RapidTO: Bathurst Street

April 2025

TORONTO

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Introduction to RapidTO: Bathurst Street

What is RapidTO?

- The City of Toronto and Toronto Transit Commission (TTC) are looking at ways to enhance bus and streetcar **reliability and improve travel times** across Toronto through the implementation of transit priority solutions
- Goals:
  - ✓ Make public transit a more attractive and convenient transportation option
  - ✓ Move more people more efficiently
  - ✓ Improve access to employment, healthcare and community services, as well as transportation equity

RapidTO Supporting Policies

- RapidTO: Surface Transit Network Plan (RapidTO) supports the City's Official Plan and other policy objectives, all recognizing the importance of transit in our growing region
- Public transit is an essential tool to support shared goals of an inclusive society that offers equitable access to employment, healthcare and community services

RapidTO: Bathurst Street

- Bathurst Street, north of Bloor Street is one of the highest-scoring roadways in RapidTO due to slow and unreliable bus service
- Bathurst Street, south of Bloor Street is included in the RapidTO long-term plan
- In advance of FIFA World Cup 26 (FWC26), City Council has directed staff to accelerate the feasibility study and design review of Bathurst Street, between Eglinton Avenue West and Lake Shore Boulevard West
- Phased implementation may be considered: The sections south of Bloor Street West are priority segments given the connection between Line 2 and FWC26 fan fest programming

RapidTO: Bathurst Study Area

FIFA World Cup 2026™

- In June and July 2026, Toronto will play host to 6 FIFA World Cup matches in Exhibition Place
- The games are expected to draw over 300,000 visitors
- The Mobility Concept for FWC26 will be supported by the provision of dedicated transit lanes to ensure frequent service along key roadways
- Dufferin Street and Bathurst Street are critical routes to get people to and from the games

Project Timeline

Step 1: Evaluate & Propose Design

- Technical analysis of priority transit lanes, traffic movement and curbside activities
- Identification of proposed bus stop removals

Step 2: Public Consultation
(Spring 2024)

WE ARE HERE!

- Present the design being considered for public input and address questions or concerns to inform recommendation to Executive Committee and City Council

Step 3: Report to City Council
(Summer 2025)

- Report to Executive Committee and City Council to seek approval for implementation

Step 4: Project Delivery
(Late Fall 2025 – Early 2026)

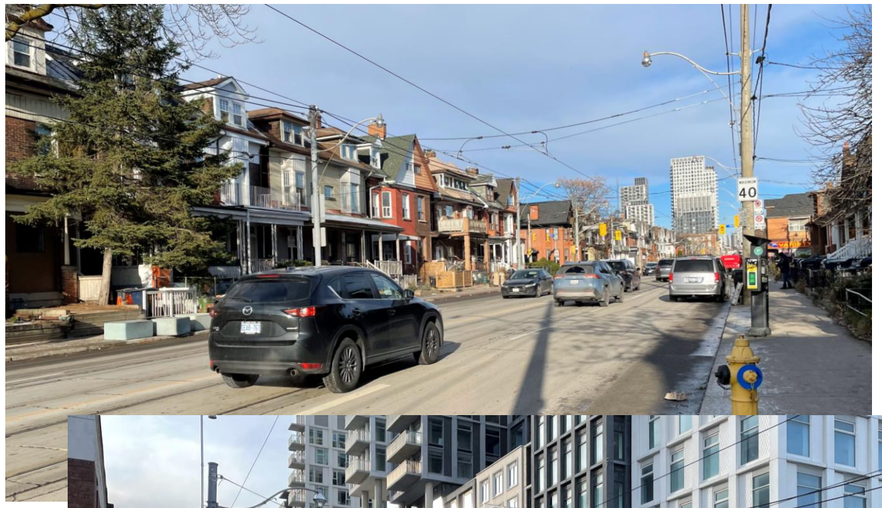
- Subject to Council approval, install the recommended option ahead of FWC26. Phased implementation may be considered

Step 5: Data Collection & Monitoring
(2026+)

- Monitor performance, respond to ongoing public feedback and make operational improvements

Existing Conditions on Bathurst Street

About Bathurst Street



- Bathurst Street serves a mix of residential, commercial, institutional (hospital, schools, religious, community centre) and parks
- Bus and streetcar routes service 13 neighbourhoods along Bathurst Street and connect people to Line 2 (Bathurst Station) and future Line 5 (Forest Hill)
- 20 active developments will bring over 18,000 new residents to Bathurst Street who will rely on public transit to get around

Why Bathurst Street?

35,000+ TTC customers on an average weekday

63% of buses and **79%** of streetcars were on-time during the afternoon rush hour

49% of people riding transit do not own a car

21% of people riding transit are shift workers

Average speed of buses is **13 km per hour** and **8 km per hour** for streetcars

Riding transit takes up to **75%** longer than driving

Late and irregular service impacts a customer's decision to use transit as it increases wait times, crowding and trip duration, while adding uncertainty to their journey

RapidTO Successes

Temporary Spadina Avenue Bus Replacement

- **Transit travel times improved** down from 24-56 minutes to only 11-16 minutes
- **Transit reliability improved**
- **Average car travel times improved** in both the AM and PM peak hour

RapidTO: Eglinton Avenue East

- **Transit travel times improved** by 5 minutes
- **Transit reliability improved**
- **Average car travel times improved** in the AM peak hour and **are similar** in the PM peak hour
- There was no indication of traffic infiltration on adjacent arterial roads

King Street Transit Priority Corridor

- **Transit travel times improved** by 5 minutes
- **Transit reliability improved**
- **Transit ridership increased** 17% (all-day weekday)
- **Average car travel times varied by less than 1 minute** during peak hours on most east-west streets parallel to King Street, compared to before the pilot
- The downtown traffic network has been largely able to absorb and respond to the changes in routing that drivers have made

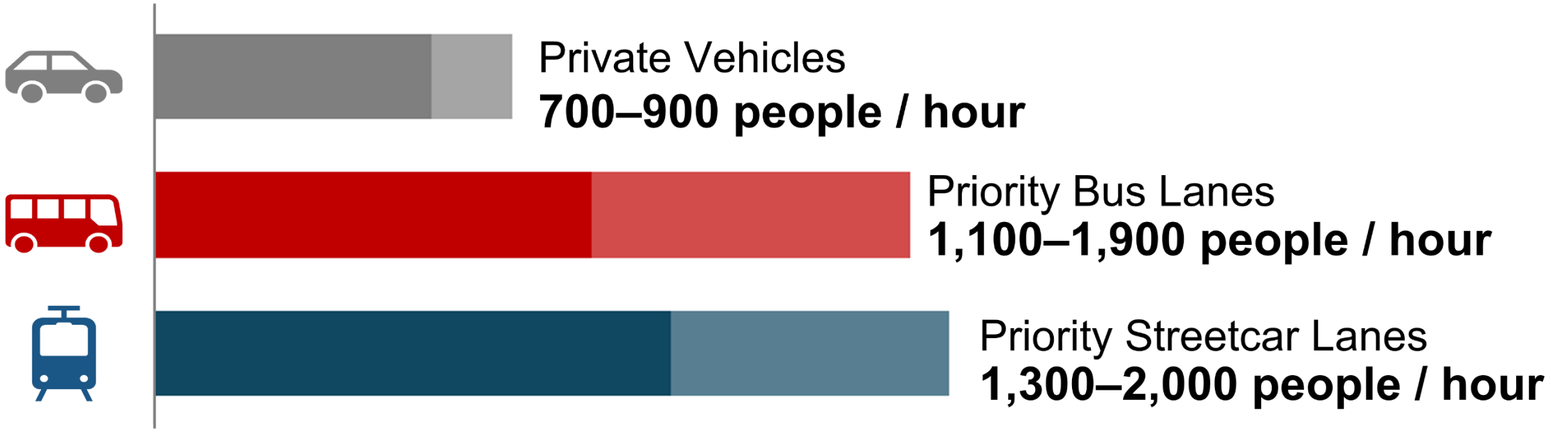
Traffic Congestion on Bathurst Street

- Being stuck in traffic can be frustrating. While construction and collisions can affect traffic flow, there are several factors that contribute to daily delays:
    - Vehicles getting around buses at bus stops and parked cars
    - Vehicles waiting to make turns without dedicated turn lanes
    - Vehicles making left or right turns at intersections on a yellow light because of the high volume of vehicles and pedestrians
- While Bathurst Street is a four-lane road, parking in the curb lane can reduce its capacity down to two lanes impacting traffic flow

Existing Conditions | Traffic Volumes

- The volume of vehicles travelling on Bathurst Street is highest near Eglinton Avenue and lowest near Lake Shore Boulevard West
- As the City grows, people must continue to be able to get to their destinations using Bathurst Street
- By dedicating lanes to transit, the number of people that can travel along the road can be increased

Number of people that can move along Bathurst Street

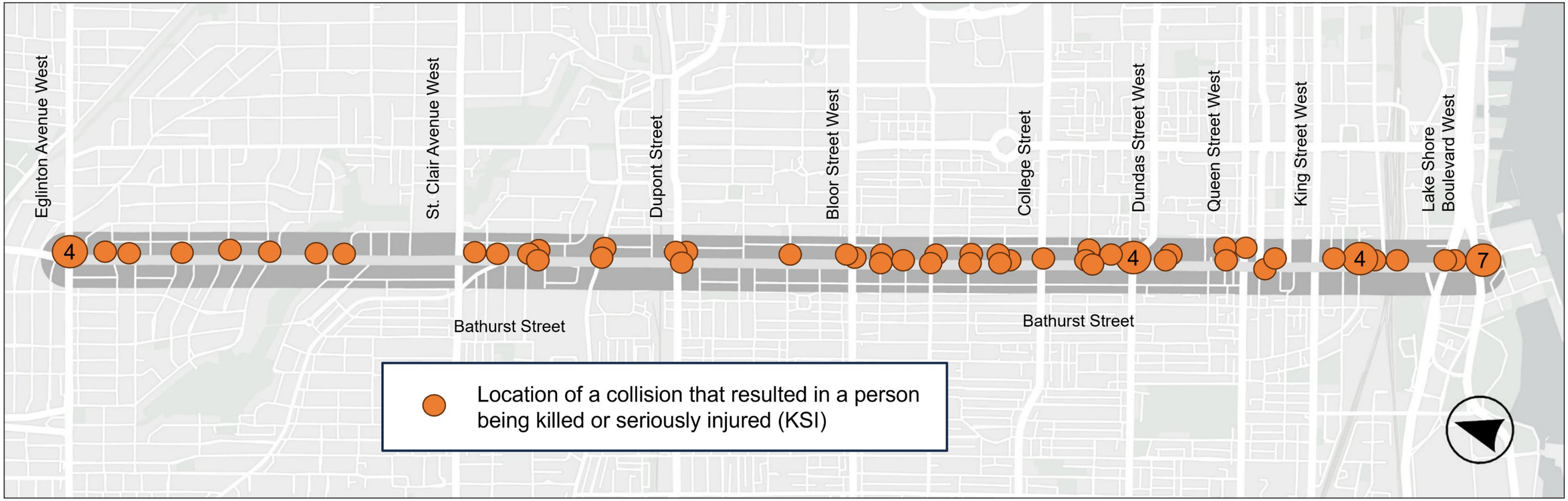


Average of 1.3 people per vehicle, 77 people per bus with 2.5-4 minute headways, or 130 people per streetcar with 4-6 minute headways

Bathurst Street Vehicle Volumes (2019)

Existing Conditions | Collision History

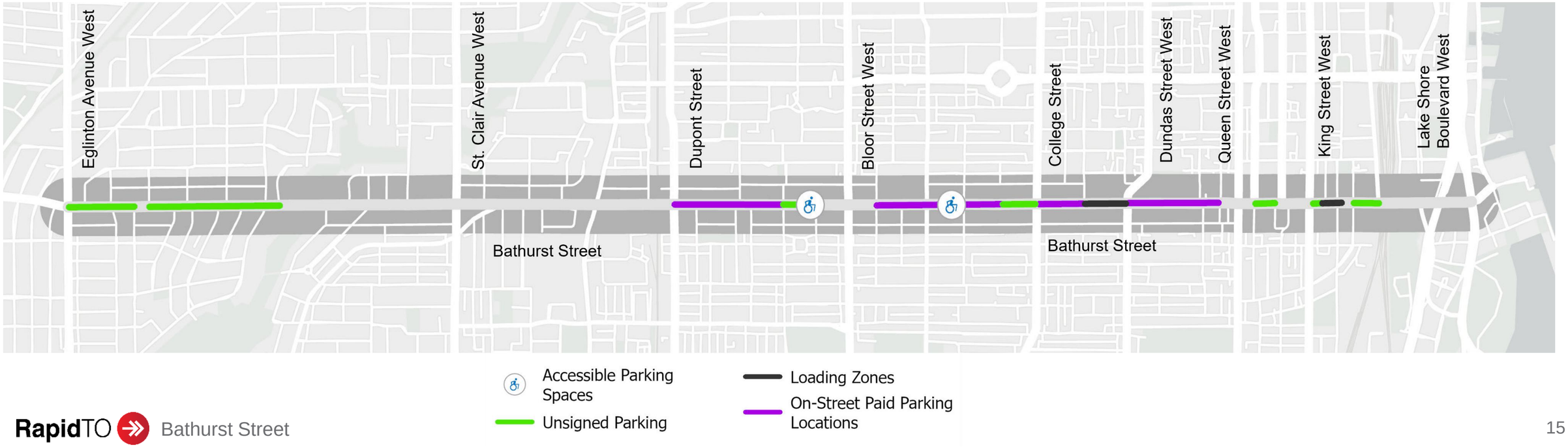
Over the last 10 years (2014-2024), 66 collisions on or near Bathurst Street have resulted in people being killed or seriously injured. Safety improvements are needed to achieve the Vision Zero Road Safety Plan goal of eliminating traffic-related fatalities and serious injuries on Toronto's streets.



Existing Conditions | Curbside Activity

Current uses of the curb lane along Bathurst Street include:

- On-street parking of various types:
  - Green P paid parking spaces
  - Residential permit parking spaces
  - One-hour or unsigned parking spaces
  - Accessible parking spaces
- Loading zones at Toronto Western Hospital, south of Bloor Street, and south of King Street.



Coordination with Nearby Projects

The City is also coordinating RapidTO: Bathurst Street with active, planned and future studies and projects nearby, including:

- EglintonTOday Complete Street
- Dupont Complete Street
- Housing Action Plan: Avenues, Mid-rise and Mixed Use Areas Study
- Bathurst Street & Lake Shore Boulevard Watermain Replacement
- King-Bathurst – Transit-Oriented Community
- Toronto Western Hospital New Patient Tower
- RapidTO: Dufferin Street

Proposed Design

Proposed Design | Overview

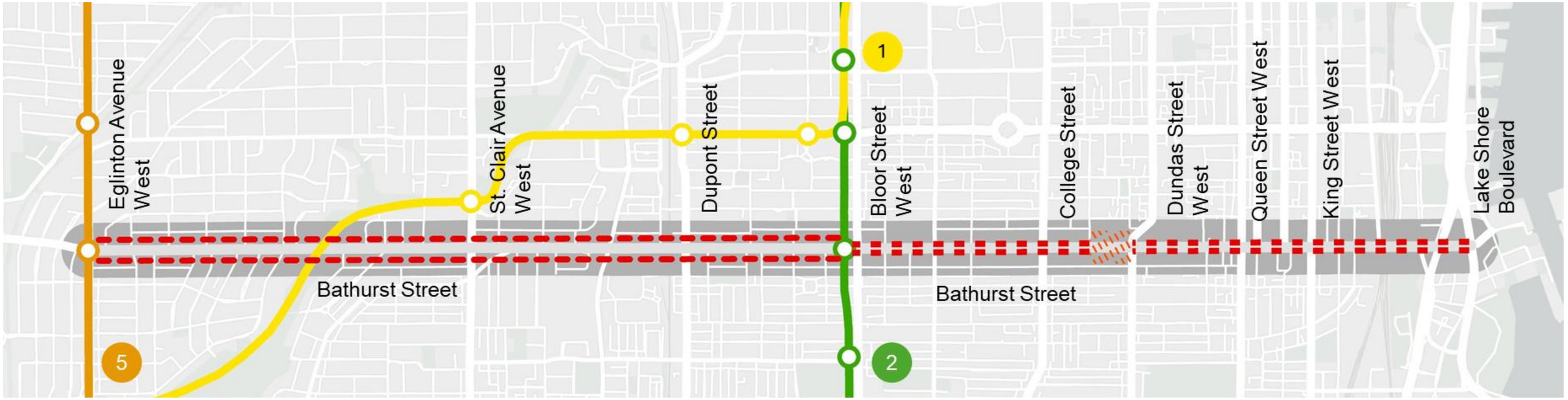
After reviewing existing conditions on Bathurst Street and conducting traffic modelling, the **City and TTC** are considering the installation of:

- **a priority bus lane from Eglinton Avenue West to Bloor Street West**
- **a priority streetcar lane from Bloor Street West to Lake Shore Boulevard West, with a break from Nassau Street to Dundas Street.** The break will be reviewed following the completion of the new pickup area at Toronto Western Hospital

If approved, priority transit lanes will help handle increased ridership during FWC26, improve transit reliability and travel time and allow for more efficient travel by buses and streetcars.

If approved, monitoring will be undertaken pre- and post-FWC26 to ensure traffic keeps moving. The City and TTC will make adjustments to the priority transit lane based on data collection & monitoring, along with public feedback.

Proposed Design | Overview



Proposed Design | Overview
Eglinton Avenue West to Bloor Street West

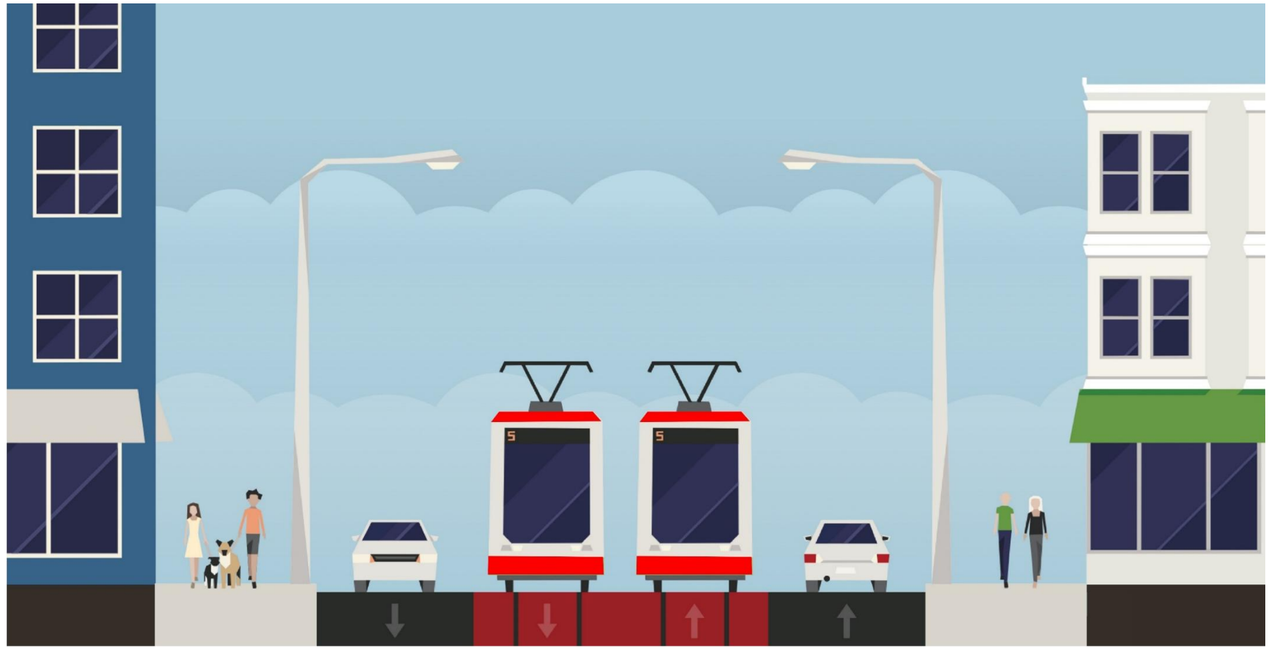
Rendering of the proposed design south of Eglinton Avenue West, facing north

Typical Cross section of the proposed design, from Eglinton Avenue West to Bloor Street West

- Converts mixed traffic curb lane into a bus lane for public transit vehicles (including Wheel-Trans and school buses), emergency vehicles and bicycles using red paint, signage and pavement markings.
- All vehicles can still access driveways or make turns at designated sections, except where turning restrictions are in effect

Proposed Design | Overview
Bloor Street West to Lake Shore Boulevard West

Rendering of the proposed design at Bathurst Station on Bloor Street West



Typical Cross section of the proposed design, from Bloor Street West to Lake Shore Boulevard West

- Converts mixed traffic centre lane into a transit lane for public transit vehicles (including buses, streetcars, Wheel-Trans and school buses) and emergency vehicles using red paint, signage and pavement markings
- All vehicles can still access driveways or make turns at designated sections, except where turning restrictions are in effect

RapidTO

Proposed Stop Changes

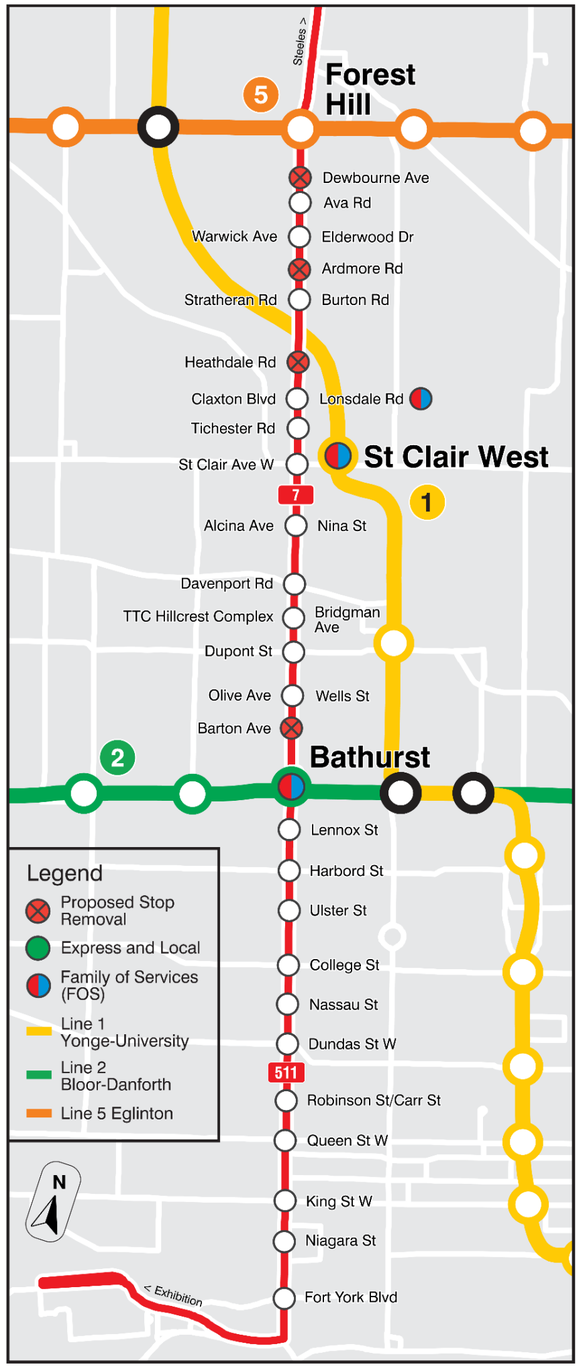
Why is the TTC proposing to remove or relocate stops?

- **Safety concerns:** Crossing at mid-block stops without a protected pedestrian crossing poses safety risk
- **To improve transit speed and reliability:** Each additional stop increases the travel time of buses
- **Adherence to TTC service standards:** Some existing stops are located closer than the standard requires

Which stops are proposed to be removed?

1. **Dewbourne Avenue:** Low ridership and close to adjacent stop
2. **Ardmore Road:** Mid-block stop, low ridership and close to adjacent stop
3. **Heathdale Road:** Mid-block stop and low ridership
4. **Barton Avenue:** Low ridership and close to a subway station

Average distance between stops is 270 metres, or a 4-minute walk.



Proposed Changes to Turn Restrictions

Bathurst Street currently has turn restrictions at 10 signalized intersections

- The City is considering adding and/or extending hours at key intersections with high rates of collisions and high volumes of pedestrians, combined with low turning vehicle counts.
- Turn restrictions can help to:
  - reduce congestion by reducing bottlenecks and improve overall traffic movement
  - reduce conflicts between buses, streetcars, turning vehicles and vulnerable road users
  - improve safety by discouraging abrupt lane changes at intersections
  - allow buses and streetcars to maintain a more consistent speed and avoid delays caused by turning vehicles
  - improve effectiveness of Transit Signal Priority

- The following changes are proposed:
  - New turn restrictions at 6 intersections
  - Extended turn restrictions at 6 intersections
- Details are provided by street segment at the end of this presentation deck

Left turns are currently a major source of delay for streetcars as vehicles must wait for gaps in oncoming traffic, and streetcars must wait behind turning vehicles as they cannot change lanes

Proposed Traffic Signal Improvements

If priority transit lanes are approved:

- Traffic signals will be re-timed throughout the study area to complement the proposed priority transit lanes, turning and parking restrictions
- Transit Signal Priority is already installed along the roadway
- Advanced left-turn signals will be activated for longer periods where left turns remain. The following locations are being considered as preliminary candidates:
  - Dupont Street northbound
  - Wellington Street northbound
- Signals may be upgraded with advanced left-turn signals where appropriate.
  - Work is underway to determine feasibility of a signal upgrade at Front Street to provide a dedicated left-turn lane.

Proposed Parking & Loading Changes

The City has reviewed the existing parking usage and curbside activities and is considering the following:

- Maintaining all accessible parking spaces
- Maintaining school bus loading zone south of Bloor Street West. The loading zone south of King Street West is being reviewed as part of a separate project.
- Maintaining taxi stand and Green P parking in front of Toronto Western Hospital
- Removing one hour or unsigned parking spaces
- Removing Green P on-street paid parking between:
  - Dupont Street and Bloor Street West
  - Lennox Street and Nassau Street
  - Dundas Street West and Wolseley Street

Traffic Impacts

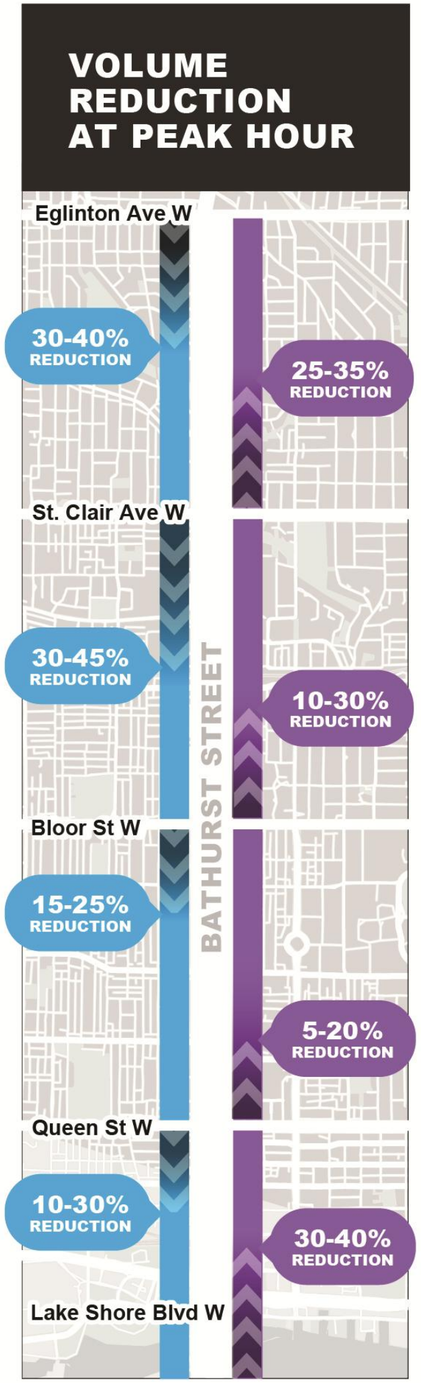
How does the design impact traffic?

- Turn restrictions reduce delays for both transit and vehicles at traffic signals and allow for improved signal coordination
- Travel times are expected to increase by about 4 minutes during the peak hour for driving along Bathurst Street from Eglinton Avenue West to Lake Shore Boulevard West
- Traffic flow is controlled by traffic signals, and it is expected that traffic volumes on Bathurst Street will be reduced

How are traffic volumes reduced?

- Priority transit lanes make transit a more attractive option for commuters. As people switch from driving to public transit, the number of vehicles on the road decreases
- Some people will choose to travel at different times, when there is less traffic on the road
- Some people will choose a different route; the surrounding network is a grid, providing multiple alternatives for drivers

The City will monitor and collect data on local roads to understand if impacts are being felt from the priority transit lanes. Mitigation measures can be implemented where needed to address safety and operational concerns, should they arise.



Bathurst Street Design |
Key Highlights: Eglinton Avenue West to Bloor Street West

Travelling by Bus

Priority bus lanes would save bus riders travelling between Eglinton Avenue West and Bloor Street West

Saving up to 7 minutes per trip
during peak hours, existing travel time is approximately 17-19 minutes

18% Increase in bus reliability
during peak hours

Buses are more likely to arrive on time, reducing wait times and overcrowding

23% Increase in daily bus ridership

Bus ridership along Bathurst Street is expected to increase by 23%

Travelling by Car

If approved, Priority bus lanes would increase travel times for drivers travelling between Eglinton Avenue West and Bloor Street West

Increasing ~1-2 minutes per trip
during peak hours, existing travel time is approximately 10-12 minutes

How does the proposed design support our goal of moving people more efficiently?

It will take people riding the bus or driving

approximately 10-14 minutes

to travel from Eglinton Avenue West to Bloor Street West during peak hours, making public transit a more competitive option

The increase in speed and reliability will increase a customer's confidence in riding the bus and allow them to travel longer distances at a faster speed, reaching new destinations and services.

Bathurst Street Design |
Key Highlights: Bloor Street West to Lake Shore Boulevard West

Travelling by Streetcar

If approved, priority streetcar lanes would save transit riders travelling between Bloor Street West and Lake Shore Boulevard West

Saving up to 3 minutes per trip
during peak hours, existing travel time is approximately 20-25 minutes

19% increase in streetcar reliability
during peak hours

Streetcars are more likely to arrive on time, reducing wait times and overcrowding

35% increase in daily streetcar ridership

Streetcar ridership along Bathurst Street is expected to increase by 35%

Travelling by Car

Priority streetcar lanes would increase travel times for drivers travelling between Bloor Street West and Lake Shore Boulevard West

Increasing ~1-2 minutes per trip
during peak hours, existing travel time is approximately 10-13 minutes

How does the proposed design support our goal of moving people more efficiently?

It will take people riding the streetcar or driving

approximately 11-22 minutes

to travel from Bloor Street West to Lake Shore Boulevard West during peak hours, making public transit a more competitive option

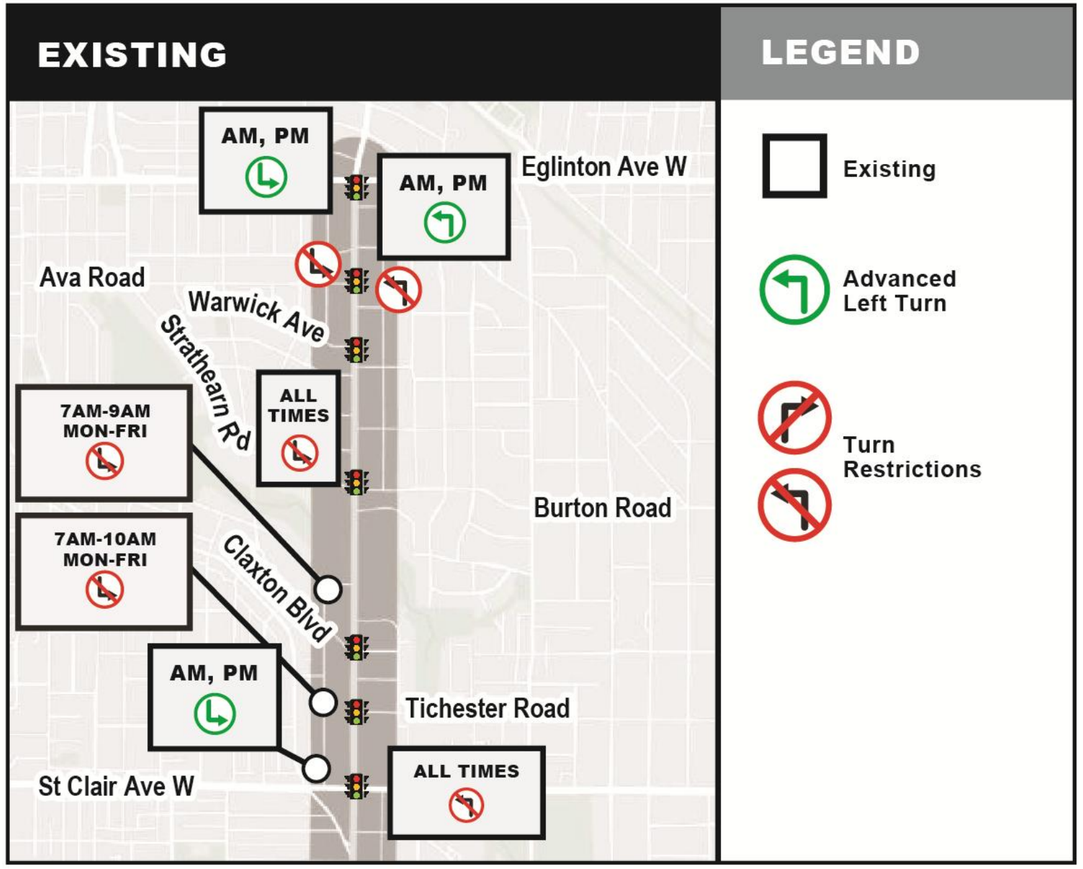
As more people choose public transit, traffic conditions are anticipated to improve for those who need to drive.

Data Collection & Monitoring

- Once installation is finished, the project is not yet complete. It takes time for people to adjust to change
- Following installation, the City and TTC will:
  - Collect volume and speed data and observe new travel behaviour along Bathurst Street and adjacent streets to understand and address potential impacts on neighbourhood infiltration
  - Implement operational and regulatory changes to improve the project (e.g. signal timing adjustments, signs & marking changes)

Proposed Turn Restrictions and Curbside Activity Changes

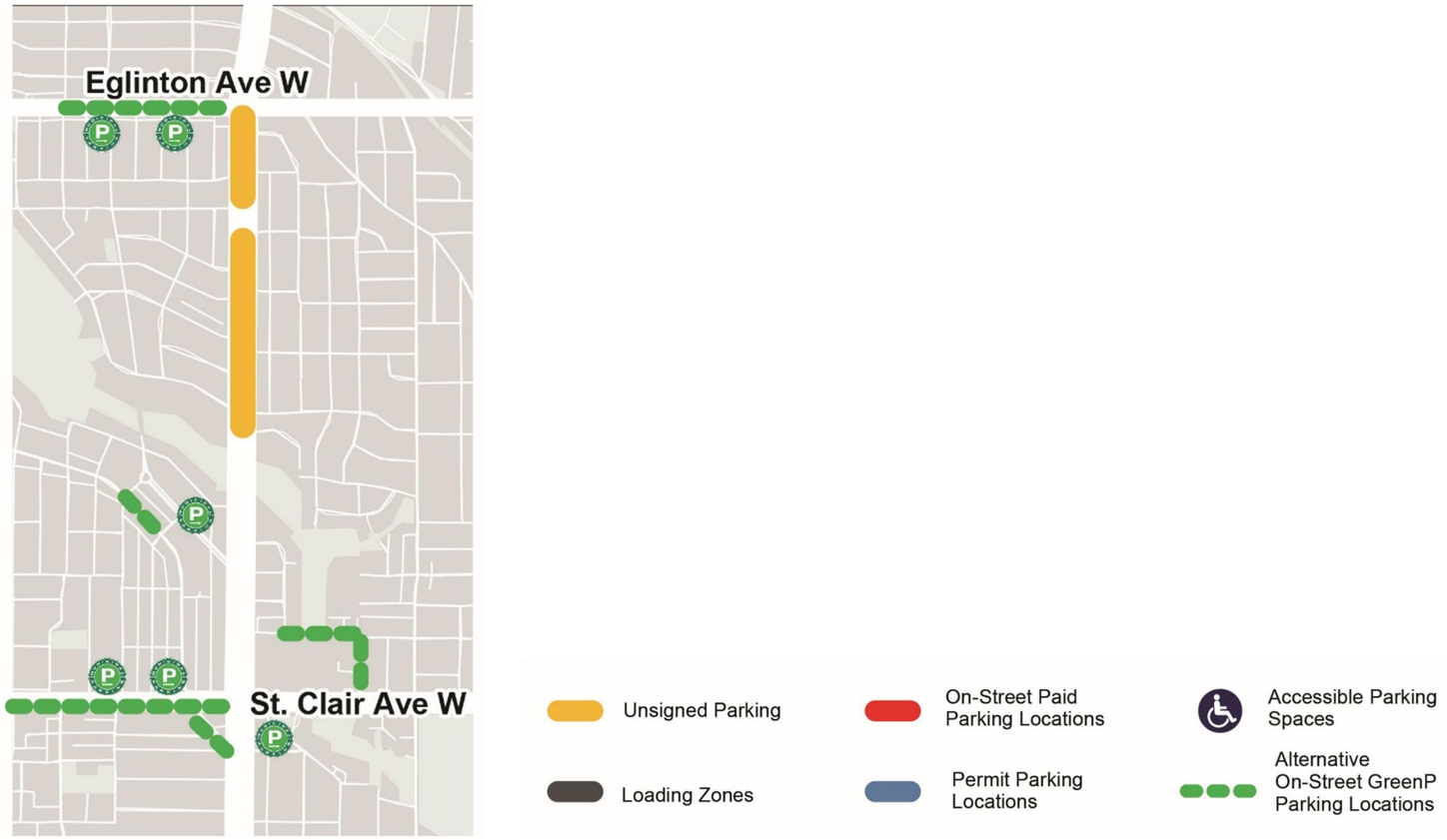
Segment 1 | Turn Restrictions
Eglinton Avenue West to St. Clair Avenue West



No additional turn restrictions proposed between Eglinton Avenue West and St Clair Avenue West

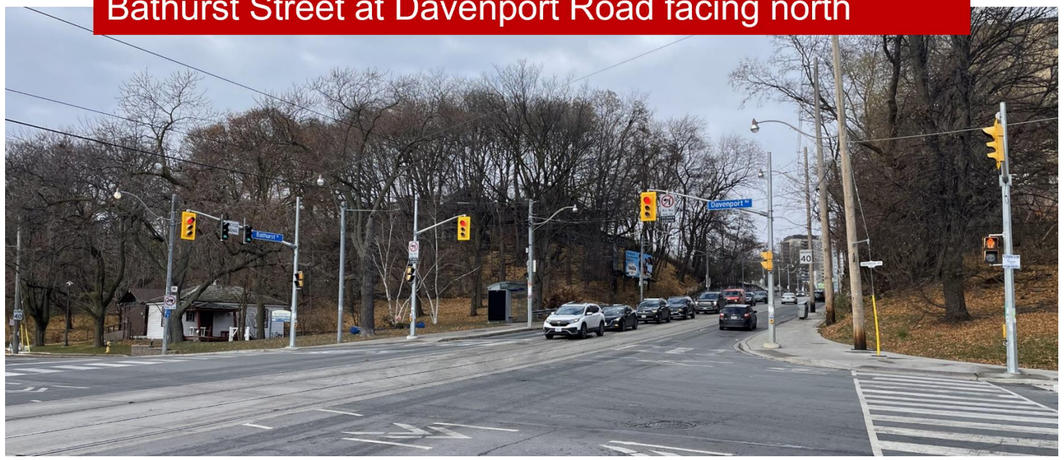
Segment 1 | Curbside Activity Changes
Eglinton Avenue West to St. Clair Avenue West

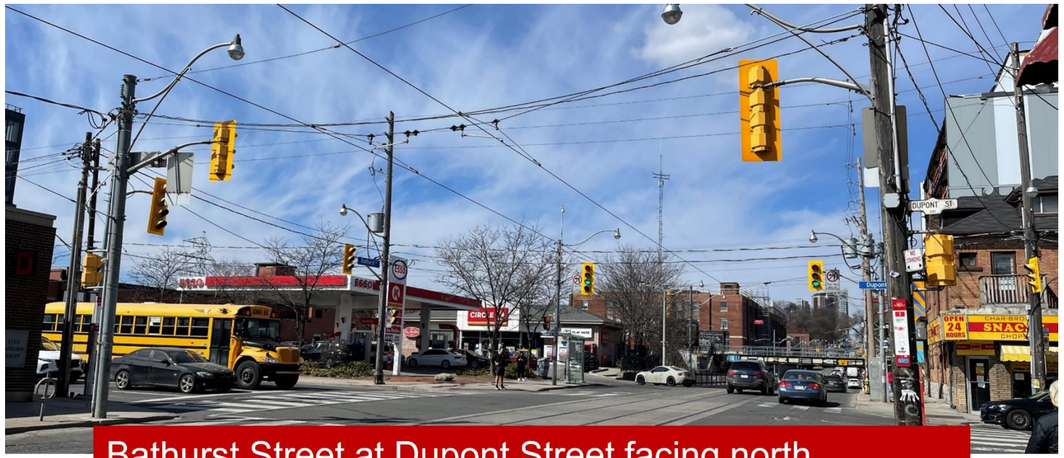
- Unsigned parking spaces will be removed between Eglinton Avenue West and Burton Road
- Nearby Green P lots and on-street paid parking spaces are available at Eglinton Avenue West



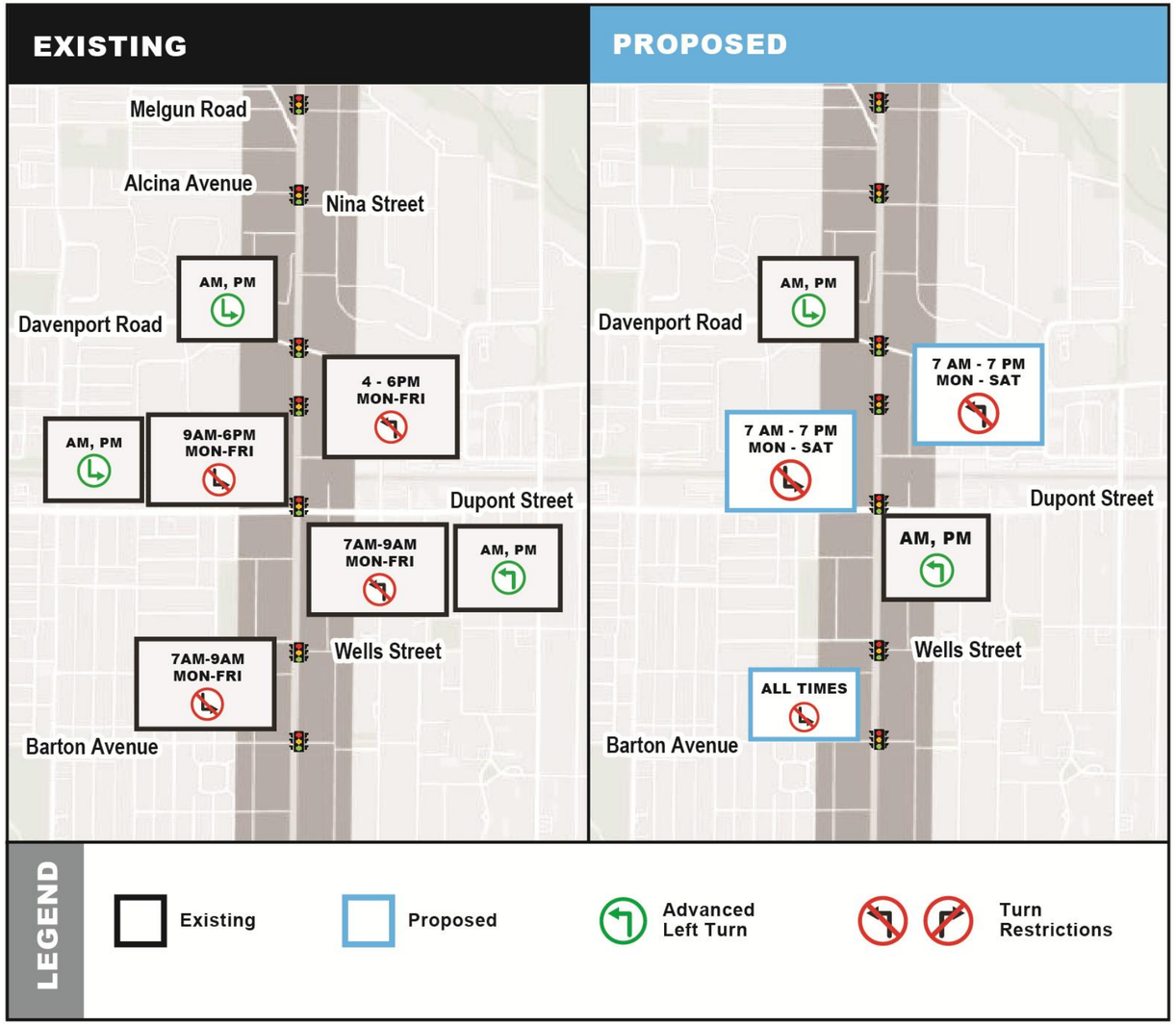
Segment 2 | Turn Restrictions
St. Clair Avenue West to Bloor Street West

Bathurst Street at Davenport Road facing north



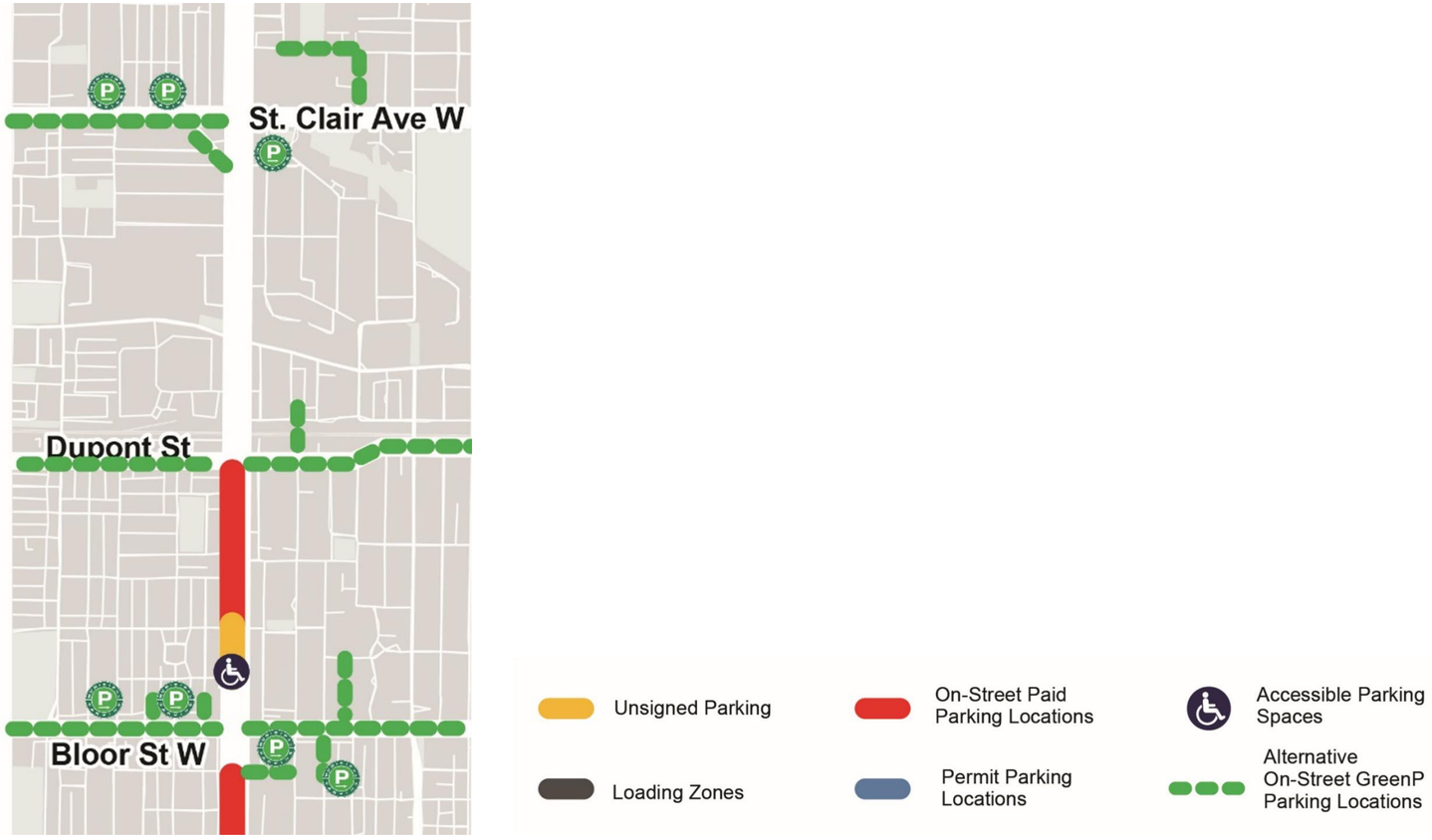


Bathurst Street at Dupont Street facing north



Segment 2 | Curbside Activity Changes
St. Clair Avenue West to Bloor Street West

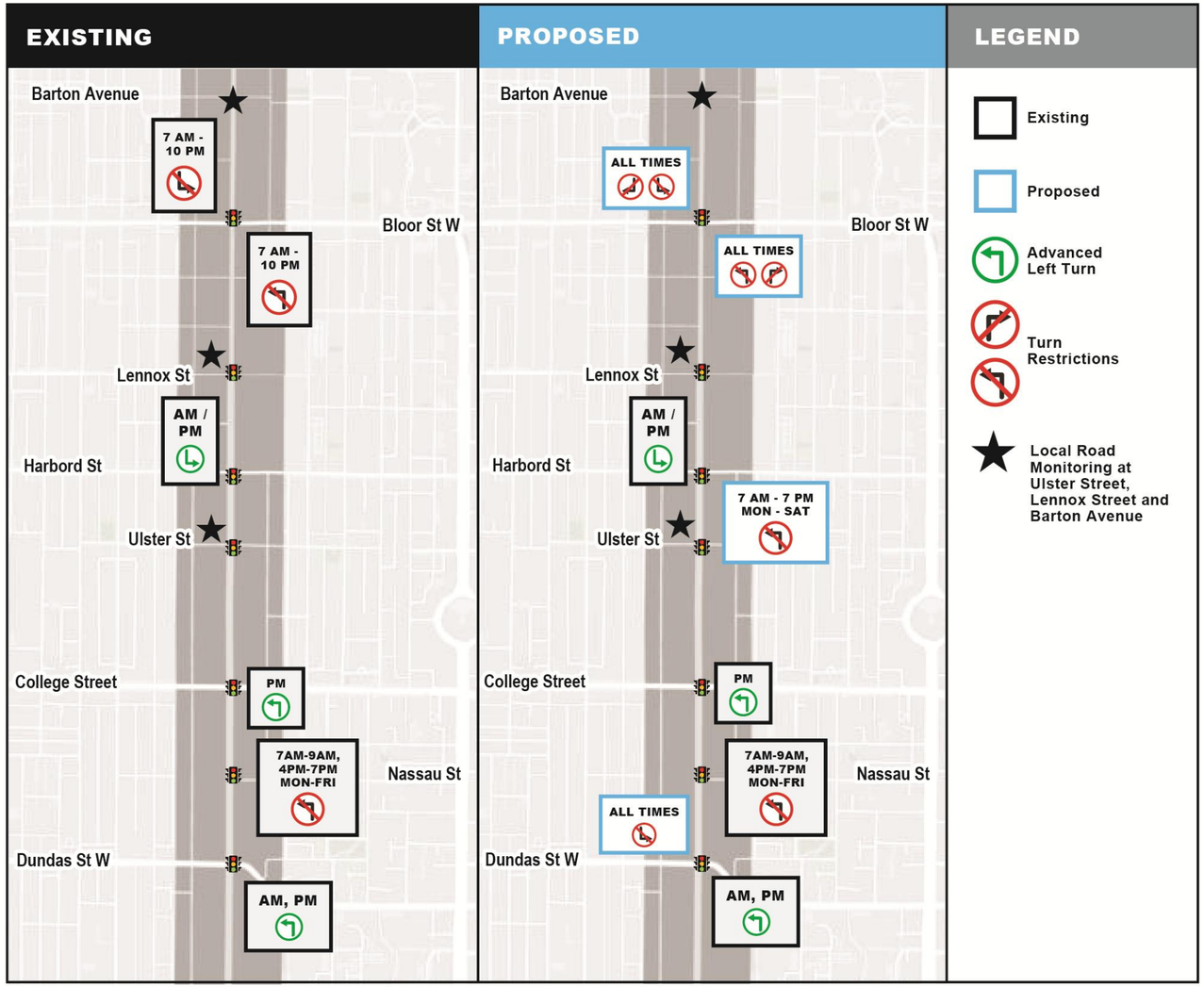
- 138 on-street paid parking spaces and unsigned parking spaces will be removed between Dupont Street and Bloor Street West
- Nearby Green P lots and on-street paid parking spaces are available at Dupont Street And Bloor Street West (approximately 439 spaces)
- Accessible parking space will be maintained



Segment 3 | Turn Restrictions
Bloor Street West to Dundas Street West

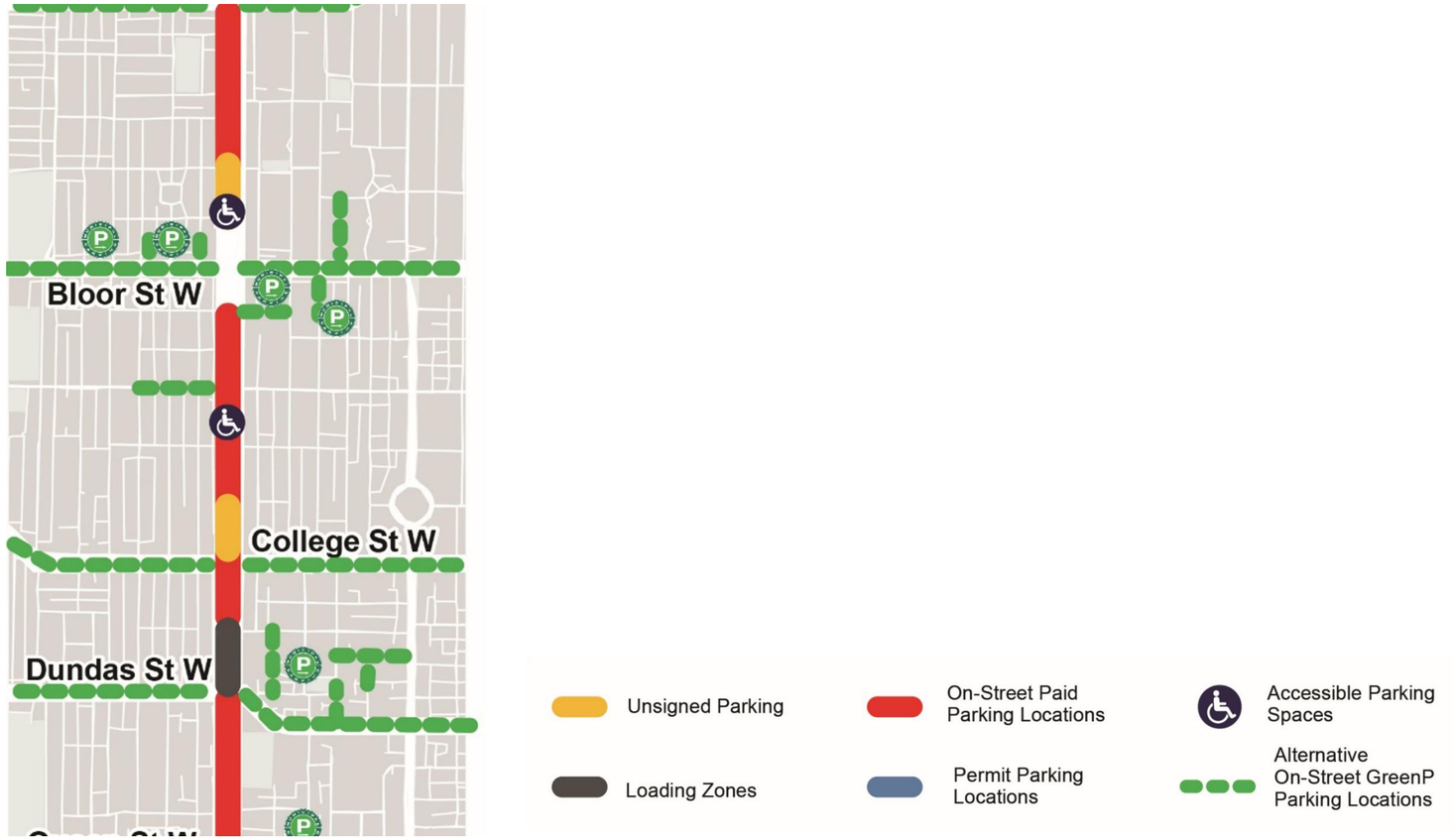
Bathurst Street at Bloor Street West facing north

Bathurst Street at Dundas Street West facing south



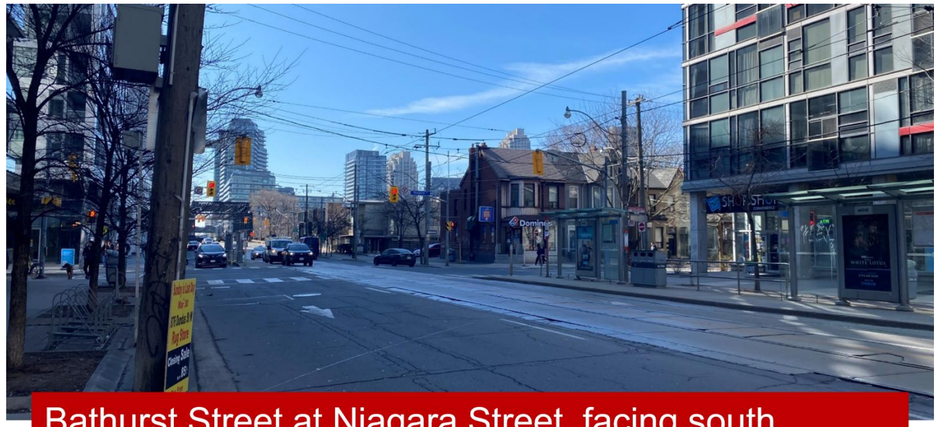
Segment 3 | Curbside Activity Changes
Bloor Street West to Dundas Street West

- Approximately 250 on-street paid parking spaces will be removed between Lennox Street And Nassau Street
- Nearby Green P lots and on-street paid parking spaces are available at Bloor Street West, College Street and Dundas Street West (approximately 720 spaces)
- Accessible parking spaces and loading zones will be maintained

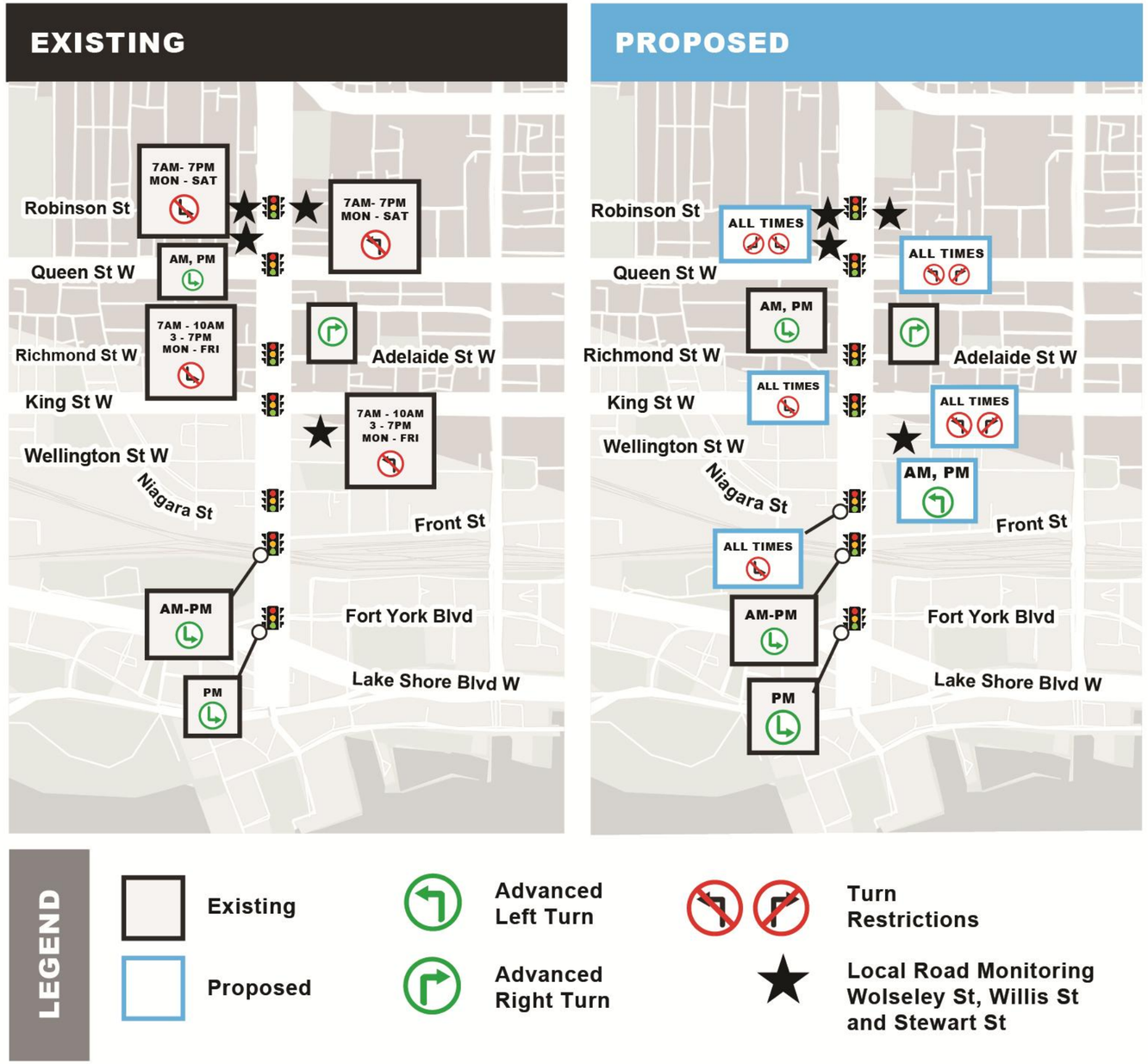


Segment 4 | Turn Restrictions
Dundas Street West to Lake Shore Boulevard West

Bathurst Street at King Street West, facing north

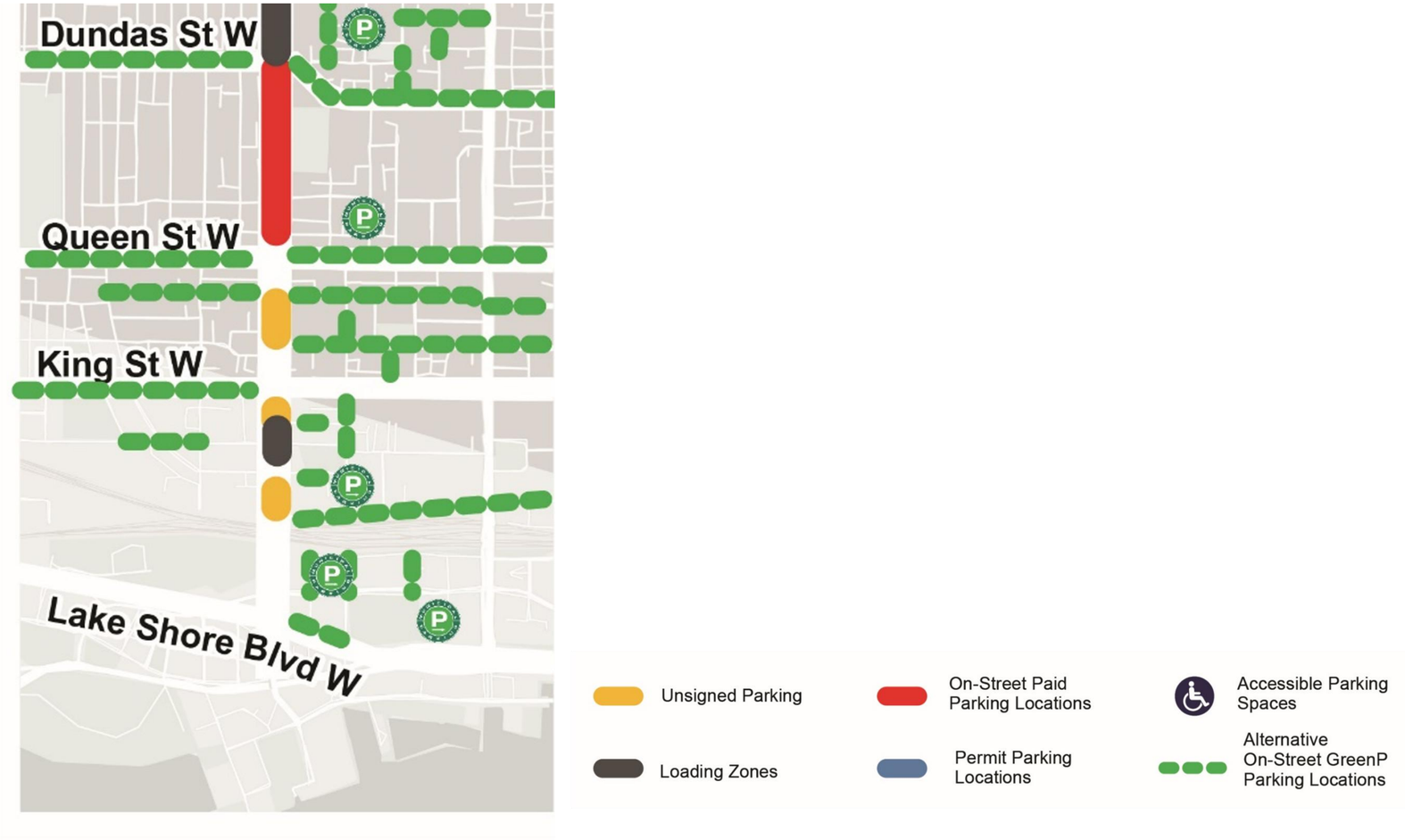


Bathurst Street at Niagara Street, facing south



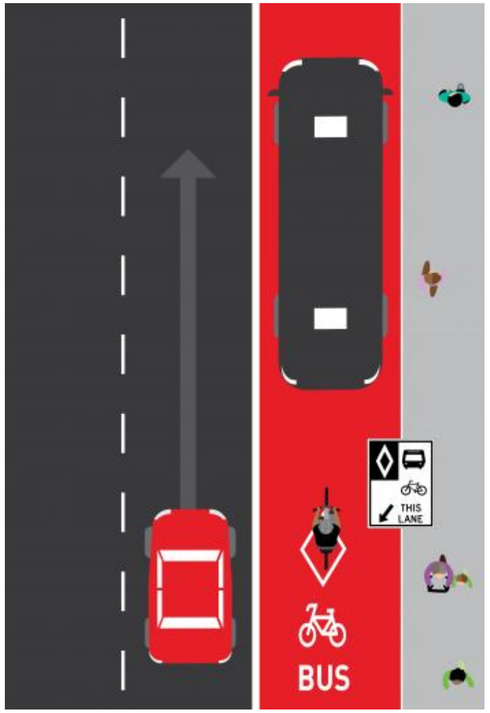
Segment 4 | Curbside Activity Changes
Dundas Street West to Lake Shore Boulevard West

- 90 on-street paid parking spaces will be removed between Dundas Street West And Wolseley Street
- Nearby Green P lots and on-street paid parking spaces are available at Dundas Street West and Queen Street West (approximately 340 spaces)



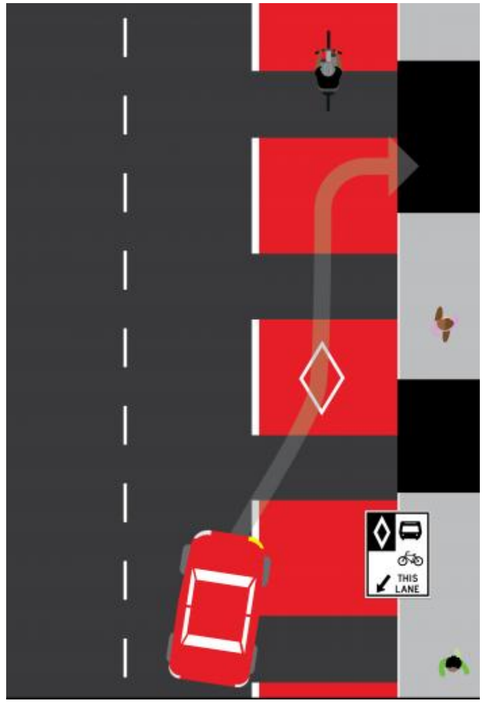
How to Use Priority Transit Lanes

How to Use Priority Bus Lanes



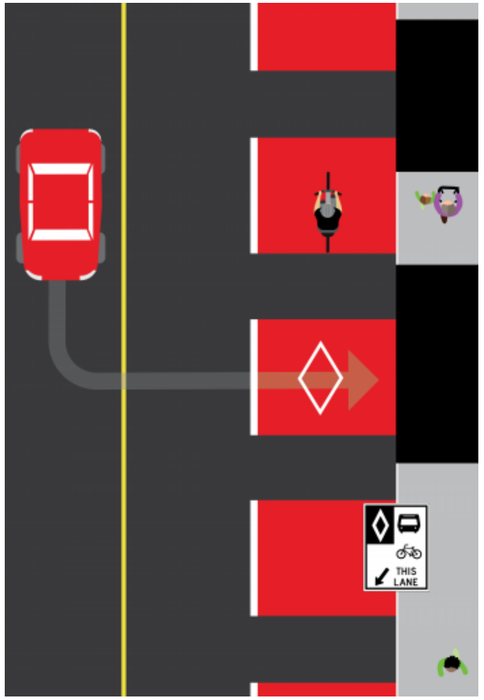
Solid red lane

- People driving should not cross the solid white line or travel in the solid red section of the priority bus lane
- Only buses, school buses, Wheel-Trans, bikes and emergency vehicles are allowed in the priority bus lanes



Dashed red lane

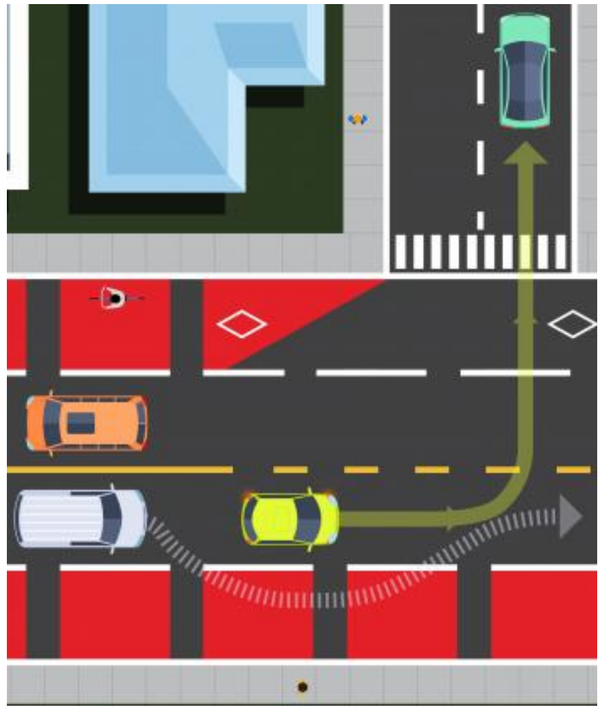
- People driving can enter the lane where paint is dashed to make left and right turns at intersections or driveways
- People driving may remain in the bus lane for no more than 45 metres before exiting



Left turns

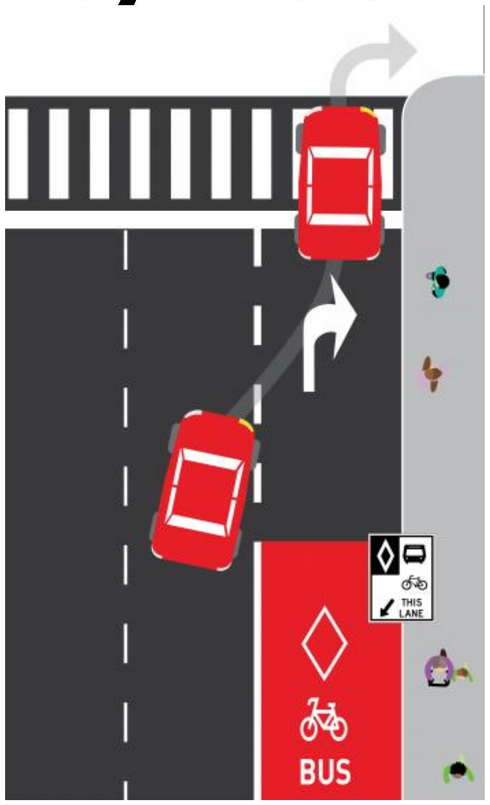
- When turning left, people driving can cross through the priority bus lane to access driveways

How to Use Priority Bus Lanes



Passing left turning

- People driving can use the priority bus lanes to get around left-turning vehicles

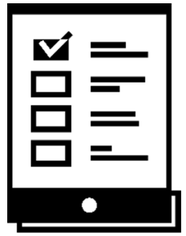


Right turns

- Dashed lane markings indicate where people driving should enter the priority bus lane to turn right

Provide Your Feedback

Visit
toronto.ca/RapidTOBathurst
for more information



Complete the
online survey!

Subscribe to the
project email list

Contact:

Public Consultation Unit
City of Toronto
Telephone: 416-396-5785
Email: RapidTOBathurst@toronto.ca

Feedback Deadline:

Visit **toronto.ca/RapidTOBathurst** to complete the online survey by **May 26, 2025.**

Thank You