

Changes to Community Council Delegations, Authorization of Designated Speed Limit Areas - 30 km/hr on Public Lanes and Local Roads, and Designation of Reserved Lane and Speed Limits on Reserved Lane for Eglinton Avenue LRT Segregated Right of Way

Date: March 9, 2021

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: All

SUMMARY

The Vision Zero 2.0 - Road Safety Plan Update report highlighted how higher speeds contribute to higher risk of serious injuries and fatalities, and that setting lower speed limits is a key tool for reducing operating speeds on Toronto's roadways. The Vision Zero Speed Management Strategy includes a program for reducing speed limits on local roads and public lanes or public alleys, as defined in the City's Road Classification System, to 30 km/h on a neighbourhood basis. With this approach the City is no longer required to sign every individual street within that designated area but only the entry and exit points to/from the designated area where speed limits change and any internal roads with a different speed limit.

The purpose of this report is to seek Council approval for amendments required to the City of Toronto Municipal Code in order to set the speed limit for public lanes and local roads within a designated area below the provincial default of 50 km/hr, as well as amendments required to enable a separate speed limit to be set for public transit vehicles along the Eglinton Avenue LRT Segregated Right of Way.

This report also recommends that Community Council be delegated the authority to establish designated areas pursuant to section 128(2.1) of the Highway Traffic Act and further that certain current delegations to Community Council be expanded to include public lanes or public alleys.

This report also includes a staff recommendation for a new Community Safety Zone within Ward 9 (Davenport) to improve the safety of school children in this area.

It is important to note that speed limit reductions are just one part of the Speed Management Strategy. The holistic strategy also includes modifications to the design of roadways, automated and manual speed enforcement, proactive deployment of Watch Your Speed Signs, and revised speed limit setting practices as key tools in order to achieve more significant, sustained, and effective speed management.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council establish and authorize the designation of areas within which designated areas a speed limit of 30 km/hr will apply to public lanes or public alleys and local roads, subject to listed exclusions, and delegate to Community Council the establishment of designated areas pursuant to subsection 128(2.1) of the Highway Traffic Act.
2. City Council delegate final decision-making authority to Community Councils with respect to public lanes or public alleys on the following matters and City Council amend Chapter 27, Council Procedures, accordingly:
 - a. where there is not an established TTC route:
 1. on-street parking, standing and stopping;
 2. on-street permit parking;
 3. on-street traffic regulation;
 4. road alterations; and
 5. traffic calming;
 - b. where the authority has not been delegated to the General Manager, Transportation Services under Chapter 937, Temporary Closing of Highways:
 1. temporary road closures; and
 - c. proposals for speed changes, restriction and reductions.
3. City Council amend City of Toronto Municipal Code Chapter 950, Traffic and Parking, generally as outlined in Attachment 1 to the report (March 9, 2021) from the General Manager, Transportation Services.
4. City Council amend the 30 km/h Speed Limit Policy by making local roads and public lanes or public alleys exempt from this policy and limiting it to only collector roads.
5. City Council designate the area within the west side of Old Weston Road to the east, the south side of Rogers Road to the north, the east side of Weston Road to the west, and the north side of St. Clair Avenue West to the south, between Weston Rd and Canadian Pacific Railway, and north side of Canadian Pacific Railway to the

south between St. Clair Avenue W and Old Weston Rd as a designated area with an associated speed limit of 30 km/hr, with the exception of specified excluded highways or bridges, and amend City of Toronto Municipal Code Chapter 950, Traffic and Parking, generally as outlined in Attachment 2 to the report (March 9, 2021) from the General Manager, Transportation Services.

6. City Council establish and authorize a reserved lane with a speed limit of 60 km/hr for the Eglinton Crosstown LRT segregated right-of-way on Eglinton Avenue East between Brentcliffe Road and Ionview Road.
7. City Council amend City of Toronto Municipal Code Chapter 950, Traffic and Parking, to establish an offence for stopping a vehicle in the reserved lane during the times and/or days set out in Schedule XLVI, but that this shall not be deemed to prohibit a Metrolinx LRT Vehicle from stopping while actively engaged in loading or unloading passengers, and establish an associated penalty amount of \$150.00.
8. City Council amend City of Toronto Municipal Code Chapter 950, Traffic and Parking, and City of Toronto Municipal Code Chapter 610, Penalties, Administration of, generally as outlined in Attachment 3 to the report (March 9, 2021) from the General Manager, Transportation Services.
9. City Council designate a community safety zone to be in effect at all times on Dufferin Street, between Bloor Street West and College Street.
10. City Council authorize the City Solicitor to introduce the necessary bills to give effect to City Council's decision and City Council authorize the City Solicitor to make any necessary clarifications, refinements, minor modifications, technical amendments, or by-law amendments as may be identified by the City Solicitor or General Manager, Transportation Services, in order to give effect to Parts 1 to 5, inclusive, above and the reasonable operation of the designated speed limit area approach, and in order to give effect to Parts 6 and 8 inclusive and the reasonable operation of a reserved lane for the Eglinton Crosstown LRT with an associated different speed limit than the other general purpose traffic lanes.

FINANCIAL IMPACT

The financial cost of installing the speed limit signs on the road segments included within this report is approximately \$10,000. Funding is available in the approved 2021 Capital Budget for Transportation Services in Road Safety Plan account CTP717-58. The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

At its meeting of May 5, 6 and 7, 2015, City Council approved the 30 km/h Speed Limit Policy, applicable to local and collector roads.

Designated Speed Limit Areas and Reserved Lane Speed
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<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PW3.3>

At its meeting of June 22, 2015, Toronto and East York Community Council approved changes in speed limits from 40 km/h to 30 km/h on all local roads within the confines of the Toronto and East York Community Council area, excluding those roads that bound more than one community council area.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.TE8.1>

At its meeting of October 6, 2015, Toronto and East York Community Council approved changes in speed limits from 50 km/h to 30 km/h on all local roads within the confines of the Toronto and East York Community Council area, excluding those roads that bound more than one community council area, with the exception of limited number of unique local roads.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.TE11.72>

At its meeting of July 16, 17 and 18, 2019, City Council unanimously approved the Vision Zero 2.0 - Road Safety Plan Update, as amended. Within this report, staff committed to the implementation of the Speed Management Strategy, comprised of several actions. One of these actions was to utilize a recent change in the Highway Traffic Act to designate areas through by-laws and prescribe a lowered speed limit for the majority of local roadways.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.8>

At its meeting of December 16, 17 and 18, 2020, City Council approved a number of recommendations from staff to further enhance the Road Safety Program. As a part of this staff report, staff presented evaluation results of speed limit reductions on nearly 250 kilometres of major arterial roadways across the City.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.IE18.4>

COMMENTS

Speed Management Strategy in the Vision Zero 2.0 Road Safety Plan

The Vision Zero 2.0 - Road Safety Plan Update report highlighted how higher speeds contribute to higher risk of serious injuries and fatalities, and that setting lower speed limits is a key tool in the Speed Management Strategy for reducing operating speeds on Toronto's roadways. As part of the report, City Council approved speed limit reductions from 60 km/h to 50 km/h on nearly 250 kilometres (km) of major arterial roadways across the City as part of the strategy.

As part of the second phase of the Speed Management Strategy, speed limit reductions on approximately 250 km of minor arterial and collector roadways were approved by Community Councils in December 2019 and January 2020. The implementation of these speed limit reductions was completed in 2020, except for a few segments where implementation was delayed due to active construction.

The third phase of the Speed Management Strategy, consists of a program for reducing speed limits on local roads and on public lanes or public alleys (also commonly referred to as laneways), as defined in the City's Road Classification System, to 30 km/h on a neighbourhood basis.

Community Councils already have delegated authority to approve changes to speed limits on local, collector, and minor arterial roads unless the road is a boundary between two or more Community Council areas.

It was noted that Community Councils do not currently have delegated authority to approve changes on public lanes or public alleys as it relates to proposals for speed changes, restrictions, and reductions or to changes to on-street parking, standing and stopping regulation proposals, on-street permit parking, on-street traffic regulation proposals, road alterations, temporary road closures, and traffic calming. Authority is being requested to amend the relevant subsections of section 27-18.4 of City of Toronto Municipal Code Chapter 27, Council Procedures, such that Community Council will be delegated the authority to approve proposals for speed changes, restrictions, and reductions, as well as the authority to approve changes to on-street parking, standing, and stopping regulation proposals, on-street permit parking proposals, on-street traffic regulation proposals, road alterations, temporary road closures, as well as traffic calming, on public lanes or public alleys, generally in line with the delegations currently held by Community Council for the other road classifications. These changes are being requested as part of this report, essentially proposing that the authority for decision making on changes to public lanes or public alleys be with Community Council - consistent with decision making authority in place for these issues on local roads.

On May 30, 2017, the Province of Ontario amended the Highway Traffic Act in respect to speed limit setting in municipalities. This legislative change allows the City to designate areas through by-laws and prescribe a rate of speed that is lower than 50 km/h which speed will apply to all highways within the designated area. It is recommended that this authority be used to facilitate the implementation of lower speed limits on public lanes and on local roads in designated neighbourhood areas. With this approach the City is no longer required to sign every individual street within that designated area but only the entry and exit points to/from the designated area where speed limits change and any internal roads with a different speed limit.

This report also recommends that Community Council be delegated the authority to establish designated areas pursuant to section 128(2.1) of the Highway Traffic Act.

Other municipalities in Ontario that have utilized this legislative authority include Hamilton, Ottawa, and London with others in the process of doing the same.

Proposed Changes to the City of Toronto Municipal Code Chapter 950 and the 30 km/hr Speed Limit Policy

In order to set the speed limit for public lanes and local roads within a designated area below the provincial default of 50 km/hr, amendments are required to the City of Toronto Municipal Code Chapter 950, Traffic and Parking, to introduce a new subsection (950-701 Speed limits in Designated Areas) and a new schedule ("Schedule XLV -

Designated Speed Limit Areas and Reserved Lane Speed
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Designated Areas – Reduced Speed Areas" in § 950-1344). Public lanes and local roads within any designated areas under this new schedule, as outlined by a detailed map, except for listed boundaries roadways and listed exceptions, would have a speed limit of 30 km/h.

The reduced speed limit within a designated area would be posted through signage at the transition point between roadways with a higher speed limit and the reduced speed limit area defined in Schedule XLV to let drivers know that they have entered the area. Similarly, the transition from a lower speed area would be posted through signage at the exit points of the designated areas between the local roadways with lower speed limits and any roadways with higher speed limits. Any collector or arterial roads with a higher speed limit within the reduced speed limit area would be specified as exceptions in Schedule XLV and signed with the appropriate speed limit.

A limited number of local roadways are boundary roads between Ward 5 and Ward 9 which are in different Community Council areas, and as such, Community Councils do not have delegated authority to approve changes to speed limits on these roads. This report includes recommended by-law amendments in order for parts of Ward 5 and Ward 9 to form one designated area and to reduce the speed limit on all local roads within this area to 30 km/h (referred to in Recommendation 5 and Attachment 2 of the report). Furthermore, to avoid duplicate and conflicting by-laws for the same streets within this designated area, this report includes recommended by-law amendments in order to rescind the previously lowered speed limits on four local roadways (referred to in Recommendation 5 and Attachment 2).

Lastly, staff recommend an amendment to the City Council approved 30 km/h Speed Limit Policy by making local roads exempt from meeting the criteria of the policy and limiting its application to collector roads, given the intent to set the designated speed limit of local roads to 30 km/h using the area designated approach for all local roads. Associated with this change, staff recommend an amendment to Section 950-1000B of Chapter 950 such that any roadway is eligible to have a designated speed limit of 30 km/h, subject to meeting the criteria of the 30 km/h Speed Limit Policy or being exempt from the policy as local roads and public lanes or public alleys, and not just those designated under the Traffic Calming Schedule (schedule XL in § 950-1339) as having a traffic calming measure.

Area-Based Public Lane and Local Road Speed Limit Reductions Roll-Out Plan

A large-scale reduction in speed limits on public lanes and local roads will be a multi-year program with significant amount of by-law amendments and new signage installations. This is planned to start later this year at a rate of about four to eight wards annually subject to the approval of recommendations of this report and approval of specific recommendations for speed limit changes in various wards brought forth to the respective Community Councils. The reductions would be rolled out on a systematic, ward-by-ward basis using a data driven approach with priority going to wards with a higher rate of collisions involving injuries on local roads.

Community Safety Zone Designation on Dufferin Street within Ward 9 (Davenport)

In order to continue to support the Automated Speed Enforcement program, the designation of a Community Safety Zones on Dufferin Street between Bloor Street West and College Street is recommended in this report. This will help improve the safety of the school children in this area.

Effectiveness of Speed Limit Reductions

The goal of the Speed Management Strategy is to mitigate the risk of injuries and fatalities on Toronto's roads by reducing the speed of vehicles. To that end, at the City Council meeting of December 16, 17 and 18, 2020, staff presented evaluation results of speed limit reductions on nearly 250 kilometres of major arterial roadways across the city. The study found that there is evidence that the reductions have had a positive impact on reductions in operating speeds of vehicles.

It is important to note that speed limit reductions are just one part of the Speed Management Strategy. The holistic strategy also includes modifications to the design of roadways, automated and manual speed enforcement, proactive deployment of Watch Your Speed Signs, and revised speed limit setting practices as key tools in order to achieve more significant, sustained, and effective speed management.

Reserved Lane Speed Limit for Eglinton Avenue LRT Segregated Right of Way

In July 2019, City Council approved reducing the posted speed limit from 60 km/h to 50 km/h on a number of road segments, including Eglinton Avenue from Brentcliffe Road to Kingston Road.

The Eglinton Crosstown Light Rail Transit (LRT) is currently under construction and runs above ground on a segregated, dedicated track between Brentcliffe Road and Ionview Road. Contractual obligations for the operation of Eglinton LRT, including end to end run time, require the LRT to be able to reach speeds of up to 60 km/h. Given the segregated nature of the LRT driven by professional drivers on fixed rails with superior stopping ability over regular vehicles with pneumatic tires, it has been determined that an operating speed of 60 km/h for the LRT vehicles is appropriate in the segregated environment and is still in keeping with a Vision Zero oriented approach to road safety. Accordingly it is proposed that the segregated portion of the LRT guideway on Eglinton Avenue East between Brentcliffe Road and Ionview Road be designated as a reserved lane for Metrolinx LRT Vehicles, Clearly Marked Transit Authority Vehicles and Clearly Marked Project Co. Vehicles (new definitions of each proposed in Attachment 3 to the report (March 9, 2021) from the General Manager, Transportation Services, and that a speed limit be set for this reserved lane at 60 km/h. In order to do so, amendments are required to City of Toronto Municipal Code Chapter 950, Traffic and Parking, including the creation of a new Schedule, generally as outlined in Attachment 3 to the report (March 9, 2021) from the General Manager, Transportation Services.

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ATTACHMENTS

Attachment 1 - Municipal Code Amendments – Speed Limit Areas
Attachment 2 - Proposed Amendments to Speed Limits on Local Roadways in Ward 5 and Ward 9
Attachment 3 – Municipal Code Amendments –Eglinton Reserved Lane Speed Limit

Attachment 1 - Municipal Code Amendments – Speed Limit Areas

Amendments to Municipal Code Chapter 950, Traffic and Parking

1. A. Insert a new definition of DESIGNATED AREA and PUBLIC LANE OR PUBLIC ALLEY in § 950-101B in alphabetical order as follows:

DESIGNATED AREA – As defined in § 950-701A.

PUBLIC LANE OR PUBLIC ALLEY – A public highway improved for vehicle travel that is not designated as either an expressway, major arterial road, minor arterial road, collector road or local road in the City's road classification system, as amended from time to time.

2. Insert a new § 950-701 as follows:

§ 950-701 Speed limits in Designated Areas

- A. The areas listed in Column 1 of Schedule XLV (Part 1) in § 950-1344 and shown on the corresponding maps in Schedule XLV (Part 2) in § 950-1344 are designated under subsection 128(2.1) of the Highway Traffic Act ("Designated Area"). A reduced speed limit for motor vehicles is prescribed for those highways or parts of highways which are within the designated area in Schedule XLV (Part 1) and as set out on the corresponding maps in Schedule XLV (Part 2).
- B. No motor vehicle shall be driven at a greater rate of speed than that specified in Schedule XLV (Part 1) in § 950-1344 on any highway or part of highway within the corresponding Designated Area.
- C. Despite § 950-701A and B, unless excluded pursuant to § 950-701D, where a highway or portion of a highway with a speed limit of 30 kilometres per hour within a Designated Area has been designated as a construction zone, no person shall drive a motor vehicle on that highway or portion of highway at a speed greater than 20 kilometres per hour.
- D. Despite § 950-701A and B, the highways or parts of highways and bridges listed in Column 4 of Schedule XLV (Part 1) in § 950-1344 are excluded from the corresponding Designated Area.
- E. The speed limits specified in Schedule XLV (Part 1) in § 950-1344 shall become effective only after the required official signs are posted.

3. Insert in Article XIII in numerical order the following:

"§ 950-1344. Schedule XLV (Part 1): Designated Areas – Reduced Speed Areas"

"§ 950-1344. Schedule XLV (Part 2): Designated Areas – Maps"

4. Create and insert a new Schedule XLV (Part 1): Designated Areas – Reduced Speed Areas as follows:

TORONTO MUNICIPAL CODE CHAPTER 950

§ 950-1344. Schedule XLV (Part 1): Designated Areas – Reduced Speed Areas
(see § 950-701)

(Column 1) Designated Area Name	(Column 2) East Limit / West Limit of Designated Area	(Column 3) North Limit / South Limit of Designated Area	(Column 4) Excluded Highways or Bridges	(Column 5) Speed (km/h)	(Column 6) Designated Area Map

5. Create and insert a new Schedule XLV (Part 2): Designated Areas – Maps as follows:

TORONTO MUNICIPAL CODE CHAPTER 950

§ 950-1344. Schedule XLV (Part 2): Designated Areas – Maps (see § 950-701)

6. Delete Subsection B from § 950-1000 and replace it with a new Subsection B as follows:

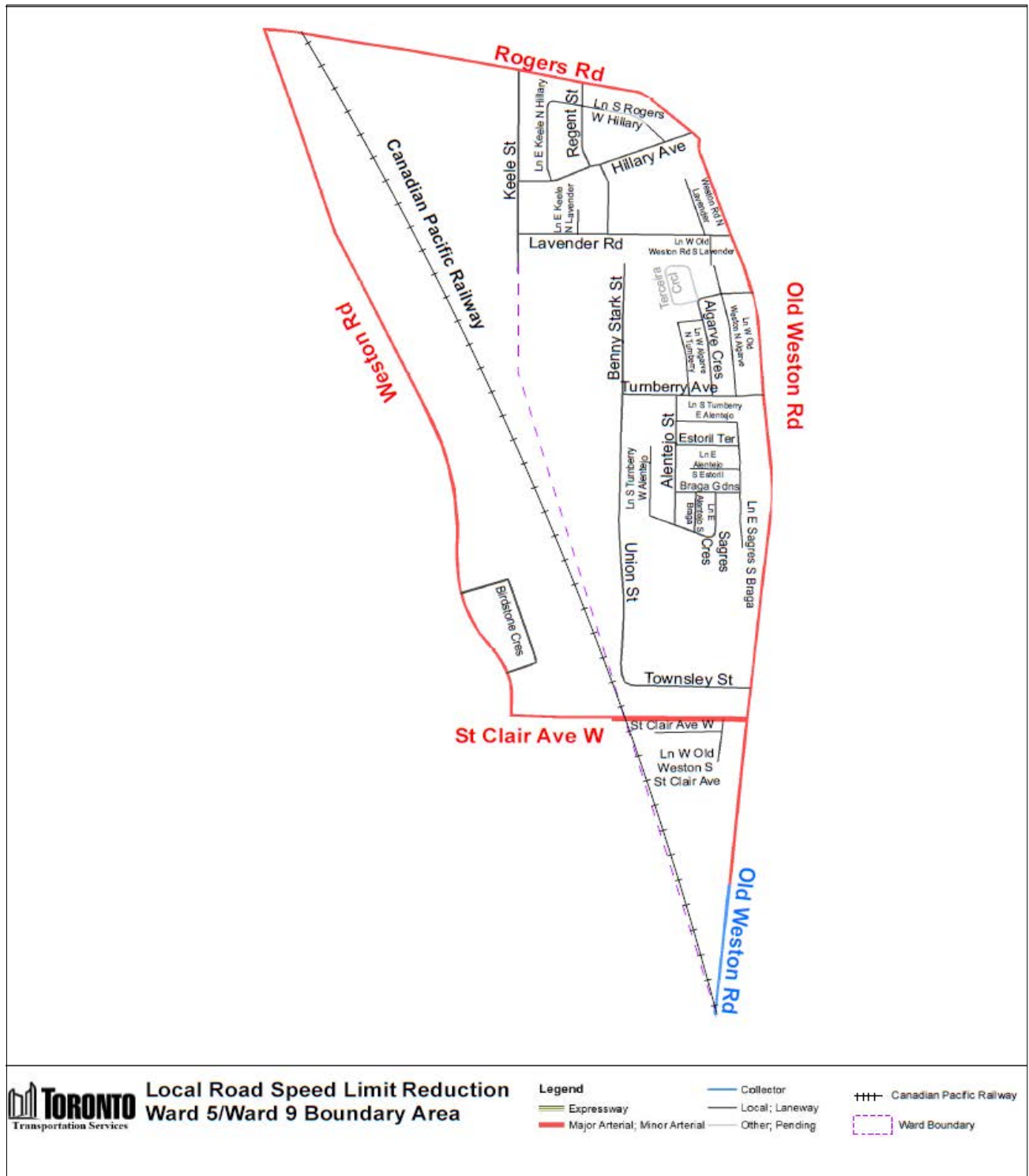
"B. Those highways or portions of highways designated under Subsection A have a designated 30 kilometre per hour speed limit, so designated under the provisions of § 950-700 and listed in Schedule XXXV in § 950-1334."

Attachment 2 - Proposed Amendments to Speed Limits on Local Roadways in Ward 5 and Ward 9

1. Insert the following into Schedule XLV (Part 1) in § 950-1344 as follows:

(In Column 1) Designated Area Name	(In Column 2) East Limit / West Limit of Designated Area	(In Column 3) North Limit / South Limit of Designated Area	(In Column 4) Excluded Highways or Bridges	(In Column 5) Speed (km/h)	(In Column 6) Designated Area Map
Ward 5/Ward 9 Boundary Area	West side of Old Weston Road / east side of Weston Road	South side of Rogers Road / north side of St. Clair Avenue West between Weston Road and Canadian Pacific Railway and north side of Canadian Pacific Railway between St. Clair Avenue West and Old Weston Road		30	Ward 5/Ward 9 Boundary Area

2. Insert the following into Schedule XLV (Part 2) in § 950-1344 as follows:



3. Rescind the following from Schedule XXXV in § 950-1334 as follows:

Highway	Between	Speed Limit (km/h)	Action
Alentejo Street	Sagres Crescent and Turnberry Avenue	40	Rescind
Algarve Crescent	Turnberry Avenue and a point 38 metres west of Old Weston Road	40	Rescind
Birdstone Crescent	Weston Road (south intersection) and Weston Road (north intersection)	40	Rescind
Lavender Road	Keele Street and Old Weston Road	30	Rescind

Attachment 3 – Municipal Code Amendments – Eglinton LRT Reserved Lane Speed Limit

Amendments to Municipal Code Chapter 950, Traffic and Parking

1. Amend § 950-503A as follows:

A. Insert a new definition for "CLEARLY MARKED PROJECT CO. VEHICLES", "CLEARLY MARKED TRANSIT AUTHORITY VEHICLE", "DESIGNATED CLASS VEHICLE", "METROLINX LRT VEHICLE", and "PROJECT CO." in alphabetical order as follows:

"CLEARLY MARKED PROJECT CO. VEHICLES" – means Project Co. vehicles used for safety, supervisory and maintenance of the LRT fleet and infrastructure, bearing the Project Co. logo on both sides of the vehicle and engaged in evaluation of service effectiveness, maintenance of the LRT vehicles and infrastructure, collision or an emergency situation involving a Metrolinx LRT vehicle or infrastructure.

"CLEARLY MARKED TRANSIT AUTHORITY VEHICLE" - means vehicles used by Metrolinx and/or the Toronto Transit Commission for safety, supervisory, training or fleet support that are equipped with emergency lighting, bearing the Metrolinx and/or Toronto Transit Commission logo on both sides of the vehicle and engaged in the monitoring and maintenance of the Metrolinx LRT vehicle and infrastructure in the reserved lane, monitoring and training of Metrolinx LRT vehicle drivers, evaluation of service effectiveness or responding to vehicular incidents, collision or an emergency situation involving a Metrolinx LRT vehicle or infrastructure.

DESIGNATED CLASS VEHICLE – means a vehicle listed in Column 6 of Schedule XLVI in §950-1345.

"METROLINX LRT VEHICLE" – means a light rail transit vehicle operated by Metrolinx and/or the Toronto Transit Commission, providing public transit service and bearing the Metrolinx logo and/or the Toronto Transit Commission logo.

"PROJECT CO." – means a company or entity contracted by Metrolinx or Infrastructure Ontario.

2. Insert a new section B.1 in § 950-503 as follows:

"B.1. Where the highways set out in Schedule XLVI in § 950-1345 have been divided into clearly marked lanes for traffic between the limits set out in Schedule XLVI, subject to subsection C, the lanes indicated in Schedule XLVI are designated and reserved for use by the designated class or classes of vehicles, between the limits and during the times and/or days set out in Schedule XLVI, with a maximum speed as set out in Schedule XLVI."

3. Amend § 950-503D as follows:

A. Insert a new subsection (1.1), (1.2), and (1.3) as follows:

"(1.1) No person shall drive a vehicle other than a designated class vehicle in the lane during the time and/or days set out in Schedule XLVI in § 950-1345.

(1.2) When official signs to that effect are posted, no person shall drive a designated class vehicle at a greater rate of speed than that specified in Schedule XLVI in § 950-1345 on the lane between the limits set out in Schedule XLVI during the times and/or days set out in Schedule XLVI.

(1.3) Despite § 950-503D(1.2), where the lane set out in Schedule XLVI in § 950-1345 has been designated as a construction zone, no person shall drive a designated class vehicle on that lane between the limits set out in Schedule XLVI at a speed greater than 50 kilometres per hour."

B. Insert a new subsection (2.1) as follows:

"(2.1) No person shall stop a vehicle in the lane during the times and/or days set out in Schedule XLVI in § 950-1345, but this Section shall not be deemed to prohibit a Metrolinx LRT Vehicle from stopping while actively engaged in loading or unloading passengers."

C. Insert a new subsection (3.1) as follows:

"(3.1) Despite Subsection D(1.1) and (2.1), an ambulance, police vehicle, fire department vehicle, public utility emergency vehicle, or vehicle actively engaged in the removal of snow or the sanding or salting of roads or in maintenance operations for or on behalf of the City, TTC or Metrolinx, may be driven or stopped in the lane during the times or days set out in Schedule XLVI in §950-1345, but, where practicable, the vehicles shall give way to public transit vehicles using the lane.

4. Amend section 950-1100A to insert the following phrase: "(but not subsections (1.2) or (1.3) of § 950-503D)" after the phrase "§ 950-503 (Reserved Lanes for Designated Classes of Vehicles)".

5. Amend section 950-1200B to insert "950-503D(2.1)," after the phrase: "950-503D(2),".

6. Amend section 950-1201B to insert "950-503D(2.1)," after the phrase: "950-503D(2),".

7. Create and insert a new Schedule XLVI in § 950-1345 as follows:

TORONTO MUNICIPAL CODE CHAPTER 950

§950-1345. Schedule XLVI: RESERVED LANES FOR METROLINX LRT VEHICLES

(Column 1) Highway	(Column 2) Between	(Column 3) Lanes	(Column 4) Time and/or Days	(Column 5) Speed (km/hr)	(Column 6) Designated Class of Vehicle

8. Insert the following into Schedule XLVI in § 950-1345 as follows:

(In Column 1) Highway	(In Column 2) Between	(In Column 3) Lanes	(In Column 4) Time and/or Days	(In Column 5) Speed (km/hr)	(In Column 6) Designated Class of Vehicle
Eglinton Avenue East	Brentcliffe Road and Ionview Road	Eastbound and Westbound lanes in the middle of the road	Anytime	60	Metrolinx LRT Vehicle, Clearly Marked Transit Authority Vehicles, and Clearly Marked Project Co. Vehicle

Amendments to Municipal Code Chapter 610, Penalties, Administration Of:

Addition to Schedule A, Table 10: Chapter 950, Traffic and Parking:

Column 2 Designated Part of Chapter	Column 2 Short Form Wording	Column 3 Penalty Amount
§ 950-503D(2.1)	Stop Vehicle – Reserved/Designated Lane – Prohibited (Time/Day)	\$ 150.00