For Action
with Confidential Attachment

Transit Priority Measures on Dufferin Street and Bathurst Street

Date: May 14, 2025
To: TTC Board
From: Chief Strategy and Customer Experience Officer

Reason for Confidential Information

This report contains information about a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the City or local board.

Summary

The purpose of this report is to provide an update on two RapidTO roadways. TTC staff, with support from City staff in Transportation Services, have been reviewing opportunities to install transit priority measures (TPM) on the following two roadways:

1. Dufferin Street between Eglinton Avenue West and Dufferin Gate Loop; and
2. Bathurst Street between Eglinton Avenue West and Lake Shore Boulevard West.

Both roadways are part of the RapidTO: Surface Transit Network Plan (STNP) – a city-wide initiative aimed at improving the reliability of bus and streetcar routes, endorsed, in principle, by City Council in February 2024. Each roadway has undergone a feasibility study to identify the most appropriate TPM, tailored to the unique characteristics and requirements of the local context, with considerations for transportation equity. A brief overview of the proposed design and expected impacts for each of the two roadways is provided in the Comments section. Additional details, including the decision history, proposed cross-sections, proposed stop changes, design evaluations, public consultation approach and the RapidTO monitoring program are included in Attachment 1.

Recommendations

It is recommended that the TTC Board:

1. Endorse the proposed installation of priority bus lanes in both directions on Dufferin Street between Eglinton Avenue West and King Street West.

2. Endorse the proposed installation of a southbound transit lane on Dufferin Street between Thorburn Avenue and Springhurst Avenue.

3. Endorse the proposed installation of priority bus lanes in both directions on Bathurst Street between Eglinton Avenue East and Bathurst Station (Barton Avenue).

4. Endorse the proposed installation of centre priority transit lanes in both directions on Bathurst Street between Bathurst Station (Barton Avenue) and Lake Shore Boulevard West.

5. Direct that the information contained in Confidential Attachment 2 remain confidential until award of contracts.

6. Forward this report, and Confidential Attachment 2, to City Council, through Executive Committee, for consideration.

Financial Summary

Hosting the FIFA World Cup 2026 is expected to bring significant economic, cultural, and community benefits to Toronto, and planning is actively underway to prepare the City to be showcased. The accelerated timeline of RapidTO: Dufferin Street and RapidTO: Bathurst Street to be operational in time for spring 2026 will support the successful movement of people during the global event.

Capital Funding Requirements

The current RapidTO program funded in the TTC's 2025-2034 Capital Budget and Plan will deliver service-enhancing transit priority measures on five of the busiest bus routes in the city. In addition to the already delivered Eglinton East corridor, this includes Jane Street (from Steeles Avenue West to Eglinton Avenue West), Dufferin Street (from Wilson Avenue to Dufferin Gate Loop), Steeles Avenue West (from Pioneer Village Station to Yonge Street), Finch Avenue East (from Yonge Street to McCowan Road) and Lawrence Avenue East (between Don Mills Road and the Rouge Hill GO Train Station).

Due to the 2026 FIFA World Cup, the implementation of a section of Dufferin Street (from Eglinton Avenue West to Dufferin Gate Loop) and Bathurst Street (from Eglinton Avenue West to Lake Shore Boulevard West) will be accelerated to support improved transit operations during the event.

Funding of $33.1 million is included in the TTC's 2025-2034 Capital Budget and Plan to implement this part of the RapidTO program. This funding allows for the completion of five corridors (Jane Street, Dufferin Street, Steeles Avenue West, Finch Avenue East and Bathurst Street), as noted above. As part of the broader study with the City through the RapidTO: STNP, approximately $98.2 million is unfunded to apply RapidTO treatment on other busy routes in the Plan, including Lawrence Avenue East.

Funding of $9.710 million is also included in the City's 2025-2034 approved Capital Budget and Plan to continue with feasibility studies and designs of the RapidTO: STNP priority roadways. The proposed total funding allotment is estimated to be sufficient to study and design approximately 10-to-11 roadways.

As progress on the RapidTO: STNP advances, subsequent funding requests will be made in future capital submissions by the City of Toronto Transportation Services and the TTC to study, design, and implement additional priority roadways.

Estimated capital funding requirements for the TPM on Dufferin Street and Bathurst Street are provided in the Confidential Attachment 2.

Operating Financial Impact

The implementation of TPM on both roadways is anticipated to increase transit reliability and reduce transit travel time. These time and reliability savings present an opportunity to achieve operating budget savings of approximately $2.027 million annually, as outlined in Table 1.

Table 1: Estimated Annual Operating Cost Savings ($000s)

Project	Estimated Reduction in Weekly Service Hours	Estimated Annual Operating Cost Savings ($000's)
Dufferin Street (Priority Bus Lanes)	344	$1,048
Bathurst Street (Priority Bus Lanes)	112	$425
Bathurst Street (Priority Streetcar Lanes)	124	$554
Total Estimated Annual Cost Savings		**$2,027**

As a result of the anticipated increase in transit reliability and reduction in transit travel time from the TPM mentioned above, the TTC anticipates this service to attract new customers, leading to additional passenger revenue of up to approximately $4.14 million annually, as outlined in Table 2.

Table 2: Estimated Annual Additional Passenger Revenue ($000's)

Project	Estimated Net New Annual Ridership	Estimated Annual Passenger Revenue Increase ($000's)
Dufferin Street (Priority Bus Lanes)	875,000	$2,126
Bathurst Street (Priority Bus Lanes)	505,000	$1,227
Bathurst Street (Priority Streetcar Lanes)	324,000	$787
Total		**$4,140**

It is anticipated that any savings will be re-invested into Dufferin Street and Bathurst Street, to further enhance service in support of anticipated ridership increases. Any anticipated additional passenger revenue will be reflected in future Operating budgets accordingly.

The Executive Director, Finance has reviewed the report and agrees with the Financial Impact information.

Equity/Accessibility Matters

The TTC is committed to providing accessible and inclusive service across the network. The improved speed, reliability and increased capacity on Dufferin Street and Bathurst Street RapidTO routes will increase economic opportunity and access for equity-deserving communities. These roadways serve Neighbourhood Improvement Areas (NIAs), which are home to more racialized peoples, people with low-income and those who are essential frontline workers.

Having a reliable transit network is critical for women, shift workers, people with low-income and equity-deserving groups who need dependable transportation to access work, school, health services, recreational spaces, cultural services and other essential resources. Studies have shown that those who have less access to resources and services typically have worse health outcomes. Ensuring that access is equitable as well as reliable, safe and timely supports overall population health and well-being in Toronto.

Faster, more reliable, and less crowded transit service also supports TTC's Family of Services program, which enables Wheel-Trans registrants to utilize accessible conventional transit services when conditions permit.

Consultation and engagement with equity-deserving communities remains a focus of the TTC's planning approach

The TTC recognizes the importance of including all road users in the planning process and consulting with traditionally underrepresented customers who may be disproportionately affected by planning decisions. To ensure meaningful community input during the RapidTO: Dufferin Street and RapidTO Bathurst Street study, a wide range of outreach methods, including multilingual materials (e.g., roadside posters, newspaper ads, digital and social media campaigns and mailed notices) are being used to reach diverse audiences.

The studies also include targeted community engagement, hosting meetings tailored to impacted groups, conducting pop-up events in community centres and high-need areas and collaborating with local advocacy organizations. These initiatives are designed to address barriers to participation and ensure that voices from equity-deserving communities are heard. In addition to these efforts, staff actively ride the bus to gather first-hand insights and have pop-up events near stops or in stations to speak directly with customers about their experiences. Public events are being held in diverse locations along the study area. This helps capture the lived experiences of local demographics and ensures that feedback is representative of the different communities served.

Feedback through surveys also allows for the collection of optional demographic information that is analyzed to better understand the perspectives of affected equity deserving communities. By prioritizing the perspectives of those most impacted by the planning decisions, the proposed designs aim to improve the network to be appropriate, accessible, inclusive and equitable for all road users.

Innovation and Sustainability Matters

The TTC's Innovation and Sustainability Strategy, approved by the Board in September 2024, recognizes that we need to grow our ridership to maximize avoided greenhouse gas emissions, while we work in parallel to reduce our own environmental impact. The RapidTO Program helps avoid local GHG emissions by improving transit service, reducing transit travel time, and attracting new ridership. Transit priority solutions, such as RapidTO, supports the City's TransformTO Strategy, which aims to achieve net zero emissions by 2040.

Comments

Dufferin Street

Dufferin Street was identified in the TTC's 5-Year Service Plan and 10-Year Outlook, approved by the TTC Board in December 2019, and the RapidTO: STNP endorsed by City Council in 2024. It is the 5th busiest surface transit corridor for TTC customers by weekday boardings, and there have been ongoing efforts to improve bus operations on the roadway. The proposed design is to convert existing curb lanes into all-day priority bus lanes. The proposed design also includes converting the southbound centre lane on

Dufferin Street from Thorburn Avenue to Springhurst Avenue to a priority transit lane to provide storage for streetcars waiting to enter the Dufferin Gate Loop.

The following low-ridership bus stops are proposed to be removed: Eversfield Road and Croatia Street. Reasons for their removal are to improve safety, improve transit speeds and reliability and to adhere to TTC service standards.

To maximize the benefit of the priority bus lanes, existing on-street parking is being considered for removal, with “no-stopping” regulations implemented where the lanes are installed. Most of the on-street parking spaces proposed to be removed are unsigned free parking, with some paid Green P parking spaces. Permit parking between Dundas Street and Peel Avenue is being considered for removal, however, there is sufficient space within the rest of the permit parking area to absorb the displaced vehicles. Accessible parking spaces would be maintained throughout the project corridor.

The Dufferin Street priority bus lanes are expected to yield immediate benefits for transit users while addressing safety and equity concerns. For transit riders, the lanes will improve bus travel times by up to 29% (i.e., 10 minutes per trip between Eglinton Avenue West and Dufferin Gate Loop) and improve bus reliability by 17%. The enhanced service efficiency along the roadway is expected to increase daily ridership by 23% with 9,300 new riders along Dufferin Street.

The proposed design includes turn restrictions and additional advanced left-turn phases at strategic intersections. The turning restrictions proposed would improve safety by eliminating conflicts between pedestrians and turning vehicles at busy intersections and improve traffic operations by increasing the capacity of signalized intersections. People driving between Eglinton Avenue West and Dufferin Gate Loop can expect their trips to increase by about 4 minutes during peak hours, with traffic volumes on Dufferin Street expected to decrease by up to 30% as some drivers change their travel behaviours.

The proposed collaborative use of road space strikes a balance between the transportation needs of the different road users, while improved transit operations along Dufferin Street make transit a more attractive travel option, reducing the dependency on personal vehicles. 25% of all residents living along Dufferin Street take transit as their primary mode of transportation (compared with 18% city-wide); 13% of Dufferin Street transit riders are low-income residents, and 14% are shift workers (similar to the system-wide averages of 12% and 14%). The roadway also serves one NIA.

Bathurst Street

Bathurst Street was also identified in the RapidTO: STNP endorsed by City Council in 2024. The bus route north of Bloor Street West is one of the top 20 surface transit priority roadways identified in the STNP, and the streetcar section south of Bloor Street West is identified as a long-term planning study. The proposed design includes converting existing curb lanes into all-day priority bus lanes north of Bathurst Station (Barton Avenue) and converting existing mixed-use streetcar lanes into all-day priority transit lanes south of Bathurst Station.

The following low-ridership bus stops are proposed to be removed: Dewbourne Avenue, Ardmore Road, Heathdale Road and Barton Avenue. Reasons for their removal are to improve safety, improve transit speeds and reliability and to adhere to TTC service standards.

To maximize the benefit of the priority transit lanes, existing on-street parking is being considered for removal, with “no-stopping” regulations implemented where the lanes are installed. Most on-street parking spaces removed are unsigned free parking, with some paid Green P parking spaces. Accessible parking spaces are maintained.

The proposed Bathurst Street priority transit lanes are expected to yield immediate benefits for transit users while addressing safety and equity concerns. For transit riders, the lanes will improve bus travel times by up to 34% (i.e. 7 minutes per trip between Eglinton Avenue West and Bathurst Station) and improve bus reliability by 18%. Streetcar travel times will improve by 13% (i.e. 3 minutes between Bathurst Station and Lake Shore Boulevard West) and streetcar reliability will improve by 19%. The enhanced service efficiency along the roadway is expected to increase daily bus ridership by 23% with 4,920 new riders along the 7 Bathurst and increase daily streetcar ridership by 35% with 6,850 new riders along the 511 Bathurst.

The proposed design includes turn restrictions and additional advanced left-turn phases at strategic intersections. The turning restrictions proposed would improve safety by eliminating conflicts between pedestrians and turning vehicles at busy intersections and improve traffic operations by increasing the capacity of signalized intersections. Additionally, 54% of Bathurst Street transit riders are women, 11% are low-income residents and 19% are shift workers (compared with 55%, 12%, and 14% system-wide).

Dufferin Street and Bathurst Street Public Consultation Approach

Recognizing the importance of the Dufferin Street and Bathurst Street routes in the successful movement of people during the upcoming FIFA 2026 World Cup, City Council directed staff to accelerate the timeline for the feasibility study and design process of these routes. As part of the accelerated process, the feasibility study and design stage were combined, and the typical consultation period has been streamlined.

Public consultation on the proposed designs will be underway by the time this report is submitted to the Board. The overlapping timeline is required to meet the Council direction of accelerating the design in advance of the FIFA 2026 World Cup. The constrained nature of the roadways, high ridership and competing demands from vulnerable road users, such as pedestrians and cyclists, limit the types of transit priority that are possible. Priority transit lanes offer an efficient and proven solution to these challenges by reallocating existing road space, thereby enhancing the flow and reliability of transit. The focus of the ongoing public consultation is on understanding how the design can be modified and enhanced to most effectively accommodate the local context along the roadways. Public feedback will be incorporated into the design before City staff submit a final report to Executive Committee and City Council in summer 2025.

Next Steps

The target schedule for the key milestones is in Table 3.

Table 3: Target Schedule for Key Milestones

Milestone	**Target Date**
Dufferin Street and Bathurst Street consultation activities	April 2025 to May 2025
Online survey: Dufferin Street and Bathurst Street	May 2025
Executive Committee	Summer 2025
City Council	Summer 2025
Dufferin Street and Bathurst Street installation begins (subject to Council approval)	Fall 2025

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Attachments

Attachment 1 – RapidTO: Dufferin Street and Bathurst Street Decision History, Issue Background and Proposed Designs

Confidential Attachment 2 – Capital Funding Requirements

Attachment 3 – Proposed Turn Restrictions and Advanced Left-Turn Phases Along Dufferin Street

Attachment 4 – Proposed Turn Restrictions and Advanced Left-Turn Phases Along Bathurst Street

Attachment 1 – RapidTO: Dufferin Street and Bathurst Street Decision History, Issue Background and Proposed Designs

Decision History

December 12, 2019: 5-Year Service Plan & 10-Year Outlook. The Board approved the 5-Year Service Plan & 10-Year Outlook. Action 4.1 is to explore bus transit lanes in the city of Toronto. The Board directed staff to report back on a prioritization plan, implementation timeline and integrated work plan for the Proposed Enhanced Priority Corridors. Report: 5-Year Service Plan and 10 Year Outlook. Decision: TTC Board Decision

June 17, 2020: Fast-tracking Bus Priority Transit Lanes on Five Critical Suburban Corridors. The Board approved the motion, requesting staff to identify TPMs on all five bus priority corridors in the TTC's 5-Year Service Plan with a recommended design and implementation plan for the Board's approval. The 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 Board's July 14, 2020 meeting. Report: Fast-tracking Bus Priority Transit Lanes on Five Critical Suburban Corridors. Decision: TTC Board Decision

July 14, 2020: Bus Implementation Plan. The Board approved the recommended prioritization of the five priority bus corridors and directed staff to report back in December 2020 on results of community consultations, a detailed design, implementation plan and capital costs for Jane Street. Report: Bus Lane Implementation Plan. Decision: TTC Board Decision

July 28-29, 2020: Eglinton East Corridor – Priority Bus Lanes. City Council requested the City of Toronto and TTC to conduct robust community and stakeholder consultations when considering dedicated bus lanes on Sheppard Avenue East, Lawrence Avenue East and Dufferin Street as part of the STNP. Report: Eglinton East Corridor - Priority Bus Lanes. Decision: 2020.EX15.1

November 25-26, 2020: Surface Transit Network Plan Update. City Council approved the Surface Transit Network Plan (STNP) Update as the basis for initiating local Councillor briefings and community consultations. Report: Surface Transit Network Plan Update. Decision: 2020.EX18.1

April 7-8, 2021: Surface Transit Network Plan – Consultation Plan. City Council approved the proposed approach for public consultation of the STNP. Report: Surface Transit Network Plan - Consultation Plan. Decision: 2021.EX22.3

February 6-7, 2024: RapidTO: Surface Transit Network Plan. City Council approved the RapidTO: STNP and directed staff to initiate roadway-specific studies, public consultation and design for the following roadways:

1. Finch Avenue East between Victoria Park Avenue and McCowan Road;
2. Dufferin Street between Wilson Station and Dufferin Gate Loop;
3. Lawrence Avenue East between Victoria Park Avenue and Morningside Avenue; and
4. Steeles Avenue West between Pioneer Village Station and Bathurst Station.

City Council also requested the TTC consider immediate steps to alleviate overcrowding, improved service and upgraded buses on Dufferin Route 29 bus route. Report: RapidTO: Surface Transit Network Plan. Decision: 2024.EX11.8

March 20-21, 2024: Update on Hosting FIFA World Cup 2026. City Council approved a directive for the City Manager and Executive Director, World Cup Hosting 2026, to develop a transit plan in collaboration with the TTC that included Dufferin Street. Decision: 2024.EX12.2

May 16, 2024: 5-Year Service and Customer Experience Action Plan. The Board approved the 5-Year Service and Customer Experience Action Plan. Action 4.1 is to implement the Surface Transit Network Plan (RapidTO). Report: 5-Year Service and Customer Experience Action Plan. Decision: TTC Board Decision

July 24-25, 2024: Governance, Community Benefits Plan, Legacy and Program Advisory Framework, FIFA Fan Festival. City Council approved a motion to accelerate the review and design process for RapidTO Dufferin Street, between Eglinton Avenue West and Dufferin Gate Loop, and RapidTO Bathurst Street, between Eglinton Avenue West and Lake Shore Boulevard West. Decision: 2024.EX16.21

October 24, 2024: Intersection Safety Review – Bloor Street West and Dufferin Street. The Toronto and East York Community Council requested that the General Manager, Transportation Services, investigate geometric safety improvements at Bloor Street West and Dufferin Street as part of the accelerated RapidTO implementation. Decision: 2024.TE17.39

February 24, 2025: An Urgent Need to Improve Bus and Streetcar Travel Time and Reliability. The TTC Board adopted a motion requesting a report on how transit travel times and reliability is prioritized in roadway design, decision-making and operations, that staff evaluate the impact of dedicating scarce arterial road infrastructure to vehicles that are not moving and requesting the accelerated implementation of RapidTO on priority corridors. Motion: An Urgent Need to Improve Bus and Streetcar Travel Time and Reliability. Decision: 2025.TTC2.13

Issue Background

RapidTO: STNP is a transformative initiative by the City of Toronto and the TTC aimed at enhancing the reliability and efficiency of surface transit across the city. The program focuses on implementing near-term TPM at the corridor-level, such as dedicated transit lanes, regulatory changes and signal improvements. The top 20 roadways were selected based on an assessment of technical data and public input and are proposed to be advanced as roadway-specific studies.

The City of Toronto and the TTC have seen successful implementation of other bus priority lane projects in recent years. RapidTO: Eglinton East and the network of priority bus lanes that replaced the Line 3 SRT improved travel times and service reliability for customers. These projects demonstrate the positive impact of investing in surface transit priority projects.

Dufferin Street

Dufferin Street serves over 40,000 transit customers on the 29 Dufferin and 929 Dufferin Express every weekday and is one of the slowest and most crowded routes in the system. The RapidTO: Dufferin Steet study seeks to improve the speed and reliability along a key portion of the roadway, spanning from Eglinton Avenue West to Dufferin Gate Loop. Beyond serving the local land use, this portion of the Dufferin bus routes serves as a key connector between higher-order transit stations, intersecting surface transit routes and key destinations, such as Exhibition Place and Dufferin Mall.

On-street parking is permitted along Dufferin Street, with the section between Dundas Street West and Peel Avenue serving two permit parking areas. The presence of on-street parking requires buses to merge in and out of traffic, increasing delays and effectively reducing the capacity along Dufferin Street to a single travel lane. A reallocation of roadway space to prioritize transit service is needed to better serve the surrounding area and the urban intensification that is occurring along the corridor.

Bathurst Street

North of Bathurst Station, the 7 Bathurst bus serves over 20,000 transit customers every weekday, while south of Bathurst Station, the 511 Bathurst streetcar serves over 15,000 transit customers. Both the Bathurst streetcar and bus experience slow speeds of 8 and 13 km/h, respectively with transit vehicles forced to merge around parked vehicles and wait for multiple cycles behind turning vehicles. The RapidTO: Bathurst Steet study seeks to improve the speed and reliability along a key portion of the roadway, spanning from Eglinton Avenue West to Lake Shore Boulevard West. This portion of the roadway connects neighbourhoods, employment areas, commercial centres and institutional facilities.

The TTC's 5-Year Service and Customer Experience Action Plan has an action item to enhance the streetcar network with 6-minute headways on all routes. Combined with the transit improvements proposed through the RapidTO: Bathurst Street study, the 511 Bathurst streetcar will better serve its riders with improved frequency, reliability, and overall efficiency.

Transit Priority Measures (TPM)

Dufferin Street and Bathurst Street are key transit routes, connecting communities, supporting economic activity and providing access to transit for thousands of daily users. As part of the RapidTO: Surface Transit Network Plan initiative, feasibility studies have been undertaken to address longstanding challenges, such as delays caused by traffic congestion, competing demands for limited road space and inconsistent transit arrivals. Transit riders already make up a major share of the people moving through these roadways, with transit mode shares of 25% on Dufferin Street and 19% on Bathurst Street, compared with a city-wide transit mode share of 18%. Recognizing this higher transit mode share, the designs developed propose reallocating existing road space in a manner that better prioritizes the movement of people, while aligning with both City and TTC policies and visions.

The RapidTO: Surface Transit Network Plan is focused on TPMs that can be implemented within the existing road space. Tools in the toolbox include Transit Signal Priority (TSP), queue jump lanes, priority transit lanes and regulatory changes, such as parking and turning restrictions. Turning restrictions are particularly impactful along the Dufferin Street and Bathurst Street roadways as the right-of-way is constrained with no room for dedicated turning lanes. Benefits from turn restrictions are not exclusive to transit, and include:

- Improving overall traffic flow by reducing bottlenecks and improving overall traffic movement;
- Improving safety by discouraging abrupt lane changes at intersections;
- Reducing conflicts between buses, turning vehicles, cyclists and pedestrians;
- Allowing vehicles to maintain a consistent speed and avoiding delays caused by turning vehicles; and
- Improving the effectiveness of transit priority lanes.

As part of the RapidTO: STNP feasibility studies and consultation, changes to bus stops are also proposed, striving for a balance between convenient access and effective service. Reasons to remove or relocate stops include safety concerns – in particular for mid-block stops without a protected pedestrian crossing – improved transit speeds and reliability and an adherence to TTC service standards as some existing stops are located closer than the standard requires. The stop changes are proposed in part to improve service along the roadway, and in part to support parallel initiatives, such as the Vision Zero Road Safety Plan and Bus Stop Pad Improvements for Accessibility and Accommodation of Articulated Buses.

Proposed Design

Dufferin Street

Subject to the completion of public consultation, the proposed TPMs along Dufferin Street focus on roadway modifications and updates to traffic regulations. These improvements were developed collaboratively with City staff to ensure alignment with City policies.

The following changes are under consideration, subject to public feedback. Details are provided in Attachment 3.

- Convert the curb lanes on Dufferin Street from Eglinton Avenue West to King Street West to priority bus lanes;
- Convert the southbound centre lane on Dufferin Street from Thorburn Avenue to Springhurst Avenue to a priority transit lane;
- Remove on-street parking and implement “no-stopping” regulations along all proposed roadway segments;
- Implement or modify turn restrictions at strategic locations; and
- Implement advanced left-turn phases at strategic locations.

Figure 1 and Figure 2 illustrate the proposed design.

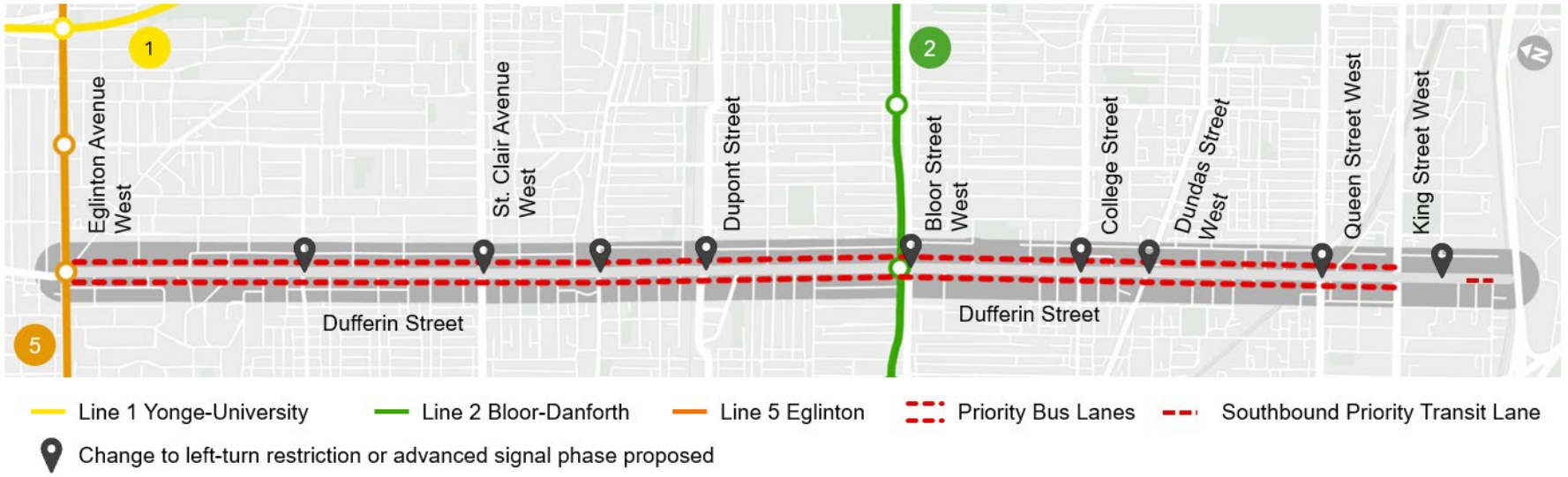


Figure 1: RapidTO Design Along Dufferin Street

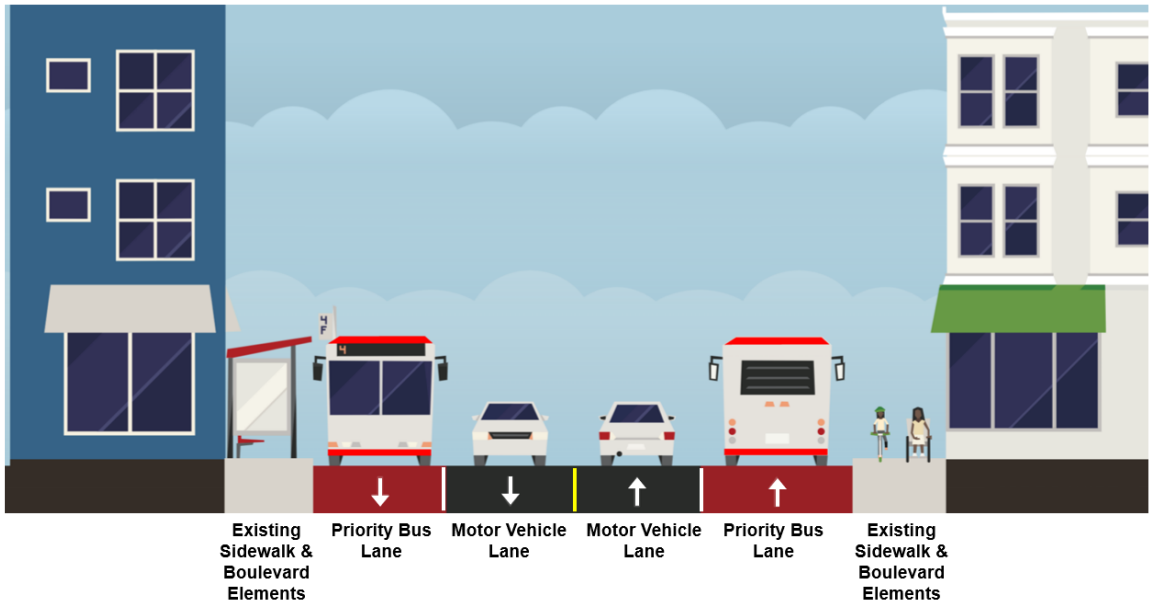


Figure 2: Typical Cross-Section (Dufferin Street)

Subject to approval of installation from City Council, the installation of priority bus lanes would be carried out through changes to signage and pavement marking only. Local access would be maintained at all driveways along Dufferin Street. To maintain network access, some advanced left-turn phases are also being considered at signals to facilitate desired movements, especially in areas with limited alternative routing options. Traffic signal timings along the roadway would be reviewed and updated to support the revised road design. Note that TSP is already installed along the Dufferin Street roadway.

To maximize the benefit of the priority bus lanes, existing on-street parking is being considered for removal, with “no-stopping” regulations implemented where the lanes are installed. Most of the on-street parking spaces proposed to be removed are unsigned free parking, with some paid Green P parking spaces. Existing permit parking between Dundas Street and Peel Avenue is being considered for removal, however, there is sufficient space within the rest of the permit parking area to absorb the displaced vehicles. Accessible parking spaces would be maintained throughout the project corridor.

Figure 3 shows the proposed stops along the roadway, including those proposed to be removed. Local services operating on this roadway would stop at the proposed stop locations only, while express services will not change.

Note that the proposed priority bus lanes, parking and turning prohibitions and stop removals are part of the ongoing consultation with local Councillors and the public and are subject to change based on feedback received.

The Dufferin Street priority bus lanes are expected to yield immediate benefits for transit users while addressing safety and equity concerns. For transit riders, the lanes will improve bus travel times by up to 29% (i.e., 10 minutes per trip for the full length of Eglinton Avenue West to Dufferin Gate Loop) and improve bus reliability, enhancing overall service along the roadway. The turning restrictions implemented improve safety by eliminating conflicts between pedestrians and turning vehicles at busy intersections and improve traffic operations by increasing the capacity of signalized intersections. 25% of all residents living along Dufferin Street take transit as their primary mode of transportation (compared with 18% city-wide); 13% of Dufferin Street transit riders are low-income residents, and 14% are shift workers (similar to the system-wide averages of 12% and 14%). The roadway also serves one NIA. The proposed collaborative use of road space strikes a balance between the transportation needs of the different road users. Improved transit operations along Dufferin Street also makes transit a more attractive travel option, reducing the dependency on personal vehicles.

The impact the proposed design is anticipated to have on various road users is summarized in Table 1.

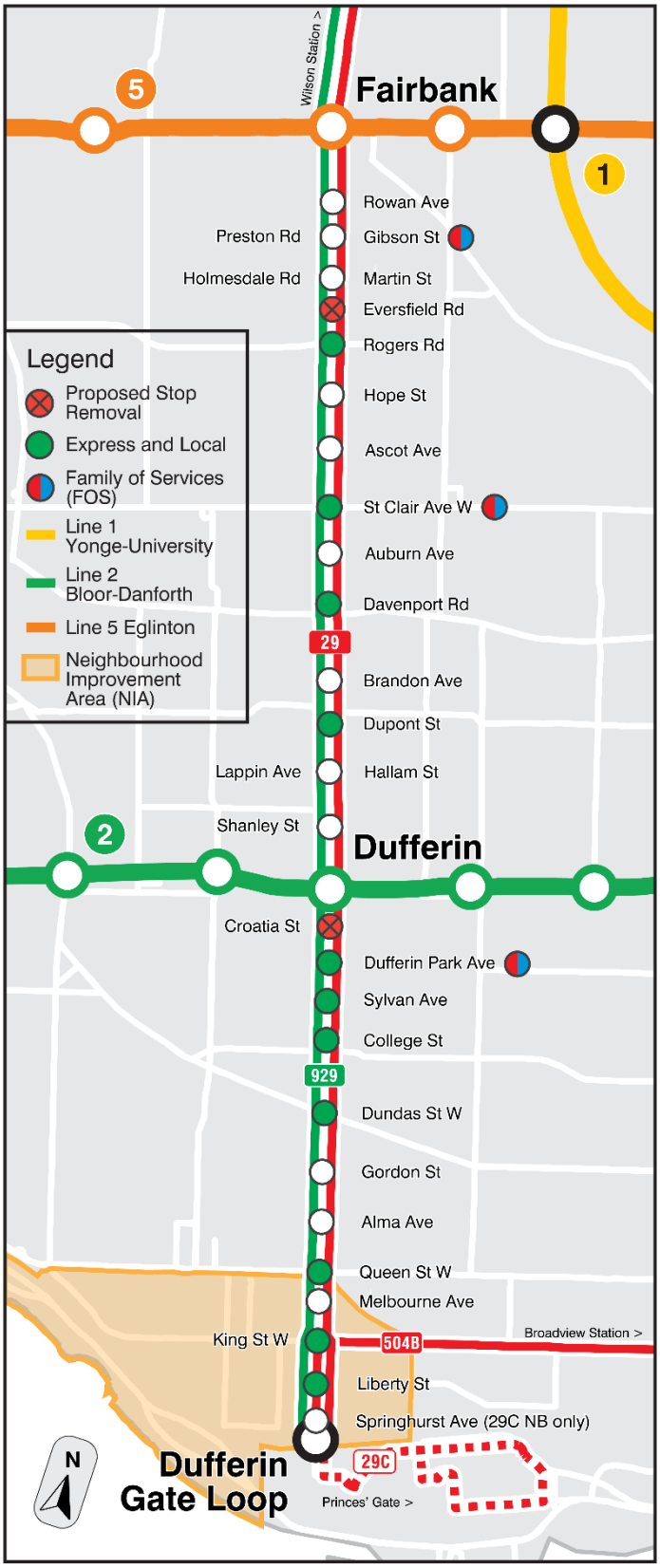


Figure 3: RapidTO: Dufferin Street Stop Changes

Table 1: RapidTO: Dufferin Street Design

	Criteria	Projected Benefit
Transit	Transit Speed	Customers travelling during peak hours can expect to save up to 10 minutes on their trip.
	Transit Reliability	Buses will be up to 17% more reliable. More reliable travel times mean that the bus more consistently arrives when it is supposed to, increasing customers' confidence in riding the bus, reducing wait times and reducing overcrowding.
	Ridership Growth	Improvements in bus travel time and reliability are expected to increase daily ridership by 23% with 9,300 new riders. Of those new riders, 6,440 are riders attracted from other transit routes and 2,860 are new transit riders. Most of the projected ridership growth is expected to be realized in the first year, with full growth realized in three years.
	Transit Operating Costs	The priority bus lanes are expected to save the TTC 344 service hours per week. These hours result in cost savings that can be reinvested into improved service along Dufferin Street.
	Increased Access	The increase in speed and reliability will allow customers to travel longer distances faster, reaching new destinations and services.
Traffic	Vehicle Travel Time	People driving between Eglinton Avenue West and Dufferin Gate Loop can expect their trips to increase by approximately 4 minutes during peak hours.
	Traffic Volume	Traffic volumes on Dufferin Street are anticipated to be reduced by up to 30% as some drivers change their travel behaviours. Changes in behaviours include switching to transit as it becomes a more attractive mode choice, travelling at different times, or taking different routes. The surrounding network is designed as a robust grid, providing numerous alternatives for drivers looking for different routes. Nearby arterial roads are expected to handle a higher amount of the diverted traffic, reducing the impact on local roads and neighbourhoods.
	Intersection Operations	Signal optimization improves traffic signal operations, creating smoother traffic flow. This will not only enhance the efficiency of transit vehicles but also benefit general traffic by reducing overall congestion and travel times. Advanced left-turn phases are proposed to be added at strategic locations to improve operations.

	Criteria	Projected Benefit
Traffic	Parking	On-street parking is proposed to be removed, and parking will be available in nearby off-street parking lots. Permit parking between Dundas Street and Peel Avenue is proposed to be removed, with sufficient space within the rest of the permit parking area to absorb the displaced vehicles but resulting in increased walking time for residents on Dufferin Street to reach permit parking spaces. Accessible parking spaces are maintained.
Other Impacts	Active Transportation	Priority bus lanes are expected to improve cycling conditions by allowing cyclists to share the lane with fewer vehicles. Cyclists and pedestrians are expected to experience improved safety through turn restrictions at key intersections, limiting the conflicts between vehicles and vulnerable road users. Pedestrians are also expected to experience an improvement in comfort and safety due to lower vehicle volumes in the curb lanes.
	Tactical Transit Improvement	Converting mixed-traffic lanes using pavement markings and signage makes this a simple and cost-effective solution.
	Advance Equity Initiatives	55% of Dufferin Street transit riders are women, 13% are low-income residents and 14% are shift workers who will benefit from the proposed improved transit service (compared with 55%, 12% and 14% system-wide). The priority bus lanes would also serve one of the City's 33 NIAs.
	Advance Approved Strategic Documents and Action Plans	Advances strategies and actions identified in • TTC Corporate Plan (Action 2.3.2 Advance the RapidTO: STNP and Prioritize Surface Transit) • TTC 5-Year Service and Customer Experience Action Plan • City of Toronto's Official Plan • TransformTO's Net Zero Strategy • TO Prosperity: Toronto Poverty Reduction Strategy

Bathurst Street

Subject to the completion of public consultations, the proposed TPMs along Bathurst Street focus on roadway modifications and updates to traffic regulations. These improvements are developed collaboratively with City staff to ensure alignment with City policies.

The following changes are proposed. Details are provided in Attachment 4. Note that there is on-going construction at the Toronto Western Hospital, expected to be completed in 2028. The final design between Nassau Street and Dundas Street West will be coordinated with the hospital.

- Convert the curb lanes on Bathurst Street from Eglinton Avenue West to Bathurst Station (Barton Avenue) to priority bus lanes;
- Convert the centre lanes on Bathurst Street from Bathurst Station (Barton Avenue) to Nassau Street to priority transit lanes;
- Convert the centre lanes on Bathurst Street from Dundas Street West to Lake Shore Boulevard West to priority transit lanes;
- Remove on-street parking and implement “no-stopping” along all proposed roadway segments;
- Implement or modify turn restrictions at strategic locations; and
- Implement advanced left-turn phases at strategic locations.

The proposed design is illustrated in Figure 4 through Figure 6.

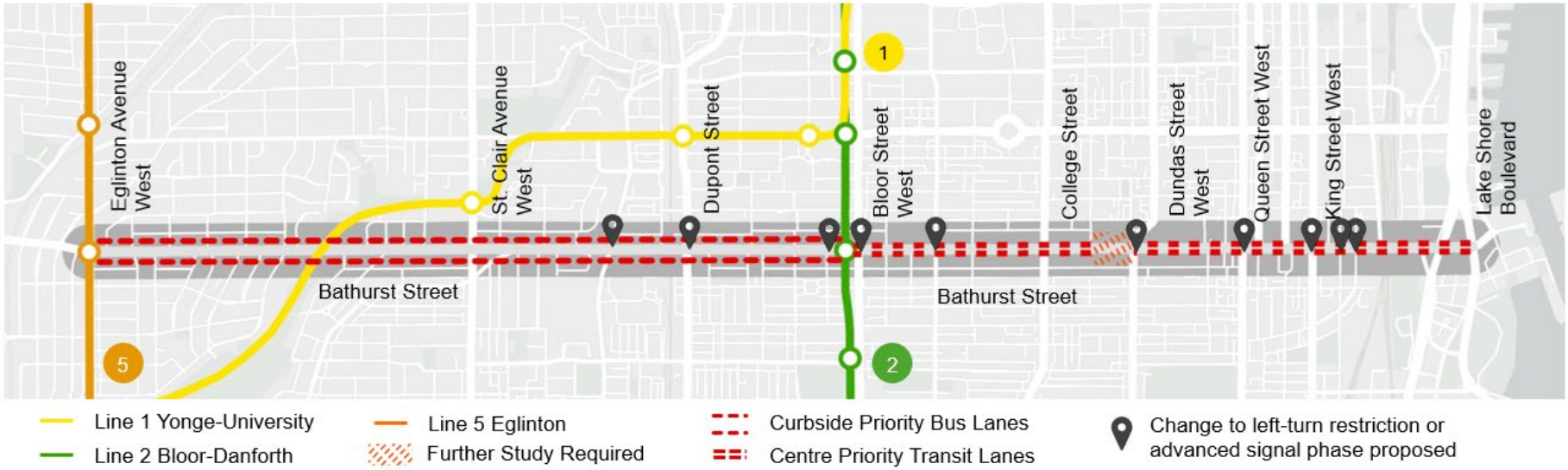


Figure 4: RapidTO Design Along Bathurst Street

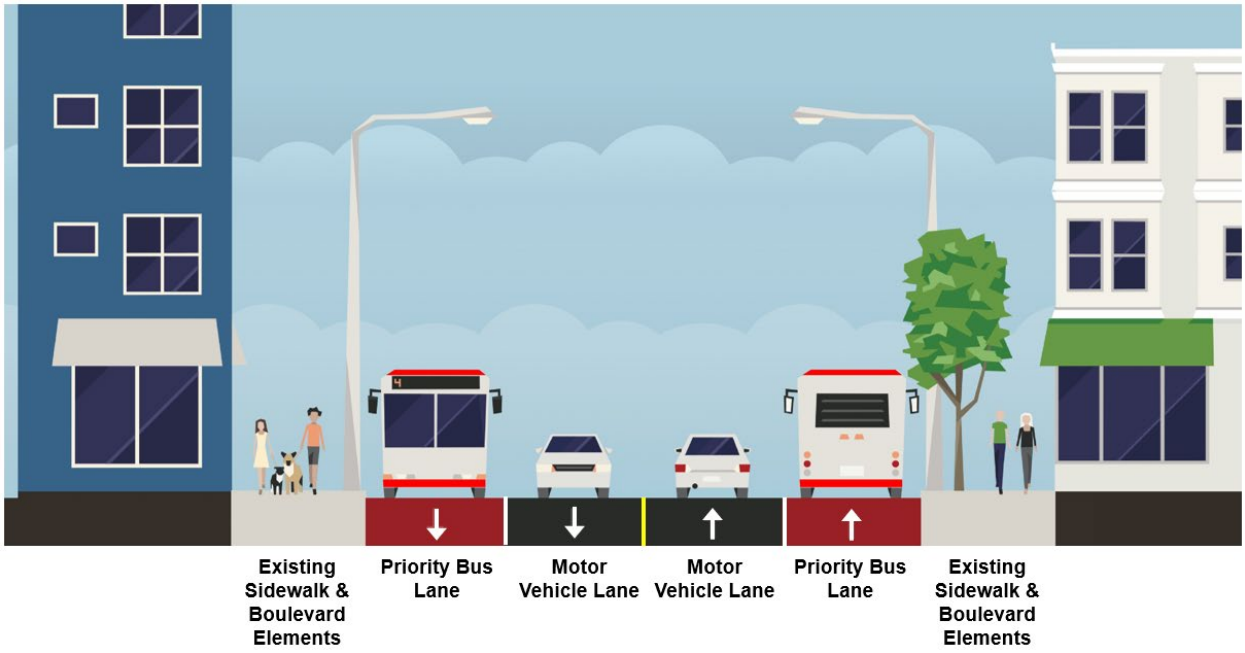


Figure 5: Typical Cross-Section, Bathurst Street North of Barton Avenue

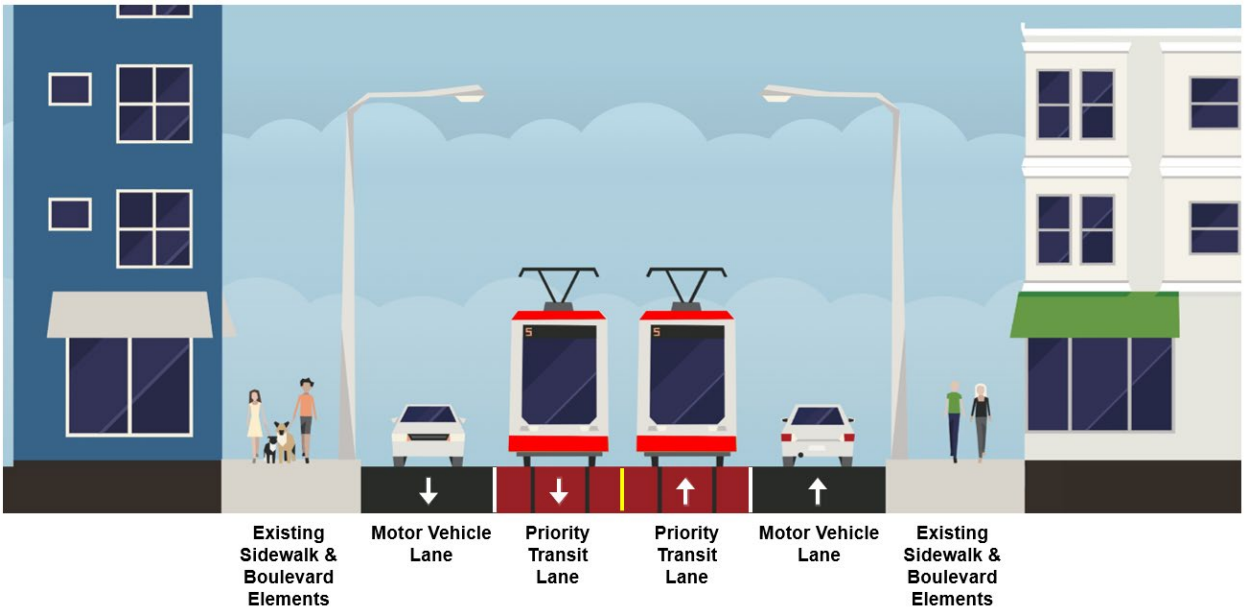


Figure 6: Typical Cross-Section, Bathurst Street South of Barton Avenue

Subject to approval of installation from City Council, the installation of priority transit lanes would be carried out through changes to signage and pavement marking only. Local access would be maintained at all driveways along Bathurst Street. To maintain network access, some advanced left-turn phases are also being considered at signals to facilitate desired movements, especially in areas with limited alternative routing options. Traffic signal timings along the roadway would be reviewed and updated to support the revised road design. Note that TSP is already installed along the Bathurst Street roadway.

To maximize the benefit of the priority transit lanes, existing on-street parking is being considered for removal, with “no-stopping” regulations implemented where the lanes are installed. Most on-street parking spaces removed are unsigned free parking, with some paid Green P parking spaces. Accessible parking spaces are maintained.

Figure 7 shows the proposed stops along the roadway, including those proposed to be removed. Note that the proposed priority transit lanes, parking and turning prohibitions and stop removals are part of the ongoing consultation with local Councillors and the public and are subject to change based on feedback received.

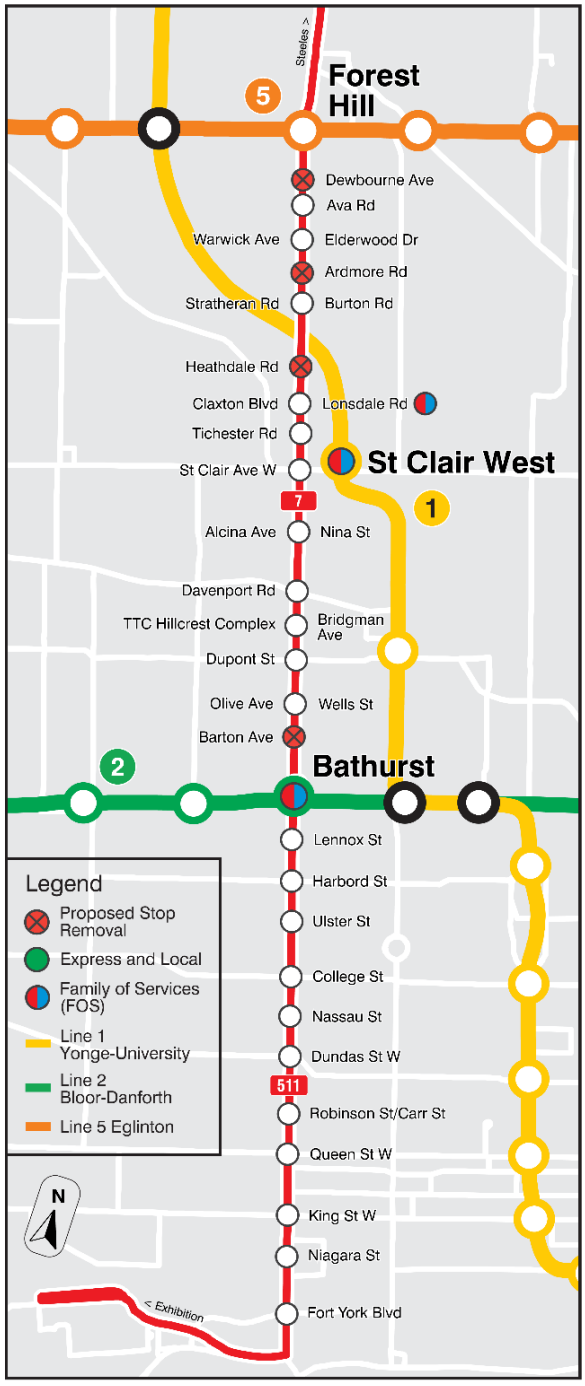


Figure 7: RapidTO: Bathurst Street Stop Changes

The proposed Bathurst Street priority transit lanes are expected to yield immediate benefits for transit users while addressing safety and equity concerns. For transit riders, the lanes will improve bus travel times by up to 34% (i.e. 7 minutes per trip for the full length of Eglinton Avenue West to Bathurst Station) and streetcar travel times by up to 13% (i.e. 3 minutes per trip for the full length of Bathurst Station to Lake Shore Boulevard West). Transit reliability will also be improved, enhancing overall service along the roadway. The turning restrictions implemented improve safety by eliminating conflicts between pedestrians and turning vehicles at busy intersections and improve traffic operations by increasing the capacity of signalized intersections. Additionally, 54% of Bathurst Street transit riders are women, 11% are low-income residents and 19% are shift workers (compared with 55%, 12%, and 14% system-wide).

The impact the proposed design is anticipated to have is summarized in Table 2.

Table 2: RapidTO: Bathurst Street Design Evaluation

	Criteria	**Projected Benefit**
Transit	Transit Speed	Customers travelling during peak hours can expect to save up to 7 minutes on their bus trip and up to 3 minutes on their streetcar trip.
	Transit Reliability	Buses will be up to 18% more reliable and streetcars will be up to 19% more reliable. More reliable travel times mean that the transit vehicle more consistently arrives when it is supposed to, increasing customers' confidence in taking transit, reducing wait times and reducing overcrowding.
	Ridership Growth	Improvements in transit travel time and reliability are expected to increase daily bus ridership by 23%, with 4,920 new riders. Of those new riders, 3,860 are riders attracted from other transit routes, and 1,060 are new transit riders. For the streetcar, improvements are expected to increase daily ridership by 35% with 6,850 new riders. Of those new riders, 5,200 are riders attracted from other transit routes and 1,650 are new transit riders. Most of the projected ridership growth is expected to be realized in the first year, with full growth realized in three years.
	Transit Operating Costs	The priority transit lanes are expected to save the TTC 236 service hours per week. These hours result in cost savings that can be reinvested into improved service along Bathurst Street.
	Increased Access	The increase in speed and reliability will allow customers to travel longer distances faster, reaching new destinations and services.

	Criteria	Projected Benefit
Traffic	Vehicle Travel Time	People driving between Eglinton Avenue West and Lake Shore Boulevard West can expect their trips to increase by approximately 4 minutes during peak hours.
	Traffic Volume	Traffic volumes on Bathurst Street are anticipated to be reduced by up to 30% as some drivers change their travel behaviours. Changes in behaviours include switching to transit as it becomes a more attractive mode choice, travelling at different times, or taking different routes. The surrounding network is designed as a robust grid, providing numerous alternatives for drivers looking for different routes. Nearby arterial roads are expected to handle a higher amount of the diverted traffic, reducing the impact on local roads and neighbourhoods.
	Intersection Operations	Signal optimization improves traffic signal operations creating smoother traffic flow. This will not only enhance the efficiency of transit vehicles but also benefit general traffic by reducing overall congestion and travel times. Advanced left-turn phases are proposed to be added at strategic locations to improve operations.
	Parking	On-street parking is proposed be removed, and parking will be available in nearby off-street parking lots. Accessible parking spaces will be maintained.
Other Impacts	Active Transportation	Priority bus lanes are expected to improve cycling conditions by allowing cyclists to share the lane with fewer vehicles. Cyclists and pedestrians are expected to experience improved safety through turn restrictions at key intersections, limiting the conflicts between vehicles and vulnerable road users. Pedestrians are also expected to experience an improvement in comfort and safety due to lower vehicle volumes in the curb lanes.
	Tactical Transit Improvement	Converting mixed-traffic lanes using pavement markings and signage makes this a simple and cost-effective solution.
	Advance Equity Initiatives	54% of Bathurst Street transit riders are women, 11% are low-income residents and 19% are shift workers who will benefit from the proposed improved transit service (compared with 55%, 12%, and 14% system-wide).

	Criteria	Projected Benefit
Other Impacts	Advance Approved Strategic Documents and Action Plans	Advances strategies and actions identified in • TTC Corporate Plan (Action 2.3.2 Advance the RapidTO: STNP and Prioritize Surface Transit) • TTC 5-Year Service and Customer Experience Action Plan • City of Toronto's Official Plan • TransformTO's Net Zero Strategy • TO Prosperity: Toronto Poverty Reduction Strategy

Dufferin Street and Bathurst Street Public Consultation Approach

Public consultation is ongoing for both roadways. The streamlined schedule is required to meet City Council direction to implement the design in advance of the FIFA 2026 World Cup. The focus of the ongoing public consultation is on understanding how the design can be modified and enhanced to most effectively accommodate the local context along the roadways. Public feedback will be incorporated into the design before City staff submit a final report to Executive Committee and City Council in summer 2025.

Consultation activities include:

- Online survey;
- Six (6) interest group meetings with organizations including ACAT, the Toronto Accessibility Advisory Committee (TAAC), residents' associations, community groups, Business Improvement Areas (BIAs), businesses, schools and institutions;
- One (1) meeting with permit parking holders;
- Door-to-door engagement with businesses and institutions;
- Eight (8) pop-up events at key community areas, including Dufferin Mall, transit stations and community centres;
- Two (2) virtual public meetings;
- Four (4) drop-in in-person public events; and
- One (1) Councillor led Townhall.

To raise awareness of the consultation events, City staff have planned for extensive outreach, including digital advertising (social media, radio and television), multilingual project flyers distributed to libraries and community centres, mailed notices to local residents, as well as outreach during pop-up events.

Subject to the approval of the projects by City Council, communication would not end with installation. City staff and the TTC are committed to transparent and continuous communication by regularly providing updates on results and data monitoring metrics. Through the TTC's Annual Service Plan process, feedback is received and planned updates are provided on an ongoing basis. The City also manages project-specific emails to respond to localized inquiries.

RapidTO Monitoring Program

A data monitoring plan for each corridor is being developed to ensure transparency, accountability and evidence-based decision making. By tracking metrics such as ridership levels, travel time savings, service reliability and equity impacts, the team can assess whether the implemented design is achieving the anticipated benefit while allowing for modifications to the design, if needed. Proposed metrics are outlined in Table 3.

Table 3: Proposed Metrics for Monitoring

Road User	**Metrics to Monitor**
Transit	• Travel time • Wait time reliability • Ridership
Motor Vehicle	• Travel times • Vehicle volumes: changes in motor vehicle traffic both on the primary roadway as well as nearby alternate roadways and key local streets
Vulnerable Road Users (pedestrians and people cycling)	• Volume and Speed • Total person throughput: changes in the total number of people travelling along the study roadways

Staff recognize the importance of flexibility, and the monitored data and feedback from the public will be used to adjust the installations as needed. If the data demonstrates that the TPMs are not delivering the desired benefits, staff may consider additional modifications and refinements to fine-tune the design. Potential changes that would be considered include:

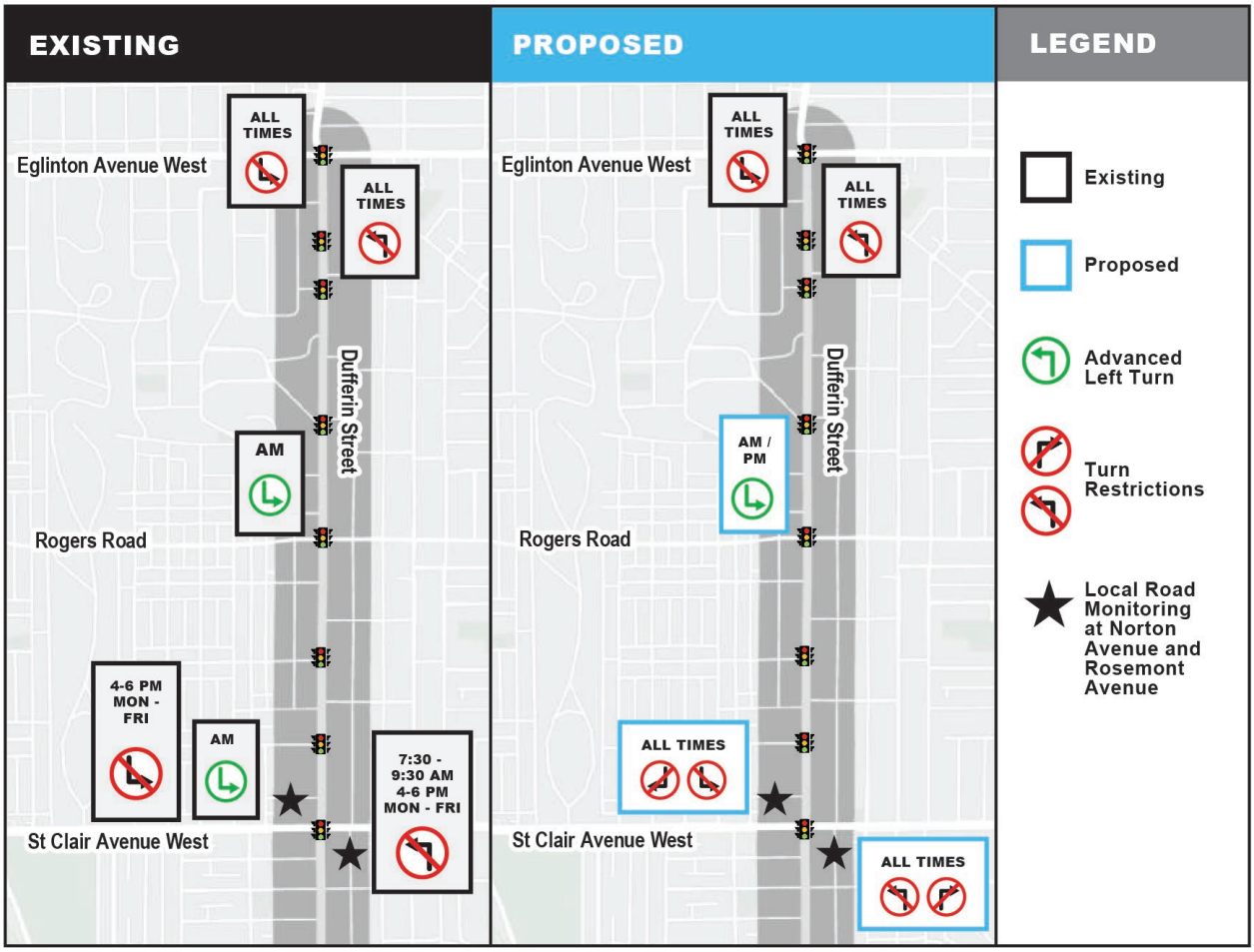
- Changes in turn restrictions;
- Signal timing modifications; and
- Adjustments to traffic regulations.

Any proposed change would be carefully evaluated and presented to the TTC Board and City Council for approval, ensuring transparency and accountability. The plan will also include ongoing communication with the public and local Councillors to ensure the designs meet broader community needs.

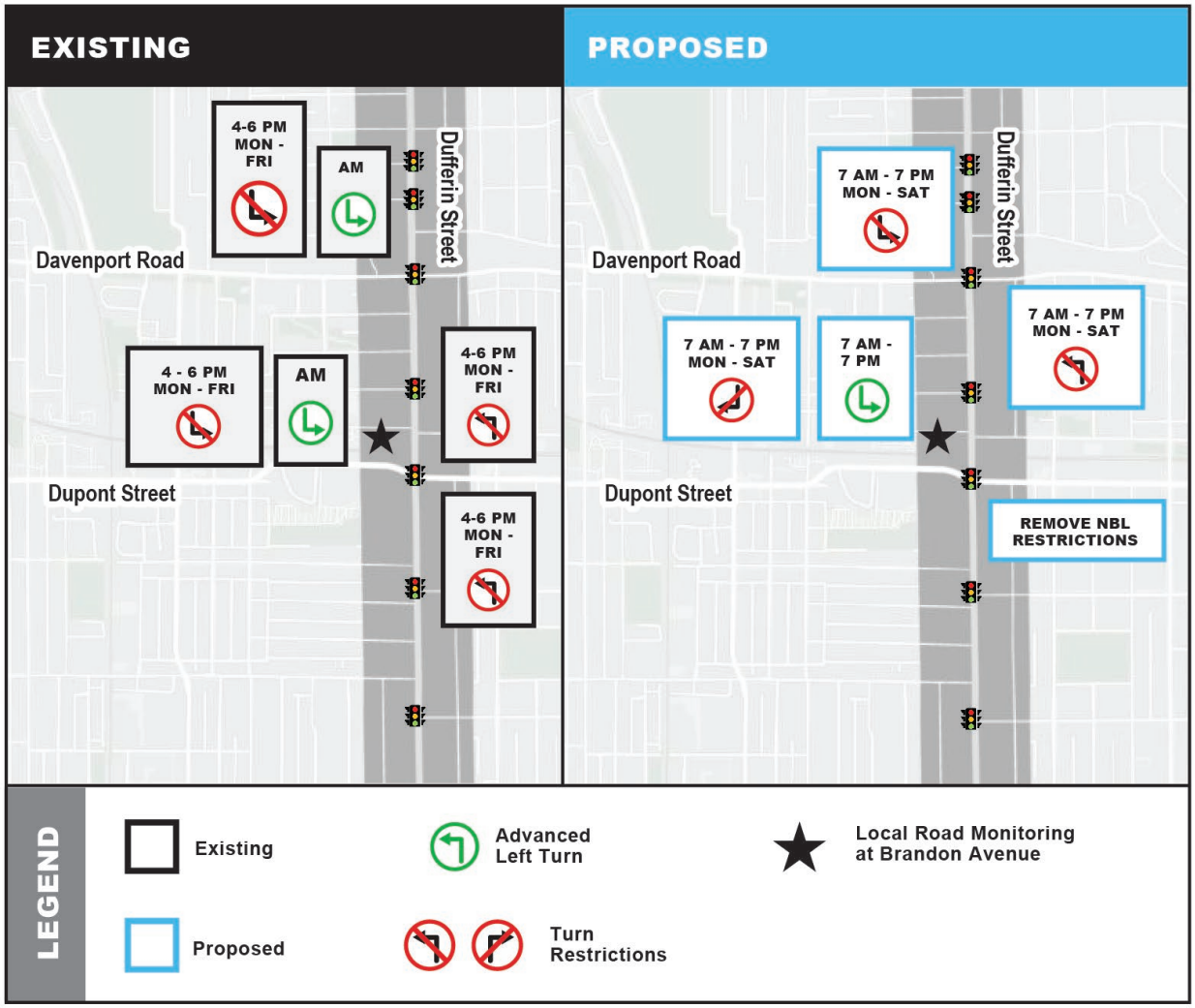
Attachment 3 – Proposed Turn Restrictions and Advanced Left-Turn Phases Along Dufferin Street

To maximize the benefit of RapidTO: Dufferin Street, turn restrictions are proposed to be added or extended at strategic intersections, balancing safety, operations and access. To balance the additional turn restrictions, additional advanced left-turn phases are also proposed at key intersections. The proposed restrictions are outlined below. This list is a starting point that will be informed and amended through the ongoing community consultations. Post-implementation, these locations will continue to be monitored to understand impacts.

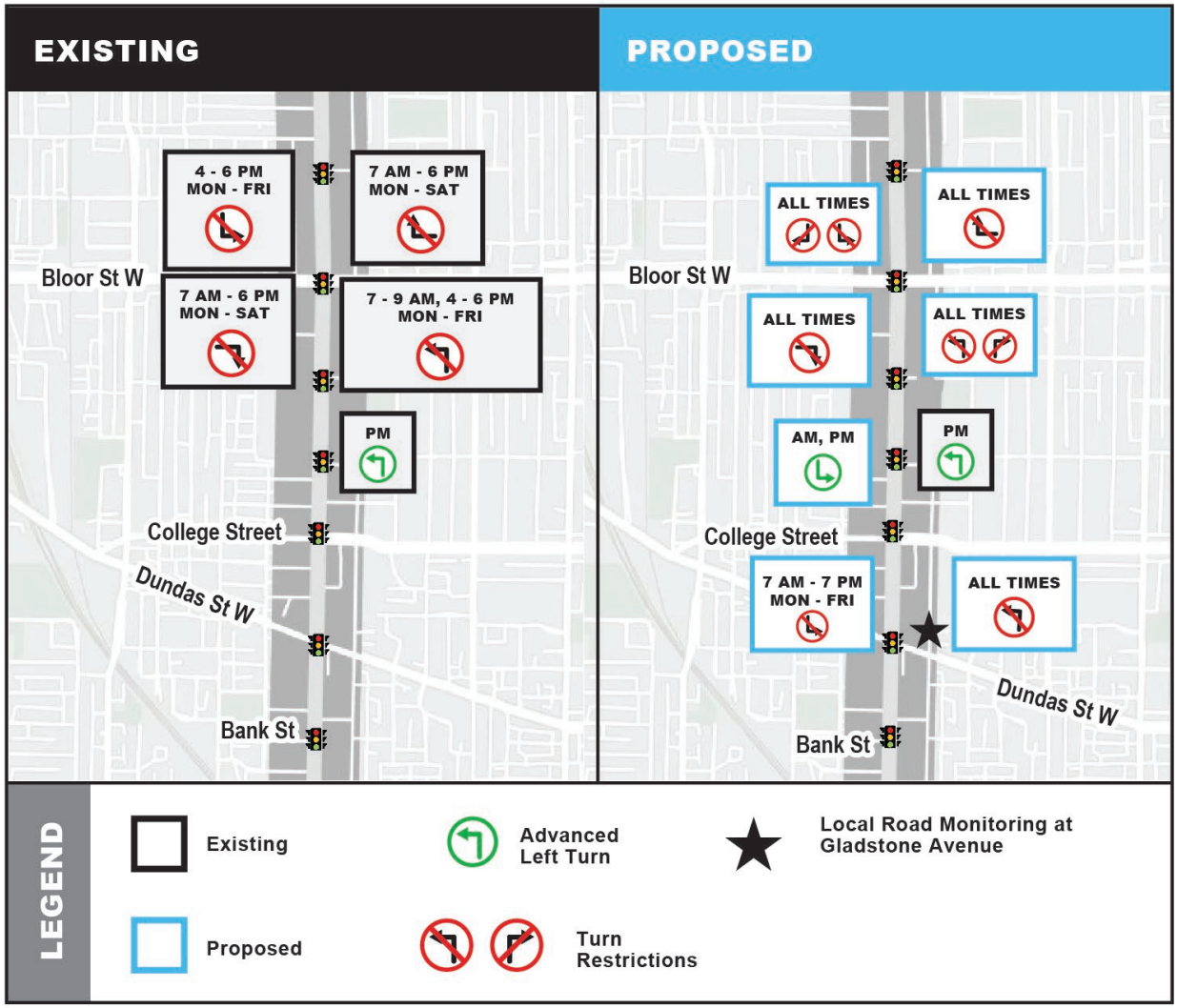
Eglinton Avenue West to St. Clair Avenue West



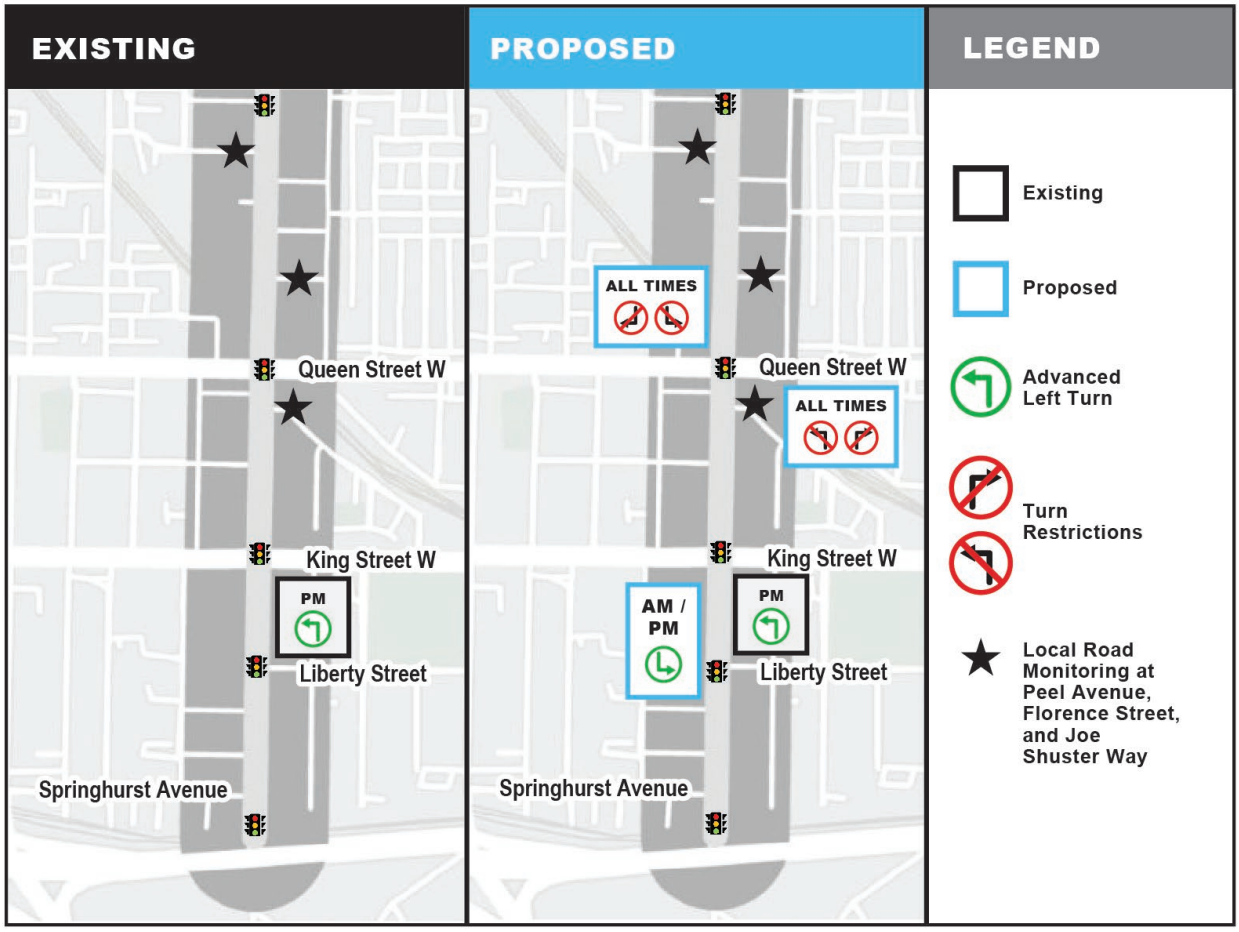
St. Clair Avenue West to Bloor Street West



Bloor Street West to Dundas Street West



South of Dundas Street West to Lake Shore Boulevard West



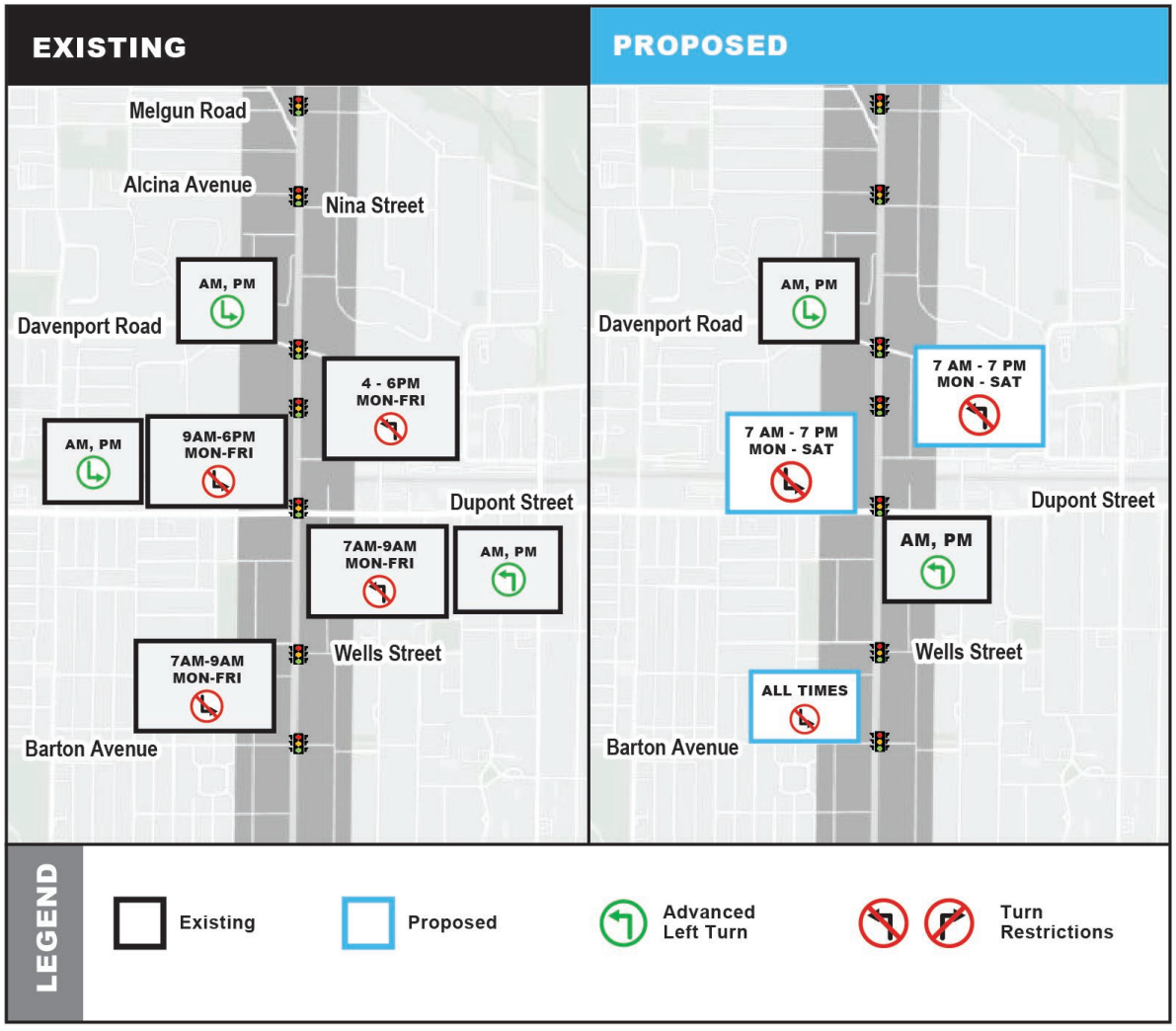
Attachment 4 – Proposed Turn Restrictions and Advanced Left-Turn Phases Along Bathurst Street

To maximize the benefit of RapidTO: Bathurst Street, turn restrictions are proposed to be added or extended at strategic intersections, balancing safety, operations and access. To balance the additional turn restrictions, additional advanced left-turn phases are also proposed at key intersections. The proposed restrictions are outlined below. This list is a starting point that will be informed and amended through the ongoing community consultations. Post-implementation, these locations will continue to be monitored to understand impacts.

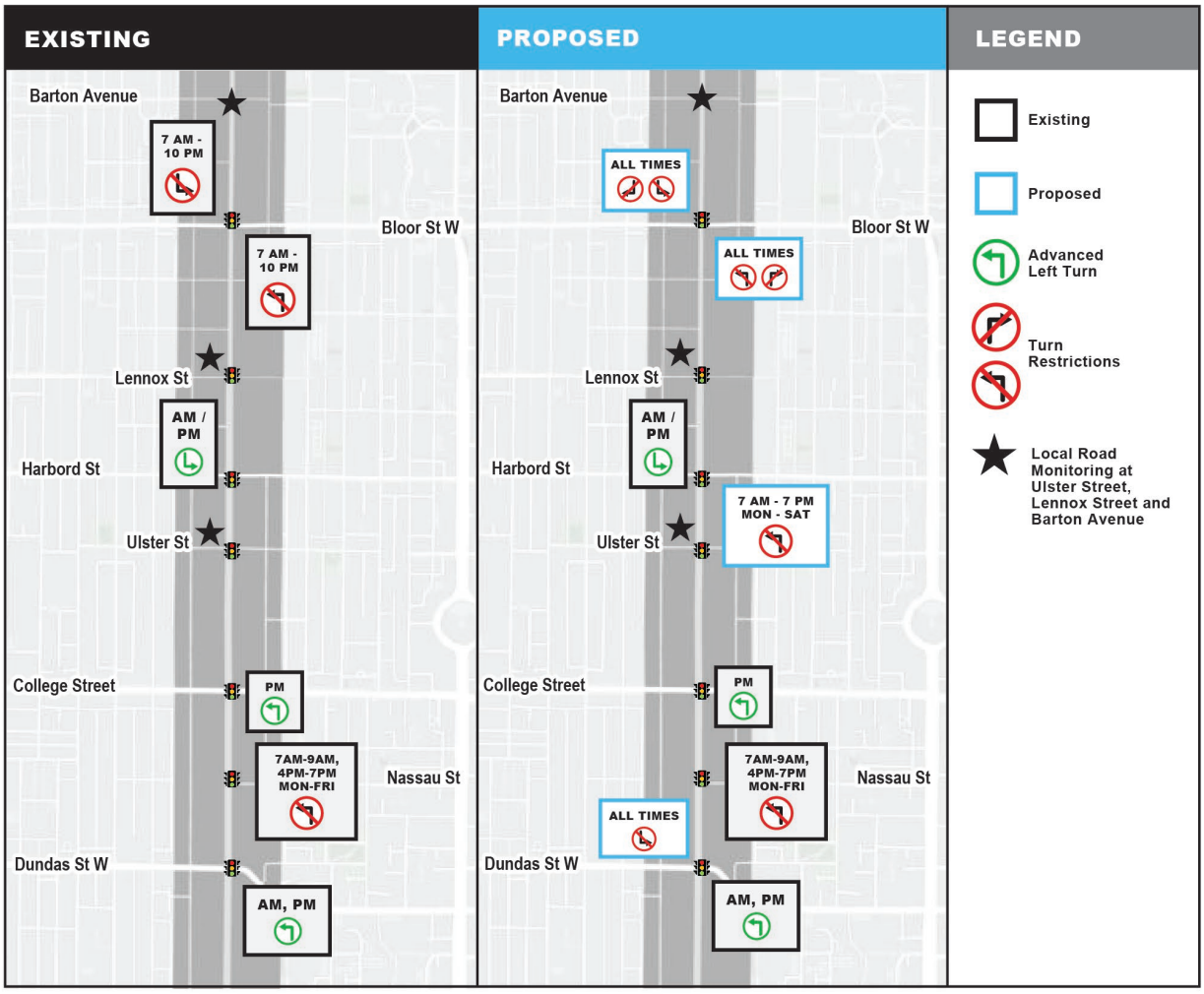
Eglinton Avenue West to St. Clair Avenue West

No changes to turn restrictions are proposed.

South of St. Clair Avenue West to Barton Avenue



Barton Avenue to Dundas Street West



South of Dundas Street West to Dufferin Gate Loop