RapidTO: Dufferin & Bathurst

Toronto Accessibility Advisory Committee (TAAC)

May 9, 2025

What is RapidTO?

- The City of Toronto and Toronto Transit Commission (TTC) are looking at ways to enhance bus and streetcar **reliability and improve travel times** across Toronto through the implementation of transit priority solutions
- Goals:
  - ✓ Make public transit a more attractive and convenient transportation option
  - ✓ Move more people more efficiently
  - ✓ Improve access to employment, healthcare and community services, as well as transportation equity

RapidTO: Dufferin & Bathurst Streets

- Dufferin Street and Bathurst Street, north of Bloor Street, are two of the highest-scoring roadways in RapidTO: Surface Transit Network Plan (RapidTO) due to slow and unreliable bus service and high ridership
- Bathurst Street, south of Bloor Street, is included in the RapidTO long-term plan
- In advance of FIFA World Cup 26 (FWC26), City Council directed staff to accelerate the feasibility study and design review for both streets between Eglinton Avenue West and Lake Shore Boulevard West

RapidTO Supporting Policies

- RapidTO supports the City's Official Plan and other policy objectives, all recognizing the importance of transit in our growing region
- Public transit is an essential tool to support shared goals of an inclusive society that offers equitable access to employment, healthcare and community services

Project Timeline

Step 1: Evaluate and Recommend Design

- Technical analysis of priority transit lanes, traffic movement and curbside activities
- Identification of proposed bus stop removals

Step 2: Public Consultation (Spring 2024)

WE ARE HERE!

- Present the recommended design for public input and address questions or concerns to inform recommendations to Executive Committee and City Council

Step 3: Report to City Council (Summer 2025)

- Report to Executive Committee and City Council to seek approval for implementation

Step 4: Project Delivery (Late Fall 2025 – Early 2026)

- Subject to Council approval, install the recommended option ahead of FWC26. Phased implementation may be considered

Step 5: Data Collection and Monitoring (2026+)

- Monitor performance, respond to ongoing public feedback and make operational improvements

Dufferin Street

Why Dufferin Street?

Dufferin Street is the **5th busiest surface transit corridor** for TTC customers by weekday boardings

40,000+ TTC customers on an average weekday

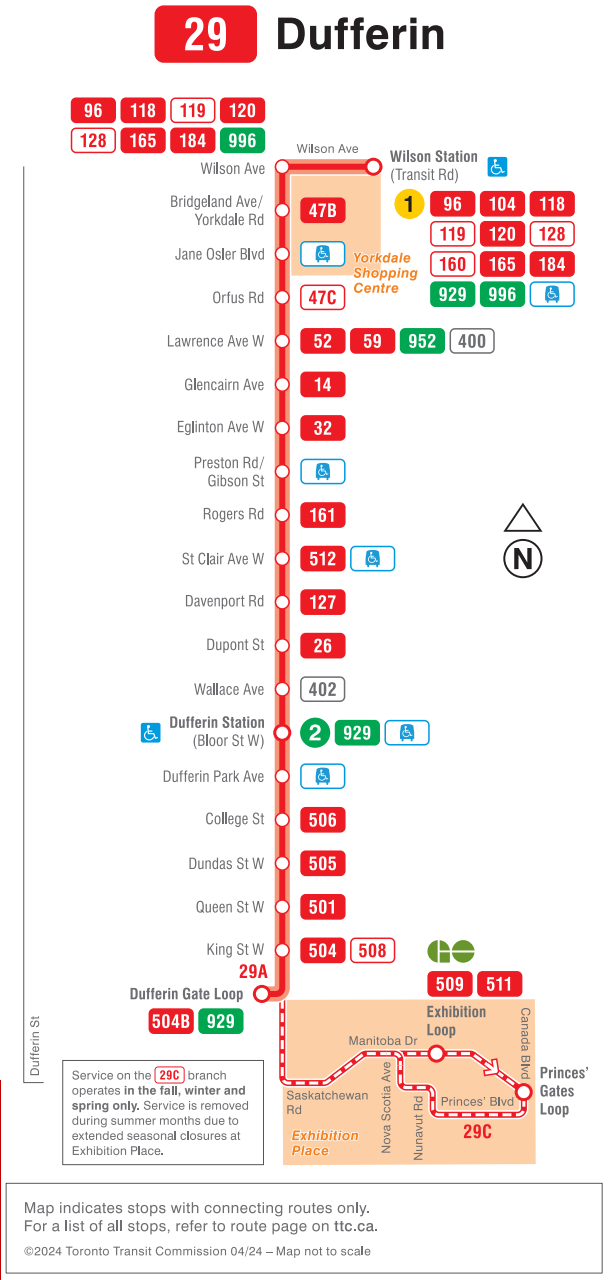
Only **55%** of buses were on-time during the afternoon rush hour

55% of people riding transit do not own a car

Average speed of buses is **14.0 km** per hour

Riding transit takes up to **55%** longer than driving

Late and irregular service impacts a customer's decision to use transit as it increases wait times, crowding and trip duration, while adding uncertainty to their journey

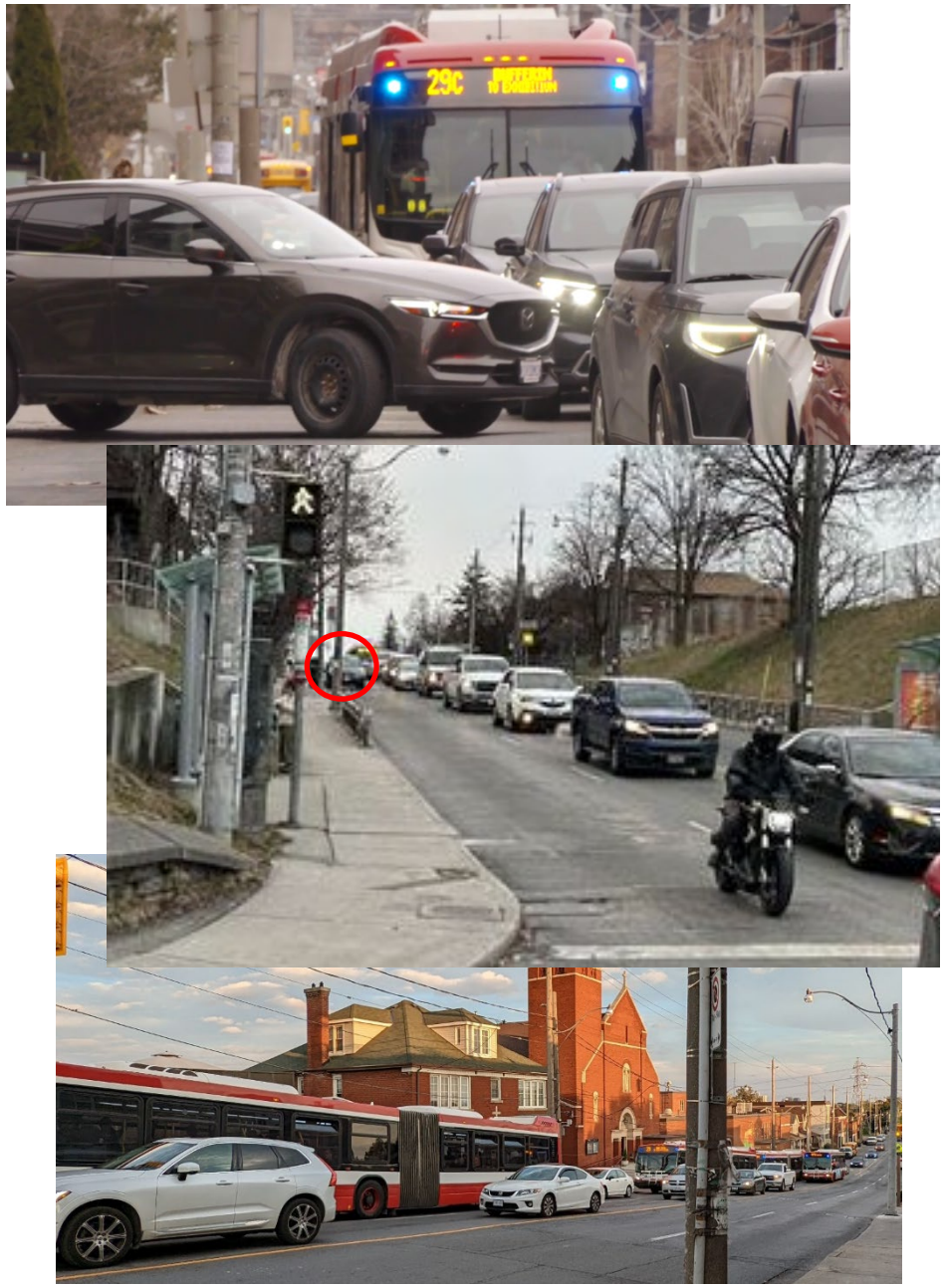


About Dufferin Street

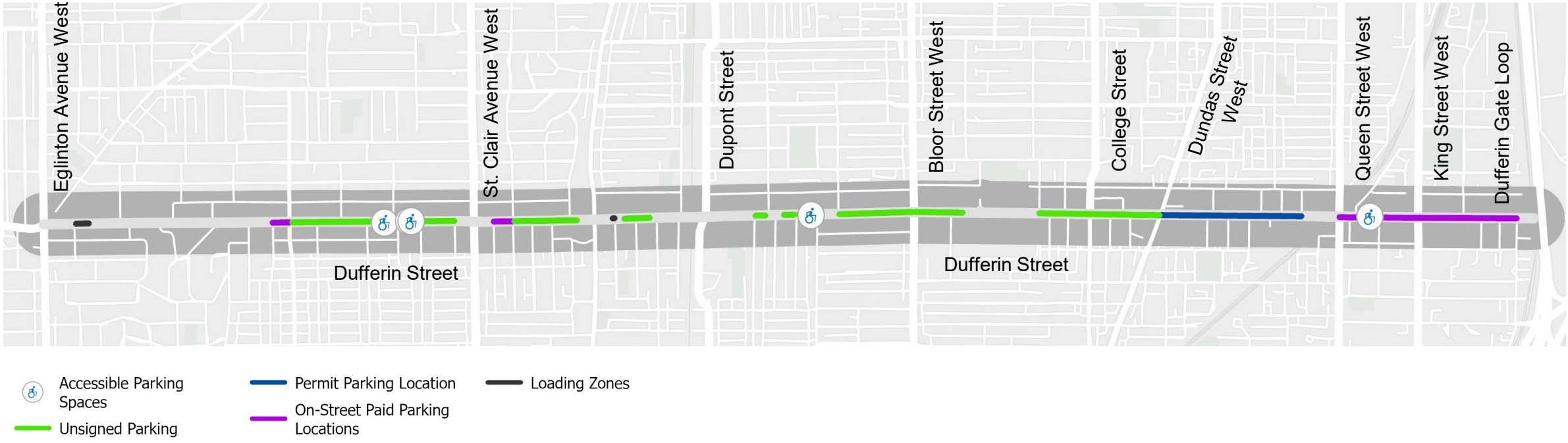
- Toronto's Official Plan identifies Dufferin Street as an important roadway for development and creation of new housing and job opportunities, supported by multiple modes of transportation
- Features a mix of residential, commercial (Galleria Mall, Dufferin Mall), institutional (schools, religious, community centres) and parks
- Bus routes serve 9 neighbourhoods along Dufferin Street and connect people to Line 1 (Wilson Station), Line 2 (Dufferin Station) and future Line 5 (Fairbank Station)
- Eight active developments and 20 future developments on Dufferin Street will bring new residents who will rely on transit to get around

Traffic Congestion on Dufferin Street

- Being stuck in traffic can be frustrating. While construction and collisions can affect traffic flow, there are several factors that contribute to daily delays:
  - Vehicles getting around buses at bus stops and parked cars
  - Vehicles waiting to make turns without dedicated turn lanes
  - Vehicles making left or right turns at intersections on a yellow light because of the high volume of vehicles and pedestrians
- While Dufferin Street is a four-lane road, parking in the curb lane can reduce its capacity down to two lanes, impacting traffic flow



Existing Curbside Activity on Dufferin Street



Proposed Design | Overview

After reviewing existing conditions on Dufferin Street and conducting traffic modelling, the **City and TTC** are proposing the installation of **priority bus lanes from Eglinton Avenue West to King Street West**

If approved, priority bus lanes will:

- help handle increased ridership during FWC26 and other events at Exhibition Place
- improve bus reliability and travel time
- allow for more efficient travel by buses and vehicles

If approved, monitoring will be undertaken pre- and post-FWC26 to ensure traffic keeps moving. The City and TTC will make adjustments to the priority bus lane based on data collection & monitoring, along with public feedback.

Proposed Design | Overview

Proposed Design I Dufferin Street Overview

Rendering of the Proposed Design at Dufferin Station, facing north

Cross-Section of the Proposed Design

- Converts mixed traffic curb lane into a bus lane for public transit vehicles (including Wheel-Trans and school buses), emergency vehicles and bicycles using red paint, signage and pavement markings
- All vehicles can still access driveways or make turns at designated sections, except where turning restrictions are in effect

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Proposed Bus Stop Changes

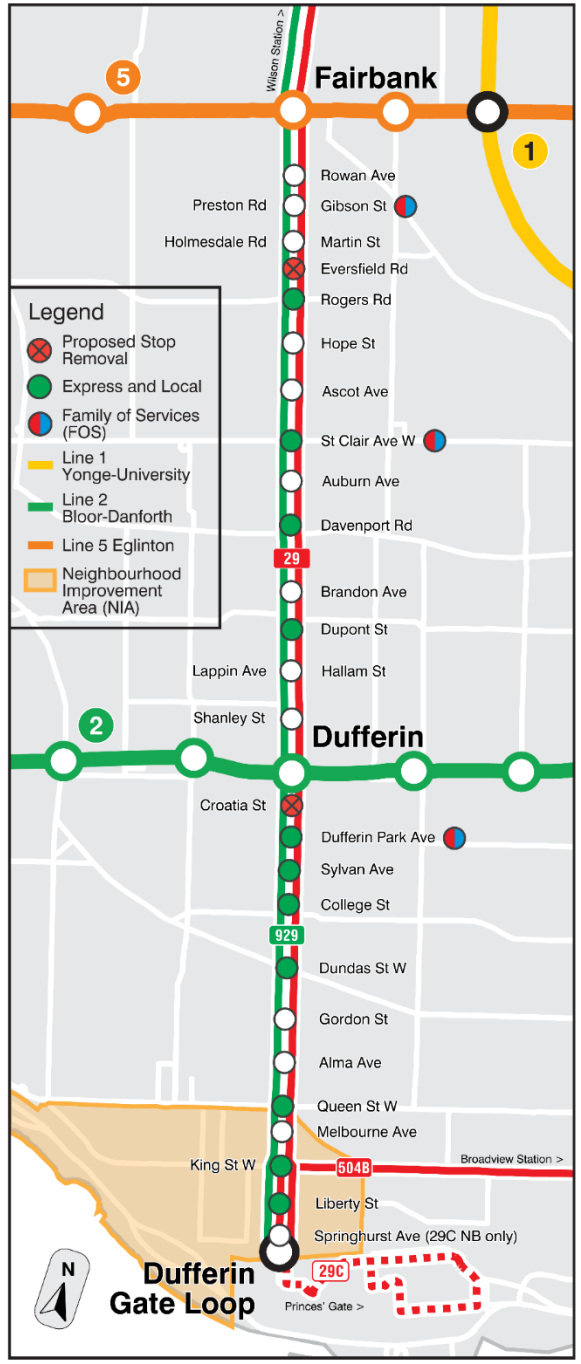
Why is TTC proposing to remove or relocate stops?

- **Safety concerns –** Crossing at mid-block stops without a protected pedestrian crossing poses safety risk
- **To improve transit speed and reliability –** Each additional stop increases the travel time of buses
- **Adherence to TTC service standards –** Some existing stops are located closer than the standard requires

Which stops are proposed to be removed?

1. **Eversfield Road:** mid-block crossing with low ridership and close to adjacent stop
2. **Croatia Street:** low ridership and close to adjacent stop

Average distance between stops is 270 metres, or a 4 minute walk



Proposed Parking & Loading Changes

The City has reviewed the parking usage and curbside activities and is considering the following:

- Maintaining all accessible parking spaces
- Maintaining school bus loading zones at Fairbank Public School and St. Mary of the Angels Catholic School
- Removing one hour or unsigned parking spaces
- Removing Green P on-street paid parking between:
  - Bloem Avenue to Rogers Road
  - MacKay Avenue to Rosemount Avenue
  - Queen Street West to King Street West
  - King Street West to Springhurst Avenue
- Removing residential on-street parking permits between Peel Avenue and Dundas Street West. Permit holders may continue to use permit parking areas adjacent to Dufferin Street (permit areas 2 and 3K).

Bathurst Street

Why Bathurst Street?

35,000+ TTC customers on an average weekday

63% of buses and **79%** of streetcars were on-time during the afternoon rush hour

49% of people riding transit do not own a car

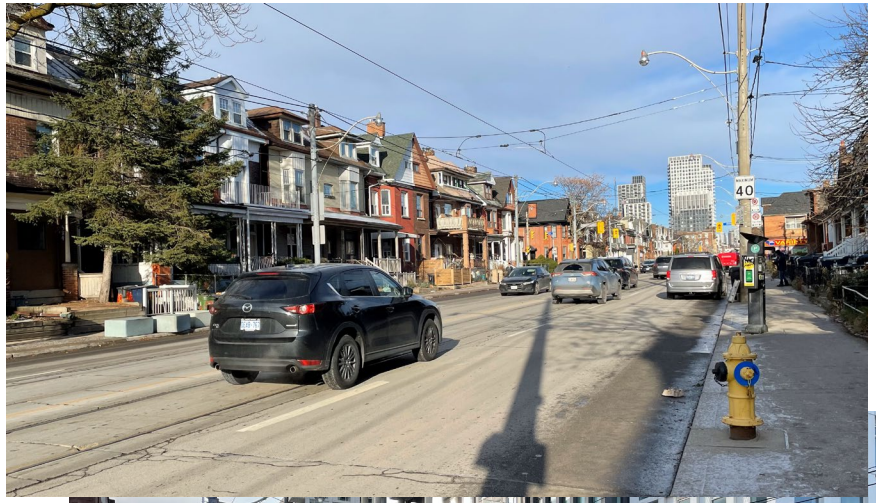
21% of people riding transit are shift workers

Average speed of buses is **13 km per hour** and **9 km per hour** for streetcars

Riding transit takes up to **75%** longer than driving

Late and irregular service impacts a customer's decision to use transit as it increases wait times, crowding and trip duration, while adding uncertainty to their journey

About Bathurst Street

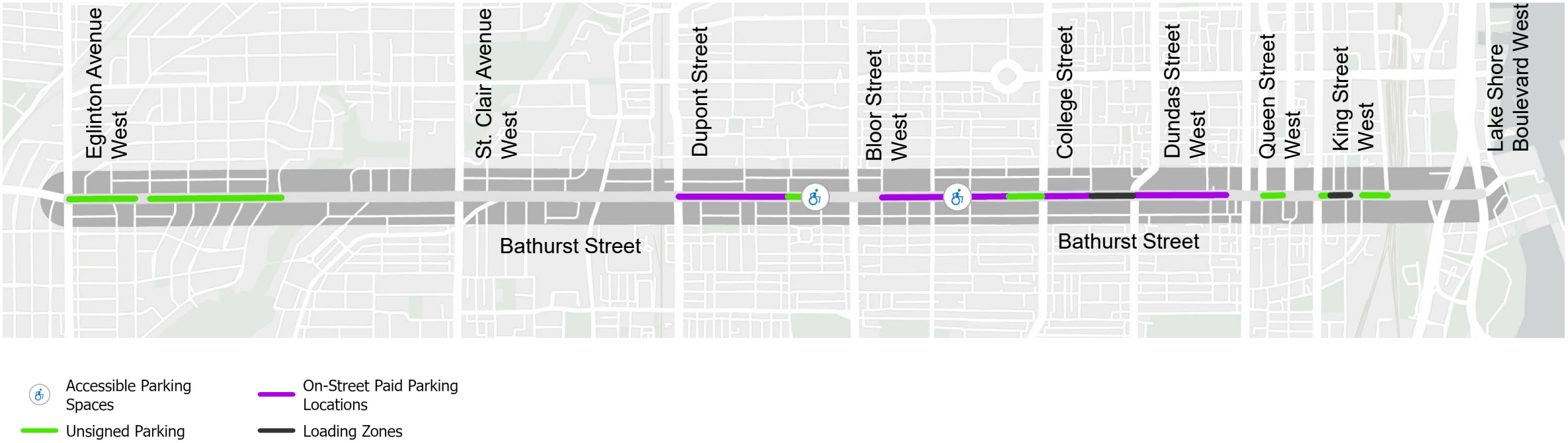


- Bathurst Street serves a mix of residential, commercial, institutional (Toronto Western Hospital, schools, religious, community centres) and parks
- Bus route and streetcar routes serve 13 neighbourhoods along Bathurst Street and connect people to Line 2 (Bathurst Station) and future Line 5 (Forest Hill)
- 20 active developments will bring new residents that must rely on transit to get around

Traffic Congestion on Bathurst Street

- Being stuck in traffic can be frustrating. While construction and collisions can affect traffic flow, there are several factors that contribute to daily delays:
    - Vehicles getting around buses at bus stops and parked cars
    - Vehicles waiting to make turns without dedicated turn lanes
    - Vehicles making left or right turns at intersections on a yellow light because of the high volume of vehicles and pedestrians
- While Bathurst Street is a four-lane road, parking in the curb lane can reduce its capacity down to two lanes impacting traffic flow

Existing Curbside Activity on Bathurst Street



Proposed Design | Overview

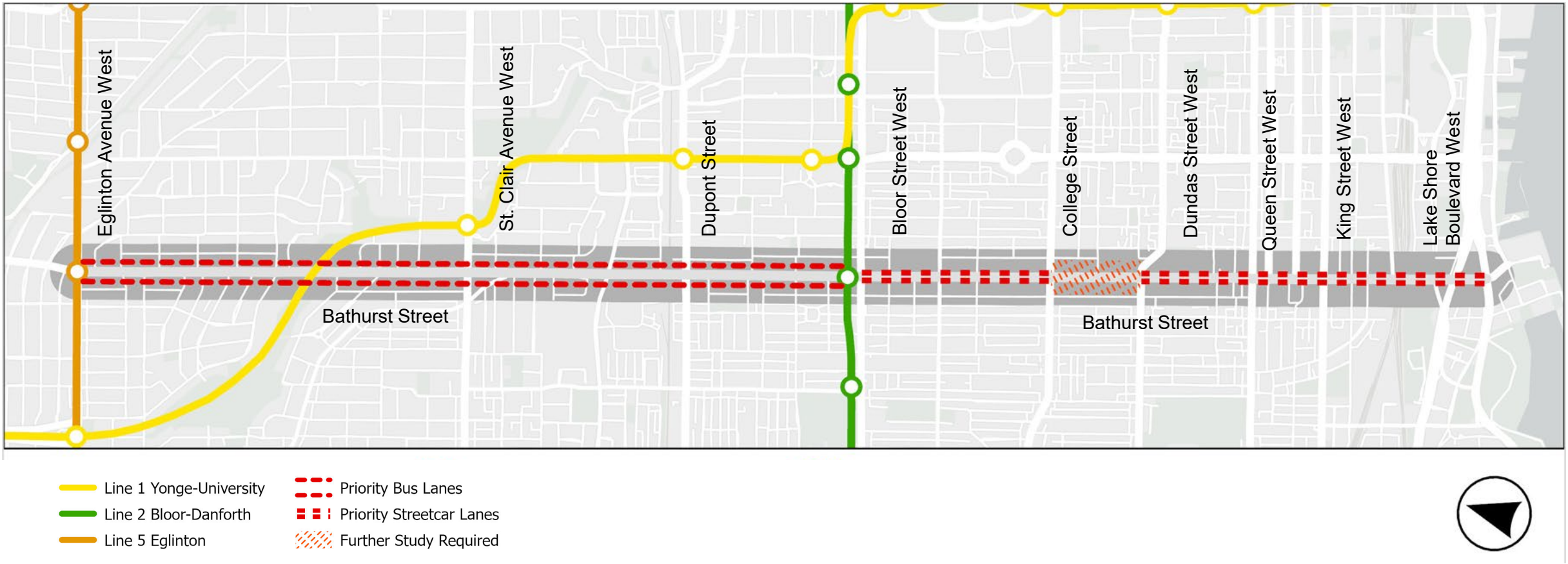
After reviewing existing conditions on Bathurst Street and conducting traffic modelling, the City and TTC are proposing the installation of:

- **a priority bus lane from Eglinton Avenue West to Bloor Street West**
- **a priority streetcar lane from Bloor Street West to Lake Shore Boulevard West, with a break from College Street to Dundas Street.** The break will be reviewed following the completion of the new pickup area of Toronto Western Hospital.

If approved, priority transit lanes will help handle increased ridership during FWC26, improve transit reliability and travel time and allow for more efficient travel by buses and streetcars.

If approved, monitoring will be undertaken pre- and post-FWC26 to ensure traffic keeps moving. The City and TTC will make adjustments to the priority transit lane based on data collection & monitoring, along with public feedback.

Proposed Design I Overview



Proposed Design | Overview
Eglinton Avenue West to Bloor Street West

Rendering of the proposed design south of Eglinton Avenue West, facing north

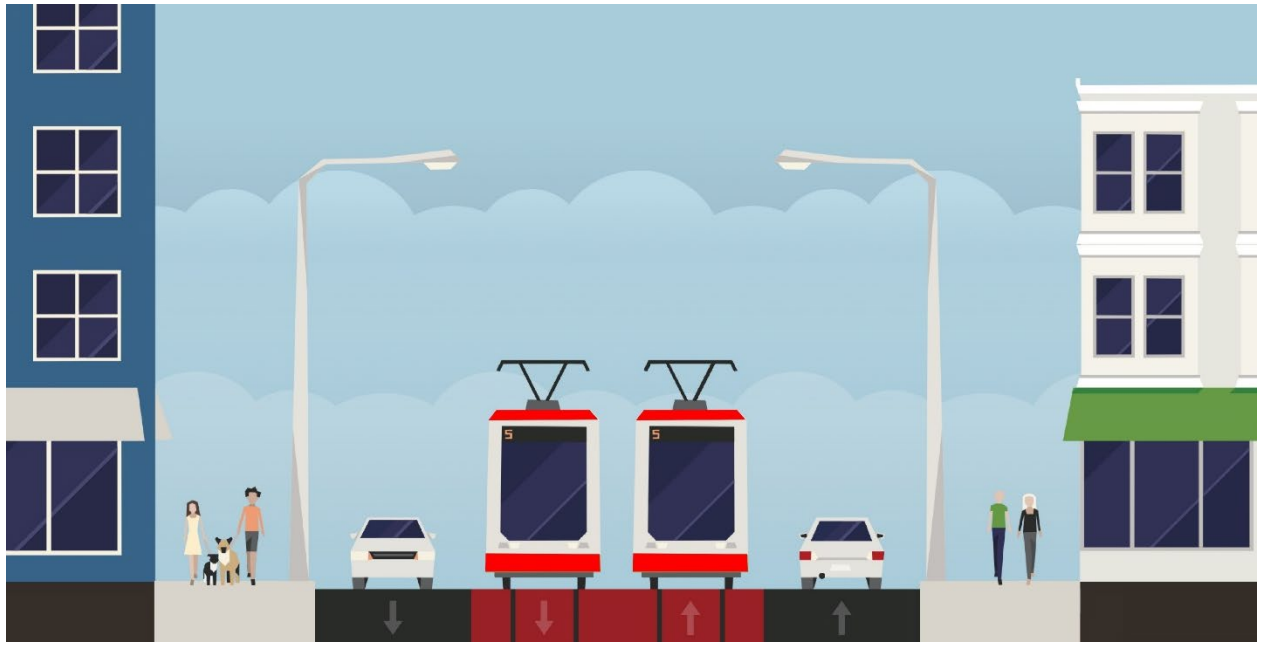
Cross section of the proposed design, from Eglinton Avenue West to Bloor Street West

- Converts mixed traffic curb lane into a bus lane for public transit vehicles (including Wheel-Trans and school buses), emergency vehicles and bicycles using red paint, signage and pavement markings.
- All vehicles can still access driveways or make turns at designated sections, except where turning restrictions are in effect

Proposed Design | Overview

Bloor Street West to Lake Shore Boulevard West

Rendering of the proposed design at Bathurst Station



Cross section of the proposed design, from Bloor Street West to Lake Shore Boulevard West

- Converts mixed traffic centre lane into a transit lane for public transit vehicles (including buses, streetcars, Wheel-Trans and school buses) and emergency vehicles using red paint, signage and pavement markings
- All vehicles can still access driveways or make turns at designated sections, except where turning restrictions are in effect

Proposed Stop Changes

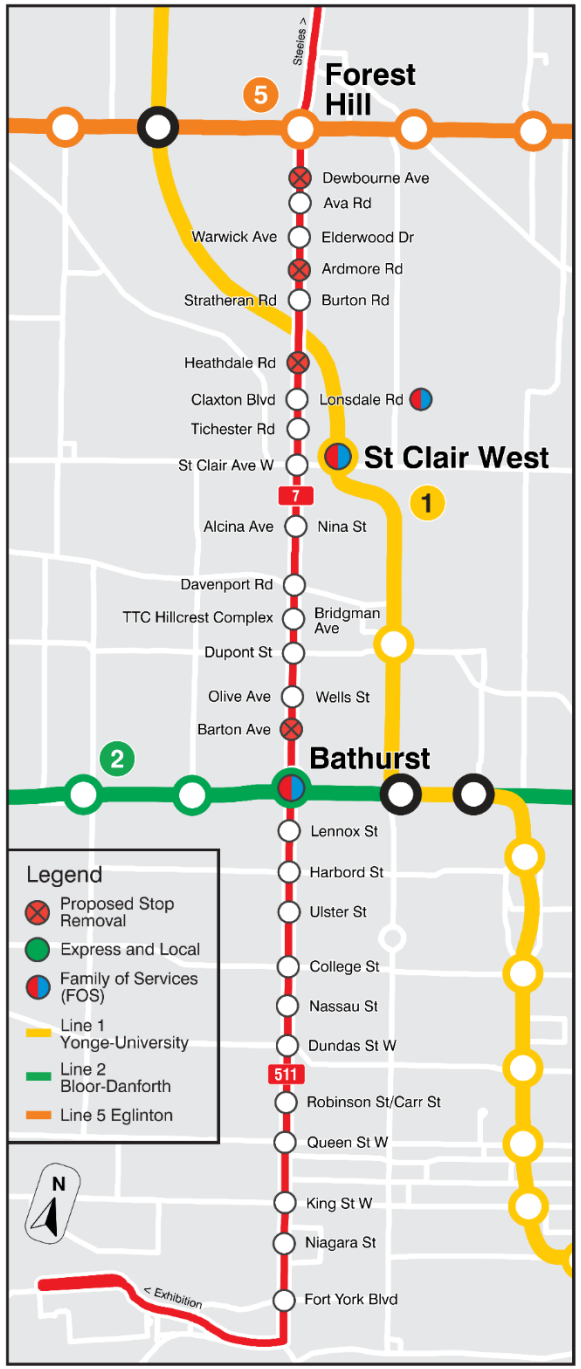
Why is TTC proposing to remove or relocate stops?

- **Safety concerns –** Crossing at mid-block stops without a protected pedestrian crossing poses safety risk
- **To improve transit speed and reliability –** Each additional stop increases the travel time of buses
- **Adherence to TTC service standards –** Some existing stops are located closer than the standard requires

Which stops are proposed to be removed?

1. **Dewbourne Avenue:** Low ridership and close to adjacent stop
2. **Ardmore Road:** Mid-block stop, low ridership and close to adjacent stop
3. **Heathdale Road:** Mid-block stop and low ridership
4. **Barton Avenue:** Low ridership and close to subway station

Average distance between stops is 270 metres, or a 4 minute walk



Proposed Parking & Loading Changes

The City has reviewed the existing parking usage and curbside activities along Bathurst Street and is considering the following:

- Maintaining all accessible parking spaces
- Maintaining school bus loading zone south of Bloor Street West. The loading zone south of King Street West is being reviewed as part of a separate project.
- Maintaining taxi stand and Green P parking in front of Toronto Western Hospital
- Removing one hour or unsigned parking spaces
- Removing Green P on-street paid parking between:
  - Dupont Street and Bloor Street West
  - Lennox Street and Harbord Street
  - Harbord Street and College Street
  - College Street and Nassau Street
  - Dundas Street West and Wolseley Street

Other Considerations

Proposed Changes to Turn Restrictions

- The City is proposing to add and/or extend the hours of turning restrictions at key intersections on both Dufferin Street and Bathurst Street with high rates of collisions and high volumes of pedestrians combined with low turning vehicle counts.
- Proposed turn restrictions can help to:
  - reduce congestion by reducing bottlenecks and improving overall traffic movement
  - reduce conflicts between transit vehicles, turning vehicles and vulnerable road users
  - allow transit vehicles to maintain a more consistent speed and avoid delays caused by turning vehicles
  - improve the effectiveness of Transit Signal Priority
- Advanced left-turn signals are proposed to be added at targeted locations to provide convenient alternative routes

Data Collection & Monitoring

- Once installation is finished, the project is not yet complete. It takes time for people to adjust to change.
- Following installation, the City and TTC will:
  - Collect data and observe new travel behaviour along Dufferin Street and Bathurst Street and adjacent streets to understand and address potential impacts on neighbourhood infiltration
  - Implement operational and regulatory changes to improve the project where necessary (e.g. signal timing adjustments, signs & marking changes)

Thank You!