TORONTO

REPORT FOR ACTION

Initial Findings Report: Transit Priority Measures to Support the 505 Dundas 6-Minute Network

Date: June 19, 2026
To: Toronto East York Community Council
From: Director, Congestion and Network Management, Transportation Services
Wards: 4 – Parkdale-High Park, 9 – Davenport, 10 – Spadina-Fort York, 13 – Toronto Centre

SUMMARY

In December 2025, Transportation Services recommended permanent parking and traffic amendments to Dundas Street East and West to enhance transit service as part of 2025.TE27.51 Transit Priority Measures to Support the 505 Dundas 6-Minute Network. The transit priority measures (TPMs) implemented included expanding 'No Stopping' coverage of the AM and PM peak periods on weekdays, as well as new and expanded left-turn restrictions.

These changes were in support of 6-minute headways on the 505 Dundas streetcar route from 7:00 a.m. to 7:00 p.m. daily, which began on November 15, 2026. The goal of the TPMs is to help improve the speed and reliability of the 505 Dundas route and minimize the risk of increased bunching and gapping associated with moving to a more frequent headway.

RECOMMENDATIONS

The Director, Congestion and Network Management, Transportation Services, recommends that:

1. Toronto and East York Community Council receive this report for information.

FINANCIAL IMPACT

There are no financial implications for this budget year resulting from the recommendations included in this report.

DECISION HISTORY

On December 16 and 17, 2025, City Council authorized transit priority measures (TPMs) to support 6-minute headways on the 505 Dundas streetcar route

Agenda Item History - 2025.TE27.51

COMMENTS

Travel Time Impacts

While streetcar travel time results were provided by TTC, a few caveats to the data should be noted. After March 30, when the TPM installations were complete, the 505 Dundas had periods where it was diverting off-route; and, there were also periods where other routes were diverting onto Dundas Street East/West thereby impacting travel times of the route. Additionally, the concrete barriers to facilitate CaféTO installations in the curbside lane were installed along Dundas Street West starting on April 25, 2026, impacting data collected after this date. Due to these impacts on data collection, the only representative week of data post-implementation of TPMs was April 6 to April 12, 2026. The travel time data used pre-TPM installation was for the period of March 2 to March 15, 2026.

For these time periods, the 75th percentile travel times has improved. The following results are only for segments of the routes where changes were made in the respective peak periods, not the route as a whole:

- In the **eastbound** direction, TTC saw improvements of up to **2% in the AM Peak** and up to **11% in the PM Peak**.
- In the **westbound** direction, TTC saw improvements of up to **16% in the AM Peak** and up to **17% in the PM Peak**.

These impacts reflect travel time improvements of **up to 5 minutes**. Travel time results on the 505 Dundas will continue to be monitored.

Ridership Impacts

The TTC has reviewed the ridership numbers on the 505 Dundas streetcar before and after the implementation of 6-minute headways from 7:00 a.m. to 7:00 p.m. and installation of TPMs on the route. Impacts to ridership cannot be solely attributed to the more frequent service or the TPMs impact on travel times, as both attract increased ridership.

The pre-6-minute headway ridership was taken from Fall 2025 (October 12 to November 15, 2025). The post-6-minute headway was taken from Spring 2026 (March 15 to May 2). The TPMs were installed halfway through Spring 2026.

The average weekly ridership increased by approximately 37,000 customers to a total of 224,000 customers per week. This represents a 20% increase in ridership on the 505 Dundas streetcar route.

Table 1: 505 Dundas Ridership Before and After 6-Minute Headway and TPM Implementation

Time Period	Fall 2025	Spring 2026	Percentage Change
Weekday	28,000	35,000	24%
Saturday	28,000	28,000	0%
Sunday	20,000	24,000	17%
Weekly Total	187,000	224,000	20%

Ridership patterns on the 505 Dundas will continue to be monitored as more data becomes available.

Conclusion

As stated above, the results show there has been an improvement in travel time and an increase in ridership due to a combination of the installation of TPMs and the increase of service on the 505 Dundas. The TTC will continue to collect data on travel times and ridership on the 505 Dundas to assess the impacts of the TPMs going forward.

CONTACT

Rey Shen, Manager, Congestion Management Planning, Transportation Services, (416) 394-5559, Rey.Shen@toronto.ca.

Jordan Hart-Bishop, Acting Manager, Transportation Engineering, Toronto Transit Commission, (437) 925-4749, Jordan.Hart-Bishop@ttc.ca

SIGNATURE

Roger Browne
Director, Congestion and Network Management, Transportation Services