

**From:** [Paul Macchiusi](#)  
**To:** [Toronto East York Community Council](#)  
**Subject:** [External Sender] My comments for 2025.TE25.41 on September 18, 2025 Toronto and East York Community Council  
**Date:** September 15, 2025 6:09:05 PM  
**Attachments:** [Bathurst Street Community Compromise-Submission-TE25.41.pdf](#)

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To the City Clerk:

Please add my comments to the agenda for the September 18, 2025 Toronto and East York Community Council meeting on item 2025.TE25.41, Improving the Speed and Reliability of the 7 Bathurst

I understand that my comments and the personal information in this email will form part of the public record and that my name will be listed as a correspondent on agendas and minutes of City Council or its committees. Also, I understand that agendas and minutes are posted online and my name may be indexed by search engines like Google.

Comments:

Dear Chair and Members of Toronto East York Council,

I am writing to submit comments and a compromise document for consideration by the Toronto and East York Community Council regarding agenda item 2025.TE25.41, related to Councillor Saxe's motion to speed up the bus North on Bathurst.

The Bathurst Street

Community has carefully crafted this compromise through extensive consultation, including door-to-door discussions with hundreds of residents and business owners who are directly affected by these changes.

Thank you for your time and attention to this matter  
Sincerely,

Paul Macchiusi  
On behalf of the Bathurst Street Community



## **Re: “Speeding up Transit in Ward 11” by Councillor Dianne Saxe**

*Dear Members of Council,*

We, the Bathurst Street Community, are writing to share our unique perspective on RapidTO and the upcoming motion to speed up the Northbound Bus - reflecting the lived realities, needs, and priorities of our neighbourhood.

### **Executive Summary**

The Bathurst Street community North of Bloor - home to a high proportion of seniors, thousands of school children, small owner-operated businesses, and vital community hubs supports better transit, but are concerned that the current Motion risks harming accessibility, safety, and local vitality.

Places of worship require curb access to conduct life ceremonies respectfully, including processions. Parents require daycare drop off/pick up, residents will not be able to cope with Interior neighbourhood spillover which will further strain their residential streets and neighbourhood hubs such as the St. Alban's Boys and Girls Club and hockey and recreational programming at Bill Bolton Arena. Local businesses depend on it for time sensitive deliveries. While most residents walk, cycle, or take transit, curb side access remains essential for daily life and accessibility. Accessible Parking Permit Holders, in particular, face exclusion from no stopping zones, contrary to the Accessibility for Ontarians with Disabilities Act (AODA) requirements and human rights obligations.

Evidence shows curb side lanes increase crash risks at junctions without safeguards which is a critical concern for a multi-generational community like ours.

With respect, we propose targeted adjustments to the current plan: begin northbound rush-hour restrictions at 3-6pm on weekdays only, limit left-turn bans to 7am-7pm at Davenport Northbound, raise (but do not match Queen or Bloor Street) parking rates, and introduce alternating express bus service from Bathurst Station North at peak times. These measures would help achieve faster transit while preserving safety, accessibility, and neighbourhood livability.

### **Who We Are**

- Our neighbourhood comprises a mix of housing, mostly built without space for parking.
- We over-index for seniors over 75, and over 2,500 kids go to school in the area.
- ~3000 people live on Bathurst Street between Bloor & Eglinton.
- We have community spaces that host a series of lessons, meetings, sports, and camps - like Bill Bolton Arena, and the St. Alban's Boys & Girls Club (BGC).
- During door-knocking, we learned that while people own cars, they usually walk, bike or take transit to get to work or school.
- The small businesses in our area, are mainly mom and pop shops, owned by one or two people.
- There are is no laneway on the East Side of Bathurst.
- Our laneways were built for horses, not delivery trucks.

- We have several places of worship north of Bloor - like St. Peter's Church, and Holy Blossom Temple, who conduct services that spill onto Bathurst curbs.
- We have gathered over 3,000 signatures online in opposition of RapidTO and more than 731 hand written signatures from door to door canvassing.
- We have been working with Councillor Saxe beyond the scheduled consultation period, to help shape what a plan should look like that moves the bus but doesn't cause harm to the communities she serves.

## **Our Recommendations**

1. A plan for people living with disabilities, currently absent from RapidTO and Councillor Saxe's motion documents:
  - a. Under the AODA, municipalities must identify, prevent, and remove barriers in public infrastructure, and the Ontario Human Rights Code prohibits indirect discrimination in policy design. APP (Accessibility Parking Permit) holders, legally entitled to unlimited free parking in metered Green P spaces that function as de facto accessible infrastructure, are excluded from no-stopping zones; while Wheel-Trans vehicles can use red lanes, individual APP users cannot stop, unload, or park there, effectively barring disabled people ineligible for para-transit from equivalent access.
2. Vision Zero goals and safety measures are needed for our most vulnerable road users:
  - a. RapidTO cites a 2013 Melbourne study showing BRTs reduced crashes by 14% and KSIs by 31% but omits that these gains required safeguards and lower bus speeds.
  - b. A 2023 comparative analysis of 30 global BRTs found 85-90% of car accidents occur at junctions, with curb side lanes often shifting rather than eliminating risk; in New York, unprotected curb side lanes increased car and pedestrian collisions. A 2017 UofT microsimulation warns that unprotected Transit Signal Priority and curb side stops without recalibrated signals, turn restrictions, or physical protection can raise crashes by 1-3%.
  - c. A McMaster study on child pedestrian safety shows that nonlocal "flow-through" traffic diverting from congested arterials into residential streets significantly increases car accident risk for children.
3. People live on Bathurst St:
  - a. Residents on Bathurst rely on curb side Green P parking to unload groceries, support elderly family members, and bring in children from their programming. Mix use buildings and homes are prevalent north of Bloor with limited laneway access.
  - b. For many, the weekend and after work are the only times to run errands. Removing this access between 2-7pm on the east side, 7 days per week displaces these life sustaining routines.

4. The interior neighbourhood homes and apartment buildings were built without parking:
  - a. Daycare and school drop-off/pickup timing from St. Alban's BGC and Palmerston mirror rush-hours, resulting in a significant influx of parked cars on Palmerston, Euclid, Vermont, and Rossmore.
  - b. Afternoon and evening programming at St. Alban's BGC, and Bill Bolton begins at 4pm and continues into the night.
  - c. In addition to lessons at these locations, on the weekend, community events bring visitors from all over the city.
  - d. Together, parking is already incredibly challenging for internal residents, without the external relief of Bathurst parking, it would be impossible.
5. At a time when we are urged to "Shop Canadian" we need to ensure our neighbourhood small businesses survive:
  - a. Extending no stopping to 2-7pm weekdays and 12-7 on weekends would remove essential curb side access for east-side businesses and community organizations while over congesting the west side. The Annex Art Centre and Gathering Wild rely on 6pm weekday pickups for after-school programs, businesses depend on after work and weekend trade, and time-sensitive deliveries occur throughout the day. Losing this access during peak commerce hours would directly harm their viability.
  - b. Businesses that have joined forces to apply for a BIA south of Dupont have identified the weekend as the busiest trade day and removing vital parking on these days would be detrimental to their ongoing efforts to stay afloat post pandemic.
6. Identifying the congestion issue in this specific pocket before making drastic changes:
  - a. The TTC lot 1 block north of Dupont begins to empty out at 2pm daily with Bridgeman Ave direct across allowing parking for TTC Employees, George Brown students and reoccurring film projects at Tarragon theatre. The TTC lot fits 500+ vehicles while the lots on Bridgeman along with side streets and street parking can see even more people. Through independent documentation, the community has identified that the influx of congestion seen between 2-4pm directly correlates with transit employees leaving work, with the majority of drivers accessing Bathurst North to exit the city.
  - b. There is already no parking allowed on Bathurst north of Dupont but this section North to St. Clair features some of the worst congestion on the street. Bathurst between Davenport and St.Clair currently allows for Left turns to be made in the afternoon on 4 separate streets within 750m. These streets are Burnside Dr, Alcina Ave, Helena Ave and Vaughan Road (plus a laneway). Allowing left turns on all of these streets drastically congest vehicles trying to get up the Bathurst hill with the results being felt south of Dupont.

## Our Proposal

1. Extending rush-hour earlier, not later, and not on the weekend:
  - a. TTC and analyst Steve Munro's data show that northbound congestion and the 13% transit speed gain occur between 2-6pm from Bloor to St. Clair, on weekdays. Given that our community has identified the root cause to 2-4pm congestion, we believe setting rush-hour to begin an hour earlier (3pm) maximizes benefits without harming interior neighbourhoods or the small businesses.
  - b. A 2024 Parsons study finds weekend congestion limited to south of Bloor and just north to London Street, bounding to Bathurst Station which supports weekday only restrictions as a fair compromise for improving northbound bus speeds.
2. Left-Turn restrictions for 12, not 24 hrs:
  - a. Rather than a blanket ban, we propose 7am to 7pm left-turn restriction, six days a week at Davenport which aligns with peak demand while still accommodating community access in the later evenings. This strikes a practical balance between reducing bottlenecks and preserving local mobility which is critical to livability and viability of our communities while also improving traffic flow and transit speeds.
  - b. Introduce left turn bans between Davenport - St.Clair, strategically, on select streets (eg. Alcina & the laneway) to allow traffic to flow more fluidly. Right now within 750m, vehicles are able to turn left on 5 separate streets.
3. Raise parking fees on Bathurst, but not to Queen or Bloor Street rates
  - a. We agree in principle with raising parking fees, but Parking Fees should be representative of the neighbourhood it serves. Bathurst between London Ave. and Dupont is 750m and a mixed-use corridor, not a major retail or tourist destination like Queen or Bloor. A severe increase harms not just businesses, but also the residents who require access to their homes.
4. Alternating Express Buses
  - a. Based on the data provided by TTC and Councillor Saxe, on where people get on and off the bus, an express bus will result in far greater gains without harming the community. Data shows people are not getting off the bus before Dupont, then Davenport, then St.Clair - let's create a bus system that includes alternating express buses that supports speed and moving people traveling North at peak times. Even with the proposed changes being implemented as a whole (including all rush hour bans), the TTC only expects to achieve a 3 minute increase in speed to Eglinton West. Reviewing the TTC data for Northbound ridership, it clearly indicates that the Bus has the most On/Offs at St.Clair - Everyday - Including Weekends. Therefore, an Express Bus from Bathurst

Station, Northbound, Alternating During Peak Ridership Times with the first stop at St.Clair would achieve far greater results in speed, efficiency and reliability than what is currently being presented with Rush Hour Bans. On top of this, it would preserve the same limited parking availability for the residents and businesses on the East side of Bathurst St. who do not have access to parking lots or laneways.

5. **Food For Thought:** Reconfiguration of lighting systems between Vaughan Road & Melgund Rd.
  - a. Currently, a light is present at Melgund Rd, 140m south of St.Clair on Bathurst but much of the congestion Northbound on Bathurst comes from vehicles making a left turn on Vaughan Road, 37m south of Melgund since it offers direct access for vehicles to travel west and because Left turns are banned at St.Clair. A lighting system located at Vaughan or an extended system in cooperation with Melgund would allow for better access West given the left turn restrictions at Davenport and St.Clair.

We want to build a city that moves people and goods - but does so with honesty, inclusion, and care.

Thank you for your time and consideration on this matter.

Sincerely,

The Collective Voices of the Bathurst Street Residents, Businesses, and Neighbours.  
Presented by Paul Macchiusi, representing 165 signatories