

RapidTO: Transit Priority on Dufferin Street and Bathurst Street

Date: July 2, 2025

To: Executive Committee

From: General Manager, Transportation Services

Wards: 4, 9, 10, 11, 12

SUMMARY

RapidTO is a joint initiative by the City of Toronto and the Toronto Transit Commission (TTC) that aims to improve bus and streetcar travel time reliability for surface transit priority roadways along arterial roads using reserved lanes, intersection signal improvements, and regulatory changes.

In February 2024, City Council endorsed, in principle, the RapidTO: Surface Transit Network Plan (RapidTO) as the basis of Transportation Services' planning and programming of surface transit priority projects in Toronto. The report directed staff to initiate four new roadway-specific studies in the near term (2024-2025), one of which was the RapidTO: Dufferin Street project.

In June and July 2026, Toronto will host six FIFA World Cup™ (FWC26) matches at Exhibition Place. Fort York National Historic Site and The Bentway are official venues for the FIFA Fan Festival™. The games are expected to draw over 300,000 visitors, and the mobility concept includes the provision of dedicated transit lanes to ensure frequent service along key roadways. As directed by Council in July 2024, the RapidTO: Dufferin Street and RapidTO: Bathurst Street projects have been accelerated as critical routes to get people to and from the games. To meet the timelines for FWC26, it was proposed to Council that the studies and design for both routes prioritize the sections south of Bloor Street West for connection with the Line 2 subway, while also reviewing the potential for extension to Eglinton Avenue West to connect with the future Eglinton Crosstown LRT.

In order to implement priority sections in time for FWC26, this report seeks Council authority to approve the following changes to Dufferin Street south Bloor Street West to Dufferin Gate Loop and Bathurst Street from Bathurst Station to Lake Shore Boulevard West to improve travel times and reliability for residents and visitors riding transit.

Dufferin Street

- Install priority bus lanes between Bloor Street West and King Street West;
- Install time-of-day, designated loading zones for delivery, passenger pick-up, and drop-off activities along the roadway;
- Install turn restrictions at key intersections; and
- Install a priority streetcar lane on the southbound lane between Thorburn Avenue and Springhurst Avenue.

Dufferin Street has been identified as a priority roadway in the RapidTO: Surface Transit Network Plan due to its high ridership and current service, which is slower and less reliable than desired. The 29 Dufferin and 929 Dufferin Express buses serve over 40,000 riders daily, with only between 48% and 74% of buses arriving on time throughout the day on weekdays. On weekends, the percentage of buses arriving on time ranges from 36% to 63%. Additionally, during the weekday AM and PM peak periods, the average bus speed is only 14 km/h, and the commute time is 65% longer than it would be by driving the same distance.

As the fifth busiest surface transit route in the city, Dufferin Street has been identified as a key candidate for transit priority in the TTC's 5-Year Service Plan and Customer Experience Action Plan (2024-2028).

Bathurst Street

- Install priority streetcar lanes from Bathurst Station to Lake Shore Boulevard West, except on the segment between Nassau Street and Dundas Street West due to Toronto Western Hospital construction;
- Install stopping prohibitions at all times; and
- Install turn restrictions at key intersections along the 511 Bathurst streetcar route.

The 511 Bathurst streetcar serves over 15,000 riders daily, with between 72% and 83% of streetcars arriving on time throughout the day on weekdays, and between 52% and 87% arriving on time on weekends. Additionally, during the weekday morning and afternoon peak periods, the average speed is only 9 km/h, and the commute time is up to 82% longer than it would be by driving the same distance.

If approved by Council for installation, delivery of the two projects would begin in fall 2025. Any remaining work would be completed in spring 2026 before FWC26.

The projects would be evaluated through a data monitoring plan to ensure transparency, accountability, and evidence-based decision-making. By tracking metrics such as transit travel time and reliability, ridership, auto travel time and volume, bus and streetcar lane compliance, and collision data, Transportation Services and the TTC would be able to assess whether the implemented design is achieving the anticipated benefit while making considerations to monitor, evaluate, and adjust designs based on actual impacts. This could include mitigation strategies against speeding and traffic infiltration around local streets, as well as location-specific accommodations for loading and accessibility needs.

A data dashboard will be posted on the project web page quarterly for up to two years from the date of installation, i.e. until April 30, 2028.

Similar to the approach that has been taken with other projects where Transportation Services and the TTC have tested or piloted changes, and made adjustments based on outcomes, the RapidTO corridors would be tracked, monitored, and improved as necessary to support neighborhood mobility.

At the appropriate time after FWC26, Transportation Services would report back to Executive Committee with an evaluation of the RapidTO Dufferin and Bathurst projects including recommendations for the future of the projects, up to and including the potential removal of implemented measures if warranted, as well as recommendations for next steps for future implementation of RapidTO segments on Dufferin Street and Bathurst Street between Bloor Street West and Eglinton Avenue West.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council designate the easterly northbound and westerly southbound lanes on Dufferin Street between Bloor Street West and King Street West as a reserved lane for public transit vehicles and bicycles at all times.
2. City Council designate the easterly southbound lane on Dufferin Street between Thorburn Avenue and Springhurst Avenue as a reserved lane for public transit vehicles at all times.
3. City Council designate the westerly northbound and easterly southbound lanes on Bathurst Street between Bathurst Station north exit and Nassau Street as a reserved lane for public transit vehicles at all times.
4. City Council designate the westerly northbound and easterly southbound lanes on Bathurst Street between Dundas Street West and Lake Shore Boulevard West as a reserved lane for public transit vehicles at all times.
5. City Council authorize the alteration of the intersection of Bathurst Street and Front Street, and City Council:
 - a) designate one southbound through lane for vehicles
 - b) designate one southbound left turn lane for vehicles
 - c) designate one southbound through lane reserved for public transit vehicles only
6. City Council enact the amendments to traffic and parking regulations associated with Recommendations 1 to 5, and generally as described in Attachment 1 – Amendments to Traffic and Parking Regulations to the report (July 8, 2025) from the General Manager, Transportation Services.
7. City Council delegate, despite any City of Toronto By-law to the contrary, to the General Manager, Transportation Services, until April 30, 2028, to implement and then address operational and safety issues that may arise in relation to Recommendations 1 to 6, the authority to implement changes and process and submit directly to City Council, any necessary Bills for by-law amendments to the schedules to City of Toronto

Municipal Code Chapters on the streets and within the parameters found in Attachment 2 - Streamlined Reporting Process for By-Law Amendments to the report (July 8, 2025) from the General Manager, Transportation Services, and that such by-laws submitted be made permanent on April 30, 2028.

8. City Council direct the General Manager, Transportation Services, in consultation with the Chief Executive Officer, Toronto Transit Commission, to collect traffic and transit data, monitor the performance of RapidTO Dufferin and Bathurst, and publish the results quarterly for up to two years following the date of installation, subject to data availability.

9. City Council amend Section 950-503D(1) of City of Toronto Municipal Code Chapter 950, Traffic and Parking, to delete the period after subsection (b) and insert “; or” and to include new Subsections (c), (d), and (e) generally as follows:

“(c) For the purpose of overtaking a vehicle making a left turn, a person may enter the lane and shall exit from the lane not more than 45 metres from the point at which he or she enters; or

(d) For the purpose of loading or unloading merchandise or passengers in a commercial loading zone marked by an authorized sign under § 950-402 between the limits and times and/or days as set out in Schedule VI, a person may enter the lane and shall exit from the lane not more than 45 metres from the point at which he or she enters; or

(e) For the purpose of loading or unloading passengers in a passenger loading zone marked by an authorized sign under § 950-402 between the limits and times and/or days as set out in Schedule VII, a person may enter the lane and shall exit from the lane not more than 45 metres from the point at which he or she enters.”

10. City Council amend Section 950-503D of City of Toronto Municipal Code Chapter 950, Traffic and Parking, to include a new Subsection (5) and a new Subsection (6) generally as follows:

“(5) Despite Subsection D(1) and (2), a vehicle may be stopped in the lane during the times or days set out in Schedule XXII in § 950-1321 for the purpose of and while actively engaged in the loading or unloading of passengers or merchandise in a commercial loading zone marked by an authorized sign under § 950-402 between the limits and times and/or days as set out in Schedule VI.

(6) Despite Subsection D(1) and (2), a vehicle may be stopped in the lane during the times or days set out in Schedule XXII in § 950-1321 for the purpose of and while actively engaged in the loading or unloading of passengers in a passenger loading zone marked by an authorized sign under § 950-402 between the limits and times and/or days as set out in Schedule VII.”

11. City Council authorize the City Solicitor to introduce the necessary bills to give effect to City Council's decision and City Council authorize the City Solicitor to make any necessary clarifications, refinements, minor modifications, technical amendments, or by-law amendments as may be identified by the City Solicitor or the General Manager,

Transportation Services, in order to give effect to City Council's decision on Recommendations 9 and 10 above.

12. City Council direct the General Manager, Transportation Services, to report back to Executive Committee at the appropriate time after FWC26, with an evaluation of the RapidTO Dufferin Street and Bathurst Street projects and recommendations for the future of the projects, up to and including the potential removal of implemented measures if warranted, and with recommendations for next steps for future implementation of RapidTO segments on Dufferin Street and Bathurst Street between Bloor Street West and Eglinton Avenue West.

FINANCIAL IMPACT

The estimated capital funding required to implement transit priority on Dufferin Street and Bathurst Street, outlined in this report, is expected to be \$8,000,000 and is funded as part of the TTC's 2025-2034 Capital Budget and Plan.

The impacts of the removal of parking spaces managed by Toronto Parking Authority are presented in Table 1 below.

Table 1: Impacts of Parking Space Removal

	Dufferin Street	Bathurst Street	Total
Number of parking spaces removed	75	277	352
Number of Pay & Display machines removed	10	21	31
One-time operating expense cost for machine removal	\$17,000	\$36,000	\$53,000
Ongoing gross annual revenue loss	\$92,000	\$218,000	\$310,000

Transportation Services will work with the Toronto Parking Authority to identify and implement new paid parking near locations where Green P parking is removed on Dufferin Street and Bathurst Street to potentially mitigate the impacts.

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

DECISION HISTORY

On May 14, 2025, the TTC Board adopted as amended item 2025.TTC4.4 - Transit Priority Measures on Dufferin Street and Bathurst Street. The TTC Board endorsed the

proposed installation of priority bus lanes on Dufferin Street between Eglinton Avenue West and King Street West, priority bus lanes on Bathurst Street between Eglinton Avenue West and Bathurst Station, and priority streetcar lanes on Bathurst Street between Bathurst Station and Lake Shore Boulevard West.

[Agenda Item History - 2025.TTC4.4](#)

On February 24, 2025, the TTC Board adopted item 2025.TTC2.13 - 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 are prioritized in roadway design, decision-making, and operations. The motion also requests that staff evaluate the impact of dedicating scarce arterial road infrastructure to vehicles that are not moving and calls for the accelerated implementation of RapidTO on priority corridors.

[Agenda Item History - 2025.TTC2.13](#)

On October 24, 2024, Toronto and East York Community Council adopted item 2024.TE17.39 - Intersection Safety Review - Bloor Street West and Dufferin Street. TEYCC requested the General Manager, Transportation Services, in consultation with the Chief Executive Officer, TTC and the Executive Director, FIFA World Cup 2026 Secretariat, to investigate the installation of geometric safety improvements at Bloor Street and Dufferin Street as part of the accelerated implementation of the RapidTO surface transit priority project on Dufferin Street.

[Agenda Item History - 2024.TE17.39](#)

On July 24-25, 2024, City Council adopted item 2024.EX16.21 - Governance, Community Benefits Plan, Legacy and Program Advisory Framework, FIFA Fan Festival. Council authorized the General Manager, Transportation Services, in consultation with the City Manager, the Executive Director, FIFA World Cup Hosting 2026 and the Chief Executive Officer, TTC, to advance a strategy to accelerate the review and design of Dufferin Street between Eglinton Avenue West and Dufferin Gate Loop, and Bathurst Street between Eglinton Avenue West and Lake Shore Boulevard West.

[Agenda Item History - 2024.EX16.21](#)

On May 16, 2024, the TTC Board approved the 2024-2028 5-Year Service and Customer Experience Action Plan. Action 4.1 is to implement the RapidTO: Surface Transit Network Plan.

[5-Year Service and Customer Experience Action Plan](#)
[TTC Board Decision](#)

On March 20-21, 2024, City Council adopted as amended item 2024.EX12.2 - Update on Hosting FIFA World Cup 2026. Council directed the City Manager and the Executive Director, FIFA World Cup Hosting 2026, in consultation with the TTC, to develop a plan for introducing RapidTO on Dufferin Street before the FIFA games begin.

[Agenda Item History - 2024.EX12.2](#)

On February 6-7, 2024, City Council adopted as amended item 2024.EX11.8 - RapidTO: Surface Transit Network Plan. Council endorsed RapidTO as the basis of Transportation Services' planning and programming of surface transit priority projects.

This report included status updates on the RapidTO: Jane Street project and Council's direction to initiate a feasibility study, design, and consultation on Dufferin Street, Finch Street East, Lawrence Avenue East, and Steeles Avenue West, with a report back of recommendations to the Executive Committee and City Council.

[Agenda Item History - 2024.EX11.8](#)

COMMENTS

RapidTO: Surface Transit Network Plan

The RapidTO: Surface Transit Network Plan (RapidTO), a joint initiative by the City of Toronto and the Toronto Transit Commission, aims to create a comprehensive network of surface transit priority roadways along arterial roads using tools such as reserved lanes, intersection signal improvements and regulatory changes to improve bus and streetcar reliability and service.

The overarching goals of RapidTO are:

- to make public transit a more attractive and convenient mode of transportation;
- to move more people in transit more efficiently; and
- to uphold equity in transportation through improved access to employment, healthcare, and community services.

RapidTO supports the City's Official Plan, TransformTO Net Zero Strategy, Toronto Poverty Reduction Strategy, and the TTC's 5-Year Service and Customer Experience Action Plan (2024-2028), all of which recognize the importance of public transit in our growing City.

Since 2020, the City and TTC have successfully implemented two RapidTO projects in Scarborough:

- RapidTO: Eglinton Avenue East - an 8.5 km long priority bus lane roadway along Eglinton Avenue East, Kingston Road and Morningside Avenue, which connects people between Line 2 Kennedy Station and the University of Toronto Scarborough Campus; and
- The Line 3 bus replacement project - a 10 km long network of priority bus lanes along Eglinton Avenue East, Kennedy Road, Ellesmere Road and Midland Avenue, which provided express bus service for commuters between Kennedy Station and Scarborough Town Centre Station, shortly after Line 3 Scarborough Rapid Transit was decommissioned in 2023.

In February 2024, City Council adopted, in principle, the RapidTO: Surface Transit Network Plan. Council endorsed RapidTO as the basis of Transportation Services' planning and programming of surface transit priority projects. The report directed staff to initiate four new roadway-specific studies in the near term (2024-2025), one of which was the RapidTO: Dufferin Street project.

FIFA World Cup 2026 (FWC26)

In June and July 2026, Toronto will host six FIFA World Cup matches at Exhibition Place, Fort York National Historic Site and The Bentway are official venues for the FIFA Fan Festival™. The games are expected to draw over 300,000 visitors, and the mobility concept of FWC26 includes the provision of dedicated transit lanes to ensure frequent service along key roadways. Dufferin Street and Bathurst Street have been identified as critical routes to get people to and from the games.

On July 24, 2024, City Council directed staff to advance a strategy to accelerate the review and design of the previously identified RapidTO routes Dufferin Street between Eglinton Avenue West and Dufferin Gate Loop, and Bathurst Street between Eglinton Avenue West and Lake Shore Boulevard West, to investigate the feasibility of delivering the priority bus lanes before the start of the Games. To meet the timelines for FWC26, an accelerated delivery would be required. It was proposed to Council that the studies and design for both routes will prioritize the sections south of Bloor Street West for connection with the Line 2 subway, but also review the potential for extension to Eglinton Avenue West to connect with the future Eglinton Crosstown LRT.

RapidTO: Dufferin Street

The RapidTO: Surface Transit Network Plan identified Dufferin Street, between Wilson Station and Dufferin Gate Loop, as one of the top 20 roadways for surface transit priority, based on criteria including ridership, growth, connectivity, major destinations, and travel experience.

In July 2024, City Council directed staff to advance a strategy to accelerate the review and design of Dufferin Street between Eglinton Avenue West and Dufferin Gate Loop. To meet the timelines for FWC26, it was proposed that the studies and design for both routes prioritize the sections south of Bloor Street West for connection with the Line 2 subway route, while also reviewing the potential for extension to Eglinton Avenue West to connect with the future Eglinton Crosstown LRT.

Existing Road Conditions

Between Bloor Street West to the north and Springhurst Avenue to the south, Dufferin Street is a four-lane arterial roadway. From Springhurst Avenue, the roadway narrows to two lanes at Dufferin Gate Loop. The posted speed limit is 40 km/h. Generally, the southbound curb lane is designated as a no-stopping zone from 7:00 am to 9:00 am, Monday to Friday, while the northbound curb lane is marked as a no-stopping zone from 4:00 pm to 6:00 pm, Monday to Friday. On-street parking, including both unsigned and Green P paid parking spaces, is available at various locations throughout Dufferin Street. Residential permit parking spaces, belonging to permit parking Areas 2 and 3K, are situated between Dundas Street West and Peel Avenue. The highest average vehicle volume is more than 20,000 per day at Bloor Street West, with vehicle volumes decreasing towards the south. Specifically, volumes are 20,000 per day at College Street and Dundas Street West, and less than 15,000 per day south of Queen Street West.

Existing Transit Conditions

Dufferin Street serves over 40,000 transit customers on the 29 Dufferin and 929 Dufferin Express every weekday. It is one of the slowest and most crowded TTC bus routes in the city. During the morning and afternoon peak periods, the average speed is 14 km/h and riding the Dufferin bus takes 65% longer than driving the same distance. On weekdays, between 48% and 74% of bus trips are on time, while on weekends, the percentage ranges between 36% and 63%. The Dufferin bus routes serve as a connector to Line 1 Yonge-University at Wilson Station, Line 2 Bloor at Dufferin Station, and the future Line 5 Eglinton at Fairbank Station, intersecting many key east-west surface transit routes and destinations, such as Exhibition Place and Dufferin Mall.

Consultation and Engagement

RapidTO: Dufferin Street consultation and engagement activities were undertaken from April 22 to May 26, 2025, to meet City Council's direction of an accelerated schedule to complete the project before the FWC26 games. Consultation activities included:

- an online survey;
- a virtual public meeting;
- two in-person public drop-in events;
- a virtual meeting with residential permit parking holders;
- door-to-door engagement with businesses and institutions, and loading and delivery survey;
- two interest group meetings with local organizations, including residents' associations, community groups, Business Improvement Areas (BIAs), schools and institutions;
- thirteen (13) pop-up events at key locations, including Dufferin Mall, Fairbank Memorial Community Centre, Mary McCormick Community Centre, Dufferin Subway Station, Regal Heights Village BIA Mixer event and at key intersections along Dufferin Street;
- meetings with the Liberty Village Business Improvement Association and North Corso Residents Association; and
- presentations to the TTC's Advisory Committee on Accessible Transit (ACAT) and Toronto Accessibility Advisory Committee (TAAC).

Extensive communications efforts were made to inform the public about the consultation opportunities, which included: a project web page, digital, social media, multilingual and in-bus advertising, transit shelter ads at locations along Dufferin Street, multilingual notices delivered by Canada Post (75,071), email notification to local interest groups and posters and postcards distributed at a variety of community locations.

The project team received 5,846 survey responses and engaged 356 participants through in-person and virtual events. Over 1,000 people were reached through various outreach activities, and 62 emails and phone calls were received.

Overall, there was strong support for prioritizing transit along Dufferin Street, including making better use of curbside lanes and introducing priority bus lanes to facilitate the movement of large crowds during major events. People liked that the proposed design would help improve reliability and travel time for those taking the bus. However, concerns were raised by people living on and operating businesses on Dufferin Street regarding the need for receiving deliveries, loading and unloading, drop-off and pick-up,

as well as concerns about the availability of parking on nearby streets. Residents in the neighbourhoods adjacent to Dufferin Street identified concerns over the potential for traffic infiltration and increased demand for on-street parking.

To read the complete public consultation report, visit toronto.ca/RapidTODufferin.

Recommended Design Following Public Consultations

In 2024, Transportation Services and the TTC commissioned a feasibility study and design review of Dufferin Street and Bathurst Street through a consulting assignment. The scope of work included a technical review of existing conditions, traffic modelling and analysis, and development of concept design plans for consultation, as follows:

- Existing Conditions Analysis - data collection, existing conditions review, site observations;
- Traffic Modelling - traffic and transit data analysis, demand forecasting, model development and calibration, scenario analysis and evaluation; and
- Preliminary design - development of roll plans and materials for consultation events.

In response to feedback from local Councillors and the public, the recommended transit priority measures focus on roadway modifications and updates to traffic and parking regulations. These improvements were developed collaboratively by City and TTC staff to ensure alignment with City policies. Changes made to the design following consultation are summarized in Attachment 7.

Further consideration of the section between Bloor Street West and Eglinton Avenue West is proposed to be undertaken a future time, rather than immediate implementation before FWC26.

The following changes are recommended:

Priority Bus Lanes

- Designate the northbound and southbound curb lanes on Dufferin Street, between Bloor Street West and King Street West, as reserved lanes for public transit vehicles and bicycles at all times.
- Designate the southbound centre lane on Dufferin Street, between Thorburn Avenue and Springhurst Avenue, as a reserved lane for public transit vehicles at all times.
- Public transit vehicles (e.g., TTC buses, Wheel-Trans buses, and school buses), bicycles and emergency vehicles would be able to use the priority bus lanes.

Figures 1 and 2 below illustrate the recommended design.

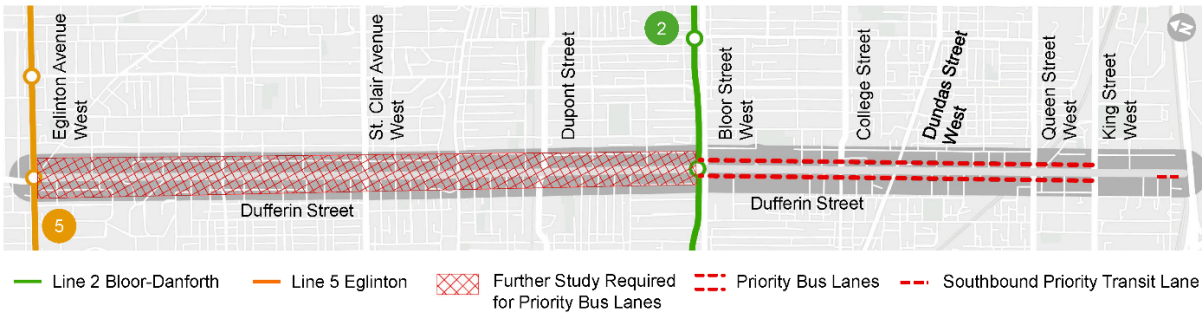


Figure 1. Limits of the recommended priority bus lanes on Dufferin Street

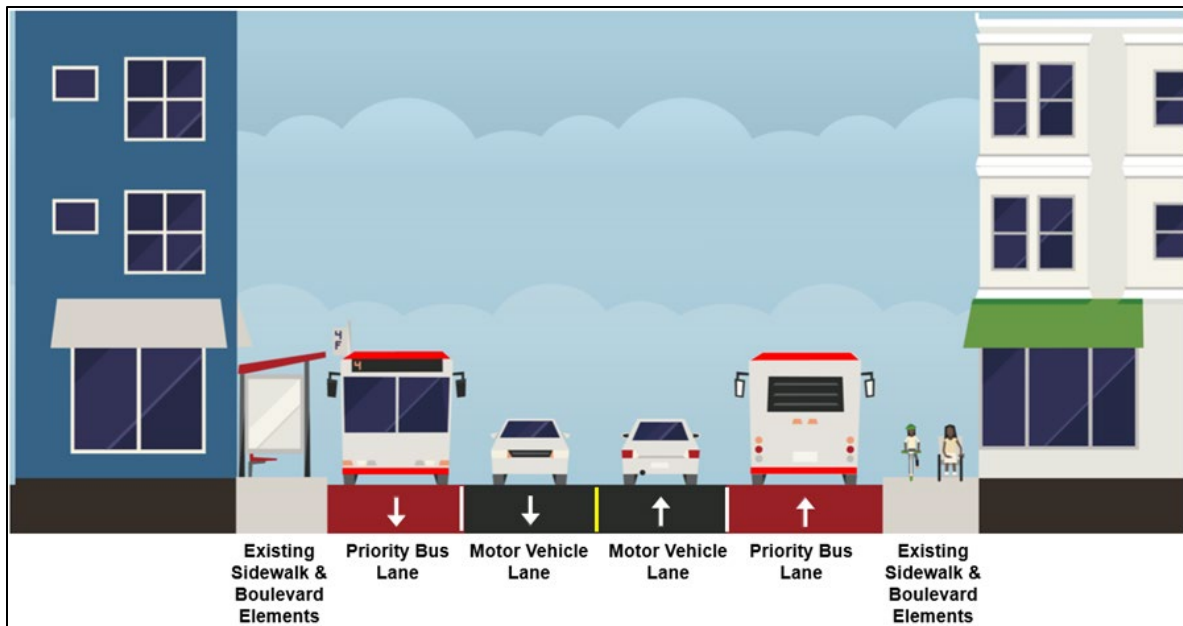


Figure 2. A typical cross-section of the recommended priority bus lanes on Dufferin Street

Intersections and Driveways

To maintain road network access and minimize vehicle delays, the following changes are recommended:

- Enact new turn restrictions or modify existing turn restriction hours (refer to Attachment 3 - Dufferin Street Proposed Turn Restrictions Diagram). Transportation Services and the TTC recommend adding new turn restrictions or extending hours of existing turn restrictions, balancing safety, operations and access. Every signalized intersection was analyzed with attention to the following considerations to understand the benefits and impacts:
 - High volumes of pedestrians and people cycling
 - Intersecting streets with subway or streetcar lines
 - Known safety issues and collision history
 - Constrained locations
 - Alternative routes
 - Turn volumes
- Install an advanced left-turn traffic signal at key signalized intersections on Dufferin Street to facilitate desired movements, especially in areas with limited

alternative routing options (refer to Attachment 3 - Dufferin Street Proposed Turn Restrictions Diagram).

- Traffic signals would be re-timed throughout the project limits to complement the recommended design. Transit Signal Priority (TSP) is already in place at all 10 of the 10 signalized intersections along Dufferin Street south of Bloor Street West. While buses continue to operate in mixed traffic, there is little additional benefit that can be achieved from more TSP along the roadway alone. However, TSP is more effective when buses operate in dedicated lanes.
- Local access would be maintained at all driveways along Dufferin Street, as well as left-turns and right-turns at intersections where no existing or proposed turn restrictions are in place.

Stopping and Loading

A block-by-block design review, along with information gathered from the business loading survey and consultations, informed the recommended stopping and loading areas. The objective is to strike a balance between improving bus service while still permitting curbside uses. The review also included safety clearances consistent with Municipal Code Chapter 950, such as parking, stopping, or standing prohibitions near intersections, fire hydrants, or bus stops.

- Designate loading zones from 10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Monday through Friday, and from 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Saturday through Sunday, for residential or commercial properties that front Dufferin Street without a driveway, rear lane access or adjacent side streets available for delivery, pick-up and drop-off activities.
- Implement peak period stopping prohibitions from 7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., Monday to Friday, and from 12:00 p.m. to 7:00 p.m., Saturday to Sunday, in tandem with the designated loading zones. Implement all-day stopping prohibitions at locations without a designated loading zone.

Parking

To support the priority bus lanes, the following parking changes are recommended:

- 75 existing Green P Pay & Display parking spaces would be removed. Average daily maximum parking utilization rates for these spaces range from 24% to 44%. Transportation Services will collaborate with the Toronto Parking Authority to streamline the approval process for identifying and implementing new paid parking near locations where Green P parking is removed on Dufferin Street.
- All accessible parking spaces within the project limits would be maintained.
- 128 residential permit parking spaces along Dufferin Street between Dundas Street West and Peel Avenue are recommended for removal. Based on the April 2025 data, about 41 residential permit parking holders would be directly impacted by this change. The area utilization of residential permit parking would increase to about 85-90% with the removal of spaces on Dufferin Street.

In May 2025, staff from Transportation Services and the Councillor's office engaged with residents to share the RapidTO: Dufferin Street plans in the area and listen to their feedback and concerns about the proposed removal of overnight permit parking. Two suggestions were offered: utilizing an identified alternative location (former TCDSB school at 30 Bank Street) for off-street parking and extending residential permit parking hours in areas 2 and 3K. Transportation Services will continue to collaborate with the

Councillor's office to present a recommendation in a future report to the Toronto and East York Community Council, supporting impacted residential permit parking holders.

Bus Stops

TTC has recommended one stop for removal at Croatia Street. Each bus stop was reviewed by TTC staff to balance safety concerns, transit speed and reliability, local access and walking distances, as well as adherence to TTC service standards.

Initial Assessment of Benefits and Impacts of Priority Bus Lanes

Transit and traffic data collected in 2024 have been utilized to generate traffic modelling scenarios and analysis for the anticipated benefits and impacts of RapidTO: Dufferin Street. The analysis was based on an earlier version of this proposal, which included priority bus lanes on Dufferin Street between Eglinton Avenue West and King Street West, combined with all-day stopping prohibitions and various turn restrictions at key intersections, as initially proposed and made publicly available on the RapidTO: Dufferin Street webpage in April 2025. Further consideration of the section north of Bloor Street West is proposed to be undertaken a future time, rather than immediate implementation before FWC26.

It should be noted that, in response to feedback received at public engagement events, interest group meetings, and Councillor briefings in May 2025, Transportation Services and TTC staff have made substantial changes to the design as outlined in this report. Therefore, it is reasonable to anticipate a deviation in benefits and impacts from the initial traffic modelling analysis. A plan to monitor and evaluate actual benefits and impacts is outlined below.

Travel Time

- For transit riders, the lanes are anticipated to improve morning and afternoon peak period bus travel times by approximately 29% (i.e., a savings of approximately five minutes per trip, for the length of Bloor Street West to Dufferin Gate Loop).
- For those driving along Dufferin Street between Bloor Street West and Dufferin Gate Loop (7.1 km), the proposed priority bus lanes are anticipated to increase vehicle travel times by approximately 1-2 minutes per trip.

Transit Reliability and Ridership

- A 14% increase in bus reliability is anticipated during the morning and afternoon peak periods, which means buses are more likely to arrive on time, reducing wait times and overcrowding and resulting in better overall transit service.
- A 27% increase in daily bus ridership is anticipated, most expected to be realized in the first year, with full growth realized in three years.

Road Safety and Traffic Operations

- The proposed turn restrictions at key signalized intersections would address safety concerns around conflicts between pedestrians and turning vehicles.
- Removing turn restrictions at some locations will increase traffic capacity for through movements of vehicles.
- Emergency vehicles would be able to use the priority bus lanes, which are expected to support travel times for emergency vehicles.

Equity

From an equity perspective, 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%).

Installation and Evaluation

If approved by Council for installation, the project is planned to be delivered in fall 2025. Any remaining work would be completed in spring 2026 before the FIFA games. The installation of priority bus lanes would be carried out through changes to signage, red Methyl Methacrylate (MMA) coloured lane treatment, pavement markings, and traffic signals.

RapidTO: Dufferin Street would be evaluated through a data monitoring plan to ensure transparency, accountability, and evidence-based decision-making. By tracking metrics such as transit travel time and reliability, ridership, auto travel time and volume, bus lane compliance, and collision data, Transportation Services and the TTC would be able to assess whether the implemented design is achieving the anticipated benefit while being prepared to monitor, evaluate, and adjust designs based on actual impacts. This could include mitigation strategies against speeding and traffic infiltration around local streets, as well as location-specific accommodations for loading and accessibility needs.

A data dashboard will be posted on the project web page quarterly for up to two years from the date of installation. Details on the proposed data monitoring plan are provided in the RapidTO Monitoring Plan section below.

RapidTO: Bathurst Street

The RapidTO: Surface Transit Network Plan identified Bathurst Street as a priority for surface transit, based on ridership, growth, connectivity, and travel experience criteria. The segment between Steeles Avenue West and Bathurst Station was recognized as one of the top 20 roadways for enhancing surface transit priority over the next ten years. The section between Bathurst Station and Lake Shore Boulevard West was noted as one of the 27 roadways earmarked for long-term planning studies.

In July 2024, City Council directed staff to advance a strategy to accelerate the review and design of Bathurst Street between Eglinton Avenue West and Lake Shore Boulevard West. To meet the timelines for FWC26, it was proposed to Council that the studies and design for both routes prioritize the sections south of Bloor Street West for connection with the Line 2 subway, while also reviewing the potential for extension to Eglinton Avenue West to connect with the future Eglinton Crosstown LRT.

Existing Road Conditions

Between Bathurst Station to the north and Lake Shore Boulevard West to the south, Bathurst Street is a four-lane arterial roadway with a posted speed limit of 40 km/h. Generally, the southbound curb lane is designated as a no-stopping zone from 7:00 am to 9:00 am, Monday to Friday, while the northbound curb lane is designated as a no-stopping zone from 4:00 pm to 6:00 pm, Monday to Friday. On-street parking, either unsigned or in Green P paid parking spaces, is available at various locations throughout

Bathurst Street. The highest average vehicle volume is approximately 20,000 per day between Bloor Street West and King Street West, and fewer than 15,000 per day at Lake Shore Boulevard West.

Existing Transit Conditions

South of Bathurst Station, the 511 Bathurst streetcar accommodates over 15,000 daily transit users. Between 72% and 83% of streetcars arrive on time throughout the day on weekdays, and between 52% and 87% arrive on time on weekends. Additionally, during the weekday morning and afternoon peak periods, the average speed is only 9 km/h, as streetcars frequently get delayed, often waiting through multiple cycles behind left-turning vehicles. Consequently, the commute time is 82% longer than it would be by driving the same distance.

The Bathurst streetcar route serves as a vital connector to Line 1 Yonge-University at St. Clair West Station, and Line 2 Bloor at Bathurst Station, intersecting essential east-west surface transit routes and providing access to a blend of residential, commercial, institutional, parks, and other land uses.

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.

Consultation and Engagement

RapidTO: Bathurst Street consultation and engagement activities were undertaken from April 22 to May 26, 2025, to meet City Council's direction to complete the project before the FWC26 games. Consultation activities included:

- an online survey;
- a virtual public meeting;
- two in-person public drop-in events;
- two interest group meetings with local organizations, including residents' associations, community groups, Business Improvement Areas (BIAs), schools and institutions;
- two Councillor-led town hall meetings.
- door-to-door engagement with businesses and institutions and loading and delivery survey;
- six pop-up events at community locations, including Wychwood Barns, Bathurst Station and Scadding Court Community Centre and the intersection of King Street;
- meetings with the Wellington Place Neighbourhood Association and businesses located on Bathurst Street between Dupont and Bloor Streets; and
- presentations to ACAT and TAAC.

To raise awareness of the consultation events, extensive communications efforts were made to inform the public about the consultation opportunities, which included: a project web page, digital, social media and multilingual and in-bus advertising, transit shelter ads at locations along Bathurst Street, 72,646 multilingual notices delivered by Canada Post, email notification to local interest groups and posters and postcards distributed at a variety of community locations.

The project team received 10,551 survey responses and engaged 660 participants through in-person and virtual events. Over 900 people were reached through various outreach activities, and over 240 emails and phone calls were received.

Generally, a majority of participants agreed with the need to prioritize moving people by transit and supported improving transit reliability and travel time.

However, in the segments north of Bloor Street West, concerns were raised by both residents and businesses about the impact of priority bus lanes. Residents in the neighbourhoods surrounding St. Clair Avenue West and Eglinton Avenue West, wanted to see the City address existing traffic infiltration issues resulting from traffic congestion at the Eglinton Avenue West and Allen Road intersection before considering implementation of priority bus lanes. Business owners and institutions in the segment from Bloor Street West to Dupont Street, raised concerns with the removal of on-street parking during off-peak hours and stressed the need for areas for loading/unloading and accessible drop-off/pick-up. Existing parking pressures in the adjacent neighbourhoods were also identified as a concern.

In the segments south of Bloor Street West, residents also raised concerns about traffic infiltration and limited availability of on-street parking in residential areas. Those without private parking pads noted that removing Green P Pay & Display spaces would impact loading, unloading and accessible drop-off, especially for seniors and families. Some people who supported the project expressed concern that allowing left turns without dedicated signals at certain intersections would continue to delay streetcars. Frustration was also expressed about the impact of overlapping projects, including Palmerston-Tecumseth and Portland-Dan Leckie Cycling Connections projects, Metrolinx's Ontario Line and nearby development activity, all of which have disrupted travel patterns and contributed to congestion and traffic diversions. Specific concerns were raised about the proposed southbound left turn restriction at Niagara Street, which provides the only access to underground parking for nearby residences.

To read the complete public consultation report, visit toronto.ca/RapidTOBathurst.

Recommended Design Following Public Consultations

In 2024, Transportation Services and the TTC commissioned a feasibility study and design review of Dufferin Street and Bathurst Street through a consulting assignment. The scope of work included a technical review of existing conditions, traffic modelling and analysis, and development of concept design plans for consultation, as follows:

- Existing Conditions Analysis - data collection, existing conditions review, site observations;
- Traffic Modelling - traffic and transit data analysis, demand forecasting, model development and calibration, scenario analysis and evaluation; and
- Preliminary design - development of roll plans and materials for consultation events.

In response to feedback from local Councillors and the public, the recommended transit priority measures focus on roadway modifications and updates to traffic and parking regulations. These improvements were developed collaboratively by City and TTC staff

to ensure alignment with City policies. Changes made to the design following consultation are summarized in Attachment 8.

Further consideration of the section between Bloor Street West and Eglinton Avenue West is proposed to be undertaken a future time, rather than immediate implementation before FWC26.

The following changes are recommended:

Priority Streetcar Lanes

- Designate the northbound and southbound centre lane on Bathurst Street between Bathurst Station north exit and Nassau Street as a reserved lane for public transit vehicles at all times;
- Designate the northbound and southbound centre lane on Bathurst Street between Dundas Street West and Lake Shore Boulevard West as a reserved lane for public transit vehicles at all times;
- Alter the intersection of Bathurst Street and Front Street West and designate one southbound through lane for vehicles, one southbound left turn lane for vehicles and one southbound through lane reserved for public transit vehicles only; and
- Public transit vehicles (e.g., TTC buses, Wheel-Trans buses, and school buses) and emergency vehicles would be able to use the priority streetcar lanes. Bicycles would not be permitted on the priority streetcar lanes for safety reasons.

Figures 3 and 4 below illustrate the recommended design.

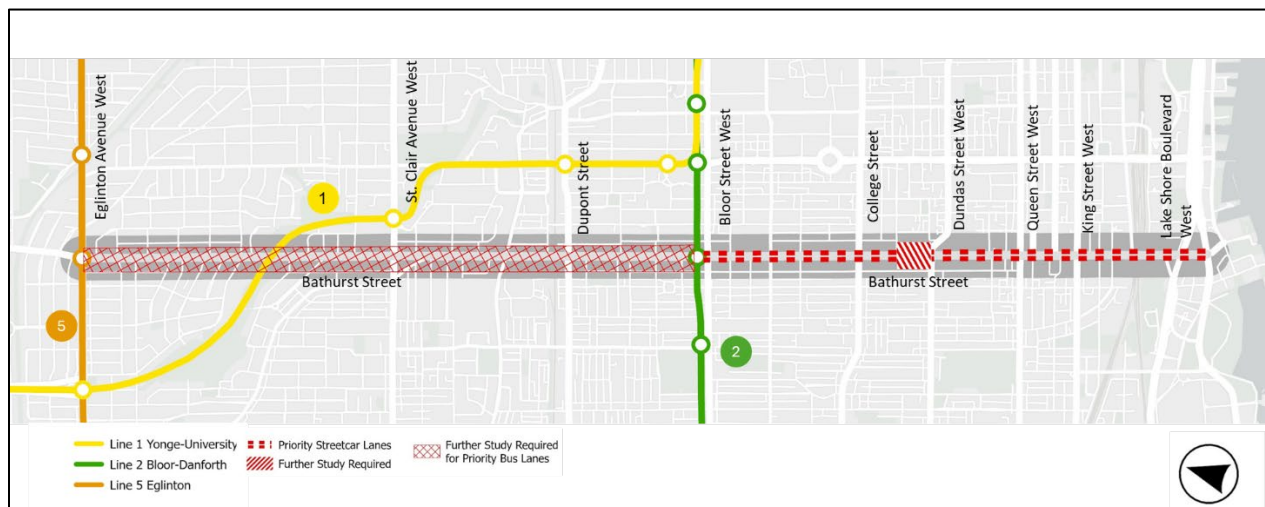


Figure 3. Limits of the recommended priority streetcar lanes on Bathurst Street

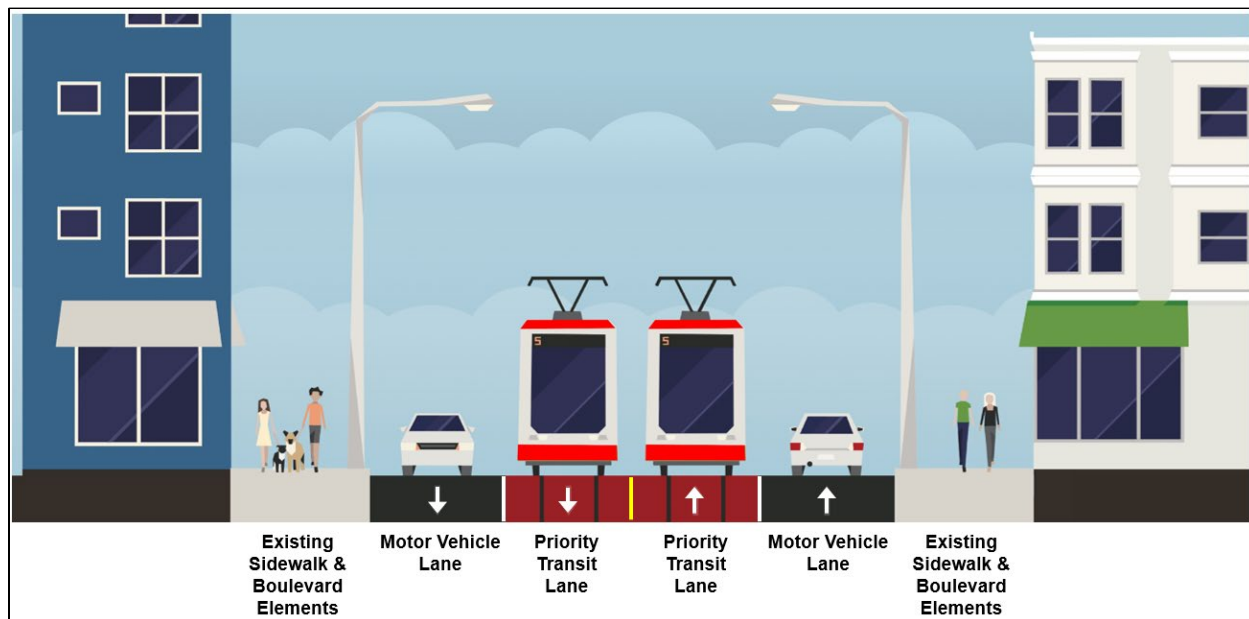


Figure 4. A typical cross-section of the recommended priority streetcar lanes on Bathurst Street south of Bathurst Station

Intersections and Driveways

To maintain road network access and minimize vehicle delays, the following changes are recommended:

- Enact new turn restrictions or modify existing turn restriction hours at various intersections on Bathurst Street (refer to Attachment 4 - Bathurst Street Proposed Turn Restrictions Diagram). Transportation Services and the TTC recommends adding new turn restrictions or extending hours of existing turn restrictions, balancing safety, operations and access. Every signalized intersection was analyzed with attention to the following considerations to understand the benefits and impacts:
 - High volumes of pedestrians and people cycling
 - Intersecting streets with subway or streetcar lines
 - Known safety issues and collision history
 - Constrained locations
 - Alternative routes
 - Turn volumes
- Install an advanced left-turn traffic signal at various intersections on Bathurst Street (refer to Attachment 4 - Bathurst Street Proposed Turn Restrictions Diagram);
- Traffic signals will be re-timed throughout the project limits to complement the recommended design. TSP is already equipped at 16 of the 17 signalized intersections along Bathurst Street south of Bathurst Station. While transit vehicles continue to operate in mixed traffic, there is little additional benefit that can be achieved from more TSP along the roadway. However, TSP is more effective when transit operates in dedicated lanes; and

- Local access would be maintained at all driveways along Bathurst Street, as well as left-turns and right-turns at intersections where no existing or proposed turn restrictions are in place.

Parking

To support the priority streetcar lanes, the following parking changes are recommended:

- Approximately 277 existing Green P Pay & Display parking spaces south of Bathurst Station would be removed, except for the parking spaces between Nassau Street and Dundas Street West. Average daily maximum parking utilization rates for these spaces range from 10% to 39%. Transportation Services will collaborate with the Toronto Parking Authority to streamline the approval process for identifying and implementing new paid parking near locations where Green P parking is removed on Bathurst Street; and
- Two accessible parking spaces on Bathurst Street within the project limits would be maintained.
- Stopping prohibitions from Bathurst Station to Lake Shore Boulevard West
- Implement all-day stopping prohibitions on the curb lane to maintain traffic flow; and
- The existing passenger loading zone at 55 Bathurst Street would be maintained.

Currently, priority streetcar lanes are not recommended on Bathurst Street between Dundas Street West and Nassau Street due to ongoing construction of a new pick-up and drop-off area at Toronto Western Hospital. The construction at the hospital is expected to be completed in 2028. As part of RapidTO, no proposed changes are planned to curbside elements fronting the hospital. Upon completion of the construction at Toronto Western Hospital, an extension of the priority streetcar lanes into this segment may be considered.

Initial Assessment of Benefits and Impacts of Priority Transit Lanes

Transit and traffic data collected in 2024 have been utilized to generate traffic modelling scenarios and analysis for the anticipated benefits and impacts of RapidTO: Bathurst Street consisting of priority transit lanes on Bathurst Street, between Bathurst Station and Lake Shore Boulevard West, combined with all-day stopping prohibitions and various turn restrictions at key intersections, as initially proposed and made publicly available on the RapidTO: Bathurst Street web page in April 2025. Note that the initial assessment also included benefits and impacts of potential priority bus lanes between Bathurst Station and Eglinton Avenue West, but further consideration of the section north of Bloor Street West is proposed to be undertaken a future time, rather than immediate implementation before FWC26.

It should be noted that in response to feedback received at public engagement events, interest group meetings and Councillor briefings in May 2025, Transportation Services and TTC staff have made substantial changes to the design as outlined in this report. It is therefore reasonable to anticipate a deviation in benefits and impacts from the initial traffic modelling analysis. A plan to monitor and evaluate actual benefits and impacts is outlined below

Travel Time

- For transit riders, the lanes are anticipated to improve streetcar travel times by approximately 13% (i.e., a savings of approximately 3 minutes per trip, for the full length of Bathurst Station to Lake Shore Boulevard West).
- For those driving along Bathurst Street between Bathurst Station and Lake Shore Boulevard West (3.5 km), the proposed priority transit lanes are anticipated to increase vehicle travel times by approximately two minutes per trip.

Transit Reliability and Ridership

- A 17% increase in streetcar reliability is anticipated, which means transit is more likely to arrive on time, reducing wait times and overcrowding and resulting in better overall transit service.
- A 33% increase in daily streetcar ridership is anticipated, most expected to be realized in the first year, with full growth realized in three years.

Road Safety and Traffic Operations

- The proposed turn restrictions at key signalized intersections would address safety concerns around conflicts between pedestrians and turning vehicles.
- Removing turn restrictions at some locations will increase traffic capacity for through movements of vehicles.
- Emergency vehicles would be able to use the priority streetcar lanes, improving response times.

Equity

From an equity perspective, 54% of Bathurst Street transit riders are women, 11% are low-income residents and 19% are shift workers. These figures are close to system-wide averages.

Installation and Evaluation

If approved by Council for installation, the project is planned to be delivered in fall 2025. Any remaining work would be completed in spring 2026 before the FIFA games. The installation of priority streetcar lanes would be carried out through changes to signage, red Methyl Methacrylate (MMA) coloured lane treatment pavement markings, and traffic signals.

RapidTO: Bathurst Street would be evaluated through a data monitoring plan to ensure transparency, accountability, and evidence-based decision-making. By tracking metrics such as transit travel time and reliability, ridership, auto travel time and volume, streetcar lane compliance, and collision data, Transportation Services and the TTC would be able to assess whether the implemented design is achieving the anticipated benefit while being prepared to monitor, evaluate, and adjust designs based on actual impacts. This could include mitigation strategies against speeding and traffic infiltration around local streets, as well as location-specific accommodations for loading and accessibility needs.

A data dashboard will be posted on the project web page quarterly for up to two years from the date of installation. Details on the proposed data monitoring plan are provided in the RapidTO Monitoring Plan section below.

Construction Coordination with TTC Track Work and Ontario Line

TTC Track Work

Existing and proposed turn restrictions at Queen Street West, as well as priority bus lanes between King Street West and Queen Street West, would be temporarily lifted during TTC track work construction on King Street West, scheduled for 2025. If a construction conflict is identified between RapidTO implementation and TTC track replacement work, the implementation of the changes proposed in this report would be phased to follow the completion of that work.

Ontario Line Construction

Metrolinx is delivering the higher-order transit Ontario Line on behalf of the Province of Ontario. Metrolinx estimates that approximately 100-200 trucks are anticipated along the planned haul routes for current and planned construction activities, which overlap with both RapidTO: Dufferin Street and RapidTO: Bathurst Street at the south end of the roadways (south of Dundas Street West).

If approved, the implementation of priority transit lanes on Bathurst Street and Dufferin Street will be coordinated with ongoing work on the Ontario Line. Several turn restrictions initially proposed during the consultation have been removed from the recommendations due to their impact on Ontario Line haul routes. Some of these restrictions could be revisited once Ontario Line construction activities are complete.

Planned haul routes for work on Exhibition Station are expected to utilize Dufferin Street between Dundas Street West and Dufferin Gate Loop (refer to Figures 5 and 6). Planned haul routes for multiple Ontario Line stations utilize segments of Bathurst Street, from Dundas Street West to Lake Shore Boulevard West (refer to Figures 7 and 8). Active coordination is expected to be required during certain phases to minimize the impact on Ontario Line construction and general traffic. Temporary conditions, such as providing turn restriction exemptions for Ontario Line vehicles, removing existing or proposed turn restrictions, and allowing general traffic in priority transit lanes during lane closures, will be considered through ongoing coordination.

A temporary exemption until May 31, 2031, is recommended in this report for "Ontario Line Vehicles" to use the reserved lanes on Dufferin Street between Dundas Street West and King Street West, and on Bathurst Street from Dundas Street West to Lake Shore Boulevard West. Exemptions to turn restrictions for Ontario Line vehicles are included in Attachment 1 - Amendments to Traffic and Parking Regulations.



Figure 5. Exhibition Station Outbound Truck Haul Route (image provided by Metrolinx)

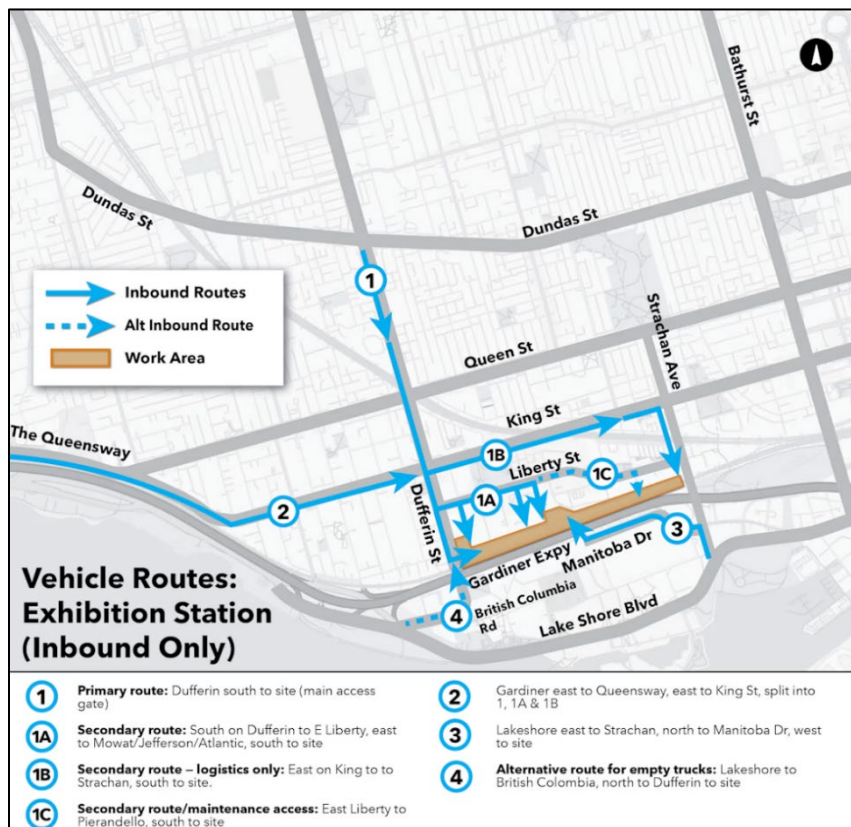


Figure 6. Exhibition Station Inbound Truck Haul Route (image provided by Metrolinx)

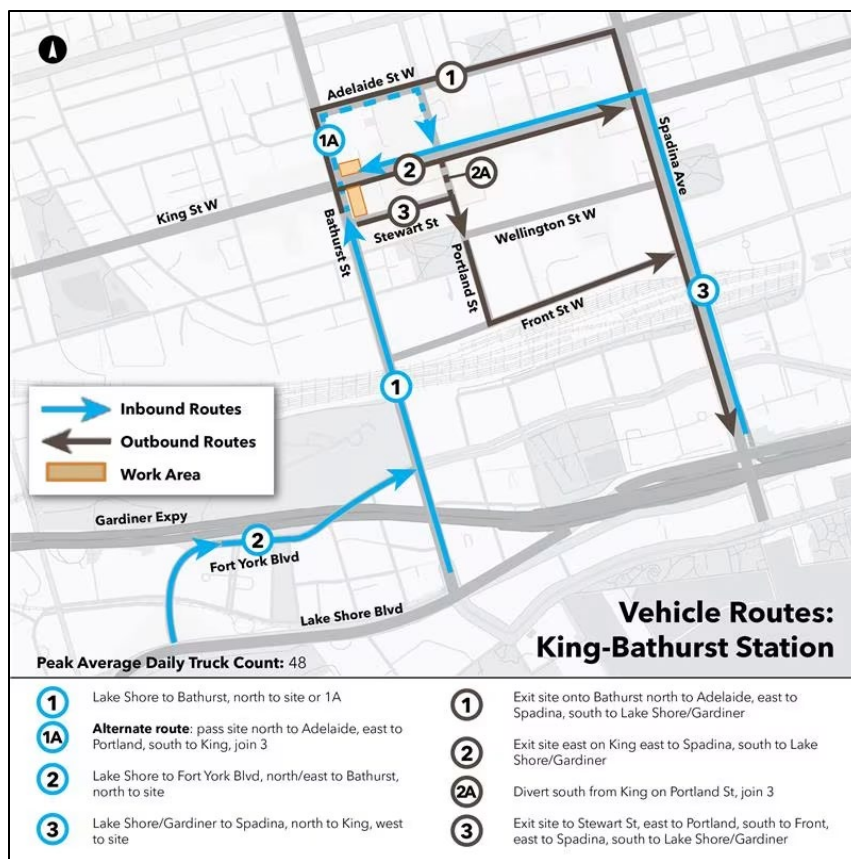


Figure 7. King-Bathurst Station Truck Haul Route (image provided by Metrolinx)

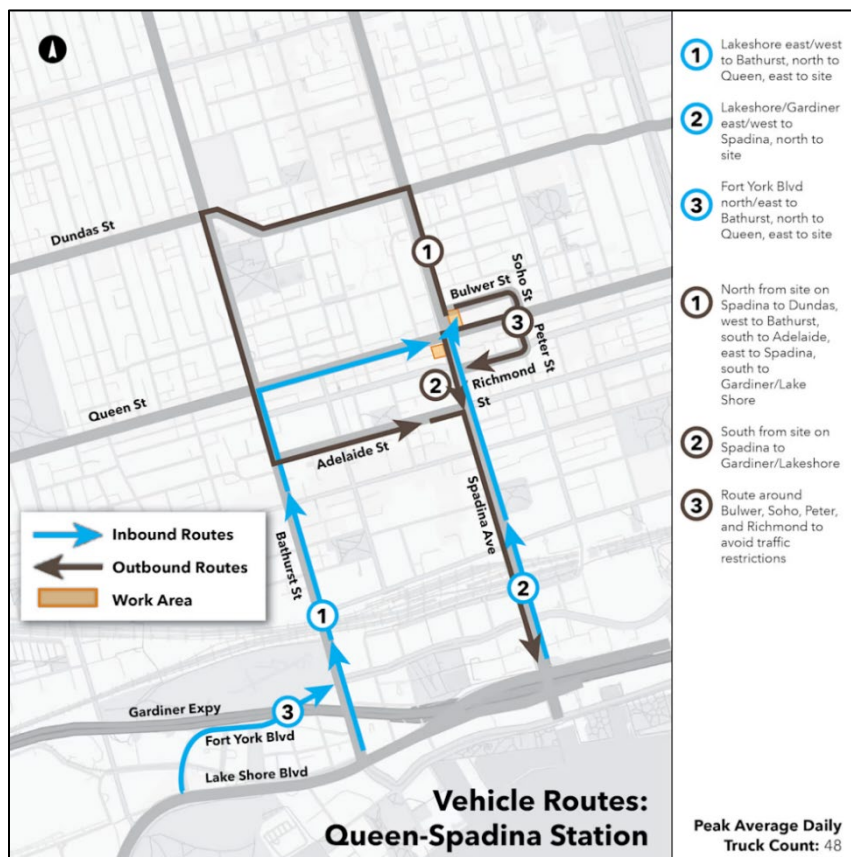


Figure 8. Queen-Spadina Station Truck Haul Route (image provided by Metrolinx)

RapidTO Monitoring Plan

Monitoring and evaluation of the RapidTO projects will be key for ensuring transparency, accountability, and evidence-based decision-making.

By tracking metrics such as transit travel time and reliability, ridership, auto travel time and volume, bus and streetcar lane compliance, and collision data, Transportation Services and the TTC will be able to assess whether the implemented design is achieving the anticipated benefit while making considerations to monitor, evaluate, and adjust designs based on actual impacts. This could include mitigation strategies against speeding and traffic infiltration around local streets, as well as location-specific accommodations for loading and accessibility needs.

A data dashboard will be posted on the project web page quarterly for up to two years from the date of installation.

At the appropriate time after FWC26, Transportation Services would report back to Executive Committee with an evaluation of the RapidTO Dufferin and Bathurst projects including recommendations for the future of the projects, up to and including the potential removal of implemented measures if warranted, as well as recommendations for next steps for future implementation of RapidTO segments on Dufferin Street and Bathurst Street between Bloor Street West and Eglinton Avenue West

Table 2: Proposed Metrics for Monitoring

Road User	Metrics to Monitor	Frequency
Transit	Travel time (speed), reliability and ridership on Dufferin Street and Bathurst Street	Quarterly
	Bus and streetcar lane compliance	Bi-Annually
Motor Vehicle	Travel time (speed) and volume on Dufferin and Bathurst Streets	Quarterly
	Travel time (speed) and volume on select local and collector streets - see Attachment 5 and Attachment 6	Baseline, plus a minimum of 2 after data
Vulnerable Road Users (pedestrians and people cycling)	Collision data (sourced from Toronto Police Service)	Annually

The implementation of transit priority on Dufferin Street and Bathurst Street would benefit from lessons learned from previous transit priority projects in the City such as

the King Street Transit Pilot from 2017 to 2019. Similar to the approach that has been taken with other projects where Transportation Services and the TTC have tested or piloted changes, and made adjustments based on outcomes, the RapidTO corridors would be tracked, monitored, and improved as necessary to support neighborhood mobility.

Transportation Services and the TTC acknowledge the need for flexibility, utilizing the gathered data and public feedback to modify installations as required. Should the data indicate that the recommended transit priority measures do not achieve expected benefits, design modifications may be suggested. Potential changes could include:

- Adjustments to turn restrictions;
- Modifications of signal timing; and
- Changes to traffic and parking regulations.

Proposed modifications will be discussed with the local ward Councillor prior to submitting by-law amendments to City Council.

Transportation Services has identified local roads and collectors with primarily residential adjacent land uses as potential cut-through routes, confirmed by the local community during the consultation process. Speed and volume data will be collected on these streets before and after implementation to identify any significant safety and operational impacts, such as increased speeding, that may result from the establishment of priority transit lanes. This data will inform the development of effective mitigation measures to address these impacts. The initial list of local roads designated for monitoring is included in Attachments 5 and 6, with the potential for additional roads to be added based on future community input.

TTC's Line Management Practices

In late 2024, the TTC launched a pilot to shift route management from a sole focus on departures at end terminals to a more customer-focused model. This pilot, referred to as the "Bunching and Gapping reduction pilot," aims to meet the needs of TTC customers along routes with frequent service. Customers do not rely on a schedule for their arrival at the stop, but instead depend on vehicles arriving at regularly spaced intervals.

Nine bus routes and two streetcar routes were chosen for the pilot based on their observed levels of bunching and gapping from January to September 2024, along with other factors such as the impact of on-street construction, the availability of infrastructure to support mid-route service adjustments, and service frequency, while also ensuring that the selected routes contribute to advancing TTC's equity goals. The selected routes include the 7 Bathurst, the 29 Dufferin, and the 929 Dufferin Express buses.

To support this work, a team of supervisors has been assigned to monitor street-level service for each route. These supervisors are dispatched to assist Transit Control staff in observing and responding to incidents on route, as well as to help with service adjustments. Additional transit priority measures, like the recommended priority transit lanes along Dufferin Street and Bathurst Street, are also expected to reduce bunching

and gapping by ensuring more consistent travel times for buses, thereby enhancing the customer experience.

New Exemptions for Access into Reserved Lanes

To implement Commercial Loading Zones or Passenger Loading Zones in a reserved lane, Transportation Services recommends that new exemptions be added to Section 950-503D(1) and Section 950-503D of the Toronto Municipal Code. All vehicles would be permitted to enter the reserved lane and access a signed loading zone only while actively engaged in loading activities. While this change is essential to address the unique context on Dufferin Street and Bathurst Street, the RapidTO program may identify future streets with limited off-street loading potential. This change is expected to improve the range of available transit priority options on constrained streets.

Feedback from public consultation also emphasized the importance of allowing vehicles to bypass turning vehicles. Transportation Services recommends a new exemption to allow vehicles to enter the reserved lane while passing a vehicle making a left-turn.

Other RapidTO Updates

RapidTO: Jane Street

Phase 1 consultations were held from February 27 to April 11, 2023. Participants were asked to identify the most important criteria for evaluating transit priority solutions, to provide feedback on five design options, and to comment on the proposed removal of ten bus stops.

Phase 2 consultations took place between October 21 and November 17, 2024. Participants were invited to comment on the proposed design of priority bus lanes between Steeles Avenue West and Eglinton Avenue West, with a break near the Highway 400 ramps. The feedback received was mixed; many supported efforts to improve bus travel times, reliability, and reduce wait times and crowding, but there were significant concerns about whether these benefits would be fully achieved through the implementation of priority bus lanes. The main concerns raised included increased traffic congestion, potential rises in motor vehicle traffic through residential streets, and slower travel times for drivers. Many participants preferred alternatives that did not reduce a vehicle lane, such as High Occupancy Vehicle Lanes (HOV lanes with 2+ occupants).

The TTC and Transportation Services are currently reviewing the feedback and refining the design.

RapidTO: Finch East Complete Streets Feasibility Study

In June 2024, a consultant was engaged to support Transportation Services and the TTC in conducting a feasibility study for transforming Finch Avenue East, between Victoria Park Avenue and McCowan Road, into a complete street. The goal of the study is to support transit, active transportation, and community needs, with a strong emphasis on equity and road safety. The study spans approximately 6.4 km, from Gordon Baker Road to Middlefield Road. The study is structured into three key phases:

- Assessment of Existing Conditions

- Traffic Modelling, Analysis and Scenario Evaluation
- Development of Conceptual Design Alternatives

The consultant has completed the assessment of existing conditions and is currently finalizing the traffic modelling and analysis while proceeding with the development of design alternatives. The feasibility study is projected to be completed by the end of 2025. The next phase of the project will involve developing preliminary design options and undertaking the first phase of public consultation activities, which are expected to commence in fall 2026.

RapidTO: Lawrence East Complete Streets Feasibility Study

Similar to the Finch East project, Transportation Services is working with the TTC to begin a feasibility study for implementing Complete Streets enhancements on Lawrence Avenue East. The study area begins at Don Mills Road, where it intersects with Eglinton Avenue East (the future location of the Eglinton Crosstown LRT – Don Valley Station, formerly known as Science Center Station), and extends north to Lawrence Avenue East, then east to Rouge Hill Go Train Station. The Request for Quotation for this consultant assignment was issued to prequalified vendors in May 2025. The study is anticipated to start in July 2025.

RapidTO: Steeles West Complete Streets Feasibility Study

Steeles Avenue West, between Pioneer Village Station and Bathurst Street, had previously been identified as the next RapidTO study to initiate. Due to the ongoing Yonge North Subway Extension project at the Yonge Street/Steeles Avenue intersection, City and TTC staff are considering proposing an approach that would defer this project and identify another potential roadway for study as part of the RapidTO: Surface Transit Network Plan.

Next Steps

Subject to approval by Council, Transportation Services staff will work with TTC staff to finalize the detailed pavement marking and signage design drawings for RapidTO: Dufferin Street and Bathurst Street. The expected completion of the RapidTO: Dufferin and Bathurst Street projects is late 2025 to early 2026, ensuring the lanes are ready before FWC26.

While efforts have been made to ensure that all required by-law changes have been included with this report submission, Transportation Services seeks to use a Streamlined Reporting Process for By-Law Amendments, which would enable Transportation Services to finalize detailed pavement marking and signage design drawings, as well as make minor adjustments to installed conditions without delay based on local Councillor and public feedback. Additionally, Transportation Services is proposing authority to submit bills directly to Council until April 30, 2028, to implement and address any operational and safety issues that may arise in the months following project implementation on the streets and within the parameters found in Attachment 2.

Eglinton Avenue West to Bloor Street West

To ensure the timely delivery of the southern sections of both studies for FWC26, further consideration of the northern sections of RapidTO: Dufferin Street between Bloor

Street West and Eglinton Avenue West, and RapidTO: Bathurst Street between Bathurst Station and Eglinton Avenue West north of Bloor Street West is proposed to be undertaken a future time, rather than immediate implementation before FWC26.

The segment between St. Clair Avenue West and Eglinton Avenue West is currently facing significant neighbourhood infiltration due to its proximity to Allen Road, particularly affecting the Humewood-Cedarvale, Oakwood Village, Forest Hill South and Forest Hill North neighbourhoods. Travel patterns are anticipated to shift following the opening of Line 5 Eglinton Crosstown LRT and the ongoing Transportation Services studies, "Managing Neighbourhood Traffic Issues: Eglinton/Allen Intersection & Neighbourhood Streets" and "Oakwood Village Streets Plan".

Geometric Safety Improvements and Public Realm Enhancements

On October 24, 2024, Toronto and East York Community Council adopted item 2024.TE17.39 - Intersection Safety Review - Bloor Street West and Dufferin Street. TEYCC requested staff to investigate the installation of geometric safety improvements at Bloor Street and Dufferin Street.

On May 14, 2025, the TTC Board adopted as amended item 2025.TTC4.4 - Transit Priority Measures on Dufferin Street and Bathurst Street. The Board requested that City Council direct staff to explore opportunities to accelerate the beautification of the public realm along the Dufferin Street and Bathurst Street priority transit corridors, in accordance with the recently approved "Towards a Beautiful City – A Path Forward" Plan.

Although this report did not include specific recommendations for addressing the above two motions, subject to Council approval of the RapidTO: Dufferin Street and RapidTO: Bathurst Street projects, Transportation Services will collaborate with City Planning, Parks and Recreation, and the TTC to develop an implementation plan and submit a report to Council at the appropriate time.

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SIGNATURE

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ATTACHMENTS

Attachment 1: Amendments to Traffic and Parking Regulations
Attachment 2: Streamlined Reporting Process for By-Law Amendments
Attachment 3: Dufferin Street Proposed Turn Restrictions Diagram
Attachment 4: Bathurst Street Proposed Turn Restrictions Diagram
Attachment 5: Dufferin Street Local Road and Collector Monitoring List
Attachment 6: Bathurst Street Local Road and Collector Monitoring List
Attachment 7: Dufferin Street Summary of Design Changes
Attachment 8: Bathurst Street Summary of Design Changes

Attachment 1: Amendments to Traffic and Parking Regulations

RAPIDTO: DUFFERIN STREET TO BE RESCINDED

Chapter 910 Schedule I: Parking Machines

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee/time Limit	Maximum Parking Period
Dufferin Street	East	Springhurst Avenue and King Street West	8:00 a.m. to 4:00 p.m. and 6:00 p.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.25 for 1 hour	3 hours
Dufferin Street	West	King Street West and Queen Street West	9:00 a.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.25 for 1 hour	3 hours
Dufferin Street	West	Springhurst Avenue and a point 104 metres south of King Street West	9:00 a.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.25 for 1 hour	3 hours

Chapter 925 Schedule A: Permit Parking

Street	Side	Location	Period	Time
Dufferin Street	Even	From 30.5 metres south of Peel Avenue to Peel Avenue	All times	12:01 a.m. to 7:00 a.m.

Street	Side	Location	Period	Time
Dufferin Street	Odd	From Dundas Street West to Peel Avenue	All times, except anytime from 4:00 p.m. to 6:00 p.m., Mon. to Fri.	12:01 a.m. to 7:00 a.m.
Dufferin Street	Even	From Dundas Street West to Peel Avenue	All times, except no parking anytime from 7:00 a.m. to 9:00 a.m., Mon. to Fri.	12:01 a.m. to 7:00 a.m.
Dufferin Street	Even	From the south end of Dufferin Street to a point 30.5 metres south of Peel Avenue	All times	12:01 a.m. to 7:00 a.m.

Chapter 950 Schedule V: Stands for Taxicabs

Highway	Side	Location	Number of Taxicabs	Times and/or Days
Dufferin Street	West	Thorburn Avenue and a point 29 metres south of King Street West	25	Anytime from and including Fri. Aug 17, 2018 to and including Mon. Sept. 3, 2018
Dufferin Street	West	Between Thorburn Avenue and a point 29 metres south of King Street West	25	Anytime from and including Fri. Aug. 16, 2019 to and including Mon. Sept. 2, 2019
Dufferin Street	West	Thorburn Avenue and a point 29 metres south of King Street West	25	Anytime from and including Fri. Aug. 18, 2017 to and including Mon. Sept. 4, 2017
Dufferin Street	West	Thorburn Avenue and a point 29 metres south of King Street West	25	Anytime from July 11, 2015 to July 26, 2015, inclusive

Chapter 950 Schedule XIII: No Parking

Highway	Side	Between	Prohibited Times and/or Days
Dufferin Street	East	A point 15 metres north of Springhurst Avenue and Queen Street West	Anytime from and including Fri. Aug. 16, 2019 to and including Mon. Sept. 2, 2019
Dufferin Street	East	A point 15 metres north of Springhurst Avenue and Queen Street West	Anytime from and including Fri. Aug. 18, 2017 to and including Mon. Sept. 4, 2017
Dufferin Street	East	A point 15 metres north of Springhurst Avenue and Queen Street West	Anytime from July 11, 2015 to July 26, 2015, inclusive
Dufferin Street	East	A point 15 metres north of Springhurst Avenue and Queen Street West	Anytime from and including Fri. Aug 17, 2018 to and including Mon. Sept. 3, 2018
Dufferin Street	East	A point 150.1 metres south of a point opposite the south limit of Springhurst Avenue and a point 15 metres north of Springhurst Avenue	Anytime
Dufferin Street	East	Dufferin Park Avenue and Bloor Street West	6:30 a.m. to 7:00 p.m., Mon. to Fri., and 7:00 a.m. to 6:00 p.m., Sat., Sun. and public holidays
Dufferin Street	East	Dundas Street West and Sylvan Avenue	6:30 a.m. to 9:30 a.m., and 3:00 p.m. to 7:00 p.m., Mon. to Fri., except public holidays
Dufferin Street	East	King Street West and a point 48.8 metres north	Anytime

Highway	Side	Between	Prohibited Times and/or Days
Dufferin Street	East	Peel Avenue and Dundas Street West	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Dufferin Street	East	Peel Avenue and the south end	Anytime
Dufferin Street	East	Queen Street West and a point 15 metres north of Springhurst Avenue	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Dufferin Street	East	Sylvan Avenue and Dufferin Park Avenue	Anytime
Dufferin Street	West	A point 91.5 metres north of Bloor Street West and Muir Avenue	Anytime
Dufferin Street	West	Alma Avenue and Dundas Street West	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Dufferin Street	West	Dundas Street West and a point 17 metres south of Fisher Street	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
Dufferin Street	West	Fisher Street and a point 17 metres south	Anytime
Dufferin Street	West	Fisher Street and Muir Avenue	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
Dufferin Street	West	King Street West and Queen Street West	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays

Highway	Side	Between	Prohibited Times and/or Days
Dufferin Street	West	King Street West and Queen Street West	Anytime from and including Fri. Aug 17, 2018 to and including Mon. Sept. 3, 2018
Dufferin Street	West	King Street West and Queen Street West	Anytime from and including Fri. Aug. 16, 2019 to and including Mon. Sept. 2, 2019
Dufferin Street	West	King Street West and Queen Street West	Anytime from and including Fri. Aug. 18, 2017 to and including Mon. Sept. 4, 2017
Dufferin Street	West	King Street West and Queen Street West	Anytime from July 11, 2015 to July 26, 2015, inclusive
Dufferin Street	West	Springhurst Avenue and a point 104 metres south of King Street West	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Dufferin Street	West	Springhurst Avenue and a point 150.2 metres south of Springhurst Avenue	Anytime

Chapter 950 Schedule XIV: No Stopping

Highway	Side	Between	Prohibited Times and/or Days
Dufferin Street	East	Exhibition Park and Queen Street West	4:00 p.m. to 6:00 p.m., Mon. to Fri.
Dufferin Street	West	King Street West and a point 104 metres south	Anytime
Dufferin Street	West	Peel Avenue and Alma Avenue	Anytime

Chapter 950 Schedule XV: Parking for Restricted Periods

Highway	Side	Between	Times and/or Days	Maximum Period Permitted
Dufferin Street	East	Dundas Street West and College Street	9:30 a.m. to 3:00 p.m., Mon. to Fri., and 9:00 a.m. to 4:00 p.m., Sat., Sun. and public holidays	1 hour
Dufferin Street	West	Peel Avenue and a point 62.6 metres south of a point opposite Peel Avenue	8:00 a.m. to 6:00 p.m.	1 hour

Chapter 950 Schedule XVI: No Standing

Highway	Side	Between	Prohibited Times and/or Days
Dufferin Street	West	Springhurst Avenue and Thorburn Avenue	Anytime from and including Fri. Aug 17, 2018 to and including Mon. Sept. 3, 2018
Dufferin Street	West	Springhurst Avenue and Thorburn Avenue	Anytime from and including Fri. Aug. 16, 2019 to and including Mon. Sept. 2, 2019
Dufferin Street	West	Springhurst Avenue and Thorburn Avenue	Anytime from and including Fri. Aug. 18, 2017 to and including Mon. Sept. 4, 2017
Dufferin Street	West	Springhurst Avenue and Thorburn Avenue	Anytime from July 11, 2015 to July 26, 2015, inclusive
Dufferin Street	West	Thorburn Avenue and Springhurst Avenue	Anytime, from and including Fri., Aug. 21, 2009 to and including Mon., Sept. 7, 2009

RAPIDTO: DUFFERIN STREET TO BE ENACTED

Chapter 950 Schedule VI: Commercial Loading Zones

Highway	Side	Location	Times and/or Days
Dufferin Street	West	A point 30 metres south of Melbourne Avenue and a point 61 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holiday
Dufferin Street	West	A point 50 metres south of Queen Street West and a point 100 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	West	A point 30 metres south of Florence Street and a point 32 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	West	A point 30 metres south of Gordon Street and a point 33 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays

Highway	Side	Location	Times and/or Days
Dufferin Street	West	A point 30 metres south of Bank Street and a point 33 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	East	A point 13 metres south of Stonehouse Crescent and a point 37 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	West	A point 50 metres south of Dundas Street West and a point 136 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	East	A point 50 metres south of Dundas Street West and a point 156 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays

Highway	Side	Location	Times and/or Days
Dufferin Street	West	A point 30 metres south of Fisher Street and a point 25 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	East	A point 30 metres south of Parr Street and a point 47 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	West	Moutray Street and a point 57 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	East	A point 30 metres south of College Street and Parr Street	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays

Highway	Side	Location	Times and/or Days
Dufferin Street	West	A point 30 metres south of Lindsey Avenue and a point 35 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	East	A point 30 metres south of Lindsey Avenue and a point 50 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	East	A point 30 metres south of Sylvan Avenue and a point 55 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	East	A point 50 metres south of Bloor Street West and a point 196 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays

Chapter 950 Schedule XIII: No Parking

Highway	Side	Between	Prohibited Times and/or Days
Dufferin Street	West	Bloor Street West and a point 91.5 metres north	Anytime
Dufferin Street	West	A point 30 metres south of Melbourne Avenue and a point 61 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	West	A point 50 metres south of Queen Street West and a point 100 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	West	A point 30 metres south of Florence Street and a point 32 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	West	A point 30 metres south of Gordon Street and a point 33 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	West	A point 30 metres south of Bank Street and a point 33 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	East	A point 13 metres south of Stonehouse Crescent and a point 37 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	West	A point 50 metres south of Dundas Street West and a point 136 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays

Highway	Side	Between	Prohibited Times and/or Days
Dufferin Street	East	A point 50 metres south of Dundas Street West and a point 156 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	West	A point 30 metres south of Fisher Street and a point 25 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	East	A point 30 metres south of Parr Street and a point 47 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	West	Moutray Street and a point 57 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	East	A point 30 metres south of College Street and Parr Street	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	West	A point 30 metres south of Lindsey Avenue and a point 35 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	East	A point 30 metres south of Lindsey Avenue and a point 50 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	East	A point 30 metres south of Sylvan Avenue and a point 55 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays
Dufferin Street	East	A point 50 metres south of Bloor Street West and a point 196 metres further south	10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 7:00 a.m., Mon. to Fri., 7:00 a.m. to 12:00 p.m. and 7:00 p.m. to 7:00 a.m. Sat.-Sun., except public holidays

Chapter 950 Schedule XIV: No Stopping

Highway	Side	Between	Prohibited Times and/or Days
Dufferin Street	West	A point 30 metres south of Melbourne Avenue and a point 61 metres further south	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., Mon. to Fri., 12:00 p.m. and 7:00 p.m. Sat.-Sun., except public holidays
Dufferin Street	West	A point 50 metres south of Queen Street West and a point 100 metres further south	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., Mon. to Fri., 12:00 p.m. and 7:00 p.m. Sat.-Sun., except public holidays
Dufferin Street	West	A point 30 metres south of Florence Street and a point 32 metres further south	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., Mon. to Fri., 12:00 p.m. and 7:00 p.m. Sat.-Sun., except public holidays
Dufferin Street	West	A point 30 metres south of Gordon Street and a point 33 metres further south	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., Mon. to Fri., 12:00 p.m. and 7:00 p.m. Sat.-Sun., except public holidays
Dufferin Street	West	A point 30 metres south of Bank Street and a point 33 metres further south	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., Mon. to Fri., 12:00 p.m. and 7:00 p.m. Sat.-Sun., except public holidays

Highway	Side	Between	Prohibited Times and/or Days
Dufferin Street	East	A point 13 metres south of Stonehouse Crescent and a point 37 metres further south	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., Mon. to Fri., 12:00 p.m. and 7:00 p.m. Sat.-Sun., except public holidays
Dufferin Street	West	A point 50 metres south of Dundas Street West and a point 136 metres further south	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., Mon. to Fri., 12:00 p.m. and 7:00 p.m. Sat.-Sun., except public holidays
Dufferin Street	East	A point 50 metres south of Dundas Street West and a point 156 metres further south	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., Mon. to Fri., 12:00 p.m. and 7:00 p.m. Sat.-Sun., except public holidays
Dufferin Street	West	A point 30 metres south of Fisher Street and a point 25 metres further south	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., Mon. to Fri., 12:00 p.m. and 7:00 p.m. Sat.-Sun., except public holidays
Dufferin Street	East	A point 30 metres south of Parr Street and a point 47 metres further south	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., Mon. to Fri., 12:00 p.m. and 7:00 p.m. Sat.-Sun., except public holidays

Highway	Side	Between	Prohibited Times and/or Days
Dufferin Street	West	Moutray Street and a point 57 metres further south	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., Mon. to Fri., 12:00 p.m. and 7:00 p.m. Sat.-Sun., except public holidays
Dufferin Street	East	A point 30 metres south of College Street and Parr Street	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., Mon. to Fri., 12:00 p.m. and 7:00 p.m. Sat.-Sun., except public holidays
Dufferin Street	West	A point 30 metres south of Lindsey Avenue and a point 35 metres further south	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., Mon. to Fri., 12:00 p.m. and 7:00 p.m. Sat.-Sun., except public holidays
Dufferin Street	East	A point 30 metres south of Lindsey Avenue and a point 50 metres further south	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., Mon. to Fri., 12:00 p.m. and 7:00 p.m. Sat.-Sun., except public holidays
Dufferin Street	East	A point 30 metres south of Sylvan Avenue and a point 55 metres further south	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., Mon. to Fri., 12:00 p.m. and 7:00 p.m. Sat.-Sun., except public holidays

Highway	Side	Between	Prohibited Times and/or Days
Dufferin Street	East	A point 50 metres south of Bloor Street West and a point 196 metres further south	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., Mon. to Fri., 12:00 p.m. and 7:00 p.m. Sat.-Sun., except public holidays
Dufferin Street	Both	King Street West and Dufferin Gate Loop	Anytime
Dufferin Street	West	Queen Street West and a point 50 metres south	Anytime
Dufferin Street	West	Melbourne Avenue and a point 30 metres south	Anytime
Dufferin Street	West	King Street West and a point 88 metres north	Anytime
Dufferin Street	East	Queen Street West and King Street West	Anytime
Dufferin Street	West	Alma Avenue and Queen Street West	Anytime
Dufferin Street	East	Gordon Street and Queen Street West	Anytime
Dufferin Street	West	Florence Street and a point 30 metres south	Anytime
Dufferin Street	West	Alma Avenue and a point 30 metres north	Anytime
Dufferin Street	West	Gordon Street and a point 30 metres south	Anytime
Dufferin Street	West	Florence Street and a point 30 metres north	Anytime
Dufferin Street	West	Bank Street and a point 30 metres south	Anytime

Highway	Side	Between	Prohibited Times and/or Days
Dufferin Street	West	Bank Street and a point 30 metres north	Anytime
Dufferin Street	East	Stonehouse Crescent and a point 13 metres south	Anytime
Dufferin Street	East	Stonehouse Crescent and a point 30 metres north	Anytime
Dufferin Street	Both	Dundas Street West and a point 50 metres south	Anytime
Dufferin Street	East	Dundas Street West and a point 102 metres north	Anytime
Dufferin Street	West	Dundas Street West and a point 76 metres north	Anytime
Dufferin Street	West	Fisher Street and a point 30 metres south	Anytime
Dufferin Street	West	Moutray Street and a point 30 metres south	Anytime
Dufferin Street	West	Fisher Street and a point 30 metres north	Anytime
Dufferin Street	East	Parr Street and a point 30 metres south	Anytime
Dufferin Street	East	Parr Street and a point 30 metres north	Anytime
Dufferin Street	Both	College Street and a point 30 metres south	Anytime
Dufferin Street	Both	Lindsey Avenue and a point 30 metres south	Anytime
Dufferin Street	West	Bloor Street West and Lindsey Avenue	Anytime

Highway	Side	Between	Prohibited Times and/or Days
Dufferin Street	East	Lindsey Avenue and a point 30 metres north	Anytime
Dufferin Street	East	Sylvan Avenue and a point 30 metres south	Anytime
Dufferin Street	East	Dufferin Park Avenue and Sylvan Avenue	Anytime
Dufferin Street	East	Dufferin Park Avenue and a point 59 metres north	Anytime
Dufferin Street	East	Bloor Street West and a point 50 metres south	Anytime

Chapter 950 Schedule XIX: One-Way Traffic Lanes

Highway	Between	Lanes	Times and/or Days	Direction
Dufferin Street	Dufferin Park Avenue and a point 50 metres south	Easterly Northbound	Anytime	Northbound right-turning (buses and bicycles excepted)
Dufferin Street	Lindsey Avenue and a point 50 metres north	Westerly Southbound	Anytime	Southbound right-turning (buses and bicycles excepted)
Dufferin Street	Lindsey Avenue and a point 50 metres south	Easterly Northbound	Anytime	Northbound right-turning (buses and bicycles excepted)
Dufferin Street	College Street and a point 50 metres north	Westerly Southbound	Anytime	Southbound right-turning (buses and bicycles excepted)

Highway	Between	Lanes	Times and/or Days	Direction
Dufferin Street	College Street and a point 50 metres south	Easterly Northbound	Anytime	Northbound right-turning (buses and bicycles excepted)
Dufferin Street	Dundas Street West and a point 50 metres north	Westerly Southbound	Anytime	Southbound right-turning (buses and bicycles excepted)
Dufferin Street	Dundas Street West and a point 50 metres south	Easterly Northbound	Anytime	Northbound right-turning (buses and bicycles excepted)
Dufferin Street	Queen Street West and a point 50 metres north	Westerly Southbound	Anytime	Southbound right-turning (buses and bicycles excepted, Ontario line vehicles excepted until May 31, 2031)
Dufferin Street	Queen Street West and a point 50 metres south	Easterly Northbound	Anytime	Northbound right-turning (buses and bicycles excepted, Ontario Line vehicles excepted until May 31, 2031)

Highway	Between	Lanes	Times and/or Days	Direction
Dufferin Street	King Street West and a point 50 metres south	Easterly Northbound	Anytime	Northbound right-turning (buses and bicycles excepted, Ontario Line vehicles excepted until May 31, 2031)

Chapter 950 Schedule XXII: Reserved Lanes for Designated Classes of Vehicles

Highway	Between	Lanes	Times and/or Days	Designated Class of Vehicle
Dufferin Street	Bloor Street West and Dundas Street West	Westerly Southbound and Easterly Northbound	Anytime	PTVs and bicycles
Dufferin Street	Dundas Street West and King Street West	Westerly Southbound and Easterly Northbound	Anytime	PTVs and bicycles, Ontario Line vehicles until May 31, 2031
Dufferin Street	Thorburn Avenue and Springhurst Avenue	Easterly Southbound	Anytime	PTVs, Ontario Line vehicles until May 31, 2031

Chapter 950 Schedule XXIII: Prohibited Turns

Intersection of Portion of Highway	Direction	Turns Prohibited	Times and/or Days
Dufferin Street and College Street	Northbound	Left	Anytime (buses excepted)

Intersection of Portion of Highway	Direction	Turns Prohibited	Times and/or Days
Dufferin Street and Dundas Street West	Southbound	Left	7:00 a.m. to 7:00 p.m., Mon. to Sat., except public holidays (buses excepted and Ontario Line vehicles excepted until May 31, 2031)
Dufferin Street and Queen Street West	Northbound and Southbound	Left	Anytime (buses excepted and Ontario Line vehicles excepted until May 31, 2031)

**RAPIDTO: BATHURST STREET
TO BE RESCINDED**

Chapter 910 Schedule I: Parking Machines

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee/time Limit	Maximum Parking Period
Bathurst Street	East	Carr Street and a point 55 metres south of Dundas Street West	9:00 a.m. to 4:00 p.m., 6:00 p.m. to 9:00 p.m., Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.25 for 1 hour	3 hours
Bathurst Street	East	College Street and a point 50 metres north of Nassau Street	9:00 a.m. to 4:00 p.m., 6:00 p.m. to 9:00 p.m., Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.25 for 1 hour	3 hours
Bathurst Street	West	A point 62.1 metres north of College Street and Lennox Street	9:00 a.m. to 4:00 p.m., 6:00 p.m. to 9:00 p.m., Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.25 for 1 hour	3 hours

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee/time Limit	Maximum Parking Period
Bathurst Street	West	College Street and Lennox Street	9:00 a.m. to 4:00 p.m., 6:00 p.m. to 9:00 p.m., Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.25 for 1 hour	3 hours
Bathurst Street	West	Dundas Street West and College Street	9:00 a.m. to 4:00 p.m., 6:00 p.m. to 9:00 p.m., Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.25 for 1 hour	3 hours
Bathurst Street	West	Wolseley Street and Dundas Street West	9:00 a.m. to 4:00 p.m., 6:00 p.m. to 9:00 p.m., Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.25 for 1 hour	3 hours

Chapter 950 Schedule VI: Commercial Loading Zones

Highway	Side	Location	Times and/or Days
Bathurst Street	West	A point 31 metres north of Wolseley Street and a point 14 metres further north	Anytime, except 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. Mon. to Fri.

Highway	Side	Location	Times and/or Days
Bathurst Street	West	A point 72.5 metres south of Bloor Street West and a point 13 metres further south	Anytime

Chapter 950 Schedule XIII: No Parking

Highway	Side	Between	Prohibited Times and/or Days
Bathurst Street	East	A point 30.5 metres north of King Street West and a point 27.5 metres further north	Anytime
Bathurst Street	East	A point 30.5 metres south of Lennox Street and a point 30.5 metres north of London Street	Anytime
Bathurst Street	East	A point 30.5 metres south of Lennox Street and Wolseley Street	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Bathurst Street	East	A point 44 metres north of College Street and a point 116 metres north	8:30 a.m. to 6:00 p.m.
Bathurst Street	East	Adelaide Street West and Richmond Street West	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Bathurst Street	East	Front Street West and a point 30.5 metres north of King Street West	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Bathurst Street	East	Lake Shore Boulevard West and a point 30.5 metres north of King Street West	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays

Highway	Side	Between	Prohibited Times and/or Days
Bathurst Street	East	Richmond Street West and Wolseley Street	Anytime
Bathurst Street	West	A point 30.5 metres south of Robinson Street and Wolseley Street	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Bathurst Street	West	A point 62.1 metres north of College Street and Lennox Street	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Bathurst Street	West	Adelaide Street West and King Street West	Anytime
Bathurst Street	West	King Street and Lake Shore Boulevard West	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Bathurst Street	West	Queen Street West and Wolseley Street	Anytime
Bathurst Street	West	Richmond Street West and Queen Street West	Anytime
Bathurst Street	West	Robinson Street and a point 30.5 metres south	Anytime
Bathurst Street	West	Robinson Street and College Street	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays

Chapter 950 Schedule XIV: No Stopping

Highway	Side	Between	Prohibited Times and/or Days
Bathurst Street	East	Adelaide Street West and Eden Place	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays

Highway	Side	Between	Prohibited Times and/or Days
Bathurst Street	East	Carr Street and Burton Road	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Bathurst Street	East	Eden Place and Carr Street	Anytime
Bathurst Street	East	King Street West and a point 58 metres north	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
Bathurst Street	East	Lake Shore Boulevard West and Front Street West	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Bathurst Street	West	Adelaide Street West and Richmond Street West	Anytime
Bathurst Street	West	Bloor Street West and a point 72.5 metres south	Anytime
Bathurst Street	West	Bloor Street West and a point 76 metres south of London Street	7:00 a.m. to 7:00 p.m., Mon. to Fri., except public holidays
Bathurst Street	West	College Street and a point 62.1 metres north	Anytime
Bathurst Street	West	Front Street West and Queen Street West	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Bathurst Street	West	Lake Shore Boulevard West and Front Street West	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Bathurst Street	West	Lennox Street and a point 85.5 metres south of Bloor Street West	Anytime

Chapter 950 Schedule XV: Parking for Restricted Periods

Highway	Side	Between	Times and/or Days	Maximum Period Permitted
Bathurst Street	East	A point 30.5 metres south of Lennox Street and Wolseley Street	9:00 a.m. to 4:00 p.m., Mon. to Fri.	1 hour
Bathurst Street	East	Front Street West and Richmond Street West	9:00 a.m. to 4:00 p.m., Mon. to Fri., except public holidays	1 hour
Bathurst Street	East	Lake Shore Boulevard West and a point 183 metres north	8:00 a.m. to 6:00 p.m.	1 hour
Bathurst Street	West	A point 30.5 metres south of Robinson Street and Wolseley Street	9:00 a.m. to 4:00 p.m., Mon. to Fri.	1 hour
Bathurst Street	West	Front Street West and King Street West	9:00 a.m. to 4:00 p.m., Mon. to Fri., except public holidays	1 hour

Chapter 950 Schedule XVI: No Standing

Highway	Side	Between	Prohibited Times and/or Days
Bathurst Street	Both	Lake Shore Boulevard West and Front Street West	6:30 p.m. to 12:00 a.m., Mon. to Fri., except public holidays and 12:00 p.m. to 6:00 p.m., Sat., Sun. and public holidays

Chapter 950 Schedule XIX: One-Way Traffic Lanes

Highway	Between	Lanes	Times and/or Days	Direction
Bathurst Street and Queen Street West [Added 2014-12- 11 by By-law No. 100-2015]	Queen Street West and a point 30.5 metres south	Easterly Northbound	Anytime	Northbound right-turning
Bathurst Street and Queen Street West	Queen Street West and a point 30.5 metres south	Easterly Northbound	Anytime	Northbound right-turning

Chapter 950 Schedule XXII: Reserved Lanes for Designated Classes of Vehicles

Highway	Between	Lanes	Times and/or Days	Designated Class of Vehicle
Bathurst Street and Fleet Street [Added 2019-10-30 by By-law No 1536-2019]	Fleet Street and a point 40 metres north	Centre Southbound	Anytime	PTVs

Chapter 950 Schedule XXIII: Prohibited Turns

Intersection of Portion of Highway	Direction	Turns Prohibited	Times and/or Days
Bathurst Street and Bloor Street West	All Directions	Left	7:00 a.m. to 10:00 p.m.

Intersection of Portion of Highway	Direction	Turns Prohibited	Times and/or Days
Bathurst Street and King Street West [Added 2018-02-01 by Bylaw 161-2018]	Northbound and Southbound	Left	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 (TTC vehicles excepted)
Bathurst Street and Queen Street West	Northbound and Eastbound	Left	7:00 a.m. to 7:00 p.m. Mon. to Sat. (TTC vehicles excepted)
Bathurst Street and Queen Street West	Southbound and Westbound	Left	7:00 a.m. to 7:00 p.m. Mon. to Sat. (TTC vehicles excepted)

RAPIDTO: BATHURST STREET TO BE ENACTED

Chapter 910 Schedule I: Parking Machines

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee/time Limit	Maximum Parking Period
Bathurst Street	West	Dundas Street West and Nassau Street	9:00 a.m. to 4:00 p.m., 6:00 p.m. to 9:00 p.m., Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.25 for 1 hour	3 hours

Chapter 950 Schedule XIII: No Parking

Highway	Side	Between	Prohibited Times and/or Days
Bathurst Street	East	London Street and a point 30.5 metres north	Anytime
Bathurst Street	East	Nassau Street and Dundas Street West	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Bathurst Street	West	Nassau Street and Dundas Street West	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays

Chapter 950 Schedule XIV: No Stopping

Highway	Side	Between	Prohibited Times and/or Days
Bathurst Street	East	Nassau Street and Dundas Street West	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays

Highway	Side	Between	Prohibited Times and/or Days
Bathurst Street	West	Nassau Street and Dundas Street West	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Bathurst Street	East	Bathurst Station North Exit and Nassau Street	Anytime
Bathurst Street	West	A point 76 metres south of London Street and Nassau Street	Anytime
Bathurst Street	Both	Dundas Street West and Lake Shore Boulevard West	Anytime
Bathurst Street	East	London Street and Burton Road	4:00 p.m. to 6:00 p.m, Mon. to Fri., except public holidays

Chapter 950 Schedule XIX: One-Way Traffic Lanes

Highway	Between	Lanes	Times and/or Days	Direction
Bathurst Street	Fort York Boulevard and a point 50 metres south	Westerly Northbound	Anytime	Northbound left-turning (PTVs excepted, Ontario Line vehicles excepted until May 31, 2031)
Bathurst Street	Fort York Boulevard and a point 50 metres north	Easterly Southbound	Anytime	Southbound left-turning (PTVs excepted, Ontario Line vehicles excepted until May 31, 2031)

Highway	Between	Lanes	Times and/or Days	Direction
Bathurst Street	Niagara Street and Front Street	Westerly Southbound	Anytime	Southbound through
Bathurst Street	Niagara Street and Front Street	Centre Southbound	Anytime	Southbound left-turning
Bathurst Street	Wellington Street West and a point 50 metres south	Westerly Northbound	Anytime	Northbound left-turning (PTVs excepted, Ontario Line vehicles excepted until May 31, 2031)
Bathurst Street	Niagara Street and a point 50 metres north	Easterly Southbound	Anytime	Southbound left-turning (PTVs excepted, Ontario Line vehicles excepted until May 31, 2031)
Bathurst Street	Adelaide Street West and a point 50 metres north	Easterly Southbound	Anytime	Southbound left-turning (PTVs excepted, Ontario Line vehicles excepted until May 31, 2031)
Bathurst Street	Robinson Street and a point 50 metres south	Westerly Northbound	Anytime	Northbound left-turning (PTVs excepted, Ontario Line vehicles excepted until May 31, 2031)

Highway	Between	Lanes	Times and/or Days	Direction
Bathurst Street	Carr Street and a point 50 metres north	Easterly Southbound	Anytime	Southbound left-turning (PTVs excepted, Ontario Line vehicles excepted until May 31, 2031)
Bathurst Street	Dundas Street West and a point 50 metres south	Westerly Northbound	Anytime	Northbound left-turning (PTVs excepted)
Bathurst Street	College Street and a point 50 metres south	Westerly Northbound	Anytime	Northbound left-turning (PTVs excepted)
Bathurst Street	College Street and a point 50 metres north	Easterly Southbound	Anytime	Southbound left-turning (PTVs excepted)
Bathurst Street	Ulster Street and a point 50 metres south	Westerly Northbound	Anytime	Northbound left-turning (PTVs excepted)
Bathurst Street	Ulster Street and a point 50 metres north	Easterly Southbound	Anytime	Southbound left-turning (PTVs excepted)
Bathurst Street	Harbord Street and a point 50 metres south	Westerly Northbound	Anytime	Northbound left-turning (PTVs excepted)
Bathurst Street	Harbord Street and a point 50 metres north	Easterly Southbound	Anytime	Southbound left-turning (PTVs excepted)
Bathurst Street	Lennox Street and a point 50 metres south	Westerly Northbound	Anytime	Northbound left-turning (PTVs excepted)

Highway	Between	Lanes	Times and/or Days	Direction
Bathurst Street	Lennox Street and a point 50 metres north	Easterly Southbound	Anytime	Southbound left-turning (PTVs excepted)

Chapter 950 Schedule XXII: Reserved Lanes for Designated Classes of Vehicles

Highway	Between	Lanes	Times and/or Days	Designated Class of Vehicle
Bathurst Street	Lake Shore Boulevard West and Dundas Street West	Westerly Northbound and Easterly Southbound	Anytime	PTVs, Ontario Line vehicles until May 31, 2031
Bathurst Street	Nassau Street to Bathurst Station North Exit	Westerly Northbound and Easterly Southbound	Anytime	PTVs

Chapter 950 Schedule XXIII: Prohibited Turns

Intersection of Portion of Highway	Direction	Turns Prohibited	Times and/or Days
Bathurst Street and Bloor Street West	Eastbound and Westbound	Left	7:00 a.m. to 10:00 p.m. (TTC vehicles excepted)
Bathurst Street and Bloor Street West	Northbound and Southbound	Left	Anytime (TTC vehicles excepted)
Bathurst Street and Bloor Street West	Northbound and Southbound	Right	Anytime (TTC vehicles and bicycles excepted)
Bathurst Street and King Street West	Northbound	Left	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 (TTC vehicles excepted, Ontario Line vehicles excepted until May 31, 2031)

Intersection of Portion of Highway	Direction	Turns Prohibited	Times and/or Days
Bathurst Street and King Street West	Southbound	Left	Anytime (TTC vehicles excepted, Ontario Line vehicles excepted until May 31, 2031)
Bathurst Street and Queen Street West	Northbound Southbound	Left	Anytime (TTC vehicles excepted, Ontario Line vehicles excepted until May 31, 2031)
Bathurst Street and Queen Street West	Eastbound and Westbound	Left	7:00 a.m. to 7:00 p.m., Mon. to Sat., except public holidays (TTC vehicles excepted, Ontario Line vehicles excepted until May 31, 2031)
Bathurst Street and Dundas Street West	Southbound	Left	Anytime (TTC vehicles excepted, Ontario Line vehicles excepted until May 31, 2031)

Attachment 2: Streamlined Reporting Process for By-Law Amendments

List of Traffic and Parking By-Laws Proposed for Delegation

Chapter 903 - Parking for Persons with Disabilities

Schedule II: Designated On-Street Parking for Permit Holders

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

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

Schedule I: Parking Machines

Schedule III: Parking Meters

Chapter 950 - Traffic and Parking

Schedule V: Stands for Taxicabs

Schedule VI: Commercial Loading Zones

Schedule VII: Passenger Loading Zones

Schedule VIII: Bus Parking Zones

Schedule IX: Delivery Vehicle Parking Zones

Schedule X: Bus Loading Zones

Schedule XIII: No Parking

Schedule XIV: No Stopping

Schedule XV: Parking for Restricted Periods

Schedule XVI: No Standing

Schedule XVIII: One-Way Highways

Schedule XIX: One-Way Traffic Lanes

Schedule XXII: Reserved Lanes for Designated Class of Vehicles

Schedule XXIII: Prohibited Turns

Schedule XXIV: Compulsory Turns

Schedule XXVI: Through Highways

Schedule XXVII: Compulsory Stops

Schedule XXXVII: School Bus Loading Zones

Schedule XXXVIII: Pedestrian Crossovers

Schedule XXXIX: Traffic Control Signals

List of Streets and Street Segments Proposed for Delegation

RAPIDTO: DUFFERIN STREET

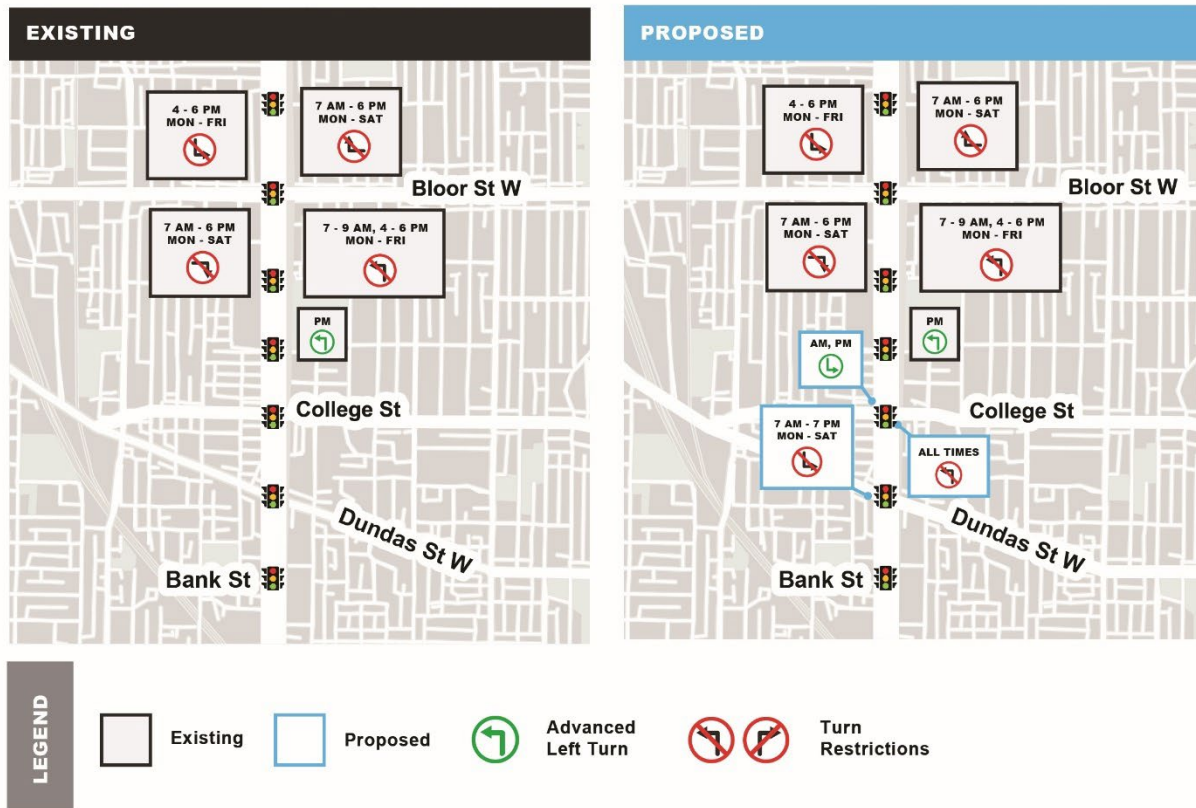
Street Name	From	To
Dufferin Street	Wallace Avenue/Shanly Street	Dufferin Gate Loop
Bloor Street West	Lansdowne Avenue	Dovercourt Road
College Street	Lansdowne Avenue	Dovercourt Road
Dundas Street West	Lansdowne Avenue	Dovercourt Road
Queen Street West	Lansdowne Avenue/Jameson Avenue	Dovercourt Road
King Street West	Jameson Avenue	Atlantic Avenue

RAPIDTO: BATHURST STREET

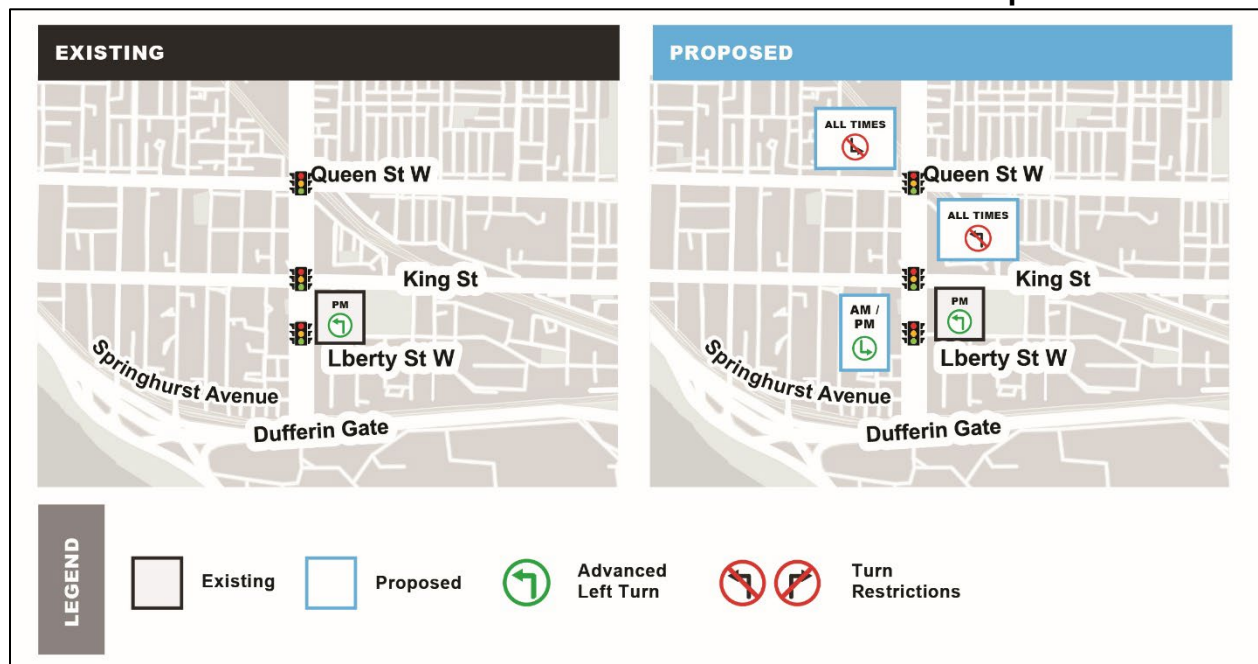
Street Name	From	To
Bathurst Street	Follis Avenue/Wells Street	Queens Quay West
Bloor Street West	Christie Street	Spadina Avenue
Harbord Street	Grace Street	Spadina Avenue
College Street	Grace Street	Spadina Avenue
Dundas Street West	Grace Street	Spadina Avenue
Queen Street West	Strachan Avenue	Spadina Avenue
King Street West	Strachan Avenue	Spadina Avenue
Front Street West	Bathurst Street	Spadina Avenue
Fort York Boulevard	Lake Shore Boulevard West	Bathurst Street
Fleet Street	Bastion Street	Bathurst Street

Attachment 3: Dufferin Street Proposed Turn Restrictions Diagram

Dufferin Street: Bloor Street West to Dundas Street West

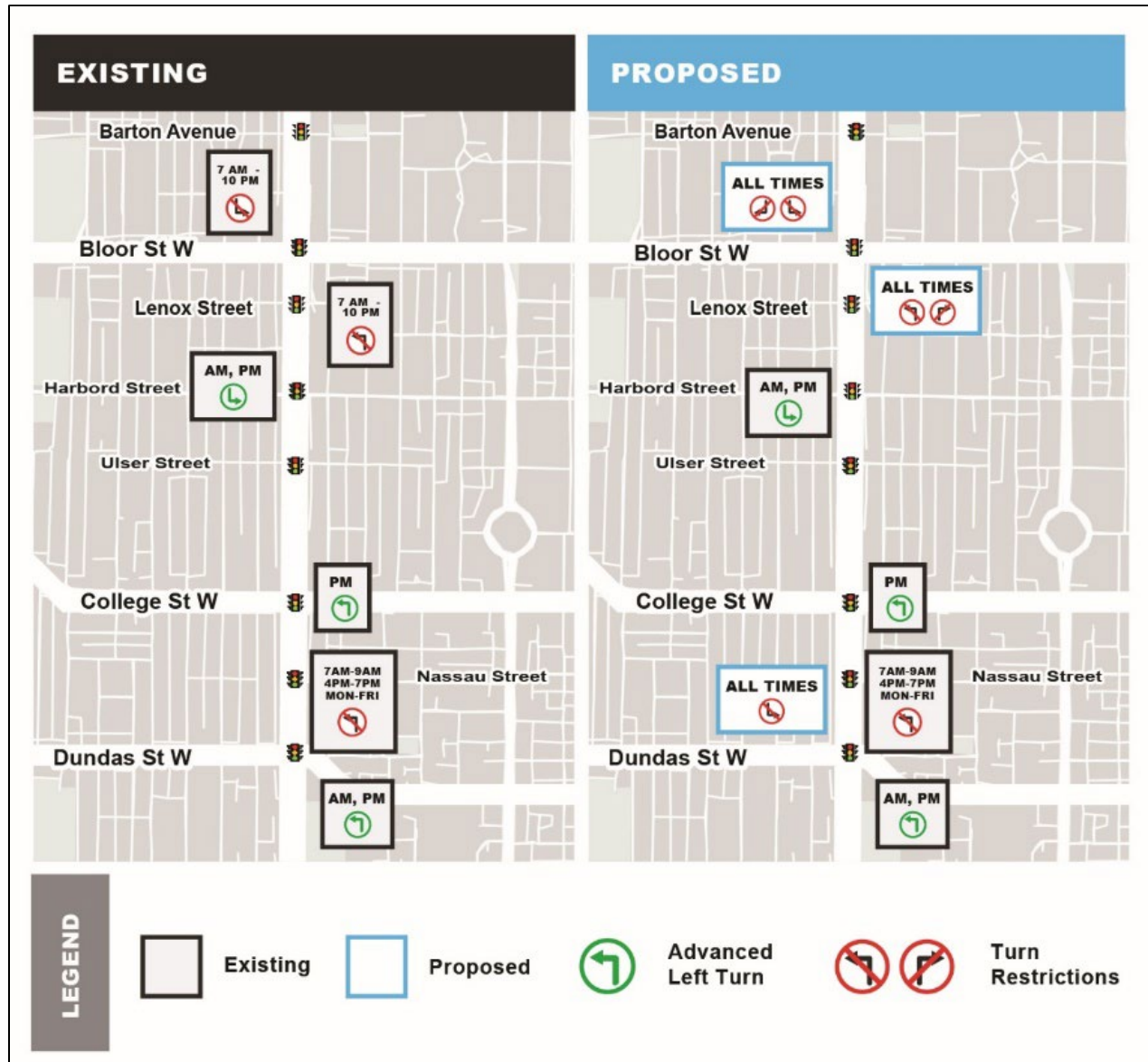


Dufferin Street: South of Dundas Street West to Dufferin Gate Loop

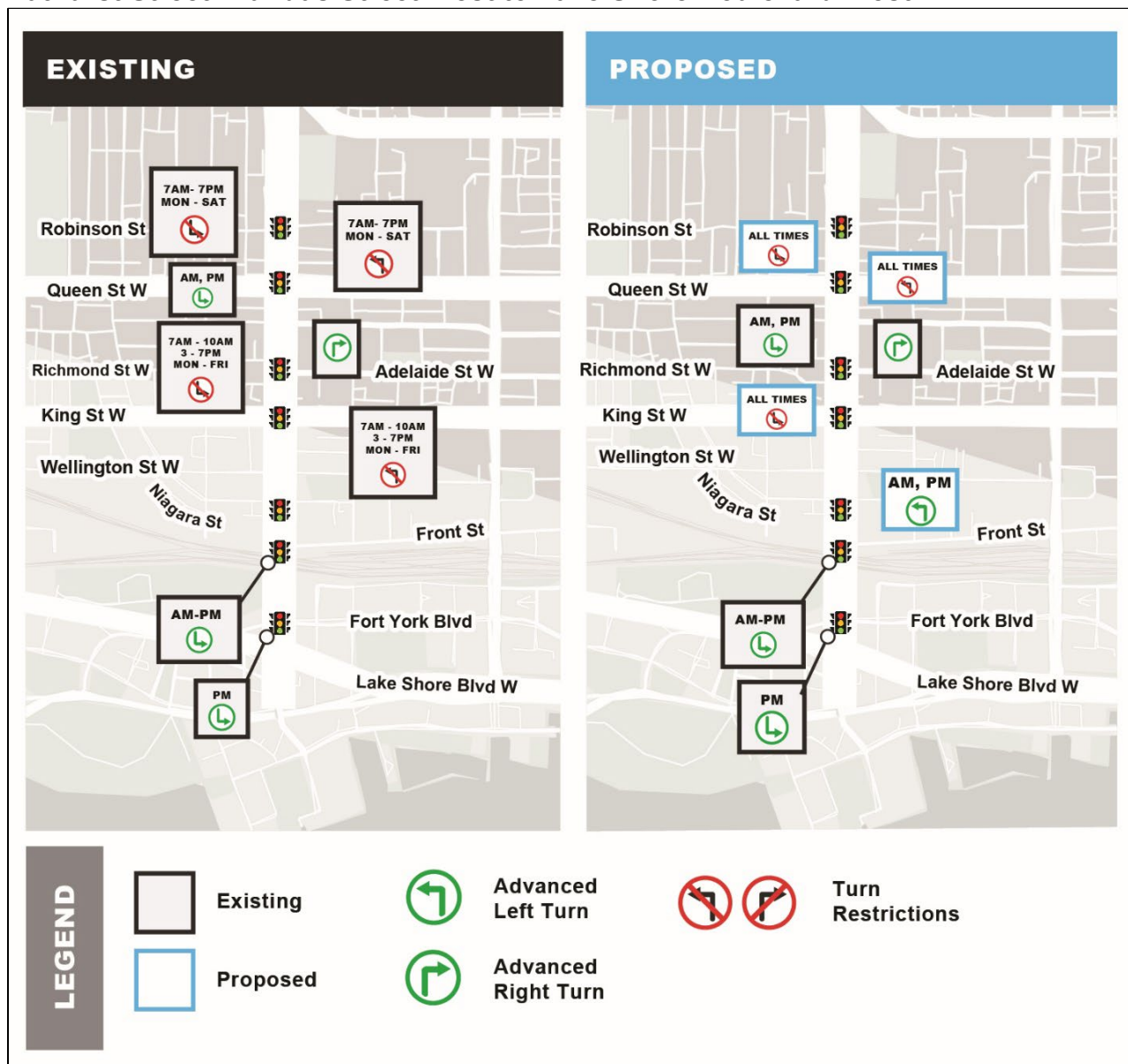


Attachment 4: Bathurst Street Proposed Turn Restrictions Diagram

Bathurst Street: Bathurst Station to north of Dundas Street West



Bathurst Street: Dundas Street West to Lake Shore Boulevard West



Attachment 5: Dufferin Street Local Road and Collector Monitoring List

Local Road/Collector to Monitor	Location
Gladstone Avenue	Between College Street and Queen Street West
Elm Grove Avenue	Between King Street West and Queen Street West
Dunn Avenue	Between King Street West and Queen Street West
Peel Avenue	East of Dufferin Street
Florence Street	West of Dufferin Street
Moutray Street	West of Dufferin Street
Lindsey Avenue	West of Dufferin Street

Attachment 6: Bathurst Street Local Road and Collector Monitoring List

Local Road/Collector to Monitor	Location
Barton Avenue	East and West of Bathurst Street
Euclid Avenue	From Queen Street West to Follis Avenue
Markham Street	Between Barton Avenue and Queen Street West
Lennox Street	East and West of Bathurst Street
Borden Street	North of Harbord Street
Major Street	North of Harbord Street
Ulster Street	West of Bathurst Street
Nassau Street	East of Bathurst Street
Carr Street	East of Bathurst Street
Robinson Street	West of Bathurst Street
Wolseley Street	East and West of Bathurst Street
Willis Street	West of Bathurst Street
Niagara Street	Between Wellington Street West and Queen Street West
Tecumseth Street	Between Wellington Street West and Mitchell Avenue
Niagara Street	East of Bathurst Street

Attachment 7: Dufferin Street Summary of Design Changes

Attachment 8: Bathurst Street Summary of Design Changes

Attachments 7 and 8 will be submitted as separate documents (pdf)