



REPORT FOR ACTION

Eglinton East Corridor - Priority Bus Lanes

Date: July 7, 2020

To: Executive Committee

From: General Manager, Transportation Services

Wards: All

SUMMARY

The report seeks Council authority to install approximately 8.5 kilometres (km) of priority bus lanes on Eglinton Avenue East, Kingston Road, and Morningside Avenue - along the same alignment as the proposed Eglinton East Light Rail Transit (EELRT).

Work commenced in 2018 on Toronto Transit Commission's 5-Year Service Plan & 10-Year Outlook in collaboration with Transportation Services and City Planning to examine ways to provide more priority to surface transit routes throughout the City of Toronto. In December 2019, the Toronto Transit Commission (TTC) Board approved the TTC's 5-Year Service Plan & 10-Year Outlook (the Plan) which identified service improvements to public transit in the City of Toronto in 2020-2024 and beyond. The Plan identified five candidate corridors and the TTC Board identified a sixth for consideration:

- Eglinton East corridor, Kennedy Station to University of Toronto Scarborough campus (UTSC), along Eglinton Avenue East, Kingston Road, and Morningside Avenue;
- Jane Street, between Eglinton Avenue West and Steeles Avenue West;
- Dufferin Street, between Wilson Avenue and the Dufferin Gate Loop;
- Finch Avenue East, between Yonge Street and McCowan Road;
- Steeles Avenue West, between Pioneer Village Station and Yonge Street; and,
- Lawrence Avenue East.

Reliable transit service plays a vital role in keeping our city moving. As Toronto starts to recover from COVID-19, and businesses reopen, motor vehicle traffic volume is likely to increase as people with access to personal vehicles seek to maintain physical distance from others on their journeys. It is anticipated that increased motor vehicle volumes will impact surface transit operations. Surface transit must remain an attractive mode of travel to support economic recovery, environmental sustainability, efficient mobility, and social vibrancy. Implementing surface transit priority measures on the subject corridors improves access and mobility for city residents by providing fast and reliable

connections to the city-wide transit network of subways, other bus routes, and GO Transit stations.

Working as an integrated team, staff in Transportation Services, City Planning and the TTC, undertook a preliminary review of the five corridors identified in the TTC's 5-Year Service Plan & 10-Year Outlook to determine implementation priority, with a focus on which could be delivered quickly to deliver benefits to transit users and transit operations. These corridors represent a subset of over 100 corridors evaluated by the integrated City/TTC team to identify the most promising candidate roadway segments for prioritizing surface transit city-wide. The candidate list of roadway segments evaluated by the team was informed in part by the surface transit priority corridors established by the Council-approved Official Plan Amendment for Transportation (PH13.3). The corridors identified under TTC's 5-Year Service Plan & 10-Year Outlook represent the first phase of a city-wide surface transit implementation plan emerging from the Surface Transit Network Implementation Study (STNIS), expected to report in Q4, 2020.

TTC's 5-Year Service Plan & 10-Year Outlook provided a five-year horizon for implementation of surface transit priority on the identified corridors. The TTC Board adopted a member motion at its June 17, 2020 meeting requesting accelerated installation of surface transit priority measures on the corridors.

Eglinton East emerged as the top candidate for the accelerated installation of priority bus lanes based on an assessment of a number of factors including improvement to transit reliability, available right-of-way and considerations for transportation equity and inclusion of Neighbourhood Improvement Areas (NIAs). Implementation of the priority bus lane on the Eglinton East corridor is expected in Fall 2020.

Jane Street was the next candidate and following further development work staff will report later this year with an expectation that Jane Street will move to implementation in Spring 2021. The four remaining corridors will be prioritized through the emerging Surface Transit Network Implementation Study (STNIS), expected to report in Q4, 2020.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize the implementation of Reserved Bus Lanes on the Eglinton East corridor, in the following sections:

- a. Eglinton Avenue East from Brimley Road to Cedar Drive;
- b. Kingston Road from Eglinton Avenue East to Morningside Avenue; and
- c. Morningside Avenue from Kingston Road to Ellesmere Road.

2. City Council enact the amendments to traffic and parking regulations associated with Recommendation 1 above, and as described in Attachment 1 - Amendments to Traffic and Parking Regulations.

FINANCIAL IMPACT

The estimated capital funding required to implement the Eglinton East priority bus lanes, recommended in this report, is approximately \$8,000,000. The Toronto Transit Commission (TTC) would fund all costs associated with the implementation. Funding for this work is available in the approved 2020 - 2029 Capital Budget and Plan for Transportation Services and will be recovered from the TTC.

Funding required for the remaining five priority bus lanes identified in the TTC's 5-Year Service Plan & 10-Year Outlook, all of which will be recovered from TTC, will be included for consideration as part of future Capital Budget submissions for Transportation Services. Funding required for annual maintenance costs will be included for consideration as part of future Operating Budget submissions for Transportation Services.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

EQUITY IMPACT STATEMENT

Improving transit reliability, speed and crowding in neighbourhoods with vulnerable populations, such as persons with low income, women, youth and racialized groups, has the potential to improve access to economic development opportunities, City and other government services and spaces, food, health services and recreation.

The recommendations within this report have the potential to directly benefit seven of eight Neighbourhood Improvement Areas within Scarborough through improved transit services.

DECISION HISTORY

At the June 17, 2020 TTC Board meeting, the Board approved the following motion, requesting staff to identify transit priority measures on all five bus priority corridors in the TTC's 5-Year Service Plan (Section 4.1) with a recommended design and implementation plan for the Board's approval at the TTC Board's July 14, 2020 meeting, with targeted installation for September 1, 2020.

The TTC Board also adopted the following Member motion: That staff evaluate ridership and investigate the need and potential for priority transit measures on Lawrence Avenue East (East of Victoria Park to Rouge Hills Drive) and report back at the TTC Board's July 14, 2020 meeting.

[http://ttc.ca/About the TTC/Commission reports and information/Commission meetings/2020/June 17/Reports/Decisions/12 Notice of Motion Fast tracking Bus Priority Transit Lanes.pdf](http://ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2020/June%2017/Reports/Decisions/12%20Notice%20of%20Motion%20Fast%20tracking%20Bus%20Priority%20Transit%20Lanes.pdf)

City Council at its meeting of February 26, 2020, adopted, as amended, Planning and Housing Committee Item PH13.3 entitled "Official Plan Review: Transportation - Recommended Official Plan Amendment", which recommended policy amendments intended to strengthen the existing policies and provide greater clarity regarding the City's goals related to transportation and the tools endorsed for use to achieve them. <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH13.3>

At the December 12, 2019 TTC Board meeting, the Board approved the 5-Year Service Plan & 10-Year Outlook:
[https://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2019/December 12/Reports/Attachment%201%20TTC 5 year SP web accessible R3.pdf](https://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2019/December%2012/Reports/Attachment%201%20TTC%205%20year%20SP%20web%20accessible%20R3.pdf)

COMMENTS

Background

Before the COVID-19 pandemic, transit played a pivotal role in keeping our City moving; each day enabling hundreds of thousands of people to travel to essential destinations including employment, grocery stores, pharmacies, healthcare facilities as well as to access leisure and recreational activities. During COVID-19, although ridership has dropped considerably, transit has proved vital for our society, particularly for the city's most vulnerable communities, serving essential workers in health care, emergency services, food services, and other sectors. Post COVID-19, a strong recovery plan will be needed to build back transit ridership.

Establishing priority for transit on key corridors will benefit transit passengers and TTC operations. Current capacity restrictions on TTC vehicles have made it even more important to optimize on-time performance of transit vehicles, so that passengers are not waiting too long for transit, overcrowding transit stops, and then crowding onto transit vehicles. With priority in place, passengers will see improved reliability (on-time performance), reduced crowding, along with faster travel times, making transit a more attractive option. Faster and more reliable surface transit will facilitate improved connections to the TTC subway and other higher-order transit service city-wide.

Work commenced in 2018 on Toronto Transit Commission's 5-Year Service Plan & 10-Year Outlook (the Plan) in collaboration with Transportation Services and City Planning to examine ways to provide more priority to surface transit routes throughout the City of Toronto. On December 12, 2019, the TTC Board approved the Plan which consists of five pillars designed to (1) enhance the transit network, (2) enhance customer experience at key surface stop areas, (3) improve service reliability, (4) prioritize surface transit, and, (5) accelerate integration with regional transit partners and complementary modes of transport.

Pillar 4 of the Plan identifies several actions aimed to provide fast service that values the customer's journey time. Building on the success of the implementation of the King Street Transit Priority Corridor, Action 4.1 of the Plan identified exploring priority bus lanes on five corridors:

- Eglinton East
- Jane Street
- Dufferin Street
- Finch Avenue East
- Steeles Avenue West

The TTC Board has identified Lawrence Avenue East as a sixth corridor for consideration.

These are some of the TTC's most heavily used bus corridors, upon which nearly a quarter of a million customers travel every weekday.

Working as an integrated team, staff in Transportation Services, City Planning, and the TTC, undertook a preliminary review of the five corridors to determine implementation priority, with a focus on which could be delivered quickly to deliver benefits to transit users and transit operations. These corridors represent a subset of over 100 corridors evaluated by the integrated City/TTC team to identify the most promising candidate roadway segments for prioritizing surface transit city-wide. The candidate list of roadway segments evaluated by the team was informed in part by the surface transit priority corridors established by the Council approved Official Plan Amendment for Transportation (PH13.3). The corridors identified under TTC's 5-Year Service Plan & 10-Year Outlook represent the first phase of a city-wide surface transit implementation plan emerging from the Surface Transit Network Implementation Study (STNIS), expected to report in Q4, 2020. The review of Lawrence Avenue East is progressing and will be presented within the STNIS report.

TTC's 5-Year Service Plan & 10-Year Outlook provided a five-year horizon for implementation of surface transit priority on the identified corridors. The TTC Board adopted a member motion at its June 2020 meeting requesting accelerated installation of surface transit priority measures on the corridors.

Eglinton East, along the same alignment as the proposed Eglinton East Light Rail Transit (EELRT) line, emerged as the top candidate for the accelerated installation of priority bus lanes. The assessment was based on several factors including considerations for transit equity and inclusion of Neighborhood Improvement Areas, ease of implementation, the potential for improvement to transit reliability, , connectivity to existing and under construction rapid transit lines, available right-of-way and traffic impacts. The preliminary assessment is included in the July 14 TTC Board - Bus lane implementation plan report (Attachment 2).

Eglinton East Corridor

The Eglinton East corridor, see Figure 1, comprises Eglinton Avenue East, Kingston Road, and Morningside Avenue. The corridor serves seven of Scarborough's eight Neighbourhood Improvement Areas (NIA's) and the census data for each of these areas illustrates that almost half of the trips to work are by transit, and that around a quarter of commute trips are greater than one hour. There is already a High Occupancy Lane (HOV) on Eglinton Avenue East for part of the proposed length of the corridor, from

Brimley Road to Cedar Drive, which also makes it a good candidate for an accelerated implementation.

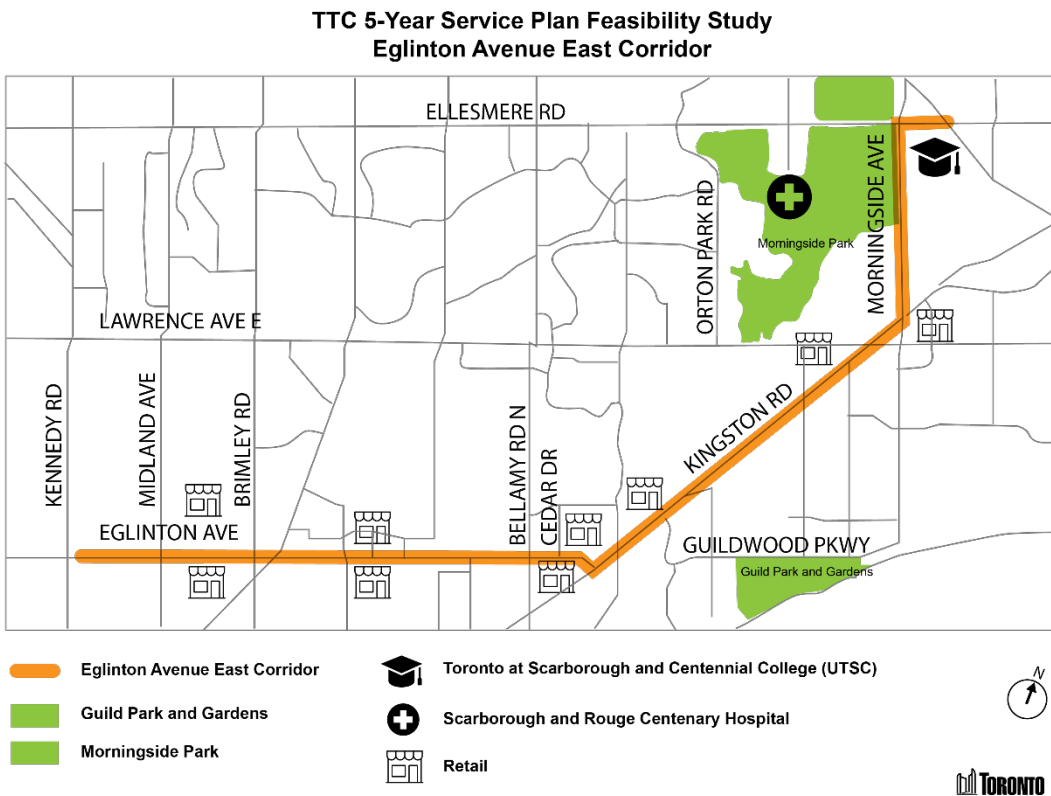


Figure 1: Eglinton East Corridor

Existing Transit Conditions

There are ten TTC bus routes that partially or wholly operate on the Eglinton East corridor from Kennedy Station to the University of Toronto Scarborough Campus (UTSC). Of these, four bus routes (86 Scarborough, 116 Morningside, 905 Eglinton East Express and 986 Scarborough Express) utilize at least 50% of the length of the corridor and carry around 47,000 people on an average weekday.

There is an existing designated high occupancy vehicle (HOV) lane in the eastbound and westbound curb lanes from Kennedy Road to Cedar Drive for vehicles carrying two or more people (HOV2+). The regulation is in effect Monday to Friday, from 7:00 a.m. to 10:00 a.m. and from 3:00 p.m. to 7:00 p.m., except for public holidays. A review in 2015 found that the non-compliance rate for passenger vehicles varied between 56% and 72% in the a.m. and p.m. peak periods (a higher percentage means poorer compliance). This non-compliance rate negatively impacts transit operations by contributing to increased travel times for passengers and decreased bus route reliability.

Based on data from October 2019, the overall reliability of the four principal service routes using this corridor is moderate, with an average all day and an average PM peak on-time performance at 70% or better (scheduled headway performance from end terminals).

The average PM peak speed of buses on this corridor is also moderate at about 18.5km/h. On average, it takes 35 minutes for a TTC customer to travel from Kennedy Station eastbound to the University of Toronto Scarborough campus. When compared to the average auto travel time, which is 17.5 minutes, transit commute time takes twice as long as driving a personal vehicle.

Although the average reliability and speed of the four routes are relatively good, there is significant room for improvement.

Existing Road Conditions

Eglinton Avenue East is a six-lane arterial roadway between Kennedy Road and Cedar Drive and subsequently narrows down to a four-lane roadway up to Kingston Road. Stopping is prohibited during peak periods, while parking is prohibited at all times. The corridor has a posted speed limit of 50 km/hour. The 24-hour average daily traffic volume ranges from 40,000 to 51,000 vehicles in the busiest segment of the corridor (based on 2018 data). Traffic lanes between Kennedy Road and Midland Avenue are temporarily realigned to facilitate the construction of Line 5 Eglinton Crosstown LRT.

Kingston Road is a six-lane arterial roadway intersecting Eglinton Avenue East in the south end, Lawrence Avenue East and Morningside Avenue in the north end. A median island divides the northeast and southwest direction, with left-turn storage lanes at signalized intersections. Parking is prohibited at all times and the roadway has a posted speed limit of 50 km/hour. The 24-hour average daily traffic volume is upwards of 50,000 vehicles in the busiest segment.

Morningside Avenue is a four-lane roadway between Kingston Road and Ellesmere Road with a posted speed limit of 50 km/hour. Left-turn lanes are available at some signalized intersections. Stopping is prohibited along most of the corridor, including the bridge section, and parking is prohibited between Kingston Road and West Hill Collegiate Institute. The 24-hour average daily traffic volume ranges between 30,000-35,000 vehicles.

Destinations along the corridor include various retail clusters, the University of Toronto at Scarborough (UTSC) and Centennial College, Scarborough and Rouge Centenary Hospital, Guild Park and Gardens, and Morningside Park.

Proposed Bus Priority

It is proposed that the curb lanes in sections of Eglinton Avenue East between Brimley Road and Cedar Drive, Kingston Road between Eglinton Avenue East and Morningside Avenue, and Morningside Avenue between Kingston Road and Ellesmere Road will be designated for public transit vehicles only, at all times (24 hours a day, 7 days a week) and in both directions.

The following amendments to the traffic and parking regulations will be required to implement priority bus lanes on the Eglinton East corridor:

- Convert the existing HOV lanes on Eglinton Avenue East from Brimley Road to Cedar Drive to reserved Public Transit Vehicle lanes (PTV);
- Convert the curb lanes on Kingston Road from Eglinton Avenue East to Morningside Avenue to PTV lanes;
- Convert the curb lanes on Morningside Avenue from Kingston Road to Ellesmere Road to PTV lanes; and
- Prohibition of stopping along all proposed corridor segments.

The section of Ellesmere Road between Morningside Avenue and the UTSC Campus, as identified in the TTC 5-Year Service Plan, would continue to operate in mixed traffic.

At this time it is proposed that the existing HOV lanes on the section of Eglinton Avenue East between Kennedy Station and Brimley Road would remain pending the upcoming construction of the Metrolinx Line 2 subway extension. This will require lane reductions during some phases of construction, starting in 2021, meaning that the HOV lane will be needed as a general purpose lane for use by all vehicles. Priority bus lanes could be implemented in this section once the construction is complete. During the Line 2 construction works, traffic impacts will be monitored and the priority bus lanes would be recommended for implementation earlier, if conditions allow.

While design details are currently being developed, Transportation Services anticipates that red surface treatment would be applied to the pavement along the curb lane with breaks or intermittent gaps at mid-block unsignalized intersections or major property accesses. Bus lane signs, line markings, pavement text and diamond symbols would also be provided to complete the bus lane design elements. Physical separation will be considered to aid compliance and reduce potential areas of conflict between transit vehicles and other vehicles. Figure 2 and Figure 3 show a conceptual cross-section and plan view for the section of Eglinton Avenue East, east of Brimley Road.

Traffic signal timings in the corridor will be reviewed and updated to support the revised road design.

The TTC will consider consolidating bus stops to reduce dwell time and speed up bus service.

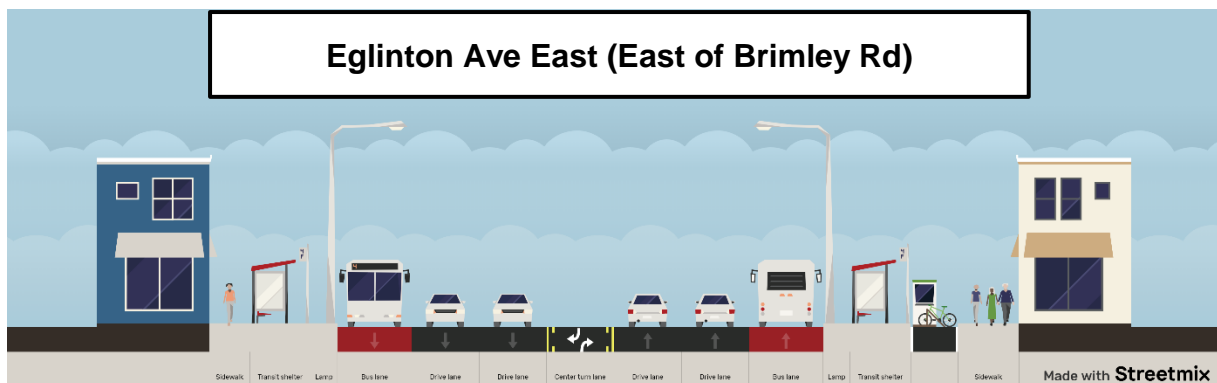


Figure 2: Conceptual Bus Lane Cross-Section

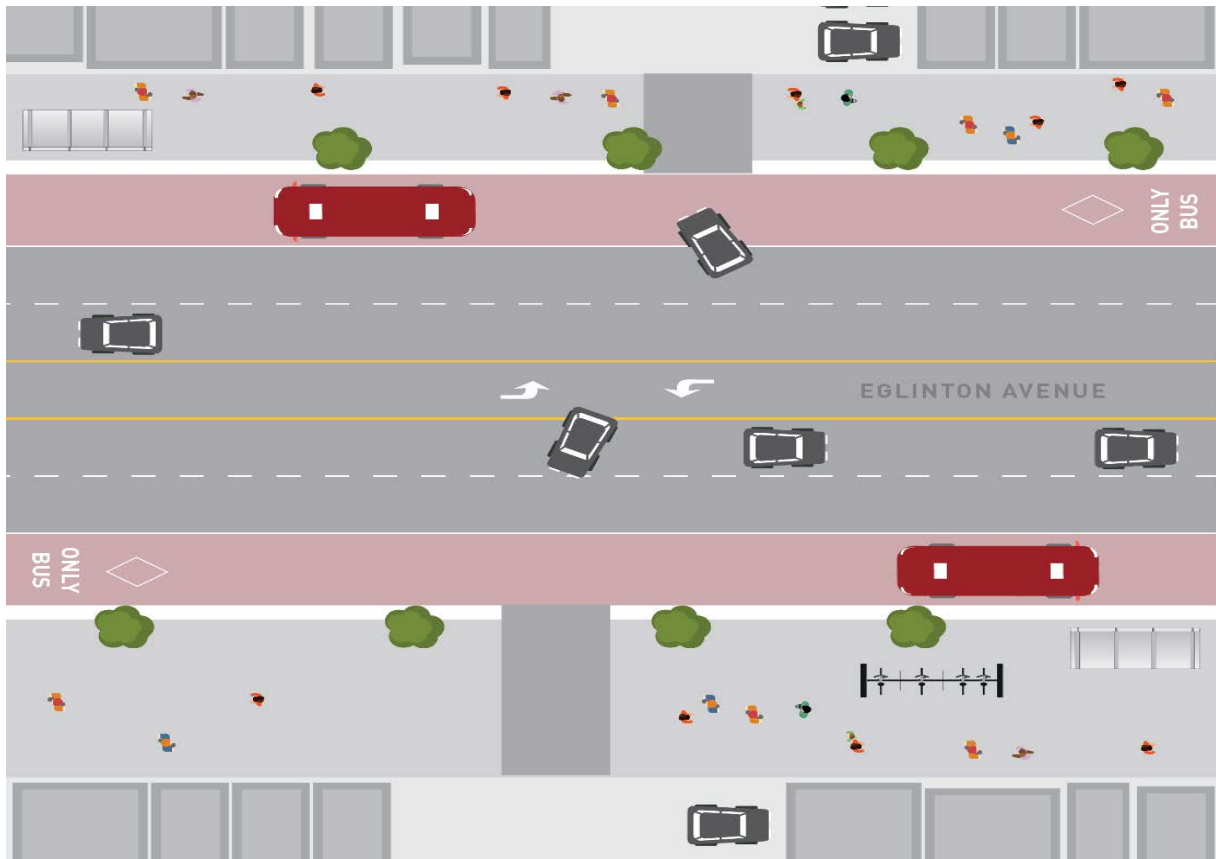


Figure 3: Conceptual Bus Lane Plan

Benefits

The Eglinton East corridor serves seven of Scarborough’s eight NIA’s and advances Action 7.2.1, Explore *bus transit lanes on heavily used bus corridors in the inner suburbs to improve speed and reliability of existing transit service*, of the City Council approved Poverty Reduction Strategy 2019-2022 Term Action Plan.

Anticipated Transit Benefits

Based on analysis conducted by the TTC, provision of the priority bus lane will yield significant benefits. The bus lane is anticipated to increase transit reliability and reduce transit travel time by between 2-5 minutes per trip. These time and reliability savings are expected to translate into operating savings of around 500 hours a week, equivalent to about \$2.5 million per year.

During Line 2 construction, the savings and benefits from the provision of the priority bus lane east of Brimley Road will cover the increase in transit operating costs and mitigate transit journey time impacts which would otherwise have resulted from the impacts of Line 2 construction.

Road Network Impacts

Preliminary analysis was undertaken to identify the potential traffic impacts of implementing bus lanes along the corridor, including traffic diversion and local traffic infiltration.

Average daily traffic counts along arterials in the area, along with the fact that for some of the length there is an HOV lane that would be converted to a bus lane, suggest that conversion of a lane to a dedicated bus lane would have minimal impact on traffic flow. The City's regional travel demand model supports these findings. Preliminary analysis has indicated that there could be some increase to motor vehicle traffic delay on Morningside Avenue, and further analysis will be undertaken on this issue to inform the detailed design process.

There are no immediate parallel routes that could attract drivers seeking to save travel time by avoiding the Eglinton East corridor. Highland Creek Park and the GO Transit Lakeshore East corridor both present significant physical barriers to routes that would otherwise parallel the Eglinton East corridor in a way that would yield significant travel time savings for diverted trips. As such, the likelihood of traffic infiltration on local streets to reach alternate routes is anticipated to be low.

Consultation

The TTC Five Year Service Plan was prepared with input from the public and stakeholders through an extensive engagement program, including:

- Approximately 3,000 respondents to three online public surveys;
- Over 3,000 members of the public engaged at seven public open houses; and
- Over 60 representatives of stakeholder groups and advocates participated at stakeholder meetings.

Subject to Council approval, staff will engage with stakeholder representatives prior to implementation to address questions and concerns. A variety of public engagement tools will also be used to collect feedback from residents and businesses. Pre-installation notices would be issued to both properties and residents along the corridor and would be supported through on-street signage, notification at TTC stations, and through social media channels to raise awareness. A website will be created and contact information will be made available.

Monitoring

Transportation Services and the TTC are developing a monitoring plan to collect, assemble, and analyze traffic and transit data after installation of the priority bus lane on the Eglinton East corridor. The monitoring plan will provide a clear picture of baseline conditions prior to and during COVID-19, quantify benefits of the priority bus lanes to transit riders and service operations, measure the impacts to motor vehicle travel times and volumes of motor vehicles, pedestrians, and cyclists, and document bus lane violations to support Police enforcement efforts.

Proposed metrics are likely to include:

Transit

- Transit Travel Time: for each corridor, the average and 90th percentile observed travel times will be calculated.
- Wait Time Reliability: used as an indicator of service regularity and reliability.

- Wait Time Coefficient of Variation: the value (or percentage) of how much wait time differs from the average wait time.
- Observed Busiest Hour Demand: number of customers that are travelling on a bus during the busiest hour in the busiest direction at its busiest point.
- Observed Ridership: Number of customers that board or travel through the study zone.
- Capacity Delivered: The total number of transit customers that could board the bus during the peak hour (based on TTC's crowding standard).

Other Users

- Motor Vehicle Travel Times: for primary and alternate corridors, changes in average and 90th percentile motor vehicle travel times during defined periods
- Motor Vehicle Volumes: changes in motor vehicle traffic on primary corridors and alternate corridors.
- Pedestrian and Cyclist Volumes: changes in active transportation use at major intersections.
- Total Person Throughput: changes in the total number of people travelling on the primary and alternate corridors.

The data will be used to refine corridor operations for all users and to evaluate performance and the impact of the priority bus lanes. Staff will report back in Q4 2021 on the performance of the priority bus lane, along with any suggested amendments to optimize operations.

Next Steps

Implementation of the priority bus lane on the Eglinton East corridor is expected in Fall 2020.

City staff are working closely with TTC to develop proposals for the next corridor prioritized for implementation, Jane Street, with a proposed installation in Spring 2021. It is expected that a report will be brought forward in Q4 2020 seeking Council approvals for this work.

The four remaining corridors, Dufferin Street, Finch Avenue East, Steeles Avenue West and Lawrence Avenue East will be prioritized through the emerging Surface Transit Network Implementation Study (STNIS) led by Transportation Services which is also expected to report to Council in Q4 2020.

CONTACT

Ashley Curtis
Director, Planning and Capital Program
Transportation Services
Tel: (416) 392-0170
Email: Ashley.Curtis@toronto.ca

SIGNATURE

Barbara Gray
General Manager, Transportation Services

ATTACHMENTS

Attachment 1: Amendment to Traffic and Parking Regulations
Attachment 2: July 14, 2020 - TTC Board - Bus lane implementation plan

Attachment 1: Amendments to Traffic and Parking Regulations

No Parking

Rescind the following:

Highway	Side	Between	Prohibited Times and/or Days
Eglinton Avenue East	Both	Kingston Road and Laird Drive	Anytime
Kingston Road	Both	Lawrence Avenue East and Galloway Road	Anytime
Kingston Road	Both	Galloway Road and Poplar Road	Anytime
Morningside Avenue (SC)	Both	A point 244 metres north of Beath Street and Highway 401	Anytime
Morningside Avenue (SC)	East	A point 91.5 metres north of Beath Street and Tefft Road	7:00 a.m. to 6:00 p.m., Mon. to Fri., except public holidays
Morningside Avenue (SC)	East	Kingston Road and Tefft Road	Anytime
Morningside Avenue (SC)	West	Kingston Road and a point 91.5 metres north of Beath Street	7:00 a.m. to 6:00 p.m., Mon. to Fri., except public holidays

Enact the following:

Highway	Side	Between	Prohibited Times and/or Days
Eglinton Avenue East	Both	Kennedy Road and Laird Drive	Anytime
Eglinton Avenue East	Both	Kingston Road and Cedar Drive	Anytime

Highway	Side	Between	Prohibited Times and/or Days
Morningside Avenue (SC)	Both	Ellesmere Road and Highway 401	Anytime

No Stopping

Rescind the following:

Highway	Side	Between	Prohibited Times and/or Days
Eglinton Avenue East	Both	Midland Avenue and Cedar Drive	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., Mon. to Fri., except public holidays
Eglinton Avenue East	Both	Kennedy Road and Midland Avenue	Anytime
Morningside Avenue (SC)	Both	A point 91.5 metres north of Beath Street and a point 152.5 metres further north	Anytime

Enact the following:

Highway	Side	Between	Prohibited Times and/or Days
Eglinton Avenue East	Both	Kennedy Road and Cedar Drive	Anytime
Kingston Road	Both	Eglinton Avenue East to Morningside Avenue	Anytime
Morningside Avenue (SC)	Both	Kingston Road and Ellesmere Road	Anytime

Reserved Lanes for Designated Class of Vehicles

Rescind the following:

Highway	Between	Lanes	Times and/or Days	Designated Class of Vehicle
Eglinton Avenue East	Kennedy Road and Cedar Drive	Northerly Westbound and Southerly Eastbound	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. Mon. to Fri. except public holidays	PTVs, HOV2+s, taxicabs, plated motorcycles and bicycles

Enact the following:

Highway	Between	Lanes	Times and/or Days	Designated Class of Vehicle
Eglinton Avenue East	Kennedy Road and Brimley Road	Northerly Westbound and Southerly Eastbound	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. Mon. to Fri. except public holidays	PTVs, HOV2+s, taxicabs, plated motorcycles and bicycles
Eglinton Avenue East	Brimley Road and Cedar Drive	Northerly Westbound and Southerly Eastbound	Anytime	PTVs and bicycles
Kingston Road	Eglinton Avenue East to Morningside Avenue	Northerly Westbound and Southerly Eastbound	Anytime	PTVs and bicycles
Morningside Avenue (SC)	Kingston Road and Ellesmere Road	Easterly Northbound and Westerly Southbound	Anytime	PTVs and bicycles

One-Way Traffic Lanes

Enact the following:

Highway	Between	Lanes	Times and/or Days	Direction
Eglinton Avenue East and Brimley Road	Brimley Road and a point 30.5 metres west	Southerly Eastbound	Anytime	Eastbound right-turning (buses and bicycles excepted)
Eglinton Avenue East and Brimley Road	Brimley Road and a point 30.5 metres east	Northerly Westbound	Anytime	Westbound right-turning (buses and bicycles excepted)
Eglinton Avenue East and Danforth Road	Danforth Road and a point 30.5 metres west	Southerly Eastbound	Anytime	Eastbound right-turning (buses and bicycles excepted)
Eglinton Avenue East and Danforth Road	Danforth Road and a point 30.5 metres east	Northerly Westbound	Anytime	Westbound right-turning (buses and bicycles excepted)
Eglinton Avenue East and Barbados Blvd	Barbados Blvd and a point 30.5 metres west	Southerly Eastbound	Anytime	Eastbound right-turning (buses and bicycles excepted)
Eglinton Avenue East and Barbados Blvd	Barbados Blvd and a point 30.5 metres east	Northerly Westbound	Anytime	Westbound right-turning (buses and bicycles excepted)

Highway	Between	Lanes	Times and/or Days	Direction
Eglinton Avenue East and McCowan Road	McCowan Road and a point 30.5 metres west	Southerly Eastbound	Anytime	Eastbound right-turning (buses and bicycles excepted)
Eglinton Avenue East and McCowan Road	McCowan Road and a point 30.5 metres east	Northerly Westbound	Anytime	Westbound right-turning (buses and bicycles excepted)
Eglinton Avenue East and Torrance Road	Torrance Road and a point 30.5 metres west	Southerly Eastbound	Anytime	Eastbound right-turning (buses and bicycles excepted)
Eglinton Avenue East and Torrance Road	Torrance Road and a point 30.5 metres east	Northerly Westbound	Anytime	Westbound right-turning (buses and bicycles excepted)
Eglinton Avenue East and Mason Road	Mason Road and a point 30.5 metres west	Southerly Eastbound	Anytime	Eastbound right-turning (buses and bicycles excepted)
Eglinton Avenue East and Mason Road	Mason Road and a point 30.5 metres east	Northerly Westbound	Anytime	Westbound right-turning (buses and bicycles excepted)
Eglinton Avenue East and Beachell Street	Beachell Street and a point 30.5 metres east	Northerly Westbound	Anytime	Westbound right-turning (buses and bicycles excepted)

Highway	Between	Lanes	Times and/or Days	Direction
Eglinton Avenue East and Markham Road	Markham Road and a point 30.5 metres west	Southerly Eastbound	Anytime	Eastbound right-turning (buses and bicycles excepted)
Eglinton Avenue East and Markham Road	Markham Road and a point 30.5 metres east	Northerly Westbound	Anytime	Westbound right-turning (buses and bicycles excepted)
Eglinton Avenue East and Cedar Drive	Cedar Drive and a point 30.5 metres east	Northerly Westbound	Anytime	Westbound right-turning (buses and bicycles excepted)
Kingston Road and Scarborough Golf Club Road	Scarborough Golf Club Road and a point 30.5 metres west	Southerly Eastbound	Anytime	Eastbound right-turning (buses and bicycles excepted)
Kingston Road and Scarborough Golf Club Road	Scarborough Golf Club Road and a point 30.5 metres east	Northerly Westbound	Anytime	Westbound right-turning (buses and bicycles excepted)
Kingston Road and Cromwell Road/Guildwood Parkway	Cromwell Road and a point 30.5 metres east	Northerly Westbound	Anytime	Westbound right-turning (buses and bicycles excepted)
Kingston Road and Celeste Drive	Celeste Drive and a point 30.5 metres west	Southerly Eastbound	Anytime	Eastbound right-turning (buses and bicycles excepted)

Highway	Between	Lanes	Times and/or Days	Direction
Kingston Road and Celeste Drive	Celeste Drive and a point 30.5 metres east	Northerly Westbound	Anytime	Westbound right-turning (buses and bicycles excepted)
Kingston Road and Overture Road/Payzac Avenue	Payzac Avenue and a point 30.5 metres west	Southerly Eastbound	Anytime	Eastbound right-turning (buses and bicycles excepted)
Kingston Road and Overture Road/Payzac Avenue	Overture Road and a point 30.5 metres east	Northerly Westbound	Anytime	Westbound right-turning (buses and bicycles excepted)
Kingston Road and Galloway Road	Galloway Road and a point 30.5 metres west	Southerly Eastbound	Anytime	Eastbound right-turning (buses and bicycles excepted)
Kingston Road and Galloway Road	Galloway Road and a point 30.5 metres east	Northerly Westbound	Anytime	Westbound right-turning (buses and bicycles excepted)
Kingston Road and Poplar Road	Poplar Road and a point 30.5 metres west	Southerly Eastbound	Anytime	Eastbound right-turning (buses and bicycles excepted)
Kingston Road and Poplar Road	Poplar Road and a point 30.5 metres east	Northerly Westbound	Anytime	Westbound right-turning (buses and bicycles excepted)

Highway	Between	Lanes	Times and/or Days	Direction
Kingston Road and Lawrence Avenue East	Lawrence Avenue East a point 30.5 metres west	Southerly Eastbound	Anytime	Eastbound right-turning (buses and bicycles excepted)
Kingston Road and Lawrence Avenue East	Lawrence Avenue East a point 30.5 metres east	Northerly Westbound	Anytime	Westbound right-turning (buses and bicycles excepted)
Kingston Road and Morningside Avenue	Morningside Avenue and a point 30.5 metres east	Northerly Westbound	Anytime	Westbound right-turning (buses and bicycles excepted)
Morninside Avenue and Kingston Road	Kingston Road and a point 30.5m south	Easterly Northbound	Anytime	Northbound right turning (buses and bicycles excepted)
Morningside Avenue and Tefft Road	Tefft Road and a point 30.5 metres south	Easterly Northbound	Anytime	Northbound right-turning (buses and bicycles excepted)