



Friday, July 11, 2025

Executive Committee  
c/o Cathrine Regan  
Toronto City Hall  
100 Queen Street West  
Toronto, Ontario, M5H 2N2

*Submitted by e-mail to exc@toronto.ca*

Dear Mayor Chow and Members of the Executive Committee:

**RE: EX25.4 (RapidTO: Transit Priority on Dufferin Street and Bathurst Street)**

We join TTCriders – among other groups – in expressing our disappointment in the staff recommendation to defer RapidTO bus priority lanes north of Bloor Street along Dufferin and Bathurst Streets to after the 2026 FIFA World Cup. While we still express our support for the bus priority lanes south of Bloor, the exclusion of the Bloor Street to Eglinton Avenue stretches for both streets represent city staff capitulating to misinformation expressed by astroturf campaigns such as “Protect Dufferin” and “Protect Bathurst”. The staff position was likely influenced by Councillor Dianne Saxe’s so-called “compromise” from last month<sup>1</sup> to exclude the Bloor to Dupont stretch of Bathurst from RapidTO.

The bus routes on Dufferin and Bathurst Streets are among the busiest surface transit routes in the city with the respective streets getting 40,000 and 35,000 daily riders. In the case of Dufferin, many riders have nicknamed that bus route as the “Sufferin” given the frequent overcrowding and a tendency for buses to bunch up due to delays caused by motor vehicles. Having these bus priority lanes go all the way north to Eglinton would help make transit service on that street and Bathurst a lot more reliable, while there is the side benefit of allowing bikes in these lanes. Ensuring RapidTO goes to Eglinton would allow for better integration with the upcoming Eglinton Crosstown LRT, as well as improve transit connections between downtown and racialized communities such as Little Jamaica. The public consultation report for both RapidTO projects suggested overwhelming support with almost 80% of respondents supporting bus priority lanes on Dufferin and almost 70% on Bathurst which further reduces the rationale to limit RapidTO to south of Bloor.

The astroturf “Protect Dufferin” and “Protect Bathurst” campaigns resorted to arguments not unlike those used against bike lanes including a loss of curbside access and so-called lack of consultation. The Centre for Active Transportation has done similar studies in the past which showed businesses often overestimate how many of their customers drive and moreover, that those who walk, bike, and take transit spend more than those who drive. On Bloor Street in The Annex, fewer than ten percent of customers ended up arriving by car. The “Protect Bathurst” campaign has been further discredited by their use of AI generated content to make their case while Summerhill Market – the initial face of the

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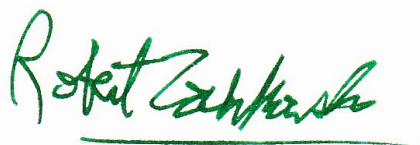
<sup>1</sup> [https://www.thestar.com/news/gta/councillor-offers-compromise-in-the-bathurst-bus-lane-battle/article\\_45a89cb9-78dd-4c9b-b029-2f3e7b4a2a4a.html](https://www.thestar.com/news/gta/councillor-offers-compromise-in-the-bathurst-bus-lane-battle/article_45a89cb9-78dd-4c9b-b029-2f3e7b4a2a4a.html)

Bathurst campaign – hired a lobbyist associated with the RapidTO file. Even the recent softening by “Protect Bathurst” to only call for a pause on Bathurst north of Bloor Street – which ultimately became the staff recommendation – represents capitulation against Toronto’s road safety and climate action goals.

If Toronto is to take traffic gridlock and climate action seriously, we call on Mayor Olivia Chow, the Executive Committee, and City Council to **reject the staff recommendation** and instead call for the full adoption of RapidTO on Bloor and Bathurst Streets from the Waterfront to Eglinton Avenue. RapidTO had already been subject to numerous delays with the only projects realized to date being on Eglinton Avenue East and the replacement Line 3 Scarborough RT bus route. With some climate experts such as David Suzuki recently suggesting the fight against climate change has been lost due to decades of political inaction, we can’t afford to delay action any longer.

We thank you for taking this matter into consideration and feel free to contact us should you wish to discuss further.

Sincerely yours,  
Community Bikeways



Robert Zaichkowski

CC: Councillor Dianne Saxe  
TTCriders  
Cycle Toronto  
Walk Toronto  
Toronto Environmental Alliance  
Progress Toronto

*Community Bikeways (est. May 2020) is a grassroots organization dedicated to holding City Hall to account for implementing its cycling network, Vision Zero Road Safety, and TransformTO climate plans. We also strive to amplify community voices, offer policy solutions, and host community events that highlight the joy, affordability, and convenience of cycling.*