

| Service Changes Effective Sunday, May 7, 2017 | | | | | | | | | | | | | | | | |
|--|--|---------|-------|--------|-------|-----|----------|-------|--------|-------|-----|---------|-------|--------|-------|-----|
| Route | Period / Service | M-F | | | | | Saturday | | | | | Sunday | | | | |
| | | Headway | | R.T.T. | | Veh | Headway | | R.T.T. | | Veh | Headway | | R.T.T. | | Veh |
| | | Old | New | Old | New | | Old | New | Old | New | | Old | New | Old | New | |
| Construction Diversions | | | | | | | | | | | | | | | | |
| 501 Queen | <p><i>Streetcars replaced by buses for numerous projects on Queen Street: Replacement of pedestrian bridge over Queen west of Yonge Sidewalk reconstruction between Spadina and Bathurst Reconstruction of The Queensway including the Humber River Bridge, Humber Loop and Lake Shore Blvd from Humber Loop to Dwight. Note: Reconstruction of the Queen/Coxwell and Queen/McCaul intersections will occur in the fall requiring separate service diversions/replacements. In the table below, the "Old" data refers to the schedules before time was added for a diversion between Spadina and Bathurst in March/April that was not required because the sidewalk construction project was deferred by the City.</i></p> | | | | | | | | | | | | | | | |
| | AM Peak / S-S Early Morning | | | | | | | | | | | | | | | |
| | <i>Neville-Sunnyside streetcar (ALRV)</i> | 5' | | 129+6 | | 27 | 7'30" | | 98+7 | | 14 | 8' | | 100+1 | | 14 |
| | <i>501L Dufferin-Long Branch bus</i> | 5'15" | | 105+5 | | 21 | 7' | | 79+5 | | 12 | 7' | | 79+5 | | 12 |
| | <i>501M Marine Parade-Windermere bus</i> | 15' | | 30 | | 2 | 20' | | 20 | | 1 | 20' | | 20 | | 1 |
| | <i>501L Neville-Long Branch bus</i> | | 5'40" | | 202+2 | 36 | | 7'30" | | 154+4 | 21 | | 10' | | 154+6 | 16 |
| | <i>501P Neville-Park Lawn bus</i> | | 5'40" | | 162+3 | 29 | | 7'30" | | 122+6 | 17 | | 10' | | 122+8 | 13 |
| | <i>Combined Service</i> | | 2'50" | | | | | 3'45" | | | | | 5' | | | |
| | M-F Midday / S-S Morning | | | | | | | | | | | | | | | |
| | <i>Neville-Sunnyside streetcar (ALRV)</i> | 5'20" | | 141+3 | | 27 | 6'30" | | 133+1 | | 22 | 8' | | 125+1 | | 17 |
| | <i>501L Dufferin-Long Branch bus</i> | 6' | | 102+6 | | 18 | 6' | | 99+3 | | 17 | 7' | | 79+5 | | 16 |
| | <i>501M Marine Parade-Windermere bus</i> | 24' | | 24 | | 1 | 24' | | 24 | | 1 | 20' | | 20 | | 1 |
| | <i>501L Neville-Long Branch bus</i> | | 7' | | 212+5 | 31 | | 7'15" | | 202+1 | 28 | | 10' | | 190 | 19 |
| | <i>501P Neville-Park Lawn bus</i> | | 7' | | 178+4 | 26 | | 7'15" | | 164+3 | 23 | | 10' | | 154+6 | 16 |
| | <i>Combined Service</i> | | 3'30" | | | | | 3'37" | | | | | 5' | | | |
| | PM Peak / S-S Afternoon | | | | | | | | | | | | | | | |
| | <i>Neville-Sunnyside streetcar (ALRV)</i> | 5'10" | | 152+9 | | 31 | 5'30" | | 156+9 | | 30 | 5'30" | | 150+1 | | 29 |
| | <i>501L Dufferin-Long Branch bus</i> | 5'30" | | 109+7 | | 21 | 5'30" | | 111+5 | | 21 | 5'30" | | 104+6 | | 20 |
| | <i>501M Marine Parade-Windermere bus</i> | 15' | | 30 | | 2 | 24' | | 24 | | 1 | 20' | | 20 | | 1 |
| | <i>501L Neville-Long Branch bus</i> | | 6'40" | | 224+3 | 34 | | 6'30" | | 226+2 | 35 | | 7'20" | | 218+2 | 30 |
| | <i>501P Neville-Park Lawn bus</i> | | 6'40" | | 184+3 | 28 | | 6'30" | | 188+1 | 29 | | 7'20" | | 180+4 | 25 |
| | <i>Combined Service</i> | | 3'20" | | | | | 3'15" | | | | | 3'40" | | | |

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|--|---|---------|-------|--------|-------|-----|----------|-----|--------|------|-----|---------|-----|--------|------|-----|
| Route | Period / Service | M-F | | | | | Saturday | | | | | Sunday | | | | |
| | | Headway | | R.T.T. | | Veh | Headway | | R.T.T. | | Veh | Headway | | R.T.T. | | Veh |
| | | Old | New | Old | New | | Old | New | Old | New | | Old | New | Old | New | |
| 504 King | <i>Streetcar service restored to free up buses for 501 Queen</i> | | | | | | | | | | | | | | | |
| | AM Peak | | | | | | | | | | | | | | | |
| | <i>Dundas W Stn to Broadview Stn (CLRV)</i> | 4' | 4' | 127+5 | 127+5 | 33 | | | | | | | | | | |
| | <i>Dundas W Stn to Bview/Queen (CLRV)</i> | | | | | -4 | | | | | | | | | | |
| | <i>Dundas W Stn to Bview/Queen (Bus)</i> | | | | | -11 | | | | | | | | | | |
| | <i>Sunnyside to Bview/Queen (ALRV)</i> | | | | | +10 | | | | | | | | | | |
| | PM Peak | | | | | | | | | | | | | | | |
| | <i>Dundas W Stn to Broadview Stn (CLRV)</i> | 4'30" | 4'30" | 144+5 | 144+5 | 33 | | | | | | | | | | |
| | <i>Dundas W Stn to Bview/Queen (CLRV)</i> | | | | | -5 | | | | | | | | | | |
| | <i>Dundas W Stn to Bview/Queen (Bus)</i> | | | | | -5 | | | | | | | | | | |
| | <i>Sunnyside to Bview/Queen (ALRV)</i> | | | | | +7 | | | | | | | | | | |
| 505 Dundas | <i>Diversion for watermain and track construction via Bay, College/Carlton, Parliament and Gerrard both ways. Schedule unchanged from March 2017 which already included provision for a diversion via Bay, College, Carlton and Church.</i> | | | | | | | | | | | | | | | |
| 65 Parliament | <i>Route diverted both ways via Gerrard, Sherbourne and Shuter for track construction at Dundas.</i> | | | | | | | | | | | | | | | |
| | AM Peak / S-S Early Morning | 12' | 12' | 36 | 46+2 | +1 | 15' | 15' | 30 | 38+7 | +1 | | | | | |
| | M-F Midday / S-S Morning | 12' | 12' | 36 | 46+2 | +1 | 16' | 15' | 32 | 42+3 | +1 | 15' | 15' | 30 | 38+7 | +1 |
| | PM Peak / S-S Afternoon | 9'30" | 10' | 38 | 48+2 | +1 | 16' | 15' | 32 | 42+3 | +1 | 15' | 15' | 30 | 38+7 | +1 |
| | Early Evening | 16' | 15' | 32 | 40+5 | +1 | 15' | 15' | 30 | 38+7 | +1 | 15' | 15' | 30 | 38+7 | +1 |
| | Late Evening | 15' | 15' | 30 | 38+7 | +1 | 15' | 15' | 30 | 38+7 | +1 | 15' | 15' | 30 | 38+7 | +1 |

| Service Changes Effective Sunday, May 7, 2017 | | | | | | | | | | | | | | | | |
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| Route | Period / Service | M-F | | | | | Saturday | | | | | Sunday | | | | |
| | | Headway | | R.T.T. | | Veh | Headway | | R.T.T. | | Veh | Headway | | R.T.T. | | Veh |
| | | Old | New | Old | New | | Old | New | Old | New | | Old | New | Old | New | |
| 506 Carlton | <i>Planned construction on Gerrard East would have required service to divert via Broadview, Queen and Coxwell both ways in March.</i> | | | | | | | | | | | | | | | |
| 306 Carlton Night | <i>This project was deferred after new schedules had been planned. Service will revert to the regular schedules in May 2017.</i> | | | | | | | | | | | | | | | |
| 510 Spadina | <i>Additional running time provided in March 2017 to adjust for effects of 501 Queen diversion via Spadina has been removed.</i> | | | | | | | | | | | | | | | |
| | AM Peak / S-S Early Morning | 4'40" | 4'22" | | | | | | | | | | | | | |
| | 510A Spadina Stn to Union Stn | 9'20" | 8'45" | 66 | 61 | | 8'15" | 8'15" | 58 | 58 | | 13' | 13' | 52 | 52 | |
| | 510B Spadina Stn to Queens Quay | 9'20" | 8'45" | 47 | 44 | | | | | | | | | | | |
| | M-F Midday / S-S Morning | 4'23" | 4'08" | | | | 4'15" | 4' | | | | 3'45" | 3'45" | | | |
| | 510A Spadina Stn to Union Stn | 8'45" | 8'15" | 70 | 66 | | 8'30" | 8' | 68 | 64 | | 7'30" | 7'30" | 60 | 60 | |
| | 510B Spadina Stn to Queens Quay | 8'45" | 8'15" | 53 | 50 | | 8'30" | 8' | 51 | 48 | | 7'30" | 7'30" | 45 | 45 | |
| | PM Peak / S-S Afternoon | 4'45" | 4'30" | | | | 4'37" | 4'23" | | | | 4'23" | 4'08" | | | |
| | 510A Spadina Stn to Union Stn | 9'30" | 9'10" | 76 | 72 | | 9'15" | 8'45" | 74 | 70 | | 8'45" | 8'15" | 70 | 66 | |
| | 510B Spadina Stn to Queens Quay | 9'30" | 9' | 57 | 54 | | 9'15" | 8'45" | 56 | 52 | | 8'45" | 8'15" | 53 | 50 | |
| | Early Evening | 4'30" | 4'10" | | | | 4'15" | 4'15" | | | | | | | | |
| | 510A Spadina Stn to Union Stn | 9' | 8'30" | 72 | 68 | | 8'30" | 8'30" | 68 | 68 | | 7' | 7' | 63 | 63 | |
| | 510B Spadina Stn to Queens Quay | 9' | 8'30" | 54 | 51 | | 8'30" | 8'30" | 51 | 51 | | | | | | |
| | Late Evening | | | | | | | | | | | | | | | |
| | 510A Spadina Stn to Union Stn | 7'30" | 7'30" | 60 | 60 | | 7'30" | 7'30" | 60 | 60 | | 7'30" | 7'30" | 60 | 60 | |

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| Route | Period / Service | M-F | | | | | Saturday | | | | | Sunday | | | | |
| | | Headway | | R.T.T. | | Veh | Headway | | R.T.T. | | Veh | Headway | | R.T.T. | | Veh |
| | | Old | New | Old | New | | Old | New | Old | New | | Old | New | Old | New | |
| Construction Changes: Metrolinx Crosstown Project | | | | | | | | | | | | | | | | |
| 5 Avenue Road / 56 Leaside | <i>Interline discontinued</i> | | | | | | | | | | | | | | | |
| | Early Evening | | | | | | | | | | | | | | | |
| | 5 Avenue Road | | | | | | 30' | 24' | 43+2 | 45+3 | +0.5 | 30' | 20' | 40 | 40 | +0.5 |
| | 56 Leaside | 30' | 24' | 57+3 | 48 | | 30' | 24' | 45 | 48 | +0.5 | 30' | 24' | 45 | 45+3 | +0.5 |
| | Late Evening | | | | | | | | | | | | | | | |
| | 5 Avenue Road | 30' | 24' | 45 | 45+3 | +0.5 | 30' | 24' | 43+2 | 45+3 | +0.5 | 30' | 20' | 40 | 40 | +0.5 |
| | 56 Leaside | 30' | 24' | 45 | 45+3 | +0.5 | 30' | 24' | 45 | 45+3 | +0.5 | 30' | 24' | 45 | 45+3 | +0.5 |
| 7 Bathurst | Early Evening | 10'30" | 9'30" | | | 112+2 | +1 | | | | | | | | | |
| 34C Eglinton East to Flemingdon Park | | | | | | | | | | | | | | | | |
| | <i>Extra driving time on east end loop in Flemingdon Park shifted to layover time at Eglinton Station.</i> | | | | | | | | | | | | | | | |
| | AM Peak / S-S Early Morning | 10' | 10' | 76+4 | 74+6 | | 18' | 17' | 70+2 | 63+5 | | 18' | 17' | 70+2 | 62+6 | |
| | M-F Midday / S-S Morning | 10' | 10' | 74+6 | 71+9 | | 18' | 17' | 70+2 | 64+4 | | 18' | 17' | 70+2 | 64+4 | |
| | PM Peak / S-S Afternoon | 10' | 10' | 80 | 75+5 | | 18' | 18' | 70+2 | 68+4 | | 18' | 18' | 70+2 | 68+4 | |
| | Early Evening | 16' | 15' | 75+5 | 69+6 | | 18' | 17' | 70+2 | 63+5 | | 18' | 17' | 70+2 | 62+6 | |
| | Late Evening | 20' | 20' | 60 | 60 | | 20' | 20' | 20' | 53+7 | | 20' | 20' | 20' | 51+9 | |
| 51 Leslie / 61 Avenue Rd N | <i>Interline discontinued</i> | | | | | | | | | | | | | | | |
| | Late Evening | | | | | | | | | | | | | | | |
| | 51 Leslie | 30' | 25' | 75+5 | 75 | +5 | 30' | 30' | 75+5 | 75+15 | +5 | 30' | 30' | 75+5 | 75+15 | +5 |
| | 61 Avenue Road North | 30' | 20' | 35+5 | 35+5 | +5 | 30' | 20' | 35+5 | 35+5 | +5 | 30' | 20' | 35+5 | 35+5 | +5 |

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| Route | Period / Service | M-F | | | | | Saturday | | | | | Sunday | | | | |
| | | Headway | | R.T.T. | | Veh | Headway | | R.T.T. | | Veh | Headway | | R.T.T. | | Veh |
| | | Old | New | Old | New | | Old | New | Old | New | | Old | New | Old | New | |
| Royal York Station Construction Changes | | | | | | | | | | | | | | | | |
| 15 Evans / 48 Rathburn | AM Peak / S-S Early Morning | | | | | | | | | | | | | | | |
| | 15 Royal York Stn to Sherway | 12'30" | | 50 | | | 30' | | 45 | | | | | | | |
| | 48 Royal York Stn to Mill Road | 11' | | 44 | | | 30' | | 40+5 | | | | | | | |
| | 15/48 Sherway to Mill Road | | 12' | | 92+4 | 8 | | 30' | | 85+5 | 3 | | 30' | | 85+5 | 3 |
| | M-F Midday / S-S Morning | | | | | | | | | | | | | | | |
| | 15 Royal York Stn to Sherway | 22'30" | | 45 | | | 30' | | 45 | | | 30' | | 40+5 | | |
| | 48 Royal York Stn to Mill Road | 22' | | 42+2 | | | 30' | | 45 | | | 30' | | 45 | | |
| | 15/48 Sherway to Mill Road | | 22' | | 86+2 | 4 | | 30' | | 90 | 3 | | 30' | | 85+5 | 3 |
| | PM Peak / S-S Afternoon | | | | | | | | | | | | | | | |
| | 15 Royal York Stn to Sherway | 17' | | 50+1 | | | 30' | | 45 | | | 30' | | 40+5 | | |
| | 48 Royal York Stn to Mill Road | 12' | | 45+3 | | | 30' | | 45 | | | 30' | | 45 | | |
| | 15/48 Sherway to Mill Road | | 14' | | 94+4 | 7 | | 30' | | 90 | 3 | | 30' | | 85+5 | 3 |
| | Early Evening | | | | | | | | | | | | | | | |
| | 15 Royal York Stn to Sherway | 30' | | 40+5 | | | 30' | | 40+5 | | | 30' | | 40+5 | | |
| | 48 Royal York Stn to Mill Road | 30' | | 40+5 | | | 30' | | 40+5 | | | 30' | | 44+1 | | |
| | 15/48 Sherway to Mill Road | | 30' | | 80+10 | 3 | | 30' | | 80+10 | 3 | | 30' | | 84+6 | 3 |
| | Late Evening | | | | | | | | | | | | | | | |
| | 15 Royal York Stn to Sherway | 30' | | 40+5 | | | 30' | | 40+5 | | | 30' | | 40+5 | | |
| 48 Royal York Stn to Mill Road | 30' | | 40+5 | | | 30' | | 40+5 | | | 30' | | 40+5 | | | |
| 15/48 Sherway to Mill Road | | 30' | | 80+10 | 3 | | 30' | | 80+10 | 3 | | 30' | | 80+10 | 3 | |

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| Route | Period / Service | M-F | | | | | Saturday | | | | | Sunday | | | | |
| | | Headway | | R.T.T. | | Veh | Headway | | R.T.T. | | Veh | Headway | | R.T.T. | | Veh |
| | | Old | New | Old | New | | Old | New | Old | New | | Old | New | Old | New | |
| 73 Royal York / 76 Royal York South | | | | | | | | | | | | | | | | |
| | AM Peak / S-S Early Morning | | | | | | | | | | | | | | | |
| | 73B to La Rose | 30' | | 26+4 | | 30' | | 24+6 | | | | | | | | |
| | 73C to Claireport via Albion | 16' | | 91+5 | | 15' | | 75 | | | | | | | | |
| | 73D to Knob Hill & Oak | 16' | | 41+7 | | | | | | | | | | | | |
| | 76A to Lake Shore | 4'30" | | 34+2 | | 10' | | 30 | | | | | | | | |
| | 76B to Queensway/Grand | 30' | | 26+4 | | | | | | | | | | | | |
| | 76C to Queensway | 4 trips | | | | | | | | | | | | | | |
| | 73D/76A Knob Hill to Lake Shore | | 13' | | 71+1 | | | | | | | | | | | |
| | 73B/76B La Rose to Queensway/Grand | | 27' | | 53+1 | | 30' | | 50+10 | | | | | | | |
| | 73C/76A Claireport to Lake Shore | | 13' | | 123+1 | | 12' | | 100+8 | | | | | | | |
| | 73S/76C Anglesey to Queensway | | 6 trips | | | | | | | | | | | | | |
| | Combined | | 5'15" | | | | 8'30" | | | | +2 | | | | | |
| | M-F Midday / S-S Morning | | | | | | | | | | | | | | | |
| | 73B to La Rose | 30' | | 26+4 | | 30' | | 24+6 | | 30' | | 24+6 | | | | |
| | 73C to Claireport via Albion | 15' | | 87+3 | | 15' | | 84+6 | | 23' | | 84+8 | | | | |
| | 76A to Lake Shore | 9' | | 34+2 | | 9' | | 33+3 | | 9' | | 33+3 | | | | |
| | 76B to Queensway/Grand | 30' | | 26+4 | | 30' | | 26+4 | | 30' | | 26+4 | | | | |
| | 73B/76B La Rose to Queensway/Grand | | 27' | | 52+2 | | 30' | | 50+10 | | 30' | | 50+10 | | | |
| | 73C/76A Claireport to Lake Shore | | 10'30" | | 118+8 | | 10' | | 105+5 | | 10' | | 105+5 | | | |
| | Combined | | 7'34" | | | | +2 | 7'30" | | +1 | 7'30" | | | | | +3 |
| | PM Peak / S-S Afternoon | | | | | | | | | | | | | | | |
| | 73B to La Rose | 30' | | 27+3 | | 30' | | 24+6 | | 30' | | 24+6 | | | | |
| | 73C to Claireport via Albion | 24' | | 110+10 | | 15' | | 84+6 | | 23' | | 84+8 | | | | |
| | 73D to Knob Hill & Oak | 24' | | 45+3 | | | | | | | | | | | | |
| | 76A to Lake Shore | 5' | | 36+4 | | 9' | | 33+3 | | 9' | | 33+3 | | | | |
| | 76B to Queensway/Grand | 30' | | 26+4 | | 30' | | 26+4 | | 30' | | 26+4 | | | | |
| | 73D/76A Knob Hill to Lake Shore | | 14' | | 81+17 | | | | | | | | | | | |
| | 73B/76B La Rose to Queensway/Grand | | 27' | | 54 | | 30' | | 50+10 | | 30' | | 50+10 | | | |
| | 73C/76A Claireport to Lake Shore | | 14' | | 146+8 | | 10' | | 114+6 | | 10' | | 115+5 | | | |
| | Combined | | 5'34" | | | | +3 | 7'30" | | +2 | 7'30" | | | | | +4 |

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| Route | Period / Service | M-F | | | | | Saturday | | | | | Sunday | | | | |
| | | Headway | | R.T.T. | | Veh | Headway | | R.T.T. | | Veh | Headway | | R.T.T. | | Veh |
| | | Old | New | Old | New | | Old | New | Old | New | | Old | New | Old | New | |
| 73 Royal York / 76 Royal York South | | | | | | | | | | | | | | | | |
| | Early Evening | | | | | | | | | | | | | | | |
| | 73B to La Rose | 30' | | 26+4 | | | 30' | | 24+6 | | | 30' | | 24+6 | | |
| | 73C to Claireport via Albion | 15' | | 85+5 | | | 20' | | 80 | | | 30' | | 80+10 | | |
| | 76A to Lake Shore | 10' | | 29+1 | | | 10' | | 29+1 | | | 10' | | 29+1 | | |
| | 76B to Queensway/Grand | 30' | | 26+4 | | | | | | | | | | | | |
| | 73B/76B La Rose to Queensway/Grand | | 30' | | 52+8 | | | | | | | | | | | |
| | 73B/76A La Rose to Lake Shore | | | | | | 20' | | 53+7 | | | 20' | | 53+7 | | |
| | 73C/76A Claireport to Lake Shore | | 10' | | 114+6 | | 20' | | 109+11 | | | 20' | | 109+11 | | |
| | Combined | | 7'30" | | | | +3 | | 10' | | | +1 | | 10' | | +2 |
| | Late Evening | | | | | | | | | | | | | | | |
| | 73B to La Rose | 30' | | 24+6 | | | 30' | | 24+6 | | | 30' | | 24+6 | | |
| | 73C to Claireport via Albion | 20' | | 80 | | | 30' | | 80+10 | | | 30' | | 80+10 | | |
| | 76A to Lake Shore | 10' | | 28+2 | | | 10' | | 28+2 | | | 10' | | 28+2 | | |
| | 73B/76A La Rose to Lake Shore | | 20' | | 52+8 | | 20' | | 52+8 | | | 20' | | 52+8 | | |
| | 73C/76A Claireport to Lake Shore | | 20' | | 108+12 | | 20' | | 108+12 | | | 20' | | 108+12 | | |
| | Combined | | 10' | | | | +1 | | 10' | | | +2 | | 10' | | +2 |
| 315 Evans-Brown's Line | | | | | | | | | | | | | | | | |
| | Night service extended west from Royal York Station to Islington Station | | | | | | | | | | | | | | | |
| | | 30' | 30' | 58+2 | 68+22 | +1 | 30' | 30' | 58+2 | 68+22 | +1 | 30' | 30' | 58+2 | 68+22 | +1 |

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| Route | Period / Service | M-F | | | | | Saturday | | | | | Sunday | | | | |
| | | Headway | | R.T.T. | | Veh | Headway | | R.T.T. | | Veh | Headway | | R.T.T. | | Veh |
| | | Old | New | Old | New | | Old | New | Old | New | | Old | New | Old | New | |
| 60 Steeles West | AM Peak | | | | | | | | | | | | | | | |
| | 60C to York U | 7'10" | 7'10" | 70+2 | 70+2 | | | | | | | | | | | |
| | 60D to Highway 27 | 7'10" | 7'10" | 123+6 | 123+6 | | | | | | | | | | | |
| | 60F to York U Express | 8'30" | 11' | 63+5 | 63+3 | | | | | | | | | | | |
| | Combined | 2'31" | 2'42" | | | -2 | | | | | | | | | | |
| | PM Peak | | | | | | | | | | | | | | | |
| | 60C to York U | 7'30" | 7'30" | 84+3 | 84+3 | | | | | | | | | | | |
| | 60D to Highway 27 | 7'30" | 7'30" | 134+5 | 134+5 | | | | | | | | | | | |
| | 60F to York U Express | 13' | 15'30" | 76+2 | 76+2 | | | | | | | | | | | |
| | Combined | 2'55" | 3'01" | | | -1 | | | | | | | | | | |
| 75 Sherbourne | AM Peak | 4'40" | 5'30" | 44+3 | 44+6 | -1 | | | | | | | | | | |
| | Midday | 7' | 8' | 44+5 | 44+4 | -1 | | | | | | | | | | |
| | PM Peak | 6' | 7'30" | 50+4 | 50+3 | -2 | | | | | | | | | | |
| 85 Sheppard East / 86 Scarborough | | | | | | | | | | | | | | | | |
| Last trip times from the Toronto Zoo will be changed to approximately 8:00 pm to match summer hours from May 6 to September 4, 2017. | | | | | | | | | | | | | | | | |
| 92 Woodbine South | Daytime | | | | | | 12' | 5' | 24 | 24+1 | +3 | 12 | 5' | 24 | 24+1 | +3 |
| | Early Evening | | | | | | 12' | 7' | 21+3 | 21 | +1 | 20' | 7' | 20 | 21 | +2 |
| | Late Evening | | | | | | 20' | 10' | 20 | 20 | +1 | 20' | 10' | 20 | 20 | +1 |

