

## **Supplementary Report: Congestion Management Plan - 2026 Spring Update**

**Date:** April 21, 2026  
**To:** City Council  
**From:** Chief Congestion Officer and Executive Director, Strategic Capital Coordination Office; Acting General Manager (A), Transportation Services  
**Wards:** All

### **SUMMARY**

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At the April 7, 2026 meeting of the Infrastructure and Environment Committee (“IEC”), IEC directed the Chief Congestion Officer and Executive Director, Strategic Capital Coordination Office, to file a supplementary report with recommendations to improve public and research access to congestion-related data such as signal timings.

IEC also requested the Chief Congestion Officer to provide a supplemental report providing information on: (a) the daily number of cars displaced by the long-term closure of Queen Street and Yonge Street for the construction of the Ontario Line; (b) other intersections and other street closures that are lasting more than a year; and (c) the number of streetcar routes impacted by the closure of Queen Street and Yonge Street and if there is any impact on streets that these routes have diverted to as a result of the closure.

This supplementary report to the Congestion Management Plan – 2026 Spring Update responds to both requests. Additionally, during the IEC meeting, reports on the traffic impacts related to the proposed Ontario Place redevelopment were requested and can be found at the following links: [2025.TE19.32](#) and [2025.TE27.52](#).

### **RECOMMENDATIONS**

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The Chief Congestion Officer and Executive Director, Strategic Capital Coordination Office and the General Manager, Transportation Services recommend that:

1. City Council directs the Chief Congestion Officer and Executive Director, Strategic Capital Coordination Office, working with the General Manager, Transportation Services, to explore opportunities to provide greater public and researcher access to congestion-related data via the release of additional datasets to the City’s Open Data

Portal, as outlined in this supplementary report (April 21, 2026), and provide an update on these efforts in the next Congestion Management Plan update report.

## **FINANCIAL IMPACT**

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There are no financial impacts resulting from the recommendation in this report.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the Financial Impact Section as presented in this report.

## **DECISION HISTORY**

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The Infrastructure and Environment Committee, at its meeting on April 7, 2026 adopted the report entitled “Congestion Management Plan - 2026 Spring Update” with amendments, including requests for staff to submit two supplementary reports to the April 2026 City Council meeting.

<https://secure.toronto.ca/council/agenda-item.do?item=2026.IE28.1>

Toronto and East York Community Council, at its meeting on November 27, 2025, adopted the report entitled “Pedestrian and Cycling Safety, Congestion Management, and Traffic Safety Improvements related to the proposed Ontario Place (955 Lake Shore Boulevard West) Redevelopment” with amendments.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.TE27.52>

City Council, at its meeting on November 12 and 13, 2025, approved a series of closures related to the construction of the Ontario Line, with certain conditions.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.EX27.3>

Toronto and East York Community Council, at its meeting on January 14, 2025, adopted the report entitled “Summary of Traffic Impacts related to the proposed Ontario Place (955 Lake Shore Boulevard West) Redevelopment” with amendments.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.TE19.32>

City Council, at its meeting on December 17 and 18, 2024, approved a series of closures related to the construction of the Scarborough Subway Extension, with certain conditions.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.SC18.12>

City Council, at its meeting on July 19, 20, 21, and 22, 2022, approved a series of closures related to the construction of the Scarborough Subway Extension, with certain conditions.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.SC33.26>

City Council, at its meeting on June 15 and 16, 2022, approved a series of road closures related to transit expansion projects, including the Eglinton Crosstown West Extension, with certain conditions.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.EX33.1>

City Council, at its meeting on December 15, 16, and 17, 2021, approved a series of closures related to the construction of the Ontario Line, with certain conditions.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.EX28.14>

City Council, at its meeting on January 31 and February 1, 2018, approved the Open Data Master Plan.

<https://secure.toronto.ca/council/agenda-item.do?item=2018.EX30.12>

## COMMENTS

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### 1. Improving Public and Research Access to Congestion-Related Data

Free, accessible, and publicly available government data plays an important role in empowering researchers and the public to innovate, participate, and better engage with policy and decision-makers. This aligns with both the approach outlined in the Congestion Management Plan - 2026 Spring Update and the City's Open Data Master Plan ([2018.EX30.12](https://secure.toronto.ca/council/agenda-item.do?item=2018.EX30.12)). The City's Open Data Portal (the "Portal") is the primary platform through which the City provides public access to data. The Portal has and will continue to be used to access congestion-related data for the public and academia. The Portal's datasets are free, regularly updated as appropriate, and can be used for a variety of purposes.

#### *Datasets Already Available on the City's Open Data Portal*

The City already hosts and maintains several transportation-related datasets on the Portal, including many with direct ties to congestion management. Datasets directly related to congestion management and associated impacts include:

- **Traffic Signals:** all traffic signals in the City of Toronto, including their activation date and their operational characteristics;
- **Traffic Control Devices:** planned or recently installed traffic control devices;
- **Traffic Cameras:** all the locations of the traffic cameras within the City of Toronto;
- **Traffic Volumes – Midblock Counts:** all available vehicle volume, speed, and classification counts at road segments across the city;
- **Traffic Volumes – Multimodal Intersection Turning Movement Counts:** all available turning movement counts observed at intersections across the city, including car, truck, bus, bicycle, and pedestrian volumes;
- **Traffic Volumes – Permanent Bicycle Counters:** bicycle and micromobility volumes from permanent bicycle detectors installed on Toronto streets and multi-use paths;

- **Cycling Network:** a map of the City’s existing cycling network, including cycle tracks, bicycle lanes, multi-use trails, and on-street shared cycling connections;
- **Bicycle and Micromobility Cordon Counts:** bicycle and micromobility counts and classifications collected during the City of Toronto Bicycle and Micromobility Cordon Count study carried out in 2022;
- **Road Restrictions:** a detailed feed of all active road closures and other restrictions across the city; and
- **Private Transportation Companies (“PTCs”) – Trip and Vehicle Operating Statistics:** recently added in April 2026, hourly data on total PTC trips by vehicle and by origin/destination ward.

Other transportation datasets currently on the Portal include:

- **Traffic Calming Database:** locations of traffic calming measures such as traffic islands, speed cushions, and speed humps;
- **Red Light Cameras:** locations across the city where red light cameras are located;
- **Area Speed Limit Reductions:** areas in which speed limits have been reduced to 30 km/h on local roads and laneways as part of the City’s speed management strategy;
- **Automated Speed Enforcement (“ASE”) Charges:** a summary of ASE charges laid in the city by location and month; and
- **CaféTO Locations:** historical locations of curb lane/parklet installations under the City’s CaféTO program.

### *2026 Planned Additions to the City’s Open Data Portal*

Transportation Services is planning to release new datasets in 2026 to help planners, academics, and the public better understand the City’s transportation network. These include:

- **City-Wide Congestion Data:** detailed segment-level travel time data, on most arterials and expressways across the city;
- **Car Travel Time Index (“TTI”):** aggregate city-wide and downtown TTI; and
- **Average Annual Daily Traffic (“AADT”):** annual estimates of average daily volumes on segments where counts have been conducted across the city.

Along with the plan to add these datasets to the Portal in 2026, the City will continue to investigate ways to include additional datasets in the Portal and will report back to Council in 2027.

### *Traffic Signal Timing Reports*

Open Data is digital data that is made available with the technical and legal characteristics necessary for it to be freely used, reused, and redistributed by anyone, anytime and anywhere.

Certain datasets are particularly resource intensive to host on the Portal in an accessible, machine readable, and up-to-date format. Traffic signal timings are one

such dataset. Traffic signal timing frequently changes; staff execute 1,000 to 1,500 long-term signal timing updates per year and an additional 5,500 to 6,000 short-term changes. These are undertaken to adjust traffic signal timing to optimize traffic flow, introduce safety measures, or respond to evolving conditions. Currently, this information is not in an accessible and machine-readable format; additional resources would be required to properly format the data for the Portal and ensure that it can be easily and regularly updated.

Notwithstanding these challenges in providing comprehensive signal timing data in the Portal, signal timing information is currently made available to the public upon request through three types of reports:

- Current traffic signal timing report – the timings that are currently in effect at a signalized intersection for all periods of the week;
- Historical traffic signal timing report – the operations that were in effect at a signalized intersection on a specific date/period/time within the past fifteen years; and
- Signalized intersection drawing – the drawing of a signalized intersection showing the transportation and signal infrastructure at a specific location.

For these reports, the City charges a fee to recover the cost of retrieving and packaging the information for the request. Attachment 1 contains more information on the difference between the types of traffic signal timing information, the common requestors, and the fee amounts.

Based on experience, most requests for signal timing reports have been made for professional purposes from consultants, lawyers, insurance companies, police, individuals contesting a ticket, other governments, and government agencies. A small number of requests for current traffic signal timing reports are from academia and community members. The fee amount for a current signal timing report is \$131.55 (inclusive of HST) per intersection and in 2025, a total of 632 requests for current traffic signal timing reports were received. The breakdown of requestors for current signal timing reports by category can be found in Attachment 2. Transportation Services will review the options and resources needed to add and maintain a signal timing dataset on the Portal or otherwise increase access for the public and academia, and report back in 2027.

## **2. Congestion Impacts of the Closure at Queen Street and Yonge Street and Other Long-Term Closures**

In December 2021, City Council approved ([2021.EX28.14](#)) a series of temporary public right-of-way (“ROW”) closures related to the Ontario Line construction, including the temporary ROW closures for the Ontario Line Queen Station, as per the following details:

- a. temporary full road closure to vehicular traffic on Queen Street West, between Bay Street and Yonge Street, and on Queen Street East, between Yonge Street and Victoria Street, from May 1, 2023 to November 30, 2027;

- b. temporary closure of a portion of the south sidewalk to pedestrian traffic on Queen Street East, between Victoria Street and a point 20 metres west, from May 1, 2023 to November 30, 2027;
- c. temporary full road closure to vehicular traffic on James Street, between Queen Street West and Albert Street, from May 1, 2023 to November 30, 2027;
- d. temporary closure of a portion of the east sidewalk to pedestrian traffic on James Street, between Queen Street West and a point 43 metres north, from November 1, 2025 to November 30, 2027; and
- e. temporary closure of the southbound curb lane to vehicular traffic on Victoria Street, between a point 41 metres north of Queen Street East and a point 19 metres south of Queen Street East, from May 1, 2023 to November 30, 2027.

As a result of these closures, east-west travel along Queen Street from Bay Street to Victoria Street closed to vehicles and bicycles beginning on May 1, 2023. East-west pedestrian pathways have maintained pedestrian access during these closures, where possible. North-south travel at the Queen Street intersections with Bay, Yonge, and Victoria Streets remains open for all modes of transportation.

#### *Daily Number of Displaced Cars*

Total two-way (east-west) weekday vehicle traffic on Queen Street has dropped by 17 per cent at University Avenue (west of the closure) and 9 per cent at Jarvis Street (east of the closure), with some variation depending on location and direction of travel. Observed data suggests that many vehicles are turning off of Queen Street at Bay Street (eastbound) and Church Street (westbound). Total two-way traffic at Queen Street West and Bay Street was approximately 11,000 vehicles daily prior to the closure. It is likely that a significant portion of this traffic has diverted onto alternative parallel east-west corridors, partly supported by observed impacts on travel times summarized later in this report.

#### Ontario Line Construction - Queen Street Vehicle Traffic

##### Average Weekday Daily Vehicle Volumes - Baseline vs. Closure

<b>Intersection</b>	<b>Baseline</b>	<b>Post-Closure</b>	<b>Change</b>	<b>% Change</b>
<b>West of University Avenue</b>				
Eastbound	5,910	4,650	-1,260	-21%
Westbound	6,800	5,920	-880	-13%
<b>Two-Way Total</b>	<b>12,710</b>	<b>10,570</b>	<b>-2,140</b>	<b>-17%</b>
<b>East of Jarvis Street</b>				
Eastbound	5,130	4,330	-800	-16%
Westbound	5,200	5,090	-110	-2%
<b>Two-Way Total</b>	<b>10,330</b>	<b>9,420</b>	<b>-910</b>	<b>-9%</b>

\*Baseline: June 1, 2022 to April 30, 2023; Closure: May 1, 2023 to March 31, 2026, where reliable data is available

\*Weekdays only, excluding statutory holidays

#### *Other Intersections and Other Street Closures That Are Lasting More Than a Year*

The review of temporary ROW closures lasting one year or more identified 79 projects (see Attachment 3 for a list of projects, nearest intersection, and duration). This list includes individual projects with multiple ROW closures, which were bundled into one line item reflecting the total approved project duration and a nearest intersection for ease of data representation. The projects were identified through a combination of Road Disruption Activity Reporting Systems (“RoDARS”) data and Construction Staging Area reports, which are required for continuous ROW closures lasting more than 30 days. The actual duration of any closure may vary from the duration estimated at the time of approval of the Construction Staging Area report or submission of the RoDARS booking.

Construction Staging Area reports were used in addition to RoDARS data to better represent the extent of ROW closures as some multi-year projects would pre-date the April 2025 update to the RoDARS program and may not be captured in the RoDARS data. Going forward, as familiarity with RoDARS requirements increases, so too should compliance and data-reliability. This will be encouraged through Transportation Services’ efforts to grow compliance by: educating constructors; improving processes, such as requiring a RoDARS approval before completing a Construction Staging Area report; and moving to a more proactive model with respect to site inspections.

### *Impacted Streetcar Routes*

The closure of Queen Street to east-west traffic from Bay Street to Victoria Street impacted the 501 Queen Street and the 301 Queen Street (night) streetcar routes. Eastbound 501/301 Queen Street streetcars are diverted to Adelaide Street and westbound 501/301 Queen Street streetcars are diverted to Richmond Street, with streetcars in both directions using York Street and Church Street to access the diversionary east-west segment. To accommodate this diversion, Metrolinx funded the delivery of new streetcar tracks along York Street (from Adelaide Street to Queen Street) and along Adelaide Street (from York Street to Victoria Street). At weekday peak times, the 501 Queen Street streetcar runs up to 10-minute service, which equates to 6 trains per hour in each direction; on Saturday afternoon, the 501 Queen Street streetcar runs up to 9-minute service, which equates to between 6 and 7 trains per hour in each direction.

### *Downtown Motor Vehicle Travel Times after the Ontario Line Closure*

As expected, travel times increased on east-west routes parallel to Queen Street, with the largest increases (1.4 minutes in each direction) observed on Dundas Street during the weekday afternoon peak. It is important to note, however, that changes in vehicle travel times on routes parallel to Queen Street cannot be exclusively attributed to the Queen Street closure. Other pressures on the transportation network have changed since April 30, 2023 and impact travel time in the downtown core around Queen Street. These include: evolving hybrid work and work-from-home policies; construction on the Gardiner Expressway; construction at King Street and Church Street, at College Street and Bay Street, and at other proximate locations; and the rising number of ride hailing trips. To mitigate the impact on road users along the diversionary routes and optimize

travel for vehicles and streetcars, the City updated 15 traffic signals in the vicinity to adjust to evolving patterns and optimize traffic flow.

Ontario Line Construction – Post-Closure Changes on East-West Corridors

Average Travel Time (minutes) - Baseline vs. Closure (May 2023 – March 2026)

Corridor	AM Peak (7 to 9 a.m.)			PM Peak (4 to 6 p.m.)		
	Baseline	Post-Closure	Change	Baseline	Post-Closure	Change
<b>Dundas Street (between University Ave and Jarvis St)</b>						
Eastbound	4.7	4.9	<b>+0.2</b>	5.9	7.3	<b>+1.4</b>
Westbound	4.2	5.2	<b>+1.0</b>	5.2	6.6	<b>+1.4</b>
<b>Richmond Street (between University Ave and Jarvis St)</b>						
Westbound	4.1	4.6	<b>+0.5</b>	5.3	6.2	<b>+0.9</b>
<b>Adelaide Street (between University Ave and Jarvis St)</b>						
Eastbound	4.1	4.5	<b>+0.4</b>	6.9	7.3	<b>+0.4</b>
<b>Wellington Street (between York St and Church St)</b>						
Westbound	2.9	2.9	-	3.4	4.0	<b>+0.6</b>

\*Baseline: June 1, 2022 to April 30, 2023; Closure: May 1, 2023 to March 31, 2026

\*Weekdays only, excluding statutory holidays

**CONTACT**

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**SIGNATURE**

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## **ATTACHMENTS**

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Attachment 1: Types of Traffic Signal Timing Requests

Attachment 2: Current Signal Timing Report Requestors by Type

Attachment 3: Long-Term Temporary Public Right-of-Way Closures

## Attachment 1: Types of Traffic Signal Timing Requests

	Definition	Common Requestors	Fee (including HST)
<b>Current Traffic Signal Timing Reports</b>	Current traffic signal timings are timings that are currently in effect at a signalized intersection for all periods. Current signal timings cannot be presented as evidence in a court of law.	<ul style="list-style-type: none"> <li>• Engineering consultants</li> <li>• Academia</li> <li>• Transit agencies</li> <li>• Other governments</li> <li>• City agencies</li> </ul>	\$131.55 per intersection. Fee covers costs incurred by the City in researching, retrieving, analyzing, and preparing the traffic signal timing report. The fee is chargeable to anyone requesting current signal timing information, including third parties working on City-related projects.
<b>Historical Traffic Signal Timing Reports</b>	Historical traffic signal timings show the operations that were in effect at a signalized intersection on a specific date/period/time within the past fifteen years. Since historical traffic signal timings can be presented in a court of law, the City undertakes a rigorous check of traffic control system logs, traffic signal timing logs, and maintenance records before the data is provided.	<ul style="list-style-type: none"> <li>• Law firms</li> <li>• Insurance companies</li> <li>• Engineering consultants undertaking modeling for collision reconstruction</li> <li>• Police working on collision reconstruction</li> <li>• Individuals contesting tickets</li> </ul>	\$552.51 per intersection. The fee covers the costs incurred by the City in researching, retrieving, analyzing, and preparing the signal timing report. The fee is chargeable to anyone requesting historical timing information, including third parties working on City-related projects.
<b>Signalized Intersection Drawings</b>	The City maintains a drawing for each signalized intersection. Some drawings may not be up-to-date so the City will provide the latest version that is on file.	<ul style="list-style-type: none"> <li>• Engineering consultants</li> </ul>	\$350.79 per intersection. The fee covers the costs incurred with retrieving and processing the request.

## Attachment 2: Current Signal Timing Report Requestors by Type

Type of Requestor	Number of Requests
Consultant Firm	563
Engineering Firm	19
City of Toronto	16
Other Governments and Government Agencies	10
Law Firm	7
Police	6
Insurance Company	6
Member of the Public	3
Academia	1
Other	1
<b>Total Number of Requests</b>	<b>632</b>

### Attachment 3: Long-Term Temporary Public Right-of-Way Closures with RoDARS Approvals

The below table lists the project locations, by nearest intersection, for projects lasting one year or more based on RoDARS approvals and Construction Staging Area reports. In some cases the approved duration listed may not be reflective of the actual time occupying the ROW and instead reflect the closure period approved through the Construction Staging Area report. Some projects (represented as a single line item) may involve multiple closures in the vicinity of the listed intersection with various durations within the approved duration timeframe.

Type Of Work/ Project Description	Closure Location (Nearest Intersection)	Approved Duration (Days)
Residential building construction	Al Green Lane and Merton Street	754
Condominium construction	Alberta Avenue and St. Clair Avenue	1066
Mixed use development construction	Aukland Road and Dundas Street W.	585
Condominium construction	Avenue Road and Yorkville Avenue	2375
Construction of a new tower addition for a hospital	Bathurst Street and Nassau Street	1279
Mixed use senior residence and condominium building construction	Bay Street and St. Joseph Street	1764
Condominium building construction	Bedford Road and Davenport Road	1094
Student centre facility construction	Bond Street and Gould Street	495
Hotel construction	Cameron Street and Lane N. Queen W. Cameron	680
Residential building construction	Campbell Avenue and Dupont Street	1092
New long-term care home and community hub construction	Cherry Street and Front Street E.	365

<b>Type Of Work/ Project Description</b>	<b>Closure Location (Nearest Intersection)</b>	<b>Approved Duration (Days)</b>
Residential affordable housing construction	Chestnut Street/ Elizabeth Street and Edward Street	1185
Condominium building construction	Church Street and Collier Street	944
Residential building construction	Cordova Avenue and Dundas Street W.	1064
Residential building construction	Dalhousie Street and Dundas Street E	893
Mixed used building construction	Dalhousie Street. and Queen Street E.	527
Residential building construction	Douro Street and King Street W	725
Residential redevelopment project	Dufferin Street and Temple Avenue	670
Condominium construction	Ed Mirvish Way and King Street W.	2253
Residential building construction	Goldfinch Court and Finch Avenue W	457
Condominium building construction	John Street and Adelaide Street W.	1434
Part of mixed-used purpose-built rental housing project	Keele Street and Jackson Place	717
Affordable housing project	Kipling Avenue and Dundas Street W.	731
Condominium buildings construction	Kipling Avenue and St. Albans Road	1155
Condominium building construction	Leslie Street and Queen Street E	645
Residential building construction	Nordin Avenue and The Queensway	791

<b>Type Of Work/ Project Description</b>	<b>Closure Location (Nearest Intersection)</b>	<b>Approved Duration (Days)</b>
Long-term construction staging	Parliament Street and Distillery Lane	365
Condominium building construction	Raglan Avenue and St. Clair Avenue W.	1460
Long-term construction staging as part of purpose built housing project	Redpath Avenue and Broadway Avenue	412
Residential rental building construction	Redpath Avenue and Roehampton Avenue	954
Student residence building construction	Sherbourne Street and Glenholme Place	541
Long-term construction staging	St. John's Place and Dundas St W	610
Residential building construction	Strachan Avenue and King Street W.	941
Shelter construction	Tecumseth Street and Queen Street W	609
Condominium building construction	Weston Road and Locust Street	1117
Mixed use residential building	Yonge Street and Bogert Avenue	1461
Residential building construction	Yonge Street and Delisle Ave	1065
Condominium construction	Yonge Street and Elm Street	1461
Residential building construction	Yonge Street and Merton Street	1187
Mixed use residential buildings construction	Yonge Street and Roselawn Avenue	1102
Condominium building construction	Yonge Street and St. Clair Avenue	1099

<b>Type Of Work/ Project Description</b>	<b>Closure Location (Nearest Intersection)</b>	<b>Approved Duration (Days)</b>
Housing development	Brock Avenue and Noble Street	446
Bridge rehabilitation	Don Valley Parkway and Richmond Street/Eastern Avenue diversion	528
New Etobicoke Civic Centre project	Kipling Avenue and Bloor Street W.	518
Sanitary and storm sewer reconstruction	Celestine Drive and Jardine Place	394
Basement flooding protection program	Kipling Avenue and Nugent Road	394
Basement flooding protection program	Linden Avenue and Corvette Avenue	437
Martin Grove Pumping Station upgrade & rehabilitation	Martin Grove Road and Bethridge Road	731
Basement flooding protection program	Poynter Drive and Fenley Drive	1097
Watermain installation	Rowanwood Avenue and Thornwood Road	491
Basement flooding protection program and local road safety improvements	Westview Boulevard and Dohme Avenue	919
Watermain installation	Yonge Street and Macpherson Avenue	492
TTC Islington station redevelopment project	Islington Avenue and Bloor Street W.	366
TTC Museum station project	Queen's Park and Charles Street W.	399
TTC-related civil infrastructure upgrade	Wincott Drive and Northcrest Road	436
TTC King St. station project	Yonge Street and Wellington Street E.	383

<b>Type Of Work/ Project Description</b>	<b>Closure Location (Nearest Intersection)</b>	<b>Approved Duration (Days)</b>
Metrolinx King-Bathurst station construction	Bathurst Street and Steward Street	2617
Metrolinx Ontario Line construction	Beth Neilson Dr. and Wicksteed Avenue	914
Metrolinx Scarborough Subway Extension construction	Danforth Road and Eglinton Avenue E.	972
Metrolinx Scarborough Subway Extension construction	Danforth Road and Thicketwood Drive	1277
Metrolinx Ontario Line construction	Don Mills Road and Eglinton Avenue E.	1155
Metrolinx Eglinton Crosstown West Extension construction	Jane Street/Weston Road and Eglinton Avenue W.	2921
Metrolinx Scarborough Subway Extension construction	McCowan Road and Highway 401/Progress Avenue	1766
Metrolinx Scarborough Subway Extension construction	McCowan Road and Huronia Gate	1216
Metrolinx Lawrence East station construction	McCowan Road and Lawrence Avenue E.	1917
Metrolinx Scarborough Subway Extension construction	McCowan Road and Meldazy Drive	1306
Metrolinx Scarborough Subway Extension construction	Midland Avenue/ Huntington Avenue and Eglinton Avenue E.	2190
Metrolinx Ontario Line construction	Pape Avenue and Bain Avenue	1507
Metrolinx Cosburn station construction	Pape Avenue and Cosburn Avenue	1794
Metrolinx Ontario Line Gerrard Portal construction	Pape Avenue and Langely Avenue	394

<b>Type Of Work/ Project Description</b>	<b>Closure Location (Nearest Intersection)</b>	<b>Approved Duration (Days)</b>
Metrolinx Corktown station construction	Parliament Street and King Street E.	2647
Metrolinx Eglinton Crosstown West Extension construction	Scarlett Road/Jane Street and Eglinton Avenue W.	1094
Metrolinx Scarborough Subway Extension construction	Sheppard Avenue E. and McCowan Road	545
Metrolinx Queen-Spadina station construction	Spadina Avenue and Queen Street W.	2617
Metrolinx Ontario Line construction	Thornccliffe Park Drive and Overlea Boulevard	1489
Metrolinx Osgoode station construction	University Avenue and Queen Street W.	2617
Metrolinx Queen Street station construction	Yonge Street and Queen Street W.	1674
Toronto Hydro overhead conversion project	Cluny Drive and Rowanwood Avenue	414
Waterfront Toronto project	Parliament Street and Queens Quay E.	420