



## **Motion without Notice**

### **Creating a Late-Night Service for Major Special Events Policy**

**Moved by:** Chair Jamaal Myers

**Seconded by:** Commissioner Josh Matlow

#### **Summary**

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Game 7 of the World Series was a historic event, with tens of thousands of people downtown at the Rogers Centre, watch parties at Nathan Phillips Square and Scotiabank Arena, and at bars and restaurants across the city. Toronto came together to cheer for our Blue Jays.

The availability and communication of late-night service on all public transit options after Game 7 of the World Series did not meet expectations for some of the fans who were trying to get home. We can do better.

On the TTC, 10 extra trains were added on Line 1 and three extra trains were added on Line 2 to serve additional riders. Four additional streetcars and 48 additional buses were added to supplement service where needed. The last trains left Union Station around 1:45am, with Line 2 connections at approximately 1:55am. This provided more than 90 minutes of subway service after the game ended. In addition to subways, 95% of streetcar lines have 24/7 service and the Blue Night network was active on bus routes across the city with additional service in higher demand areas. TTC also had a plan to run late night subway service in the event that the game went late.

While overall the service TTC provided that night was excellent, with minimal disruptions, an incorrect statement was put out by the TTC that subway service would be ending at its regularly scheduled time rather than informing customers that service would be extended past 1:30 in the event that the game went late. Unfortunately, this incorrect information was reshared by the City of Toronto's official communications, thus further amplifying the incorrect information. The TTC takes full responsibility for this error.

When moving this many people in one night, communication is critical. This weekend's communications missed the mark of being clear and accountable to transit riders. As we plan for future major special events, we also need to make sure that the TTC's communications plan helps get Toronto moving instead of creating confusion. Historically, the TTC has extended late-night service hours on key routes for major special events, like on New Year's Eve and for Nuit Blanche. However, this has happened on an ad-hoc basis without policy direction. It should be more predictable and clear when service will be enhanced or extended so that riders can plan their trips home.

Working in collaboration with Mayor Olivia Chow, we are calling for the development of a Late-Night Service for Major Special Events Policy that would guide planning and decision-making for future major special events that bring higher than usual volumes of people out late at night.

## **Recommendation**

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1. Direct the CEO, in consultation with the TTC's union partners, to report back to the TTC Board with a Late-Night Service for Special Events Policy that includes:
  - a. Criteria for when late-night service should be extended to serve major special events, on what routes, and for how long;
  - b. Ensuring TTC has adequate personnel to staff such late-night service;
  - c. Guidance for communications planning, including to outline key details that should be included; and
  - d. Collaboration and participation in the Toronto Police Service Major Incident Command Centre, City of Toronto Emergency Operations Centre, and other event-specific event command centres.
2. Request the CEO, Metrolinx to coordinate with the CEO, TTC on the planning of service, scheduling, capacity, and communication of public transit for major special events to ensure alignment across TTC, UP Express, and GO Transit systems.

**Date:** November 1, 2025