



**Wednesday, July 16, 2025**

Toronto City Hall  
100 Queen Street West  
Toronto, Ontario  
M5H 2N2

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

Dear Members of the Executive Committee,

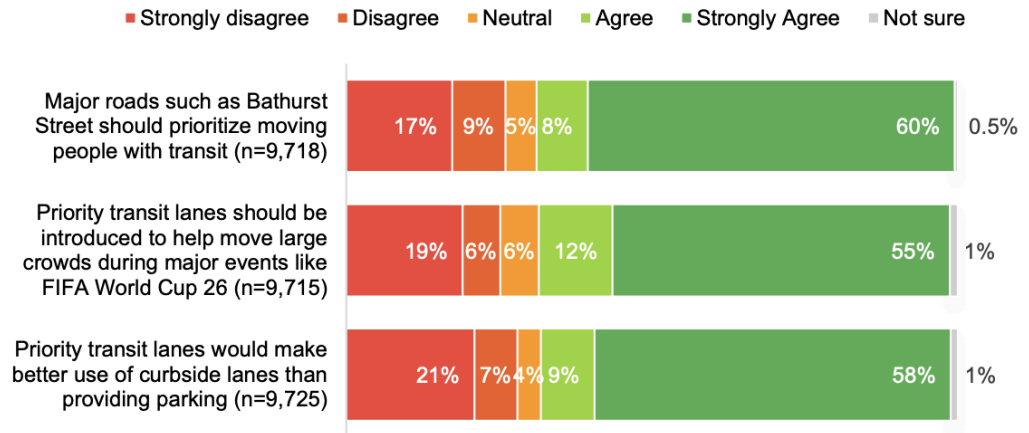
**The Toronto Environmental Alliance strongly supports implementing the full plan of twenty RapidTO routes approved by Toronto City Council in 2024, including the lanes on Bathurst and Dufferin as originally imagined.**

**We strongly recommend that:**

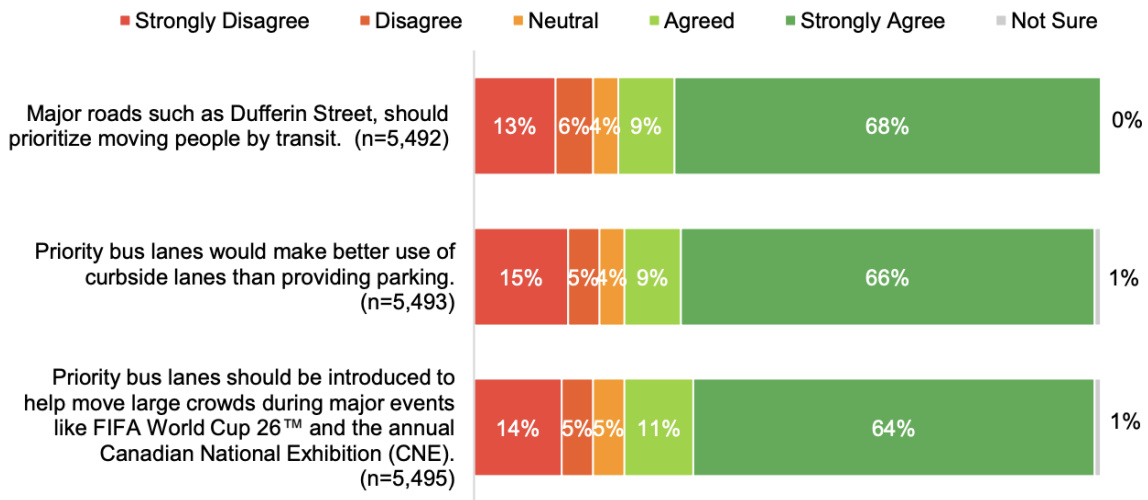
- (a) both Bathurst and Dufferin lanes be extended to at least Eglinton as originally planned for this round of RapidTO implementation; and**
- (b) that City Council accelerate the implementation of additional RapidTO lanes as soon as possible.**

### **City consultations confirm strong public support for both lanes.**

Page 7 of the Bathurst Consultation report shows 68% support that Bathurst should prioritize moving people by transit, with the majority in Strong Agreement<sup>1</sup>.



Page 7 of the Dufferin Consultation report shows that 77% support that roads like Dufferin should prioritize moving people by transit, with the majority in Strong Agreement.<sup>2</sup>



<sup>1</sup> <https://www.toronto.ca/wp-content/uploads/2025/07/8e69-RapidTO-Bathurst-Consultation-Report.pdf>, p7

<sup>2</sup> <https://www.toronto.ca/wp-content/uploads/2025/07/8e8e-Public-Consultation-Report.pdf>, p7

### **Dedicated transit lanes move more people.**

The National Association of City Transportation Officials (NACTO) confirms that dedicated transit lines can move up to eight times more people per hour than mixed traffic with frequent buses. While mixed traffic with buses move 1000 to 2800 people per hour, dedicated transit lanes move 4000 to 8000 people per hour, up to eight times more people.



Source: Transit Street Design Guide, National Association of City Transportation Officials<sup>3</sup>

Transit priority lanes give more options for everyone using road space, not just existing transit riders. Improving transit increases ridership and reduces private vehicles and rideshare rides.

### **Toronto is lagging behind other cities around the world.**

Currently, the City of Toronto has less than 30km of dedicated surface transit lanes (including both dedicated streetcar and bus lanes). The proposed additional lanes would add just 6-7 kilometres of new lanes, less than half the original Bathurst and Dufferin proposals to Eglinton.

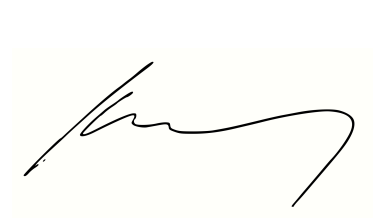
Cities like New York, London, and Montreal all have 200 to 300kms of dedicated surface transit lanes, significantly higher than we have in Toronto. Even Los Angeles, infamous for its car culture, has over 80km of dedicated bus lanes, more than twice the amount that Toronto has.

<sup>3</sup> <https://nacto.org/publication/transit-street-design-guide/>

In order to move more people, improve affordability and equity for residents, and fight climate change, the City of Toronto must rapidly implement the entire RapidTO network. That the Staff report recommends a watered down version of both Bathurst and Dufferin RapidTO lanes is out of step with the level of public support, with the science of transportation planning, and with peer cities around the world. Transit priority lanes give more options for everyone using road space, not just existing transit riders. Improving transit increases ridership and reduces private vehicles and rideshare rides.

The expansion of Bathurst and Dufferin RapidTO lanes to Eglinton and moving forward quickly on more RapidTO lanes is both highly popular, would move far more people, and would help the city catch up with other major cities around the world. We hope that the Executive Committee and City Council moves forward quickly with this much-needed expansion of transit in Toronto.

Sincerely,

A handwritten signature in black ink, appearing to read 'How-Sen Chong', is placed over a light yellow rectangular background.

How-Sen Chong  
Climate Campaigner  
Toronto Environmental Alliance