RapidTO: Dufferin

April 2025

toronto.ca/RapidTODufferin

Introduction to RapidTO: Dufferin 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

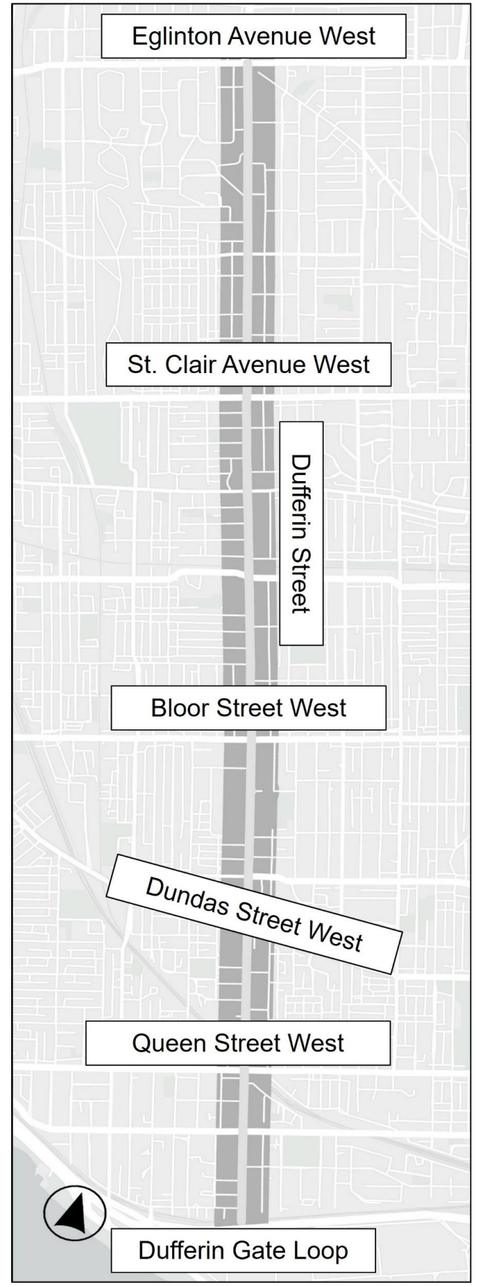
RapidTO Supporting Policies

- 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: Dufferin Street

- Dufferin Street is one of the highest-scoring roadways in the RapidTO: Surface Transit Network Plan due to slow and unreliable bus service
- Dufferin Street is a key candidate for transit priority in the TTC's 5-Year Service Plan and Customer Experience Action Plan (2024-2028)
- In advance of FIFA World Cup 26 (FWC26), City Council has directed staff to accelerate the feasibility study and design review of Dufferin Street between Eglinton Avenue West and Dufferin Gate Loop
- Phased implementation may be considered: The sections south of Bloor Street West are priority segments for FWC26 given the connection between Line 2 and Exhibition Place

RapidTO: Dufferin 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 and Propose Design

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

Step 2: Public Consultation (Spring 2025)

WE ARE HERE!

- Present the design being considered for public input and address questions or concerns to inform recommendations 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

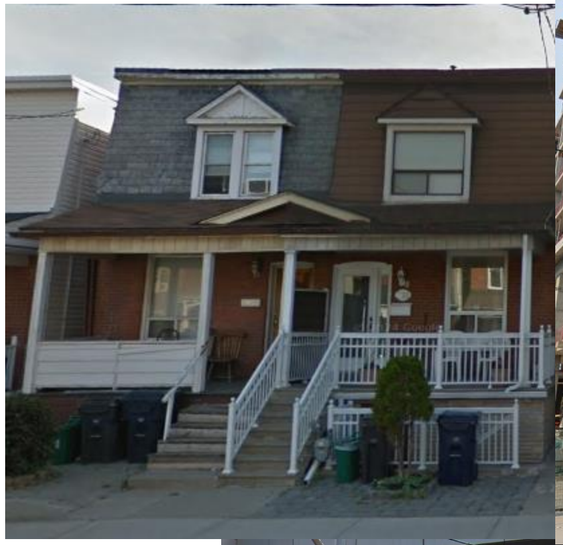
Step 5: Data Collection and Monitoring (2026+)

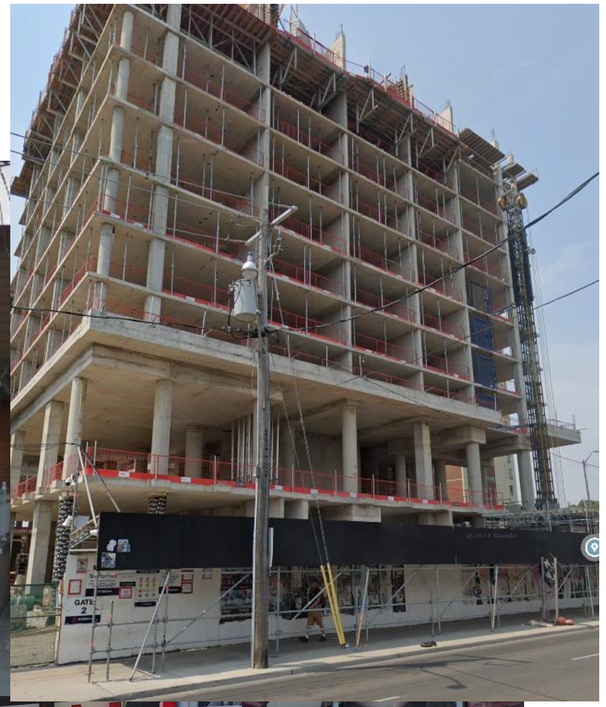
- Monitor performance, respond to ongoing public feedback and make operational improvements

Existing Conditions on Dufferin Street

About Dufferin Street

- Toronto's Official Plan identifies Dufferin Street as an important roadway for development and creation of new housing and job opportunities, supported by multiple modes of transportation
- Features a mix of residential, commercial (Galleria Mall, Dufferin Mall), institutional (schools, religious, community centres) and parks
- Bus routes serve 9 neighbourhoods along the project area and connects people to Line 1 (Wilson Station), Line 2 (Dufferin Station) and future Line 5 (Fairbank Station)
- Eight active developments and 20 future developments will bring over 13,000 new residents that will rely on transit to get around





Why Dufferin Street?

Dufferin Street is the **5th busiest surface transit corridor** for TTC customers by weekday boardings

40,000+ TTC customers on an average weekday

Only **55%** of buses were on-time during the afternoon rush hour

55% of people riding transit do not own a car

Average speed of buses is **14.0 km** per hour

Riding transit takes up to **65%** 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

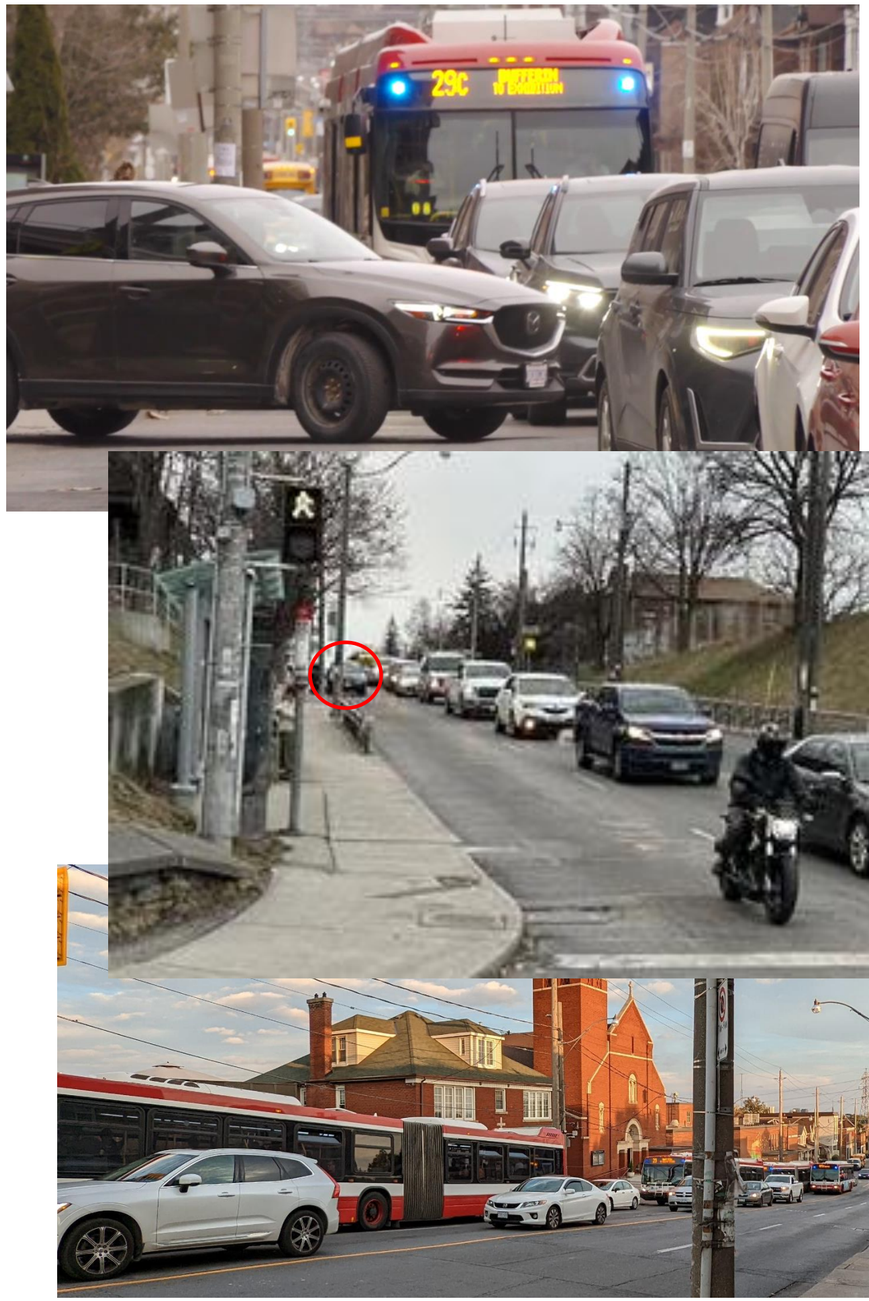
- **Transit travel times improved** by 5 minutes
- **Transit reliability improved**
- **Average car travel times improved** in the AM peak hour and **are similar** in the PM peak hour
- There was no indication of traffic infiltration on adjacent arterial roads

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 Dufferin Street

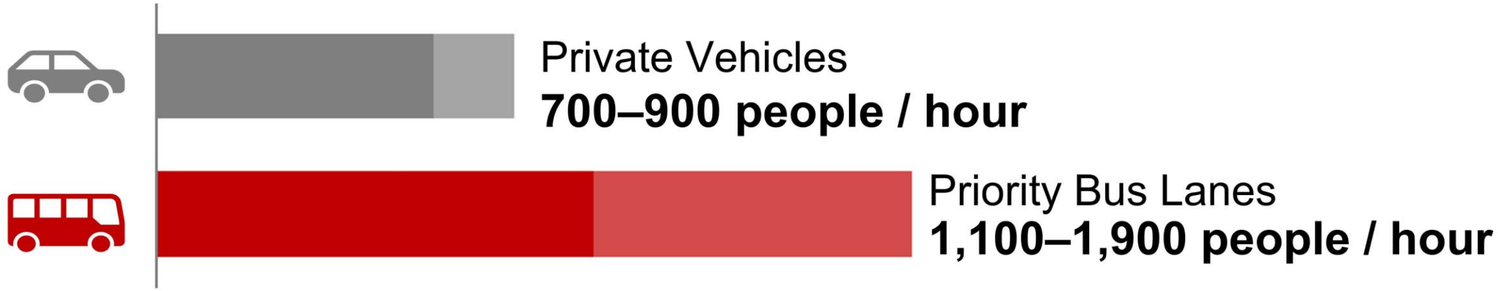
- Being stuck in traffic can be frustrating. While construction and collisions can affect traffic flow, there are several factors that contribute to daily delays:
  - Vehicles getting around buses at bus stops and parked cars
  - Vehicles waiting to make turns without dedicated turn lanes
  - Vehicles making left or right turns at intersections on a yellow light because of the high volume of vehicles and pedestrians
- While Dufferin 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

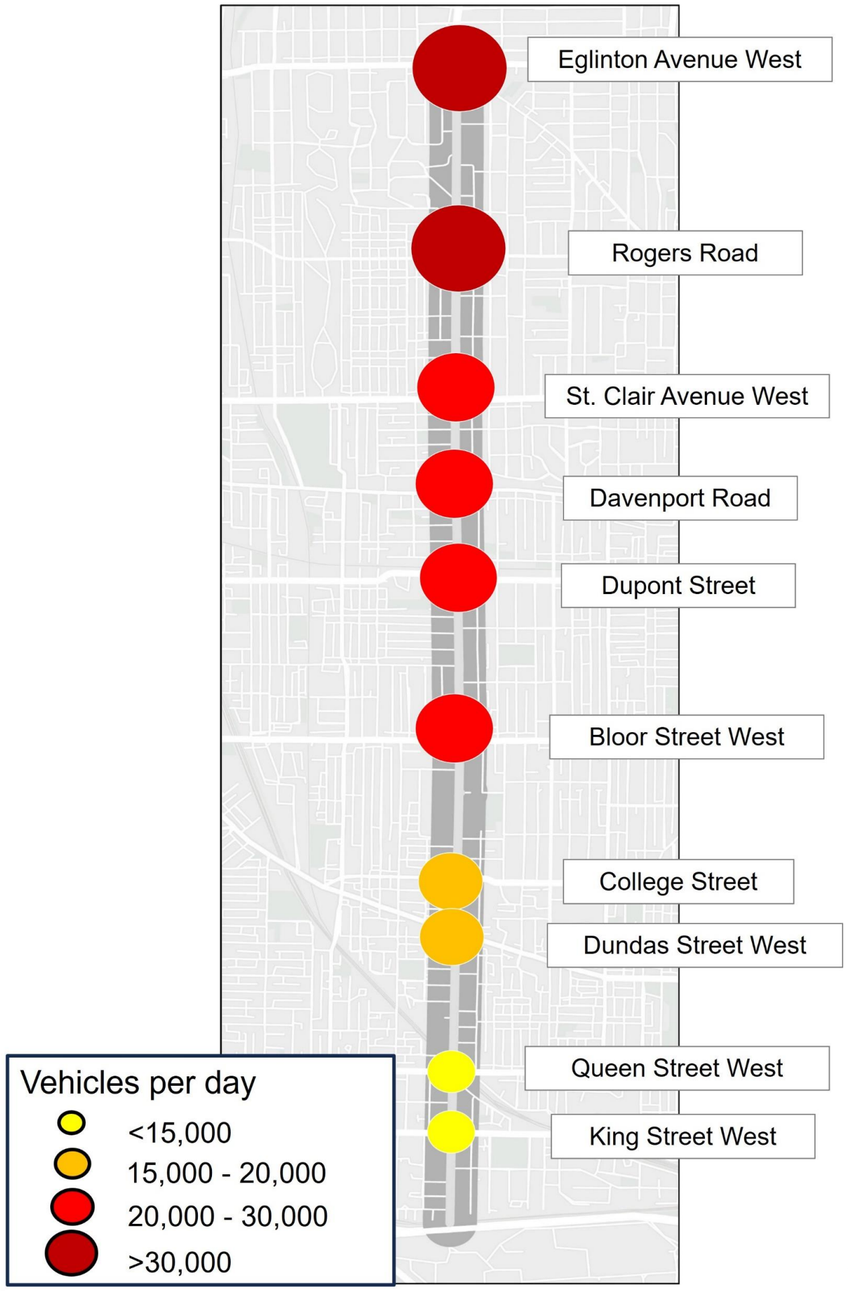
- The volume of vehicles travelling on Dufferin Street is highest near Eglinton Avenue and lowest near King Street West
- As the City grows, people must continue to be able to get to their destinations using Dufferin Street
- By dedicating lanes to transit, the number of people that can travel along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

Number of people that can move along Dufferin Street



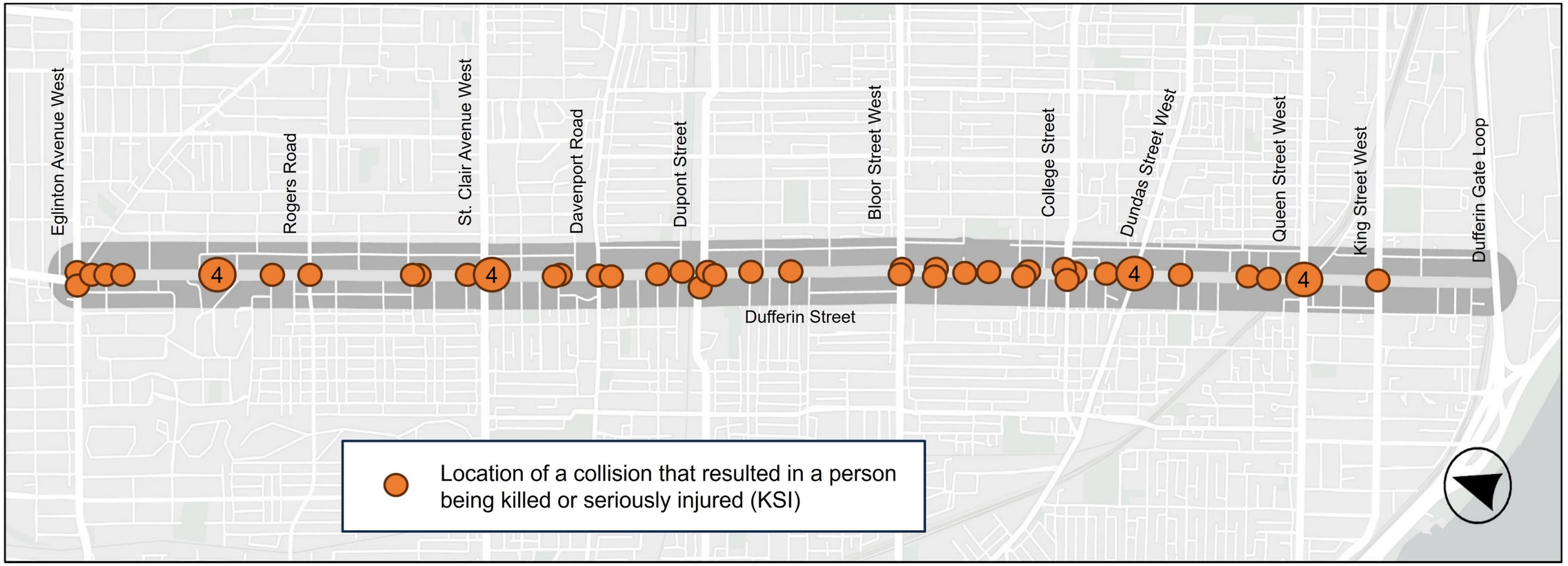
Average of 1.3 people per vehicle and 77 people per bus with 2.5 to 4 minute headways

Dufferin Street Vehicle Volumes (2019)



Existing Conditions | Collision History

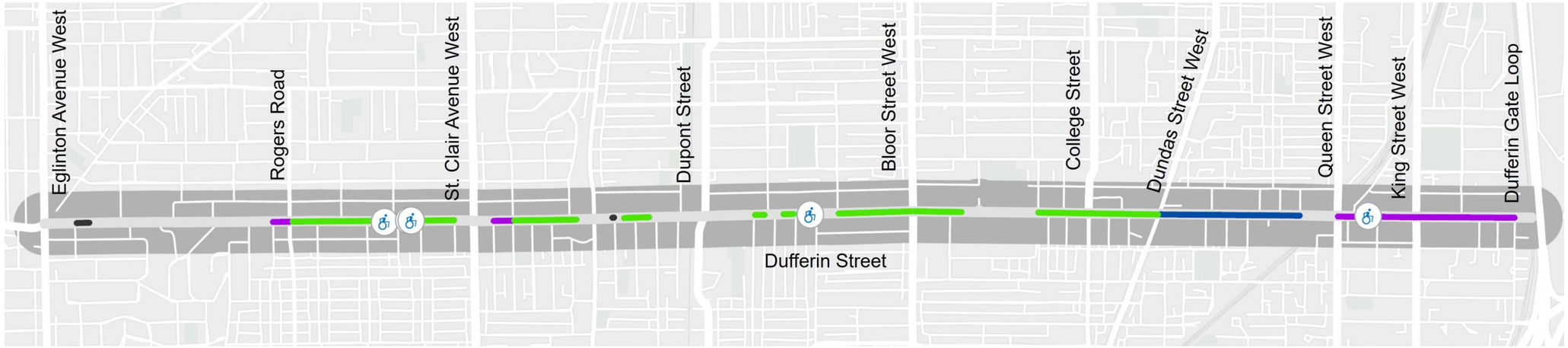
Over the last 10 years (2014-2024), 53 collisions on or near Dufferin Street have resulted in a person being killed or seriously injured. Safety improvements are needed to achieve the Vision Zero Road Safety Plan goal of eliminating traffic-related fatalities and serious injuries on Toronto's streets.



Existing Conditions | Curbside Activity

Current uses of the curb lane along Dufferin 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
- Bus loading zones at Fairbank Public School and St. Mary of the Angels Public School



Coordination with Nearby Projects

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

- EglintonTOday Complete Street
- Dupont Complete Street
- Geary Mobility and Public Realm Strategy
- Wallace Emerson Neighbourhood Streets Project
- West Toronto Railpath Extension
- Liberty Village Traffic Action Plan
- Dufferin Street Bridge Replacement
- Fairbank Silverthorn Basement Flooding Protection Program
- Housing Action Plan: Avenues, Mid-rise and Mixed Use Areas Study
- RapidTO: Bathurst Street

Proposed Design

Proposed Design | Overview

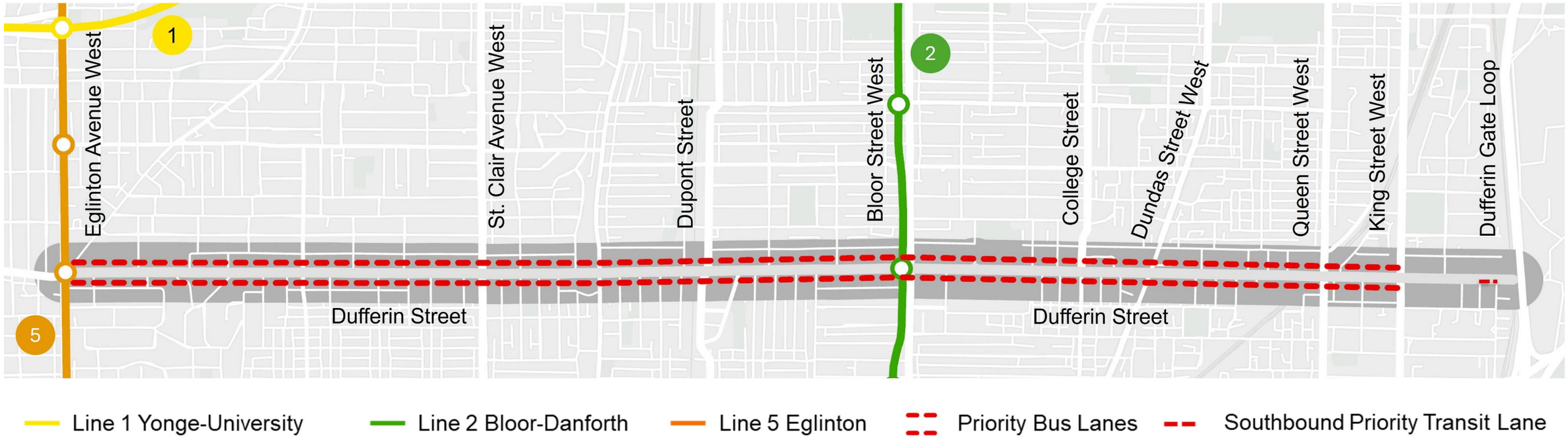
After reviewing existing conditions on Dufferin Street and conducting traffic modelling, the **City and TTC** are considering **priority bus lanes from Eglinton Avenue West to King Street West**

If approved, priority bus lanes will:

- help handle increased ridership during FWC26 and other events at Exhibition Place
- improve bus reliability and travel time
- allow for more efficient travel by buses

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 bus lane based on data collection & monitoring, along with public feedback.

Proposed Design | Overview



Proposed Design I Dufferin Street Overview

Rendering of the Proposed Design at Dufferin Station, facing north

Cross-Section of the Proposed Design

- 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 Bus Stop Changes

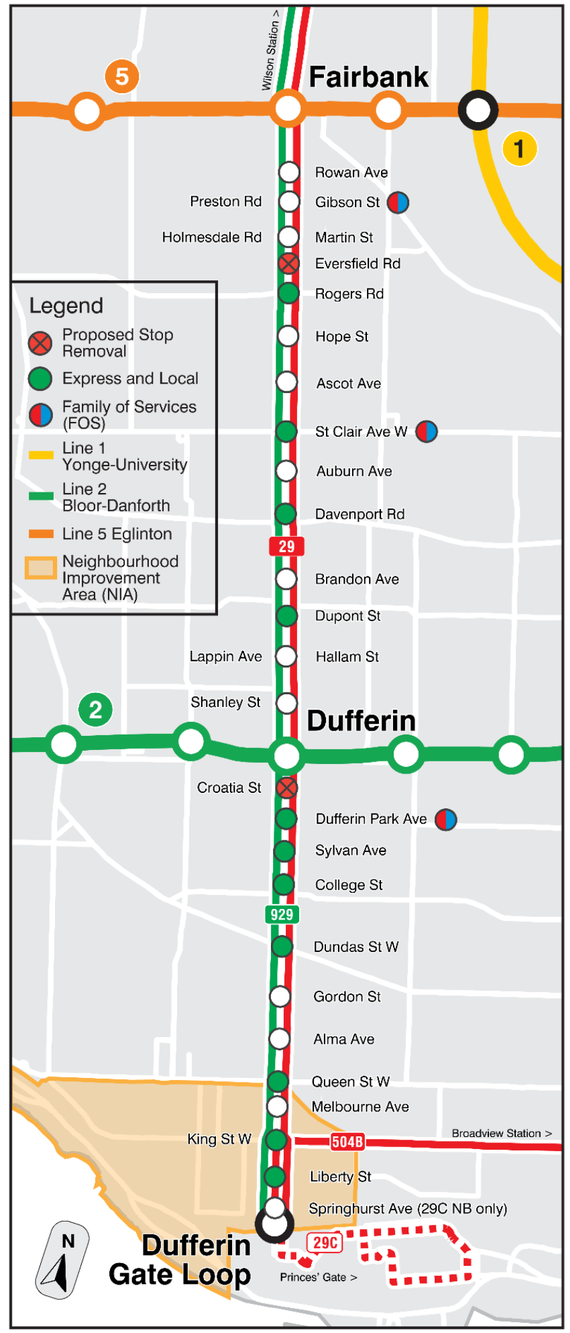
Why is the TTC proposing to remove or relocate stops?

- **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. Eversfield Road: mid-block crossing with low ridership and close to adjacent stop
2. Croatia Street: low ridership and close to adjacent stop

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



Proposed Changes to Turn Restrictions

Dufferin Street currently has turn restrictions at five 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, turning vehicles and vulnerable road users
  - improve safety by discouraging abrupt lane changes at intersections
  - allow buses 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 3 intersections
- Details are provided by street segment at the end of this presentation deck

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 bus 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 have been identified as preliminary candidates:
  - College Street southbound
  - Dupont Street southbound
  - Rogers Road southbound
- Signals may be upgraded with advanced left-turn signals where appropriate.
  - Work is underway to determine feasibility of a signal upgrade at Liberty Street

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 zones
- Removing one hour or unsigned parking spaces
- Removing Green P on-street paid parking between:
  - Bloem Avenue to Rogers Road
  - MacKay Avenue to Rosemount Avenue
  - Queen Street West to King Street West
  - King Street West to Springhurst Avenue
- Removing residential permit parking spaces between Peel Avenue and Dundas Street West. Permit holders may continue to use permit parking areas adjacent to Dufferin Street (permit areas 2 and 3K)

Traffic Impacts

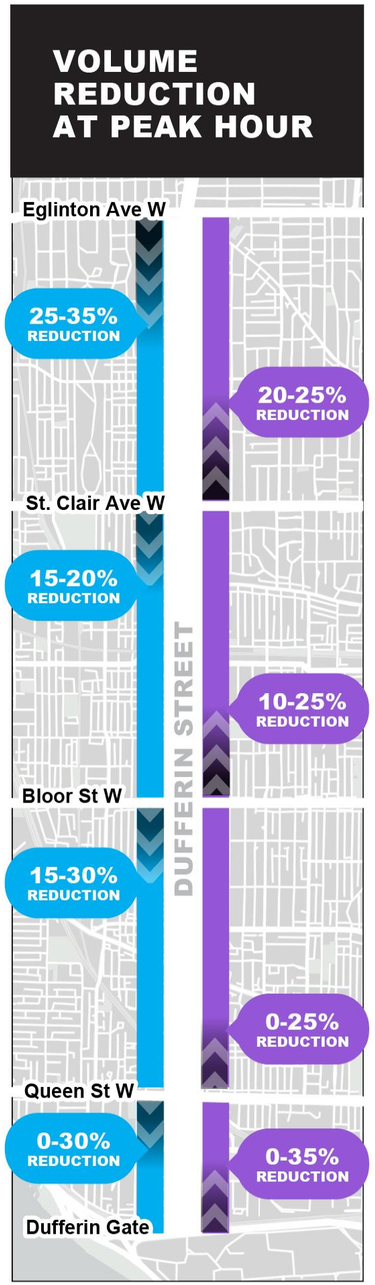
How does the design impact traffic?

- 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 Dufferin Street from Eglinton Avenue West to south of King Street West
- Traffic flow is controlled by traffic signals, and it is expected that traffic volumes on Dufferin Street will be reduced

How are traffic volumes reduced?

- Priority bus lanes make transit a more attractive option for commuters. As more 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 bus lanes. The City and TTC will implement mitigation measures where needed to address safety and operational concerns, should they arise



Dufferin 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 5 minutes per trip
during peak hours, existing travel time is approximately 18 minutes

17% Increase in bus reliability*
during peak hour

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

23% Increase in daily bus ridership*

Bus ridership along Dufferin 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 ~1-3 minutes per trip
during peak hours, existing travel time is approximately 10-11 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.

RapidTO

*Bus reliability and bus ridership estimates are from Eglinton Avenue West to Dufferin Gate Loop

Dufferin Street Design |
Key Highlights: Bloor Street West to the Dufferin Gate Loop

Travelling by Bus

If Approved, priority bus lanes would save bus riders travelling between Bloor Street West and the Dufferin Gate Loop

Saving up to 5 minutes per trip
during peak hours, existing travel time is approximately 17 minutes

17% Increase in bus reliability*
during peak hour

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

23% Increase in daily bus ridership*

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

Travelling by Car

Priority bus lanes would increase travel times for drivers travelling between Eglinton Avenue West and the Dufferin Gate Loop

Increasing ~1 minute per trip
during peak hours, existing travel time is approximately 8-10 minutes

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

It will take people riding the bus or driving

approximately 9-12 minutes

to travel from Bloor Street West to the Dufferin Gate Loop during peak hour, 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.

RapidTO

*Bus reliability and bus ridership estimates are from Eglinton Avenue West to Dufferin Gate Loop

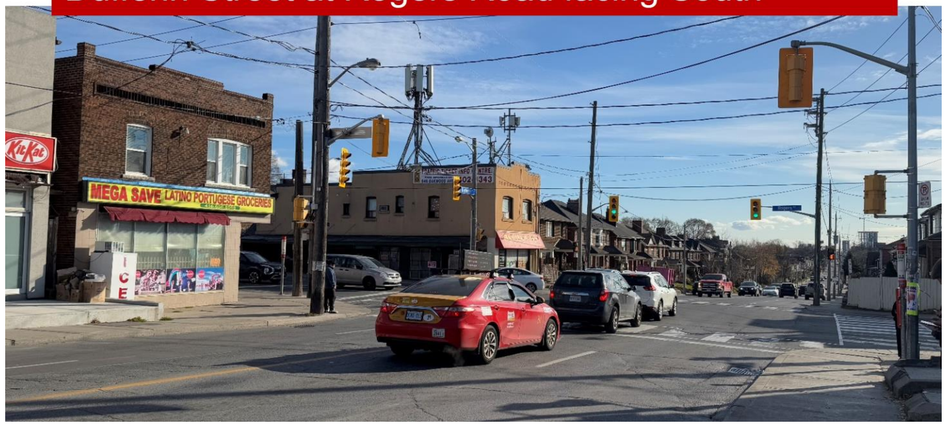
Data Collection & Monitoring

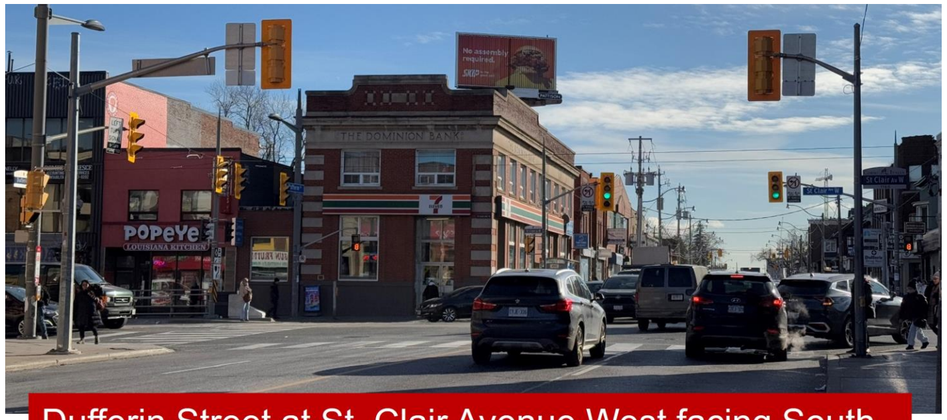
- Once installation is finished, the project is not yet complete. It takes time for people to adjust to change
- Following installation, the City and TTC will:
  - Collect volume and speed data and observe new travel behaviour along Dufferin Street and adjacent streets to understand and address potential 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

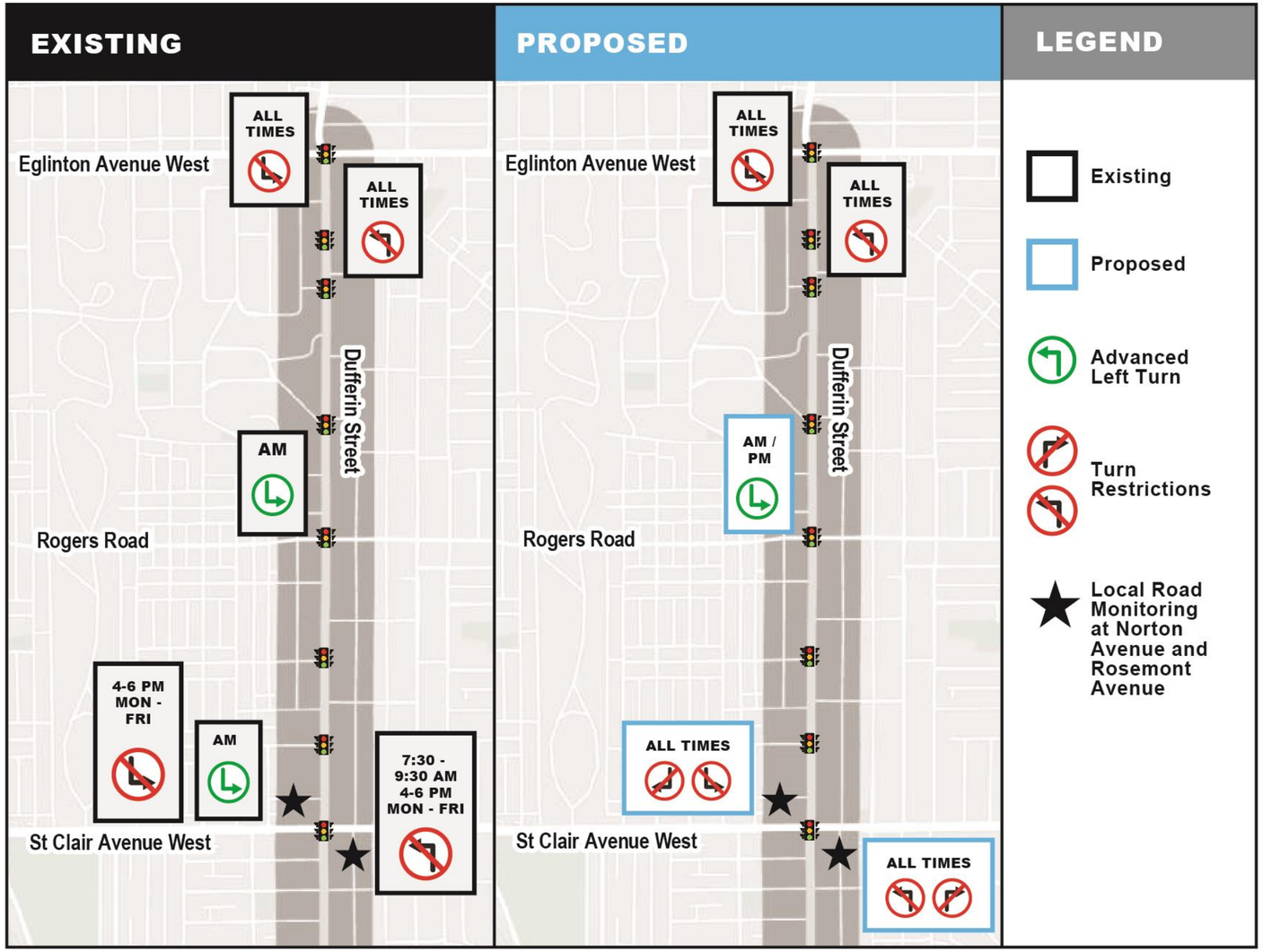
Segment 1 | Turn Restrictions
Eglinton Avenue West to St. Clair Avenue West

Dufferin Street at Rogers Road facing South





Dufferin Street at St. Clair Avenue West facing South

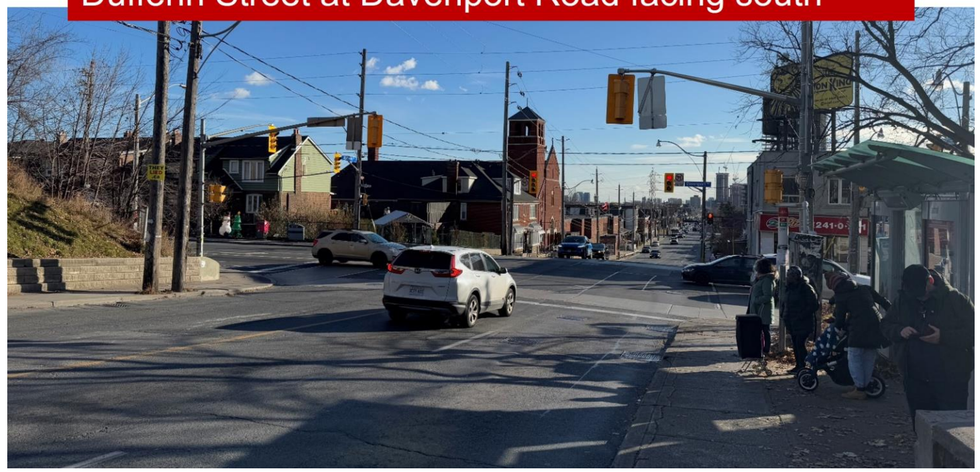


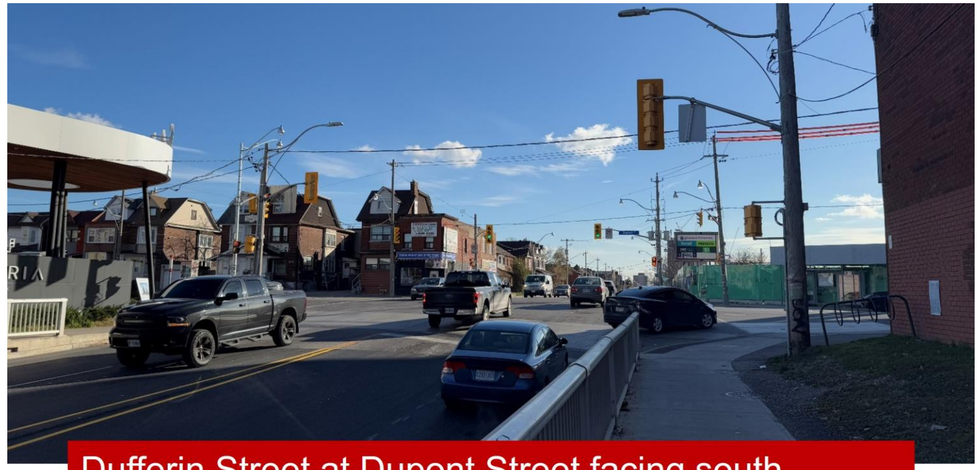
Segment 1 | Curbside Activity Changes
Eglinton Avenue West to St. Clair Avenue West

- 8 On-street paid parking spaces and unsigned parking spaces will be removed between Rogers Road and St. Clair Avenue West
- Nearby Green P lot is available at Rogers Road (49 spaces)
- School loading zones and accessible parking spaces will be maintained

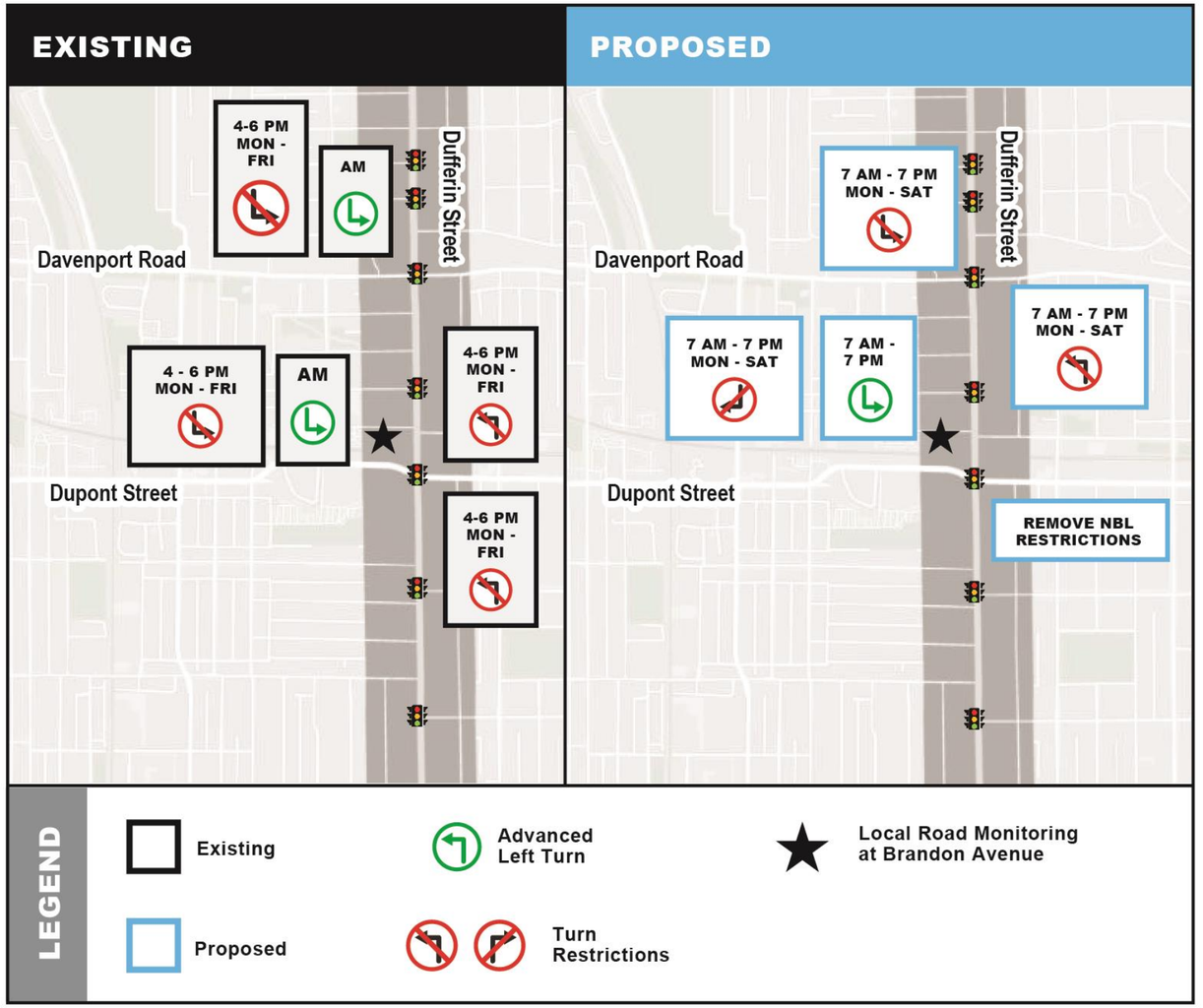
Segment 2 | Turn Restrictions
St Clair Avenue West to Bloor Street West

Dufferin Street at Davenport Road facing south





Dufferin Street at Dupont Street facing south

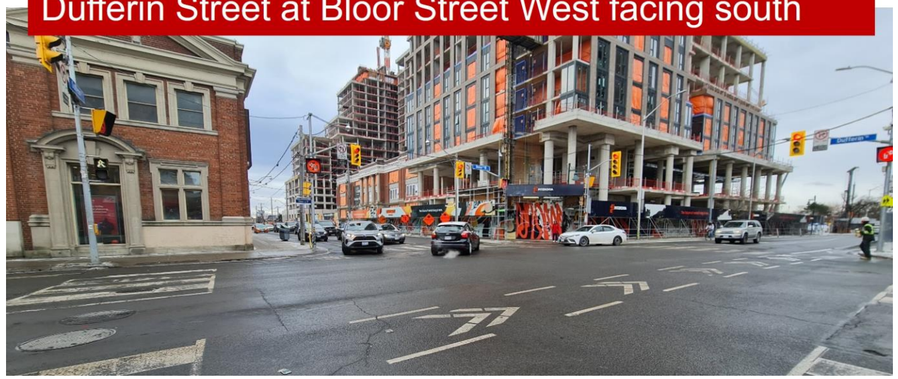


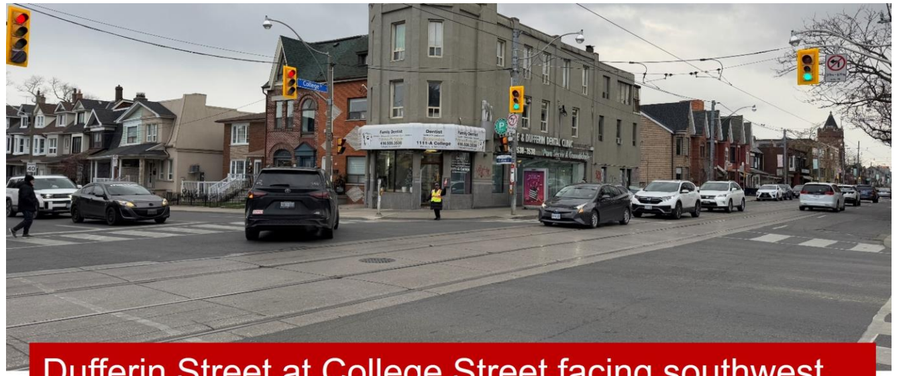
Segment 2 | Curbside Activity Changes
St Clair Avenue West to Bloor Street West

- 7 On-street paid parking spaces and unsigned parking spaces will be removed between St. Clair Avenue West and Bloor Street West
- Nearby Green P lots and on-street paid parking spaces are available at St. Clair Avenue West, Dupont Street and Bloor Street West
- School loading zones and accessible parking spaces will be maintained

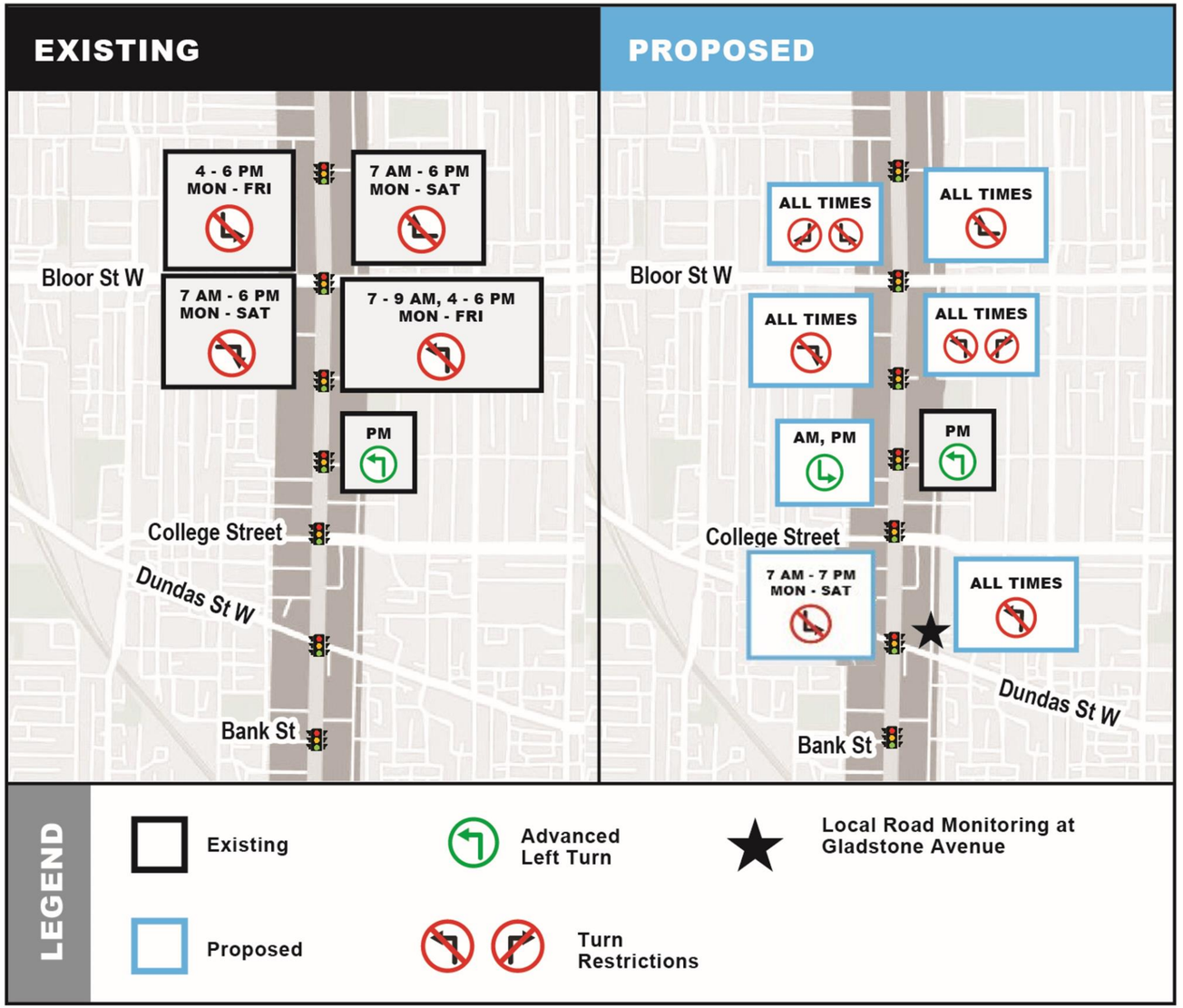
Segment 3 | Turn Restrictions
Bloor Street West to Dundas Street West

Dufferin Street at Bloor Street West facing south





Dufferin Street at College Street facing southwest



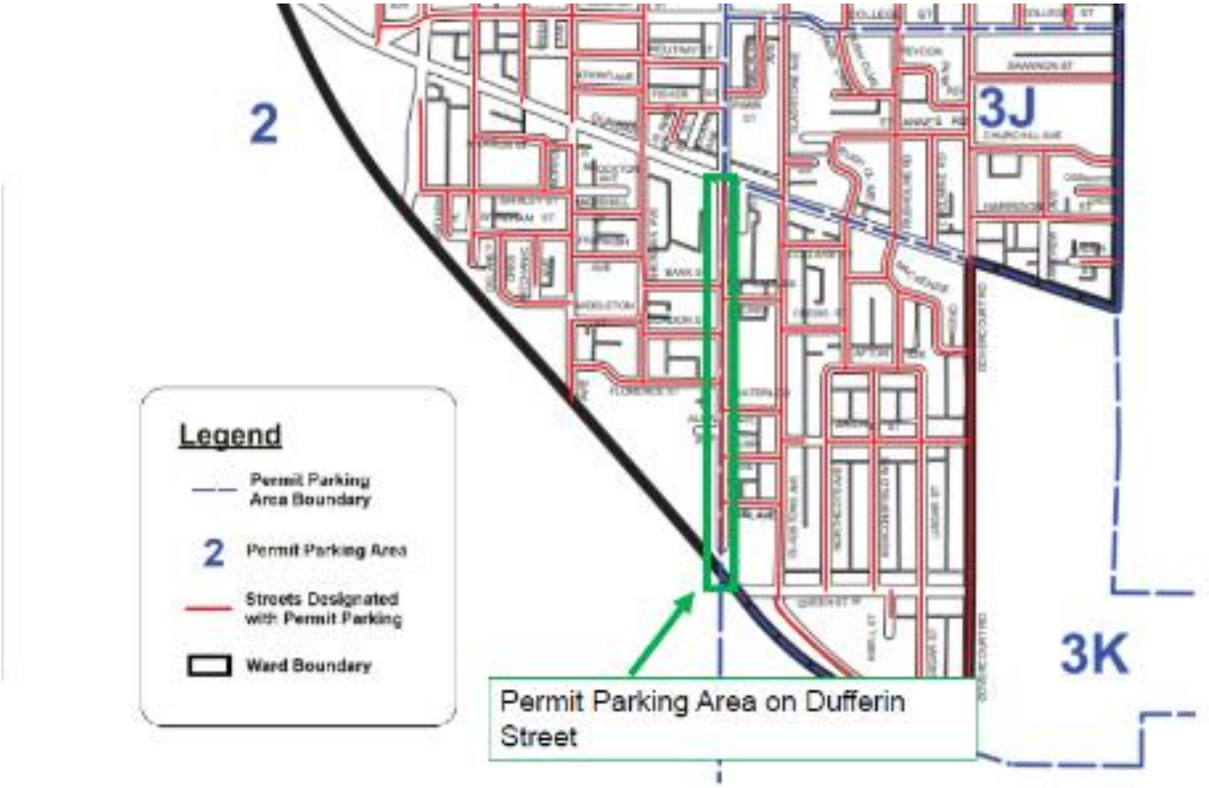
Segment 3 | Curbside Activity Changes
Bloor Street West to Dundas Street West

- Unsigned parking spaces will be removed between Bloor Street West and Dundas Street West
- Nearby Green P lots and on-street paid parking spaces are available at Bloor Street West, College Street and Dundas Street West

Unsigned Parking
On-Street Paid Parking Locations
Accessible Parking Spaces
Loading Zones
Permit Parking Locations
Alternative On-Street GreenP Parking Locations

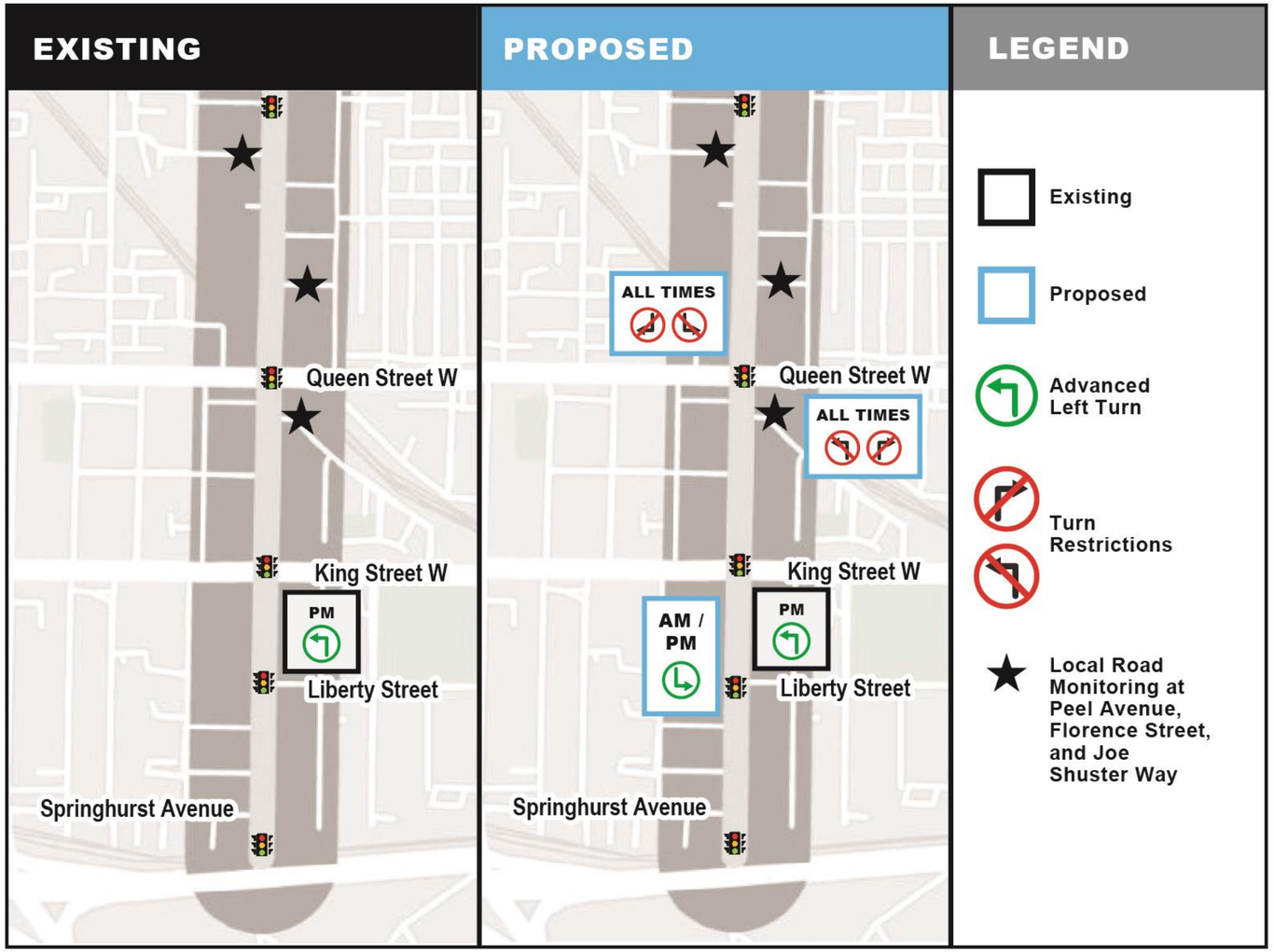
Segment 4 | Curbside Activity Changes
Dundas Street West to Queen Street West

- As of April 2025, there are 41 permit holders residing along Dufferin St. between Dundas St. W and Queen St. W (32 in Area 2 and 9 in Area 3K)
- The proposed priority bus lane will remove approximately 128 spaces on Dufferin Street (72 in Area 2 and 56 in Area 3K)
- Area utilization is approximately 80-85% after the spaces have been removed on Dufferin Street, meaning there is still capacity on the local streets designated for permit parking holders
- City will hold a separate meeting with affected residents to gather feedback



Segment 5 | Turn Restrictions
Queen Street West to Dufferin Gate Loop

Dufferin Street at Queen Street West facing north

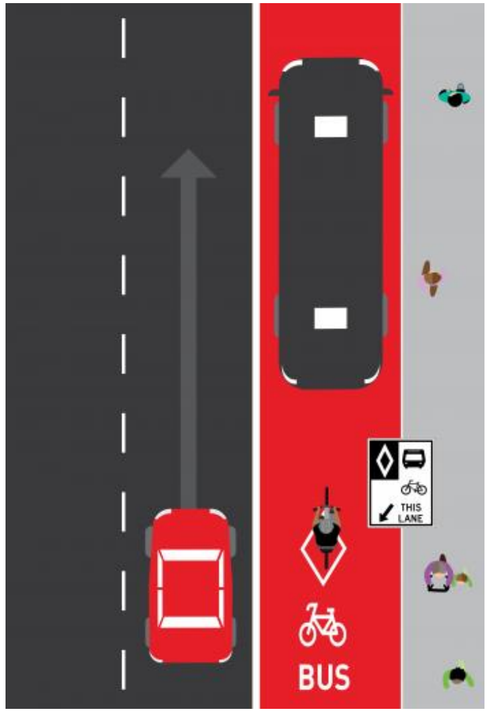


Segment 5 | Curbside Activity Changes
Queen Street West to Dufferin Gate Loop

- Consider making permanent the current temporary removal of 75 Green P on-street parking spaces south of Queen Street West to Dufferin Gate Loop
- Nearby Green P lots and on-street paid parking spaces are available at Queen Street West, King Street West and other streets in the vicinity of Dufferin Street (950 spaces)

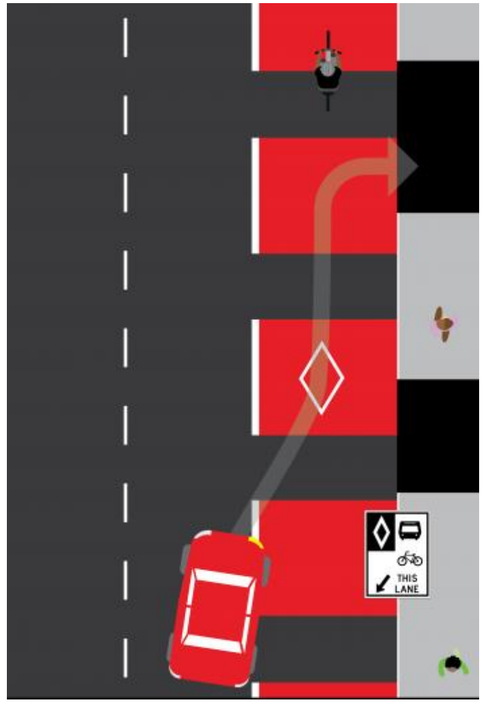
How to Use Priority Bus Lanes

How to Use Priority Bus Lanes



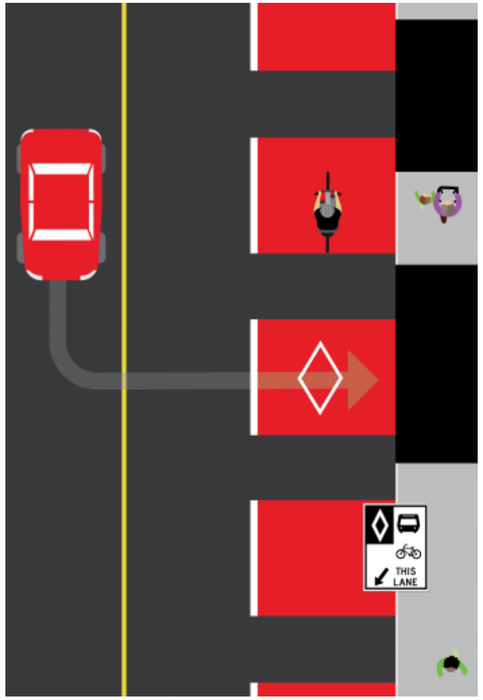
Solid red lane

- 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

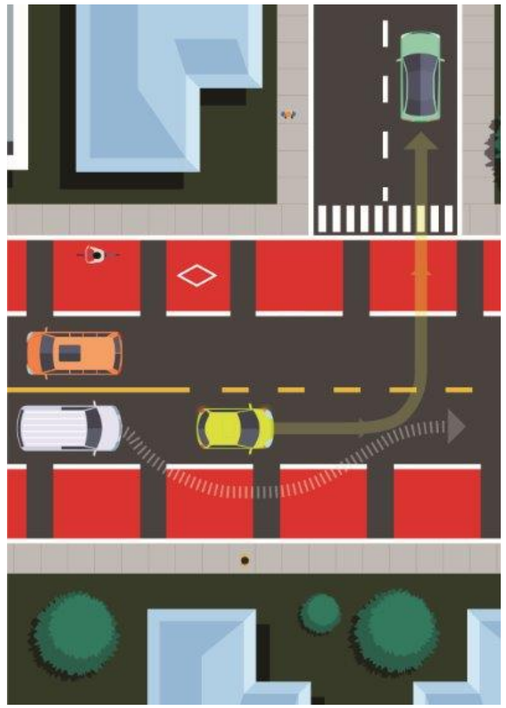
- People driving can enter the lane where paint is dashed to make left and right turns at intersections or driveways
- People driving may remain in the bus lane for no more than 45 metres before exiting



Left turns

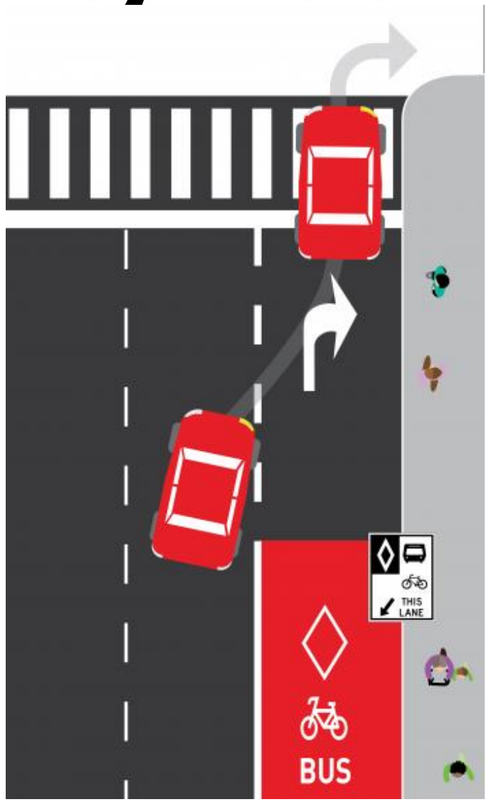
- When turning left, people driving can cross through the priority bus lane to access driveways

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
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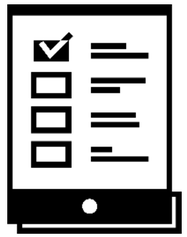
for more information



Complete the
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Subscribe to the
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Contact:

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

Feedback Deadline:

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

Thank You