

Improving 7 Bathurst

TEYCC Report | September 2025



Current Challenges



Transit ridership is highest during the afternoon period:

> 6,000 riders	> 7,500 riders	> 6,900 riders

7 Bathurst Reliability Issues



Northbound bus travel times vary from 6 to 9 minutes with an average speed of 18.2 km/h (*weekdays between 3:00-4:00 p.m.*)

Northbound bus travel times vary from 2.5 to 6.5 minutes with an average speed of 10.5 km/h (*weekdays between 3:00-4:00 p.m.*)

Northbound bus travel times vary from 6 to 12 minutes with an average speed of 7.6 km/h (*weekdays between 3:00-4:00 p.m.*)

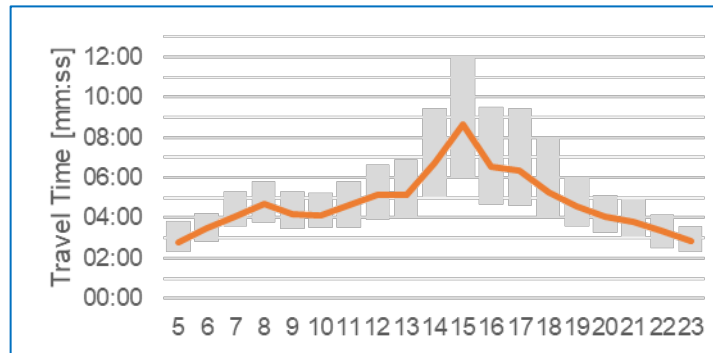
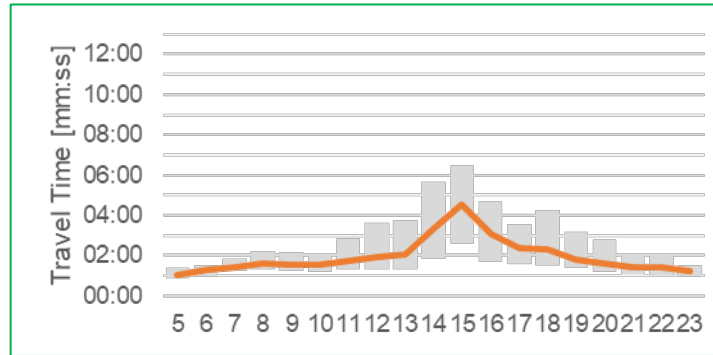
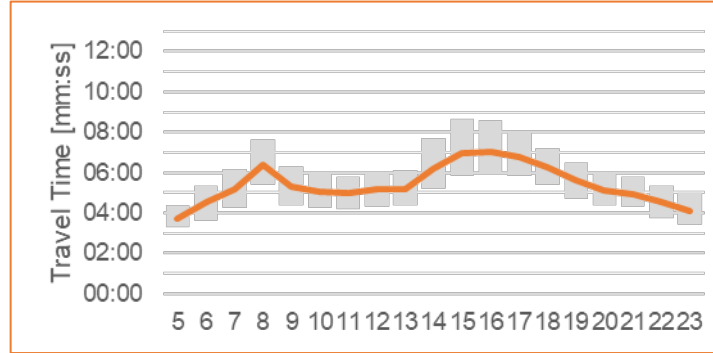
Key Issue

- Bus travel times are varied across very short distances, with slow speeds throughout.
- Focus of the proposed recommendations is on improving the reliability of the bus by having consistent speeds and travel times through each section.

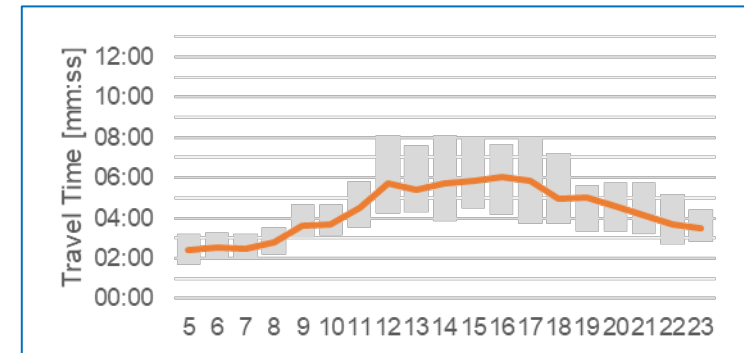
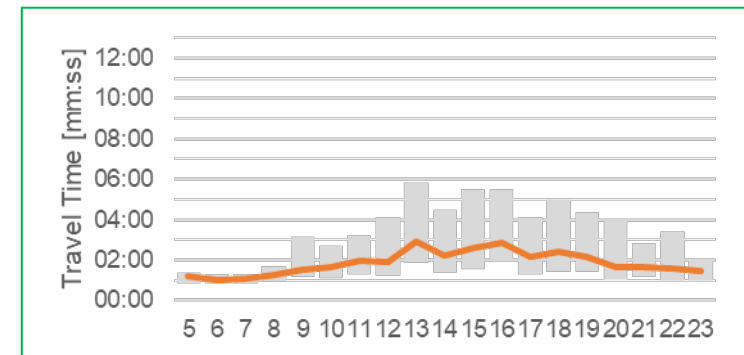
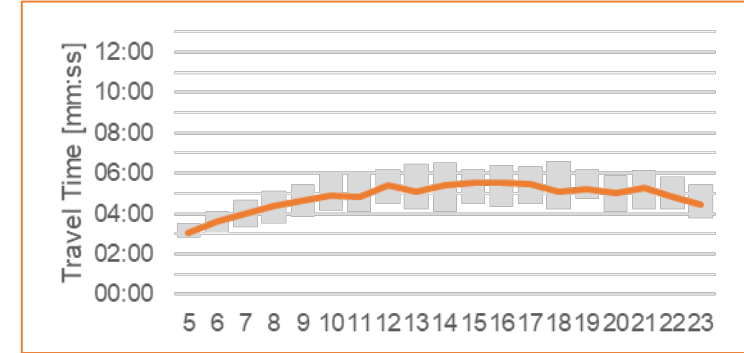
7 Bathurst Northbound Travel Time Variability



Weekday Afternoon Bus Travel Times



Saturday Afternoon Bus Travel Times



Justification for Proposed Changes

Turn Restrictions

- Banning left-turns increases capacity at the signals and reduces congestion as cars no longer queue behind vehicles waiting for a gap
- Network connectivity is maintained along arterial roads, reducing the potential for neighbourhood infiltration
 - **Northbound:** left-turn phase is provided at Dupont to complement the left-turn restriction at Davenport
 - **Southbound:** left-turn phase is provided at Davenport to complement the left-turn restriction at Dupont
- Streamlined traffic flow for cars also benefits buses who are in mixed-use lanes

No-Stopping Restrictions

- Parked cars delay buses as they are forced to slow down and wait for a gap in traffic to maneuver around them.
 - Parked cars create variability in travel time, making it harder to maintain consistent headways / schedule.
 - Every delay has cascading effects as bus drivers complete their loops (i.e., a delay in one trip can cause the next trip to start late)
- Proposed recommendations focus on small tactical changes we can implement now to improve speed, travel times, and bunching and gapping for the entire bus route.

Proposed Recommendations

- **Extended “No-Stopping” on east side (northbound) of Bathurst St from Bathurst Stn to Eglinton Ave W**
 - Weekdays: 2 p.m. to 7 p.m.
 - Weekends: 12 noon to 7 p.m.
- **Extended left-turn restrictions**
 - Northbound at Davenport Rd: 7 a.m.-7 p.m. M–Sat
 - Southbound at Dupont St: 7 a.m.-7 p.m. M–Sat
 - Dupont St northbound left-turn morning restriction removed and left-turn signal extended
- These regulations will help speed up buses and cars.



Map of recommended turn restriction changes (shown in blue)

Impacts to Parking

- Based on average revenues, proposed changes to Green P parking will result in a loss of \$38 per day
- Based on existing utilization, there will usually be room for cars displaced from the east side to park on the west side of Bathurst



Thank You

