TORONTO

STAFF REPORT
ACTION REQUIRED

GO Transit Bus Bypass Lanes on the Don Valley Parkway

Date:	May 4, 2010
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	Wards 26, 29 and 34
Reference Number:	p:\2010\ClusterB\tra\tim\ pw10010tim

SUMMARY

City Council, in 2007, in adopting a staff report entitled, "Sustainable Transportation Initiatives: Short Term Proposals (Item PW9.2)" endorsed the implementation of bus bypass 'shoulder' lanes on the Don Valley Parkway (DVP) between Lawrence Avenue East and York Mills Road for GO Transit bus service. With this proposal, GO Transit buses would use the shoulders of the DVP to bypass any traffic congestion on this section of the highway which would result in improved efficiency of bus service without any reduction in the traffic carrying capacity of the DVP.

It has been determined, however, that the *Highway Traffic Act* does not currently have a provision that gives the authority to the City of Toronto to designate lanes that would serve as both a shoulder for general traffic as well as a driving lane for specific types or classes of vehicles. Therefore, in order to implement the concept of bus shoulder lanes previously endorsed by City Council it is necessary to convert the shoulder into part of the travelled portion of the highway and reserve its use for authorized GO Transit vehicles only. Accordingly, this report seeks City Council approval to convert the median shoulder on the DVP (i.e. to the left of the general traffic lanes) between Lawrence Avenue East and a point four-hundred and fifty-eight metres north of York Mills Road in both the northbound and southbound directions, into a lane of traffic for the exclusive use of authorized GO Transit vehicles. The implementation of these "bus bypass lanes" would be funded entirely by Metrolinx.

Authority is also being sought to pursue an agreement between the City and Metrolinx based on the principles included in Appendix 2 to this report which will delineate the roles and responsibilities of the parties from both a funding and operational perspective and in Appendix 3 to this report which will provide the framework for an operating protocol for the use of the bus bypass lane by authorized GO Transit vehicles.

RECOMMENDATIONS

The General Manager of Transportation Services recommends that:

1. City Council direct that the median shoulder of the Don Valley Parkway between Lawrence Avenue East and a point four-hundred and fifty-eight metres north of York Mills Road, in both the northbound and southbound directions, be incorporated into the travelled portion of the roadway as traffic lanes and be reserved for the exclusive use by authorized GO Transit Vehicles.

2. City Council authorize staff to enter into such agreement(s) with Metrolinx as may be necessary to implement Recommendation 1 on such terms and conditions generally as set out in Appendix 2 and Appendix 3 and on such other terms and conditions as may be deemed appropriate by the General Manager of Transportation Services, and in a form satisfactory to the City Solicitor, and that the General Manager of Transportation Services be authorized to execute any such agreements on behalf of the City.

3. City Council direct the General Manager of Transportation Services report on the costs and feasibility of implementing bus bypass lanes on the Don Valley Parkway in the sections between Pottery Road and Don Mills Road and between Don Mills Road and Eglinton Avenue East if and when Metrolinx makes a request to the City for their implementation.

4. The appropriate City Officials be authorized and directed to take the necessary action to give effect thereto and leave be granted for the introduction of any necessary Bills in Council to give effect thereto.

FINANCIAL IMPACT

All costs associated with the feasibility studies, environmental assessments and construction of the bus bypass lanes on the DVP, including the installation of necessary traffic signs and pavement markings, will be funded by Metrolinx. Any subsequent maintenance (i.e., winter maintenance, lane repairs, barrier repairs, etc.) of the bus bypass lanes will be undertaken by the City and can be accommodated within Transportation Services' operating budget.

DECISION HISTORY

City Council, at its meeting of May 17, 18 and 19, 2005, adopted the March 17, 2005 staff report (Clause No. 1 of Joint Planning and Transportation Committee and Works Committee Report 1) entitled, "Don Valley Corridor Transportation Master Plan." Among the many recommendations adopted, Council endorsed a number of high priority elements of the Master Plan, one of which included, "…. a feasibility study for bus shoulder-lane operations on the Don Valley Parkway (DVP) (to be funded by GO Transit)…"

City Council at its meeting of October 22 and 23, 2007, adopted the September 19, 2007 staff report (Public Works and Infrastructure Committee, Item PW9.2) entitled, "Sustainable

Transportation Initiatives: Short Term Proposals." Among the many recommendations adopted was the recommendations to "…endorse the implementation of shoulder bus lanes on the Don Valley Parkway, between York Mills Road and Lawrence Avenue East;" and to "…direct the General Manager, Transportation Services, to request the Ministry of Transportation Ontario to undertake whatever amendments to the *Highway Traffic Act* are necessary to implement the shoulder bus lanes on the Don Valley Parkway and to report on the implementation as soon as possible."

ISSUE BACKGROUND

The Transportation Services Division is pursuing a number of sustainable transportation initiatives that could be implemented to help achieve the City's reduction targets for greenhouse gas emissions and smog-causing pollutants. One such initiative would be the implementation of bus bypass lanes along certain sections of the DVP. The bus bypass lanes would be implemented to enhance service for GO Transit bus users. On an average weekday, approximately one hundred and sixty GO buses are operated in and out of the City's downtown core. Congestion along the DVP during peak periods adversely affects GO Transit bus service, with regular delays resulting in increased travel times for users and increased emissions by the buses stuck in stop-and-go traffic. There is an opportunity to alleviate these problems through the introduction of bus bypass lanes along the DVP.

COMMENTS

The addition of bus bypass lanes on the DVP will enable GO Transit buses to avoid traffic congestion on this section of the highway and, consequently, enhance GO bus services for customers traveling between the downtown core and other parts of the GTA. In addition, the bus bypass lanes and the improved reliability will provide a greater incentive for more people to use the service. If successful, this kind of initiative can be considered for implementation on other sections of expressways for transit travelers.

Although there might be an interest expressed by various other bus carriers to use the bus bypass lanes, it is recommended that the use of the bus bypass lanes not be extended to other private motor coach/bus companies at this time. Their exclusion is mainly due to the shear number of such operators which would probably compromise the efficiency of service provided by these bus bypass lanes that GO Transit is seeking for their customers. Furthermore, GO bus operators will be required to adhere to the strict guides of an operating protocol, discussed in greater detail below, which would be difficult to enforce with private bus operators.

Implementation of Bus Bypass Lanes

Two options were considered that would allow the shoulders of the DVP to be used as driving lanes. The first option would be to make a request to the Ministry of Transportation to amend the *Highway Traffic Act ("HTA")* to allow municipalities, and specifically the City of Toronto, to implement bus bypass shoulder lanes on their highways. Currently, there are some legislative restrictions within the *Highway Traffic Act* that preclude the use of shoulders for this purpose. The second option is to convert the shoulder into a lane of traffic and then restrict the use of this lane to GO Transit vehicles.

The City has met with Ministry of Transportation of Ontario (MTO) staff to discuss the possibility of enacting an *HTA* amendment. MTO staff expressed their support for bus bypass lanes on the DVP, but indicated that an amendment to the *HTA* would take considerable time due to the lengthy legislative process required. MTO staff is continuing to explore this amendment, but have not committed to a timetable. In the meantime, it was felt that proceeding with the alternative approach would allow the implementation of bus bypass lanes in 2010.

It is therefore recommended that the median shoulder of the Don Valley Parkway, between Lawrence Avenue East and a point four-hundred and fifty-eight metres north of York Mills Road, northbound and southbound, be incorporated into the travelled portion of the roadway as traffic lanes but reserved for the exclusive use by authorized GO Transit vehicles, namely GO buses and GO Transit Safety and Training vehicles operated by Metrolinx. Although reserved for the exclusive use by authorized GO Transit Vehicles, a limited number of other vehicles would be permitted to use the bus bypass lanes in certain circumstances, including ambulances, police or fire service vehicles, public utility emergency vehicles, and vehicles actually engaged in the removal of snow or the salting of roads or in maintenance operations for or on behalf of the City.

Bus Bypass Lane Locations

In general, existing shoulder widths along the DVP are insufficient to allow for newly created traffic lanes for bus operation. Where possible, shoulders would have to be widened to accommodate the requirements for bus operation, which could require the relocation of guide-rails, high-mast lighting, retaining walls and the widening of major bridge structures. Although it might be technically feasible to provide bus lanes along the entire length of the DVP, costs would be prohibitive at certain locations or 'pinch points'.

An initial feasibility assessment was undertaken by GO Transit in cooperation with the City to determine the most appropriate locations for bus bypass lanes. Initial findings indicated that there were three sections of the DVP where implementation of bus bypass lanes could substantially help to improve service for GO Transit buses. The three sections of the DVP are Pottery Road to Don Mills Road, Don Mills Road to Eglinton Avenue East and Lawrence Avenue East to York Mills Road, illustrated in Figures 1 to 3, respectively, in Appendix 1 of this report.

Of the three sections, the bypass shoulder lanes posed no significant challenges at section number three (i.e., between Lawrence Avenue East to York Mills Road) and therefore could be implemented the quickest. For this section, both outer and median shoulders were considered in the design options, but ultimately it was determined that the median shoulder (i.e. to the left of the general traffic lanes) would be the most cost-effective and simplest to convert and implement. Existing median shoulders were found to be wide enough to accommodate GO Transit buses, requiring only new traffic signage and pavement markings. In addition, this option also presented the opportunity to extend the bus bypass lanes an additional four-hundred and fifty-eight metres to the north of York Mills Road. The alternative of using outer shoulders, which might be preferable for the other two sections, would have been considerably more costly due to required shoulder widening. The detailed design of the bus bypass lanes along this section is ready to be implemented in 2010, with all associated project costs being funded by Metrolinx.

As for the other two sections between Pottery Road and Eglinton Avenue East, there are a number of operational constraints which need to be addressed, namely, the widening of the outer shoulder lanes, including stabilization of embankments, relocation of high-mast lighting, modifications to retaining walls and the widening of two bridge structures (Beechwood Bridge and Don River/CN Railway Bridge). Detailed designs for these sections are being prepared by a consultant retained by Metrolinx. However, before any of this work can proceed for these two sections, an environmental assessment (EA) is required and is currently being undertaken by Metrolinx. Once the EA process is complete, then the detailed designs can be finalized, costs determined and actual timelines for implementation of the bus bypass lanes established. It is therefore recommended that the General Manager of Transportation Services report on the costs and feasibility of expanding the bus bypass lanes to the other two sections if and when Metrolinx makes a request to the City for their implementation.

Bus Bypass Lane Operating Protocol and Legal Agreement

There is also a need for an agreement between the City and Metrolinx to clearly delineate responsibilities and obligations on a number of matters. To assist in the preparation of such an agreement, a number of terms and conditions were formulated and are summarized as "Principles Underlying an Agreement between the City of Toronto and Metrolinx," in Appendix 2 of this report. These principles will generally serve as the basis for a more formal agreement to be executed by both parties.

Prior to the implementation of any bus bypass lanes, an operating protocol is also required on the use of these lanes, which must be agreed upon by both the City of Toronto and Metrolinx. Such a protocol was developed with input from Metrolinx's planning and training departments, City of Toronto's Transportation and Technical Services Divisions, Toronto Police Service, Emergency Medical Services and Fire Services. The operating protocol covers a number of items, such as: the identification of authorized users of the bus bypass lanes, design, signage, pavement markings, operating speeds, dealing with collisions and obstructions within the bus bypass lane, enforcement, facility maintenance, etc. The protocol is generally contained in Appendix 3 of this report. The conditions incorporated into the operating protocol will ensure that the bus bypass lanes will be used by GO Transit bus operators in a safe and efficient manner and minimize any conflicts with other motorists using the DVP.

It is therefore recommended that authority be granted for the City to enter into agreement(s) with Metrolinx as may be necessary to implement bus bypass lanes on such terms and conditions generally as set out in Appendix 2 and Appendix 3 and on such other terms and conditions as may be deemed appropriate by the General Manager of Transportation Services, and in a form satisfactory to the City Solicitor, and that the General Manager of Transportation Services be authorized to execute any such agreements on behalf of the City.

Conclusion

The implementation of bus bypass lanes on the Don Valley Parkway is a sustainable transportation initiative that is aimed at improving transit service efficiency and reliability, thus making it an attractive alternative to the car. The implementation of the bus bypass lanes, which will not reduce the traffic carrying capacity of the DVP, will be funded entirely by Metrolinx.

Staffs from Financial Planning, Risk Management of Corporate Finance, Technical Services, Legal Services, Emergency Medical Services, Fire Services and the Toronto Police Service have been consulted in the preparation of this report.

CONTACT

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SIGNATURE

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Gary Welsh, General Manager,
Transportation Services

NAC/cs

ATTACHMENTS

Appendix 1 – Bus Bypass Lane Locations (Figures 1, 2 and 3)
Appendix 2 – Principles Underlying an Agreement between City of Toronto and Metrolinx
Appendix 3 – Operating Protocol for Bus Bypass Lanes on the Don Valley Parkway

Appendix 1

Bus Bypass Lane Locations (Figures 1, 2 & 3)

Figure (1)
Pottery Rd to Don Mills

Figure (2)
Don Mills Rd to Eglinton Ave E

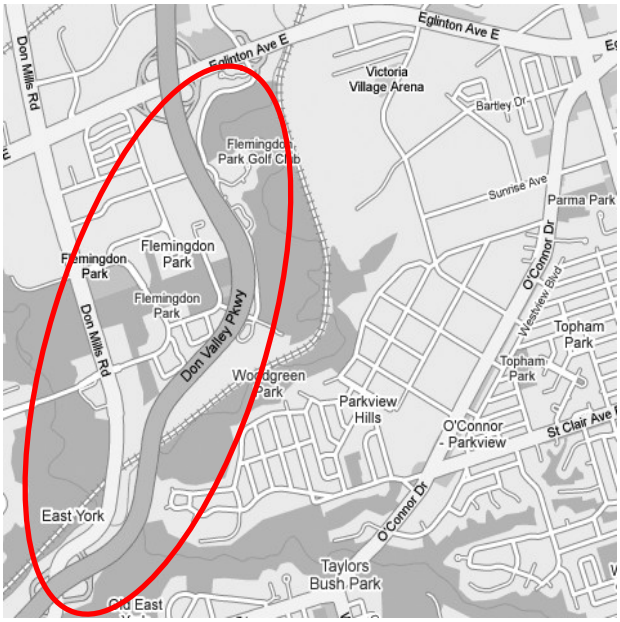
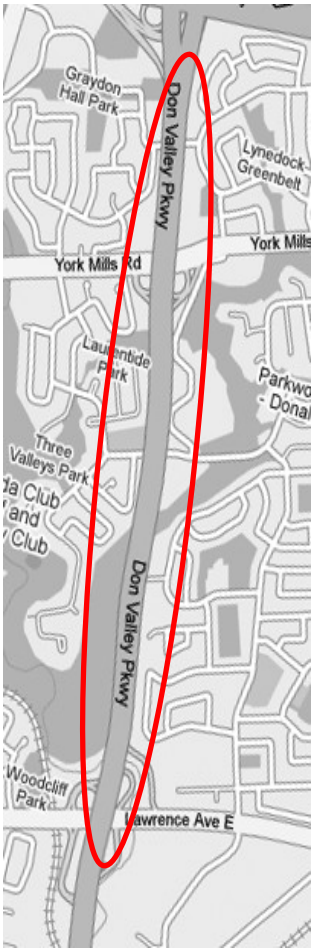


Figure (3)
(Priority for Implementation)
Lawrence Avenue East to
458m north of York Mills Road



Appendix 2

PRINCIPLES UNDERLYING AN AGREEMENT BETWEEN CITY OF TORONTO AND METROLINX

April 2010

General

- The project is a joint project between City of Toronto and Metrolinx
- The project will be on the section of the Don Valley Parkway (DVP) between Lawrence Ave East and a point 458m north of York Mills Road and only after the necessary by-laws have been passed for this section.
- The City and Metrolinx have developed and will abide by an Operating Protocol which will form part of an agreement between both parties.
- The City will lead a joint evaluation with Metrolinx of the project in terms of safety, effectiveness and cost-effectiveness, and the City reserves the right to discontinue the project for any reason, including if deemed in the public interest.
- Both parties accept their responsibilities and obligations to the conditions enlisted below.
- Collisions and accidents occurring in the bus bypass lanes, during the course of regular use, will be subject to the normal process of insurance claims.

Metrolinx Obligations

- Metrolinx will be responsible for all costs associated with feasibility studies, including environmental assessments, for the expressed purpose of implementing bus bypass lanes (BBL) on the Don Valley Parkway.
- Metrolinx will be responsible for all costs associated with the physical alterations of the DVP infrastructure, including but not limited to initial signage costs and road marking costs, to accommodate bus bypass lanes and to make them safe and operational.
- Metrolinx will be responsible for ensuring that contractors carrying out physical alterations to the DVP carry a minimum of $5.0 million Commercial General Liability Insurance.
- Metrolinx will be responsible for the training of their own bus operators and supervisory staff on how to properly use the BBL in accordance with the 'Operating Protocol for Bus Bypass Lanes on the Don Valley Parkway'.

City of Toronto Obligations

- City will be responsible for the ongoing physical maintenance of BBL, in the normal course, including signage repairs, barrier repairs, catchbasin repairs and pavement surface repairs which form part of the bus bypass lanes along the DVP.
- City will be responsible for winter maintenance along the BBL.

Appendix 3

OPERATING PROTOCOL
FOR BUS BYPASS LANES
ON THE DON VALLEY PARKWAY

March 26, 2010

The City of Toronto is willing to convert the median shoulder of the Don Valley Parkway between Lawrence Avenue East and a point 458m north of York Mills Road, both directions, to designated driving lanes to be used by authorized GO Transit vehicles (the "Project").
Converted shoulders for use as a Bus Bypass Lanes ("BBL") will look similar to and operate like any other freeway lane. However, only authorized GO Transit drivers will be permitted to use the lane to bypass congestion. Although reserved for the exclusive use by authorized GO Transit Vehicles, and despite anything to the contrary in this document, in certain circumstances, ambulances, police or fire department vehicles, or public utility emergency vehicles, or vehicles actually engaged in the removal of snow or the sanding or salting of roads or in maintenance operations for or on behalf of the City may use the bus bypass lane(s).

This document (herein referred to as "Operating Protocol") describes the use of the BBL on the Don Valley Parkway and outlines conditions for their use by all GO Transit vehicle drivers authorized by Metrolinx. In addition, this Operating Protocol will be the framework under which any future BBL is implemented and operated.

Criteria for Eligibility

The use of the BBL on the Don Valley Parkway is limited to those GO Transit bus drivers ("Bus Drivers") who are authorized by Metrolinx and for the sole purpose of bypassing congestion. Only when Bus Drivers meet the criteria as set out in Schedule A of this protocol will they be authorized to use the BBL on Don Valley Parkway. Similarly, Safety and Training Vehicles will also be permitted to use the BBL on the Don Valley Parkway but only for the purposes of monitoring the operations of their drivers or responding to a collision or accident involving a GO Transit bus in the BBL and where they have met the criteria as set out in Schedule A.

Metrolinx must ensure that all drivers who will use the BBL have received a copy of this Operating Protocol, have been provided with training concerning the use of the BBL as outlined in Schedule A, and have agreed to the conditions of operating a GO Transit vehicle in the BBL as outlined in this Operating Protocol. Metrolinx will provide the required training services as the need arises. Metrolinx will be responsible for monitoring the operations of their drivers and vehicles to ensure compliance with this Operating Protocol.

GO Transit vehicles using the BBL must have radio or telephone contact with their Bus Operations Communication Centre, in order to report blocked shoulders or other emergency situations. Any information reported to the Bus Operations Communication Centre must be passed along by the dispatch to the respective emergency service by calling 911 (i.e., Toronto Police Service, Fire Services, and Emergency Medical Services).

Operating Partners

The Operating Partners to this Operating Protocol are Metrolinx and the City of Toronto.

Design

- Location:

The bus bypass lanes for the Don Valley Parkway ("DVP") between Lawrence Avenue East and 458 metres north of York Mills Road are illustrated in Schedule B of this protocol. Authorized GO Transit Drivers will operate their vehicles in the designated BBL located adjacent to the median of the DVP. The BBL will have a nominal width of 3.65 metres, with solid edge line dividing the lane from the general-purpose lanes ("GPL").

- Signing & Pavement Markings:

The BBL will be clearly marked with signs approximately every 200-300 metres along its entire length, to inform motorists that the lane has been designated for use by GO Transit vehicles (see signs in Schedule C). The solid white edge line between the GPL and the BBL will be 20 centimetres wide rather than the normal 10 centimetres wide.

- Operating Speed:

Bus Drivers must exercise their best judgment in considering the safety of other motorists, as well as that of the bus customers. Bus Drivers will only use the BBL when traffic in the GPL is moving at speeds equal to or less than 60 km/h. While using the BBL the bus shall not exceed 60 km/h. When the traffic on the Don Valley Parkway is in a stop-and-go condition, buses are to travel no more than 20 km/h greater than the GPL flow of traffic. Bus Drivers must adhere to the speed limits outlined above; failure to do so could result in the City requesting that those Bus Drivers with repeat violations no longer be allowed to use the bypass lanes.

- **Protocol for Collisions**:

In the event of a collision in or adjacent to the BBL, GO-bus operators are to notify the Bus Operation Communication Centre (using the bus radio) of the collision. The Metrolinx Bus Operation Communication Centre will then notify all other GO-bus operators using the BBL of the obstruction, and will call 911 to ensure that help is dispatched to the scene. The BBL is not to be used until the obstruction has cleared or been removed from the driving lane.

After the incident has been dealt with effectively, the Centre will notify the City of Toronto of the incident, its time line and the final outcome via email to the City's Traffic Management Centre: ***[Insert Contact Email]***

- Obstruction of the BBL:

During winter months, the available BBL widths may be temporarily reduced due to an accumulation of snow on the sides of the lane. Bus Drivers are responsible for exercising their best judgment in determining if they can safely utilize the BBL under these conditions.

If the lane is obstructed (e.g., vehicle breakdown, debris) in any way, the Bus Drivers must re-enter the GPL to avoid the obstruction. Buses must yield to other vehicles when re-entering the GPL.

GO bus operators are to notify the Bus Operation Communication Centre (using the bus radio) of any obstruction in the BBL and the Bus Operation Communication Centre("the Centre") will then notify all other GO-bus operators, using the BBL, of the obstruction. The Centre will call 911 to ensure that help is dispatched to the scene. The BBL is not to be used until the obstruction has cleared or been removed from the driving lane.

If necessary, buses in the BBL should safely exit the lane to allow emergency vehicles to pass. If the BBL is not blocked by an emergency, use of the BBL may resume once emergency vehicles have passed.

After the incident has been dealt with effectively, the Centre will notify the City of the incident, its time line and the final outcome via email to the City's Traffic Management Centre: ***[Insert Contact Email]***

On occasion, the City of Toronto Police Service may elect to utilize the BBL to detour general-purpose traffic due to maintenance, construction or collisions. Except for emergency situations, the City of Toronto will make best efforts to provide Metrolinx with as much notice as possible of such detours and at least 24 hours notice.

- Times of Use/Hours of Operation:

The BBL is to be used for congestion bypass purposes only by GO Transit buses. The BBL can be used whenever the GPL is operating at a speed less than 60km/h. Safety and Training Vehicles will also be permitted to use the BBL on the Don Valley Parkway but only for the purposes of monitoring the operations of their drivers or responding to a collision or accident involving a GO Transit bus in the BBL.

- Enforcement:

Bus Drivers can report violators to Bus Operations Communication Centre, at **1-800-268-3376 (Emergency only)**; The Bus Operations Communication Centre would then notify Toronto Police Service, if it chooses to pursue the case, and the Police could be asked to lay charges.

- Facility Maintenance:

At times, the Don Valley Parkway may be closed for maintenance or for emergency management. Under such circumstances, all traffic lanes including BBL will be closed and the GO Transit Drivers are to find alternate routes.

There may be occasions when a section of BBL is not fully cleared of snow - the Bus Drivers and other GO vehicles in those instances must use the GPL until the BBL is fully cleared.

Access and Egress of BBL

- General:

As previously noted, buses will only use the BBL when traffic in the GPL is moving at speeds equal to or less than 60 km/h. While using the BBL, buses shall not exceed 60 km/h. When the GPL traffic on Don Valley Parkway is in a stop-and-go condition, buses are to travel no more than 20 km/h greater than the GPL flow of traffic.

In order to minimize potential conflicts with GPL traffic, once a bus has entered the BBL, it should not re-enter the GPL if the operating speed of the GPL marginally improves. However, if the speed of GPL increases well above the speed of the bus in the bypass lane, the driver may re-enter the GPL if and when it is safe to do so – i.e., the driver is to ensure the safety of the manoeuvre.

Reporting and Liaison

- Reporting of Collisions:

In addition to contacting the appropriate emergency services at the time of a collision, the Bus Drivers and operators of GO Transit safety and training vehicles will report to the City of Toronto the details of any collisions involving their vehicles using the BBL after their occurrence. Details will include: date, time, location, traffic conditions, weather condition, pavement condition, vehicles involved, sequence of events, damages and injuries, possibility of charges, recommended measures to avoid recurrence. The report is to be e-mailed or faxed to the designated City contact (see below) once the information has been compiled.

- Forecast of Use:

On September 1 and April 1 of each year, Metrolinx is to provide to the City an estimate of bus routing, schedule and bus volumes for the upcoming six-month period. This will include an estimate of total trips, on a peak period and on a per day basis, that will use each direction of the BBL. This estimate is to be sent to the designated City Contact. The City will then provide written approval. Metrolinx can add bus services to the BBL to within 25 percent over the submitted estimate before having to obtain further written approval from the City. The City will determine if additional buses or changes to the operating times will be permitted beyond this agreed estimate. The City of Toronto also reserves the right to comment on the 25% criterion when it sees the estimates for the number of trips planned.

City of Toronto will notify Metrolinx of any major maintenance or capital works activity to be planned on the DVP that could impact GO Transit bus operations.

- Bi-Annual Meetings:

The Operating Partners will meet on at least a bi-annual basis, or as the need dictates, to review BBL operations and agree on changes, additions and improvements.

- Evaluation of Bus Bypass Shoulder Use:

The City and Metrolinx will monitor the operation of the BBL and assess the impacts of the BBL on the GPL. The City will report to Metrolinx any observed problems or violations of this Operating Protocol, including excessive speeding on the BBL or unsafe merging activity. The City will notify Metrolinx when a problem has been observed and issue a warning that the City may cancel the use of the bypass lanes if further violations are observed.

- Media Releases:

All Operating Partners will make every effort to share, in confidence, any media releases pertaining to the BBL with the other Operating Partner at least 24 hours in advance of its release.

- Formal Designated Contacts:

Any changes to the designated City or Metrolinx contacts must be provided in writing within one (1) week to the other Operating Partner.

Designated Contacts for each Operating Partner:

City of Toronto Transportation Services Division: ***[Insert Contact Name]***, Traffic Safety Unit
Traffic Management Centre
Tel: 416 – 397 – 5016
Fax: 416 – 392 – 4919
Email: ***[Insert Contact Email]***

Metrolinx: ***[Insert Contact Name]***
Bus Operations, Central
Tel: 416 – 638 – 6776 ext. 2250
Fax: 416 – 630 – 8125
Email: ***[Insert Contact Email]***

Designated Contacts for the Toronto Police Service:

Toronto Police Service:

[Insert Contact Name]
Traffic Services – Traffic Support
Tel: 416 – 808 – 1826
Fax: 416 – 808 – 1922
Email: ***[Insert Contact Email]***

[Insert Contact Name] (Alternate)
Traffic Services – Traffic Support
Tel: 416 – 808 – 1956
Fax : 416 – 808 – 1922
Email: ***[Insert Contact Email]***

- Termination of Operations:

With the exception of an emergency, an Operating Partner may terminate/suspend the Project and/or their participation in the BBL for any reason with 30 days notice, in writing, to the designated contacts of the other Operating Partner. The City reserves the right to terminate/suspend operations and/or the Project, with minimal or no notice where, in the opinion of the City's General Manager of Transportation Services, there are significant traffic safety or operational concerns.

Schedule A

Eligibility Criteria for Use of BBL

- GO Transit buses will use the BBL to provide regular scheduled service available to the public.

- The BBL may only be used by 40 – 60 foot GO Transit buses and
- By clearly marked GO Transit Safety and Training, Supervisory, and fleet support vehicles who are monitoring the use of the lanes by GO Transit Bus Drivers or responding to vehicular incidents and collisions. The Safety and Training vehicles will be identified by a large green GO Transit logo on both sides of the vehicle and shall be equipped with emergency lights. Non-marked vehicles will not be allowed use of bus bypass lane.

- Buses must have radio or telephone contact with GO Transit Bus Operations Communication Centre, in order to report blocked shoulders or other emergency situations involving the shoulder.

- Bus Drivers using the BBL must have Commercial Vehicle Operator's Registration ("CVOR") Certificate, and must have a Carrier Safety Rating ("CSR") of either excellent or satisfactory. The City's Transportation Services Designated Contact must be provided with proof of this rate prior to authorized use of the BBL.

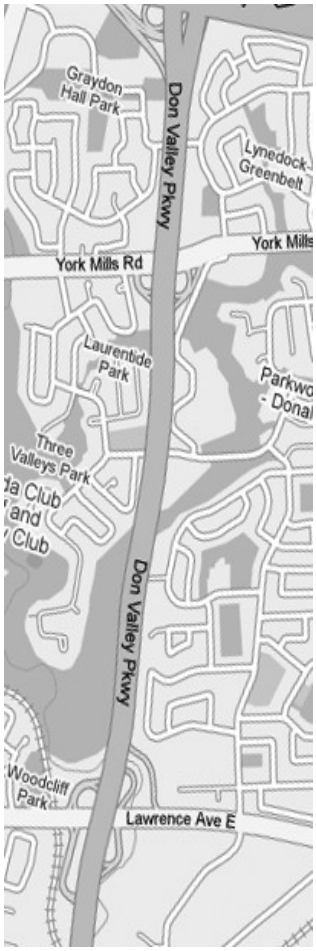
- Metrolinx supervisory and driver staff must complete Manager and Driver Training that is provided by Metrolinx, before being allowed to use the BBL. The curriculum will include::
  - Purpose of BBL
  - Review of BBL layout, signs and markings
  - Operating Speed Restrictions
  - Safe Merging
  - BBL Access and Egress
  - Emergency Procedures

- After completion of Manager and/or Driver Training, each supervisor and Bus Driver must sign an acknowledgement form indicating that they have been trained and will abide by the rules of this Operating Protocol. Metrolinx must retain a copy of each signed form for City of Toronto's review.

Schedule B

Map of the Bus Bypass Lane Location

Lawrence Avenue East to a point 458 metres north of York Mills Road



Schedule C

Signs Designating the Bus Bypass Lanes

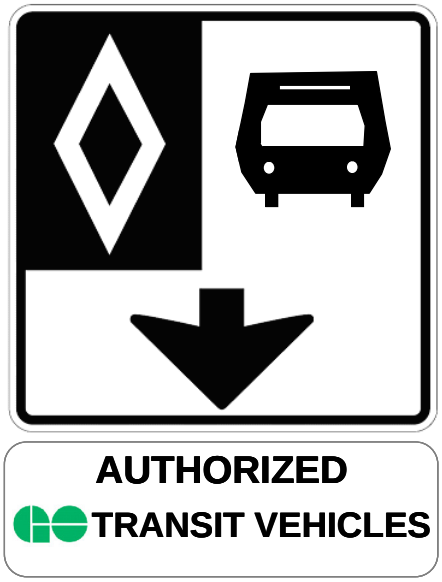
Appropriates signs will be used to mark:

1. Regulatory and Warning Signs to be used at beginning and end of the bus bypass lane where authorized GO Transit buses are allowed to operate.

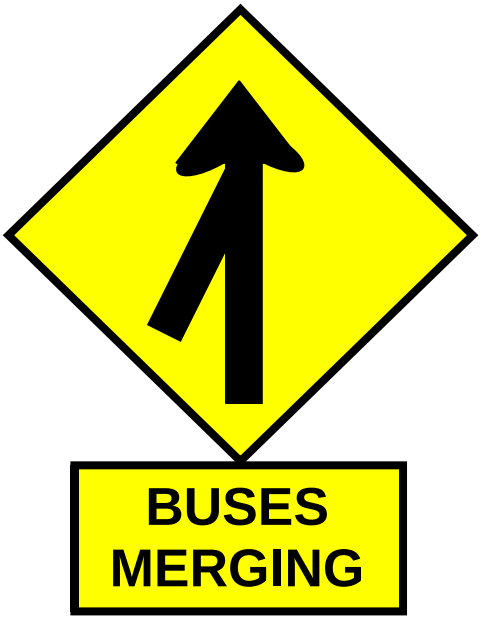
2. Appropriate signs will be used to warn other motorists that:

    1. GO Transit vehicles are using the lane for operation; and
    2. Only GO Transit Vehicles are authorized.

    E.g.



3. Additional Guidance and Information Signs can be used to supplement regulatory signs.



- **Regulatory Signs to conform to regulatory dimensions.**
- **Advisory and Warning Signs will be based on City of Toronto Standards**