belvedere Coliseum Austin O'Brien
621	Abbottsfield Coliseum Austin O'Brien
635	Westmount Downtown
689	Windsor Park Belgravia Strathcona
697	Leger South Campus/Ft Edmonton



RouteNumber	Destination
698	Jackson Heights Fr Michael Troy Tamarack A. Blair McPherson
699	Jackson Heights Kiniski Gardens Fr Michael Troy Tamarack A.Blair McPherson
701	Belmead West Edmonton Mall Jasper Place St Francis Xavier St Thomas More Westlawn School
702	Ormsby Place S Bruce Smith Stratford Parkview
703	Crestwood Parkview Laurier Hieghts Stratford Rio Terrace Jasper Place St. Francis Xavier
705	Lewis Farms West Edmonton Mall Jasper Place St Francis Xavier St Thomas More Westlawn
706	Jasper Place St Francis Xavier Jasper Place
707	The Hamptons S. Bruce Smith Archbishop Oscar Romero
708	West Edmonton Mall LaPerle St Thomas More Jasper Place Transit Centre
709	Meadowlark MacEwan-City Centre Campus Downtown
710	West Edmonton Mall Rio Terrace Parkview Crestwood Archbishop MacDonald Ross Sheppard
711	Lewis Farms West Edmonton Mall H.E. Beriault Hillcrest Stratford St Rose Laurier Heights Parkview Archbishop MacDonald Ross Sheppard
712	Ormsby Place Callingwood H.E.Beriault Catholic Hillcrest
717	West Edmonton Mall Victoria School of Performing & Visual Arts
723	Haddow Leger Bulyea Heights Strathcona
725	109 St / 111 Ave University
726	Leger Riverbend St. Rose Archbishop MacDonald Ross Sheppard
728	Brookside Ramsey Heights Strathcona
729	Leger Strathcona
730	Lago Lindo Eaux Claires Northgate Ross Sheppard Archbishop MacDonald
731	Kingswy/RAH Westmount
733	West Edmonton Mall South Campus/Ft Edmonton University
734	Lago Lindo Mary Butterworth
735	West Edmonton Mall South Campus/Ft Edmonton University
738	Leger Henderson Estates Riverbend South Campus/Ft Edmonton
739	Lendrum University
741	Knottwood Lakewood W.P. Wagner
744	Mayliewan Archbishop O'Leary St Cecilia Queen Elizabeth
747	Century Park Edmonton International Airport
748	Lago Lindo Eaux Claires Dickinsfield Cardinal Leger
750	Northgate Archbishop O'Leary Coliseum Eastglen
755	Oxford Carleton Queen Elizabeth Archbishop O'Leary
756	Castle Downs Carlisle Eaux Claires Londonderry M.E. LaZerte
757	Sherbrooke Westmount Ross Sheppard University
760	Larkspur Wildrose Kiniski Gardens Jackson Heights McNally
761	Millgate Argyll Strathcona
762	Avonmore King Edward Park McNally
763	Bonnie Doon University
764	Capilano Hardisty McNally Downtown
765	Rhatigan Ridge Riverbend Strathcona
767	Mill Woods Lakewood Millgate Strathcona
768	Minchau T.D. Baker Holy Family Mill Woods Lakewood Millgate W.P. Wagner
769	Mill Woods Woodvale Millgate W.P. Wagner
771	Crawford Plains Sakaw Mill Woods Lakewood Millgate W.P. Wagner
773	Mill Woods Weinlos Greenview Millgate W.P. Wagner

RouteNumber	Destination
774	Silverberry Austin O'Brien Hardisty
776	Mill Woods Silverberry Kiniski Gardens McNally
777	Meadows Larkspur/Kiniski Kate Chegwin Mill Woods
778	Mill Woods Silverberry Larkspur Kiniski Gardens Jackson Heights McNally
779	Mill Woods Silverberry Meadows Jackson Heights Austin O' Brien Ottewell Hardisty
780	Mill Woods Southwood Jackson Austin O'Brien Ottewell Hardisty
781	Millgate McNally
782	Mill Woods Woodvale Millgate Ritchie Ottewell Kenilworth
783	Greenview Hillview Kenilworth
784	Meadows Jackson Heights Hardisty McNally
785	Wildrose Larkspur Jackson Heights Austin O'Brien Ottewell Hardisty
786	Southgate Avalon
787	Southgate Strathcona
789	Southwood Millhurst W.P. Wagner
790	Bearspaw Century Park D.S. MacKenzie Harry Ainlay Southgate
791	Rutherford Century Park Harry Ainlay Louis St. Laurent Southgate
793	Mill Woods Lakewood Harry Ainlay
795	Twin Brooks Century Park Harry Ainlay Southgate
796	Fraser Kirkness East Clareview Eastglen
799	Leger Hodgson Bulyea Riverbend School
800	Queen Elizabeth Killarney St Cecilia Archbishop O'Leary Belle Rive Mayliewan Ozerna Matt Berry
802	Jasper Place St Francis Xavier Westlawn Jasper Place Britannia McQueen Westmount
803	S. Bruce Smith Good Shepherd Callingwood Ormsby Place
804	Archbishop MacDonald West Edmonton Mall Aldergrove Belmead Laperle
805	Jasper Place St Francis Xavier Westlawn St Thomas More West Edmonton Mall Callingwood Jamieson Place Wedgewood Heights
806	Jasper Place Westmount Northgate
807	H.E. Beriault West Edmonton Mall
808	Jasper Place St Francis Xavier Jasper Place
809	Hillcrest H.E. Beriault West Edmonton Mall
810	St Rose West Edmonton Mall
811	Parkview Westlawn St Thomas More LaPerle Belmead Aldergrove Thorncliffe West Edmonton Mall
812	Parkview Stratford Meadowlark West Edmonton Mall Thorncliffe Aldergrove Belmead LaPerle
814	Ross Sheppard Parkview Laurier Heights Meadowlark Elmwood West Edmonton Mall
815	Archbishop MacDonald West Edmonton Mall
817	H.E. Beriault West Edmonton Mall Belmead LaPerle
818	H.E. Beriault West Edmonton Mall Ormsby
819	Westmount Ross Sheppard Archbishop MacDonald Jasper Place West Edmonton Mall
820	L.Y. Cairns Southgate
821	Crestwood Parkview Stratford West Edmonton Mall
822	Northgate NAIT Kingswy/RAH Victoria School of the Arts Downtown
824	Victoria School of the Arts West Edmonton Mall Lewis Farms
825	Victoria School of the Arts Northgate
826	Strathcona Bulyea Heights Leger Magrath
828	Strathcona Brookside Ramsey Heights
829	Strathcona Leger

RouteNumber	Destination
830	McNally Downtown
832	Archbishop MacDonald Oxford Castle Downs
835	Amiskwaciy Academy Northgate
836	Kingswy/RAH Dunvegan Wellington Calder Lauderdale Northgate
837	Westmount Ross Sheppard Norquest College Kingswy/RAH Stadium Coliseum
839	Archbishop MacDonald Parkview Laurier Heights Stratford Meadowlark H.E. Beriault West Edmonton Mall
840	Westmount Ross Sheppard Sherbrooke Calder Kensington Castle Downs Lorelei
841	Northgate Eaux Claires Mary Butterworth Castle Downs
842	Archbishop O'Leary St Cecilia Queen Elizabeth Rosslyn Kensington Carleton Oxford
843	Archbishop MacDonald Downtown
844	Queen Elizabeth O'Leary Belvedere Fraser
845	Archbishop O'Leary St Cecilia Killarney Queen Elizabeth M.E. LaZerte McLeod East Clareview
846	Archbishop MacDonald Carlisle Caernarvon Dunluce Beaumaris Lorelei Baturyn
848	Cardinal Leger Dickinsfield Eaux Claires Lago Lindo
849	Queen Elizabeth Killarney St Cecilia Archbishop O'Leary Balwin Belvedere Homesteader Kernohan Bannerman John D. Bracco East Clareview
851	Cardinal Ledger Dickinsfield Klarvatten
852	Archbishop O'Leary Queen Elizabeth Dunluce Castle Downs
853	Belvedere Balwin Archbishop O'Leary St Cecilia Killarney Queen Elizabeth Northgate
854	Cardinal Leger Dickinsfield Belle Rive Mayliewan Ozerna Matt Berry
855	Archbishop O'Leary Queen Elizabeth Castle Downs
856	J.H. Picard Downtown
858	Amiskwaciy Stadium
859	Archbishop MacDonald Westmount Northgate
860	McNally Mill Woods
861	McNally Mill Woods
862	Austin O'Brien Mill Woods
864	McNally Millgate
865	T.D. Baker Mill Woods
866	St. Kevin Capilano
867	Lakewood Mill Woods
869	Austin O'Brien Mill Woods
870	Lakewood Southwood
871	Mary Butterworth Lago Lindo
872	W.P. Wagner Mill Woods
873	Kenilworth Woodvale
874	W.P. Wagner Mill Woods
875	W.P. Wagner Mill Woods
876	W.P. Wagner Mill Woods
877	J.H. Picard Lakewood Mill Woods
878	Hardisty Mill Woods
879	Ottewell Kenilworth Millgate Mill Woods
880	Kenilworth L'Academie Vimy Ridge Bonnie Doon Ritchie Millgate Hillview Minchau Bisset Mill Woods
881	McNally Hardisty Capilano
882	Kenilworth Mill Woods
883	Vernon Barford Twin Brooks

RouteNumber	Destination
884	W.P. Wagner Lakewood Satoo Menisa Ekota Knottwood
885	Vernon Barford Century Park
886	Avalon Southgate
887	Harry Ainlay Duggan Steinhauer Century Park Twin Brooks
888	Vernon Barford Skyrattler Heritage Keheewin Bearspaw Yellowbird
889	Southgate Harry Ainlay Duggan Steinhauer Ermineskin Heritage Bearspaw Keewin Yellowbird
890	Strathcona Southgate
892	Harry Ainlay Blue Quill Skyrattler Century Park
893	Harry Ainlay Lakewood Mill Woods
894	Strathcona Composite High School Millgate
895	Strathcona Southgate
896	Riverbend Rhatigan Ridge Henderson Estates Leger
897	Lakewood Mill Woods Weinlos Wildrose Larkspur Millgate
898	Strathcona Composite High School Millgate Lakewood Mill Woods
899	Jasper Place St Francis Xavier Westlawn St Thomas More LaPerle Belmead Aldergrove Thorncliffe West Edmonton Mall
901	Archbishop MacDonald Northgate Eaux Claires Belle Rive Mayliewan Ozerna Matt Berry Londonderry
902	Parkview Lymburn Ormsby Place
903	Queen Elizabeth Killarney St Cecilia Archbishop O'Leary Balwin West Clareview
907	Strathcona Riverbend Rhatigan Ridge
908	Eastglen Clareview Fraser
909	Eastglen Archbishop O'Leary Queen Elizabeth Northgate Eaux Claires Lago Lindo
913	Westmount Northgate Eaux Claires
914	Westmount Athlone Wellington Cumberland Carleton Oxford
916	Westmount Sherbrooke Carlisle Caernarvon Dunluce Lorelei Baturyn
917	Fr Michael Troy Kiniski Gardens Jackson Heights
918	Fr Michael Troy Larkspur Kiniski Gardens Jackson Heights
919	Eastglen Montrose Newton Bergman Abbottsfield
920	Holy Family T.D. Baker Minchau
921	McNally Jackson Heights Larkspur Wildrose Silver Berry
922	Archbishop MacDonald Riverbend Leger
923	Harry Ainlay Composite High School Century Park Twin Brooks
924	Dan Knott Jr High School St Clement Catholic Elem-Jr High School Lakewood Mill Woods
925	Strathcona Composite High School Belgravia McKernan Windsor Park
926	Ottewell University West Edmonton Mall
931	M.E. LaZerte Composite High School Ozerna Lago Lindo Klarvatten
932	M.E. LaZerte Composite High School Londonderry Jr High School Belle Rive Lago Lindo
934	M.E. LaZerte Composite High School Londonderry Jr High School Eaux Claires Baturyn 121 St/ 139 Ave Castle Downs
935	J. J. Bowlen Ozerna Matt Berry Hollick Kenyon
939	Mary Butterworth Canossa Chambery
940	Amiskwacy Academy NAIT Coliseum Abbottsfield
941	Austin O'Brien Abbottsfield
943	Austin O'Brien Belvedere
945	88 St/132 Ave Eaux Claires
948	Hillcrest School LaPerle
949	Hillcrest School LaPerle

RouteNumber	Destination
950	Hillcrest Jr High School H.E. Beriault Catholic Jr High School Lymburn Ormsby Place
952	St Francis Xavier Jasper Place Rio Terrace Stratford Laurier Heights Parkview Crestwood
953	Jasper Place High School Lymburn Ormsby Place
954	Jasper Place High School West Edmonton Mall Callingwood Jamieson Place Wedgewood Heights
955	Jasper Place High School West Edmonton Mall Aldergrove Belmead LaPerle
956	Jasper Place High School The Grange
957	Archbishop Oscar Romero S. Bruce Smith The Hamptons
959	Oscar Romero S Bruce Smith West Edmonton Mall
965	Braemar School Downtown
966	Austin O'Brien Burnewood Southwood Mill Woods
967	Riverbend School Burton Road Hodgson Leger
968	St. Rose Riverbend Leger
969	Riverbend School Leger TC
970	Archbishop Joseph MacNeil Leger TC
971	McNally High School Meadows
972	Century Park Rutherford
973	A. Blair MacPherson Burnewood
974	A. Blair MacPherson Burnewood
975	Millgate Meadows Mill Woods
976	Riverbend Leger Century Park
977	Mill Woods Kate Chegwin Kiniski/Larkspur Meadows

#### Route Destinations - END OF REPORT

**Table 23: Regional Route Destinations**

RouteNumber	Destination
91	Capilano Northlands South Entrance
198	Clareview Fort Saskatchewan
199	Eaux Claires Edmonton Garrison
560	Spruce Grove Downtown
577	Northlands Races
589	Edmonton Waste Management Centre Coliseum
594	West Edmonton Mall Valley Zoo
595	Fort Edmonton Park South Campus/Fort Edmonton Park
596	South Campus/Ft Edmonton Fort Edmonton Park Valley Zoo
597	Westmount All Weather Windows
599	Century Park Snow Valley

#### Regional Route Destinations - END OF REPORT

### Time Period Definitions:

Service is shown by time period. The approximate times for these periods are listed below. For this report, three service levels are reported: Weekday, Saturday and Sunday.

Monday to Friday	Start Hours	End Hours	Saturday	Start Hours	End Hours	Sunday	Start Hours	End Hours
Early Morning	300	529	Early Morning	300	529	Early Morning	300	529
AM Peak	530	859	Morning	530	759	Morning	530	959
Midday	900	1459	Midday	800	1859	Midday	1000	1859
PM Peak	1500	1759	Evening	1900	2459	Evening	1900	2459
Early Evening	1800	2159	Owl	2500	2759	Owl	2500	2759
Late Evening	2200	2459						
Owl	2500	2759						

### Signup Periods In 2013, 2014 and 2015

Signups are blocks of weeks used to adjust service levels according to demands. ETS operates five signups per year as listed below.

This report focuses on the SEP15 and compares it with the SEP14 and SEP13 signups.

Signups in 2013				Signups in 2014			
Signup	Start Date	End Date	Typical Week	Signup	Start Date	End Date	Typical Week
FEB13	2/10/13	4/27/13	3/3/13	FEB14	2/9/14	4/26/14	3/2/14
APR13	4/28/13	6/29/13	5/12/13	APR14	4/27/14	6/28/14	6/1/14
JUN13	6/30/13	8/31/13	7/7/13	JUN14	6/29/14	8/30/14	7/20/14
SEP13	9/1/13	11/30/13	11/24/13	SEP14	8/31/14	11/29/14	10/26/14
DEC13	12/1/13	2/8/14	12/15/13	DEC14	11/30/14	2/7/15	11/30/14

Signups in 2015			
Signup	Start Date	End Date	Typical Week
FEB15	2/8/15	4/25/15	3/1/15
APR15	4/26/15	6/27/15	5/10/15
JUN15	6/28/15	9/5/15	7/5/15
SEP15	9/6/15	12/5/15	10/25/15
DEC15	12/6/15	2/6/16	12/13/15

## NETWORK CHANGE NOTES:

For 2015, there were several changes to routes in the network. Concerning changes to the bus network, the Route 135 trips were renumbered to Route 5 trips. The Route 325 was renumbered to the Route 25 and expanded. The Routes 75, 76 and 77 were renumbered to 361, 362 and 363. The Route 77 number was repurposed to represent a Route 77 that travelled through the Ellerslie area. Also, the Route 197 was renumbered to 560. In addition to these number changes, a new service time period, Owl Service, was added. The Owl service consists of the Routes 1, 4, 8, 9, and 512 which provide service from after midnight until approximately 3:30 A.M. each day. Concerning the LRT network, the Metro LRT Line opened and is operating between Century Park and NAIT.

For 2012, the drop in daily BUS boardings is a reflection in the change of the methodology used in the collection of the data. BUS boarding data is collected using Automatic Passenger Counters (APC) installed on a number of ETS buses. APC compiles "average trips" in which many observations of the same trip on different days are compiled into one composite trip. Average trips turn an unbalanced sample into a balanced representation such as average daily boardings for a typical weekday, Saturday or Sunday. Prior to 2012, boarding data was collected manually and only for a single day.

For 2009 and 2010, much of the reduction in the number of bus boardings was a result of the restructuring of the bus network in southwest Edmonton associated with the South LRT extension resulting in a shift of travel to LRT from bus for these routes.

Routes affected in this restructuring were the 6, 17, 43, 47, 53 and the old 94. Route 6 now terminates at Southgate instead of South Campus. Route 17 no longer extends to downtown. Route 43 has increased service in the off-peak direction and reduced service in the peak direction, and Route 53 provides additional service along the northern portion of Route 43 as well as more direct service to Southgate. Route 47 and the old Route 94 are cancelled and replaced by the LRT. Overall, these changes account for a loss of 8,878 boardings on the bus network during this time. Other network changes had less of an impact on overall boardings. The two main groups of changes involved the Southeast corridor (Route 15, 8 and 71) and Whyte Avenue (Routes 4, 94 and 106). Route 15 is a limited stop route serving the Southeast corridor between Mill Woods and NAIT via Downtown operating week days in peak and midday time periods.

## **A Note On Ridership and Boardings:**

Daily ridership figures refer to the total number of boardings. Annual and monthly ridership figures refer to the total number of linked trips.

### **Boarding:**

A boarding is counted each time a passenger boards a bus or LRT vehicle even though the boarding may be the result of a transfer from another route to complete the same one-way journey. For example, if a passenger boards three different buses to get to their destination then their trip will add three boardings to the daily total. (A boarding is also known as an unlinked trip.) The number of boardings is obtained by counting passengers (manually or with a machine) as they board each transit vehicle.

### **Linked Trip:**

A linked trip is the complete ride from an origin to a destination, no matter how many transfers between buses (or between LRT and buses) it takes to complete the trip. Traveling from home to work would be one linked trip, even if it meant taking a bus to an LRT station and then transferring to the LRT to get Downtown. Returning from work to home would count as a second linked trip. The number of linked trips is obtained through an analysis of the monthly sales of the various fare media (e.g. monthly passes, ticket books, and cash).

### **FOOTNOTES:**

1: LRT boardings details are provided in the LRT Passenger Count Report at:

[www.edmonton.ca/transportation/ets/about\\_ets/transit-ridership-reports.aspx](http://www.edmonton.ca/transportation/ets/about_ets/transit-ridership-reports.aspx)

In addition to the regular LRT scheduled service, ETS operates extra service for special events such as hockey or football games or major events at venues near the Capital Line. While the project team tries to avoid doing passenger counts during major events, not all are avoided. Passenger counts from these special events may sometime blend in with the regular scheduled service passenger counts. The number of events from one year's counting to the next may produce a positive or negative variance on the count and may have an impact on the final passenger count reported.

2: The variance between the boardings reported by Route versus by Time of Day is due to the rounding effect occurring during sample aggregation.

## ***DISCLAIMER***

Strategic Monitoring and Analysis makes an extensive effort to assure the quality of information contained in this report is correct. Transit usage can vary by 10 percent or more from one day to the next or by season to season. Our team tries to minimize the variations by conducting surveys around the same time of the year. Year to Year variation may be due to random events such as weather, accidents or unforeseen events affecting service delivery. It is impossible to achieve complete accuracy and consistency in the reported data.

We recommend looking at trends, since variation that is consistent over a longer period is more likely to be real and not just the result of random events. Consideration and appropriate weighting of other sources is to be encouraged before making decisions.