



Tuesday, July 15, 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)

Walk Toronto supports multimodal transportation, especially the combination of public transit with walking the so-called 'first and last miles.' However, multimodality will only work properly if the transit portion on surface routes is efficient and buses (or streetcars) are not unduly slowed down by privately owned motor vehicles. This is not currently the case on Bathurst and Dufferin Streets, which are a far cry from Complete Streets. Indeed, large volumes of transit riders typically endure such a slow journey that these two arterials may be deemed to be grossly dysfunctional.

Walk Toronto recommends that Toronto Council commit to remedying this dysfunctionality by calling for the establishment of RapidTO — that is, continuous, transit priority bus service — on both Bathurst and Dufferin Streets from the Waterfront to Eglinton Ave. West. Specifically, we ask that Council reject the TTC's recommendation no. 12 to defer the adoption of RapidTO on the segments of both streets between Bloor St. and Eglinton Ave. West. Instead, we advise that transit priority lanes should be built on these segments in the near term, within the same project period as the downtown portions.

The improvement of transit service on Bathurst and Dufferin all the way to Eglinton will synergistically combine with the opening later this year of the Eglinton Crosstown LRT in providing an attractive alternative to driving. This area of Toronto has historically been problematic because major north/south arterials south of the Allen Road have a limited capacity to carry single occupant vehicles — but are better suited to carry dozens of passengers in buses (providing they can use transit priority lanes).

Continuous RapidTO lanes on Bathurst and Dufferin which extend as far as Eglinton will provide many benefits:

- make fast, attractive, sustainable, multimodal travel possible
- increase the TTC's ridership, which will in turn ...
- increase foot traffic throughout the area, and ...
- make it easier to shop at local stores without using a car ...
- thus lessening the need for curbside car parking on Bathurst and Dufferin Streets
- contribute to reducing gridlock caused by a surfeit of motor vehicles that currently monopolize valuable road space

- provide better protection, comfort and safety for the many pedestrians walking to and waiting at transit stops, particularly on the cramped section of Bathurst St. between Dupont St. and St. Clair Ave., where the narrow sidewalks will be buffered by transit priority lanes that only TTC buses and cyclists can use
- reduce vehicular infiltration of local side streets in residential neighbourhoods south of Eglinton, here also enhancing the pedestrian experience
- lessen levels of Toronto's transportation-related greenhouse gases, in compliance with the city's TransformTO climate action goals
- reduce noise pollution, tailpipe emissions and particulate pollution caused by tire wear, all of which pose adverse health effects for pedestrians within the Bathurst and Dufferin corridors (especially for children walking to school)
- help to make more equitable the transit connections between the downtown and racialized neighbourhoods such as Little Jamaica

Yours truly,

A handwritten signature in black ink that reads "Michael Black". The signature is fluid and cursive, with the first name "Michael" and last name "Black" clearly distinguishable.

Michael Black

On behalf of the steering committee of Walk Toronto

Walk Toronto is a grassroots pedestrian advocacy group that works with various levels of government, community groups and citizens to improve walking conditions and safety in Toronto.