Final Report V2

Mobility Plan

FIFA World Cup 2026™
Toronto

Prepared for the City of Toronto
Prepared by Arcadis Professional Services (Canada) Inc.
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Acronyms Used

Abbreviation	Definition
C4	Command, Coordination, Control, Communications
CFL	Canadian Football League
CMC	Congestion Management Centre
CNE	Canadian National Exhibition
COT-Comms	City of Toronto Communications Department
COT-ECS	City of Toronto Engineering and Construction Services
COT-TS	City of Toronto Transportation Services
CMC	Congestion Management Centre
CRCTMC	Central Region COMPASS Transportation Management Centre
DVP	Don Valley Parkway
ESC	Executive Steering Committee
FF&E	Furniture, Fixtures, & Equipment
FFF	FIFA Fan Festival™
FWC26	FIFA World Cup 2026™
GGH	Greater Golden Horseshoe
GTA	Greater Toronto Area
GTAA	Greater Toronto Airports Authority
GTHA	Greater Toronto and Hamilton Area
HBS	Host Broadcaster
HC	Host City
HOC	Home Operations Centre
HOV	High Occupancy Vehicle
HVM	Hostile Vehicle Mitigation
IMS	Incident Management System
ITWG	Integrated Transportation Working Group
JIC	Joint Information Centre
KPI	Key Performance Indicators
LATMP	Local Area Traffic Management Plan
NAIG	North American Indigenous Games
NBA	National Basketball Association
NHL	National Hockey League
NOC	Network Operations Centre
NRH	Non-Rights Holders
MLB	Major League Baseball
MLS	Major League Soccer

Abbreviation	Definition
MLSE	Major League Sports Entertainment
MRL	Media Rights Licensees
MTO	Ministry of Transportation Ontario
NOC	Network Operations Centre
PCP	Permit Checkpoint
PMA	Participating Member Associations
PSA	Pedestrian Screening Area
PTC	Private Transportation Companies (Uber, Lyft, Hopp)
PUDO	Pick-up/Drop-off location
PVMS	Portable Variable Message Signs
PWHL	Professional Women's Hockey League
QEW	Queen Elizabeth Way
RESCU	Road Emergency Services Communications Unit
SOC	Stadium Operations Centre
T1	Terminal 1 (Toronto Pearson Airport)
T3	Terminal 3 (Toronto Pearson Airport)
TACC	T-ISSU Area Command Centre
TCP	Traffic Control Point
TDM	Travel Demand Management
TEOC	Toronto Emergency Operations Centre
TFC	Toronto Football Club
TIFF	Toronto International Film Festival
TMC	Traffic Management Centre
TMP	Traffic Management Plan
TPA	Toronto Parking Authority
TPS	Toronto Police Services
TROC	Transport Operations Centre
TTC	Toronto Transit Commission
UMCC	Unified Mobility Coordination Centre
UPX	Union Pearson Express
VACIS	Vehicle and Cargo Inspection Screening
VAPP	Vehicle Access and Parking Permits
VAR	Video Assistant Referees
VIP	Very Important Person
VVIP	Very Very Important Person
VMO	Video Match Officials
VMS	Variable Message Signs
VSA	Vehicles Screening Areas

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1 Introduction and Document Purpose

The FIFA World Cup 2026™ (FWC26) is a key opportunity for the City of Toronto to showcase itself on the global stage as one of North America's largest, most diverse, and sustainable urban centres. The City of Toronto (City), the Toronto Transit Commission (TTC), Metrolinx, and Ministry of Transportation of Ontario (MTO) are responsible for the efficient movement of fans, ticketed spectators, constituent groups, workforce, and teams throughout the City and region in the lead-up to, and during, the Tournament.

Adhering to the FIFA Hosting Requirements, the objective for the Host City, inclusive of the associated Transportation Partners noted above, is to deliver a world class transport system for the Tournament that will provide safe, efficient, and customized mobility for all Tournament-related groups in an environmentally responsible way. Maintaining service levels for background traffic and the general public is also a priority. The transport system will be intuitive and easy to use, dynamic enough to adjust as required, and leave a positive legacy beyond the Tournament.

The purpose of this Mobility Plan is to identify strategies for moving constituent groups, including transport modes that will be used, service levels that will be provided and mobility strategies that will be employed to plan and deliver all mobility requirements to successfully meet or exceed the FIFA expectations and Host City contractual obligations for the FWC26. The Tournament will place significant pressure on the City's road and transit infrastructure. The increased number of trips must be managed through targeted road network planning and prioritization of sustainable transport for fans and ticketed spectators, including public transit, active transportation, and shared mobility.

Building on existing event-specific transportation strategies used for other major events in Toronto, the Mobility Plan will guide transportation delivery and coordination for FWC26 according to the following principles:

- Keeping the city moving, by accounting for existing transportation needs, as well as the needs of FWC26.
- Providing ongoing benefits to the city, through implementing projects and improvements that will last after FWC26 has ended.
- Promoting cost effectiveness, by making the best use of existing infrastructure and processes.
- Prioritizing accessibility, by planning for accessibility through all modes of travel, especially in the “last mile” to access the stadium and FIFA Fan Festival™ (FFF).
- Accommodating all transportation modes, by setting mode share targets for all modes and providing the service and/or infrastructure required to achieve these targets.
- Supporting objectives and initiatives that the City is already pursuing, such as RapidTO (improving surface transit) and TransformTO (working towards net-zero emissions).

The Mobility Plan captures the planning completed up to March 2026 and identifies additional decisions to be made and responsible parties beyond the completion of this document.

1.1 Toronto Match Schedule

The Toronto FWC26 matches, shown in Exhibit 1.1, were finalized through the draw held on December 5, 2025, with the remaining playoff winners to be confirmed by March 31, 2026. Although all matches are expected to generate significant interest, the potential Canada's "home opener" on June 12 is anticipated to attract particularly strong local attention. Additionally, the round of 32 match scheduled in Toronto on July 2 may feature other high-profile teams such as Portugal, Colombia, England, or Croatia.

Exhibit 1.1: Toronto Match Dates, Times and Teams

	Date	Kick-off	Match Details
Group Stage	Fri June 12	3:00 PM	Match 3 – Canada vs. European Playoff A Winner (Bosnia and Herzegovina / Italy / Northern Ireland / Wales)[1] Canada Home Opener
	Wed June 17	7:00 PM	Match 21 – Ghana vs. Panama
	Sat June 20	4:00 PM	Match 33 – Germany vs. Côte d'Ivoire
	Tue June 23	7:00 PM	Match 46 – Panama vs. Croatia
	Fri June 26	3:00 PM	Match 62 – Senegal vs. Winner of FIFA Playoff 2 (Bolivia / Iraq / Suriname)
Round of 32	Thu July 2	7:00 PM	Match 83 – Group K runners-up[2] vs. Group L runners-up[3]

1.2 Host City Context

This section outlines Toronto's key attributes as a Host City, focusing on its geography, its transportation system, and its experience as a Host City of other major events. These elements highlight Toronto's significance as a vibrant and accessible destination for major activities.

1.2.1 Toronto's Geographic Context

Toronto is the capital city of the Province of Ontario, situated along the northwestern shore of Lake Ontario (see Exhibit 1.2). The city is close to several major urban centres, including Ottawa and Montreal to the east and Hamilton to the southwest. Toronto is a regional hub for business,

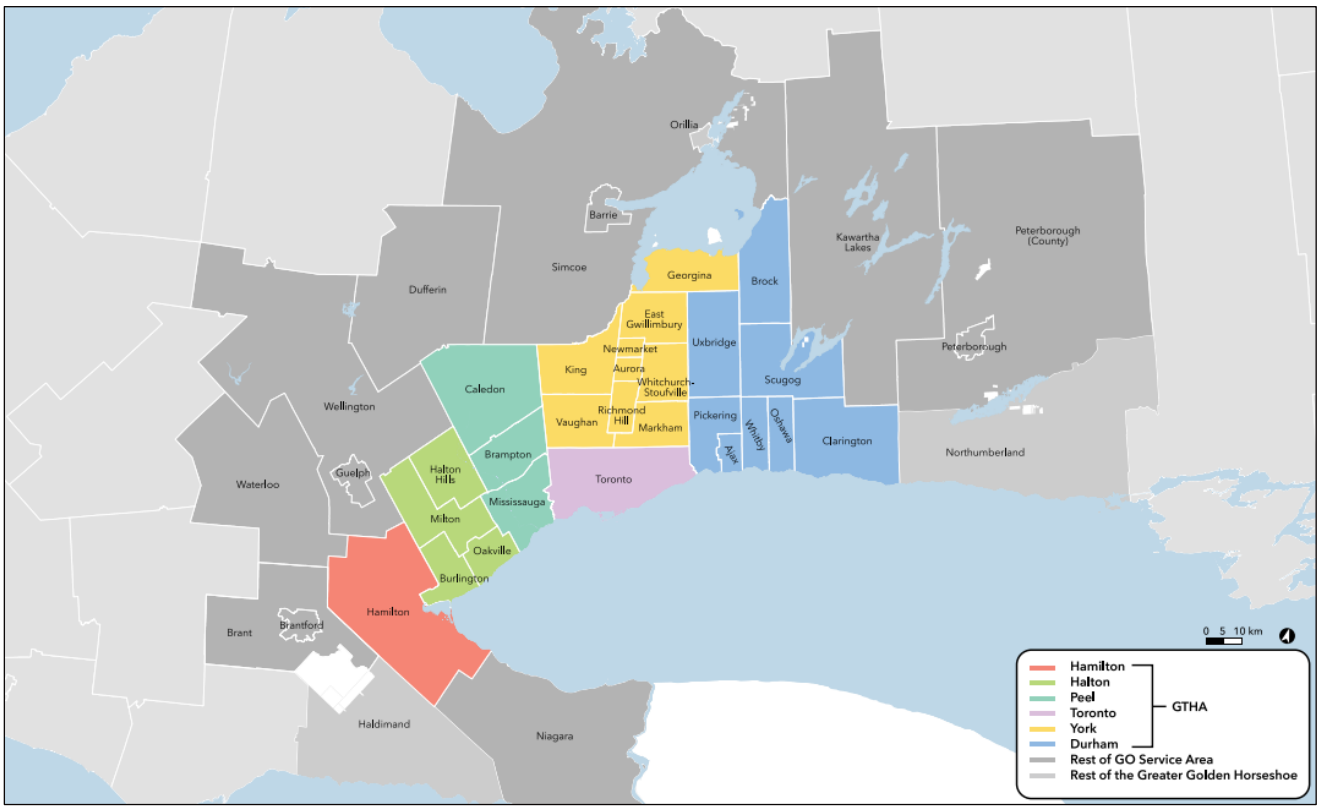
[1] Playoff winners to be confirmed as final matches happen March 31st, 2026

[2] Group K teams: Portugal, Uzbekistan, Colombia, Winner of FIFA Playoff 1 (Congo DR/New Caledonia/Jamaica)

[3] Group L teams: England, Croatia, Ghana, Panama

culture, and transportation, and is an essential part of the Greater Golden Horseshoe – one of Canada's most populated and economically significant regions.

Exhibit 1.2: Greater Golden Horseshoe and Greater Toronto Hamilton Area



Source: 2041 Regional Transportation Plan, GTHA and GO Service Area (Metrolinx)

1.2.2 Toronto's Transportation Context

Toronto's regional transportation network includes transit and highways that serve both regional and intra-municipal trips.

TRANSIT

Transit accounts for a significant portion of commuting in Toronto: **in 2022, almost 49% of commute trips to downtown were by transit.**[4] There are two main transit agencies that serve Toronto:

- **Toronto Transit Commission (TTC):** TTC operates buses, streetcars, and subways primarily within Toronto's municipal boundaries. On a typical business day, the TTC accommodates approximately 1.8 million passenger trips, making it the third-largest transit agency in North America. Its network includes five subway and light rail transit (LRT) lines: Line 1 (Yonge-

[4] Trips to PD1. City of Toronto Staff Report.

University), Line 2 (Bloor-Danforth), Line 4 (Sheppard), Line 5 (Eglinton LRT) and Line 6 (Finch West LRT) along with 171 accessible bus and streetcar routes. The TTC also operates a para-transit service called Wheel-Trans that accommodates pre-booked trips for people with disabilities. The TTC operates under the jurisdiction of the City of Toronto and is governed by a Board of Commissioners, composed of elected City Councillors and private citizens.

- **GO Transit:** GO Transit is the regional public transit service for the Greater Golden Horseshoe (GGH), operating a network of heavy rail trains and regional buses that connect Toronto with surrounding municipalities, with Union Station as the central hub. Managed by Metrolinx, a provincial agency, GO Transit serves a population of more than seven million across an area of over 11,000 square km.
  - **UP Express:** the Union-Pearson Express is a heavy rail line, also managed by Metrolinx, that connects Toronto Pearson International Airport and Union Station in downtown Toronto.
- **Fare integration** initiatives, such as Ontario's One Fare Program, allow transfers between the TTC and GO Transit, as well as other transit systems within the GTHA like MiWay, Brampton Transit, Durham Region Transit, and York Region Transit. Passengers using a PRESTO card or contactless/open payments can transfer free of charge between these services within a designated timeframe across the GTHA.

HIGHWAYS

Toronto is served by a network of major highways that facilitate the movement of goods and people across the region. Six of these highways are operated and maintained by the Province of Ontario, with two municipal expressways that will remain under municipal jurisdiction throughout the tournament. Key highways include:

- **Highway 400:** A provincial highway that runs north from Toronto to the Parry Sound District.
- **Highway 401:** A provincial highway that runs across the northern part of the city and connects Windsor in the west to the Ontario-Quebec border in the east.
- **Highway 404:** A provincial highway that connects from the Don Valley Parkway north to East Gwillimbury.
- **Highway 427:** A provincial highway that provides a north-south connection along Toronto's western border, providing access to Toronto Pearson Airport from downtown Toronto.
- **Highway 409:** A is a provincial highway that provides a direct connection into Toronto Pearson Airport from eastbound Highway 401.
- **Queen Elizabeth Way (QEW):** A '400-series' provincial highway that runs from the City of Toronto around the southwest side of Lake Ontario through Mississauga, Burlington, Hamilton, St. Catherines, and Niagara to the border of the United States near Buffalo.
- **Gardiner Expressway:** A highway that extends from the Don Valley Parkway in the east to the junction of Highway 427 and the QEW in the west, travelling along the south end of the City. The Gardiner is currently managed by the City of Toronto, in the future, jurisdiction will be transferred to the MTO, subject to third-party due diligence.
- **Don Valley Parkway (DVP):** A highway that connects Highway 401 to the Gardiner Expressway by travelling north-south through the Don Valley. The DVP is currently managed by the City of Toronto with future jurisdiction transferred to the MTO.

The City of Toronto oversees the multi-modal transportation infrastructure within its municipal boundaries, including all streets and traffic control systems.

1.2.3 Toronto's Major Events Context

Toronto has flourished as a prominent hub for many significant sporting and cultural events that span multiple weeks and venues. Its diverse population, world-class facilities and rich cultural heritage continually draw visitors from across the world and have contributed to Toronto's status as an attractive location for hosting major events.

PAST MAJOR EVENTS IN TORONTO

Toronto has previously hosted numerous major sporting events (many of which had security perimeter needs), including:

- **FIFA U-20 World Cup (2007):** The 2007 FIFA U-20 World Cup took place in Canada from June 30 to July 22, featuring 24 teams across six cities, including Toronto. BMO Field at Exhibition Place, was the main venue in Toronto and hosted several matches, including the final. The events achieved an attendance of over 1 million total spectators.
- **FIFA U-20 Women's World Cup (2014):** The 2014 FIFA U-20 Women's World Cup took place in Canada from August 5 to 24, with 16 teams playing in four cities, including Toronto. BMO Field at Exhibition Place was the main venue in Toronto, with 7 games played.
- **Pan Am and Parapan Am Games (2015):** The Pan Am Games, held in 2015 from July 10 to July 26, attracted approximately 45,000 spectators at the opening ceremony alone. Over 6,000 athletes from 41 nations completed in 36 sports across various venues in Toronto and the Greater Golden Horseshoe, including 14 events hosted at Exhibition Place. The Parapan Am Games were held in various venues across Toronto, held in 2015 from August 7 to August 15, featuring around 1,600 athletes.
- **North American Indigenous Games (2017):** The 2017 North American Indigenous Games (NAIG) in Toronto were a significant event celebrating Indigenous culture and sports. The Games took place from July 16 to July 23, 2017, and were held across various venues in the Greater Toronto Hamilton Area (GTHA), hosting over 5,000 participants.
- **Invictus Games (2017):** The Invictus Games took place from September 23 to 30, 2017. This multi-sport event features armed services personnel and veterans who were previously wounded or injured during their service. The games drew a crowd of around 75,000 and featured 539 competitors.

ANNUAL EVENTS IN TORONTO

In addition to the past major multi-day and multi-venue events described above, Toronto also hosts a variety of annual cultural and entertainment events that attract both locals and tourists, including:

- **Canadian National Exhibition (CNE) (late August to Labour Day):** The CNE, occurring for 18 days, saw a record attendance in 2023 with over 1.6 million visitors. This fair, ongoing since 1879, is one of the largest fairs in North America and is hosted at Exhibition Place (the site for Toronto Stadium).

- **National Bank Open (early August):** The National Bank Open (Formerly known as the Rogers Cup) is an annual tennis tournament held in Toronto and Montreal, typically running for 9 days. The tournament in Toronto is held at the Sobeys Stadium (formerly the Aviva Centre) located at York University. In 2023, the National Bank Open saw a record attendance of over 175,000 spectators.
- **Honda Indy Toronto (mid-August):** The Honda Indy Toronto is an annual IndyCar race that typically spans three days during the summer months. The Honda Indy Toronto is one of Canada's largest annual sporting events, with approximately 170,000 in attendance in 2022. The event has historically been hosted at Exhibition Place, where a temporary street circuit runs through the Exhibition Place grounds and along Lake Shore Boulevard West (Lake Shore Blvd).
- **Toronto International Film Festival (TIFF) (early September):** TIFF is held every September and is one of the largest publicly attended film festivals globally, attracting around 480,000 attendees. The main venue, TIFF Bell Lightbox located downtown on King Street, becomes a cultural hub for 11 days as filmmakers, celebrities, and cinema enthusiasts come together.
- **Toronto Caribbean Carnival (last weekend in July):** Formerly known as Caribana, the Toronto Caribbean Carnival is one of North America's largest cultural festivals, celebrating Caribbean culture and traditions. The Grande Parade takes place along Lake Shore Blvd and Exhibition Place, with the overarching event attracting over 2 million attendees over its three-week span.
- **Toronto Pride Parade (late June):** Toronto Pride Parade has a rich history stemming from decades of activism fighting for the rights of 2SLGBTQAI+ people, starting in 1981. Today, the month-long Toronto Pride celebration is an opportunity for 2SLGBTQAI+ people to celebrate their identities with numerous events and an annual parade through Church-Wellesley Village on Yonge Street between Bloor Street and Dundas Street.
- **Street Festivals (most weekends in summer):** Toronto hosts a variety of weekend-long vibrant street festivals that celebrate its diverse culture, including Taste of Little Italy on College Street and Dundas West Fest.
- **Music and Art Festivals (all year):** Toronto hosts a variety of vibrant arts and music festivals that draw thousands of attendees each year. Notable events include Nuit Blanche, an all-night arts festival held on a weekend in October; Electric Island, featuring house and techno artists across multiple summer weekends at Fort York and The Bentway; VELD Music Festival, the largest electronic dance music festival in Canada, held in late July or early August at Downsview Park, attracting around 216,000 attendees; and Toronto International Jazz Festival, held in the Beaches neighbourhood in June with nearly 1,000,000 attendees over a month.

MAJOR SPORTS TEAMS

Toronto is home to a vibrant sports culture, with several major league teams drawing significant crowds throughout their respective seasons; often more than one of these teams is playing at their home venue at the same time.

- **Toronto FC (MLS):** At BMO Field at Exhibition Place, Toronto FC averaged 22,000 fans per match, resulting in an approximate overall attendance of around 376,000 for their 17-game home season in 2023.

- **Toronto Argonauts (CFL):** At BMO Field at Exhibition Place, the Toronto Argonauts averaged about 23,000 attendees per game, culminating in a total of approximately 209,000 fans for their nine-game home season in 2023.
- **Toronto Blue Jays (MLB):** Competing at Rogers Centre, the Toronto Blue Jays recorded an attendance of over 3 million during the 2023 season.
- **Toronto Maple Leafs (NHL):** The Toronto Maple Leafs play at Scotiabank Arena, where they attracted approximately 769,000 fans during the 2023 regular season home games.
- **Toronto Raptors (NBA):** The Toronto Raptors play home games at Scotiabank Arena. During the 2023/24 NBA season, the Raptors had an average home attendance of approximately 20,000 fans per game.
- **Toronto Sceptres (PWHL):** The Toronto Sceptres play home games at Coca-Cola Coliseum, located at Exhibition Place. The PWHL averaged sold-out games of 5,000 fans through 22 games in their inaugural 2023/24 season, but the expanded seating of the new venue will allow up to 7,700 fans.
- **AFC Toronto (Northern Super League):** AFC Toronto compete in the women's professional soccer league. For the 2026 season, AFC Toronto will split their matches between BMO Field (Exhibition Place) and York Lions Stadium.
- **Inter Toronto FC (Canada Premier League):** Inter Toronto FC plays its home games at York Lions Stadium.
- **Toronto Tempo (WNBA):** Toronto Tempo are an upcoming professional basketball team that will be part of the Women's National Basketball Association. They will launch their inaugural season in 2026, playing in Toronto at Coca-Cola Coliseum.

1.3 Tournament Locations

All FWC26 matches in Toronto will take place at Toronto Stadium, while the FFF will be hosted at the Fort York National Historic Site, located approximately 1,300 meters east of Toronto Stadium.

The close proximity between these two primary event venues creates a need for coordinated strategies that ensure a safe, efficient, and enjoyable transportation experience for ticketed spectators, visiting fans, and constituent groups.

1.3.1 FWC26 Matches: Toronto Stadium

Toronto Stadium, located within Exhibition Place, will be the focal point of the FWC26 Tournament. Exhibition Place is a 192-acre site that contains conference centres, theatre and music buildings, monuments, sports facilities, and several historic sites. Exhibition Place hosts numerous special events annually, including the Canadian National Exhibition (CNE) and the Caribbean Carnival Parade. Toronto Stadium itself is home to the Toronto FC (TFC), a Major League Soccer team that has been active since 2005, and the Toronto Argonauts of the Canadian Football League.

1.3.2 FFF: Fort York National Historic Site and The Bentway

The Fort York National Historic Site and The Bentway are cultural landmarks in Toronto and will host the FFF for 22 days across the Tournament. This historical area hosts numerous events including the Na-Me-Res Pow Wow and Indigenous Arts Festival, Canada Day celebrations, historical reenactments, and various cultural festivals.

1.3.3 Training Site: Centennial Park

Centennial Park (256 Centennial Park Road, Toronto), covering 528 acres, is a significant recreational and cultural hub in Toronto. This expansive park is renowned for its diverse facilities, including sports fields, picnic areas, and a large public golf course. It frequently hosts a range of community events, from outdoor concerts and family festivals to seasonal markets and fitness activities.

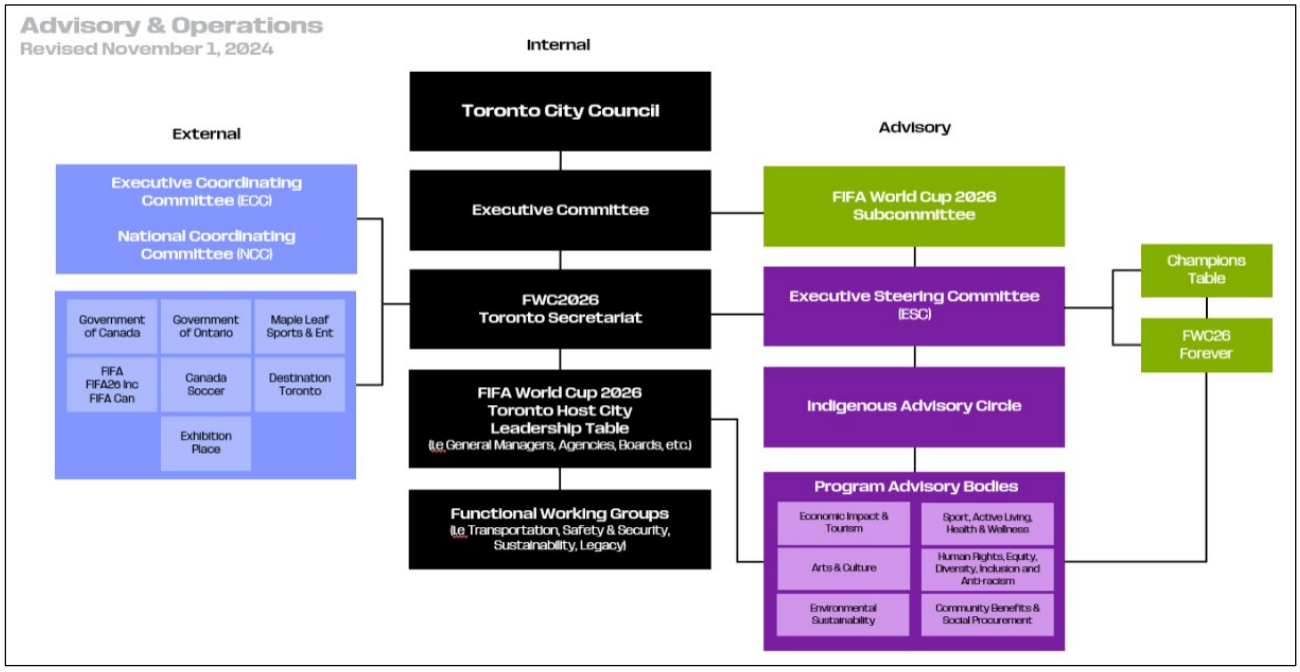
1.4 Expected Attendance

Toronto Stadium capacity is being expanded by 50% to accommodate 45,000 ticketed spectators (from the approximately 30,000 seats that existed prior to the renovation). It is expected, for planning purposes, that each match will have all spectator seats filled. For FIFA Fan Festival, it is expected that all 22 days of operation reaches the maximum capacity of 20,000. These assumptions have informed the development of the Mobility Plan.

2 Transportation Planning Structure and Governance

FWC26 represents a significant opportunity to showcase Toronto on the global stage and solidify its legacy as one of North America's largest, most diverse, and most sustainable urban centres. Recognized as a key priority by the Mayor and City Council, the City of Toronto has established a governance model to guide and support the development of FWC26 planning, including the Mobility Plan, which serves as a critical component towards informing the detailed planning and delivery of a world-class World Cup experience in Toronto. This governance model, centred around the FWC2026 Toronto Secretariat (Secretariat), was formally approved by City Council in 2024 (Exhibit 2.1).

Exhibit 2.1: City of Toronto FWC26 Governance Model



2.1 Key Transportation Partners and Stakeholders

The Host City Secretariat works closely with the following key partners to develop and implement the Mobility Plan:

- **City of Toronto – Transportation Services:** Responsible for planning, managing and operating the City's transportation infrastructure within the public right-of-way, including roads, sidewalks, public realm spaces, traffic signals, and traffic management.
- **Toronto Transit Commission (TTC):** Responsible for operating Toronto's main local public transit system, including subways, buses, streetcars, and specialized Wheel-Trans services.

- **Metrolinx:** Metrolinx, in collaboration with the Ministry of Transportation, is responsible for operating the primary provincial regional transit network across the Greater Toronto and Hamilton Area, including GO Transit, UP Express, and the PRESTO fare system.
- **Ministry of Transportation Ontario (MTO):** Responsible for overseeing the provincial transportation infrastructure, including the provincial highways (i.e. all 400-series highways) and the coordination of highway operations such as tow truck management, incident response, highway operations, Ontario 511, construction scheduling, and traffic management.
- **Toronto Parking Authority (TPA, includes Bike Share Toronto):** Responsible for operating municipal vehicle parking lots and Bike Share Toronto's citywide public bicycle-sharing network, which includes both conventional and electric bikes and docking station infrastructure.
- **Toronto Police Services (TPS):** Responsible for crowd control, safety, security, and emergency response. TPS is also advising on road closures and vehicle routing to ensure safe and efficient mobility during events, and are leading on the integrated Command, Control, Communications, and Coordination (C4) planning and implementation.
- **Greater Toronto Airports Authority (GTAA):** Responsible for managing and operating Toronto Pearson International Airport to ensure smooth arrivals and departures for national and international travel.
- **Billy Bishop Toronto City Airport (BBTCA):** Responsible for overseeing Billy Bishop Toronto City Airport to ensure smooth arrivals and departures for national and international travel.

2.2 FWC26 Transportation Integration & Coordination

To facilitate collaboration among the key transport partners, Transportation Working Groups were established to provide functional and mode-specific forums that support integrated planning and coordinated decision making across each operational element. Guided by oversight from the Secretariat and composed of agencies responsible for the planning, design, and execution of each functional domain, the Transportation Working Groups include:

- Traffic Management and Security & Emergency Services
- Modelling & Forecasting
- Active Transportation, Last Mile, and Wayfinding & Signage
- Taxi & Rideshare and Parking & Permitting
- Travel Demand Management
- Operational Readiness & C4

All Transportation Working Groups are reflected within the broader transportation organization structure shown in Exhibit 2.2. In addition, larger integrated forums were also established to provide a platform for all transportation partners and a wider stakeholder group to provide mobility planning updates, raise challenges and concerns, and identify mitigation strategies and next steps for progressing planning and implementation efforts. These integrated forums include:

- **The Integrated Transportation Working Group (ITWG):** Monthly forum to reflect a culmination of key decision-points and topics from each modal working group. There is attendance from representatives from all workstreams at these meetings (shown in Exhibit

2.3); these meetings serve to ensure cross-pollination of ideas and coordination of approaches.

- **Collaboration Hub:** A bi-weekly, in-person forum where mobility, last mile, and other significant topics at hand are raised, discussed, and actioned on. All key partners can self-select to attend sessions based on the relevancy of agenda topics.

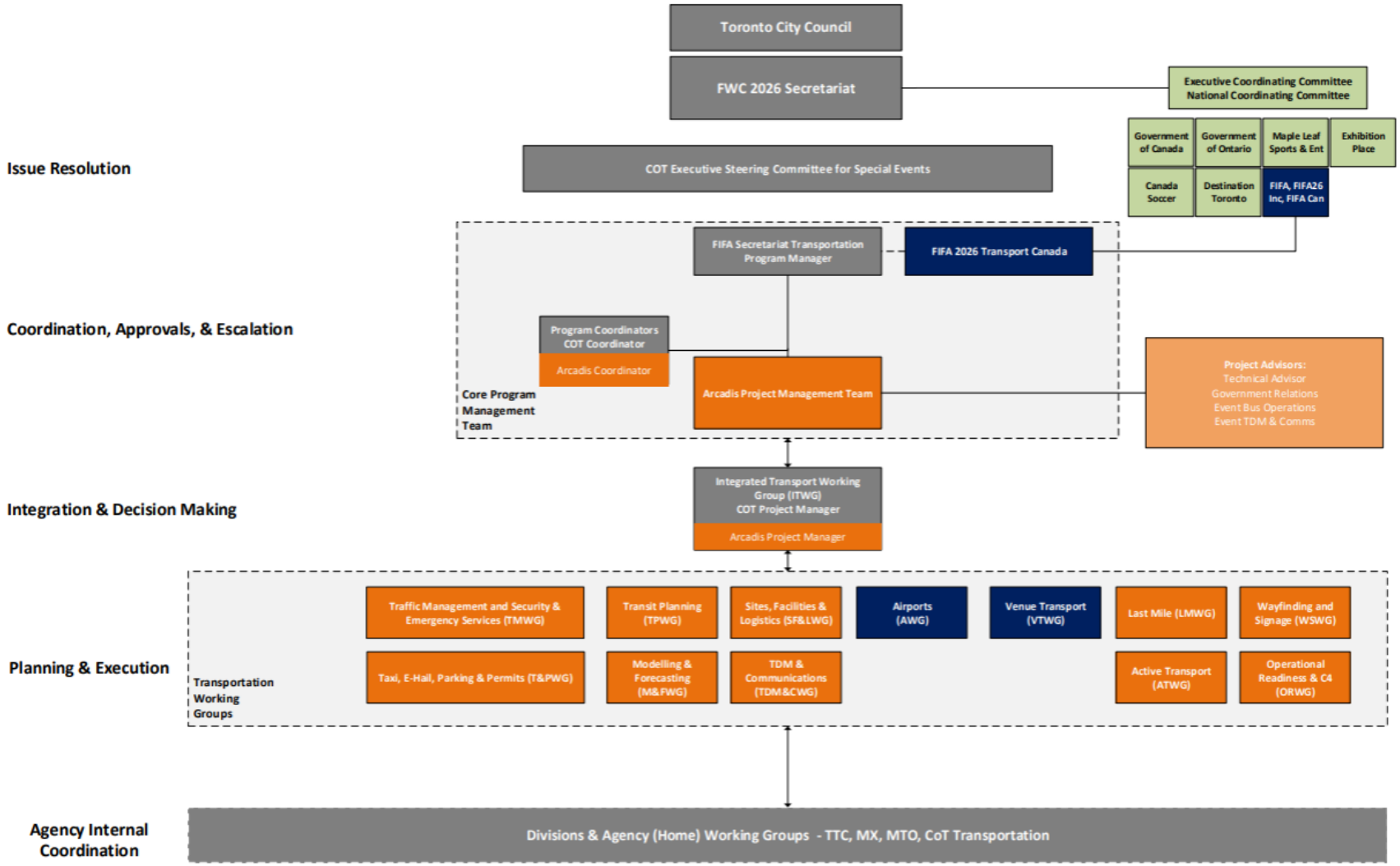


Exhibit 2.2: Transportation Organizational Structure

Exhibit 2.3: Transportation Partners involved in ITWG and Collaboration Hub

3 FWC26 Constituent Groups

Constituent groups are designated by both FIFA and the Host City and include groups that range from the teams and referees involved in FWC26 matches, to supporting services (e.g. media, broadcast, hospitality, workforce, and volunteers), to VIP and VVIP attendees, which include senior officials and dignitaries. An overarching list of Constituent groups is listed in Exhibit 3.1.

Exhibit 3.1: Summary of Constituent Groups

Constituent Group	Sub-Group	Definition
VVIP	FIFA VVIP	FIFA Senior Officials (FIFA President, Confederations Presidents, FIFA Council Members, FIFA Secretary General) and Executive Guests invited by FIFA to attend Tournament matches with VVIP tickets.
	FWC26 / HC VVIP	High profile local dignitaries and guests invites by FWC26 and Host City to attend FWC matched with VVIP tickets.
Participating Member Associations (Teams)	Teams	Team delegation includes players and team officials such as coaches, managers, media relations reps. In addition to matches, they will also attend official competition-related events such as match coordination meetings, inspections visits, community events etc.
	Spectating Teams	Team delegations (including players) that attend a match as spectators – minimum of 15 delegates.
	Spectating Team Staff	Team delegations (including technical staff) that attend a match for scouting or technical analysis – no minimum size.
Refereeing Teams	FIFA Referees / Match Officials	The officiating team at a match, including the Referee, Assistant Referees and Video Match Officials (VMO), also known as Video Assistant Referees (VAR), appointed to the matches on Match Days.
	FIFA Referee Committee	Chairman and Vice-chairman of Referees, Head of Referees Dept.
	Referee Staff	Referee Assessor, Refereeing Instructions and supporting staff, and Local Refereeing Support (RLO, VRLO & RSLO).
	Spectating Referees	Non-officiating Referees observing a match, includes a Referee Liaison Officer.
VIP	FIFA VIP	FIFA Delegates (Confederations SGs, FIFA Honorary Members, MA Presidents, MA SGs & other representatives, and FIFA Legends) and invited Guests of FIFA to attend Tournament matches with VIP tickets.

Constituent Group	Sub-Group	Definition
	FWC26 / HC VIP	Local dignitaries and guests invited by FWC26 and the Host City to attend Tournament matches with VIP tickets.
Media & Broadcasters	Broadcast	All personnel involved with television, including the Host Broadcaster (HBS), Media Rights Licensees (MRLs) and Non-Rights Holders (NRH).
	Media	All personnel involved with the written press, including journalists, photographers and technical support.
FIFA & Local Organizing Committee Workforce	Competition Officials	Match Commissioner, Match Director, Match Coordinator, Medical Officer, Doping Control Officer, Technical Study Group, Security Officer, Pitch Manager.
	FIFA Administration Staff	FIFA Staff deployed to support the operational running of the Tournament from various functional areas, including freelancers, contractors, and suppliers.
	FWC26 Staff	FWC26 paid staff including freelancers.
	FWC26 Volunteers	FWC26 unpaid staff.
	Contractors	Staff employed by FWC26 and Host City supplier contractors.
Hospitality	Indoor Hospitality	Access to Skyboxes and Hospitality Lounge. Available to both the Commercial Hospitality program and to the FIFA Affiliates Hospitality Program.
	Outdoor Hospitality	Access to the Hospitality Village. Available to both the Commercial Hospitality program and the FIFA Affiliates Hospitality Program.
Marketing	Marketing Operations	Supporting brand activation and marketing operations at the Stadium.
	Youth Program	Commercial Affiliate run program.
	Commercial Affiliate Non-Hospitality	Ticket holders only with no on-site hospitality access.
Spectators	Spectators with Accessibility Needs	Spectators with a disability, and spectators with limited mobility that have general admission tickets and a requirement for accessible parking.
	Family & Friends	The families and friends of each PMA players and delegates.
	General Admission Spectators	General admission ticket holders.

3.1 Transport Responsibilities

As the Host City for Toronto, the City is responsible for planning and delivering transportation services for all Host City constituent groups, the workforce (including FIFA and City volunteers), and ticketed spectators outside the Stadium perimeter. To ensure safe, efficient, and reliable travel during FWC26, the City of Toronto will implement a range of mobility measures working with transit agencies to align service with Tournament needs, providing bike parking, installing signage and wayfinding, deploying traffic management personnel, managing pick-up and drop-off zones, improving major crossings, and managing construction impacts.

The City will also be responsible for supporting the readiness planning and implementation of mobility measures leading up to the Tournament, as well as supporting tournament-time operations, such as overseeing the Unified Mobility Coordination Centre (UMCC), which serves as the central hub for real time transportation coordination and decision-making during the Tournament.

The responsibilities around transportation between the Host City and FIFA are outlined in Exhibit 3.2.

Exhibit 3.2: Summary of Responsibilities by Constituent Group

Role	Transportation Responsibility
Host City	• Transport infrastructure outside the venue perimeter • Spectator transport operations – including transit, taxi / rideshare active transportation, supplemental transport operations (including transit) as required. • Tournament Route Network / Constituent Group Routes • Local Area Traffic Management Plans • Last Mile • Unified Mobility Coordination Centre (UMCC)
FIFA	• FIFA Constituent Groups • Client Services • FIFA Bus Operations • FIFA Fleet Operations • FIFA Arrivals & Departures • Venue Transport – including Load Zones, parking, staging, VAPP checkpoints. • Transport Operations Centre (TROC) • Stadium Operations Centre

4 Airports

The official entry points for FIFA are Toronto Pearson International Airport, a global hub with connections to destinations worldwide, and Billy Bishop Toronto City Airport on Toronto Island.

4.1 Toronto Pearson International Airport

Toronto Pearson Airport has two passenger terminals, Terminal 1 and Terminal 3. A free automated people mover, the Terminal Link, connects the terminals on the ground side. Each terminal has multiple groundside curb levels to accommodate transit, private pick-up, coach buses, shuttles, taxis, limousines and rideshare services. For maps of curb levels and designated pick-up and drop-off areas, see **Appendix A: Airport Details**.

4.1.1 Facilities

A map identifying groundside load zones and staging areas is available in **Appendix A: Airport Details**.

4.1.2 Local Connections

Both terminals 1 and 3 (T1 and T3, respectively) at Toronto Pearson Airport offer connections to taxis, limos, Uber/Lyft/Hopp, car rentals, pre-arranged services, car share (Turo), long-distance buses, hotel shuttles, and off-airport parking shuttles.

PUBLIC TRANSPORTATION CONNECTIONS

Toronto Pearson Airport offers public transportation connections to heavy rail and bus (Exhibit 4.1). The UP Express train, originally developed to support travelers during the 2015 Pan Am Games, provides a convenient and efficient link between Terminal 1 and Union Station in downtown Toronto. This service operates every 15 minutes and completes the journey in under 30 minutes, making three stops along the route. As part of the travel demand management (TDM) messaging plan, the UP Express will be promoted as the preferred access option for airport travelers.

Local transit operated by the Toronto Transit Commission (TTC) is available from both terminals, providing connections to Line 2 subway at Kipling Station and Line 1 at Lawrence West Station. Additionally, Mississauga Transit and Brampton Transit both offer service from Terminal 1 and Viscount Station, an external parking garage location that is accessible via the Link airport train. Moreover, GO Transit operates regional bus services departing from Terminal 1.

Exhibit 4.1: Transit Access and Locations at Toronto Pearson Airport

Service Type	Pick-up & Drop-off Location	Description
UP Express Train	T1 & T3 (follow the “Train to City” signs)	Heavy rail service to Union Station in downtown Toronto
Toronto Transit	T1 ground level, T3 arrivals level	Bus service to City of Toronto
GO Transit	T1 ground level	Bus service to some GTHA locations
Mississauga Transit	T1 & Viscount Station ground level	Bus service to City of Mississauga
Brampton Transit	T1 & Viscount Station ground level	Bus service to City of Brampton

4.2 Billy Bishop Toronto City Airport

Billy Bishop Toronto City Airport (BBTCA) is close to downtown and within walking distance of both Toronto Stadium and the FFF. Billy Bishop serves a limited set of nearby Canadian and American cities and, due to runway specifications, accommodates only smaller turboprop aircraft.

4.2.1 Local Connections

BBTCA is served by the 509 Harbourfront and 511 Bathurst TTC streetcars. BBTCA also offers a free shuttle to Union Station that operates every 15 minutes. Taxis, limos, Uber/Lyft/Hopp and car rentals are also available at the terminal.

5 Toronto's Transportation System

The Toronto region has an extensive multimodal transportation system. Government interest in funding and building light rail and accelerating heavy rail projects will provide more sustainable transportation options for people across the region in the future. However, some projects are in heavy construction stages and will impact traffic and surface transit flows during FWC26, such as the Ontario Line construction.

The City of Toronto is focusing on key projects that will support both FWC26 and mobility throughout Toronto in general. This includes accelerating construction on roadways, such as the Gardiner Expressway, to avoid lane closures during the tournament, which was completed ahead of schedule in October 2025 (with some paving improvements scheduled for April 2026)[5]. Additionally, mitigation strategies for the Ontario Line subway construction are being implemented to minimize disruptions to FIFA operations and ensure that construction activities do not impact Tournament access or overall mobility. The City is also focusing on improving surface transit reliability and travel times on key corridors that will service FWC26 spectator demand, including the Dufferin Street and Bathurst Street corridors, where RapidTO implementation has provided dedicated lanes for surface transit.

A summary of current and future transportation system components related to FWC26 is described in this section, accompanied by an overview of the FWC26 movement context and key transportation challenges.

Transportation approaches specific to FWC26 are detailed in the following chapter.

5.1 Road Infrastructure and Construction Context

Toronto road infrastructure is comprised of a network of expressways, major arterial roads and local streets that serve as vital components of the city's integrated transportation system, supporting the movement of people and goods. A context map of key road segments relevant to FWC26 is shown in Exhibit 5.1 and Exhibit 5.2. Key road segments, current congestion hotspots and challenges are identified in Exhibit 5.3. Key road impacts resulting from the ongoing Ontario Line construction are noted in **Appendix D: Transit Construction Impacts**.

Construction on major arterials that would impact FIFA movements has been restricted throughout the tournament.

[5] *Ontario Accelerating Construction on the Gardiner Expressway by at Least One Year*. Ontario Ministry of Transportation. (July, 2024) <https://news.ontario.ca/en/release/1004859/ontario-accelerating-construction-on-the-gardiner-expressway-by-at-least-one-year>

Exhibit 5.1: Highway Network

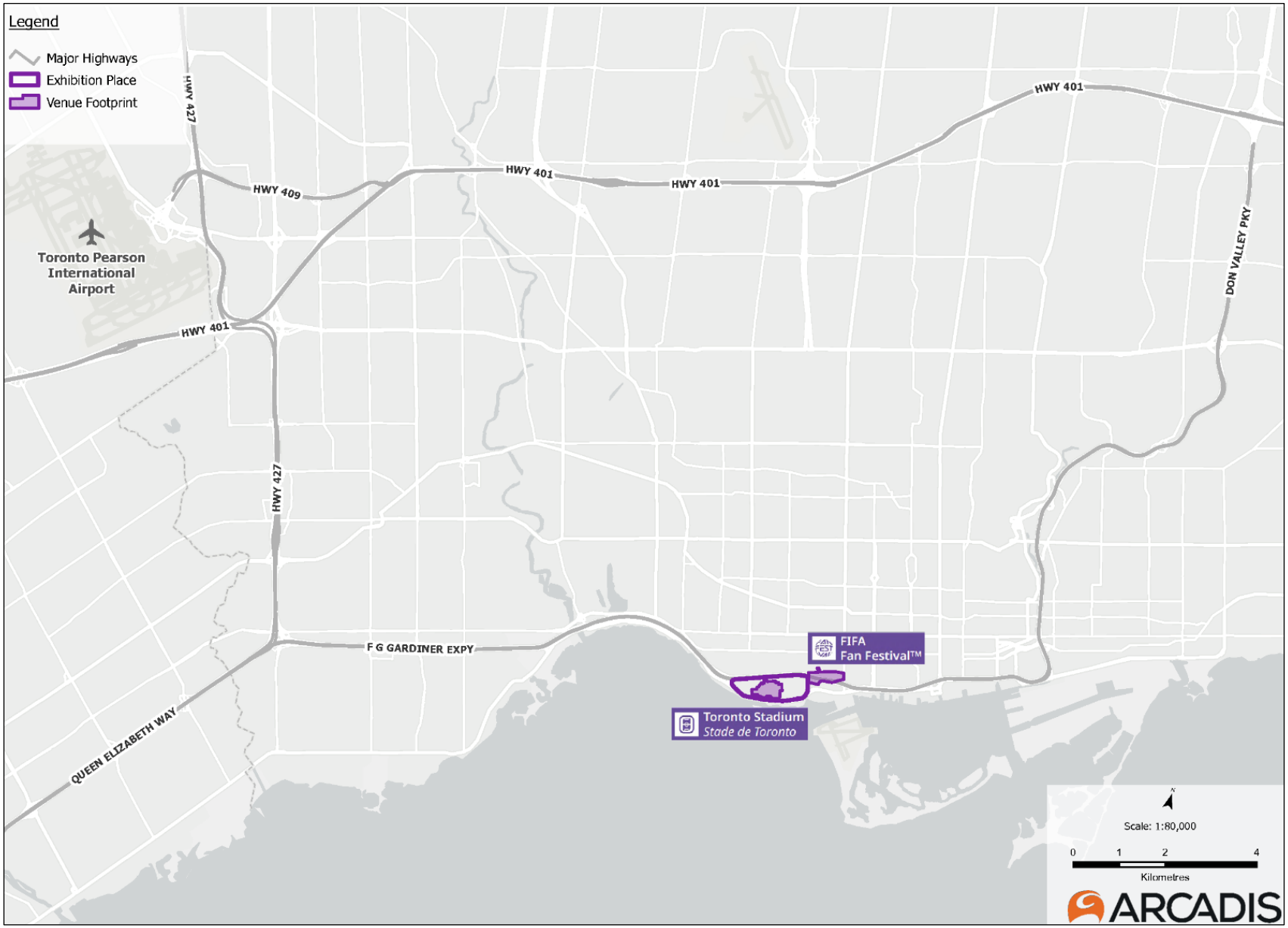


Exhibit 5.2: FWC26 Key Roadways and Arterials

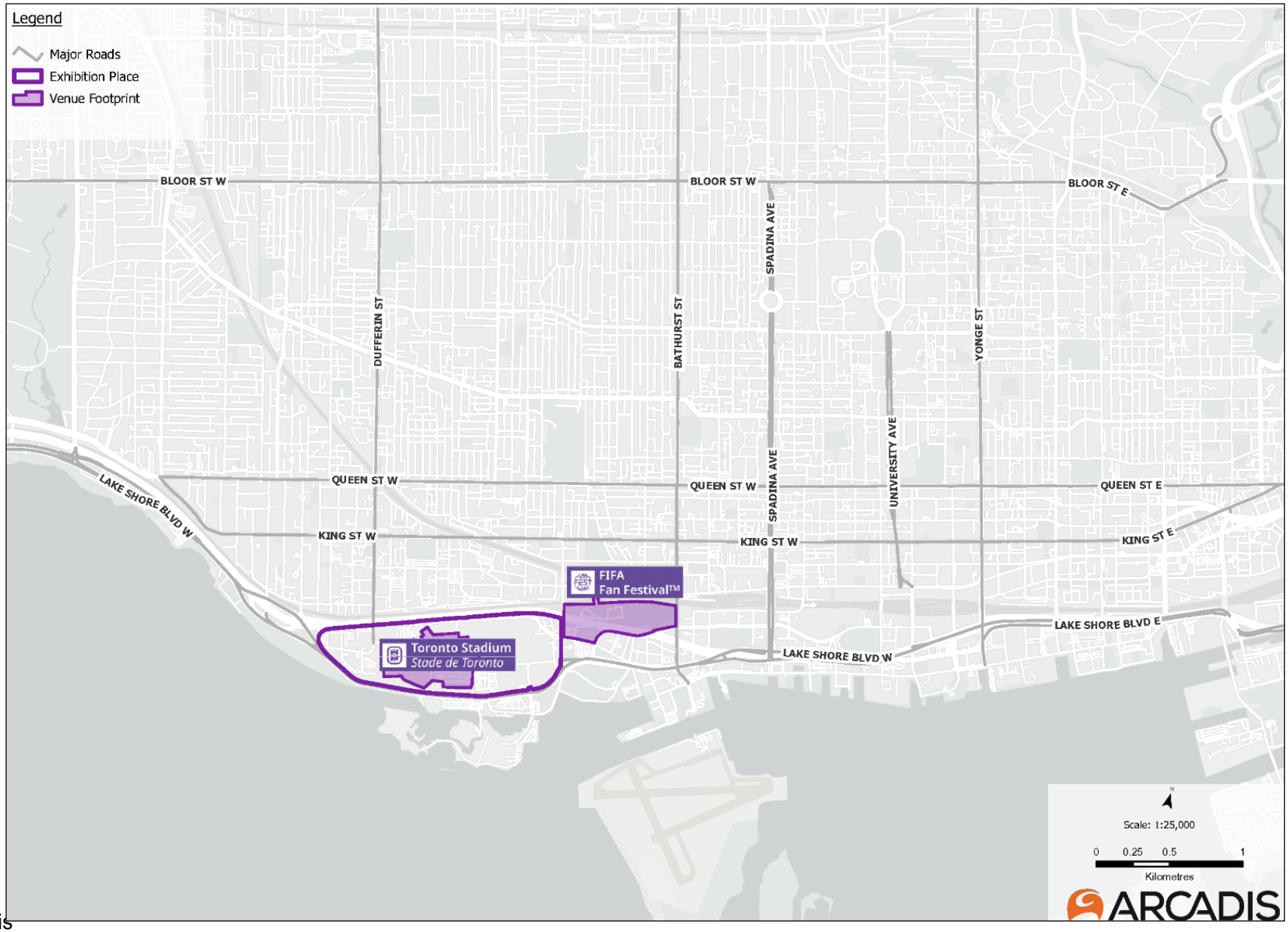


Exhibit 5.3: Key Road Segments – Current Context

Road Segment	Key Characteristics	Current Congestion Hotspots and Challenges	2026 Context and Mitigation
Highway 427 FIFA relevance: main route between training site, airport, and stadium/hotels	6 to 12 lanes High Occupancy Vehicle (HOV) lanes in certain sections Posted speed limit: 100 km/h	No current major construction or congestion hotspots/challenges. Three Bridge Rehabilitations: (1) at Campus Pearson Airport vicinity and (2) at Renforth- Construction is substantially complete with an implemented holding strategy in place on the remaining deck work until replacement can occur after the tournament; and (3) at Dixon - The on ramp to Hwy 427 southbound will remain closed during and beyond the tournament to preserve operational reliability. The ministry has communicated directly with the City of Toronto on the availability of alternate routes open in the area.	Lanes for all bridges expected to remain open, except for the on-ramp to Highway 427 southbound. No major traffic impacts are anticipated. The ministry has communicated directly with the City of Toronto on the availability of alternate routes open in the area. No major traffic impacts are anticipated.
Gardiner Expressway FIFA relevance: main route to/from Pearson Airport, and Centennial training site	4 to 8 lanes Posted speed limit: 90 km/h (from Humber East), 100 km/h (western segment) At-grade with elevated roadway portions in the downtown area	Lack of available shoulder space resulting in potential need to road/lane closures to accommodate emergency response and/or repairs. Congestion during rush hours, especially at the interchange with the Don Valley Parkway (DVP).	Construction was accelerated to reflect pressing congestion concerns on the Gardiner Expressway and completed October 2025 ahead of schedule for FWC2026. Close traffic monitoring of the Gardiner Expressway will be required to ensure smooth traffic operations and mitigate challenges from unforeseen traffic events.
Highway 400	4 to 12 lanes Posted speed limit: 100 km/h	Four active projects are scheduled along the Highway 400 corridor, but based on current construction schedules, construction impacts are not anticipated: (1) Highway 400 – Replacement of Canal Bridges (York Region) (2) Highway 400 – Widening from Langstaff Road to Major Mackenzie Drive (Vaughan) (3) Highway 400 / Simcoe County Road 88 Interchange (Bradford Bypass program interface) (Simcoe) (4) Bradford Bypass – West Contract (Highway 400/CR-88 to Line 10, along Highway 400) (Simcoe)	The ministry will continue monitoring all active construction schedules before and during the tournament to maintain the availability of existing lanes and minimize impacts. No major traffic impacts are anticipated
Highway 401 FIFA relevance: secondary route to/from airport, hotels	16 to 18 lanes in some sections HOV lanes in certain areas Posted speed limit: 100 km/h	Current Construction: Bridge rehabilitation, reconstruction, resurfacing, interchange improvements and realignment on Eastbound Collectors – Avenue Road to Warden Avenue. Hotspots: Major delays and lane reductions between Highway 427 and Highway 404 (segment with no HOV lanes) due to ongoing construction and maintenance work.	Routine night staging (1 lane at 11:00 p.m., expanding to 2 lanes at 12:00 a.m.) will be deferred to 1:00 a.m. on game days to maintain capacity through post match flows.
Highway 409 FIFA relevance: secondary route to/from Pearson Airport from Highway 401	4 to 6 lanes Primarily serves Toronto Pearson Airport traffic Posted speed limit: 100 km/h	Current Construction: Bridge rehabilitation, bridge removal, culvert replacement and resurfacing. Construction at the interchange of Hwy 409/427 is planned in 2026. Long duration lane reductions on (a) Hwy 427 SB → Hwy 409 WB, (b) Hwy 427 SB → Hwy 409 EB, and (c) Turning Road SB → Hwy 409 East will remain in place. Hotspots: Traffic congestion near Toronto Pearson Airport, exacerbated by ongoing improvements and resurfacing between Highway 401 and Toronto Pearson Airport work, especially during peak travel times.	Construction staging, traffic impacts and mitigation will be reviewed during detailed design. Traffic impacts will be monitored throughout the tournament, the City has municipal alternates available, if required for the tournament.
Don Valley Parkway (DVP) FIFA relevance: secondary route to/from Pearson Airport, hotels	4 to 6 lanes Posted speed limit: 90 km/h Winding roadway through a valley	Current Construction: Road resurfacing and bridge repairs between Bloor Street and Eglinton Avenue. Hotspots: Lane reductions and traffic slowdowns, particularly near the Bloor Street and Eglinton Avenue interchanges. Challenges: Frequent flooding during heavy rains, leading to emergency construction and closures.	Construction will be complete by FWC26.

Road Segment	Key Characteristics	Current Congestion Hotspots and Challenges	2026 Context and Mitigation
		Congestion during rush hours, especially at the interchange with the Gardiner Expressway.	
Major Arterials FIFA relevance: final hotel routes will include some of these arterials as primary routes	Varies between 4 to 8 lanes Includes key roads such as King Street, Queen Street, Dundas Street, Bloor Street, Yonge Street, University Avenue, and Spadina Avenue Transit priority corridor on King Street Bike lanes on certain roads (e.g. Bloor Street, Strachan Avenue) Speed limit range: 40-60 km/hr	Congestion during peak hours, particularly on Yonge Street, Bloor Street, Queen Street, Spadina Avenue, University Avenue, and King Street Parking issues, intermodal conflicts, and surface transit delays due to mixed traffic use on roads like King Street and Dundas Street Current Construction: Lane reductions and full street closures due to ongoing construction projects like the Bloor/Yonge Subway Station expansion, and various major road rehabilitation projects (e.g. John St, Wellesley St). Rathburn Rd (near Centennial Park) is undergoing major improvements including reconstruction, resurfacing, curb relocation for a bikeway, lane removal for the bikeway, new sidewalk construction, curb radius reduction, and watermain replacement. Hotspots: Significant congestion on King Street, Queen Street, Dundas Street, Yonge Street, and Bloor Street.	Constituent routing will account for construction and congestion hotspots along major arterial roads.
Queen Elizabeth Way (QEW) FIFA relevance: Potential impacts on routes along the Gardiner Expressway and Highway 427.	6 lanes Posted speed limit: 100 km/hr	QEW/Dixie Road Interchange Reconstruction (Cawthra Road to Dixie Road, Mississauga). Potential traffic spillback onto the Gardiner Expressway and Highway 427, impacting the FIFA routes.	For evening matches (Jun 17, Jun 23, Jul 2), will delay routine westbound staging (normally 11:00 p.m.–12:00 a.m.) to 1:00 a.m. or issue Extensions of Time to keep lanes available through post game peaks; daytime match days (Jun 12, Jun 20, Jun 26) will proceed with no lane restrictions. No major traffic impacts are anticipated.

5.1.1 Other Road Impacts

Of the known planned construction projects that will impact lane availability, minor to moderate impacts to constituent and spectator travel are expected. Coordination with construction management is ongoing, with active monitoring of traffic impacts to occur as construction lane closures are implemented. The City of Toronto's Engineering and Construction Services (ECS) team has been essential in collaborating with the Secretariat to implement a moratorium on construction impacts during tournament-time accelerating or delaying projects. Exhibit 5.4 shows a summary of construction that could potentially impact FWC26 and identifies steps to address these impacts.

Exhibit 5.4: Summary of Known Construction Impacts on FWC26 Routes

Location	Context	Relevance for FWC26	Next Steps
Bloor Street and Dufferin Street	980 Dufferin Street/1141 Bloor Street West TTC Tunnel Connection Closure of the southbound right-turn lane on Dufferin Street, between Bloor Street West and a point 30 metres north Additional turn restrictions exist but buses are excepted	Spectator travel concern: Dufferin Street bus access to/from Dufferin Station will be critical to ensure movement of regular, express, and special shuttle service to Dufferin Gate.	Closure to be monitored to determine if additional resources are needed to expediate bus movements through intersection.
King Street W and Douro Street	1071 King Street West Temporary full closure of the west sidewalk, the southbound vehicle traffic lane, and the northbound vehicle traffic lane, on Douro Street, between King Street West to a point 33 metres further south, from April 30, 2024 to January 31, 2027 inclusive.	Rideshare concern: Impacts to use of Douro Street for rideshare during FWC2026.	Rideshare on Douro Street to avoid closed section and utilize section between Shaw Street and Strachan Avenue.
Harbour Street	200 Queens Quay West Closure of the eastbound curbside traffic lane on the south side of Harbour Street,	No direct impact to FIFA Constituents or spectators, but may contribute to congestion hotspot.	No mitigation measures required for FWC2026, but considered in route planning.

Location	Context	Relevance for FWC26	Next Steps
	between Lower Simcoe Street and a point 90 metres east, from December 31, 2025 to December 31, 2028, inclusive.		
Various Engineering and Construction Services (ECS) Projects	ECS owns construction management for major infrastructure projects in Toronto; these often temporarily impact the right-of-way. Current scheduling shows 56 downtown projects and 24 near Centennial Park with scheduling that overlaps with FWC26.	Constituent and spectator travel concern: Potential for right-of-way impacts to impact time and reliability of all surface modes.	Coordination efforts with ECS have allowed for the following mitigation measures: Local road projects will proceed if not interfering with FWC26 routes. Highly disruptive major projects on arterials will be postponed/limited. Major arterial projects that do proceed will be completed or restore right-of-way before FWC26.
Ontario Line Related Construction	Ongoing construction related to the Ontario Line around existing stations such as TTC Queen, and Osgoode subway stations and Exhibition GO station, as well as at King St and Bathurst St.	Constituent and spectator travel concern: Various ongoing road closures and restrictions that could contribute to road network congestion and route limitations. Please refer to **Appendix D: Transit Construction Impacts.**	Consideration of related road closures and restrictions have been incorporated into planning for FWC2026.

5.2 Parking

During the tournament, parking will be limited and there will be no designated regular parking for spectators. During usual operations, Toronto has existing parking infrastructure that is available within the vicinity of the Toronto Stadium and FFF sites. This consists of parking lots within the Exhibition Place Grounds (not available for the tournament), as well as on-street and off-street parking that is available within a three-kilometre radius (on-street parking will be limited).

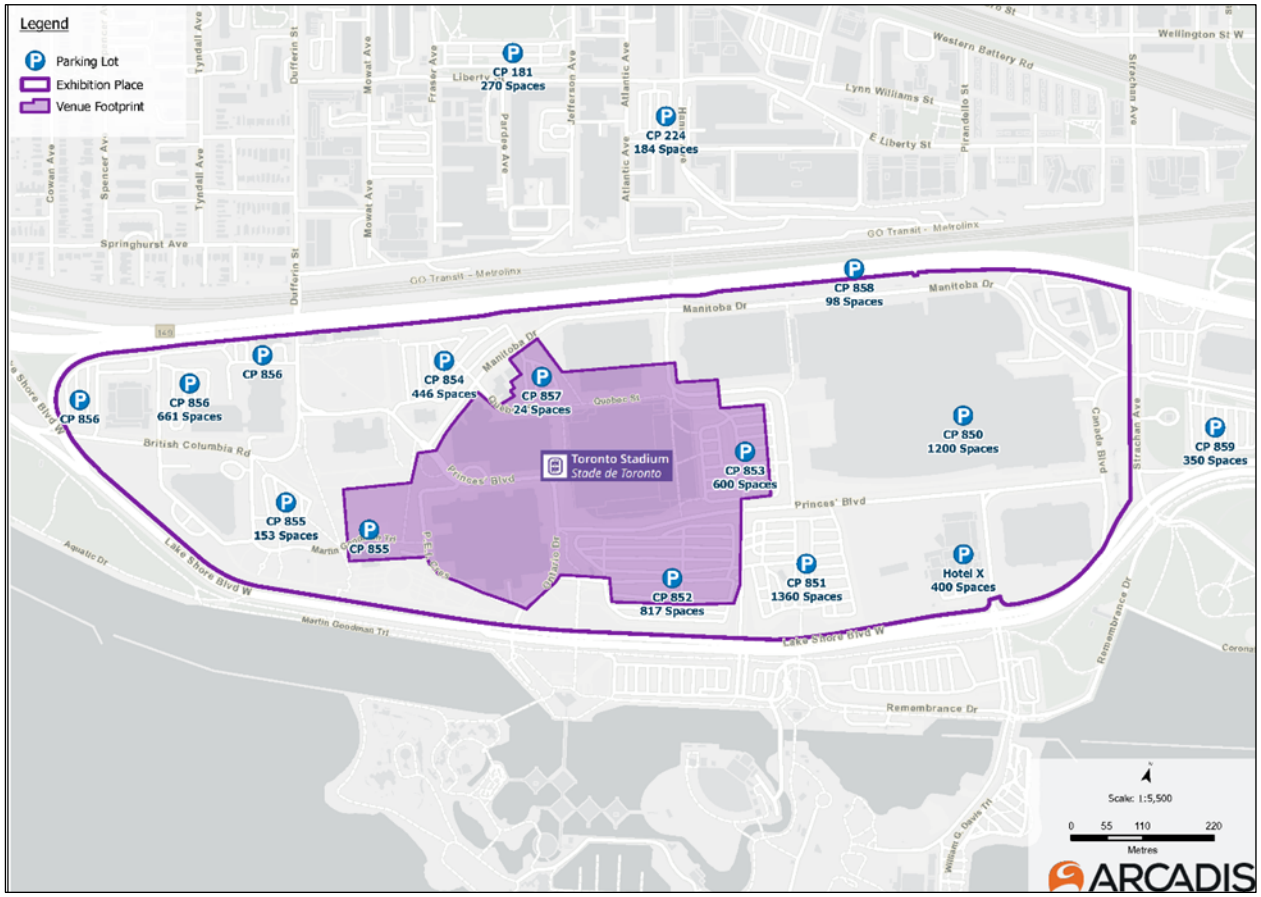
A summary of the existing parking infrastructure available during usual operations is described in this section. However, as described in Section 6.2, the parking supply within the immediate

vicinity of the Toronto Stadium will be reserved for FIFA uses. Additional parking restrictions will also be implemented on match days to support traffic management and traffic flow within key downtown corridors. This change from usual operations to Tournament time parking (i.e., from ample to heavily limited availability) further highlights the need for aggressive TDM messaging to discourage driving to the Tournament.

5.2.1 Exhibition Place Parking

There are a total of 11 parking lots located within Exhibition Place, including two underground lots beneath the Enercare Centre and Hotel X. These parking lots service the various buildings and facilities located within the Exhibition Place Grounds. During regular events at Exhibition Place, the availability, price, and utilization of these parking lots vary depending on the day and time of a given event, or the location of an event. Exhibit 5.5 presents the available Exhibition Place parking supply during usual operations with the parking lot reference numbers used throughout the planning for FWC2026. During Tournament time, accessible spectator parking will be provided near Toronto Stadium at lot 851.

Exhibit 5.5: Usual Operations: Exhibition Place Parking



Note: Lot 858 is located under the Gardiner Expressway and is currently impacted by construction. Availability for FWC26 is assumed to be 0.

A total of 10 of these parking lots are owned by Exhibition Place, and operations are outsourced to the Toronto Parking Authority (TPA). The underground garage beneath Hotel X is managed by Precise ParkLink, a third-party parking management company. A breakdown of each Parking Lot, including the facility type and number of regular and accessible spots, is detailed in **Appendix B: Exhibition Place Parking Lots**.

OFF-STREET PARKING

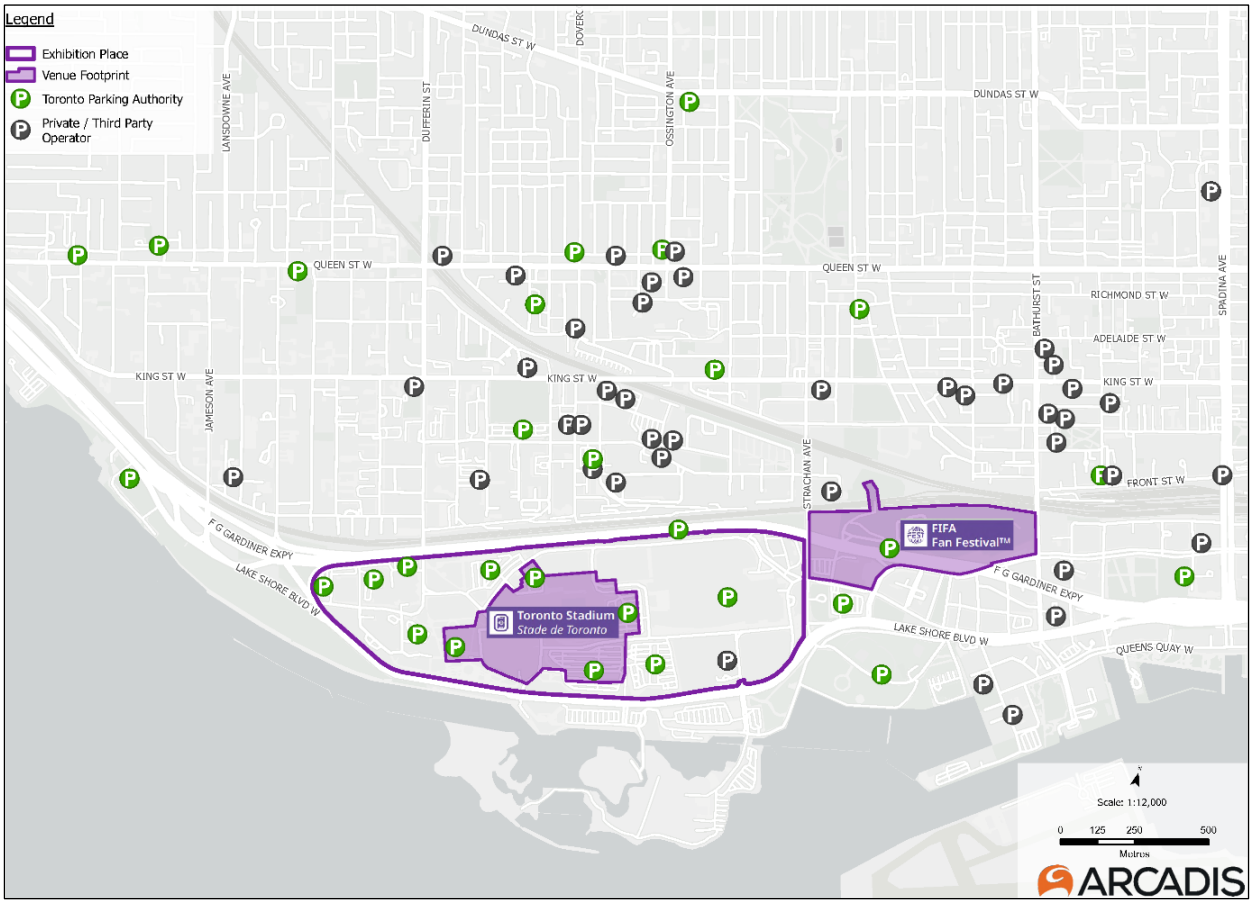
Nearby off-street parking is available in the form of paid parking offered by several public and private parking providers and operators, including the Toronto Parking Authority, Precise ParkLink, ImPark and Canada Wide Parking among others, as shown in Exhibit 5.6. A total of over 10,000 parking stalls are available across 103 off-street parking lots within three kilometers of the Exhibition Place.[6]

Green P Mobile Pay, operated by TPA, is currently the main payment method available at all TPA lots.[7]

[6] These totals include the known capacities of 35 parking lots operated by TPA, and 15 parking lots operated by different commercial parking operators. An additional 53 parking lots operated by commercial operators fall within this radius, but their capacities are not tracked by the City.

[7] Parking Management Agreement Exhibition Place / Toronto Parking Authority. March 26, 2024. <https://secure.toronto.ca/council/agenda-item.do?item=2024.PA8.13>

Exhibit 5.6: Usual Operations: Paid Off-Street Parking Surrounding Toronto Stadium



Note: Paid parking within Exhibition Place is going to be utilized by FIFA and not available for general parking.

5.2.2 Sponge Parking

Sponge parking is a term used to describe existing parking supply that may absorb increased parking demand during certain times or events. This typically consists of on-street parking supply as well as informal or private off-street parking supply.

There are approximately 4,200 on-street parking spaces within a three-kilometre radius of Toronto Stadium, consisting predominantly of paid spaces. The portion of on-street parking that is available at any given time varies by time of day and events occurring in its vicinity. On-street parking along key corridors will be restricted or limited during FWC26.

Informal parking supply may also be available, which consists of private driveways that owners may rent out on a temporary basis, or unlicensed off-street parking lots. It is estimated that there are approximately 340 houses with private driveways in the vicinity of Toronto Stadium and the FFF site.

5.3 Transit

5.3.1 City of Toronto Transit Network

Transit service to the Toronto Stadium and FFF sites is provided by the Toronto Transit Commission (TTC) and GO Transit (GO). The TTC is the primary transit service provider in Toronto, operating a mix of subway, streetcar, and bus services. GO Transit is operated by Metrolinx, an agency of the Province of Ontario, and operates regional rail and bus services throughout the Greater Toronto and Hamilton Area (GTHA). The stadium site is served by GO regional rail service and by TTC streetcars and buses, while the same TTC streetcar routes serve the site of FFF. Transfers between transit systems, such as GO and TTC, is free of charge (i.e., a passenger will be provided a free TTC trip if transferring to or from GO).

Union Station, just under 4km from Toronto Stadium, is the city's main transit hub. Local TTC subway, bus, GO Rail, and GO Bus services serve Union Station alongside VIA Rail and coach bus services that provide access to destinations throughout the Quebec City-Windsor corridor.

Additionally, the City of Toronto accelerated the RapidTO project, a surface transit project to introduce dedicated transit lanes, on both Bathurst and Dufferin Streets. On Bathurst, priority streetcar lanes are being installed from Bloor Street West (Bathurst TTC Station) south to Lake Shore Blvd in two phases. The segment between Lake Shore Blvd and Dundas was completed in December 2025 and the remaining work is expected to be finished by Spring 2026 in advance of FWC2026. Similarly, on Dufferin Street, priority bus lanes will be installed between Bloor Street West (Dufferin TTC Station) and King Street West in two phases to be completed by the end of May 2026. Key changes of these RapidTO projects include removal of on-street parking and adjustments to signal timings.

Transit users in Toronto can pay fares using several methods, including cash and PRESTO electronic fare payment system (including Interac debit cards, credit cards, mobile wallet and PRESTO cards). PRESTO is a contactless payment system allowing customers to travel seamlessly across multiple transit agencies (such as TTC and GO Transit, as well as eight other local transit agencies in the GTHA) by tapping their card at stations, on platforms and on buses. PRESTO cards can be reloaded online, through a mobile application, or at ticket vending machines at transit stations. Single adult TTC fares are $3.30 when using PRESTO contactless payment. Cash fare payments remain available at $3.35 per ride. When a transit fare is paid, a two-hour transfer for TTC and 3-hour transfer for GO Transit is automatically applied, allowing for unlimited trips within the transfer window. GO Transit fares are based on fare type (i.e., adult, senior, youth or post-secondary student) and the distance travelled between two specified points (fare zones). Youth 12 and under ride for free.

5.3.2 TTC Service, Fleet and Facilities

The TTC operates a conventional transit fleet that includes subways, streetcars, and buses. Wheel-Trans specialized transit provides door-to-door service for people with accessibility needs. Approximately 1.7 million people use the TTC each day. The TTC system includes three

subway lines with 70 stations, two LRT lines, over 150 bus routes, and 10 regular service streetcar lines.

Two streetcar routes and two bus routes currently serve Exhibition Place directly. This is in addition to routes that offer nearby connections: the 504 King streetcar, which allows people to alight on King Street and walk 500m to Exhibition Place, and the 63 Ossington bus, which serves East Liberty Street. Current regular service vehicle capacity and headways of these routes is captured in in Exhibit 5.7, with CNE-level service capacity implemented to support the annual Canadian National Exhibition in Exhibit 5.8. For the purposes of assessing capacity and demand for the Tournament, this event-level service has been used to establish a baseline.

Exhibit 5.7: Current Regular TTC Routes Serving Exhibition Place (2024)

Route	Vehicle	Regular Planning Capacity*	Headway (in minutes) (high)	Headway (in minutes) (low)
504 King	Streetcar	130	4	5
509 Harbourfront	Streetcar	130	7	10
511 Bathurst	Streetcar	130	8	10
29 Dufferin	Articulated Bus and Standard Bus	Articulated 77 Standard 51	5	10
929 Dufferin Express	Articulated Bus and Standard Bus	Articulated 77 Standard 51	8	10
63 Ossington	Standard Bus	51	5	10

* Note: Capacities provided by transit operator and represent comfortable capacity. Assumptions for Tournament transit planning assume a higher functional capacity.

Exhibit 5.8: Event-Level Service TTC Routes Serving Exhibition Place

Route	Vehicle	Capacity*	Headway (in minutes) (CNE)
504 King	Streetcar	130	4-5
509 Harbourfront	Streetcar	130	5
511 Bathurst	Streetcar	130	5
Shuttle Bus St. Andrew Station to Fleet Hub	Articulated Bus	77	3-4
29 Dufferin	Articulated Bus	77	6
929 Dufferin Express	Articulated Bus	77	6
63 Ossington	Standard Bus	51	5-10

* Note: Capacities provided by transit operator and represent comfortable capacity. Assumptions for Tournament transit planning assume a higher functional capacity.

TTC's vehicle fleet is detailed in Exhibit 5.9: Current TTC Fleet Summary (2024)Exhibit 5.9. Vehicle availability numbers have been provided by TTC's Vehicle Maintenance team.

Exhibit 5.9: Current TTC Fleet Summary (2024)

Vehicle Type	Propulsion	Capacity *	Total in Fleet	Available
Subway Train (Line 1)	Electric	1100	76	65
Subway Train (Line 2)	Electric	1000	61	51
Subway Train (Line 4)*	Electric	740	6	4
Streetcar	Electric	130	218	170
Articulated Bus	Hybrid	77	23	18
Articulated Bus	Diesel		152	119
Standard Bus	Battery Electric	51	60	47
Standard Bus	Hybrid		740	577
Standard Bus	Diesel		1127	879

* Note: Capacities provided by transit operator and represent comfortable capacity.
** Note: Line 4 does not serve any surface transit routes that connect with Toronto Stadium or FFF.

The TTC fleet of subway trains, streetcars, and buses are stored at facilities that are spaced out around the city for the purpose of maximizing limited land availability and minimizing the amount of time a bus or streetcar must "deadhead" to begin or conclude its service period. A summary of TTC's vehicle storage facilities is provided in **Appendix C: Transit Storage Centres**.

5.3.3 GO Transit Service, Fleet and Facilities

The GO Transit fleet consists of heavy rail trains, single-level and double decker coach buses. In passenger capacity calculations, each GO train is assumed to have 12 passenger cars for a total maximum planning capacity of 2,000 passengers per train—this number represents a train with every seat filled and between 16 and 34 standing passengers per coach, depending on coach style. In exceptional crush load conditions, 12 car trains can accommodate up to 2,400 passengers.

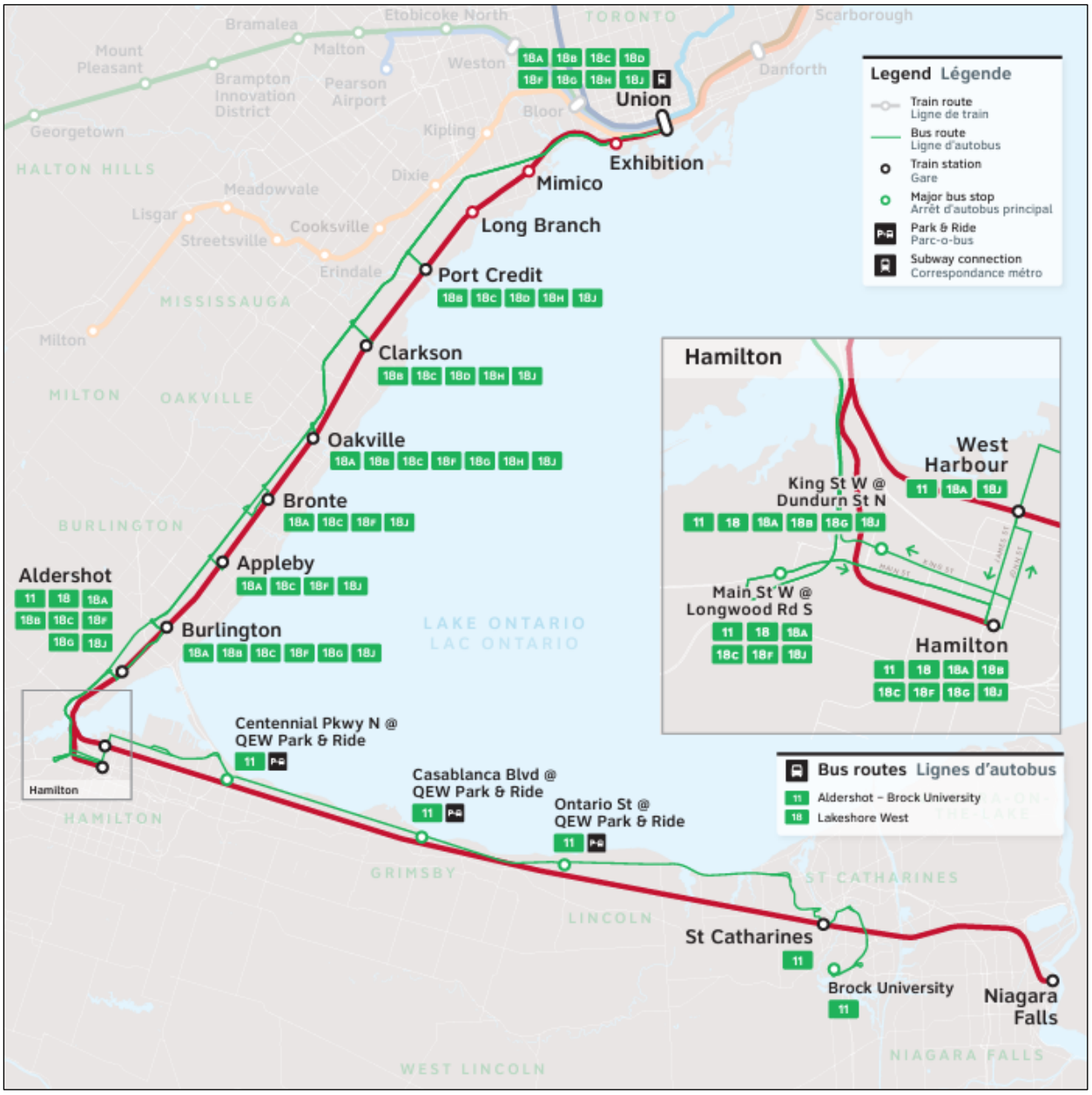
Exhibition GO is served by the Lakeshore West GO Rail corridor (Exhibit 5.10), providing consistent (15 to 30 minute) service to Aldershot (City of Burlington), approximately hourly service to the City of Hamilton, and three round trips a day to Niagara Falls. The Lakeshore West GO Rail corridor offers some trips that are thru-routed to Lake Shore East GO rail corridor (Exhibit 5.11) at Union, continuing eastbound to Oshawa. Between June 7, 2024 and July 4, 2024, an average of 8,385 daily riders boarded or alighted at Exhibition GO per day. Exhibition GO's role in the network is unique: it supports significant ridership during events at Exhibition Place, such as the CNE, TFC games, or concerts at RBC Amphitheatre (formerly Budweiser Stage), which are captured in this average weekday ridership estimate.

The GO Rail network contains seven corridors in total, all of which except Milton, and Richmond Hill operate on weekends. GO Buses are deployed to move passengers on some lines when trains are not operating during GO rail service hours, with no GO Transit rail replacement bus

service between 3:00 am and 5:00 am. The Union-Pearson Express (UP Express) connects to Toronto Pearson Airport at 15-minute headways from Union Station and is managed by Metrolinx. Passengers can transfer from the Lakeshore West GO Rail corridor to any other corridor at Union Station.

The GO Bus network operates throughout the Greater Golden Horseshoe. In Toronto, the GO Bus network services major hubs, with the intent of connecting passengers to destinations outside of Toronto. Union Station is the closest GO Bus access point to Toronto Stadium.

Exhibit 5.10: Lakeshore West GO Train Route and Connecting Buses



Note: GO Trains serve Exhibition GO; GO buses do not serve Exhibition GO.
Source: GO Transit. Lakeshore West GO Train and Bus Schedule (https://assets.metrolinx.com/image/upload/v1765347924/Documents/GO/full-schedules/FS20122025/TABLE01.pdf).

Exhibit 5.11: Lakeshore East GO Train Route and Connecting Buses

Source: GO Transit. Lakeshore West GO Train and Bus Schedule (https://assets.metrolinx.com/image/upload/v1765347978/Documents/GO/full-schedules/FS20122025/TABLE09.pdf).

GO Transit's full fleet is described in Exhibit 5.12. GO Transit's fleet of trains and buses is stored at facilities across the region for the purpose of minimizing the amount of time a train or bus must "deadhead" to begin or conclude its service period. A summary of GO's train yards and bus garages is detailed in **Appendix C: Transit Storage Centres.**

Exhibit 5.12: GO Fleet Summary

Vehicle Type	Propulsion	Comfortable Passenger Capacity	Total in Fleet
Rail Locomotive	Diesel	N/A	TBC
Rail Car	N/A	167	TBC
Double Decker Bus	Diesel	81	266
Double Decker Bus	Battery Electric		2
Highway Coach	Diesel	55	167

5.3.4 Transit Hubs

The stadium site is served by a combination of regional rail GO trains and TTC streetcars and buses. The primary transit hubs[8] in proximity to the stadium site include Union Station, Exhibition GO station, Exhibition Loop, and Dufferin Gate. Passengers can also walk to the stadium from nearby transit routes such as the 504 King streetcar. The table below summarizes transit services available at each nearby transit hub (Exhibit 5.13).

All transit hubs serving the stadium allow spectators and workforce to connect to rapid transit lines for fast travel across the city and region, including by surface transit to subway on Line 1 or Line 2.

Passengers at Union Station can also connect to all other GO regional rail lines, the UP Express, and the TTC Line 1 subway. Passengers boarding a streetcar at Fleet Street can connect to either Union Station by the 509 Harbourfront, or to the Line 2 subway at Bathurst Station on the 511 Bathurst. At Dufferin Gate, connections are available to Dufferin Station on Line 2 by either the 29 or 929 Dufferin buses, while the 504A King streetcar connects passengers to Line 1 at St. Andrew and King Stations. During FWC26 match days, the 504A King streetcar will not use the Dufferin loop to allow increased capacity of 29 or 929 Dufferin buses.

The transit hubs and routes serving the stadium are shown within the context of the broader transit network in the diagram below (Exhibit 5.14).

[8] For the purposes of Tournament planning, a transit hub is a key transit stop serving the Stadium or Fan Festival site.

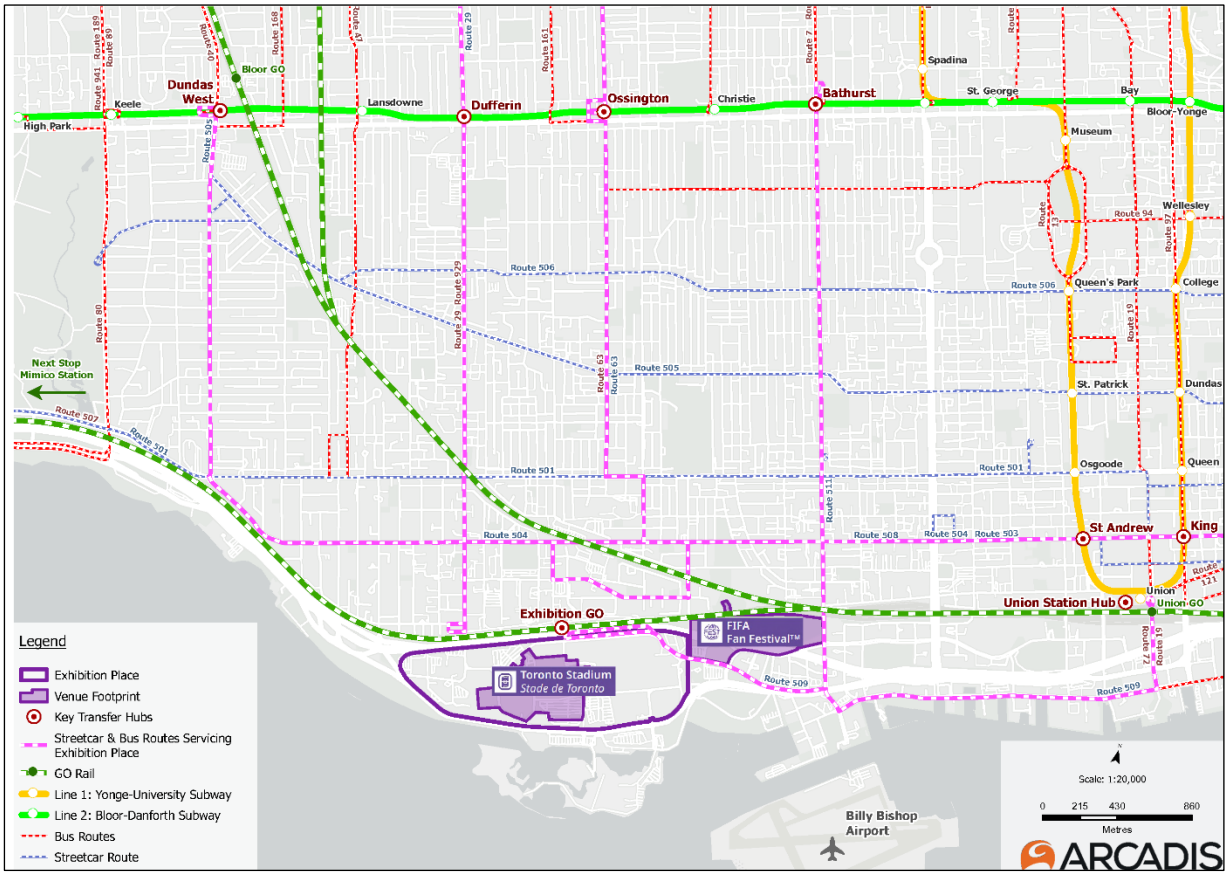
Exhibit 5.13: Summary of Transit Hubs Adjacent to FWC26

Name	Transit Agency	Route	Mode
Union Station	GO Transit	Barrie, Kitchener, Lakeshore East, Lakeshore West, Milton, Richmond Hill, Stouffville	Rail
		16 Hamilton / Toronto Express 18 Lakeshore West 21 Milton 31 Guelph / Toronto 61 Richmond Hill 65 Newmarket / Toronto 71 Stouffville 90 Lakeshore East	Bus
	TTC	Line 1 subway	Rail (subway)
		509 Harbourfront 510 Spadina*	Streetcar Streetcar
	Union Pearson Express	Union Pearson Express	Rail
	VIA Rail	Trains to Windsor, Sarnia, Niagara Falls, Ottawa, Montreal (and beyond)	Rail
Exhibition GO	GO Transit	Lakeshore West	Rail
Exhibition Loop**	TTC	509 Harbourfront 511 Bathurst	Streetcar
Dufferin Gate	TTC	29 Dufferin 929 Dufferin	Articulated Bus

*During tournament time, the 510 Spadina will not service Union Station. See Section 6.4.3 for further detail.

**Section 6.4.3 provides an overview of a tournament-time transit hub planned for Fleet Street to accommodate the 509 and 511 TTC streetcars in lieu of Exhibition Loop.

Exhibit 5.14: Transit Connecting to Toronto Stadium and FFF Area (Regular Service)



5.3.5 Transit Context in 2026

The City of Toronto and broader region will see additional transit service by 2026. Some projects, like RapidTO, have been prioritized to serve FWC26.

The existing transit network, as shown in Exhibit 5.14, is expected to be maintained through to FWC26 with additional services or slight routing changes to accommodate Tournament needs. Additional improvements underway or recently opened include:

- Accessibility upgrades: elevator installations at Museum Station, College Station, and Spadina Stations, providing improved access to TTC subway.
- Surface transit improvements: with the acceleration of RapidTO on Dufferin and Bathurst in preparation for FWC26, both corridors are expected to see dedicated transit lanes. On Dufferin Street, this will be between Bloor Street West and King Street West, and on Bathurst Street between Bloor Street West and Lake Shore Blvd.
- Two recently opened routes are new for 2026: Eglinton Line 5 connects with the 29/929 Dufferin Bus which, through RapidTO, will be a reliable and efficient service to and from Dufferin Gate. Finch West Line 6 provides greater access for spectators, workers, and volunteers from north-west Toronto as they connect to Line 1 subway.

- Metrolinx will develop enhanced service across the network based on ridership demand, resource availability, and third-party negotiations.

5.4 Taxi and Rideshare

Licensed taxi operators in Toronto provide on-demand services that can be booked by phone, online, or at designated taxicab stands within the city. They can also be hailed on the street. Rates and fares for taxicabs are listed in Toronto Municipal Code Chapter 546, which stipulates the rate of a taxicab journey based on distance, wait times, and number of passengers.

Private Transportation Companies (PTC), such as Uber and Lyft, provide rideshare services that are booked through a mobile app, that allows customers to specify pick-up and drop-off locations. These services are expected to be highly used during FWC26 and will require clear operational plans and targeted restrictions to ensure that rideshare services operate efficiently and to minimize congestion and conflicts with other transport modes.

5.5 Active Transportation

Toronto is a highly walkable and bikeable city. In 2019, 7 in 10 Torontonians reported using a bicycle for either recreation or utilitarian trips, with 13% of all respondents reporting biking for utilitarian trips[9]. These numbers have likely increased as a result of:

- Substantial investments in cycling infrastructure in Toronto, including 75km of new bikeways and 25km of additional cycling infrastructure installed over the past 5 years[10].
- Increased utilization of Toronto's publicly owned bike share program, Bike Share Toronto, which has docking stations in every ward. Bike Share Toronto sees record growth year after year; in June 2024, it recorded over 30,000 trips in a single day[11].
- E-bikes becoming increasingly common on Toronto streets. E-scooters are banned from public property in Toronto, but are still frequently observed in bike lanes[12].
- The Vision Zero Road Safety Plan, approved in 2016 and updated in 2019, which led to the implementation of the "pedestrian head start" signals at over 1,200 intersections, and lowering speed limits on over 500km of roads[13].

5.5.1 Cycling Network

Toronto offers nearly 300km of on-street bike infrastructure and nearly 400km of off-road trails[14]. Both the Toronto Stadium and FFF are in an area with high levels of cycling infrastructure with many options for trips. A bike ride to the Princes' Gates from downtown will only take 14

[9] 2019. City of Toronto Cycling Study.

[10] Cycling Network Plan Update (2025-2027). Staff Report.

[11] 2024. Ring and Post. Cycle Toronto.

[12] Cycling & The Law. City of Toronto.

[13] Road Safety Plan (RSP) 2017-2021. Staff Report.

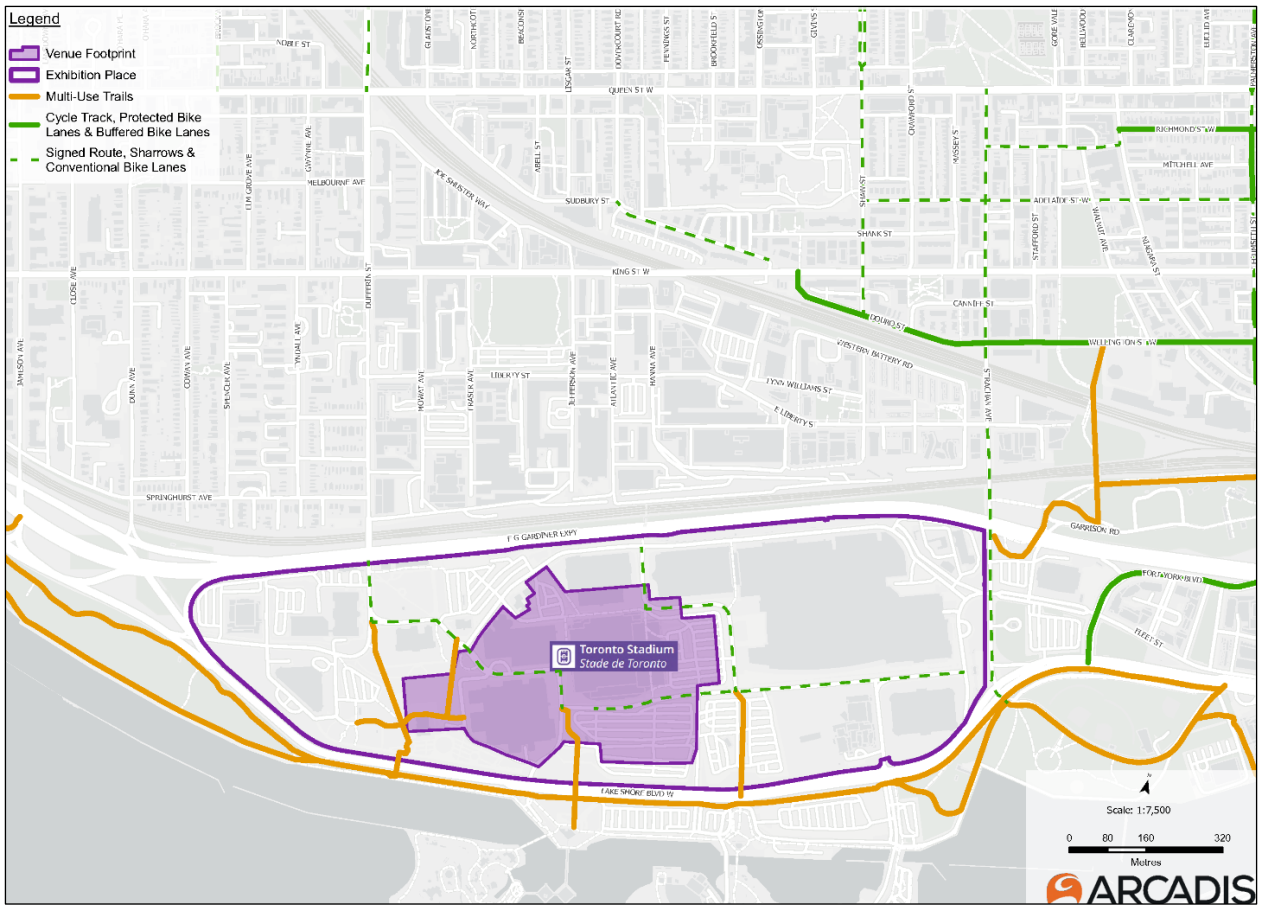
[14] 2022. Network Status. Cycling & Pedestrian Projects.

minutes, with most time spent on Queens Quay, a complete street with a multi-use path separated from traffic (Martin Goodman Trail).

Exhibit 5.15 depicts cycling infrastructure in the vicinity of Toronto Stadium and FFF. The Strachan Corridor (to the east of Toronto Stadium) is an important connection to the Martin Goodman Trail for many of Toronto's cyclists. Cycling counts taken on an August weekday in 2024 showed 177 cyclists on Strachan south of East Liberty (near Exhibition Place) between 5 and 6 pm.

To the north and west of the Stadium, gridded residential streets provide cycling access to the Stadium area. The Wellington bi-directional cycle track also connects downtown to FFF.

Exhibit 5.15: Existing Cycling and Trails Network



Note: All cycling infrastructure within Exhibition Place will be off-limits during the Tournament.

5.5.2 Bike Parking

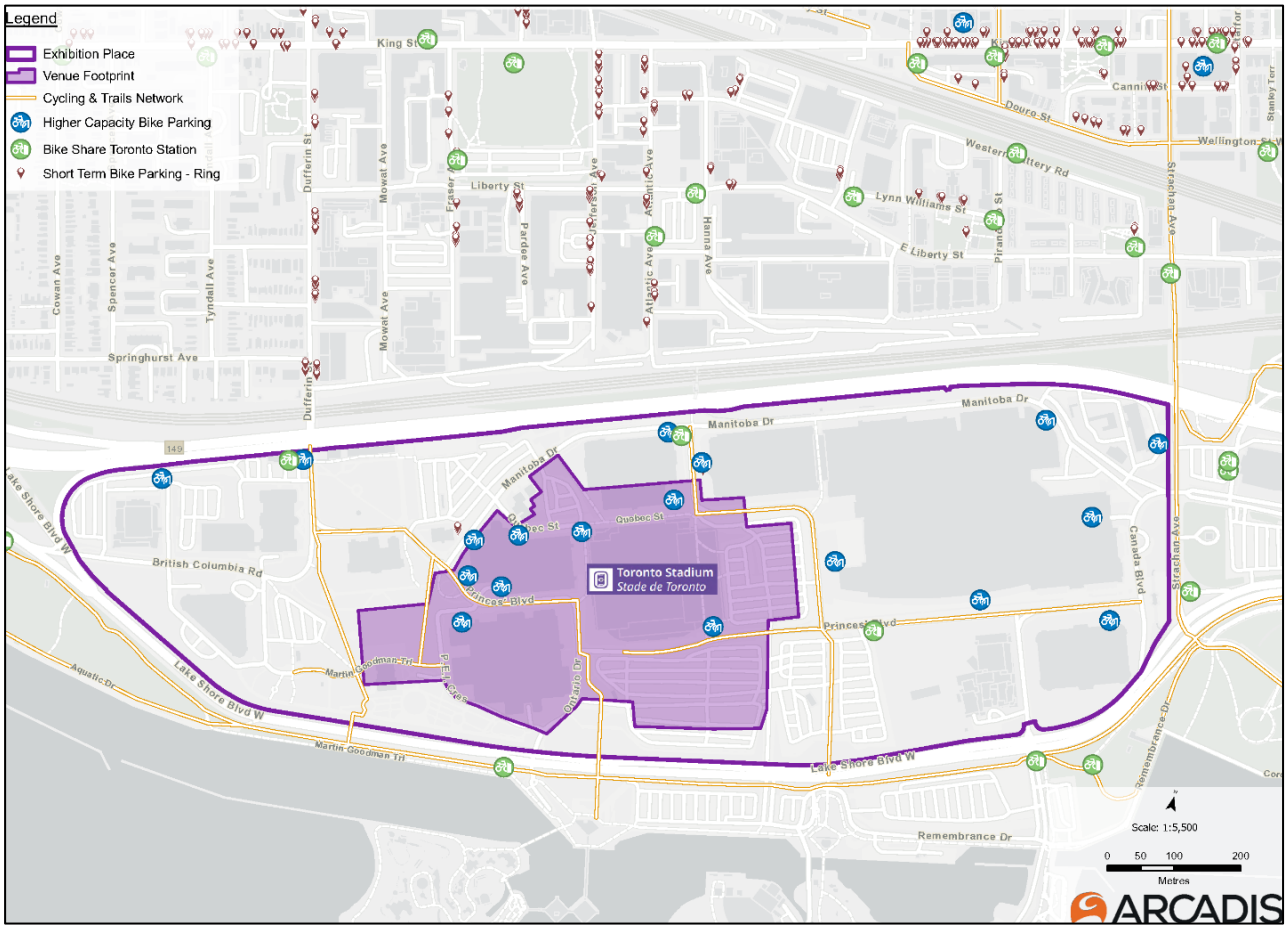
Most major roads in Toronto have post-and-ring bike racks, an identifiable shape that has been part of Toronto's landscape since the 1980s, with over 20,000 now across the city[15]. Exhibit 5.16

[15] History of Toronto's Bike Ring. City of Toronto.

and Exhibit 5.17Exhibit 5.17 show ring-and-post bike parking locations adjacent to Exhibition Place, primarily north of the rail corridor in Liberty Village. Bike parking for FWC26 will need to compete with background demand; additional temporary bike parking that is specific to FWC26 will be provided.

For security purposes, it is understood that bike parking within Exhibition Place is not feasible due to proximity to secure areas, and therefore any existing moveable bike racks will be removed from Exhibition Place. Tournament time bike parking plans are detailed in Section 6.6.4.

Exhibit 5.16: Existing Bike Parking Facilities and Bike Share Stations



Note: Racks within Exhibition Place to be removed.

Exhibit 5.17: Toronto Post-and-Ring Bike Parking

5.5.3 Bike Share Toronto

Toronto's bike share system is operated by Toronto Parking Authority, an agency of the City of Toronto. Under a new framework between the Toronto Parking Authority and the City of Toronto on a Net Income Share Agreement, the City will directly fund the capital expansion of the Bike Share Toronto through the end of 2026. In addition, Bike Share Toronto receives additional monetary support through corporate sponsorships. The system grew to 10,000 bikes and 1,000 stations by the end of 2025 and offers a combination of conventional and e-bikes[16]. Peak weekly ridership in 2023 was 180,000 rides – an 11% increase from 2022[17].

The bike share system uses docks; each ride must start and end at a dock. This means that during events and during peak hours, docks in certain areas may be full and cannot accept more bikes. Bike Share Toronto offers bike valet services for some events and peak travel, where a station is staffed to manage bikes before or after a rush.

The pricing system is reflective of an approach that encourages short trips to ensure bikes are constantly flowing through the system – the annual membership has a "30-minute ride" and "45-minute ride" option, where all rides on conventional bikes under these time thresholds are offered at no additional cost.

For occasional users, the pay-as-you-go option offers access that's timed for ride duration, and the day pass allows unlimited 90-minute rides on a conventional bike throughout a 24-hour period for $15.

The full expansion as set out in the Four-Year Growth Plan has been completed, bringing bike share and docks to all wards in the City of Toronto.

[16] Bike Share Toronto 2023 Business Review

[17] Bike Share Toronto 2023 Business Review

Several bike share docks are located near Toronto Stadium and FFF (Exhibit 5.16). Bike share docks that are solar powered, compared with hard-wired, can be moved to accommodate events or construction. It is expected that all docks within Exhibition Place will be removed from service for FWC26 to allow for FIFA needs.

Tournament time bike parking plans are detailed in Section 6.6.4.

5.5.4 Pedestrian Network

The City of Toronto's pedestrian network is overall consistent – safe, comfortable, and accessible sidewalks on all public streets is an objective of the Vision Zero Road Safety Plan. The current standard sidewalk width is a 2.1m width, which is more than the Provincial Accessibility for Ontarians with Disabilities Act requirement of 1.5m width[18]. Many sidewalks built prior to the revision of standards meet the previous requirement of 1.8m in width.

A key challenge with the location of Toronto Stadium is the rail corridor to the north. There are three ways to cross the rail corridor during usual operations:

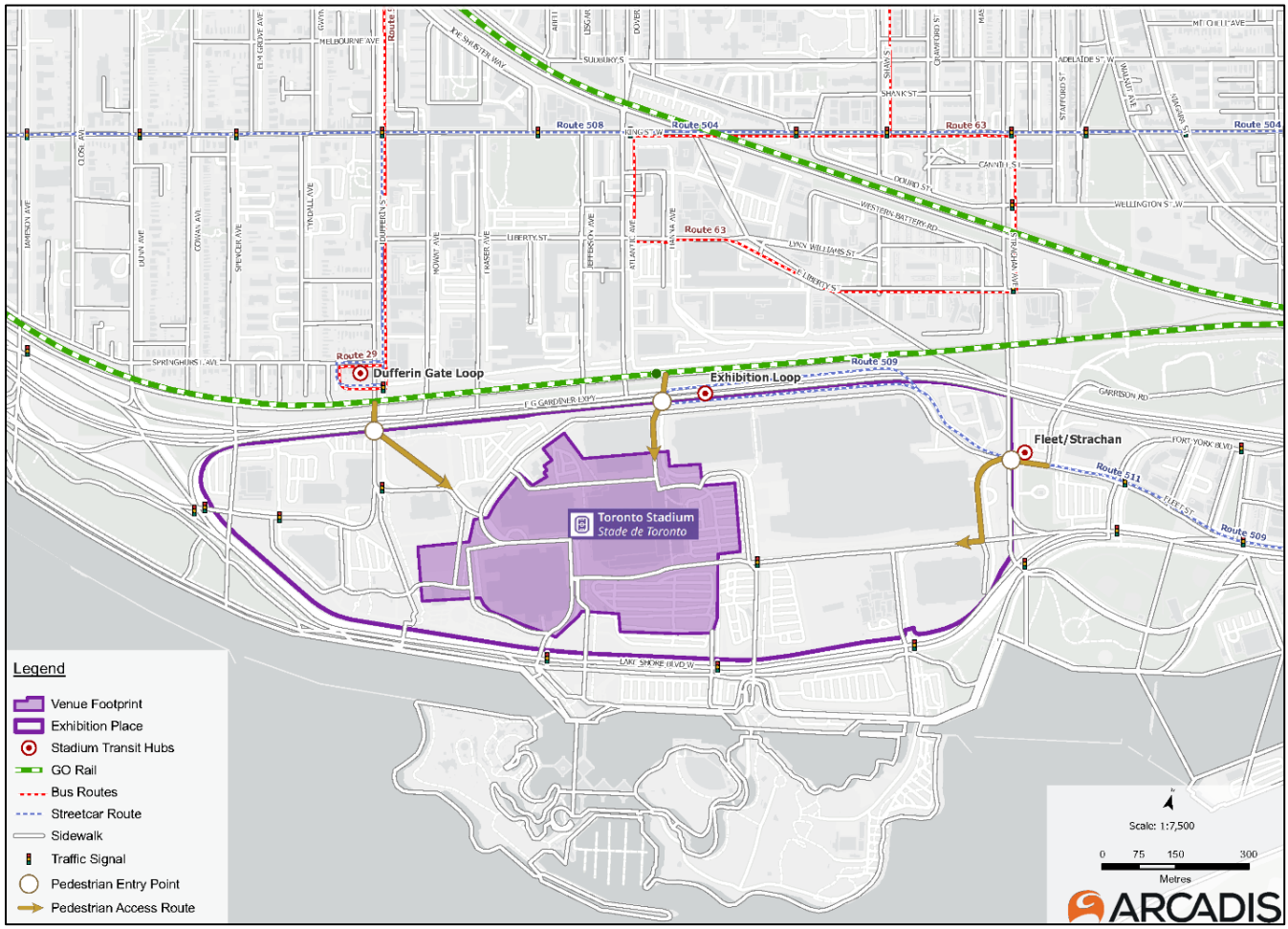
- **Dufferin Street** (at-grade, narrow bridge with separated sidewalk)
- **Exhibition GO** (above-grade bridge or below-grade tunnel)
- **Strachan Avenue** (at-grade, sidewalk curb-separated from traffic)

The Garrison Crossing Bridge, spanning the rail corridor, will be taken out of service for the duration of FFF. Pedestrians will need to cross to the south side of the rail corridor via Strachan or Bathurst. Furthermore, Exhibition GO access is intended to be limited to GO customers during match days only.

Exhibit 5.18 illustrates existing pedestrian access points to Exhibition Place. Current wayfinding for pedestrians is limited.

[18] Sidewalk Programs, Policies, and By-laws. City of Toronto.

Exhibit 5.18: Current Pedestrian Access Points to Exhibition Place



6 Mobility Operations Plan

The Mobility Operations Plan details the approach to supporting mobility during the FIFA World Cup 2026. It represents a collation of plans and strategies developed, which will be implemented by a variety of partners across the transportation landscape. All references to “match day” refer to the six days on which Toronto is hosting a match (see Exhibit 1.1). “Tournament time” refers to the entire 39-day Tournament.

6.1 FIFA Travel Profiles

The scale of movement that needs to be accommodated to support FWC26 success is atypical and significant. In particular, the volume of spectators attending FWC26 matches at the Stadium (45,000) will exceed typical spectator volumes observed at sporting events on the Exhibition Place grounds (approximately 20,000 for an average TFC game) and spectator demand will peak significantly during the immediate hours before and after matches. This unique context includes the absence of designated spectator parking – whereas typical soccer matches played at Toronto Stadium are accompanied by available existing Exhibition Place parking.

6.1.1 Transportation Analysis

Transportation analysis was conducted to support this Mobility Plan using the City of Toronto Travel Demand data updated to reflect 2026 population and employment projections. These projections were adjusted to account for return-to-office work trends, transit service changes, road infrastructure modifications as well as road restrictions associated with FWC26. More details on the transportation analysis are provided in sections 6.2.2, **Error! Reference source not found.** and 6.10.

For the road network, the analysis focused on the downtown core area bounded by Bloor Street, Dufferin Street, Jarvis Street, and Lake Shore Boulevard. It projected total traffic volumes during the afternoon (PM) peak hour under two scenarios: a base case (business-as-usual) with no road closures, as well as a scenario with FWC26 related demand and road closures.

The analysis indicates that the City downtown road network could see an increase in vehicle traffic volumes of up to 15% on FWC26 match days compared to base case conditions. This increase in traffic volumes, compounded by reduction in roadway capacity due to road closures for FWC26, will increase congestion during PM peak times on match days.

The City’s transit network operated by TTC and Metrolinx was also analyzed in the context of FWC2026. This analysis focused on key transit routes servicing the Stadium, including TTC surface routes 509, 511, 29 and 929, as well as Metrolinx GO Transit Lakeshore West corridor. The analysis projects that the corridor between Exhibition GO and Union Station (Lakeshore West GO Train and 509 Harbourfront streetcar) will become the primary bottleneck in the transit network, with combined GO Transit and TTC passenger volumes demand exceeding the regular design capacity during weekday post-match peak periods.

This Mobility Plan outlines strategies and actions to reduce and manage congestion and support Tournament operations.

6.1.2 Stadium Travel – Spectator

Toronto has previously hosted major international sporting events, including the 2015 Pan Am Games that featured multiple events at Exhibition Place (known as Pan Am Park ("PAP"). Observed mode split data from the 2015 Pan Am Games at PAP and data from other events at Exhibition Place were used as the basis for developing target mode split assumptions for FWC26. Toronto's transport context has changed significantly since 2015, and the mode split assumptions were updated to reflect this new context:

- **TTC and GO** routes and service frequencies have expanded and fare integration between the two systems has been introduced;
- Increased **active transportation** infrastructure and supportive land use including bicycle parking spaces, the Bike Share Toronto program, and new residential and retail developments, building on the 13% observed active transportation mode share from Pan Am; and
- **Rideshare** options and volumes have increased significantly.

It is also expected that the Tournament will bring a greater proportion of international or non-local attendees that will be accessing FWC26 from local hotels, compared with the CNE and TFC matches skewing more local. With these caveats in mind, observed data still helps with understanding potential tournament mode split.

The mode split targets described in this section reflect a best estimate of how spectators will travel to reach Exhibition Place, by combining observed data, professional judgement, and relevant city context.

The targets reflect the "last leg" of the journey; if a spectator arrives on a GO train 4 hours before a match, has dinner, and then walks to the match, they are captured in the "walking" mode share. The purpose of developing a target transit mode number is to: (1) evaluate additional service needed at peaks, and (2) identify TDM components that will be needed to support tournament function.

At the Mobility Plan stage, no ticket sales data has been provided by FIFA. Current spectator origin assumptions are based on 65% from within the City of Toronto and 35% from wider GTHA outside Toronto. Mode share estimates reflect the "best" way for these spectators to get to and from the Tournament, with the understanding that spectators for a major event are more likely to consider a longer walk for the last leg of the journey, compared with general commuters. Walking this route will be encouraged through signage and street activation.

The target mode split assumptions, and corresponding arrival and departure profiles, based on Toronto's current transport context are described in the following subsections. Transport strategies to facilitate efficient flow of the anticipated spectator volumes, across different modes and times of day, are described in the following section.

TARGET SPECTATOR MODE SPLIT – STADIUM

Spectator mode splits are an important tool to plan for tournament travel demand and test future conditions as mode-by-mode ridership numbers are compared to capacity. This comparison is used to establish a baseline understanding of mobility operations and identify strategies required to enable the transportation system to adequately accommodate FWC26 travel demand in Toronto. Strategies will include efforts to encourage sustainable travel behaviour while providing capacity to meet demand; these can include actions like providing additional bike parking or ensuring communications to ticket holders includes specifics about the absence of dedicated spectator parking. The target spectator mode splits for the stadium are outlined below in Exhibit 6.1. All modes are walking modes for the last mile and are factored into pedestrian movement calculations. This includes walking from Union Station.

Exhibit 6.1: Target Spectator Mode Split – Stadium

Mode %	Mode	# of Spectators	Mode/Location Hub
Transit*			
70%	TTC and GO Transit	25,200	Dufferin Loop, King & Strachan, East Liberty & Strachan, Fleet Street, Exhibition GO
13%	Active Transportation	4,680	Walking: Various locations, expect significant walking mode share from Liberty Village Cycling: Hanna Green P Lot, Ordnance Park, Inuksuk Park
Auto			
7%	Self-Drive/Parking	2,520	Various parking lots; no designated spectator parking
10%	Taxi and Rideshare	3,600	Pick-up and drop-off locations at Front/Bathurst, Lamport Stadium, and Douro Street
Total		**36,000**	

* Note: Target TTC and GO Transit mode splits were determined based on previous transit operations for major events in Toronto (including the Pan Am Games) and the capacities of the respective transit networks. Transit mode splits and arrival and departure profiles will vary by weekday versus weekend and time of day.

STADIUM ESTIMATED ARRIVAL PROFILE

The FWC26 Hosting Requirements state that transport operations shall be guaranteed for three hours before and after a match to support spectator movement. As spectator gates will open three hours before kick-off (with the first match gates opening four hours prior to kick-off), transportation needs to operate even earlier to make sure that spectators are able to access the venue.

For each of the three hours before the match, the public transport system must be able to accommodate the following percentages of stadium spectator capacity:

- **20%** of stadium spectators three hours before a match;
- **50%** of stadium spectators two hours before a match; and
- **30%** of stadium spectators in the first hour before a match.

At a 70% transit mode share, **over 12,600 transit riders** will arrive at the stadium in the second hour before a match and will need to be accommodated while managing baseline transit ridership. The full breakdown of estimated stadium spectator arrivals by mode and by hour is shown in Exhibit 6.2. All modes are walking modes for the last mile and are factored into pedestrian movement calculations. This includes walking from Union Station.

Exhibit 6.2: Estimated Stadium Spectator Arrival Profile by Mode and Hour

Mode %	Mode	-3 Hours	-2 Hours	-1 Hour	Total
Transit					
70%	TTC and GO Transit	5,040	12,600	7,560	25,200
Auto					
7%	Self-Drive/Parking	504	1,260	756	2,520
10%	Taxi and Rideshare	720	1,800	1,080	3,600
Active					
13%	Active Transportation	936	2,340	1,404	4,680
Total		**7,200**	**18,000**	**10,800**	**36,000**

STADIUM ESTIMATED DEPARTURE PROFILE

In each of the three hours after the match, FWC26 Hosting Requirements state that the public transport system must be able to accommodate the following percentages of stadium spectator capacity:

- **70%** of stadium spectators in the first hour after a match;
- **25%** of stadium spectators in the second hour after a match; and
- **5%** of stadium spectators in the third hour after a match.

At a 70% transit mode share, over 17,000 transit riders will depart the stadium in the first hour after a match and will need to be accommodated beyond the baseline transit ridership. The full breakdown of estimated stadium spectator departures by mode and by hour is shown below in Exhibit 6.3.

Exhibit 6.3: Estimated Stadium Spectator Departure Profile by Mode and Hour

Mode %	Mode	+1 Hours	+2 Hours	+3 Hour	Total
Transit					
70%	TTC and GO Transit	17,640	6,300	1,260	25,200
Auto					
7%	Self-Drive/Parking	1,764	630	126	2,520
10%	Taxi and Rideshare	2,520	900	180	3,600
Active					
13%	Active Transportation	3,276	1,170	234	4,680
Total		**25,200**	**9,000**	**1,800**	**36,000**

6.1.3 FFF Travel – Spectator

FFF is a public viewing event that will broadcast live Tournament matches and provide entertainment for fans. Toronto's FFF site is at Fort York, located to the northeast of the stadium and Exhibition Place.

FFF at Fort York is expected to have similar target mode splits compared to the stadium. However, there are a few key differences that impact transport for FFF compared to the stadium:

- FFF is located further away from Exhibition GO compared to the stadium. FFF GO Transit ridership is anticipated to be lower than stadium GO Transit ridership, and many of those FFF transit riders will likely take TTC or take the approximate 30-minute walk to Union Station.
- FFF is closer to the rideshare pick-up drop-off site on Front Street than the other two designated areas; it's expected that most rideshare riders will come from this site.
- Spectator demand will exhibit smaller peaks and a more sustained duration throughout the entire Tournament duration since matches in other host cities will be broadcasted at FFF, and multiple matches will be shown on a single day.
- There is potential for higher active transportation use given that the site is located closer to downtown.
- The Fan Festival analysis was completed using an interim demand estimate of 25,000 attendees. Recent updates to FFF planning indicate a 20,000 person capacity. This is noted here for context but does not alter the assumptions applied in the analysis.

Estimates for FFF mode split are shown below in Exhibit 6.4, and largely align with the stadium mode split listed in Exhibit 6.1.

Exhibit 6.4: Target spectator mode split – FFF

Mode %	Mode	# of Spectators
Transit		
70%	TTC and GO Transit	17,500
Auto		
7%	Self-Drive/Parking	1,750
10%	Taxi and Rideshare	2,500
Active		
13%	Active Transportation	3,250
Total		**25,000**

6.2 Tournament Route Network

6.2.1 City of Toronto Road Network

The downtown Toronto road network currently operates at or near capacity during weekday afternoon peak periods. The additional World Cup Tournament demand and the closure of key corridors needed for match day operations will exacerbate these conditions, resulting in increased demand on city streets and adjacent neighborhoods during match days, particularly for afternoon matches when World Cup spectator egress overlaps with the regular rush hour.

6.2.2 Travel Times

Due to the increased demand on Toronto's road network, transportation analysis, noted in Section 6.1.1, indicates that travel times for FIFA Constituent Groups moving from downtown hotels to Toronto Stadium could increase over regular weekday afternoon peak periods without TDM measures. Some key Constituent Groups will have police escorts to prevent excess travel time. However, for those Constituent Groups without escorts, increased travel times will have to be accounted for in travel planning.

6.2.3 Traffic Management and Road Operations

In support of the tournament route network (identified in Section **Error! Reference source not found.Error! Reference source not found.**) and spectator travel needs, traffic management measures will be in place to support continued functionality of the road network.

Although all TDM messaging will heavily discourage driving to the Tournament matches, analysis has assumed 7% self-drive mode share and 10% taxi/rideshare. Self-drive attendees are expected to facilitate their own parking arrangements in the surrounding area by using Green P or other parking lots available. These assumptions have informed the recommendations for traffic management and road operations.

6.2.4 Traffic Management Measures

The traffic management measures in development for FWC26 are intended to maintain traffic flow and improve overall mobility within the city and in the immediate vicinity of Toronto Stadium, FFF site, training sites, and airport. Police escorts will be used selectively to facilitate movement of identified Constituent Groups.

Road restrictions, such as temporary lane and road closures, and traffic diversions (around complete road closures) are common measures considered to manage traffic congestion for major events. Portable variable message signs (PVMS) and other signage and advance communication methods (e.g. radio, television, and social media traffic report etc.) will also be used to communicate necessary traffic information on road restrictions to the public.

Exhibit 6.5 shows the Toronto Stadium local area road restrictions and closure plan, which includes the following road restrictions:

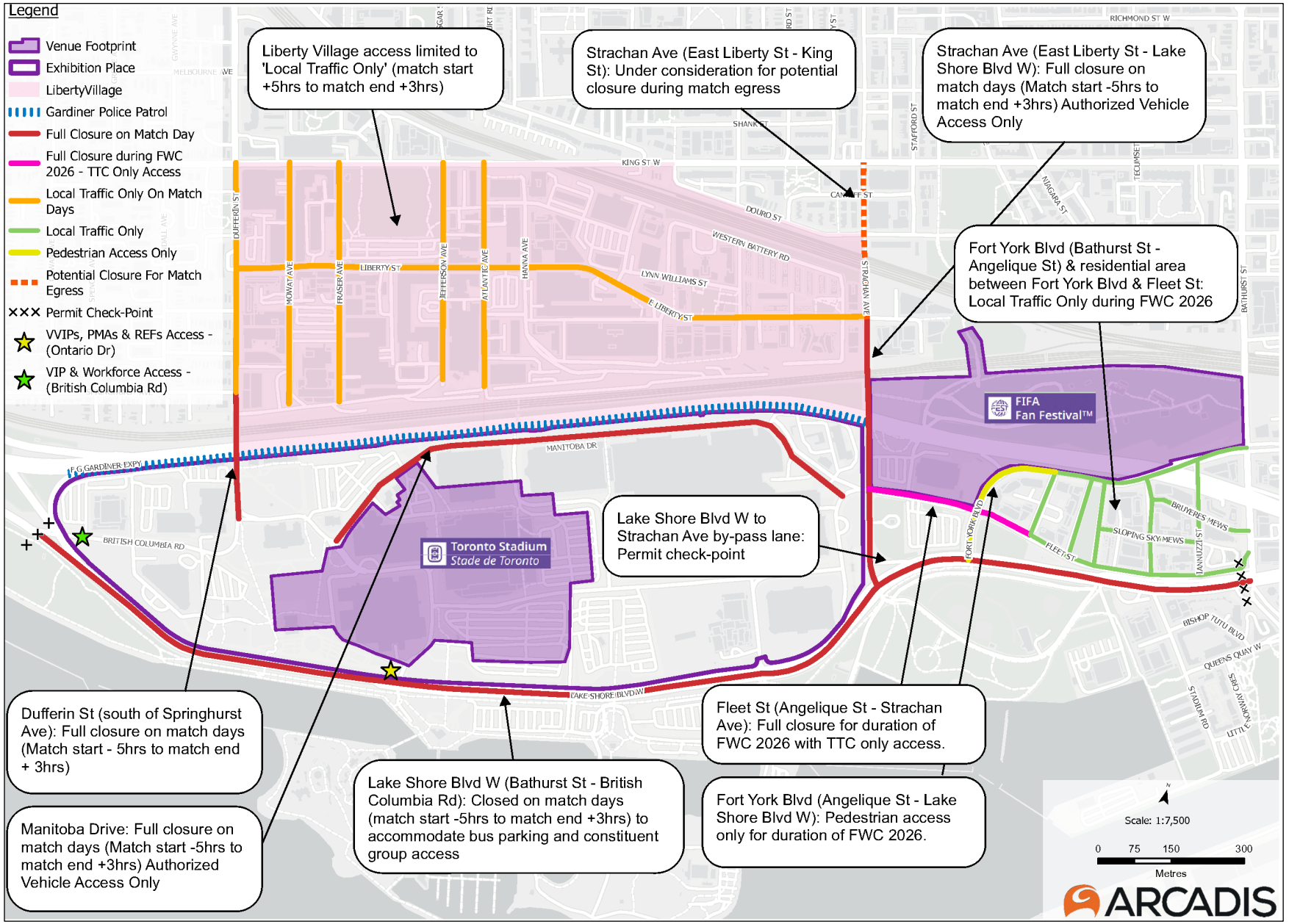
- **Strachan Avenue:** Full closure on match days for up to 10 hours (KO-5hrs to FW+3hrs) from Lake Shore Blvd to East Liberty Street. This is to limit traffic into the area and facilitate pedestrian movements. Two lanes of traffic on the east side of Strachan Avenue between Lake Shore Blvd and Fleet Street will need to remain open to facilitate hospitality clients accessing and leaving the parking lot at the Enercare Centre. During egress, Strachan Avenue from East Liberty Street to King Street may be closed if TPS deems it appropriate. Note that Strachan Avenue is a key cycling route providing a connection to and from the Martin Goodman Trail. Minimizing the length of the closure on Strachan Avenue where cyclists will be required to dismount and walk will be important to minimize disruption to background travel while protecting pedestrian safety.

- **Fleet Street:** Full closure from Angelique Street to Strachan Avenue for the duration of FWC26 Tournament to facilitate a dedicated streetcar platform for pick-up and drop-off of transit users.
- **Fort York Boulevard (and residential area between Fort York and Fleet Street):** Restricted access to Local Traffic Only from Bathurst Street to Angelique Street for the duration of FWC26 Tournament. This includes Fleet Street (from Angelique Street to Bathurst Street), Angelique Street, Gzowski Boulevard, Bastion Street, Grand Magazine Street, Iannuzzi Street, Bruyeres Mews, and Sloping Sky Mews.
- **Liberty Village:** Restricted access to Local Traffic Only on match days for 10 hours (KO-5hrs to FW+3hrs). This includes East Liberty Street (from Dufferin Street to Strachan Avenue), Mowat Avenue, Fraser Avenue, Jefferson Avenue, and Atlantic Avenue.
- **Dufferin Street:** Full closure from Springhurst Avenue to Saskatchewan Road on match days for up to 10 hours (KO-5hrs to FW+3hrs) to facilitate transit and pedestrian movement with Local Traffic Only from Springhurst Avenue to King Street during this period as well.
- **Lake Shore Boulevard West:** A full closure on match days for up to 10 hours (KO-5hrs to FW+3hrs) will be implemented from Bathurst Street to British Columbia Road to accommodate FIFA Constituent Group bus parking and access. Closures on Lake Shore Blvd will likely push east-west traffic to the Gardiner Expressway or King Street West. Removing street parking on King Street West will be considered to prioritize streetcar movements and mitigate congestion resulting from new east-west traffic caused by the Lake Shore Blvd closure. Police officers will be deployed to help move traffic along King Street. Lake Shore Blvd will be managed to allow access for Constituent Groups and to accessible parking as needed.

A detailed view of the east end traffic management plan is shown in Exhibit 6.6.

Within the immediate local area surrounding the Centennial Park training site of the FWC26, only temporary restrictions are being planned to facilitate escorted movements of teams to/from the site for days the facility is actively in use to facilitate operation of the site.

Exhibit 6.5: Local Area Road Restrictions



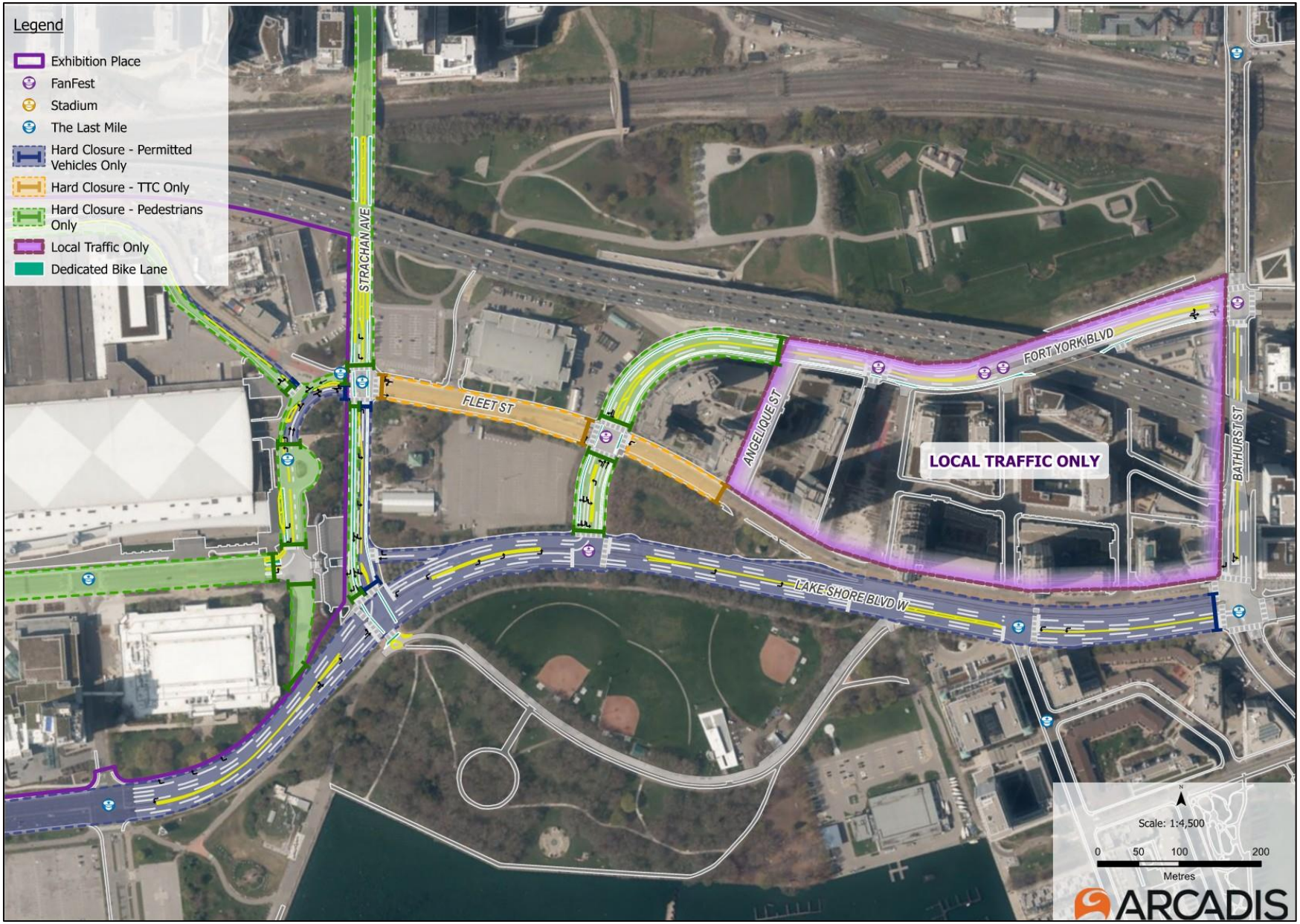


Exhibit 6.6: Toronto Stadium Local Area East End Traffic Management

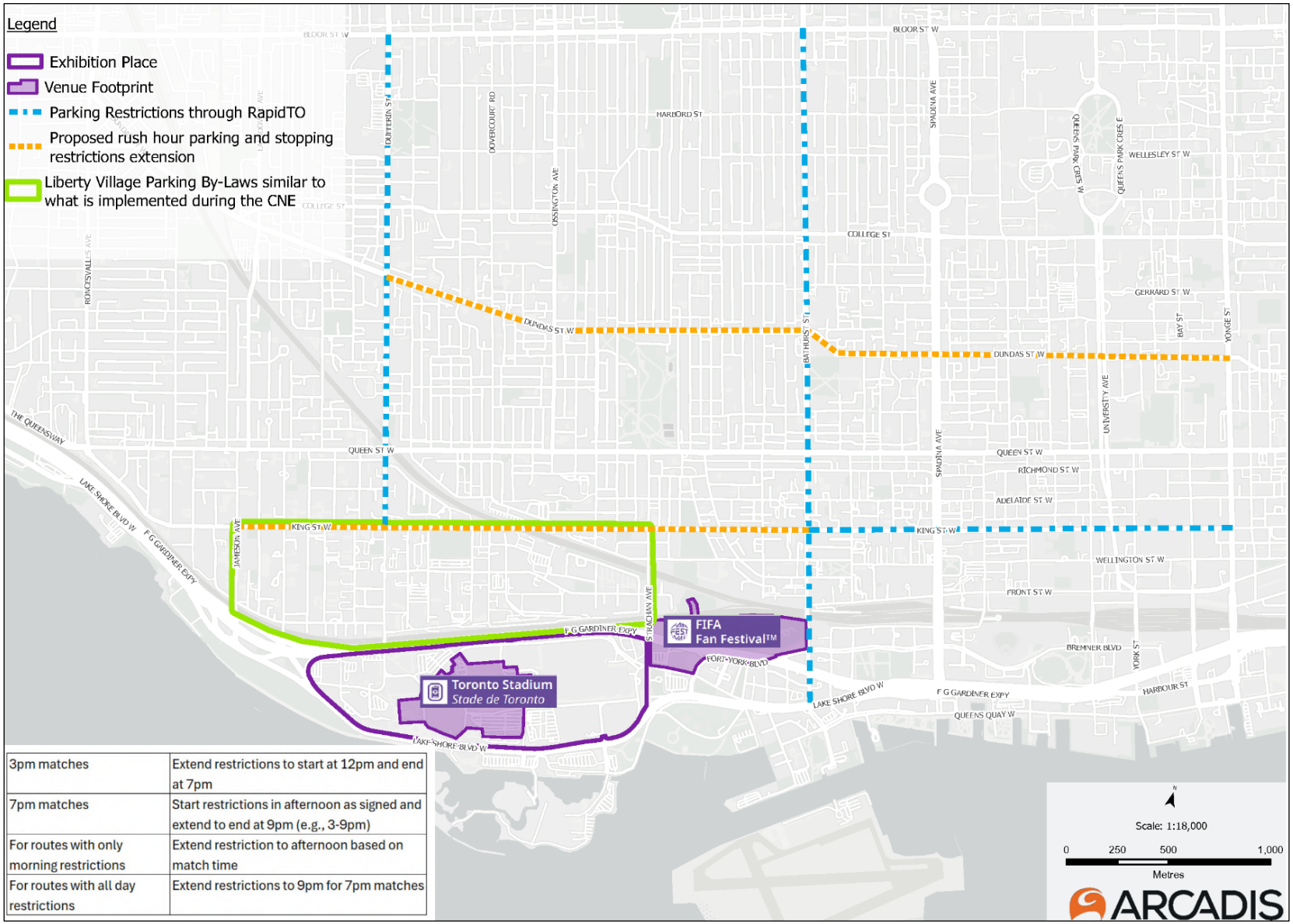
For the overall management of the transportation network, the City is implementing traffic management measures, including:

- **Detailed Traffic Control Plans:** Outlining road barriers and traffic signage requirements and placement to implement road restrictions. This includes clearly defining road closures, extents, durations, and all applicable traffic management measures described above and in alignment with OTM Book 7: Temporary Conditions.
- **Active Traffic Monitoring:** Overseeing road conditions and detecting/mitigating incidents on roads, expressways, and highways. The City's existing active traffic monitoring centres and services will be leveraged for FWC26, including the City's Congestion Management Centre (CMC) and the Provincial Central Region COMPASS Transportation Management Centre (CRCTMC). Requirements will also be identified for the Unified Mobility Coordination Centre (UMCC) to support integrated traffic monitoring. Strategies to deploy response teams on key corridors and implement camera locations to address monitoring gaps will be implemented.
- **Signal Timing Modifications:** Outlining a plan for temporary modifications to signal timings along designated routes to prioritize direction to/from the stadium (e.g. green flush) and adaptive signal control to respond to real-time traffic conditions. Central and/or local modifications to signal timings may be necessary to prioritize direction of travel of an escorted group (i.e. VIP escorts, emergency movements). Any supplementary operational changes that could be implemented to maintain traffic flow will also be identified.
- **Restriction of On-street Parking:** Restricting on-street parking along major corridors, such as Dundas Street and King Street, is required to support transit and FWC26 spectator movements. This treatment consists of extending current "rush hour" parking restriction times, identifying available resources to monitor and clear vehicles that are stopped or parked illegally, as well as identifying required modifications to by-laws or other regulations. On-street parking restrictions, including restrictions in place as a result of RapidTO, are shown in Exhibit 6.7.
- **Traffic Regulation Modifications:** Turning restrictions on roads within the immediate vicinity of Venue Sites (e.g. Toronto Stadium, FFF etc.) to maintain traffic flow under increased presence of traffic and to limit neighbourhood infiltration. Traffic control plans clearly indicate the signage and restrictions that will be applied to prohibit turns on applicable roads. Necessary regulatory requirements are identified to temporarily modify by-laws and traffic regulations. Key alternative corridors and measures will support traffic diversion away from the roads surrounding the stadium on match days, particularly away from Lake Shore Blvd (Bathurst St to Jameson Ave).
- **Dynamic Traffic Management:** Implementing traffic management and traffic diversion measures that will be used to guide drivers to alternative routes. These measures include variable message signs (VMS), Portable variable message signs (PVMS), and coordination with navigation platforms (i.e. Waze, Google Maps) to reflect real-time closures and detours.
- **Limiting Parking Near the Stadium:** Limiting public parking within vicinity of the stadium (including neighbourhoods north of site) to minimize traffic infiltration and overwhelming the network with impacts to residents. This includes an approach to permit local traffic (i.e. vehicle access permits, coordination with police or other security).
- **Enforcement of Traffic Regulations:** Enforcing traffic regulations, including new regulations introduced as part of FWC26 planning. This includes coordinating with enforcement agencies and/or tow trucks on contract with TPS (municipal roads) or with the Province (provincial

highways) to promptly clear vehicles from key roadways and highways that are violating regulations (including quickly clearing accidents).

- **Advance Information and Signage:** Providing advanced traffic and event information/guidance using VMS, PVMS and static signs for the duration of FWC2026 identifying restrictions and closures, promoting alternative route options. Traffic control plans will clearly indicate how and where Tournament information/guidance signs will be positioned (i.e. VMS, PVMS, static signs). These signs will be required for the duration of FWC2026 to identify restrictions and closures and promote alternative route options. Clear signage for vehicles is needed to enable drivers to make different routing decisions to avoid the local area of the stadium.
- **Vehicle Access Parking Permits (VAPPs)**: Coordinating with FIFA to provide permits to FIFA authorized vehicles and local traffic for easy identification approaching local stadium area.
- **Traffic Filtration Zones:** Identifying traffic filtration zones to direct traffic based on type and destination (Local Traffic, FIFA Authorized vehicles etc.).
- **Traffic Agents:** Developing a plan for dedicated traffic agents to facilitate traffic control at key intersections, check-point locations and drop-off/pick-up areas.
- **Police Patrolling:** Frequently patrolling along the Gardiner Expressway to prevent vehicles from stopping to try to get a view of the stadium grounds.
- **Expressway/Highway Volume Control:** Temporary closure of highway/expressway on-ramps/off-ramps to control volume of traffic entering and exiting depending on traffic conditions and requirements. Consideration will be given for monitoring and actively adjusting closures as necessary based on live traffic conditions.
- **Police Escorts (facilitated movement):** Facilitating movement for key Constituent Groups (e.g. teams, game officials, select VIPs) that have time sensitive travel requirements.
- **Limiting of Construction/Moratorium:** Suspending or postponing construction projects that directly impact key corridors, routes and alternative routes between venues (hotels, stadium, practice facility and airport). This includes identifying low-, medium- and high-risk impact projects (with exception for certain transit projects). Transportation Standards Officers will also patrol the key corridors and routes to monitor for any non permitted work.
- **Emergency Access:** Identifying how emergency routes are maintained in combination with all other proposed traffic management measures. This includes operational strategies for coordinating with emergency services (i.e. emergency medical services, TPS) for rapid response access through traffic diversion zones.
- **Travel Demand Management (TDM):** Identifying strategies to promote and influence travel behaviour, mode choices, and timing of travel to displace vehicular transportation demand to more sustainable modes

Exhibit 6.7: Corridors with On-street Rush Hour Parking Restriction Extensions



3pm matches	Extend restrictions to start at 12pm and end at 7pm
7pm matches	Start restrictions in afternoon as signed and extend to end at 9pm (e.g., 3-9pm)
For routes with only morning restrictions	Extend restriction to afternoon based on match time
For routes with all day restrictions	Extend restrictions to 9pm for 7pm matches

6.2.5 Local Area Traffic Management Plan (LATMP)

The LATMP geographic scope is bounded by Bloor Street to the north, Jarvis Street to the east, Jameson Avenue to the west, and Lake Shore Blvd to the south, encompassing Toronto's central corridor for stadium access and event activity. To ensure safe and efficient movement entering this area, advanced traffic messaging will also be deployed as far west as Parkside Drive along Lake Shore Blvd, as well as on the Don Valley Parkway and Highway 427 approaches to the Gardiner Expressway. These measures will provide real-time information on road restrictions, helping drivers make informed travel decisions.

Traffic control documents are being prepared by the City and their traffic management contractor. These documents provide further implementation details on the traffic management measures outlined in Section 6.2.4, including specific information identifying the outer traffic perimeter for venues.

6.2.6 Traffic Control/Vehicle Check Points

The Secretariat is working with City of Toronto Transportation Services team and the TPS to establish the outer traffic perimeter. Currently, plans include a restriction to FIFA Vehicles and Local Access Only at the following points:

- Lake Shore Blvd W and east of Bathurst St, westbound on Lake Shore Blvd
- Dufferin St and King St, southbound on Dufferin St
- Jameson Ave and Lake Shore Blvd, eastbound on Lake Shore Blvd
- Parkside Drive and Lake Shore Blvd, eastbound on Lake Shore Blvd

Once in place, the outer traffic perimeter will significantly reduce the vehicular traffic by restricting access to only authorized vehicles.

The Secretariat will also coordinate with the City of Toronto's Transportation Services, the TPS and FIFA to develop a Hostile Vehicle Mitigation (HVM) plan which will supplement the inner and outer perimeters traffic control points. Members of the TPS will provide support and oversight at HVM points while the equipment is deployed.

6.3 Parking

Parking operations for FWC26 will address the needs of FIFA Constituent Groups, Tournament workforce and spectators. FIFA Constituent Group and workforce groups will have designated parking lots within Exhibition Place. Spectators will have no designated parking available, and spectator parking will be actively discouraged as part of travel demand management measures. Limited spectator parking may potentially be available at existing off-street and on-street options nearby.

6.3.1 Constituent Group Parking

Parking lots located within the Exhibition Place that do not fall within the Toronto Stadium secure perimeter will be used by FIFA Constituent Groups in combination with FWC26 workforce, delivery, and logistical partners. **Error! Reference source not found.** summarizes each of the parking lots within Exhibition Place that will be available and includes the number of stalls available as FIFA programs the use of the space. All parking locations within Exhibition Place are off limits to general parking, except pre-booked accessible parking.

6.3.2 Spectator Parking

There will be no designated spectator parking in or around Toronto Stadium or FFF, except pre-booked accessible parking provided by FIFA for ticketed spectators on match days. General parking for spectators will not be operated or managed by the Secretariat; those who choose to drive will be responsible for their own travel and parking arrangements. This information will be communicated to FIFA ticket holders, FFF attendees, volunteers, and workforce. Public transit and active transportation will be encouraged as key modes of travel.

ACCESSIBLE PARKING FOR SPECTATORS

Pre-booked accessible parking for FIFA ticket holders will be provided by FIFA in lot CP 851 within Exhibition Place on match days only. The entrance to the parking lot is accessed from Lake Shore Blvd. Vehicles must access the parking lot by travelling along Lake Shore Blvd, turning north into the parking lot entrance via New Brunswick Way. Entry times for accessible spectators will be an hour prior to general gates open – i.e., KO-5hrs for the first match on June 12th, and KO-4hrs for all subsequent matches.

The accessible parking lot is expected to also accommodate specialized Wheel-Trans service offered by the TTC. This will require an accessible pick-up and drop-off area and maneuverability for small Wheel-Trans buses.

VEHICLE ACCESS & PARKING PERMITS (VAPP)

VAPPs will allow permitted vehicles to enter the outer traffic perimeter at vehicle checkpoints. The approach to VAPPs will be defined as more Constituent Group details are confirmed. The VAPP approach is expected to include determination of lot allocations, arrival windows, and vehicle identification needs.

6.4 Transit Operations

Toronto Stadium and FFF will be served by both TTC and GO Transit and are expected to accommodate approximately 25,000 Stadium passengers and 17,500 Fan Festival attendees on match days; this is 70% of attendees of both events. The service plan for match days is contingent on operator service planning cycles, which will be finalized by mid-April.

The following sections describe preliminary TTC and GO Transit service and changes to accommodate passenger demand, and accessibility measures for transit riders.

6.4.1 Transit Assumptions

Generally, the following are assumed to take place (and will be refined as additional detailed planning takes place):

- Police and/or traffic agents will be deployed to usher vehicles through key intersections to mitigate congestion impacts to surface route times (e.g. King and Jameson, King and Dufferin).
- All constituents and spectators will pay for transit at-cost (i.e., no discounts).
- Volunteers on their way to/from their shift will receive free transit.
- The 509 Harbourfront streetcar from Union Station will have significant crowding concerns; from Union Station, spectators will be encouraged to consider transferring to the Lakeshore West GO line (7-minute trip) or walking (40 minutes).
- Event-level service[19] will be implemented on both TTC and GO representing significant increases in service.
- Bathurst (from Bloor to Lake Shore Blvd) and Dufferin (from Bloor to King) will see priority transit lanes through the accelerated RapidTO work undertaken by the City. As of February 2026, the separated lane infrastructure has been partially installed and is planned to be complete by tournament-time.

6.4.2 TTC Service

The TTC will provide service to Toronto Stadium and FFF with enhancements of its existing bus and streetcar routes. The streetcar vehicle summary is shown in Exhibit 6.8. Several adjustments are proposed to serve match days and Fan Fest days. Exhibit 6.9 and Exhibit 6.10 describe the streetcar and bus network respectively, to be confirmed and approved by the TTC Board in spring 2026.

[19] The TTC and GO operate “Event-level service” to reflect the needs of special events such as the annual Canadian National Exhibition in late August at Exhibition Place. This service plan is the basis of the FWC26 service plan. On match days, this event-level service is proposed to be augmented to handle larger crowds.

Exhibit 6.8: TTC Streetcar Headway and Vehicle Summary

Baseline service, up to June 6 2026

			504AB King		509 Harbourfront		511 Bathurst	
Day	Period	Approx. time	Headway	Cars	Headway	Cars	Headway	Cars
Monday-Friday	AM Peak	06-09	4 min	31	9 min	6	6 min	12
	Midday	09-15	5 min	31	9 min	6	6 min	12
	PM Peak	15-19	5 min	34	9 min 30 s	6	6 min	14
	Early Evening	19-22	5 min	29	10 min	5	9 min 30 s	8
	Late Evening	22-01	5 min	22	10 min	5	10 min	7
Saturday	Early Morning	06-08	5 min	20	10 min	5	10 min	6
	Morning	08-12	5 min	23	10 min	5	6 min	11
	Afternoon	12-19	5 min	33	9 min	6	6 min	13
	Early Evening	19-22	5 min	25	9 min	6	9 min 30 s	9
	Late Evening	22-01	5 min	23	10 min	5	10 min	8
Sunday	Early Morning	06-08	7 min	15	15 min	3	307 Bathurst bus	
	Morning	08-12	5 min	23	10 min	5	6 min	11
	Afternoon	12-19	5 min	32	9 min	6	6 min	12
	Early Evening	19-22	5 min	23	10 min	5	10 min	7
	Late Evening	22-01	5 min	21	10 min	5	10 min	6
Every Day	Overnight	01-06	10 min	12	n/a	0	307 Bathurst bus	

Projected service, June 7 to July 25 2026
Subject to change

			504AB King		509 Harbourfront		511 Bathurst	
Day	Period	Approx. time	Headway	Cars	Headway	Cars	Headway	Cars
Monday-Friday	AM Peak	06-09	4 min	31	8 min	7	6 min	12
	Midday	09-15	4 min	31	5 min	10	5 min	14
	PM Peak	15-19	4 min	34	5 min	10	5 min	15
	Early Evening	19-22	4 min	29	5 min	10	5 min	14
	Late Evening	22-01	5 min	22	5 min	10	5 min	13
Saturday	Early Morning	06-08	5 min	20	10 min	5	10 min	6
	Morning	08-12	5 min	23	5 min	9	5 min	12
	Afternoon	12-19	4 min	33	4 min	13	6 min	13
	Early Evening	19-22	5 min	25	5 min	10	5 min	15
	Late Evening	22-01	5 min	23	5 min	9	5 min	15
Sunday	Early Morning	06-08	7 min	15	15 min	3	15 min	4
	Morning	08-12	5 min	23	5 min	9	5 min	12
	Afternoon	12-19	4 min	32	4 min	13	6 min	12
	Early Evening	19-22	5 min	23	5 min	9	5 min	13
	Late Evening	22-01	5 min	21	5 min	8	5 min	11
Every Day	Overnight	01-06	15 min	8	20 min	2	20 min	3

Note: Subject to Board approval. Information from TTC SPS 2025-12-23.

Exhibit 6.9: TTC Bus Routes Serving Exhibition Place

Route	Vehicle	Service Changes for FWC26

29 Dufferin	Articulated Bus	• Enhanced service (RapidTO upgrades and additional buses) • Additional match-day express shuttle buses to complement service
929 Dufferin Express	Articulated Bus	• Enhanced service (RapidTO upgrades and additional buses) • Additional match-day express shuttle buses to complement service
63 Ossington	Standard Bus	• Regular service (route to be altered to accommodate road closures)

STREETCAR STOP ALTERATIONS

To manage the flow of passengers and minimize dwell time, streetcar service is planned to be altered, as shown in Exhibit 6.10.

Exhibit 6.10: TTC Streetcar Service to Exhibition Place

Route	Vehicle	Service Changes for FWC26
509 Harbourfront	Streetcar	• Final stop for conventional riders will be Fleet Street; Exhibition Loop open to passengers to need accessible ramp deployment only.* • The Fleet and Bathurst and Fleet and Bastion stops will be removed to prioritize Fleet Street as access point to Tournament.
511 Bathurst	Streetcar	• Final stop for conventional riders will be Fleet Street; Exhibition Loop only open to passengers that need accessible ramp deployment.* • Streetcar to operate as express service to/from Fort York Blvd and Fleet Street. • Local bus will provide additional service. • FFF attendees will be encouraged to alight at Fort York Blvd stop.*
504 King	Streetcar	• FFF attendees will be encouraged to alight at Bathurst Street.* • Toronto Stadium spectators will be encouraged to alight at Dufferin/King Street. • The Dufferin Loop will not be used on matchdays.

* Note: Strategies to be in use for all match days and FFF days; assume all others are match day only.

FLEET STREET STREETCAR STOP PLATFORM AND ACCESS

The TTC stop for the 509 Harbourfront and 511 Bathurst on Fleet Street (between Fort York Boulevard and Strachan Avenue) will be the main streetcar access point to FFF and Toronto Stadium. Fleet Street currently has a separated centre-running right-of-way for streetcar traffic,

with one lane of traffic on either side. The existing westbound streetcar stop is less than 2m in width and constrained by a fence separating transit passengers from moving vehicles. The eastbound stop is less constrained, with no fence, but is further from FFF and Toronto Stadium.

To accommodate the expected high demand for boarding and alighting, Fleet Street will be closed to vehicle and cycling traffic for the duration of the Tournament. Temporary platforms will be installed on both sides of the street, west of their current locations, closer to Strachan Avenue to effectively extend the streetcar platform.[20] Streetcars will queue on Fleet Street for loading and unloading purposes, with post-match staging and end-of-line operator activities at Exhibition Loop. Passengers who require accessible ramp deployment will be encouraged to board at Exhibition Loop (and will be the only authorized passengers to board here).

The relocating of the primary streetcar boarding platform helps to better distribute crowds prior to and immediately following matches. The closure of Exhibition Loop to passenger activity also enables the loop to be used for staging additional streetcars during pre- and post-match rush periods, which will constitute significant increases over the base service level.

ACCESSIBLE BOARDING AND ALIGHTING

Passengers requiring ramp deployment on the 511 and 509 streetcars will receive priority alighting at Exhibition Loop. Exhibition Loop will remain open for only these passengers who require assistance, managed by volunteer support. For westbound (i.e., arriving passengers), they may alight at Exhibition Loop to provide access to the accessible entrance of Toronto Stadium. The approach to managing boarding passengers heading eastbound (i.e., after the match) is in development.

Passengers taking a TTC bus have the option of a ramp to board and alight all vehicles. Furthermore, the TTC subway stations providing connections to all surface routes to Exhibition Place (Bathurst, Dufferin, St. Andrew, Union) are all fully accessible. Those connecting to the King Streetcar can do so at St. Andrew station (where elevators are available).

6.4.3 GO Transit Service

GO Transit will provide service to Toronto Stadium and FFF with existing and increased service where possible/needed.

The Lakeshore West GO Rail corridor will operate the following service:

- 4 trains per hour during certain time periods stopping at Exhibition GO at non-match times.
- Up to 6 trains per hour before and after matches to allow for operational flexibility. Extra service may be added on other GO lines pending Metrolinx service planning protocols.

Special operations procedures will be in place enabling schedule flexibility to meet customer demand, particularly for Stadium egress. Crowd management protocol will be in place to manage pedestrian flow into Exhibition GO from the south, managed by Metrolinx. This will include dynamic signage that will allow crowds to be held until it is safe to enter the platform area.

[20] Design of the temporary platform is underway.

Exhibition GO will be the primary GO station for Toronto Stadium and FFF; however, for transit travellers who are able, walking to/from Union will also be encouraged through the TDM plan.

Exhibition GO is typically used as a pedestrian connection between Liberty Village (Atlantic Avenue) and Exhibition Place as it provides both below-grade and above-grade connections over the rail corridor. During match days, wayfinding signage and messaging will state Exhibition GO is reserved for fare-paying GO passengers only, and spectators heading to Toronto Stadium will be encouraged to walk around via Dufferin Street or Strachan Avenue.

6.4.4 Fares

All spectators and paid employees are expected to pay their own transit fares. FWC26 volunteers travelling to and from their scheduled shifts will be provided with free transit fares provided via a pre-loaded PRESTO card. The PRESTO system is compatible with debit and credit cards, including via mobile device payment systems.

A proposed new Regional Tourism Transit Pass pilot, subject to successful technology testing in early 2026, will provide visitors with an integrated and convenient means of payment across multiple transit systems while travelling throughout the GTHA. The PRESTO-enabled pass will offer unlimited travel on GO Transit, UP Express, and the TTC for 3- or 5-day periods. Modeled on established programs in global cities such as Paris and London, the initiative is intended to enhance the visitor experience, reduce transportation barriers, and support broader regional exploration.

6.4.5 Transit Accessibility

Spectators, workers, and volunteers with accessibility needs will be able to access the stadium and FFF from transit. Access via the 509 and 511 streetcars is discussed in Section 6.4.2.

TRANSIT VEHICLE ACCESSIBILITY

All GO Trains, TTC buses, and TTC streetcars provide access for those with mobility and other disabilities. GO Trains and stations, including Exhibition GO, are equipped with level boarding on the accessibility coach and elevators in the station.

An accessibility plan will be developed for Exhibition GO. A KONE technician will be onsite on match days to respond immediately to any elevator failures. If an immediate repair is not possible then a shuttle-based plan will be enabled depending on the unit affected.

TTC buses and streetcars also offer low floor access with deployable ramps. Audible stop announcements are provided on all forms of transit, with visual digital signs on both buses and streetcars.

ACCESSIBILITY TRANSIT SHUTTLE

Transit accessibility shuttles from Union Station to the Toronto Stadium (into accessibility lot 851) are under consideration to be provided for spectators.

WHEEL-TRANS

For spectators that are signed up for Wheel-Trans, pick-up and drop-off will be accommodated at the accessible parking lot (lot 851). This is the closest drop-off point for access to Toronto Stadium. For FFF, Wheel-Trans will be accommodated on Fort York Boulevard via FFF organizers and TTC.

WALKING DISTANCES FROM KEY TRANSIT STOPS

Walking distances from key transit stops are provided below in Exhibit 6.11. These walking distances reflect current last mile routes as of March 2026. Note that FFF attendees will be encouraged to access via Bathurst and not Dufferin, as this is a shorter route.

Exhibit 6.11: Walking Distances From Key Transit Stops

Transit Stop	Stadium PSA	FFF PSA
Exhibition GO	175 m	1300 m
Fleet Street	850 m	400 m
Dufferin Gate	1000 m	2100 m (not recommended for Fan Festival access)
King Streetcar	1500 m (from King/Dufferin)	900 m (from King/Bathurst)
Union Station	3700 m	2300 m

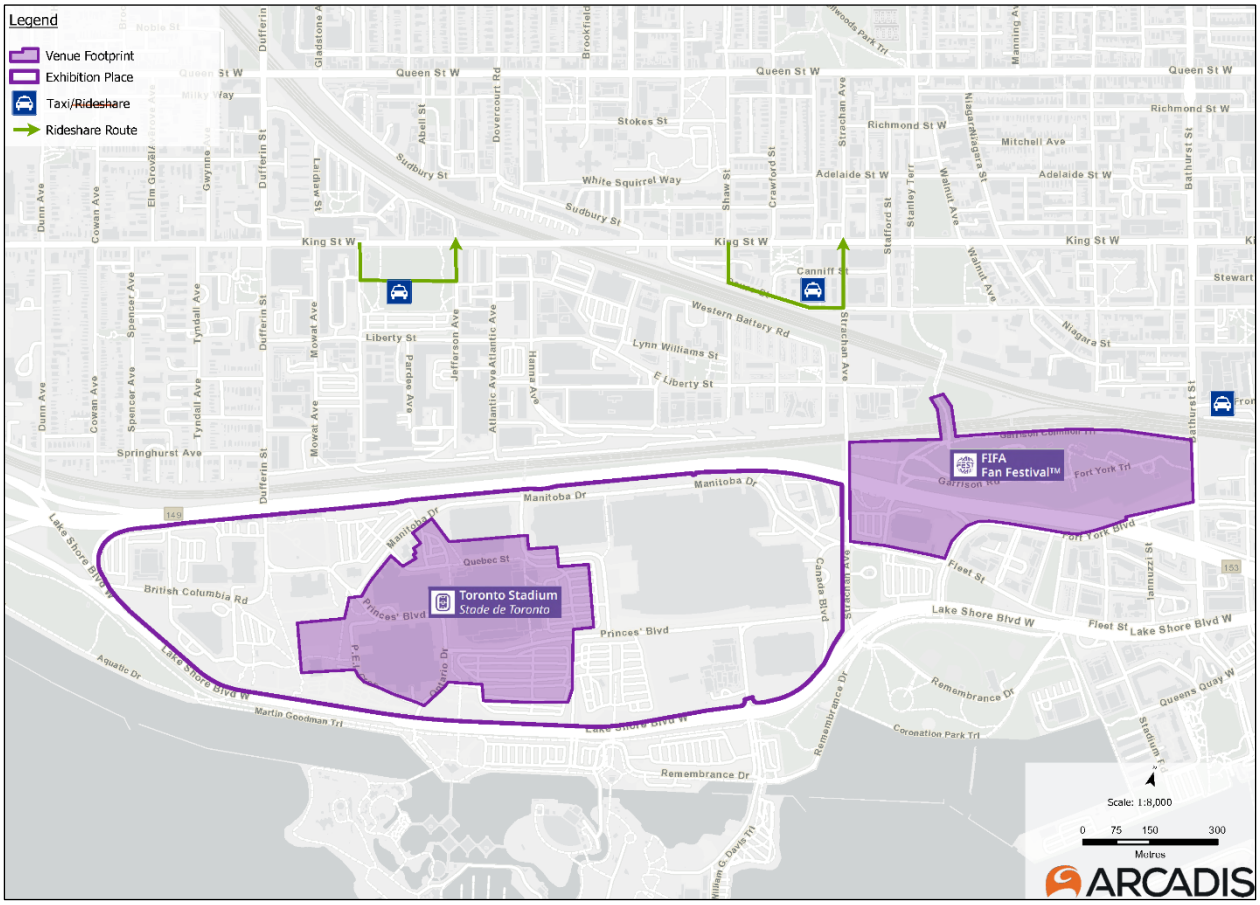
6.5 Taxi and Rideshare Operations

6.5.1 Taxi and Rideshare Pick-Up Locations

During FWC26, vehicle pick-up and drop-off access near Toronto Stadium and the FFF site will be limited due to road closures. To reduce conflicts with heavy pedestrian traffic, conflicting transit operations, or rideshare vehicles obstructing major routes, the Mobility Plan identifies three designated rideshare and taxi locations (Exhibit 6.12). These locations have been selected to provide northbound, eastbound, and westbound egress and connect directly to the Last Mile routes to the Toronto Stadium and the FFF while minimizing the need to travel through restricted roadways.

For spectators with mobility needs, accessible pick-up and drop-off will be provided at both the Toronto Stadium accessible parking lot and at a designated location near FFF (location pending confirmation). The detailed operational protocols for vehicles transporting passengers requiring mobility assistance is to be confirmed by FIFA in consultation with TPS.

Exhibit 6.12: Proposed Taxi and/or Rideshare Pick-up and Drop-off Locations



A detailed operational model will be developed in detail in partnership with taxi and rideshare companies.

Exhibit 6.13: Proposed Taxi and/or Rideshare Pick-up and Drop-off Locations

Location	Details and Implementation Considerations
CP 181 "Lamport Stadium" 1155 King Street West	• Available to both taxi and rideshare. • Operated on match days only, with consideration for programming off match-days. • Requires 40 parking spots to be available in this lot for FIFA and permit holder needs. • 1.4km walk to Toronto Stadium (Manitoba Dr & Nova Scotia Ave entrance); 1.5km walk from FFF. • Temporary one-way southbound on Fraser Ave. and northbound on Jefferson Ave. is recommended to support pick-up flow and provide northbound and westbound egress via King St. • Will need detailed configuration planning with vehicle queuing, passenger waiting areas, amenities, staffing, and traffic management.

Location	Details and Implementation Considerations
4-58 Douro Street	• Available to both taxi and rideshare. • Eastbound linear on-street pick-up location on Douro St. • 850m walk to Princes' Gates; 1km walk to FFF. • Location requires temporary removal of paid on-street parking on south side of street. • Bi-directional separated cycle track to be maintained; rideshare and taxi should use the northern side of the street to minimize passenger conflict with cyclist movement. Existing residential on-street permit parking can be shifted to the south side instead as a temporary condition. • Allows ingress southbound on Shaw St. and egress northbound on Strachan Ave.
542-1983 Front Street West	• Available to both taxi and rideshare. • Linear Pick-Up Location on Front St. east of Bathurst St. • 2.1km from Toronto Stadium; 600m from FFF. • This location is between busy arterials and key destinations outside the tournament, such as Stackt market.

6.5.2 Geofencing Operations

Restrictions on rideshare vehicle movements will be implemented through geofencing within a predefined area surrounding Toronto Stadium. Due to anticipated traffic restrictions and the use of designated pick-up and drop-off locations for stadium events, a restricted zone will be established within PTC apps where rideshare vehicles will be directed to designated pick-up and drop-off areas for these events.

The geofenced zone is expected to include portions of the Liberty Village and Fort York neighbourhoods. Customers within these areas may experience delays and may find it beneficial to travel to designated taxi and rideshare pick-up locations, depending on demand and traffic restrictions in their area. The boundaries of the geofenced area will be finalized in coordination with the Secretariat, Transportation Services, Municipal Licensing and Standards (MLS), Toronto Police Service, and licensed PTCs.

The City will work with PTC companies to implement the restricted zone within their apps and support operational coordination, with the objective of managing traffic demand and minimizing disruption to residents in surrounding neighbourhoods.

Taxi companies will be informed of road closures and required to use the designated pick-up and drop-off locations. Taxis will continue to operate on a "first come, first served" basis. Discussions with rideshare companies are ongoing to confirm the approach to matching vehicles with users.

6.6 Active Transportation

Mobility operations to support active transportation include services and infrastructure designed for spectators or fans who plan to walk or cycle to Toronto Stadium or the FFF site. This includes dedicated walking routes, bicycle lanes, secure bike parking, and other measures to ensure a safe and convenient experience for those choosing to travel on foot or by bicycle. The routes for spectators walking or cycling from transit hubs and PUDO locations is shown in Exhibit 6.14.

About 13% of all attendees at both Stadium and FFF are expected to walk or cycle for the entirety or substantial portion of their trip. Note that given transit stop locations, taxi/rideshare drop-offs, and parking limitations, all attendees will walk the final portion of their trip to the front gate of either Stadium or FFF (spectators and FFF attendees with accessibility needs are not included in this assumption).

6.6.1 Walking

Many spectators are expected to walk for the entirety of their trips from nearby neighbourhoods, such as Liberty Village, Queen West, Trinity Bellwoods, Parkdale and Fort York. These people will be a combination of residents, visitors staying in Airbnbs or rentals, or those from further away who stop at local bars or restaurants before or after a match. Key walking connector routes connecting these areas to the Toronto Stadium and FFF site will be different than the usual state of operations outside tournament-time.

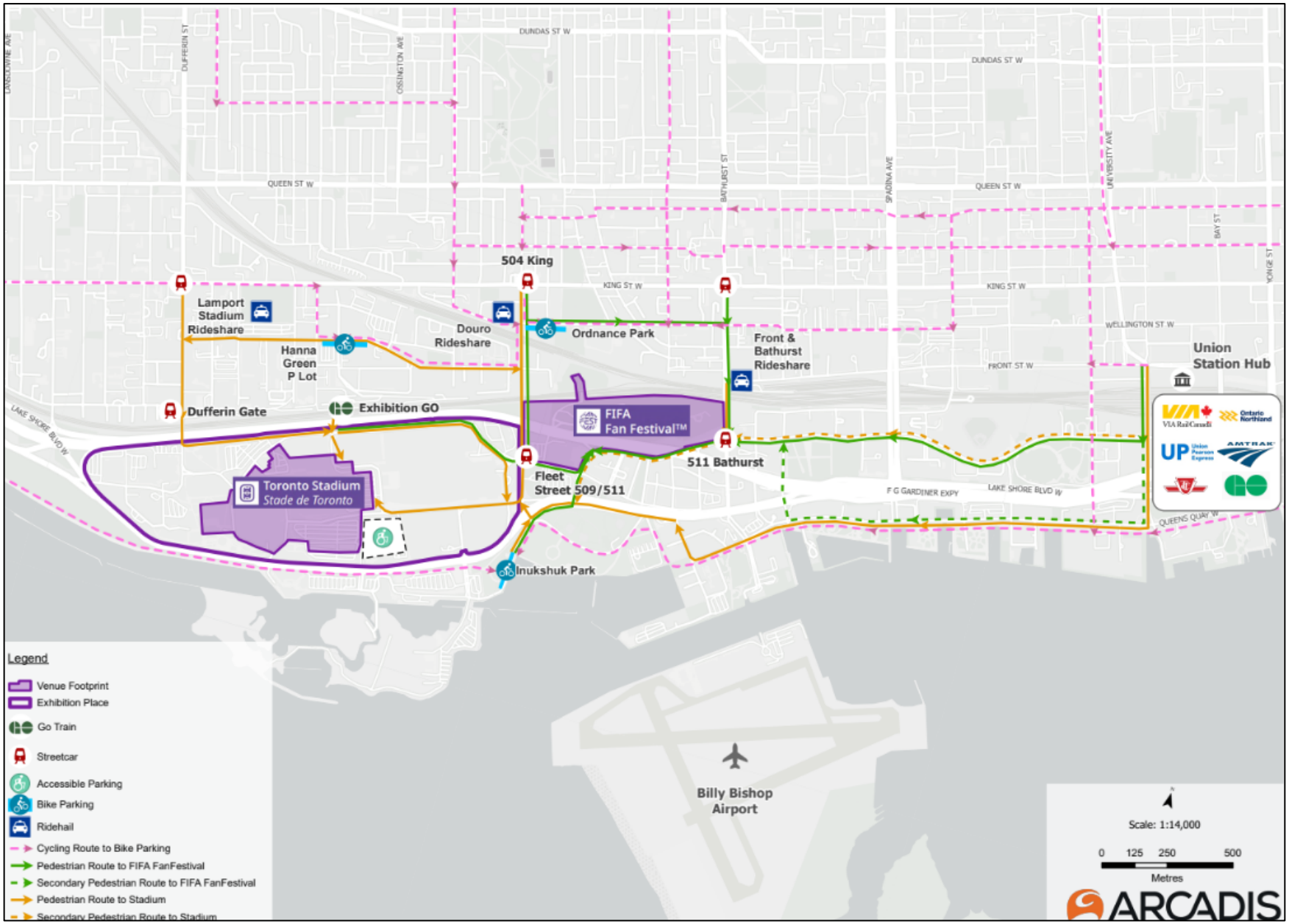
Key routes include:

- **Dufferin Street:** Pedestrians accessing Toronto Stadium or the FFF site from Parkdale, those who take the Dufferin TTC bus, or 504 King Streetcar passengers will access these sites from Dufferin Street on the west side of Toronto Stadium. These spectators and fans will navigate around the FIFA security perimeter via the surface parking lot (where a direct pathway will be maintained for the Tournament), Manitoba Drive and Nova Scotia Boulevard.
- **Strachan Avenue:** Pedestrians accessing Toronto Stadium or the FFF site from Trinity Bellwoods or Queen West are likely to take Strachan Avenue. Pedestrians will have the full use of the roadway on match days on Strachan Avenue south of East Liberty Street to Fleet Street, with one lane maintained for VAPP traffic south of Fleet Street.
- **Bremner and Fort York Boulevard:** Fans walking to FFF from Union Station or downtown will be encouraged to walk along via Bremner Boulevard and Fort York Boulevard. This walk will take fans past the Rogers Centre before they cross Spadina, then Bathurst to join the queue to FFF.
- **Queens Quay:** Spectators heading to Toronto Stadium will be encouraged to take the Queens Quay route (slightly longer) over the Bremner/Fort York route (slightly shorter) to avoid any conflicts with fans accessing FIFA Fan Fest. Queens Quay connects with the Martin Goodman Trail and offers a pleasurable walking experience. Wayfinding and signage will route FFF attendees back up Dan Leckie Way if they find themselves on Queens Quay instead of Bremner and Fort York Boulevard.

There is an expectation for “fan walks” or “marches” before matches, both formal and informal, which may impact traffic flow. Fan walks are a “parade” of fans for one team walking to the stadium together as a large group. They can be formal (organized by a fan organization) or

informal (loosely organized by fans); some teams have notably large fan walk traditions. The Toronto Police Service is liaising with fan organizations, FIFA, and fan walk organizers in an effort to develop routes and timings to ensure these large gatherings don't impede surface transit. Two muster points, Trinity Bellwoods Park and Stanley Park, will be used to manage fan marches.

Exhibit 6.14: Walking and Cycling Routes to and from Stadium and FFF



6.6.2 Cycling Routes and Managing Conflicts

Spectators who cycle to Toronto Stadium or the FFF site will have the option to use the existing cycle routes identified in Exhibit 5.15. Wayfinding will be placed at key decision points to provide navigational support for cyclists accessing one of the three tournament bike parking areas.

Strachan Avenue is a key component of Toronto's broader cycling network, connecting people who bike to and from the Martin Goodman Trail along Lake Ontario. Due to the barriers imposed by the Gardiner Expressway and Lake Shore Blvd, there are few safe crossings for cyclists to access the Martin Goodman Trail. On an average August weekday, over 170 cyclists bike southbound on Strachan to access the trail between 5pm and 6pm.[21] If cyclists are restricted from using Strachan Avenue, there is a risk of cyclists not dismounting and attempting to bike through the pedestrian area, posing a safety concern.

Through discussions with Transportation Services and the TPS, the safest approach to manage the heavy pedestrian crowds on Strachan when closed to vehicles is to restrict any areas of closure to "walk your bike" areas. This practice is used regularly for other street events in the City where roads are closed. To encourage cyclists to dismount, it is recommended that:

- Dismount signage indicates the length of the "dismount required" area.
- Dismount signage is positive and encouraging not reflective of construction-related "dismount" signage seen elsewhere in the city (often ignored and/or posted in contravention of City construction guidelines).

Furthermore, routing on the Martin Goodman Trail through Coronation Park will separate cyclists (heading to the bike parking area at Inukshuk Park) and pedestrians, who will take the northernmost trail adjacent to Lake Shore Blvd. It is recommended signage is posted along these corridors to mitigate any conflicts that still may arise. Signage should:

- Encourage slowing down and sharing space instead of dismounting (given the regular use of the Martin Goodman Trail as a bike route).
- Be positive in nature and encouraging.

6.6.3 Bike Share Toronto

Bike Share Toronto is working with the Secretariat to provide Bike Share Valet Station operations to support the Tournament, aligned with the three bike parking areas set out in Section 6.6.4.

Some existing bike share stations will need to be taken out of service during the Tournament to reflect FIFA operational needs and usage limitations resulting from road closures or other restrictions. These stations are detailed below; Bike Share Toronto and the Secretariat are refining this plan.

[21] Data obtained from City of Toronto's Transportation Data & Analytics team.

6.6.4 Bike Parking

Existing bike parking infrastructure will not be able to accommodate FWC26 demand. In addition, as many spectators and FFF attendees will be from outside Toronto, a significant interest in using bike share is expected and will be encouraged. Bike share can also support “last mile” access from Union Station, reducing pressure on the 509 Harbourfront streetcar.

Broadly, bike parking is a low-cost and easy-to-implement measure that helps to alleviate pressure on the transit system. It also reflects an approach for Toronto to take as a legacy offering for major events moving forward. The Travel Demand Management plan will integrate with bike parking offerings and locations. Bike Share Toronto’s promotions and communications will also be used to highlight the offerings.

Three bike parking areas will be deployed and remain throughout the Tournament duration (on FFF active days). Keeping the same operations throughout the Tournament duration will ensure consistency and legibility, particularly for fans who may access FFF more than once.

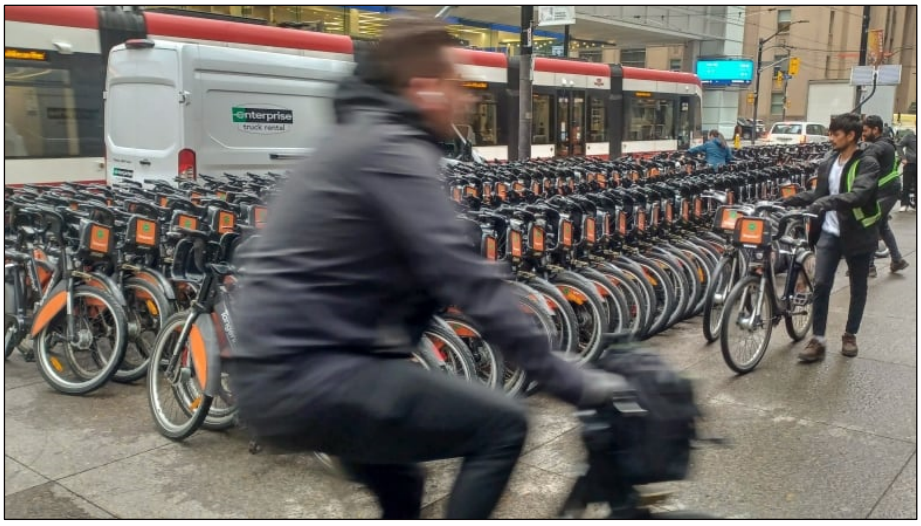
Two types of Tournament bike parking will be offered: Bike Share Valet stations and bike concierge. Both of these types of bike parking are staffed and can expand, or contract as needed in response to demand, within a range. Additionally, these options allow for a free, non-ticketed approach making them easily usable for all. More details about these options are found in Exhibit 6.15.

As part of the wayfinding and signage program, a visual identity will be consistent throughout the Tournament signage and bike parking areas.

Exhibit 6.15: Bike Parking Types

Type	Description	Considerations
Bike Concierge Service	Staffed site that operates like a "coat check" for bicycles, providing peace of mind and a high level of security.	More efficient use of space than self-serve bike parking. Fencing required, but as bikes don't need to be locked, staff can maneuver bicycles to park many within a constrained space. Requires procurement of operator. Spectators will need to wait in line pre- and post-match to manage bicycle parking.
Bike Share Valet (Exhibit 6.16)	Bike Share Toronto provides staffing at stations during high-demand events to move bikes and ensure docks and bikes are available. Staff remove bikes from docks and stack them to the side during peak arrival times to ensure riders have open docks available so they can "end" their trips. At the end of the day or event, the bikes are then put back into the docks to fill blank spaces to allow riders to start their trips directly from the dock. Can be deployed during match days only, or the entire FWC26 duration.	During the CNE, almost 300 bikes were corralled at one station outside Princes' Gates. Provides opportunity to make use of Bike Share Toronto's existing strong marketing streams for TDM needs. Most space efficient as bikes are stacked and space between bikes is not required. 260 bikes can be parked in an area of 13m by 8m.

Exhibit 6.16: Bike Share Toronto concierge service at King Street and Bay Street



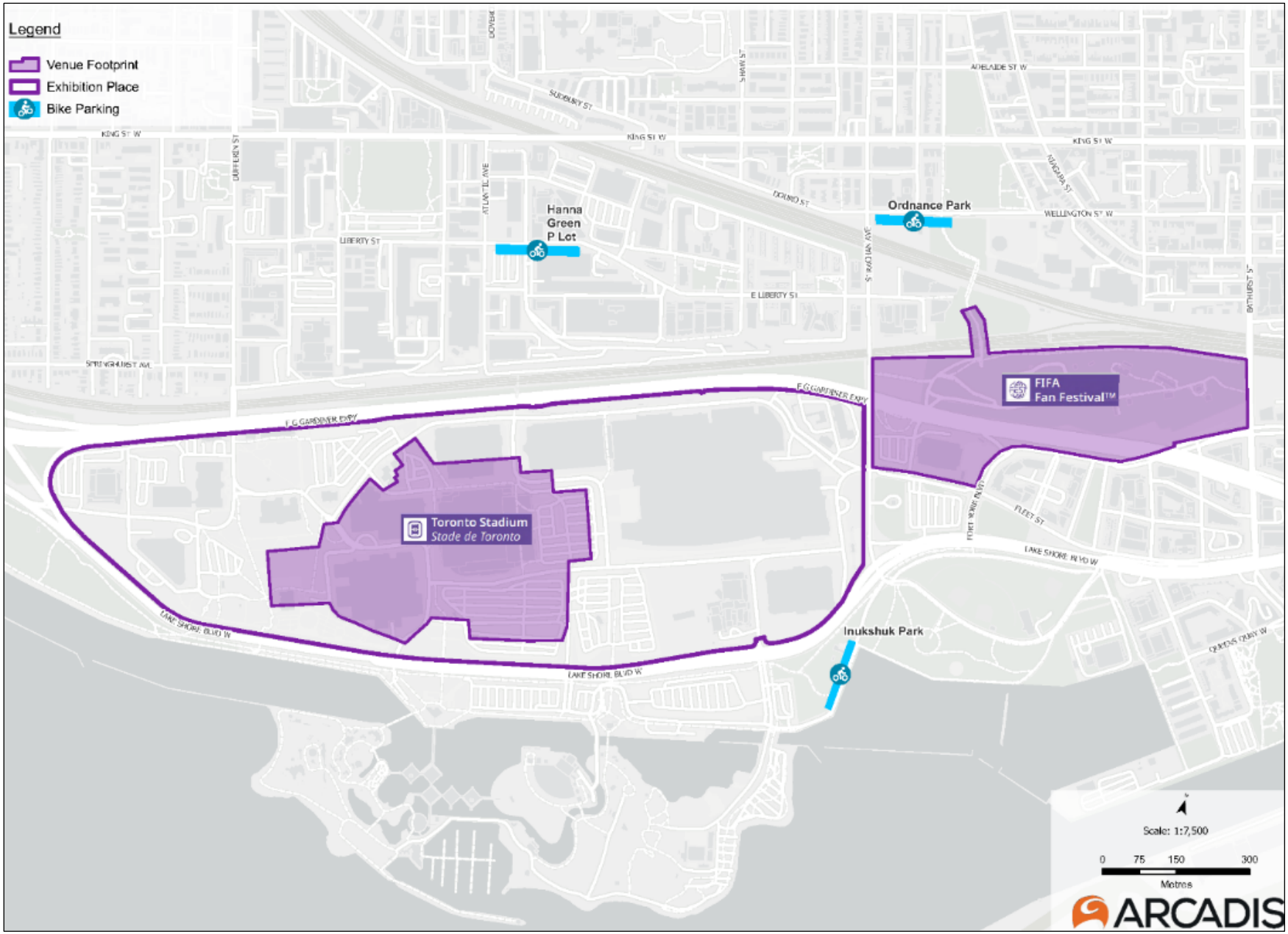
Source: CBC (January 9, 2024)

All three bicycle parking areas are planned to be placed outside of Exhibition Place, two of which are located to the north (i.e., north of the rail corridor) with the remaining one along the Martin Goodman Trail. This will minimize conflicts between bicycles and pedestrians in heavy pedestrian traffic areas (even if pedestrians walk bicycles, this can still impede movement), and it will minimize security risks of personal bicycles that are parked close to the secure Tournament site. Bike parking locations have been identified in line with existing cycling routes and expected high-volume corridors (Exhibit 6.17) and are as follows:

- **Inukshuk Park:** This park provides a significant land area of flat grass to support bike parking concierge and operations of the existing bike share station. It is adjacent to the Princes' Gates, the main portal of entry into Exhibition Place and an iconic landmark. This park is also on the Martin Goodman Trail, providing intuitive wayfinding and a seamless experience for the significant number of people who bike expected to arrive on this trail.
- **Hanna and East Liberty Green P Parking Lot:** This parking lot is located in Liberty Village to the north of Exhibition Place. Given vehicle movement restrictions that will be enacted during the Tournament and an expected high level of congestion, this surface lot is not suitable to be operated for parking. A corner of the existing space can be used for both a bike parking concierge operation and a Bike Share Valet at the existing station. This station location also supports access for any spectator who arrives to the area early to patron restaurants and bars in Liberty Village. Cyclists are expected to access via King Street and Atlantic Avenue. There is a lack of direct and separated cycling infrastructure to lead to this lot, but wide right-of-ways, the King Street priority transit corridor, and the expectation of relatively slow-moving traffic will make this area amenable to most cyclists.
- **Ordnance Park:** Located to the south of Wellington Street, this park is adjacent to a newly installed bi-directional cycle track that is part of a continuous east-west route on a low traffic stress/separated network. Cyclists can access this park directly from downtown via Richmond Street and from the west via Shaw Street and Douro Street. Both bike parking concierge and Bike Share Valet will be offered here. Notably, the Garrison Crossing Bridge to Fort York is planned to be closed during FFF operations, so pedestrians will need to access Tournament matches via Strachan Avenue after parking their bicycles. However, this location provides access via some of Toronto's best cycling routes and does not require crossing the rail corridor.

This three-location bike parking approach provides redundancy, visibility, and distribution of cycle access to mitigate conflicts with heavy pedestrian areas. The Bike Share Valet can expand to accommodate bikes and re-balance as needed throughout the day; the bike share concierge operator is currently being procured, but operations are assumed to be able to accommodate 200-400 bikes at each site.

Exhibit 6.17: Bicycle Parking – All Sites Planned to Include Bike Concierge and Bike Share Valet



6.7 Toronto Stadium and FIFA Fan Festival Last Mile

The last mile spans the distance between the key transportation mode and the security perimeter for Toronto Stadium and FFF, as shown in Exhibit 6.18.

Exhibit 6.18: Summary of Mode Hub Locations

Mode Hub	Modes
Union Station	Transit (TTC, GO, VIA Rail, UP Express), Walk
Dufferin Gate	Transit (TTC)
King & Atlantic	Transit (TTC)
King & Strachan	Transit (TTC)
East Liberty & Strachan	Transit (TTC)
Fleet Street	Transit (TTC)
Exhibition GO	Transit (GO)
Princes' Gate	Walk
Coronation Park & Inukshuk Park	Personal Bike and Bike Share
Lamport Stadium (CP 181) 1155 King Street West	Taxi/Rideshare
4-58 Douro Street	Taxi/Rideshare
542-1983 Front Street West	Taxi/Rideshare

The last mile walking routes from the transportation mode hubs to the Stadium and FFF entrance are shown in Exhibit 6.19.

Exhibit 6.19: Spectator Last Mile Routes to Toronto Stadium and FIFA Fast Festival™

Last mile routes for all modes are identified below, along with accessibility, signage, temporary infrastructure, and wayfinding considerations. The City of Toronto is managing procurement of street furniture, wayfinding and signage, bike parking, additional waste bins, and other needs.

The general principles that guided development of last mile routing:

- Intuitiveness for both Toronto-based attendees and those unfamiliar with the city
- Mitigation of crowding risks during peak movement times, including:
  - Encouraging the use of routes other than the central Strachan corridor (i.e., Dufferin for Stadium and Bathurst for FFF)
  - Ensuring routes are wide enough to accommodate high projected crowd volumes without pinch points or sharp turns
  - Ensuring routes have adequate overflow space if needed
  - Taking non-streetcar crowds away from Fleet Street as much as possible
  - Separation of cyclists and pedestrians on a traditionally shared path (i.e., the Martin Goodman Trail through Coronation Park)
  - Minimal “restricted” routes; i.e., pedestrians will be encouraged to take one route but things like ticket checks will not be required due to delay and staffing support needed

TDM messaging and communications with spectators will reflect the target routes for each mode for both destinations.

Routes currently reflect ingress only. Egress routes are being managed and are subject to the confirmation of egress points from the Stadium secure perimeter (managed by FIFA) and the FFF (managed by City of Toronto).

Notable deviations from typical business-as-usual pedestrian movement in the area are:

- **Exhibition GO:** To accommodate the volume of passengers expected to come through Exhibition GO, the pedestrian tunnel and bridge in the station will be communicated as a customer-only zone. Typically, Exhibition GO provides a pedestrian connection between Exhibition Place and Liberty Village across the rail corridor. No PRESTO or ticket checks will be required, but all signage will encourage pedestrians in Liberty Village to walk east or west on Liberty Street to access the Tournament matches. Last mile volunteers will also be placed at strategic locations to communicate that Exhibition GO is fare-paid only. This strategy is expected to reduce pedestrian demand meaningfully.
- **Garrison Crossing Bridge:** This bridge will not be in service throughout FFF. Signage will indicate this at the approach on Wellington.
- **Manitoba Drive access to Stadium:** Pedestrians accessing Toronto Stadium will walk south on Nova Scotia Ave. Nova Scotia Ave will be open to allow access to the Toronto Stadium entrance, however during the Tournament, an operational decision to route crowds around via Manitoba Drive and Princes’ Boulevard may be needed to manage crowds. The covered walkway to the immediate east is too narrow to accommodate the projected pedestrian demand while maintaining a safe level of access for emergency services and pedestrian throughput, so it will only be open to spectators with accessibility needs.

6.7.1 Last Mile Accessibility

Toronto Stadium last mile routes will be designed to accommodate individuals with disabilities to ensure accessibility facilities and services that meet their specific requirements. This includes, but is not limited to people using wheelchairs, people with limited mobility, people who are partially sighted and/or blind, and people who are hard-of-hearing and/or deaf people. The *2026 FWC Hosting Requirements* outline accessibility requirements for last mile routes.

Key accessibility requirements and the implications for the spectator last mile routes within Exhibition Place are described in Exhibit 6.20.

Exhibit 6.20: Spectator Last Mile Route Accessibility Considerations in Exhibition Place

2026 FWC Hosting Requirements	Implications for Spectator Last Mile Routes within Exhibition Place
"All circulation areas shall have a minimum width of 1.8m to allow for two wheelchair users to be able to pass each other and for a wheelchair user to be able to turn 180°."	Most sidewalks along the spectator last mile routes within Exhibition Place meet or exceed the 1.8m width requirement. The Manitoba Dr sidewalks on the northeast corner of the site (approaching Fleet St) are less than 1.8m wide. Full road closures are assumed along the shared spectator last mile routes within Exhibition Place. These roads are more than 1.8m wide and satisfy the circulation width accessibility requirement.
"All circulation areas shall be well lit and shall have concrete or asphalt flooring to create a level and stable route for all guests."	The spectator last mile routes within Exhibition Place provide a level and stable route. The surfaces along these routes are a mix of concrete, asphalt, and interlocking pavers.
"Kerbs shall be dropped in any of the areas of circulation."	Dropped kerbs are provided along the spectator last mile routes within Exhibition Place.
"Tactile pavings are required at dropped kerbs, when an approach route crosses a road, accessible drop-off/pickup points and the top and bottom of stairways and at lifts."	Tactile pavings are currently present where pedestrian movement crosses live traffic lanes during tournament conditions.

6.7.2 Last Mile Temporary Infrastructure

The shared spectator last mile routes within Exhibition Place will include temporary infrastructure to facilitate the safe, comfortable, and efficient flow of spectators. Key forms of temporary infrastructure include the following:

- **Lighting:** Well-lit spectator routes are an essential aspect of safety, particularly as some matches will occur at night. The 2026 FWC Hosting Requirements identify minimum lighting levels for walkways to and from external Stadium areas and any areas beyond the security perimeter. Exhibition Place has recently upgraded their lighting to provide greater coverage.

- **Waste Management:** Waste receptacles, for both trash and recycling, will be provided and serviced to maintain a clean venue. The City of Toronto waste management group is identifying needs.
- **Benches:** The 2026 FWC Hosting Requirements state that benches with backrests and arms must be available along the shared spectator last mile routes. These benches should be provided in areas with sufficient space to minimize the risk of crowding and maintain spectator flow (i.e. Princes' Blvd). Accessibility signage should be considered for benches to prioritize rest spaces for spectators with accessibility and/or mobility needs. Bench planning is ongoing.
- **Water:** Providing drinking water for spectators is advised given the warm summer temperatures and moderate walk required to reach the security perimeter. Water sources should be provided in areas with ample space to avoid crowding (i.e. Princes' Blvd). Provision of HTOtoGO trailers by the City of Toronto will be enacted.
- **Crowd Control Barriers (CCBs):** Fencing and barriers are required for some last mile routes, including through Lot 854, at the intersection of Manitoba and Nova Scotia, at the Breezeway, and at Manitoba/Canada Blvd.

Strategic deployment of shuttles is also being considered by FIFA and the City of Toronto. Conversations are ongoing and this will be addressed during operational planning phases.

6.7.3 Last Mile Signage

Signage and wayfinding are a key component of last mile routes and help spectators navigate to, from and around the Stadium in an efficient and user-friendly manner. Signage will be provided along all spectator last mile routes within Exhibition Place as well as bidirectionally along last mile routes between Exhibition Place and the various mode hubs. Signage considerations will also include helping spectators navigate through key transit transfer points. Key guiding principles for signage and wayfinding are listed below.

The wayfinding and signage process has been developed in lock step with considerations for route planning. Signage design and dressing is ongoing.

SIGNAGE CONTENT PRINCIPLES

- **Highlighting accessibility:** Signage will contain information to guide spectators with accessibility needs.
- **Defining the destination:** Signage will clearly indicate the destination that spectators are being directed to, whether it is the Stadium, one of the nearby mode hubs, or amenities of interest to spectators along the routes to any of these destinations (i.e. washrooms, water stations). For efficiency, several destinations are combined on the same sign.
- **Destination identification:** Signage will clearly identify the actual destination hubs, facilities and infrastructure to which spectators are headed (i.e. transit and transportation hubs, bicycle facilities, washrooms, stadium entrances). Wayfinding features such as large-scale art, murals, and installations could be considered to facilitate identifying and locating key destinations from a distance. Distances to the destinations may be included.
- **Symbols/pictograms:** Recognizable symbols/pictograms will be used to differentiate between different mode types and mode hubs. For FWC26, these will include tournament

branded graphics for specialized symbols (such as mode hubs), and/or bicycle parking alongside standard information symbols used by the City of Toronto for amenities (i.e. washrooms, information). Text captions will be used where symbols/pictograms are not easily recognizable.
- **Maps:** Consideration will be given for including maps on some signs to help guide spectators and provide more details on routes and destinations.
- **Consistency**: Signage will be easily identifiable, and the designs should have consistent colour coding and branding.

SIGNAGE PLACEMENT PRINCIPLES

- **Directional Arrows:** Key intersections will feature signage with directional arrows to guide spectators and inform them where turns are necessary, at the turn-off using turn-off arrows and, for major destinations, in advance of the turn-off using advance arrows.
- **Confirmation Signage:** Signage will confirm that spectators are following the correct route when there are long distances between intersections/turns. Confirmation signage can be combined with overall destination signing.
- **General Placement:** Wayfinding directional signage will be located along the last mile routes, connecting from key transit hubs. The signs will be placed in an open area or grouped with temporary infrastructure provided that there is sufficient space for crowd circulation around the signage.

Additional wayfinding and signage best practices are described in **Appendix E: Stadium Last Mile Signage and Wayfinding Best Practices.**

6.8 Water Transportation

A planned pilot for an east-west water taxi is intended to launch in spring 2026 and connect the Portland Slip (south of FFF) to Harbourfront Centre/Yonge Street and Ookwemin Minising/Biidaasige Park. These water taxis will provide some connectivity but are not expected to significantly mitigate congestion concerns.

6.9 Transport Security Integration

Working groups led by the Secretariat will develop plans that focus on facilitating the movement of spectators, teams, officials, VIPs/VVIPs and the general public. The Toronto Police Service will assist in establishing a process and point of contact for FIFA World Cup 2026™ Headquarters to ensure coordination and consistency of transport security and escort service provisions.

6.9.1 Vehicle Check Points

Vehicle screening at the outer traffic perimeter and within the Vehicle Screening Areas (VSAs) will be conducted by members of private security with oversight and support by members of the Toronto Police Service and FIFA26 Safety & Security. Screening within the Vehicle Screening Areas may include physical and visual inspection for prohibited items.

The Secretariat will also coordinate with Transportation Services, the Toronto Police Service and the venue provider to develop a Hostile Vehicle Mitigation (HVM) plan which will supplement the inner and outer perimeters traffic points. Members of the Toronto Police Service will provide support and oversight at HVM points while the equipment is deployed.

6.9.2 Police Escorts

The Toronto Police Service will facilitate the movement of the identified Constituent Groups along designated routes, including Teams, Referees, select VIPS and other groups as authorized and approved. Police escort teams will primarily be comprised of motorcycle officers: the Toronto Police Service (TPS) is ramping up its motorcycle escort training to increase this specialized workforce to meet the FIFA requirements. TPS is also working with other police services that are able to assist with providing police escort officers and equipment for the FIFA requirements. Route details will be developed as information becomes available.

The Toronto Police Service (TPS) as the Host City police agency of jurisdiction will establish a multi-agency Joint Escort Team (JET) made up primarily of motorcycle escort officers. The JET will facilitate the movement of the identified Constituent Groups (teams, referees, select VVIP and other groups as authorized and approved). The JET will also have the capacity, outside of FIFA commitments to provide security escort duties for Internationally Protected Persons (IPPs) such as Heads of States or Head of Governments that may attend matches or the Host City.

6.10 Travel Demand Management (TDM)

FWC26 will substantially increase demand on the road and transit network, particularly on match days. Weekday matches will create significant congestion as post-match crowds overlap with regular commuter travel, especially at Union Station and within the downtown road network. This is most significant after 3:00 p.m. matches, while 7:00 p.m. matches still produce strong peak-period pressure on ingress. Additional overlap with concurrent events will further strain the network and significant road closures in the vicinity of the Stadium will compound the challenge reducing the available road network capacity.

Transportation analysis has highlighted that during FWC26 match days, both the downtown road and transit networks are expected to experience demand well beyond their capacity. These conditions highlight the need for travel behaviour change in order to maintain the transportation system operation within manageable levels. Analysis has indicated that a TDM campaign will be required to target a 30% to 40% reduction in background (i.e., non-event, non-essential) trips on key corridors and transit routes during peak periods, with a target closer to 40% on match days. The objective will be to alleviate congestion and reduce overload on the transit and road networks, to accommodate influx of demand associated with FWC26.

6.10.1 TDM Strategy

TDM for the Tournament will focus on influencing the travel behaviour of FIFA fans (ticketed spectators and FFF attendees), residents, visitors, and businesses to ensure a safe, efficient and

enjoyable transport experience. The aim is not to deter attendance, but to maximise the number of people enjoying the city and tournament this summer, while keeping the city moving.

A TDM Delivery Plan will be developed by the Secretariat, focused on enabling the key mobility strategies:

- **Public Transportation: A Transit-First Approach -** Toronto's public transit system will be the primary means of access for the majority of FWC26 spectators, workforce, and volunteers, with no on-site parking at Toronto Stadium and up to 60,000 daily event attendees expected.
- **Traffic Management: Keeping Toronto Moving -** Tournament operations will require a comprehensive traffic management approach to ensure reliable access to the stadium for priority group and transit services and to keep the city moving.
- **Crowd Management: Managing the Surge -** With crowd surges of up to 45,000 spectators at Toronto Stadium and 20,000 at FFF, robust crowd management is critical.
- **Pedestrian Corridors: Intuitive Navigation -** Walking and cycling to be actively encouraged for those within 2–3 km of Toronto Stadium and FFF, including walking between Union Station and Toronto Stadium/FFF.

A detailed breakdown of potential TDM strategies is shown in Exhibit 6.21 and will be reviewed and finalized within the TDM Delivery Plan.

Exhibit 6.21: TDM Strategies

TDM Area	TDM Strategies
Fan Engagement and Communications	• Encourage transit, cycling, walking, and discourage car use • Mitigate the impact of the arrival and departure peaks associated with matches
Residents and Visitors Engagement and Communications	• A reduction in the number of non-essential trips • The re-timing / reduction of trips to outside of the anticipated busiest periods • The re-routing of trips away from the Tournament hotspots • Remaining in the local area for key activities and reducing overall trip length
Business Community Engagement and Communications	• Enables staff, customers, and visitors to adapt their travel behaviours • Encourages a reduction in the movement of goods and delivery of services (including on-demand personal food delivery) taking place in Tournament hotspots at critical days and at critical times
Trip Planner Communications	• Fan trip planning • Background demand trip planning
Transportation and Event-Related Ticketing	• PRESTO Tourism Pass (subject to testing and approvals)
Operational Fan Experience	• FFF hours of operation, location, and activations • Stadium fan activations

TDM Area	TDM Strategies
	• Off-stadium (e.g. Last Mile) fan activations, food and beverage, loyalty and discount
Research and Insights	• Fan surveys • Background demand surveys • Consider role of continuous feedback loops (via social media) • Collation of other insights (including accommodation bookings etc.)
Tournament-time Planning, Readiness, and Delivery	• TDM integration into tournament-time mobility operations • Testing and Readiness • Activation

7 Tournament Supporting Operations

To support tournament-time operations, it is essential to establish a framework to guide how operations will make decisions, execute action plans, and collaborate between agencies, to deliver a coordinated, unified response. For the multi-agency operations supporting the Tournament, a Command, Control, Communications, and Coordination (C4) framework will be implemented:

- **Command**: Establish authority and responsibility for making informed decisions, in response to the dynamic nature of the Tournament.
- **Control**: Activate systems, tools, and operating partners to monitor, assess, and carry out response plans accordingly.
- **Communications**: Define information flows that are set-up for efficient communications between operational leads, agencies, remote operation centres, and field personnel.
- **Coordination**: Synchronize activities across different functions (e.g. safety and security, transportation, public communications), to deliver a coordinated public-facing response.

Within the C4 framework, an integrated tournament-time operational model consisting of clear roles and responsibilities, communication protocols, decision logging processes, and reporting mechanisms, must be defined between all operational command centres and delivery partners. Establishing this framework will ensure coordinated interagency operations by defining consistent communication pathways, setting clear criteria and thresholds for cross jurisdictional engagement and response, and standardizing the content, metrics, and cadence for tournament-time reporting.

For transportation-related C4 activities, the Unified Mobility Coordination Centre (UMCC) will be the primary operational centre for overseeing, assessing, and coordinating mobility operations, working closely with the broader C4 structure. With regards to mobility elements, the broader C4 components are described in the following subsections.

7.1 Existing Mobility Operations Centres

Toronto's main transport partners are each responsible for incident monitoring, detection, and response across their respective transit and roadway networks, operating from their home operation centres (HOC), throughout the calendar year. These HOCs and monitoring focus during FIFA are listed below.

- **City of Toronto's Congestion Management Centre (CMC):** Overseeing City-owned highways and arterials, with specific focus towards stadium routes, hotel routes, airport routes, training sites, Liberty Village and Fort York area, and key hubs within the stadium precinct (i.e., road closures, designated rideshare areas, fan walk routes, etc.).
- **Metrolinx's Network Operations Centre (NOC):** Overseeing the GO-Transit network, with specific focus towards Lakeshore East and Lakeshore West rail service, UP Express, Exhibition Station, and Union Station.

- **TTC's Transit Operations Centre (TOC):** Overseeing the TTC Transit Network, with specific focus towards Subway Lines (Line 1, Line 2), Dufferin Bus (29, 929), Streetcars (504, 509, 511), Union Station, and other Transit Hubs.
- **MTO's Central Region COMPASS Traffic Management Centre (CRCTMC):** Overseeing Highway 400, 401, 404, 409, 427, Queen Elizabeth Way (QEW), and other adjacent highways for spectator travel.

During FWC2026, each HOC will continue to support the efficient movement of individuals, with enhancements towards monitoring capabilities, service levels, and operational resourcing, to support the increased transportation demands envisioned on their network.

7.2 Temporary Operations Centres for FWC26

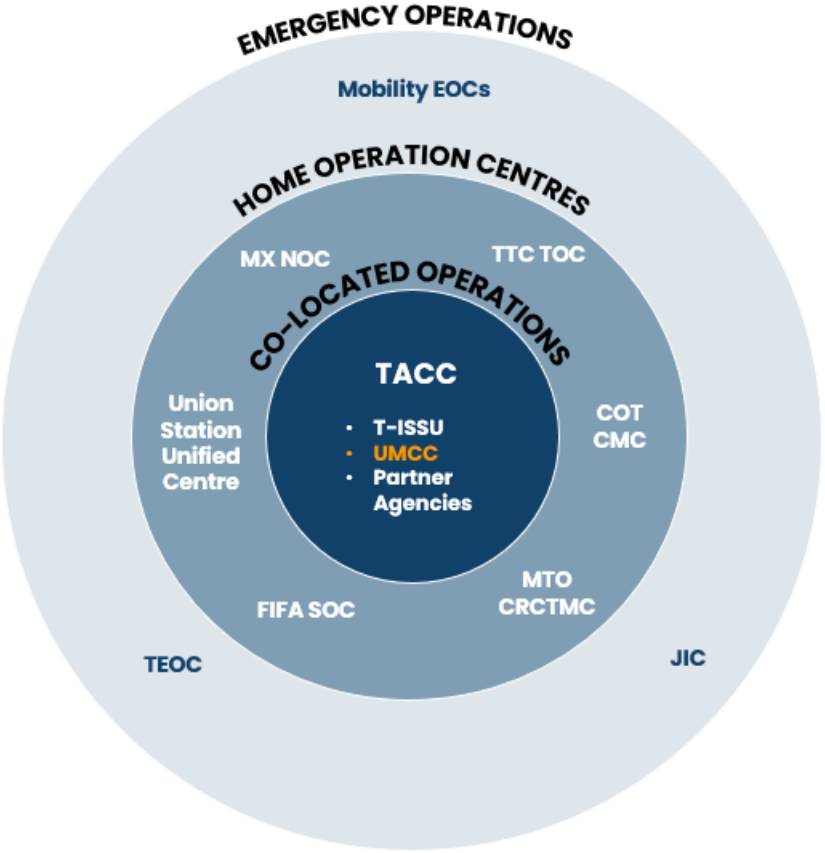
To support and facilitate collaboration for a more comprehensive event management that is cross-cutting across sectors and agencies, several operational and coordination centres will be established for the duration of FWC26, each with a specific focus for monitoring and representation of agencies. A majority of these centres will include either a co-located or remote connection with transportation partners. Operational and coordination centres to be activated during tournament-time include:

- **The T-ISSU Area Command Centre (TACC): T**he TACC is a co-located command centre, focused on carrying out the planning and execution of C4 activities, addressing all safety and security matters associated with the FWC26. Led by TPS, the TACC brings together cross-sector agencies from the T-ISSU working group to jointly oversee and manage FWC26. As owners of the TACC facility, TPS will provide building security, network connectivity, telephony service, furniture, cleaning, and other logistical services.
- **Unified Mobility Coordination Centre (UMCC):** The UMCC is a coalition of transportation agencies operating under a collaborative model to deliver a coordinated, multimodal management of mobility operations and to address transportation challenges during FWC26. Recognizing Toronto's overlapping and interconnected transportation networks, the UMCC will function as a shared, real time operational environment where representatives from each core mobility agency jointly assess conditions, plan responses, and coordinate actions. Operational decisions and response strategies developed within the UMCC are then communicated back to each agency's respective HOC to implement the action plan. To facilitate immediate situational awareness and rapid collaboration, the UMCC will be co-located at the TACC, with a dedicated section for UMCC representatives. Remote connections to other supporting partners are also facilitated and engaged as needed.
- **Joint Information Centre (JIC):** The JIC is the dedicated centre for coordinating large-scale communication broadcasts to inform the public on key information announcements relating to FWC26 and influencing behaviour based on real-time events. There will be in-person communication representatives TTC, Metrolinx, and MTO, as well as a remote connection for FIFA. MLS will also support JIC communications and act as a conduit to coordinate with local services such as rideshare companies.
- **Toronto Emergency Operations Centre (TEOC):** The TEOC is activated during the duration of FWC26 and will focus on maintaining City operations and responding to emergencies that are not FIFA related.

- **FIFA Stadium Operations Centre (SOC):** The SOC is responsible for the overall management of C4 activities within the Stadium's secured perimeter, including the readiness of the stadium, ingress/egress, spectator flow, dispatch, and integration with the wider FIFA Tournament Operations Centre.

Exhibit 7.1 illustrates the overarching operational layers specific to mobility.

Exhibit 7.1: High-Level Overview of the Operational Layers for FWC26



7.3 Unified Mobility Coordination Centre (UMCC)

The UMCC will be the key coordination centre for overseeing all mobility-related activities. The following points provide an overview of the UMCC:

- The UMCC will provide a coordination function, leveraging a common operating picture between agencies with shared real-time data and status updates. Coordination activities include identifying current and potential incidents that may impact the transportation network, strategizing responses to mitigate the impact of incidents, and liaising with HOCs to carry out responses. Existing network operators (i.e. HOCs) will continue to have ultimate decision-making responsibility in managing their networks and responding to incidents within their mandate.

- The UMCC network management function will be carried out by representatives of the individual network operating agencies. Coordination of transportation operations may occur on-site within the UMCC, or by remote access. The UMCC operational model will address both on-site, remote, and on call modes of participation.
- There will be no formal hierarchy within the UMCC, although there will be a UMCC coordinator to monitor overall activity and ensure that all participants are working in an effective and collaborative manner. All mobility partners are equal in status and decision making will be based on existing processes and protocols.
- The UMCC will include a FIFA representative who is responsible for relaying intel to/from their Stadium Operations Centre, enabling other UMCC representatives to respond accordingly to real-time behaviour in and around the Stadium (e.g. aligning with Tournament logistics, schedules, etc.).
- The UMCC will collect, consolidate, and analyze available data to inform decision-making, optimize operations, and enhance reporting during the Tournament.
- The UMCC will support the continuity and consistency of public messaging across each mobility partner's network, working closely with other communication groups set-up for the Tournament (i.e. JIC, TACC)

7.3.1 UMCC Roles and Responsibilities

The UMCC staffing structure is outlined in Exhibit 7.2, and the key roles and responsibilities are summarized in Exhibit 7.3.Exhibit 7.3

Exhibit 7.2: Staffing Structure of the UMCC

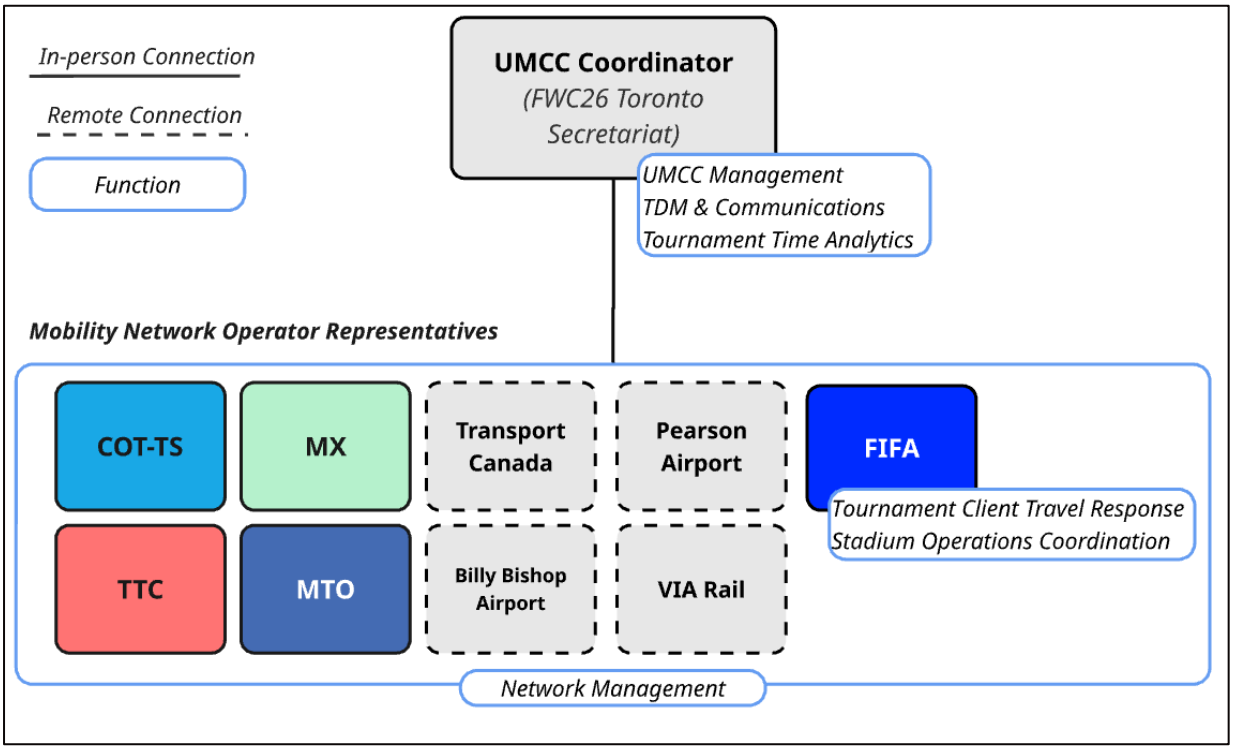


Exhibit 7.3: Roles and Responsibilities for UMCC Representatives

Role	Function	Overview
UMCC Coordinator	UMCC Management	The UMCC Coordinator will be fulfilled by the Secretariat, carrying the overall responsibility for the day-to-day work within the UMCC and acting as the central point of contact for UMCC representatives. They will lead the operations briefing with UMCC representatives, ensure that procedures are being properly followed, lead discussions, and facilitate effective decision making and responses to incidents and events within the network of monitoring.
	TDM and Communications	The UMCC Coordinator will work with UMCC representatives and with the broader TACC and JIC centres, to support the consistent planning, development, and output of public messaging and media responses regarding transportation during FWC26. Consistent messaging will be a primary focus towards promoting alternative routes and redistributing travel journeys.
	Tournament-Time Analytics	The UMCC Coordinator will compile and generate reports on the mobility network performance and assist in identifying gaps and opportunities to improve network responses during subsequent operational days during the FWC26 (e.g. making adjustments to the network and informing public messaging). Relevant data will also support post-tournament reporting.
Mobility Network Operator Representatives	Network Management	The Mobility Network Operator representatives will identify which incidents or pieces of information about their home network are relevant to the Tournament, consult with other UMCC agencies to agree appropriate responses and any proposed network adjustments, coordinate the implementation of those incident responses with their HOC, and review network performance results to determine and apply changes to the transportation offering that improve future performance.
FIFA Representative	Tournament Client Travel Response	The FIFA representative will be responsible for providing input around Tournament-client travel and support decision making on departure times and routes that will be taken by Tournament-client vehicles, based on the state of the mobility network.
	Stadium Operations	The FIFA representative will relay information concerning the status of activities occurring at the Stadium (e.g. delayed schedule, penalty games, overcrowding, etc.) to the UMCC representatives to make adjustments to the network to support the real-time travel demand.

7.3.2 UMCC Operational-Day Briefing Sessions

To coordinate UMCC activities, it is recommended for a morning briefing to take place across all days the UMCC is operational, to enable proactive planning through Tournament operations. The morning briefings should consist of reviewing the planned schedule for the day, identifying potential or current transportation any other related challenges, and discussing monitoring of network performance and adjustments to implement. The briefing sessions should also rely on the generation of summary reports to provide a basis for reviewing and discussion, including:

- **Operational-Day Run Sheet:** A summary report of the day's Tournament Schedule, including match timings, FFF timings, key transportation windows, and details on the movement of FIFA Constituent Groups. The run sheet will also note other competing events in the city on that day (e.g. Blue Jays games) and take into account any changes/modifications that may have occurred from the previous operational day.
- **Performance Metrics Report:** A look back report, summarizing the performance of the transportation network on the previous operational day and a look forward to potential transportation challenges for the current/next operational day. The report should include key metrics that reflect the performance of transportation during the Tournament, such as travel time reliability and on-time transit performance.
- **UMCC Incident Report:** To support overall reporting and documentation, the UMCC will record all incidents within the FIFA footprint on the UMCC's shared incident tracking platform. Each logged incident should be exportable as a summarized Incident Report to be forwarded to appropriate individuals/groups (e.g. TACC leadership, transportation agencies, UMCC Coordinator / representatives). Incident reports can also be reviewed during briefing sessions to develop proactive responses if similar events are expected.

7.4 Tournament-Time Reporting

Tracking transportation performance against a set of defined key performance indicators (KPIs) is an important aspect of tournament-time monitoring and delivery. These performance measures are essential to overall project delivery, fulfilling the following goals:

- Measure transportation performance using quantifiable KPIs;
- Assess the effectiveness of plans, programs, and actions in achieving the City's Traffic Management Plan objectives;
- Revise operational strategies based on area's resulting in poor performance along the transportation network and customer experience;
- Provide lessons learned on the impact of decisions and operational measures implemented during the Tournament; and
- Quantify potential legacy impacts.

Using the guiding principles, six key KPI categories were identified and defined in terms of its core objective, as presented in Exhibit 7.4. Individuals KPIs will be developed and refined as part of operational readiness work.

Exhibit 7.4: KPI Categories for FWC26 Toronto

KPI Category	Objective
Travel Time Reliability	To measure the reliability of travel times across the Tournament Route Network for the FIFA Constituent Group
TDM and Communications Effectiveness	To measure the effectiveness of TDM and Communications in affecting behaviour change including reductions in background traffic on key corridors and the resulting travel times, and the impact on overall spectator customer satisfaction.
Transit Ridership	To measure the effectiveness of tournament-time conventional and specialized transit services in achieving spectator transportation objectives and to assess the overall performance of the transit network during the Tournament.
Transportation Mode Split at Venues	To measure the mode split at venues and to measure the reliability of pre-tournament mode split estimates. This information will be used to adjust TDM messaging and Local Area Plans during Tournament - time if it identified that modal capacities are being either exceeded or over-provided.
Accessible Transportation Effectiveness	To measure the usage and effectiveness of accessible transportation services to ensure Tournament accessibility objectives are met.
Incident Response Effectiveness	To measure the effectiveness of the UMCC in terms of its ability to respond to incidents and to provide an effective forum for collaborative decision making and information sharing.

7.5 Toronto Transport Staffing

Operational and supervisory staffing needs for all modes of spectator transport operations and control centres during the Tournament will be prepared, trained, and implemented for tournament-time. This includes enhancements to existing transport operations and staffing for existing and temporary operational centres activated for the Tournament.

Traffic agents will be mobilized by the City of Toronto to support transportation operations and supported by Toronto Police Services officers.

Full staffing plans from Metrolinx, TTC, TPS, and other partners are in the process of being finalized.

8 Transport Legacy

Hosting the FIFA World Cup 2026™ is an opportunity of global significance, and Toronto's role as a Host City will further enhance its reputation for delivering world-class events. The planning, coordination, and delivery of FWC26 will foster a heightened level of collaboration across partners and agencies, while introducing new systems, technologies, and operational approaches that will be showcased throughout the Tournament. Many of these innovations have the potential to provide long-term value for Toronto and could evolve into lasting legacy initiatives for the City.

Potential transport legacy opportunities include the following:

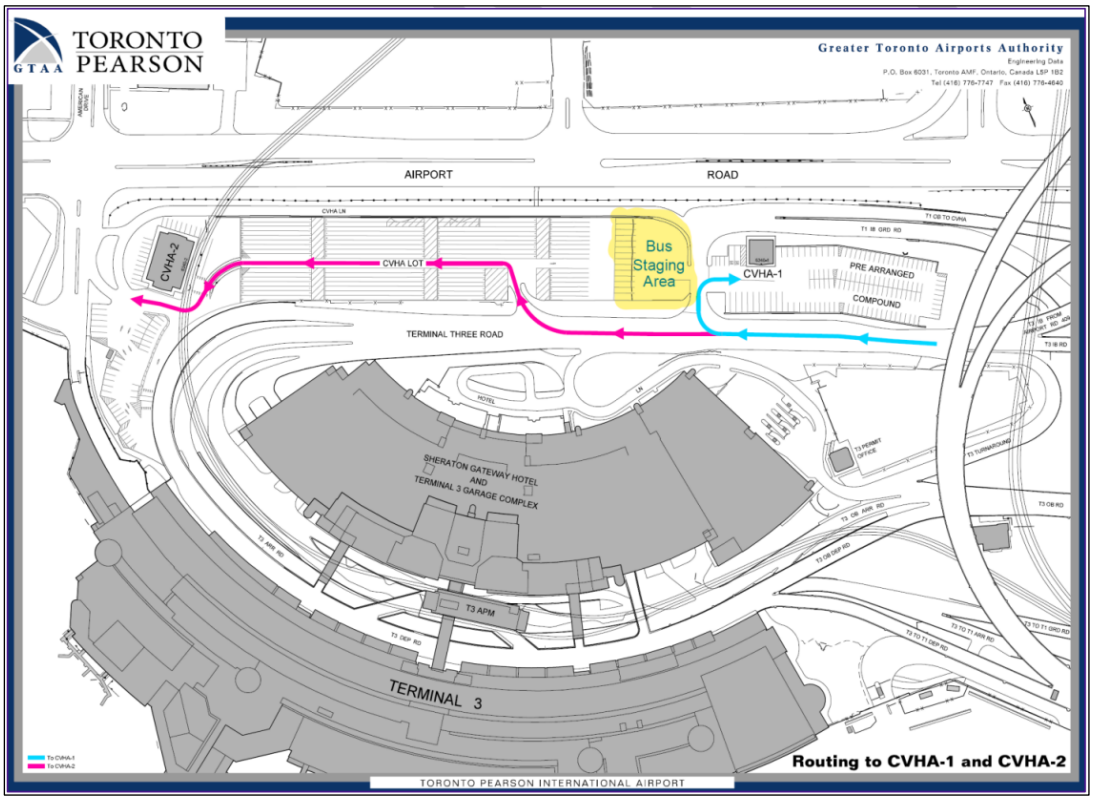
- **Transit Infrastructure:** The RapidTO program aims to deliver bus and streetcar improvements throughout the City. FWC26 preparation includes the acceleration of surface transit priority measures along Dufferin St from Bloor St W to Dufferin Gate and Bathurst St between Bloor St W and Lake Shore Blvd. Implementation of these transit priority measures will help improve transit operations and create the opportunity for increased sustainable mode share.
- **Travel Demand Management:** TDM initiatives and messaging will be implemented through a coordinated approach between the City and stakeholders to influence travel habits of residents, visitors, and spectators. TDM efforts for the World Cup will aim to expand on existing activities of local stakeholders to support capacity-building and build in opportunities for legacy value. Beyond the FWC26, there is significant opportunity to continue the implementation of TDM initiatives to encourage Torontonians to support shifts towards more sustainable transportation modes and reduce travel during peak times.
- **Inter-Agency Collaboration:** FWC26 in Toronto will feature extensive cross-department and cross-organizational collaboration between the internal City of Toronto departments, transportation agencies, and other government agency stakeholders at the Provincial level. Notably the experience gained by establishing the UMCC will dictate the ability to oversee and manage mobility operations and be a testament towards the value of integrated collaboration between transport partners.
- **Major Event and Congestion Traffic Management Strategies:** Traffic management strategies to accommodate a large influx of demand, while also maintaining background traffic operations are critical for major events in the city as well as keeping traffic moving day-to-day. Key strategies and methods could be utilized as part of ongoing congestion management such as rapid response teams to clear incidents and immediately remove vehicles violating traffic regulations.

Appendix A: Airport Details

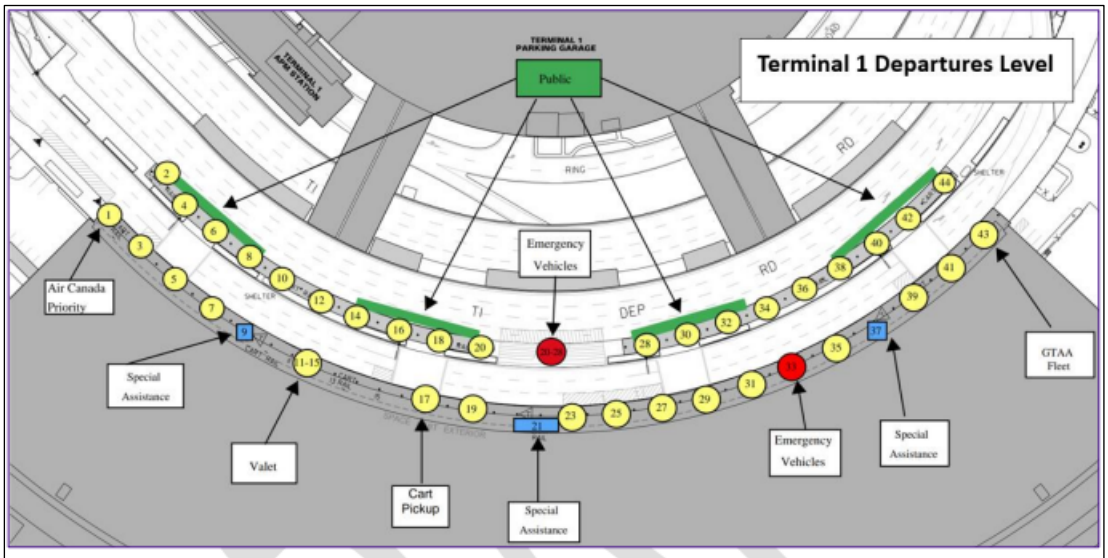
Summary of Curbside Services at Toronto Pearson Airport

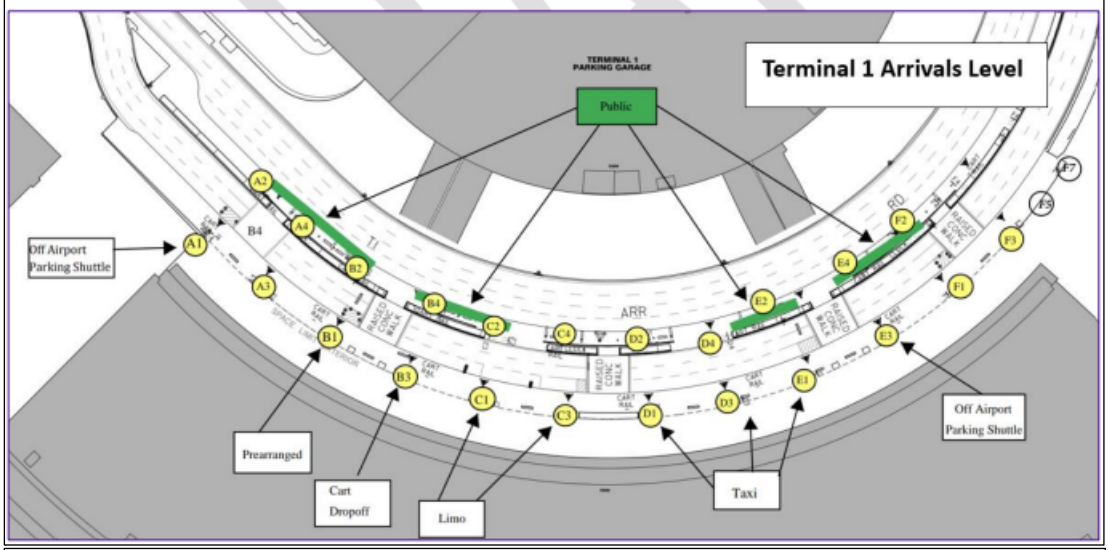
Service Type	Pick-up & Drop-off Location	Description
Taxis	T1 & T3 arrivals level	Available on demand
Limos	T1 & T3 arrivals level	Available on demand
Uber/Lyft (rideshare)	T1 ground level, T3 arrivals level	Available on demand, through app
Car Rentals	T1, T3, Viscount Station	Available through rental agency
Pre-arranged Services	T1 & T3 arrivals level	Pre-book services (taxi, limo, bus)
Car Share	T1, T3, Value Park Garage	Book a car using the Turo app
Long-distance Travel	T1 & T3 arrivals level	Book service throughout the Ontario and US cities (Buffalo and Detroit)
Hotel Shuttles	T1 ground level, T3 arrivals level	Service to various hotels near airport
Off-airport Parking Shuttles	T1 & T3 arrivals level	Service to office parking options

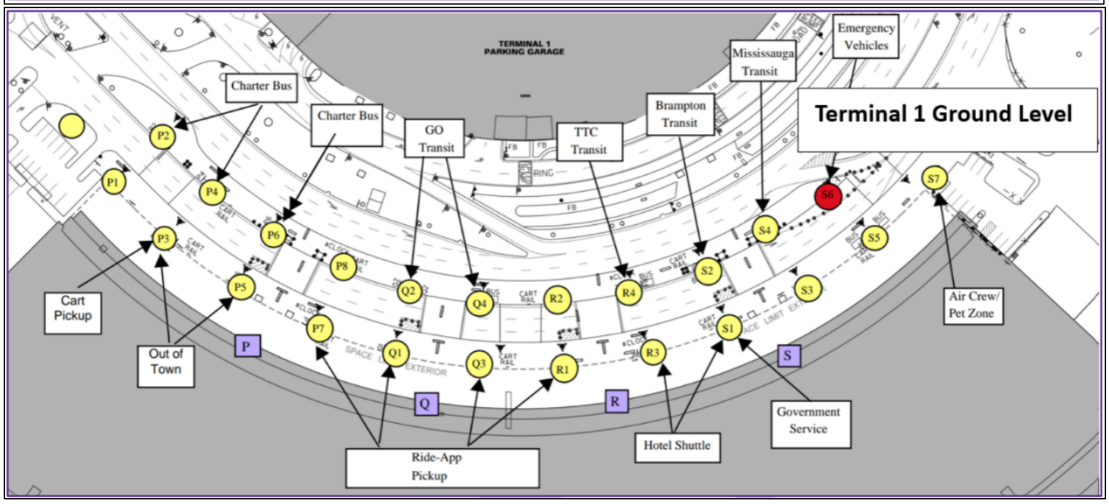
Terminal 3 Staging Areas



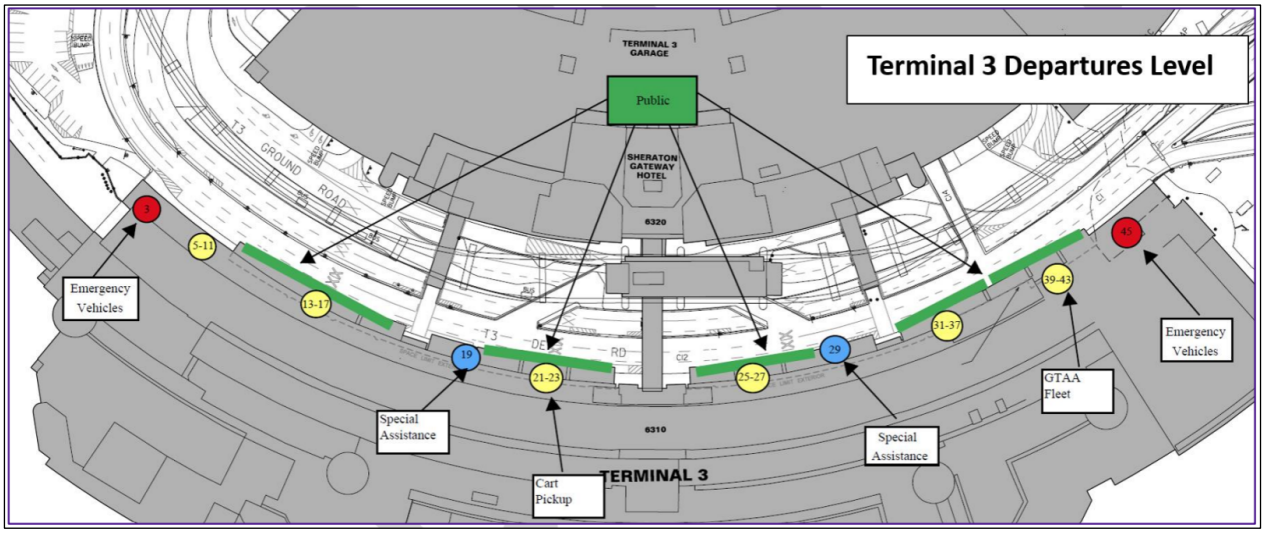
Terminal 1 Curbside Maps

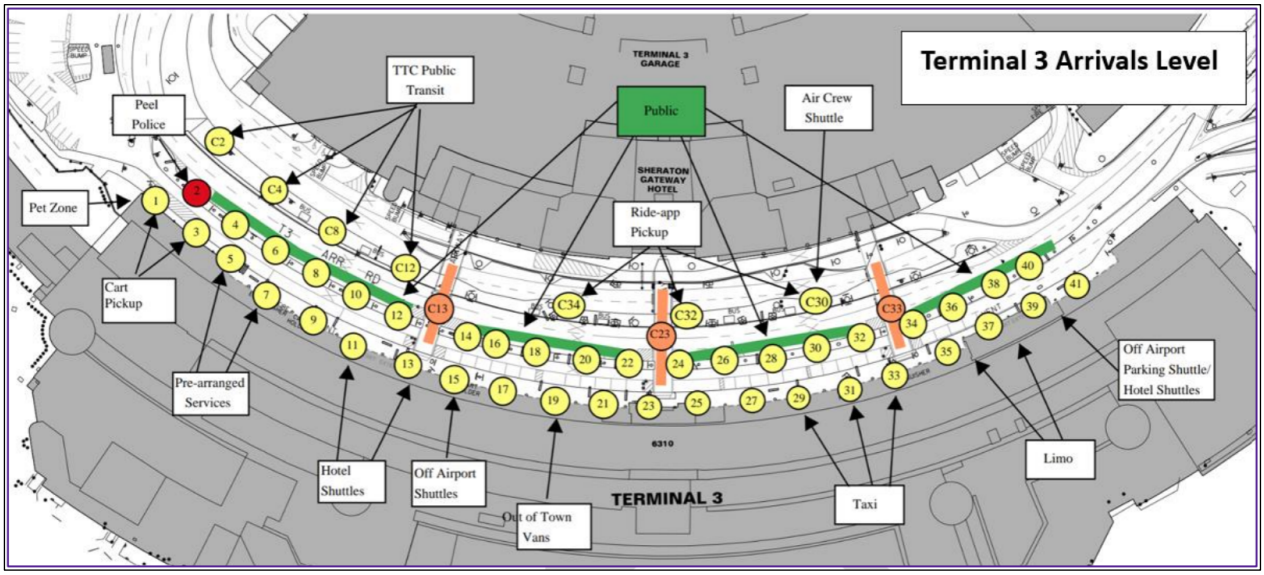






Terminal 3 Curbside Maps





Appendix B: Exhibition Place Parking Lots

Exhibition Place Parking Lots and Total Parking Stalls (not available to the public during tournament time)

Code	Address	Facility Type	Total Stalls	Accessible
CP 850	100 Princes' Blvd.	Underground	1,255	21
CP 851	125 Princes' Blvd.	Surface	761	27
CP 852	15 Ontario Dr.	Surface	976	24
CP 853	6 Nunavut Rd.	Surface	609	33
CP 854	6 Saskatchewan Rd.	Surface	502	14
CP 855	60 Prince Edward Island Cres.	Surface	224	7
CP 856	20 British Columbia Rd.	Surface	627	12
CP 857	20 Manitoba Dr.	Surface	127	5
CP 858	40 Manitoba Dr.	Surface	0	0 *
CP 859	720 Lake Shore Blvd. W.	Surface	328	8
Hotel X	111 Princes' Blvd.	Underground	400	TBC

Note: Lot 858 is located under the Gardiner Expressway and is currently under construction.

Appendix C: Transit Storage Centres

Summary of TTC Bus Garages

Bus Garage	Address	Standard	Articulated
McNicoll Garage	225 Milliken Blvd, Toronto, ON M1V 4Y1	217	55
Arrow Road Garage	700 Arrow Rd, Toronto, ON M9M 2M1	250	45
Birchmount Garage	400 Danforth Rd, Toronto, ON M1L 3X6	270	N/A
Eglinton Garage	38 Comstock Rd, Toronto, ON M1L 4V9	305	0
Malvern Garage	5050 Sheppard Ave E, Toronto, ON M1S 4W7	237	25
Mount Dennis Garage	121 Industry St, Toronto, ON M6M 5B6	220	65
Queensway Garage	400 Evans Ave., Toronto, ON M8Z 1K6	230	N/A
Wilson Garage	160 Transit Rd, Toronto, ON M3H 6C3	235	30

Summary of Streetcar Carhouses

Streetcar Carhouses	Address	Streetcars
Leslie Carhouse (Leslie Barns)	1165 Lake Shore Blvd E, Toronto, ON M4M 3M9	264
Russell Carhouse	1433 Queen St E, Toronto, ON M4L 1C7	
Roncesvalles Carhouse	20 The Queensway, Toronto, ON M6R 1B4	

Summary of Subway Yards

Streetcar Carhouses	Address	Trains
Wilson Yard	160 Transit Rd, Toronto, ON M3H 6C3	76 (Line 1)
Davisville Yard	1900 Yonge Street, Toronto, Ontario M4S 1Z2	6 (Line 4)
Greenwood Yard	400 Greenwood Ave, Toronto, ON M4J 4Y5	61 (Line 2)

Because TTC's Russell Carhouse is currently under construction, capacity information for each individual carhouse is not currently available. Cars are moved between carhouses as capacity changes during construction. The work at Russell Carhouse is expected to end in 2028, two years after the Tournament.

Summary of GO Bus Garages

Name	Address	Bus Capacity
Aberfoyle Garage	7471 McLean Road East, Aberfoyle, Ontario N1H 6H9	20
Brampton Garage	85 Van Kirk Drive, Brampton, Ontario L7A 1A4	42
East Gwillimbury Garage	65 Garfield Wright Blvd, East Gwillimbury, Ontario L0G 1V0	36
Hamilton Garage	155 Coreslab Drive, Hamilton, Ontario L9H 0B2	40
Kitchener Garage	200 Shirley Avenue, Kitchener, Ontario N2B 2E1	20
Niagara Falls Garage	8208 Heartland Forest Road, Niagara Falls, Ontario L2H 0L7	12
Oshawa Garage	1002 Thornton Road South, Oshawa, Ontario L1J 7E2	85
Steeprock Garage	200 Steeprock Drive, Toronto, Ontario M3J 2T4	108
Streetsville Garage	6190 Mississauga Road, Mississauga, Ontario L5N 1A7	162

Appendix D: Transit Construction Impacts

Ontario Line Construction Impacts on Key Transit Stations

Station	Status	Details	Impact
Queen	Existing	• Queen Street: full closure from Bay to Yonge and Yonge to Victoria • James Street: full closure from Queen to Albert • Victoria Street: minor southbound curb land closure	• Queen Street closure significant; streetcars re-routing, and vehicle traffic concentrated on other east-west arterials.
King-Bathurst	New	• Stewart Street: EB curb lane closure	• Minor; street is local and not a major network component.
Osgoode	Existing	• University Avenue: East sidewalk, NB bike lane, NB auxiliary lane, SB median lane closure from Queen to 110m north. • Simcoe Street: SB curb lane closure from Queen to Richmond.	• Impact on University Avenue for traffic throughput. A temporary bike lane is in place. There are two northbound lanes, a walking path, and a cycling path on the east side of University north of Queen Street.
Exhibition	New (integration with existing GO Station)	• Existing pedestrian bridge for crossing rail corridor while tunnel is extended. • Truck movements are accommodated on Dufferin Street, Hanna Avenue, Strachan Avenue, and Manitoba Drive.	Existing pedestrian bridge will help alleviate bottleneck pressure of pedestrians accessing GO.

Appendix E: Stadium Last Mile Signage and Wayding Best Practices

Best practices for wayfinding signage follows the first principles of signing and wayfinding design to meet human factors based in ergonomics. These best practices address requirements for conspicuity, legibility, information loading and comprehension, as shown below.

Stadium last mile signage and wayfinding best practices

Human Factors Criteria	How Criteria Are Addressed Through Signage and Wayfinding
Conspicuity Does the sign attract attention in its background context?	1. Sufficient size and contrast to distinguish sign from its background context 2. Uniform colours for large-scale benchmarking 3. Positioned above visual barriers, e.g. Uber stand marker not blocked by vehicles, signage along path not blocked by pedestrians 4. Additional lighting may be needed at night 5. Wayfinding features such as large-scale art, murals, installations, etc. could be considered to facilitate identifying and locating key destinations from a distance, such as a stadium entrance
Legibility At what distance can users decipher and read the sign?	6. Clear, simple font type (e.g. without serifs) 7. Font well spaced horizontally (e.g. not a narrow font type) 8. Letter height/size of font based on where the sign is read. A three-tier font size structure for wayfinding signage has been successfully applied at events such as London 2012 Olympics and Dubai 2020 Expo: 8.1. Largest summary text/graphics to mark the presence of wayfinding signage from a long distance back 8.2. Major advance wayfinding information, primarily mid-size destination text/graphics listings and corresponding direction arrows, readable from about 3.4 to 3.6 m (10 to12 ft) away 8.3. Most detailed information, such as maps and smaller text details, readable at very close range, from about 0.3 to 1 m (1 to 3 ft) away 9. Mounting height of text positioned to the eye height level of the 95th percentile population, while enabling ergonomic viewing from wheelchair height 10. Clear contrast in terms of colour and brightness between the sign legend and background 11. Clearly distinguishable symbols, pictograms, and arrows: 11.1. Thick and blocky symbols/pictograms, with the gaps between symbol elements clearly discerned

Human Factors Criteria	How Criteria Are Addressed Through Signage and Wayfinding
	11.2. Directional arrows should be large, thick and have long arrowheads 11.3. No excessive detail, only the object or essential components 12. Distribution of sign legend (e.g. interline spacing, border space) as noted under Comprehension, is also a factor in legibility
Information Loading Is the size/length of the message conducive to efficiently extracting the main content needed by users?	13. Last Mile modes are primarily pedestrian and bicycle, which can more easily slow down or stop to read signage details, in comparison to roadway vehicle traffic 14. However, information loading (measured by the number of units of information on a sign) is still a consideration 14.1. For both modes, it is optimal to maintain the travel pace while reading the signs, unless referencing the close-range detailed information 14.2. Bicycles are faster than pedestrians, and experience greater safety risks for reading while riding, and suddenly slowing down or stopping on a pathway to read a sign, and are therefore more sensitive to information loading 15. If signs become too overloaded with content at the middle reading distance and information level), such that it becomes difficult to locate specific information on the sign, consider distributing information onto two signs 16. Distributing large information content over more than one sign could also eliminate users overcrowding at one sign to view close-range information such as maps
Comprehension Do users easily understand the meaning of the message and the symbols, pictograms, and abbreviations?	17. Signage layout design: Elements on the signage should be organized to support comprehension 17.1. Direction arrows should be consistently presented in the same order on all wayfinding signs, e.g. straight, then left turn, then right turn 17.2. While best practices allow variations in placement of arrows on sign, consider placement of arrows to reflect turn direction, e.g. left turn arrows on left side of sign, right turn on right side 18. Interline spacing is the vertical distance between lines of text. Sufficient interline spacing is needed so that the lines of text are clearly separable at the intended the reading distance. 18.1. Ascenders and descenders in lower case text need to be incorporated into defining the interline spacing 19. Clear space around and within the sign legend helps direct reader attention to the sign message and can help differentiate among different types of messages within the sign 20. Symbols and pictograms need to be easily comprehensible:

Human Factors Criteria	How Criteria Are Addressed Through Signage and Wayfinding
	20.1. Symbol/pictogram is quickly recognizable, easy to understand, image content looks like the intended message 20.2. Graphics consistent with other symbols/pictograms in the system, in terms of format, orientation, scale and style 20.3. Cross-cultural commonality 20.4. Not abstract, as simple and obvious as possible 21. To gauge active transportation user expectations, especially where the distances may seem long, indicate potential modal travel time, e.g. X minutes walk to a given destination

Accessibility is a key element of wayfinding and signing. Guidelines for delivering an inclusive user experience to users with accessibility challenges are provided below.

Accessibility Considerations for Wayfinding and Signing

Accessibility Challenge	Factors to Facilitate Wayfinding and Signing
Visual e.g. blind, partially sighted, colour blindness, field loss, reduced contrast, or focus	• Contrasting colours and variation in surface materials (e.g. for maps) • Sound cues to help orientate users • Consistent placement of wayfinding infrastructure to act as reference points along a route • Attention to human factors requirements described above, especially for legibility, conspicuity, and comprehension • Audible and interpretive information, e.g. downloadable podcast route, headphone plug-ins for orientation, smartphone applications code-linked to static signage • Non-reflective materials used for reading surfaces
Hearing e.g. deaf, hearing impaired	• Use of landmarks, installations, public art, etc. to help orientate, animate and provide a sense of place • Visual real time displays • Attention to human factors requirements described above, especially for legibility, conspicuity, and comprehension
Mental e.g. Neurological impairment Alzheimer's, Strokes and Dementia, anxiety, memory loss, and confusion	• Use of landmarks, installations, public art, etc. to help orientate, animate, and provide a sense of place • Distinctive environments to help orientate and build memory of routes • Prioritization on signage to indicate primary entry/egress and transit connections • Obvious and well-signed routes of exit • Progressive disclosure to prevent information overload • Clear, uncluttered, and consistent information • Intuitive orientation of physical signs to facilitate mental model of space/environment • Consistency of visual information to instill confidence • Help points indicated clearly on maps and signage