

Service Changes Effective Sunday, February 13, 2022																			
Route	Period / Service	M-F						Saturday						Sunday					
		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Veh	
		Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New
This is a second preliminary version of the spreadsheet detailing pending changes based on information published by the TTC on November 15 and 17.																			
Some details of the new service level (number of vehicles, travel and recovery times) are not yet published. When this information is available, this table will be updated.																			
For some routes, the TTC has only published new headways rounded to the minute.																			
Where running times are shown as "A+B", the first part is the scheduled driving time and the second part is the scheduled recovery/layover usually provided to round out the trip time as a multiple of the headway.																			
Vehicle Types: F: Flexity B: Bus A: Artic Bus T: Train																			
<b>Subway Service Changes</b>																			
<b>1 Yonge-University-Spadina</b>	Step-back crews will be changed for OPTO (One Person Train Operation) between St. George and Vaughan Stations from a single to a double step-back at St. George.																		
<b>Streetcar Service Changes</b>																			
<b>501/301 Queen</b>	Service restored to Neville Loop to Bathurst via Queen																		
	<b>Early Morning (Before 7am)</b>																		
	501 Neville Park to Bathurst via King	8'		117+3		15F													
	501 Neville Park to Bathurst via Queen		10'		111+9		12F												
	<b>AM Peak / S-S Early Morning</b>																		
	501 Neville Park to Bathurst via King	8'		119+9		16F		10'		84+6		9F		10'		85+5		9F	
	501 Neville Park to Bathurst via Queen		8'		111+9		15F		10'		82+8		9F		10'		86+4		9F
	501L Long Branch to Broadview	8'	7'30"	198+10	180+15	26B	26B	9'30"	9'	148+4	135+9	16B	16B	10'	10'	135+5	135+5	14B	14B
	501H Humber to Broadview	8'	7'30"	146+6	133+9/10	19B	19B												
	<b>Midday / S-S Late Morning</b>																		
	501 Neville Park to Bathurst via King	8'		123+5		16F		9'		101+7		12F		9'30"		99+5/6		11F	
	501 Neville Park to Bathurst via Queen		8'		124+4		16F		9'		102+6		12F		9'30"		99+5/6		11F
	501L Long Branch to Broadview	10'	9'30"	198+2	179+11	20B	20B	9'30"	9'	176+5	163+8	19B	19B	9'	8'30"	171+9	163+7	20B	20B
	501H Humber to Broadview	10'	9'30"	146+4	134+8/9	15B	15B	9'30"	9'	130+3	119+7	14B	14B						
	<b>PM Peak / S-S Afternoon</b>																		
	501 Neville Park to Bathurst via King	8'		128+8		17F		8'		119+9		16F		8'		112+8		15F	
	501 Neville Park to Bathurst via Queen		8'		128+8		17F		7'		118+8		18F		8'		114+6		15F
	501L Long Branch to Broadview	9'	8'30"	209+7	188+16	24B	24B	8'30"	8'	195+1	175+9	23B	23B	9'30"	9'	198+2	175+14	21B	21B
	501H Humber to Broadview	9'	8'30"	155+7	142+11	18B	18B	8'30"	8'	144+1	127+9	17B	17B	9'30"	9'	142+1	127+8	15B	15B
	<b>Early Evening</b>																		
	501 Neville Park to Bathurst via King	9'		110+7		13F		9'		107+10		13F		9'		93+6		11F	
	501 Neville Park to Bathurst via Queen		9'		109+9		13F		9'		106+11		13F		9'		95+4		11F
	501L Long Branch to Broadview	10'	9'30"	177+3	157+14	18B	18B	7'30"	7'	187+1	161+14	25B	25B	9'	8'30"	180	161+9	20B	20B
	501H Humber to Broadview	10'	9'30"	126+4	116+7/8	13B	13B												
	<b>Late Evening</b>																		
	501 Neville Park to Bathurst via King	10'		100+10		11F		10'		104+6		11F		10'		92+8		10F	
	501 Neville Park to Bathurst via Queen		10'		94+6		10F		10'		100+10		11F		10'		94+6		10F
	501L Long Branch to Broadview	7'15"	7'	148+4	142+5	21B	21B	9'	8'30"	160+2	142+11	18B	18B	9'15"	9'	151+6	142+11	17B	17B
	<b>Overnight</b>																		
	301 Long Branch to Neville	30'	30'	140+10	140+10	5B	5B	30'	30'	140+10	140+10	5B	5B	30'	30'	140+10	140+10	5B	5B
<b>504 King</b>	The 504D Broadview Station-Parliament shuttle will switch to operate partly from Mount Dennis (40%) and Wilson (60%), rather than all from Wilson to balance workforce requirements.																		

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		Headway		R.T.T.		Vehicles	Headway		R.T.T.		Vehicles	Headway		R.T.T.		Veh			
		Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New
<b>505 Dundas</b>	Service restored to loop via Parliament, Gerrard and Broadview. Bus trippers restored.																		
	<b>AM Peak / S-S Early Morning</b>																		
	505 Dundas West Stn to Woodbine Loop	8'15"		137+3/4		17F		9'45"		124+/23		13F		10'		117+3		12F	
	505 Dundas West Stn to Broadview		8'30"		113+6		14F		9'30"		94+1		10F		10'		87+3		9F
	Bus Tripper					Nil	4B												
	<b>Midday / S-S Late Morning</b>																		
	505 Dundas West Stn to Woodbine Loop	8'15"		139+1/2		17F		7'45"		137+2/3		18F		8'30"		133+3		16F	
	505 Dundas West Stn to Broadview		8'30"		113+6		14F		7'30"		107+6		15F		8'15"		103+4		13F
	<b>PM Peak / S-S Afternoon</b>																		
	505 Dundas West Stn to Woodbine Loop	7'30"		148+2		20F		6'45"		146+2/3		22F		7'30"		139+3/4		19F	
	505 Dundas West Stn to Broadview		7'15"		118+5		17F		6'15"		116+3		19F		7'		109+3		16F
	<b>Early Evening</b>																		
	505 Dundas West Stn to Woodbine Loop	8'30"		126+1/2		15F		8'30"		135+1		16F		9'45"		125+1/2		13F	
	505 Dundas West Stn to Broadview		8'45"		100+5		12F		8'15"		105+2		13F		10'		95+5		10F
	<b>Late Evening</b>																		
	505 Dundas West Stn to Woodbine Loop	9'30"		111+3		12F		9'45"		126+0/1		13F		9'30"		113+1		12F	
	505 Dundas West Stn to Broadview		9'		87+3		10F		10'		96+4		10F		10'		83+7		9F
<b>506/306 Carlton</b>	Streetcar service restored over the full route. Bus trippers restored.																		
	<b>AM Peak / S-S Early Morning</b>																		
	506 High Park to Broadview	7'		97+15		16F		9'		69+11		10F		8'30"		66+10/11		9F	
	506C Castle Frank Stn to Main Stn	6'30"		82+2/3		10B		10'		59+1		6B		10'		58+2		6B	
	506 High Park to Main Station		7'50"		150+23		22F		8'30"		106+13		14F		10'		102+18		12F
	Bus tripper					Nil	4B												
	<b>Midday / S-S Late Morning</b>																		
	506 High Park to Broadview	7'15"		101+15		16F		7'15"		89+12/13		14F		8'45"		84+12/13		11F	
	506C Castle Frank Stn to Main Stn	7'30"		85+5		12B		8'		77+3		10B		9'30"		72+4		8B	
	506 High Park to Main Station		7'50"		156+17		22F		8'		138+22		20F		9'40"		130+5		15F
	<b>PM Peak / S-S Afternoon</b>																		
	506 High Park to Broadview	8'15"		114+18		16F		7'15"		101+5		16F		7'15"		96+12/13		15F	
	506C Castle Frank Stn to Main Stn	6'30"		95+2/3		15B		6'		86+4		15B		6'30"		82+2/3		13B	
	506 High Park to Main Station		8'30"		176+11		22F		8'		156+20		22F		7'45"		148+15		21F
	<b>Early Evening</b>																		
	506 High Park to Broadview	8'30"		88+14		12F		8'30"		87+15		12F		9'		79+11		10F	
	506C Castle Frank Stn to Main Stn	7'30"		72+3		10B		8'		72+8		10B		9'		67+5		8B	
	506 High Park to Main Station		8'30"		136+17		18F		9'		134+19		17F		10'		122+18		14F
	<b>Late Evening</b>																		
	506 High Park to Broadview	8'30"		75+10		10F		9'		85+14		11F		9'30"		74+11/12		9F	
	506C Castle Frank Stn to Main Stn	10'		62+8		7B		10'		69+1		7B		10'		62+8		7B	
	506 High Park to Main Station		9'		87+3		14F		10'		130+20		15F		10'		114+16		13F
	<b>Overnight</b>																		
	306 Dundas West Stn to Broadview	30'		74+16		3F		30'		74+16		3F		30'		74+16		3F	
	306C Castle Frank Stn to Main Stn	30'		60		2B		30'		60		2B		30'		60		2B	
	306 Dundas West Stn to Main Stn		30'		102+18		4F		30'		102+18		4F		30'		102+18		4F

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		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Veh		
		Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	
Bus Service Changes																				
<b>8 Broadview</b>	Service reliability changes																			
	<b>Early Morning</b>		30'		30															
	<b>AM Peak / S-S Early Morning</b>	30'	30'	28+2	<b>30</b>	1B	1B	30'	30'	19+11	<b>30</b>	1B	1B							
	<b>Midday / S-S Late Morning</b>	30'	30'	24+6	<b>30</b>	1B	1B	30'	30'	22+8	<b>30</b>	1B	1B	30'	30'	21+9	<b>24+6</b>	1B	1B	
	<b>PM Peak / S-S Afternoon</b>	30'	30'	27+3	<b>30</b>	1B	1B	30'	30'	24+6	<b>30</b>	1B	1B	30'	30'	23+7	<b>24+6</b>	1B	1B	
	<b>Early Evening</b>	30'	30'	21+9	<b>30</b>	1B	1B	30'	30'	19+11	<b>24+6</b>	1B	1B	30'	30'	19+11	<b>24+6</b>	1B	1B	
	<b>Late Evening</b>	20'	<b>30'</b>	17+3	<b>24+6</b>	1B	1B	20'	<b>30'</b>	17+3	<b>24+6</b>	1B	1B	20'	<b>30'</b>	17+3	<b>24+6</b>	1B	1B	
<b>9 Bellamy</b>	Service increase and reallocation																			
	<b>AM Peak / S-S Early Morning</b>	21'15"	<b>17'</b>	71+14	71+14	4B	<b>5B</b>													
	<b>Midday / S-S Late Morning</b>	26'20"	<b>26'</b>	67+12	<b>67+11</b>	3B	3B													
	<b>PM Peak / S-S Afternoon</b>	19'30"	<b>16'</b>	78+0	<b>78+2</b>	4B	<b>5B</b>													
	<b>Early Evening</b>	18'	<b>23'</b>	62+10	<b>62+7</b>	4B	<b>3B</b>													
	<b>Late Evening</b>	30'	30'	54+6	54+6	2B	2B													
<b>11 Bayview</b>	AM peak tripper 11A Davisville Station to Steeles via Sunnybrook restored. It was removed in December 2021 in error.																			
<b>12 Kingston Road</b>	Service Increase																			
	<b>AM Peak / S-S Early Morning</b>																			
	12A VP Stn to Kennedy via VV/Brimley	24'	<b>16'</b>	78+18	78+18	4B	<b>6B</b>	40'	<b>30'</b>	69+11	<b>69+6</b>	2B	<b>2½B</b>							
	12B VP Stn to Kennedy via Brimley							40'	<b>30'</b>	69+11	<b>69+6</b>	2B	<b>2½B</b>							
	12C VP Stn to St. Clair	24'	<b>16'</b>	57+15	57+7	3B	<b>4B</b>													
	12D VP Stn to UTSC	24'	24'	106+14	106+14	5B	5B													
	<b>Midday / S-S Late Morning</b>																			
	12A VP Stn to Kennedy via VV/Brimley	25'	25'	75+12/13	75+12/13	3½B	3½B	40'	<b>30'</b>	69+11	<b>69+6</b>	2B	<b>2½B</b>	40'	<b>30'</b>	69+11	<b>69+6</b>	2B	<b>2½B</b>	
	12B VP Stn to Kennedy via Brimley							40'	<b>30'</b>	69+11	<b>69+6</b>	2B	<b>2½B</b>	40'	<b>30'</b>	69+11	<b>69+6</b>	2B	<b>2½B</b>	
	12C VP Stn to St. Clair	25'	25'	56+6/7	56+6/7	2½B	2½B													
	<b>PM Peak / S-S Afternoon</b>																			
	12A VP Stn to Kennedy via VV/Brimley	30'	<b>20'</b>	80+10	80+10	3B	<b>4½B</b>	30'	30'	69+6	69+6	2½B	2½B	40'	<b>30'</b>	69+11	<b>69+6</b>	2B	<b>2½B</b>	
	12B VP Stn to Kennedy via Brimley							30'	30'	69+6	69+6	2½B	2½B	40'	<b>30'</b>	69+11	<b>69+6</b>	2B	<b>2½B</b>	
	12C VP Stn to St. Clair	30'	<b>20'</b>	58+2	<b>58+12</b>	2B	<b>3½B</b>													
	12D VP Stn to UTSC	30'	<b>24'</b>	109+11	109+11	4B	<b>5B</b>													
	<b>Early Evening</b>																			
	12A VP Stn to Kennedy via VV/Brimley	24'	<b>20'</b>	71+13	<b>71+9</b>	3½B	<b>4B</b>													
	12B VP Stn to Kennedy via Brimley							17'	17'	64+4	64+4	4B	4B	17"	17'	64+4	64+4	4B	4B	
	12C VP Stn to St. Clair	24'	<b>20'</b>	50+10	50+10	2½B	<b>3B</b>													
	<b>Late Evening</b>																			
	12B VP Stn to Kennedy via Brimley	23'	23'	62+7	62+7	3B	3B	22'	22'	64+2	64+2	3B	3B	22'	22'	64+2	64+2	3B	3B	



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		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Veh	
		Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New
<b>45 Kipling</b>	Service reliability change																		
	<b>AM Peak / S-S Early Morning</b>																		
	45A to Steeles	25'	20'	81+19	81+9	4B	4½B												
	45B to Carlingview via Belfield	25'	20'	67+8	67+3	3B	3½B												
	<b>Midday / S-S Late Morning</b>																		
	45A to Steeles	14'	16'	78+6	78+10	6B	5½B												
	45B to Carlingview via Belfield	28'	16'	59+25	59+13	3B	4½B												
	<b>PM Peak / S-S Afternoon</b>																		
	45A to Steeles	14'	16'	78+6	87+9	6B	6B												
	45B to Carlingview via Belfield	28'	16'	59+25	69+11	3B	5B												
	<b>Early Evening</b>																		
	45A to Steeles	10'	10'	73+7	73+7	8B	8B												
	<b>Late Evening</b>																		
	45A to Steeles	9'30"	9'30"	61+6	61+6	7B	7B												
<b>50 Burnhamthorpe</b>	Service increase and reliability change																		
	<b>AM Peak / S-S Early Morning</b>	17'30"	11'15"	32+3	34+11	2B	4B	30'	15'	23+7	26+4	1B	2B						
	<b>Midday / S-S Late Morning</b>	30'	20'	28+2	30+10	1B	2B	30'	20'	26+4	30+10	1B	2B	30'	17'30"	30	30+5	1B	2B
	<b>PM Peak / S-S Afternoon</b>	17'	15'	31+3	34+11	2B	3B	30'	20'	27+3	30+10	1B	2B	30'	17'30"	30	30+5	1B	2B
	<b>Early Evening</b>	30'	17'	25+5	27+7	1B	2B	30'	30'	25+5	26+4	1B	1B	30'	30'	26+4	26+4	1B	1B
	<b>Late Evening</b>	30'	30'	21+9	23+7	1B	1B	30'	30'	22+8	26+4	1B	1B	30'	30'	26+4	26+4	1B	1B
<b>56 Leaside</b>	School trips serving Leaside HS will be restored.																		
<b>57 Midland</b>	Service increase																		
	<b>AM Peak / S-S Early Morning</b>	10'	8'30"	66+4	63+5	7B	8B	22'	20'	64+2	55+5	3B	3B						
	<b>Midday / S-S Late Morning</b>	14'	14'	64+6	65+5	5B	5B	17'30"	16'	64+6	58+6	4B	4B	17'30"	15'	64+6	57+3	4B	4B
	<b>PM Peak / S-S Afternoon</b>	14'	9'30"	64+6	69+7	5B	8B	14'	13'	64+6	62+5/6	5B	5B	17'30"	15'	64+6	59+1	4B	4B
	<b>Early Evening</b>	15'30"	13'	58+4	58+7	4B	5B	15'30"	15'	58+4	56+4	4B	4B	30'	30'	58+2	55+5	2B	2B
	<b>Late Evening</b>	30'	16'	58+2	58+6	2B	4B	30'	30'	58+2	51+9	2B	2B	30'	30'	58+2	50+10	2B	2B
<b>61 Avenue Road North</b>	Service increase																		
	<b>AM Peak / S-S Early Morning</b>	19'	14'	44+13	44+12	3B	4B	20'	20'	35+5	35+5	2B	2B						
	<b>Midday / S-S Late Morning</b>	30'	20'	40+20	40+20	2B	3B	20'	20'	40	40	2B	2B	20'	20'	40	40	2B	2B
	<b>PM Peak / S-S Afternoon</b>	19'	14'	47+10	47+9	3B	4B	20'	20'	40	40	2B	2B	20'	20'	40	40	2B	2B
	<b>Early Evening</b>	20'	20'	33+7	33+7	2B	2B	18'	18'	32+4	32+4	2B	2B	18'	18'	32+4	32+4	2B	2B
	<b>Late Evening</b>	20'	20'	27+13	27+13	2B	2B	18'	18'	32+4	32+4	2B	2B	18'	18'	32+4	32+4	2B	2B
<b>67 Pharmacy</b>	Eglinton to Victoria Park Stn AM tripper interlined with 506 Carlton restored.																		
						Nil	1B												
<b>76 Royal York South</b>	All school trips serving Etobicoke School of the Arts and Bishop Allen Academy restored.																		

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		Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New
<b>78 St. Andrews</b>	Service increase																		
	AM Peak / S-S Early Morning	30'	15'	30	30	1B	2B	30'	30'	30	30	1B	1B						
	Midday / S-S Late Morning	30'	30'	30	30	1B	1B	30'	30'	30	30	1B	1B	30'	30'	30	30	1B	1B
	PM Peak / S-S Afternoon	30'	15'	30	30	1B	2B	30'	30'	30	30	1B	1B	30'	30'	30	30	1B	1B
	Early Evening	30'	30'	30	30	1B	1B	30'	30'	30	30	1B	1B	30'	30'	30	30	1B	1B
	Late Evening	30'	30'	30	30	1B	1B	30'	30'	30	30	1B	1B	30'	30'	30	30	1B	1B
<b>82 Rosedale</b>	Operation at Rosedale Station shifted from platform 2 to platform 1 for construction. Accessible stops have been provided on Crescent Road outside of the station. Effective January 2022 to 1Q2025.																		
<b>100 Flemingdon Park</b>	Don Mills & Wynford to Broadview Station trippers interlined with 505 Dundas restored in the AM Peak.																		
	AM Peak					Nil	4B												
<b>161 Rogers Road</b>	Service increase and decrease																		
	AM Peak / S-S Early Morning	20'	12'	78+2	60+12	4B	6B	13'	16'	64+1	64	5B	4B	20'	20'	60	60	3B	3B
	Midday / S-S Late Morning	25'	17'	72+3	59+11	3B	4B	15'	19'	68+7	68+8	5B	4B	16'	16'	64	64	4B	4B
	PM Peak / S-S Afternoon	23'	13'	89+3	73+18	4B	7B	15'	19'	68+7	68+8	5B	4B	15'	19'	68+5	68+8	5B	4B
	Early Evening	25'	17'	69+5	52+16	3B	4B	15'	15'	60	60	4B	4B	20'	20'	60	56+4	3B	3B
	Late Evening	30'	20'	58+2	50+10	2B	3B	20'	20'	60	56+4	3B	3B	20'	20'	60	60	3B	3B
<b>168 Symington</b>	Service increase and decrease																		
	AM Peak / S-S Early Morning	10'	6'	38+2	41+7	4B	8B	10'40"	15'	30+2	27+3	3B	2B	20'	15'	34+6	27+3	2B	2B
	Midday / S-S Late Morning	20'	11'	36+4	41+3	2B	4B	10'	11'	48+2	39+5	5B	4B	10'	13'	38+2	35+4	4B	3B
	PM Peak / S-S Afternoon	12'	7'	46+2	50+6	4B	8B	8'30"	10'	48+3	45+5	6B	5B	9'	11'	43+2	39+5	5B	4B
	Early Evening	17'	11'	33+1	37+7	2B	4B	12'	13'	33+3	35+4	3B	3B	12'	11'	33+6	31+2	3B	3B
	Late Evening	30'	17'	38+2	29+5	1B	2B	12'	17'	30+6	29+5	3B	2B	12'	17'	30+6	29+5	3B	2B
<b>925 Don Mills Express</b>	Weekend service restored																		
	Midday / S-S Late Morning							9'30"		94+1		Nil	10B	10'		89+1		Nil	10B
	PM Peak / S-S Afternoon							9'30"		94+1		Nil	10B	10'		89+1		Nil	10B
<b>600 Run As Directed</b>																			
	AM Peak / SS Early AM					25B	35B					1B	27B					1B	14B
	Midday / SS Morning					47B	46B					1B	35B					1B	24B
	PM Peak / SS Afternoon					36B	27B					1B	24B					1B	20B
	Early Evening					34B	17B						14B						8B
	Late Evening					12B	6B						6B						5B
	Overnight					2B	1B						1B						1B



TTC Express Bus Service Restoration Tracking as of February 13, 2022

Route	Weekday	Saturday	Sunday
900 Airport	Reduced Evening Service October 2020 Improved service September 2021 Service adjustment October 2021	Reduced service May 2021 Improved service September 2021 Service adjustment October 2021	Reduced service May 2021 Improved service September 2021 Service adjustment October 2021
902 Markham Road	Restored November 2020 Running times adjusted September 2021		
903 STC	Suspended		
905 Eglinton East	Restored October 2020: RapidTO Extended to Conlins Rd May 2021	Restored October 2020: RapidTO	Restored October 2020: RapidTO
913 Progress	Restored September 2020		
924 Victoria Park	Restored May 2021		
925 Don Mills	Restored January 2021	Suspended. Restored September 2021. Suspended November 2021. <b>Restored February 2022.</b>	Suspended. Restored September 2021. Suspended November 2021. <b>Restored February 2022.</b>
927 Highway 27	Reduced midday service October 2020 Reduced/reallocated service May 2021 Improved service September 2021		
929 Dufferin	Restored November 2020 Extended to Princes' Gate January 2021 Running times adjusted Change to Artics May 2021	Restored September 2021 Suspended November 2021.	Midday service added October 2021 Suspended November 2021.
935 Jane	Restored November 2020 Service adjustment January 2021 Service adjustment June 2021	Restored January 2021	Restored January 2021
937 Islington	Restored January 2021 Service adjustment October 2021 Service reduction November 2021		
938 Highland Creek	New route September 2021 Suspended November 2021		
939 Finch	Restored January 2021 Service adjustment June 2021	Restored September 2021 Suspended November 2021	Restored September 2021 Suspended November 2021
941 Keele	Restored November 2020 Service improvement January 2021 Running times adjusted May 2021 Changed to artic buses and midday service added September 2021 Peak service changed to standard buses with headway improvement. Off peak service suspended. November 2021		
943 Kennedy	Peak service added October 2021		
944 Kipling South	Restored September 2021		
945 Kipling	Restored November 2020		
952 Lawrence West	Restored November 2020 Service reliability adjustment January 2021		
953 Steeles East	Restored January 2021 Midday and early evening service added Oct/21 Midday and early evening service suspended November 2021	Midday service added October 2021 Suspended November 2021	Midday service added October 2021 Suspended November 2021
954 Lawrence East	Restored November 2020 Running times adjusted September 2021		
960 Steeles West	Restored January 2021 Extended to replace 60B/D Steeles west of Pioneer Village Stn weekdays September 2021	Daytime service added October 2021	Daytime service added October 2021
968 Warden	Peak service added October 2021		



TTC Express Bus Service Restoration Tracking as of February 13, 2022

Route	Weekday	Saturday	Sunday
984 Sheppard West	Restored November 2020 Rescheduled for Shep W Stn January 2021	Restored November 2020 Rescheduled for Shep W Stn January 2021	Restored November 2020 Rescheduled for Shep W Stn January 2021
985 Sheppard East	Restored January 2021	Restored September 2021 Suspended November 2021	Restored September 2021 Suspended November 2021
986 Scarborough	Restored October 2020: RapidTO Service adjustment June 2021		
989 Weston Road	Restored May 2021		
995 York Mills	Restored November 2020 Service reliability adjustment January 2021 Service adjustment June 2021		
996 Wilson	Restored November 2020 Running times adjusted September 2021		

