

Transit Priority Measures to Support Transit Diversions during the College Street / Carlton Street Closure Between Bay Street and Church Street

Date: May 11, 2026

To: Toronto and East York Community Council

From: Director, Congestion and Network Management, Transportation Services

Wards: Wards 10 – Spadina-Fort York, 11 – University-Rosedale, 13 – Toronto-Centre

SUMMARY

Transportation Services is requesting approval, on behalf of the Toronto Transit Commission (TTC), to install transit priority measures (TPMs) to support transit diversion routes associated with a sewer and streetcar track replacement project on College Street, between Bay Street and Yonge Street, and on Carlton Street, between Yonge Street and Church Street, scheduled to take place from July 26, 2026 (earliest start date of construction) to December 2026. Due to the nature of the construction and the resulting constraints within the right-of-way, regular streetcar operations will be suspended through the project area. As a result, the 506 Carlton streetcar will be diverted around the construction zone for the duration of the work, and a 506 Carlton replacement bus service will be implemented to supplement transit coverage.

The proposed temporary TPMs recommended in this report are intended to improve the speed and reliability of TTC services operating along the diversion routes and to mitigate construction-related impacts on transit customers during the project period. The recommendations in this report provide the necessary by-law changes to ensure the diverted TTC routes can operate effectively. The operational changes include amending existing left-turn restrictions to exempt TTC vehicles. The TPMs include changes to curbside regulations, including increased duration of existing 'No Stopping' restrictions and the implementation of new 'No Parking' restrictions. The proposed changes aim to mitigate the direct impact on the 30,000 customers travelling each day on the 506 Carlton streetcar, as well as the indirect impact on the 30,000 customers travelling each day on the 505 Dundas streetcar (based on Fall 2025 ridership).

The transit priority measures are focussed on Dundas Street East and Dundas Street West, between McCaul Street and Parliament Street, as this stretch has the highest streetcar frequency of the streets affected by the TTC diversion (i.e. 16 streetcars per hour in the PM peak).

To support streetcar and general traffic operations along the diverted transit routes, this report recommends the following temporary measures on Dundas Street East and Dundas Street West:

- **Extend existing ‘No Stopping’ restrictions to:**
 - Apply daily from **2:00 p.m. to 7:00 p.m., seven days a week.**
- **Implement new ‘No Parking’ restrictions to:**
 - Apply during the **morning and midday period (9:00/9:30 a.m. to 2:00 p.m.), seven days a week**
 - Apply during the **evening period (7:00 p.m. to 10:00 p.m.), seven days a week.**
- **Introduce new turning prohibitions** at selected intersections **between McCaul Street and Parliament Street** to reduce streetcar delay caused by turning vehicles.

The proposed No Stopping, No Parking and turn restrictions are provided in detail in Table 5.

As TTC operates transit service on Dundas Street East, Dundas Street West, Bay Street, and Carlton Street, City Council approval of this report is required.

RECOMMENDATIONS

The Director, Congestion and Network Management, Transportation Services recommends that:

1. City Council authorize amendments to parking and traffic regulations as set out in Attachment 1 to take effect from July 26, 2026, until regular Toronto Transit Commission streetcar service has resumed along College Street and Carlton Street.
2. City Council amend the existing southbound left-turn prohibition in effect from 7:00 a.m. to 7:00 p.m., Monday to Friday, except public holidays at the intersection of Gerrard Street East and Bay Street to be in effect from 7:00 a.m. to 7:00 p.m., Monday to Friday, except public holidays (Toronto Transit Commission vehicles excepted).
3. City Council amend the existing northbound left-turn prohibition in effect from 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Monday to Friday, except public holidays at the intersection of Wellesley Street East and Church Street to be in effect from 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Monday to Friday, except public holidays (Toronto Transit Commission vehicles excepted).

4. City Council amend the existing northbound, southbound, and westbound left-turn prohibition in effect from 7:30 a.m. to 6:30 p.m., Monday to Saturday, at the intersection of Carlton Street and Jarvis Street to be in effect from 7:30 a.m. to 6:30 p.m., Monday to Saturday (Toronto Transit Commission vehicles excepted).
5. City Council delegate, despite any City of Toronto By-law to the contrary, to the General Manager, Transportation Services, from July 26, 2026, to December 31, 2026, inclusive, for the purposes of implementing and then addressing any operational and/or safety issues that may arise in relation to the project identified above, the authority to implement changes and submit directly to City Council any necessary bills for by-law amendments to the schedules to City of Toronto Code Chapters on the streets and within the parameters as identified in Attachment 2 to the report from the General Manager, Transportation Services.

FINANCIAL IMPACT

Traffic mitigation measures for this project include traffic signal timing adjustments, Traffic Agent deployment, travel time collection and staff coverage in the RESCU Traffic Operations Centre to monitor traffic. Funding for these costs is available in the Transportation Services 2026 Operating Budget as the costs for these measures are offset by the new RoDARS fees.

Costs associated with the proposed signage removal and re-installation are also included in the Transportation Services 2026 Operating Budget.

DECISION HISTORY

As part of the Congestion Management Plan 2023 – 2026 Fall Update to City Council on October 9 and 10, 2024, City Council directed ([Congestion Management Plan – City of Toronto](#)) the General Manager, Transportation Services, in consultation with the TTC and the Toronto Parking Authority, to report back in the second quarter of 2025 on the creation of a process to coordinate the planning and implementation of temporary parking adjustments that reduce congestion on corridors with TTC routes during capital projects that impact on-street TTC service. This is similar to the temporary parking adjustments previously and currently implemented on St. Clair Avenue West, Queen Street West, Dundas Street West, and Spadina Avenue.

[Agenda Item History - 2024.IE16.4](#)

In 2025, City Council adopted a number of items related to implementing transit priority measures to support transit diversion during construction events in line with the City Council direction from Item 2024.IE16.4. The proposed TPMs included in this report represent a continuation of this program.

COMMENTS

Background

On behalf of Toronto Water and TTC, Engineering and Construction Services will be undertaking a sewer and TTC track replacement project on College Street between Bay Street and Yonge Street and on Carlton Street between Yonge Street and Church Street. The construction is scheduled to occur from July 26, 2026 to December 2026. The work involves renewing aging infrastructure, including the sewer and streetcar tracks.

During the construction period, College Street between Bay Street and Yonge Street and Carlton Street between Yonge Street and Church Street will be narrowed to one lane per direction and interrupt use of the streetcar tracks through this area due to the space in the right-of-way required for the sewer and streetcar track replacement. The remaining lane along College Street and Carlton Street will likely be too narrow to allow safe bus operations through the construction area, requiring buses to detour around this area.

The diversion plan for this period is shown in Figure 1. The 506 Carlton streetcars will divert to Dundas Street East/West between McCaul Street and Parliament Street. The 506 Carlton bus replacement service will divert between Bay Street and Church Street, eastbound via Gerrard Street East/West and westbound via Wellesley Street East/West.

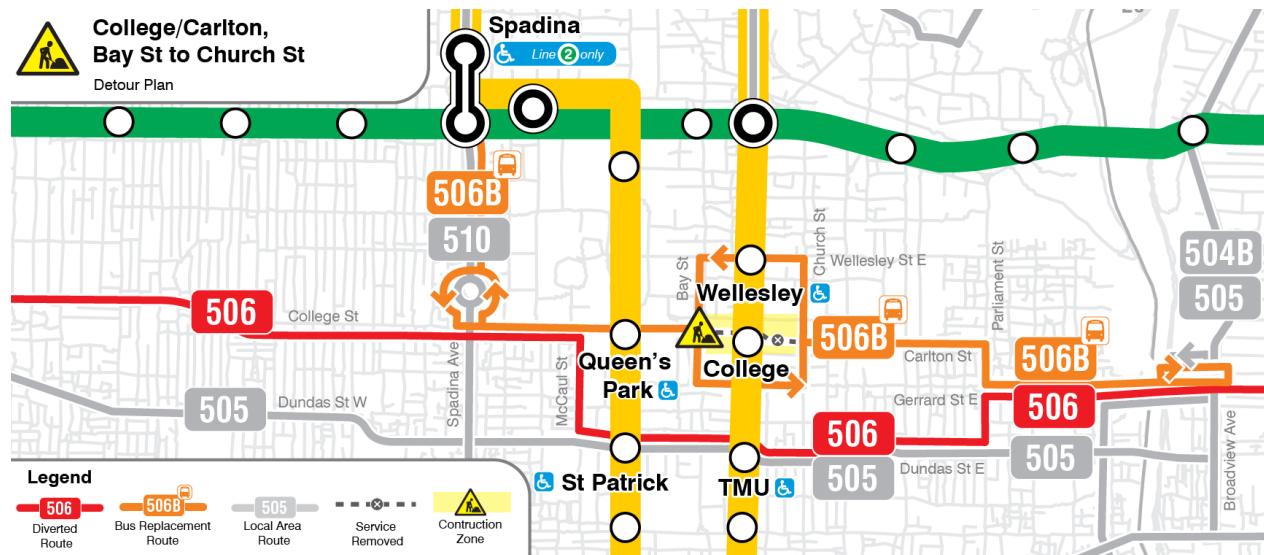


Figure 1. Diversion Routing for College Street / Carlton Street Closure Between Bay Street and Church Street

As noted above, the 506B Carlton bus replacement is unlikely to operate through the construction zone on College and Carlton due to insufficient lane widths. If the available lanes can accommodate buses, the route will remain on College/Carlton instead of diverting via Wellesley Street and Gerrard Street (Figure 1). Additionally, if Church Street is closed to vehicles for part of the construction period, the 506B Carlton bus replacement will temporarily divert to Jarvis Street and return to Church Street once it reopens. TTC considers a wide range of factors in planning for diversions, striving to adopt routings that maximize existing service coverage and minimize impacts to customers. As such, operating along College Street/Carlton Street is TTC's preferred routing for the 506B Carlton bus replacement. If this is unfeasible, using Church Street is TTC's secondary preference, as it maintains the greater existing service coverage compared to Jarvis Street. As no TPMs are proposed on the 506B Carlton bus diversion routing, any of the routings described above are supported by this report and no modifications are necessary regardless of which route is ultimately utilized.

The transit services and frequencies pre- and during the construction period are shown in Table 1 below.

Table 1: Transit Routes and Frequencies Pre- and During Construction

Street	Boundaries	Existing Transit Routes	Existing Transit Frequency (PM Peak)	Construction Transit Routes	Construction Transit Frequency (PM Peak)
McCaul Street	College Street and Dundas Street West	None	None	506 Carlton	6 streetcars per hour
Dundas Street East/West	McCaul Street and Parliament Street	505 Dundas	10 streetcars per hour	505 Dundas 506 Carlton (streetcar)	16 streetcars per hour
Parliament Street	Gerrard Street East and Dundas Street East	65 Parliament	6-7 buses per hour	65 Parliament 506 Carlton (streetcar)	6-7 buses per hour 6 streetcars per hour
Bay Street	College Street and Gerrard Street West	19 Bay	3 buses per hour	19 Bay 506 Carlton (bus replacement)	3 buses per hour (northbound) 13 buses per hour (southbound)

Street	Boundaries	Existing Transit Routes	Existing Transit Frequency (PM Peak)	Construction Transit Routes	Construction Transit Frequency (PM Peak)
Gerrard Street East/West	Bay Street and Church Street	None	None	506 Carlton (bus replacement)	10 buses per hour (eastbound)
Wellesley Street East/West	Bay Street and Church Street	94 Wellesley	6 buses per hour	94 Wellesley 506 Carlton (bus replacement)	6 buses per hour (eastbound) 16 buses per hour (westbound)
Church Street	College Street and Wellesley Street East	None	None	506 Carlton (bus replacement)	10 buses per hour (northbound)
Jarvis Street (alternative)	College Street and Wellesley Street East	None	None	506 Carlton (bus replacement)	10 buses per hour (northbound)

Based on previous experience with longer duration closures (greater than a month), TTC and Transportation Services have determined that a comprehensive and proactive strategy is required to reduce the impact to transit customers. The proposed TPMs represent a continuation of Council direction 2024.IE16.4, where measures are being sought proactively to support transit.

Existing Transit Conditions

The existing bus and streetcar routes that will be impacted by the partial closure of College Street between Bay Street and Yonge Street and Carlton Street between Yonge Street and Church Street are listed in Table 2

Table 2: Existing Bus and Streetcar Routes Impacted by Construction

Route	Mode	Branch	Ends of Line	Routings	Subway Connections	Service Level
306 Carlton	Streetcar	N/A	High Park Loop – Main Street Station	Via Howard Park Ave, Dundas St W, College St, Carlton St, Parliament St, Gerrard St E, Coxwell Ave, Gerrard St E, Main St		20 minutes everyday during the overnight period

Route	Mode	Branch	Ends of Line	Routings	Subway Connections	Service Level
506 Carlton	Streetcar	N/A	High Park Loop – Main Street Station	Via Howard Park Ave, Dundas St W, College St, Carlton St, Parliament St, Gerrard St E, Coxwell Ave, Gerrard St E, Main St	Line 1 via Queen’s Park and College Station and Line 2 via Main Street Station	10 minutes or better in all periods

Existing Road Conditions

McCaul Street, between College Street and Dundas Street West, is a four-lane collector with a posted speed limit of 30 km/h. There is curb side parking allowed on both sides of the roadway subject to localized restrictions based on time of day. There are streetcar tracks in the centre lanes.

Dundas Street East/West, between McCaul Street and Church Street, is a four-lane major arterial with a posted speed limit of 40 km/h. There is no parking permitted at any time in the curbside lanes. There are streetcar tracks in the centre lanes.

Dundas Street East, between Church Street and Parliament Street, is a four-lane major arterial with a posted speed limit of 40 km/h. There is parking allowed in the curbside lane on both sides of the roadway subject to localized restrictions based on time of day. There are streetcar tracks in the centre lane.

Parliament Street, between Gerrard Street East and Dundas Street, is a four-lane minor arterial with a posted speed limit of 40 km/h. There is parking allowed in the curbside lane on both sides of the roadway subject to localized restrictions based on time of day. There are streetcar tracks in the centre lane.

Bay Street, between College Street and Wellesley Street East, is a four-lane major arterial with a posted speed limit of 40 km/h. Stopping is not permitted in the curb side lane at any time. The curbside lane has an exclusive lane for use by buses, taxis, motorcycles, and bicycles from 7 a.m. to 7 p.m., Monday to Friday. There is a painted bicycle lane on either side of the street.

Gerrard Street East/West, between Bay Street and Church Street, is a two-lane minor arterial with a posted speed limit of 40 km/h. There is a partially protected bicycle lane on either side of the street.

Wellesley Street East/West, between Bay Street and Church Street, is a two-lane minor arterial with a posted speed limit of 40 km/h. There is a partially protected bicycle lane on either side of the street.

Church Street, between Wellesley Street East and Dundas Street East, is a four-lane minor arterial with a posted speed limit of 30 km/h. There is parking allowed in the curbside lane on both sides of the roadway subject to localized restrictions based on time of day. There are streetcar tracks in the centre lane.

Jarvis Street, between Wellesley Street East and Dundas Street East, is a five-lane major arterial with a posted speed limit of 40 km/h. There is parking allowed in the curbside lane on both sides of the roadway subject to localized restrictions based on time of day. The centre lane is a reversible lane which caters to northbound traffic from approximately 3:45 p.m. to 6:30 p.m., Mon. to Fri., and caters to southbound traffic at all other times.

Proposed Diversions

The full diversion routings of the impacted routes are listed below in Table 3.

Table 3: Diversion Routings for Construction

Route	Mode	Branch	Ends of Line	Routings	Subway Connections	Service Level
306 Carlton	Streetcar	N/A	High Park Loop – Main Street Station	Via Howard Park Ave, Dundas St W, College St, McCaul St, Dundas St W, Dundas St E, Parliament St, Gerrard St E, Coxwell Ave, Gerrard St E, Main St	N/A (not operating during subway operations)	20 minutes everyday during the overnight period
	Bus	B	Spadina Station – Broadview Ave & Gerrard St E	Eastbound via Spadina Ave, College St, Bay St, Gerrard St W, Gerrard St E, Church St, Carlton St, Parliament St, Gerrard St E Westbound via Gerrard St E, Parliament St, Carlton St, Church St, Wellesley St E, Wellesley St W, Bay St, College St, Spadina Ave	N/A (not operating during subway operations)	30 minutes everyday during the overnight period

Route	Mode	Branch	Ends of Line	Routings	Subway Connections	Service Level
506 Carlton	Streetcar	N/A	High Park Loop – Main Street Station	Via Howard Park Ave, Dundas St W, College St, McCaul St, Dundas St W, Dundas St E, Parliament St, Gerrard St E, Coxwell Ave, Gerrard St E, Main St	Line 1 via St Patrick and TMU Station and Line 2 via Main Street Station	10 minutes everyday during all periods
	Bus	B	Spadina Station – Broadview Ave & Gerrard St E	Eastbound via Spadina Ave, College St, Bay St, Gerrard St W, Gerrard St E, Church St, Carlton St, Parliament St, Gerrard St E Westbound via Gerrard St E, Parliament St, Carlton St, Church St, Wellesley St E, Wellesley St W, Bay St, College St, Spadina Ave	Line 1 via Queen’s Park Station & Wellesley Station (westbound buses only) and Line 2 via Spadina Station	10 minutes or better in all periods

Operational Changes

By-law changes are required to allow the 506 Carlton replacement bus service to operate along the planned route. The changes include the addition of “TTC vehicles excepted” tabs to two existing left-turn restrictions, listed in Table 4.

Table 4: Changes to Left-Turn Restrictions for the 506 Carlton Replacement Bus Operations

Intersection	Direction	Turn Prohibited	Existing Times and/or Days	Proposed Times and/or Days
Gerrard Street West and Bay Street	Northbound	Left	7:00 a.m. to 7:00 p.m., Mon. to Fri., except public holidays	7:00 a.m. to 7:00 p.m., Mon. to Fri., except public holidays (TTC vehicles excepted)
Church Street and Wellesley Street East	Northbound	Left	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays (TTC vehicles excepted)

Transit Priority Measures

The proposed TPMs were developed by focusing on parking and traffic regulatory prohibitions on Dundas Street East/West between McCaul Street and Parliament Street. These measures aim to reduce delays on the street network for streetcars operating via the diversion route. These improvements were developed by City staff in consultation with TTC to ensure the TPMs align with City policies.

A combination of traffic agents and signal timing changes will be used as necessary along the streetcar diversion route to support the operations. These management strategies will be focused on the pinch points along Dundas Street East/West.

Parking and Stopping Restrictions

Parking adjacent to a streetcar lane results in more general traffic occupying the same lane as the streetcar and increases weaving of traffic. Additionally, when vehicles complete a parking manoeuvre there can be a delay to streetcars until the vehicle is fully parked. During the diversion, there is one additional streetcar route travelling along Dundas Street East and Dundas Street West between McCaul Street and Parliament Street, increasing service from 10 streetcars per hour to 16 streetcars per hour in the PM peak, which equates to one streetcar every 3-4 minutes. Due to the high frequency of streetcars along Dundas Street East and Dundas Street West during the construction period, the existing time-of-day restrictions need to be extended to support reliability of service.

The existing and proposed ‘No Stopping’ and ‘No Parking’ restrictions along Dundas Street East/West are listed in Table 5.

Table 5: Existing and Proposed ‘No Stopping’ and ‘No Parking’ Restrictions along Dundas Street East and West.

Segment of Dundas Street East/West	Side of Street	Existing 'No Stopping' Restriction	Existing 'No Parking' Restriction	Proposed 'No Stopping' Restriction	Proposed 'No Parking' Restriction
McCaul Street to Bay Street	Both	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri.	Anytime	7:30 a.m. to 9:30 a.m. and 2:00 p.m. to 7:00 p.m., daily	As existing
Bay Street to Victoria Street	Both	7:30 a.m. to 7:30 p.m., Mon. to Fri.	None	7:30 a.m. to 7:30 p.m., daily	7:30 p.m. to 10:00 p.m., daily
Victoria Street to Jarvis Street	Both	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri.	Anytime	7:30 a.m. to 9:30 a.m. and 2:00 p.m. to 7:00 p.m., daily	As existing
Jarvis Street to Sherbourne Street	Both	7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Mon. to Fri.	Anytime	7:00 a.m. to 9:00 a.m. and 2:00 p.m. to 7:00 p.m., daily	As existing
Sherbourne Street to Parliament Street	Both	7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Mon. to Fri.	None	7:00 a.m. to 9:00 a.m. and 2:00 p.m. to 7:00 p.m., daily	9:00 a.m. to 2:00 p.m. and 7:00 p.m. to 10:00 p.m.

These changes are expected to result in an improvement to both transit and general traffic, as there is no longer any impact associated with parked or parking vehicles during peak hours and during historically slow periods of the transit routes operating on this stretch.

Turning Restrictions

To increase the capacity along the streetcar and bus diversions, new turn restrictions are proposed to be implemented, covering the period of 7:00 a.m. to 7:00 p.m. everyday (TTC vehicles excepted). Where possible, these turns will be supported by traffic signal timing updates.

The proposed new turn restrictions are as follows:

- Dundas Street West and McCaul Street, westbound left-turns
- Dundas Street East and Church Street, eastbound and westbound left-turns
- Dundas Street East and Jarvis Street, eastbound and westbound left-turns
- Dundas Street East and Sherbourne Street, eastbound and westbound left-turns
- Dundas Street East and Parliament Street, eastbound left turns and westbound left turns

The existing turning volumes were reviewed, and the proposed restrictions are anticipated to have minimal impact on private vehicles and the surrounding road network. Any further turning restrictions may be implemented based on the monitoring of local traffic and would be implemented in consultation with the local Councillor.

Impacts on General Purpose Traffic

The operational changes requested are the implementation of “TTC Excepted” tabs on existing left-turn restrictions at two intersections. This will have a minor impact on general traffic as the frequency of the 506 Carlton bus replacement service is relatively low; it will introduce one left-turn approximately every 10-minutes.

Most of the impact of the TPMs on general traffic will be positive as a restriction in parking and increase in no stopping and no parking zones on Dundas Street East/West means that the existing lanes have more capacity throughout the day. It is challenging to quantify an exact benefit, but beyond an “extra” lane being available the reduction in merging activity for vehicles traveling along the curb lane reduces localized congestion. The ‘No Parking’ prohibition means that motorists are permitted to load or unload passengers or merchandise, meaning the curbside lane may be interrupted for short periods of time, whereas parked cars are generally present for longer periods. The ‘No Stopping’ prohibition means that motorists are generally not allowed to stop for any reason and keeps the curbside lane clear.

With the extension and implementation of turning restrictions, there would be some increased travel times as vehicles would need to select alternative routes, but this would be normalized with familiarity. For example, an individual that wants to turn off Dundas Street East onto Sherbourne Street could instead use Shuter Street which would result in no backtracking once they were aware of the restriction.

The most recent traffic volumes were assessed for each of the turns where the time-of-day restriction is proposed to be extended, and the overall impact is limited due to demand not being heavy based on recent counts at the locations where the restrictions are proposed.

Consultation

As part of implementing the TPMs and the diverted service, TTC will conduct comprehensive targeted engagement to inform and educate customers, residents, local

businesses, and other partners of the pending changes. This will include a dedicated page on the TTC website, posters at key stops and stations, and communication in vehicles.

Monitoring

Transportation Services and the TTC will monitor traffic and transit data after installing the transit priority measures on the affected roadways. This will include:

- Monitoring the on-street operations to optimize signal timings/operating strategies as required.
- Monitoring ridership to maintain acceptable headways/service reliability.
- Monitoring safety metrics to identify and resolve issues as needed.

The main metrics monitored will be:

- Motor Vehicle Travel Times: for primary and alternate corridors, changes in average and 95th percentile motor vehicle travel times during defined periods.
- Transit Travel Time: The average and 90th percentile observed travel times will be calculated for each corridor.

Next Steps

The target schedule for the key milestones is in the following table.

Milestone	Target Date
Consultation with Councillors, local businesses, and public	March 2026 - Ongoing
Council Approval Process	May 2026
Implementation of Transit Priority Measures	July 2026
Restore existing roadway conditions (subject to review)	December 2026 or re-opening of College Street between Bay Street and Yonge Street and Carlton Street between Yonge Street and Church Street to streetcars

The City of Toronto and the TTC will monitor traffic and transit performance and engage the local councillors and BIAs if any changes are required as the work progresses.

CONTACT

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SIGNATURE

Roger Browne
Director, Congestion and Network Management, Transportation Services

ATTACHMENTS

Attachment 1: Amendments to Traffic and Parking Regulations
Attachment 2: Streamlined Reporting Process for By-Law Amendments

Attachment 1: Amendments to Traffic and Parking Regulations

TO BE RESCINDED

Chapter 910 – Schedule V – Mobile Only Zones

Highway	Side Parking	Between	Hours	Fee/Time Limit	Maximum Parking Period
Dundas Street East	Both	Seaton Street and Parliament Street	9:00 a.m. to 4:00 p.m., 6:00 p.m. to 9:00 p.m., Mon. to Fri.; 8:00 a.m. to 6:00 p.m., Sat.; 1:00 p.m. to 9:00 p.m., Sun.	\$3.25 for 1 hour	3 hours

Chapter 950-1313 – Schedule XIV – No Stopping

Highway	Side	Between	Prohibited Times and/or Days
Dundas Street West	South	McCaul Street and University Avenue	7:00 a.m. to 9:00 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Dundas Street West	Both	University Avenue and Bay Street	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Dundas Street West	Both	Bay Street and Yonge Street	7:30 a.m. to 7:30 p.m., Mon. to Fri., except public holidays
Dundas Street East	Both	Yonge Street and Victoria Street	7:30 a.m. to 7:30 p.m., Mon. to Fri., except public holidays

Highway	Side	Between	Prohibited Times and/or Days
Dundas Street East	North	Victoria Street and Jarvis Street	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Dundas Street East	North	Jarvis Street and Sackville Street	7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Dundas Street East	South	Victoria Street and Church Street	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Dundas Street East	South	The first laneway west of Church Street and Church Street	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Dundas Street East	South	Church Street and Jarvis Street	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Dundas Street East	South	Jarvis Street and George Street	7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Dundas Street East	South	A point 76 metres east of George Street and Parliament Street	7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays

Highway	Side	Between	Prohibited Times and/or Days
Dundas Street East	South	A point 76 metres east of George Street and Sackville Street	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays

TO BE ENACTED

Chapter 950-1312 – Schedule XIII – No Parking

Highway	Side	Between	Prohibited Times and/or Days
Dundas Street West	North	Bay Street and Yonge Street	7:30 p.m. to 10:00 p.m.
Dundas Street West	South	Bay Street and Yonge Street	7:30 p.m. to 10:00 p.m.
Dundas Street East	North	Yonge Street and Victoria Street	9:30 a.m. to 2:00 p.m. and 7:00 p.m. to 10:00 p.m.
Dundas Street East	South	Yonge Street and Victoria Street	9:30 a.m. to 2:00 p.m. and 7:00 p.m. to 10:00 p.m.
Dundas Street East	North	Bond Street and Church Street	9:30 a.m. to 2:00 p.m. and 7:00 p.m. to 10:00 p.m.
Dundas Street East	South	Bond Street and the first laneway west of Church Street	9:30 a.m. to 2:00 p.m. and 7:00 p.m. to 10:00 p.m.
Dundas Street East	South	George Street and a point 76 metres east of George Street	9:30 a.m. to 2:00 p.m. and 7:00 p.m. to 10:00 p.m.
Dundas Street East	North	Sherbourne Street and Parliament Street	9:00 a.m. to 2:00 p.m. and 7:00 p.m. to 10:00 p.m.

Highway	Side	Between	Prohibited Times and/or Days
Dundas Street East	South	Sherbourne Street and Parliament Street	9:00 a.m. to 2:00 p.m. and 7:00 p.m. to 10:00 p.m.

Chapter 950-1313 – Schedule XIV – No Stopping

Highway	Side	Between	Prohibited Times and/or Days
Dundas Street West	North	McCaul Street and University Avenue	7:30 a.m. to 9:30 a.m. and 2:00 p.m. to 7:00 p.m.
Dundas Street West	South	McCaul Street and University Avenue	7:30 a.m. to 9:30 a.m. and 2:00 p.m. to 7:00 p.m.
Dundas Street West	North	University Avenue and Bay Street	7:30 a.m. to 9:30 a.m. and 2:00 p.m. to 7:00 p.m.
Dundas Street West	South	University Avenue and Bay Street	7:30 a.m. to 9:30 a.m. and 2:00 p.m. to 7:00 p.m.
Dundas Street West	North	Bay Street and Yonge Street	7:30 a.m. to 7:30 p.m.
Dundas Street West	South	Bay Street and Yonge Street	7:30 a.m. to 7:30 p.m.
Dundas Street East	North	Yonge Street and Bond Street	7:30 a.m. to 9:30 a.m. and 2:00 p.m. to 7:00 p.m.
Dundas Street East	South	Yonge Street and Bond Street	7:30 a.m. to 9:30 a.m. and 2:00 p.m. to 7:00 p.m.
Dundas Street East	North	Church Street and Jarvis Street	7:30 a.m. to 9:30 a.m. and 2:00 p.m. to 7:00 p.m.

Highway	Side	Between	Prohibited Times and/or Days
Dundas Street East	South	The first laneway west of Church Street and Jarvis Street	7:30 a.m. to 9:30 a.m. and 2:00 p.m. to 7:00 p.m.
Dundas Street East	North	Jarvis Street and Parliament Street	7:00 a.m. to 9:00 a.m. and 2:00 p.m. to 7:00 p.m.
Dundas Street East	South	Jarvis Street and George Street	7:00 a.m. to 9:00 a.m. and 2:00 p.m. to 7:00 p.m.
Dundas Street East	South	A point 76 metres east of George Street and Parliament Street	7:00 a.m. to 9:00 a.m. and 2:00 p.m. to 7:00 p.m.

Chapter 950-1322 – Schedule XXIII – Prohibited Turns

Intersection or Portion of Highway	Direction	Turns Prohibited	Times and/or Days
Dundas Street West and McCaul Street	Westbound	Left	7:00 a.m. to 7:00 p.m. (T.T.C. vehicles excepted)
Dundas Street East and Church Street	Eastbound	Left	7:00 a.m. to 7:00 p.m. (T.T.C. vehicles excepted)
Dundas Street East and Church Street	Westbound	Left	7:00 a.m. to 7:00 p.m. (T.T.C. vehicles excepted)
Dundas Street East and Jarvis Street	Eastbound	Left	7:00 a.m. to 7:00 p.m. (T.T.C. vehicles excepted)

Intersection or Portion of Highway	Direction	Turns Prohibited	Times and/or Days
Dundas Street East and Jarvis Street	Westbound	Left	7:00 a.m. to 7:00 p.m. (T.T.C. vehicles excepted)
Dundas Street East and Sherbourne Street	Eastbound	Left	7:00 a.m. to 7:00 p.m. (T.T.C. vehicles excepted)
Dundas Street East and Sherbourne Street	Westbound	Left	7:00 a.m. to 7:00 p.m. (T.T.C. vehicles excepted)
Dundas Street East and Parliament Street	Eastbound	Left	7:00 a.m. to 7:00 p.m. (T.T.C. vehicles excepted)

Attachment 2 – Streamlined Reporting Process for By-Law Amendments

List of Traffic and Parking By-Laws Proposed for Delegation:

Chapter 903 - Parking for Persons with Disabilities

Schedule II, Designated On-Street Parking for Permit Holders

Schedule III, Designated On-Street Loading Zones for Permit Holders

Chapter 910 - Parking Machines, Parking Meters and Mobile Only Zones

Schedule I, Parking Machines

Schedule III, Parking Meters

Chapter 925 – Permit Parking

Schedule A, Permit Parking

Chapter 950 -Traffic and Parking

Schedule V, Stands for Taxicabs

Schedule VI, Commercial Loading Zones

Schedule VII, Passenger Loading Zones

Schedule VIII, Bus Parking Zones

Schedule IX, Delivery Vehicle Parking Zones

Schedule X, Bus Loading Zones

Schedule XIII, No Parking

Schedule XIV, No Stopping

Schedule XV, Parking for Restricted Periods

Schedule XVI, No Standing

Schedule XVIII, One-Way Highways

Schedule XIX, One-way Traffic Lanes

Schedule XX, Two-way Left-Turn-Only Lanes

Schedule XXII, Reserved Lanes for Designated Classes of Vehicles

Schedule XXIII, Prohibited Turns

Schedule XXIV, Compulsory Turns

Schedule XXV, Entry Prohibited

List of Streets and Street Segments Proposed For Delegation:

Highway	From	To
McCaul Street	College Street	Dundas Street West
Dundas Street West	McCaul Street	Yonge Street
Dundas Street East	Yonge Street	Parliament Street
Parliament Street	Dundas Street East	Carlton Street
Bay Street	College Street	Gerrard Street West

Highway	From	To
Church Street	Carlton Street Street	Gerrard Street East