

RapidTO: Bathurst Street

Consultation Report

June 2025



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Consultation Summary

Public consultation for RapidTO: Bathurst Street took place from April 22 to May 26, 2025.

The consultation engaged over 12,305 individuals through various activities:

- 10,551 completed an online survey
- 531 attended a virtual public meeting and two in-person public drop-in events
- 43 participated in three virtual and in-person community interest group meetings and two accessibility advisory committee meetings
- 100 attended Councillor-led meetings
- over 900 reached through pedestrian and business outreach
- over 240 provided comments by phone and email

To inform the public and encourage participation, communications included:

- a project web page
- targeted emails to local interest groups
- 72,646 multilingual notices distributed via Canada Post throughout the project area
- a promotional campaign with multilingual on-site, newspaper, digital and social media ads

Feedback on the proposed design was divided:

- Supporters noted benefits such as reduced traffic congestion, improved traffic flow, shorter travel times, enhanced safety for all road users and emphasized the importance of strong enforcement to ensure project success.
- Concerns focused on pre-existing traffic infiltration issues near the Eglinton Avenue West/Allan Road intersection, increased traffic diverting into nearby local streets, the impact of parking removals on business operations, delivery logistics and accessibility and frustration with overlapping transportation projects affecting traffic patterns.
- Suggested alternatives included delaying implementation until after Line 5 Eglinton opens and traffic stabilizes, limiting transit lanes to peak periods only and using overhead LED signs to indicate when time-based priority bus lanes are active.
- Specific issues included the removal of existing on-street parking, which would impact business deliveries and customer pick-up/drop-off particularly for businesses between Dupont Street and Bloor Street West; the addition of a turn restriction at Niagara Street, which would prevent some residents living on Niagara Street from accessing their homes, and the removal of some bus stops which would affect seniors and other vulnerable transit users.

The feedback gathered through this consultation will inform staff recommendations to Executive Committee in July 2025. If approved, the project will be installed, monitored, and evaluated to determine potential adjustments to understand new travel patterns and further improve travel for all road users.

More information about the project can be found at toronto.ca/RapidTOBathurst.

Overview

The City and TTC are studying transit priority solutions to improve travel times and enhance bus service reliability along Bathurst Street. North of Bloor Street West, the bus route is among the top 20 surface transit priority roadways identified in RapidTO: Surface Transit Network Plan due to high ridership and lengthy travel times. South of Bloor Street West, the streetcar route has been identified for long-term planning study.

Bathurst Street plays a vital role in connecting major existing and future transit lines, including Line 1 Yonge-University at St. Clair West, Line 2 Bloor-Danforth at Bathurst Station, Line 3 Ontario at King/Bathurst, Line 5 Eglinton at Forest Hill Station and FWC26 Fan Festival™ programming at Fort York National Historic Site and The Bentway. This segment intersects several east-west surface transit routes and provides access to a diverse mix of residential, commercial, institutional, parks and other land uses.

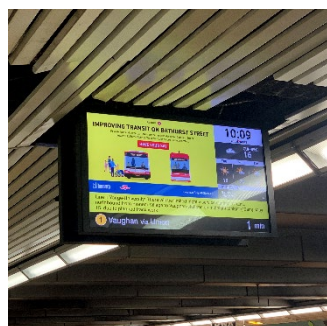
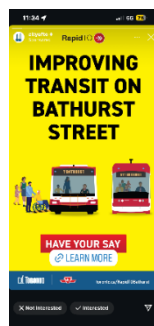
On weekdays, the 7 Bathurst bus and 511 Bathurst streetcar serve over 35,000 transit riders, providing essential mobility across the city. However, transit vehicles on Bathurst Street take 75% longer than the average vehicle travel time.

Overview of Communications & Consultation Activities

Communications Activities

A variety of methods were used to notify people of the project and opportunities to participate:

- Project web page: toronto.ca/RapidTOBathurst (24,419 unique visits)
- Multilingual notice delivered through Canada Post (72,646 addresses in the project area)
- Email outreach to interest groups, including resident associations, community groups, organizations, institutions, and elected officials (100 contacts)
- Social media posts via City and TTC accounts on X
- Social media newsfeed ads on Facebook and Instagram
- Multilingual newspaper ads in Correio Da Manhã (Portuguese), Ming Pao (Traditional Chinese) and Canadian Chinese Express (Simplified Chinese)
- Transit shelter ads (7 locations along Bathurst Street)
- In-app banner on the Transit app
- In-bus (325 posters) and in-station platform display advertising
- Residential elevator screens in condos and apartments in the project area
- Multilingual online and mobile app ads via Bell Media, Cluep, The Weather Network, Native Touch and Culturity (1,120,000 impressions)
- Posters, postcards and notices (posted/distributed at bus stops, community hubs and business outreach events)



Consultation Activities

| Activity | Date | Participation |
|--|--------------------------|--|
| Presentation at: <ul style="list-style-type: none"> TTC's Advisory Committee on Accessible Transit (Service Planning Subcommittee) Toronto Accessibility Advisory Committee | April 15 & May 9, 2025 | 17 attendees |
| Six Community Pop-ups at: <ul style="list-style-type: none"> Bathurst Street/ King Street intersection Wychwood Barns Bathurst Station Scadding Court Community Centre | April 22 to May 26, 2025 | Over 900+ interactions with community members, including transit riders, pedestrians |
| Outreach to Businesses & Institutions | April 22 to May 26, 2025 | 51 survey responses (158 reached) |
| Email/Phone | April 22 to May 26, 2025 | 237 comments |
| Online Survey | April 24 to May 26, 2025 | 10,551 responses |
| Two Virtual Community Interest Group Meetings | April 29 & 30, 2025 | 5 attendees (100 invited) |
| Meeting with Wellington Place Neighbourhood Association | May 7, 2025 | 5 attendees |
| Public Drop-in Event – Harbord Collegiate Institute | May 10, 2025 | 74 attendees |
| Virtual Public Meeting | May 13, 2025 | 336 attendees |
| Public Drop-in Event – Humewood Community School | May 14, 2025 | 121 attendees |
| Guest Presentation – Councillor Saxe's May Town Hall | May 15, 2025 | 69 attendees |
| Meeting with Businesses between Dupont Street and Bloor Street West | May 26, 2025 | 16 attendees |
| Guest Presentation – Deputy Mayor Malik's Downtown Community Meeting | May 26, 2025 | 31 attendees |

What We Heard

Feedback Summary

- **Support for the project goals and rationale, including nearby residents.** Many participants believed that priority bus lanes would improve transit reliability and service along Bathurst Street. Nearly 70% of survey respondents agreed that major roads, such as Bathurst Street, should prioritize moving people by public transit. Some also expressed interest in improved transit signal priority and stricter enforcement.
- **Concerns about increased congestion and diversion onto nearby streets.** A top concern was that the project, especially adding turn restrictions and removing on-street parking, could lead to more traffic diverting through adjacent neighbourhoods. These concerns focused on increased volumes rerouting through local streets, impacts on local parking availability, and road safety for children and other vulnerable users. At the same time, many said it would be important to monitor traffic on nearby streets after the project is installed to see if changes to the design are needed.
- **Businesses and their patrons expressed concerns about the proposed changes to curbside lane use.** Feedback centred around the loss of parking and pick-up/drop-off areas, particularly for people with mobility challenges, seniors and families with children. In a loading, delivery and accessibility survey for 70% of respondents reported daily deliveries, most lasting under 30 minutes. Only 29% of Bathurst Street businesses who responded to the public survey felt that transit lanes would be a better use of curbside space than parking.
- **Residents generally supported repurposing curbside space for transit improvements.** Among survey respondents, 63% of residents living on Bathurst Street and 66% in adjacent neighbourhoods agreed or strongly agreed that transit lanes are a better use of curbside space. Across all respondents who answered questions about curbside access, over 53% reported using curb lanes for various purposes. Depending on the segment, 13% to 22% used them for loading, unloading or visitor parking. Between 38% and 64% reported no concerns with removing curbside parking, loading or stopping. Of those who did express concerns, the most common issue was increased parking pressure on nearby side streets.
- **Most survey participants don't expect the proposed turn restrictions to impact their travel patterns.** Depending on the segment, between 64% and 81% of survey respondents said the proposed turn restrictions wouldn't negatively affect them, and 74-90% said the changes would actually improve their trip. Some concerns included drivers being forced onto local streets, longer travel routes home, not having left-turn signals where turns are still allowed and removing access to Niagara Street.
- **Concerns about timing and overlap with other nearby transportation projects.** Some participants felt that the consultation and construction timelines were being rushed because of FWC26™. Participants in the north part of the project area said it would make more sense to wait until Line 5 Eglinton opens or local traffic issues are resolved. Others noted conflicts or overlaps with nearby projects, such as the Eglinton Avenue West/Allen Road Intersection & Neighbourhood Streets study, the Palmerston-Tecumseth Cycling Connections and the Portland-Dan Leckie Cycling Connections.
- **Suggestions for design alternatives, including peak-period transit lanes and overhead LED signage.** A number of participants were concerned about traffic congestion, especially during peak hours. Participants living north of Bloor said traffic during off-peak hours isn't heavy enough to justify all-day transit lanes. They suggested ideas like peak-period bus lanes or reversible lanes, similar to the configuration on Jarvis Street.

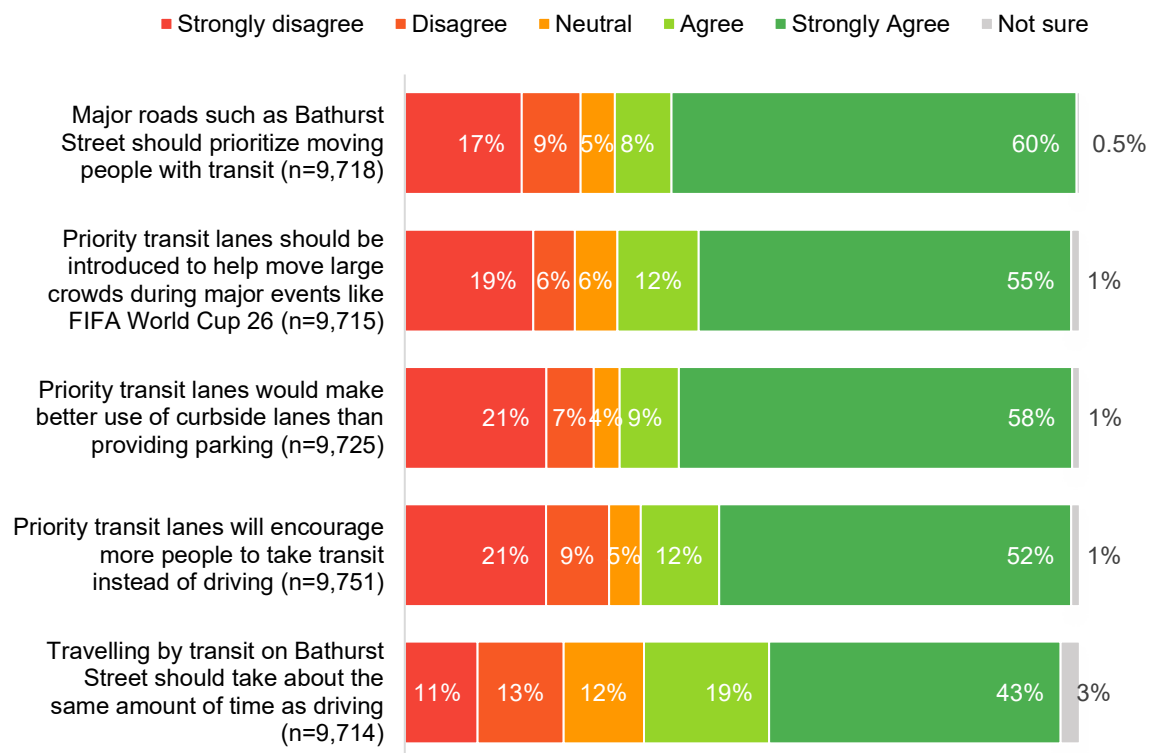
Online Survey

The survey was available both online and in print and included background information about the project. The questions included multi-choice or multi-select responses, in addition to open-ended comment boxes and optional demographic questions. Participation in the survey was anonymous. See [Appendix A](#) for survey participant profile.

Responses received to each question are presented in this section.

Overview

Question: Please indicate your level of agreement with the following statements about priority transit lanes on Bathurst Street, between Eglinton Avenue West and Lake Shore Boulevard West.



Responses to the statements are summarized below:

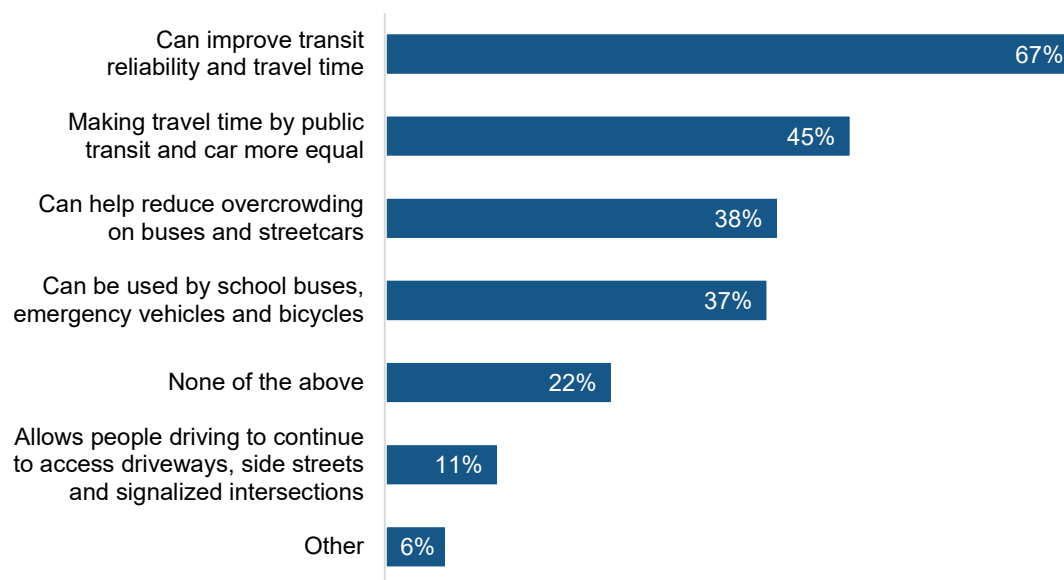
- **Major roads such as Bathurst Street should prioritize moving people with transit:** There were 9,718 responses to this statement, with 68% strongly agreeing or agreeing, 5% neutral, 26% strongly disagreeing or disagreeing and 0.5% unsure.
- **Priority transit lanes should be introduced to help move large crowds during major events like FIFA World Cup 26™:** There were 9,715 respondents to this statement, with 67% strongly agreeing or agreeing, 6% neutral, 25% strongly disagreeing or disagreeing and 1% unsure.
- **Priority transit lanes would make better use of curbside lanes than providing parking:** There were 9,725 respondents to this statement, with 67% strongly agreeing or agreeing, 4% neutral, 28% strongly disagreeing or disagreeing and 1% unsure.

- **Priority bus lanes will encourage more people to take transit instead of driving:** There were 9,751 respondents to this statement, with 64% strongly agreeing or agreeing, 5% neutral, 30% strongly disagreeing or disagreeing and 1% unsure.
- **Travelling by transit on Bathurst Street should take about the same time as driving:** There were 9,714 respondents to this statement, with 62% strongly agreeing or agreeing, 12% neutral, 24% strongly disagreeing or disagreeing and 3% unsure.

Overall, the majority of respondents agreed with each of the statements. Residents living directly on Bathurst Street and those in nearby neighbourhoods reported similar levels of agreement. Respondents who expressed significantly higher levels of agreement than the overall average included pedestrians, people cycling and riding public transit.

In contrast, significantly lower levels of agreement were reported by those operating or managing a business on Bathurst Street and people using wheelchairs or other assistive mobility devices.

Question: What features of the proposal being considered for priority transit lanes on Bathurst Street do you like the most? (Select up to 3)



There were 9,703 respondents to this question. The top features that respondents liked most included: can improve transit reliability and travel time (67%), makes travel time by public transit and car more equal (45%), can help reduce overcrowding on buses and streetcars (38%) and can be used by school buses, emergency vehicles and bicycles (37%).

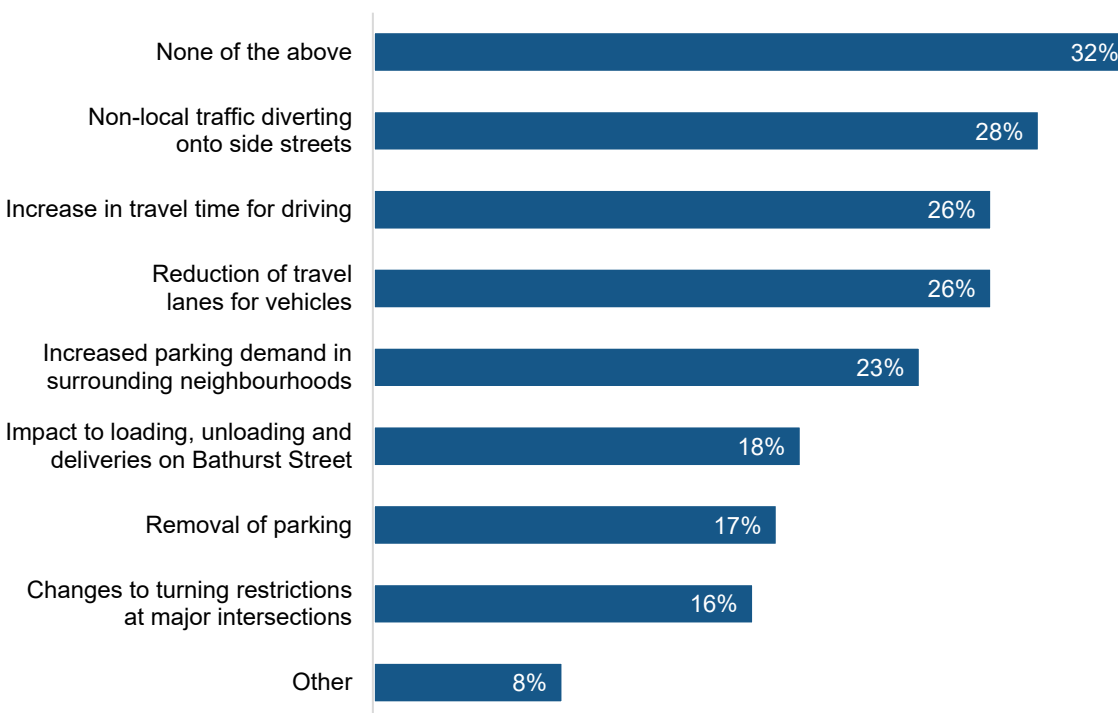
Other frequently identified top features included:

- Improving public transit would attract new transit riders
- Prioritizes public transit over single-occupancy vehicles, leading to more efficient use of road space while lowering emissions and improving air quality
- Improves safety for vulnerable road users by reducing vehicle speeds and lane-jumping
- Quick project implementation with minimal disruptions
- Managing turn restrictions reduces congestion and improves overall traffic flow

Responses from residents living on or near Bathurst Street were similar to overall results.

In contrast, more than half of local businesses did not like any of the features, more than double the rate of overall respondents or neighbouring residents.

Question: What about the proposal being considered for priority transit lanes on Bathurst Street are you most concerned about? (Select up to 3)



There were 9,677 respondents to this question. The top five features of the proposal that raised the most concern include: none of the above (32%), non-local traffic diverting onto side streets (28%), increase in travel time for driving (26%), reduction of travel lanes for vehicles (26%) and increased parking demand in surrounding neighbourhoods (23%).

Other common concerns raised included:

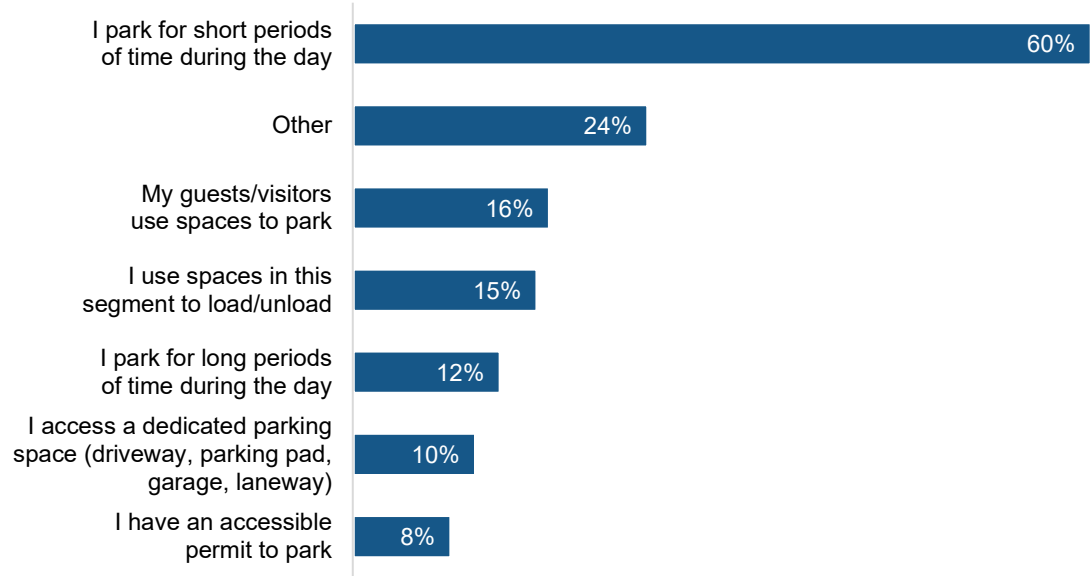
- Traffic congestion fears, including increased delays, pollution, gridlock and traffic diversions to nearby neighbourhoods.
- Potential negative impact on local businesses, including customer loss, delivery issues, layoffs and main street decline.
- Impacts to accessibility for seniors, those needing support from caregivers or aid by mobility devices.
- Safety for people cycling and a desire for improved cycling infrastructure.
- Project's limited scope, which doesn't include broader road safety upgrades or higher capacity rapid transit upgrades.
- Effective enforcement is needed to prevent people driving from misusing priority transit lanes and blocking buses in the curbside lane.

While nearly 30% of residents living on or near Bathurst Street expressed no concerns about the proposed design, several issues were ranked just as high or higher by nearby residents than overall results. These included non-local traffic diverting onto side streets, an increase in travel time for driving and the reduction of travel lanes for vehicles.

Local businesses expressed significantly higher levels of concern than overall respondents and nearby residents on most issues, except for traffic diversions onto side streets and changes to turning restrictions, where responses mirrored general trends.

Segment 1 | Eglinton Avenue West to north of St. Clair Avenue West

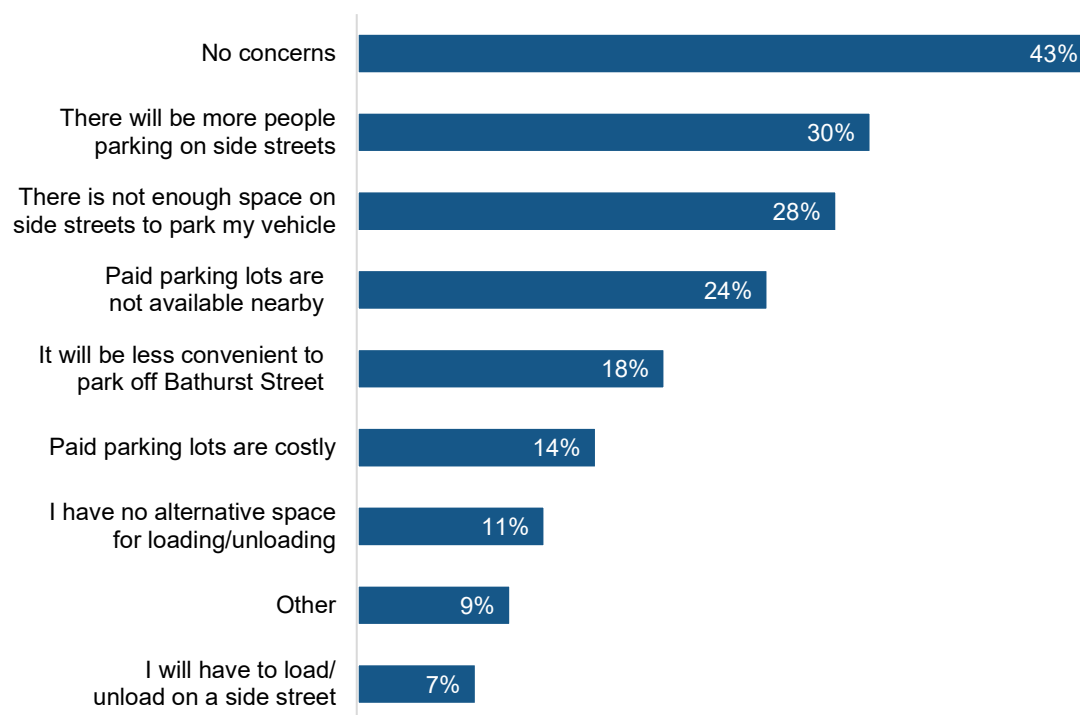
Question: Which of the following statements best describes how you use the curbside lane on Bathurst Street in this segment? (Select all that apply)



There were 1,405 respondents to this question. Of these, 60% of respondents reported using the curbside lane to park for short periods during the day, while 24% indicated other uses, 16% had guests or visitors park in the space, 15% load or unload in this segment, 12% park for longer periods during the day, 10% use it to access a dedicated parking space such as a driveway, parking pad, garage or laneway and 8% park in it using an accessible permit. Comments submitted under the “Other” category included not using the curbside lane, or using it for driving or cycling.

While the proportion of businesses on Bathurst Street using the curbside lane for short-term parking was only slightly higher than the overall average, all other reported uses were significantly higher than average.

Question: What are your main concerns about removing curbside parking, loading and stopping in this segment? (Select up to 3)



There were 1,665 respondents to this question. Of these, 43% expressed no concerns about the removal of curbside parking. Of those who indicated concerns: 30% anticipated more people parking on side streets, 28% said there isn't enough space on side streets to park their vehicle, 24% noted a lack of nearby parking lots, 18% said it will be less convenient to park off Bathurst Street, 14% found paid parking lots too costly, 11% reporting having no alternative space for loading or unloading, 9% indicated other uses and 7% said they would need to load or unload on a side street.

Other key concerns identified included:

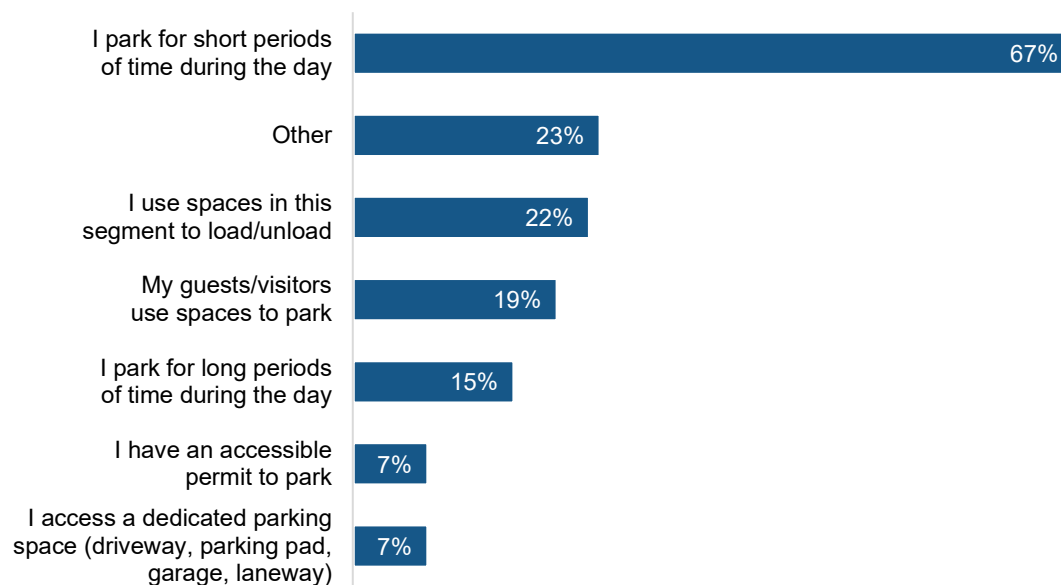
- Accessible parking is essential for seniors and people with accessibility needs, and there are already not enough accessible parking spots in the area
- Because of limited parking and weak enforcement, people driving, including delivery and Private Transportation Company vehicles, will continue to stop, park and unload park in the curbside lane. This would lead to traffic bottlenecks and road safety issues.
- Parking removal will harm local businesses by reducing customer and visitor access, especially for quick stops and those with mobility needs, risking closures and loss of services. Nearby religious institutions will also be impacted by the removal of on-street parking.

Responses from residents living on Bathurst Street were generally consistent with overall results, though they expressed slightly greater concern about the lack of alternative loading and unloading space, as well as increased parking on side streets.

Compared to overall results, businesses on Bathurst Street shared significantly greater concern about the lack of alternative loading and unloading space, limited parking on side streets and the increased inconvenience of parking off Bathurst Street.

Segment 2 | St. Clair Avenue West to north of Bloor Street West

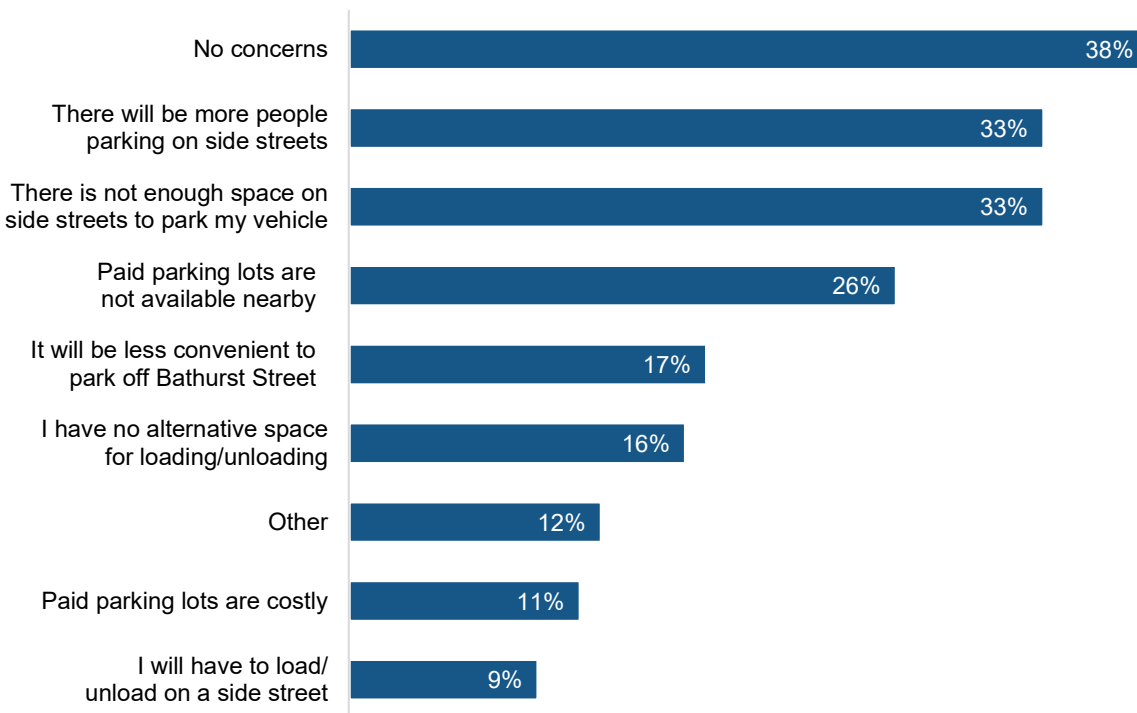
Question: Which of the following statements best describes how you use the curbside lane on Bathurst Street in this segment? (Select all that apply)



There were 2,266 respondents to this question. Of these, 67% reported using the curbside lane to park for short periods during the day, 23% indicated other uses, 22% load or unload in this segment, 19% have guests or visitors park in the space, 15% for loading and unloading, 15% park for longer periods during the day, 7% park using an accessible permit and 7% use it to access a dedicated parking space such as a driveway, parking pad, garage or laneway. Comments submitted under the “Other” category included not using the curbside lane, or using it for driving or cycling.

Except for fewer nearby residents using the lanes for short-term daytime parking, residents and businesses along Bathurst Street reported using the curbside lanes in this segment for all other suggested purposes at rates equal to or more than double those of overall respondents.

What are your main concerns about removing curbside parking, loading and stopping in this segment? (Select up to 3)



There were 2,603 respondents to this question. Of these, 38% expressed no concerns about the removal of curbside parking. Of those who indicated concerns: 33% anticipated more people parking on side streets, 33% said there isn't enough space on side streets to park their vehicle, 26% noted a lack of nearby parking lots, 17% said it will be less convenient to park off Bathurst Street, 16% reporting having no alternative space for loading or unloading, 12% stated another use, 11% found paid parking lots too costly and 9% said they would need to load or unload on a side street.

Other key concerns identified included:

- Removing parking makes it harder and less safe for people with disabilities or mobility issues to reach local businesses and services.
- Taking away parking near Bill Bolton Arena and St. Peter's Catholic Church would make it harder for people to access and use these community spaces
- Without strong enforcement, people driving would stop in the priority transit lane, leading to traffic delays and safety concerns.
- There aren't enough other parking options nearby, which could hurt local businesses that rely on curbside space for customers and deliveries.
- Some residents need overnight parking. Removing it 24/7 limits their options unnecessarily. (Note: Overnight parking is currently not allowed on Bathurst Street)

Residents and businesses on Bathurst Street were more than twice as likely as overall respondents to be concerned about not having other options for loading and unloading, and about having to use side streets for these activities.

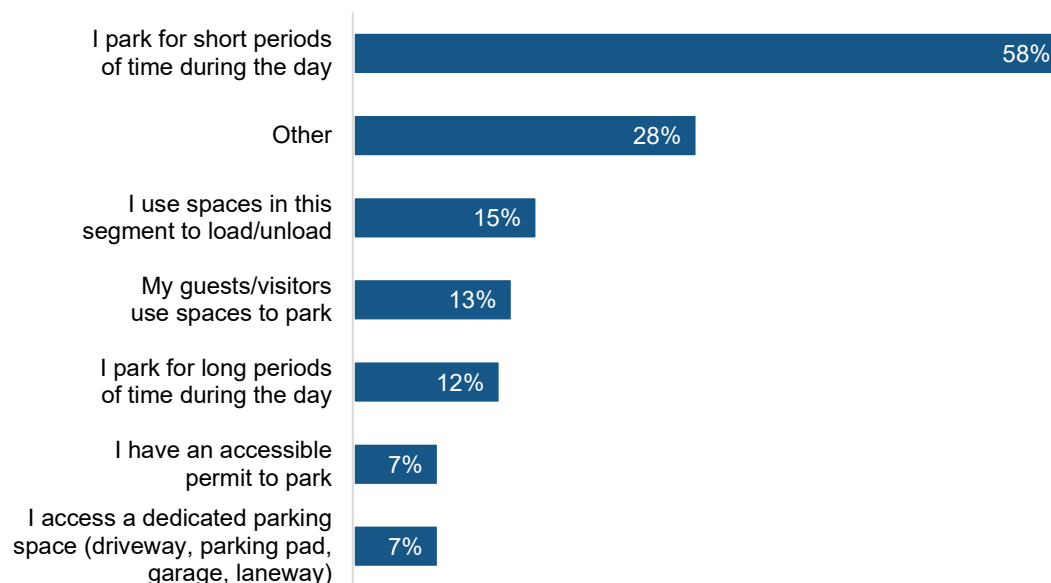
Question: How would you be impacted by the changes being considered for turning vehicles from Bathurst Street onto Davenport Road, Dupont Street and Barton Avenue? (Select up to 3 per intersection)

There were 1,509 respondents to the question:

- **Davenport Road:** 96% said they would take public transit, 87% said it would improve their trip, 86% would avoid driving on Bathurst Street, 84% said they would need to take a longer route to their destination, 83% would need to take a less direct route to their destination, 83% said they would travel at a different time, 77% identified other impacts and 70% said it would have no impact.
- **Dupont Street:** 96% said they would take public transit, 87% said it would improve their trip, 85% would avoid driving on Bathurst Street, 85% said they would need to take a longer route to their destination, 84% would need to take a less direct route to their destination, 84% said they would travel at a different time, 81% identified other impacts and 77% said it would be no impact on them.
- **Barton Street:** 91% said they would take public transit, 80% said it would be no impact on them, 74% said it would improve their trip, 72% identified other impacts, 66% would avoid driving on Bathurst Street, 61% would need to take a less direct route to their destination, 61% said they would need to take a longer route to their destination and 56% said they would travel at a different time.

Segment 3 | Bloor Street West to Dundas Street West

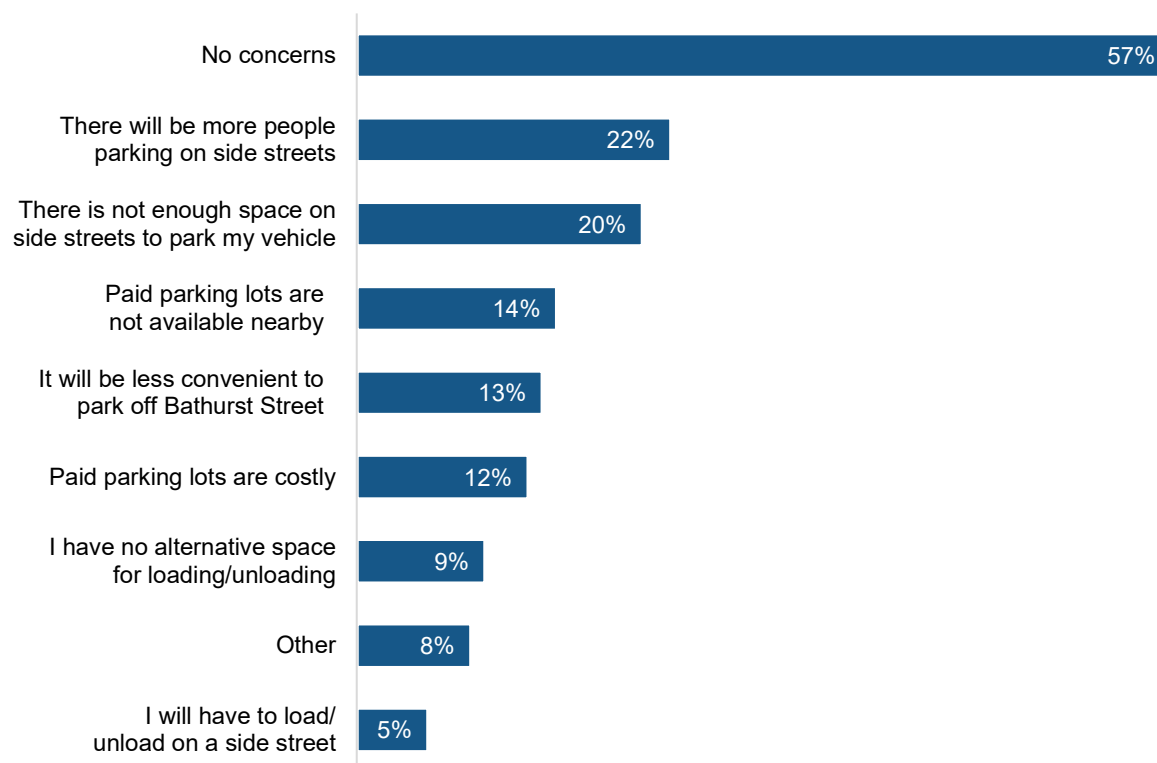
Question: Which of the following statements best describes how you use the curbside lane on Bathurst Street in this segment? (Select all that apply)



There were 1,854 respondents to this question. Of these, 58% reported using the curbside lane to park for short periods during the day, 28% indicated other uses, 15% load or unload in this segment, 13% have guests or visitors park in the space, 12% park for longer periods during the day, 7% park using an accessible permit and 7% use it to access a dedicated parking space such as a driveway, parking pad, garage or laneway. Comments submitted under the “Other” category included not using the curbside lane, or using it for driving or cycling.

Apart from similar use of the curbside lanes for short- or long-term daytime parking and accessible parking, residents and businesses on Bathurst Street reported using the lanes for the suggested purposes at rates that were the same or more than twice as high as overall respondents.

Question: What are your main concerns about removing curbside parking, loading and stopping in this segment? (Select up to 3)



A total of 2,336 respondents to this question. Of these, 57% expressed no concerns about the removal of curbside parking. Of those who indicated concerns: 22% anticipated more people parking on side streets, 20% said there isn't enough space on side streets to park their vehicle, 14% noted a lack of nearby parking lots, 13% said it will be less convenient to park off Bathurst Street, 12% found paid parking lots too costly, 9% reporting having no alternative space for loading or unloading, 8% stated another use and 5% said they would need to load or unload on a side street.

Other key concerns identified included:

- Losing parking and drop-off spots makes it harder for people with mobility needs to get around.
- Buses sharing the road with people cycling in the priority bus lanes raises safety concerns.
- Due to weak enforcement, people driving could still park and load in the priority bus lanes, even with new rules in place.
- Expensive and limited parking near Toronto Western Hospital makes it harder for patients and visitors to get there. Nassau Street should be an official Wheel-Trans stop.

- Removing parking could hurt small businesses by making it harder for customers and deliveries to reach them.

Residents living on Bathurst Street shared responses that were generally similar to overall results, while businesses on Bathurst expressed greater concern about limited parking space on side streets, lack of alternative for loading or unloading space and the need to carry out loading and unloading activities on side streets.

Question: How would you be impacted by the changes being considered for turning vehicles from Bathurst Street onto Bloor Street West, Harbord Street and Dundas Street West? (Select up to 3 per intersection)

There were 1,981 respondents to the question:

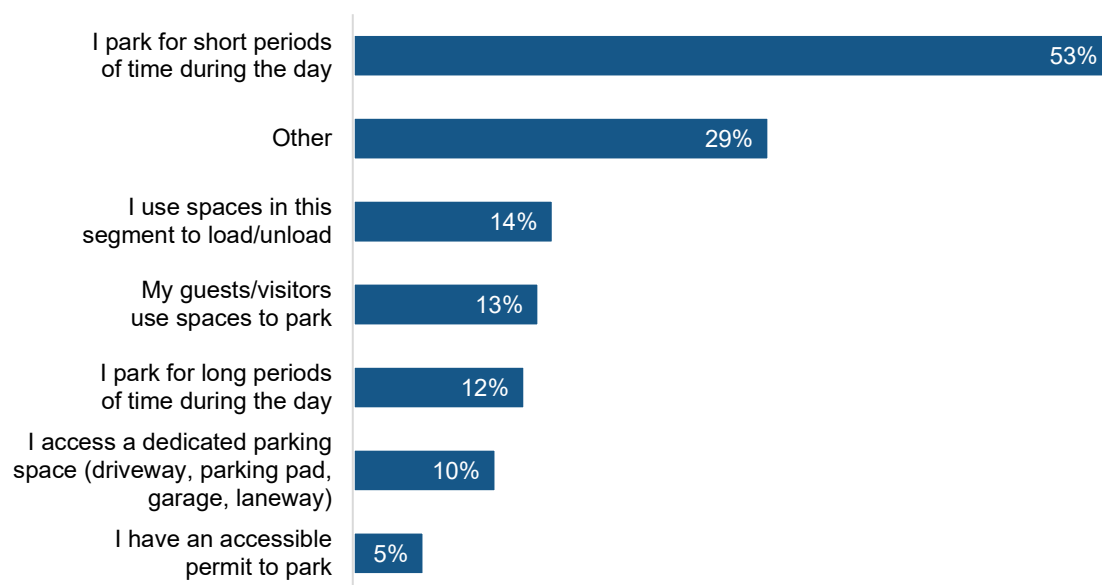
- **Bloor Street West:** 96% said they would take public transit, 88% said it would improve their trip, 83% would avoid driving on Bathurst Street, 83% identified other impacts, 80% would need to take a less direct route to their destination, 80% said they would need to take a longer route to their destination, 75% said it would have no impact and 73% said they would travel at a different time.
- **Harbord Street:** 89% said they would take public transit, 85% said it would improve their trip, 78% would avoid driving on Bathurst Street, 77% said it would be no impact on them, 76% said they would need to take a longer route to their destination, 75% would need to take a less direct route to their destination, 75% identified other impacts and 71% said they would travel at a different time.
- **Dundas Street West:** 93% said they would take public transit, 86% said it would improve their trip, 77% said they would travel at a different time, 74% said it would be no impact on them, 73% would avoid driving on Bathurst Street, 73% identified other impacts, 71% would need to take a less direct route to their destination and 70% said they would need to take a longer route to their destination.

Other commonly raised impacts include:

- Increased traffic congestion
- Increased safety for people cycling

Segment 4 | Queen Street West to Lake Shore Boulevard West

Question: Which of the following statements best describes how you use the curbside lane on Bathurst Street in this segment? (Select all that apply)

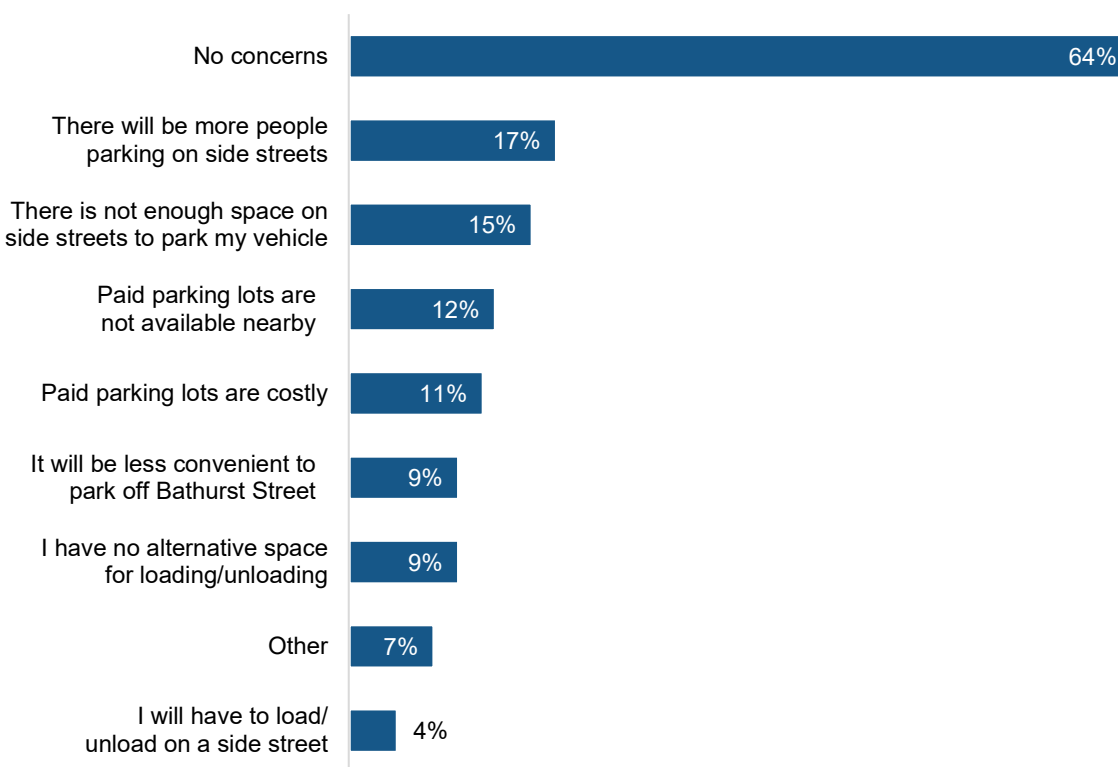


There were 1,352 respondents to this question. Of these, 58% reported using the curbside lane to park for short periods during the day, 29% indicated other uses, 14% load or unload in this segment, 13% have guests or visitors park in the space, 12% park for longer periods during the day, 10% use it to access a dedicated parking space such as a driveway, parking pad, garage or laneway and 5% park using an accessible permit. Comments submitted under the “Other” category included not using the curbside lane, or using it for cycling or driving.

Apart from similar use of the curbside lanes for short-term daytime parking, residents on Bathurst Street reported using the lanes up to 10% more for the other suggested purposes.

Meanwhile, 75% of businesses on Bathurst using the curbside lanes for short-term daytime parking, and their use of the lanes for other suggested purposes was more than twice as high as overall responses.

What are your main concerns about removing curbside parking, loading and stopping in this segment? (Select up to 3)



There were 2,336 respondents to this question. Of these, 64% expressed no concerns about the removal of curbside parking. Of those who indicated concerns: 17% anticipated more people parking on side streets, 15% said there isn't enough space on side streets to park their vehicle, 12% noted a lack of nearby parking lots, 11% found paid parking lots too costly, 9% said it will be less convenient to park off Bathurst Street, 9% reporting having no alternative space for loading or unloading, 7% stated another use and 4% said they would need to load or unload on a side street.

Other key concerns identified included:

- Losing parking and drop-off spots makes it harder for people with mobility needs to get around.
- Due to weak enforcement, people driving are expected to still park and load in the priority bus lanes, even with new rules in place.

Residents on Bathurst Street provided similar responses to overall respondents, with the exception of a higher number raising concerns about the lack of alternative loading and unloading space.

Businesses on Bathurst Street, however, expressed concern at rates roughly double or more than overall respondents across the suggested issues.

Question: How would you be impacted by the changes being considered for turning vehicles from Bathurst Street onto Queen Street West, King Street West, Wellington Street West, Front Street and Niagara Street? (Select up to 3 per intersection)

There were 1,671 respondents to the question:

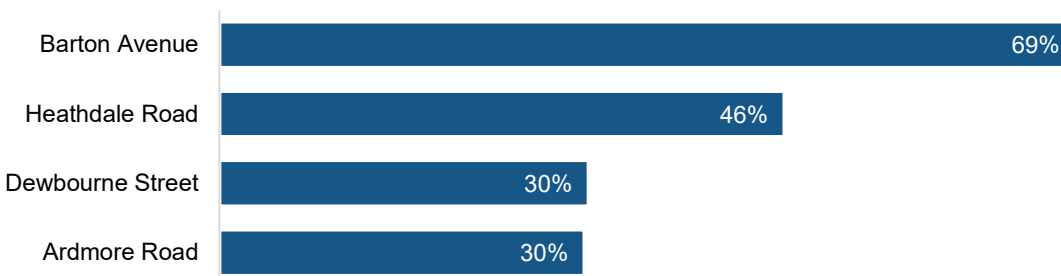
- **Queen Street West:** 97% said they would take public transit, 90% said it would improve their trip, 83% would avoid driving on Bathurst Street, 77% would need to take a less direct route to their destination, 76% said they would need to take a longer route to their destination, 73% said it would have no impact, 73% said they would travel at a different time and 62% identified other impacts.
- **King Street West:** 97% said they would take public transit, 89% said it would improve their trip, 84% would avoid driving on Bathurst Street, 76% would need to take a less direct route to their destination, 75% said they would need to take a longer route to their destination, 75% said they would travel at a different time, 73% said it would be no impact on them and 67% identified other impacts.
- **Wellington Street:** 86% said they would take public transit, 85% said it would improve their trip, 81% said it would be no impact on them, 73% would avoid driving on Bathurst Street, 67% said they would need to take a longer route to their destination, 63% would need to take a less direct route to their destination, 62% identified other impacts and 57% said they would travel at a different time.
- **Niagara Street:** 85% said they would take public transit, 81% identified other impacts, 81% said it would improve their trip, 81% said it would be no impact on them, 75% would avoid driving on Bathurst Street, 75% said they would take public transit, 70% said they would need to take a longer route to their destination, 67% would need to take a less direct route to their destination and 49% said they would travel at a different time.

Other commonly raised impacts include:

- Niagara Street: Concerns about losing access to residences at Portland Park Village.
- Potential for increased traffic congestion and diversion within the area.
- Mixed feedback on advanced left-turn signals would improve or worsen pedestrian safety.

Bus Stop Consolidation & Removals

Question: Which proposed bus stop removals do you have concerns about? (Select all that apply)



Fewer than 6% of all survey respondents were concerned about bus stop consolidation and removals. Among the 782 respondents to this question, 77% reported using public transit, 65%

walk, 52% drive, 31% cycle, 21% use taxicabs or Private Transportation Companies, 1% use wheelchairs or assistive mobility devices and 1% identified a different travel mode.

Of the comments received, 69% of comments were related to removing the bus stop at Barton Avenue, 46% at Heathdale Road and 30% at both Dewbourne Street and Ardmore Road.

The most common comments about removing bus stops included:

- Concerns that wider spacing between stops would reduce accessibility, particularly for the high number of seniors living in the area.
- Fears that it could deter people from maintaining or increasing their transit use.
- Suggestions to add signalized pedestrian crossings instead of removing stops.

The most common concerns for removing the Barton Avenue stop include:

- Reduced access for people with mobility challenges who live or shop nearby, including at Karma Co-op, as nearby stops (Wells Street/Olive Avenue) are too far.
- Inconvenience for families and students travelling to and from Palmerston Avenue Junior Public School.
- A new development is under construction near the stop that may increase future demand.

Loading & Delivery Survey

A loading and delivery survey was conducted from April 22 to May 26, 2025, targeting businesses and institutions with addresses on Bathurst Street. Staff carried out door-to-door outreach, distributing a project notice and survey information sheet that included a QR code linking to the digital version of the survey. Additional outreach was done via email to Business Improvement Areas, with a request to share the survey with relevant contacts.

A total of 62 responses were received from 51 businesses and institutions, with most located between Bloor Street and Dupont Street. The most common types of respondents included retail, restaurants/bars/cafés, medical, professional or community services and religious institutions.

Over 80% of respondents reported that they load or unload goods or passengers on Bathurst Street. Over 70% of respondents reported receiving deliveries at least once a day. Some noted receiving deliveries by vans, tractor trailers or armoured trucks, and a few sold large, heavy or cumbersome items. Others highlighted the need for parking to accommodate building maintenance. Nearly 75% of respondents reported delivery stops lasting less than 30 minutes. As well, nearly 65% of respondents indicated that they are visited by people who require accessible pick-up or drop-off, including customers with mobility challenges or children.

Most businesses expressed concerns that removing parking and stopping areas on Bathurst Street would negatively affect their ability to attract customers or host community events, citing the limited availability of nearby Green P parking lots.

Public Drop-in Events & Virtual Public Meeting

Two public drop-in events were held on May 10 from 11 a.m. to 2 p.m. at Harbord Collegiate Institute and on May 14, from 4:30 to 8:30 p.m., at Humewood Community School, with a total of 199 attendees. The events featured a drop-in session where attendees could view project information panels, roll plans and speak with members of the project team.

A virtual public meeting was held on May 12 from 6:30 to 8:30 p.m., with a total of 336 attendees and included a presentation followed by a Question & Answer period.

Participant comments are summarized below:

| Topic | Comment Summary |
|--------------------------------|---|
| Alternative design | <ul style="list-style-type: none"> Suggest implementing HOV lanes or priority transit lanes and parking restrictions during peak hours only Suggest redirecting more transit riders to use the subway instead of bus and streetcar infrastructure |
| Curbside activities | <ul style="list-style-type: none"> Strong concerns about losing curbside access for residential, institutional and commercial properties, and the resulting road safety impacts for people with accessibility needs, including seniors, children attending nearby schools and those using mobility devices |
| Enforcement & monitoring | <ul style="list-style-type: none"> Humewood-Cedarvale & Forest Hill South neighbourhoods: Suggest including adjacent local streets in the monitoring plan Post-installation enforcement needed to ensure people driving personal vehicles follow new regulations |
| Opposition to transit priority | <ul style="list-style-type: none"> Public transit improvements would be improved at the expense of broader community impacts, such as increased traffic congestion, traffic diversion onto local streets and loss of paid parking Project focuses on peak hour improvements, but not 24-hour community needs |
| Parking | <ul style="list-style-type: none"> Concerns that on-street parking is already limited, and removing it would negatively impact local businesses Concerns about impacts to overnight parking Suggest allowing parking on both sides of certain local streets to increase parking capacity. For example, members of BGC St Alban's Club (843 Palmerston Avenue), currently rely on Bathurst Street parking due to a lack of nearby options Suggest identifying/designating alternative paid parking spaces near the project area Concerns about revenue loss from removing on-street, paid parking |
| Proposed design elements | <ul style="list-style-type: none"> Suggest adding paint/pavement marks in the curb lane to better indicate where people driving should stop when streetcars are stopping to load/unload passengers |
| Public consultation | <ul style="list-style-type: none"> Concerns related to the timing of the consultation, particularly concerning other ongoing transportation projects and FWC26™ |

| Topic | Comment Summary |
|------------------------------|---|
| Support for transit priority | <ul style="list-style-type: none"> • There should be no left turns on Bathurst Street • All street parking should be removed |
| Traffic calming measures | <ul style="list-style-type: none"> • Interest in traffic calming on adjacent local streets • Suggest one-way directional changes to redirect traffic to more suitable routes |
| Traffic infiltration | <ul style="list-style-type: none"> • Humewood-Cedarvale neighbourhood: Strong concerns about existing traffic diversions from congestion at the Eglinton Avenue West/Allen Road intersection • Concerns that diverted traffic will worsen safety on side streets, particularly due to more aggressive driving in areas where children walk and play |
| Traffic signals | <ul style="list-style-type: none"> • Desire for transit signal priority (TSP) to optimize traffic flow |
| TTC bus stops | <ul style="list-style-type: none"> • Some support increasing stop spacing • Dewbourne Avenue & Barton Street: Support proposed stop removals • Heathdale Road: Oppose proposed stop removal because it would impact seniors living in the area • Tichester Road & Nassau Street: Mixed feedback on suggestion to remove bus stops • St. Clair Street West, Davenport Road/Bridgeman Avenue, Dupont Street & Sylvan Avenue (southbound): Suggest relocating stops to the far side • Lennox Street: Many suggestions to remove bus stop due to proximity to other stops |
| Turn restrictions | <ul style="list-style-type: none"> • Niagara Street: Concerns that the proposed southbound left turn would keep its existing condition |
| Out-of-study scope | <ul style="list-style-type: none"> • Suggest replacing streetcars with buses • Suggest including protected bikeways • Between Ulster Street & College Street: Suggest improving pedestrian crossover (PXO) in front of King Edward Junior & Senior Public School • Between St. Clair Avenue West & Dupont Street: Suggest improving cycling and walking conditions • Suggest adding integrated bike/bus platforms at streetcar stops or other stop upgrades to ensure improved safety for transit riders |

A recording of the virtual public meeting can be found online at toronto.ca/RapidTOBathurst.

Interest Group Feedback

The comments received through meetings with interest groups are summarized below:

| Topic | Comment Summary |
|--------------------------------|--|
| Alternative design | <ul style="list-style-type: none"> Suggest implementing time-of-day priority lanes instead of all-day priority lanes |
| Enforcement & monitoring | <ul style="list-style-type: none"> Suggest monitoring temporary installations, such as CaféTO on other streets, to assess how similar installations on Bathurst Street could affect street functionality Need to plan for future conditions, as development may change needs over time Concerns that projected bus travel time benefits reflect a best-case scenario, and not operating conditions without disruptions like collisions or road obstructions |
| Opposition to transit priority | <ul style="list-style-type: none"> Buses often get stuck on hills during winter. With fewer vehicle lanes, there's limited space to provide assistance or reroute service. The TTC needs improved winter infrastructure and equipment. Concern that limiting curbside activity could cause road safety and accessibility risks if it is further reduced |
| Proposed design elements | <ul style="list-style-type: none"> Proposal should account for any plans for additional TTC service vehicle activity at the Hillcrest Complex Concerns that there are no local precedents for priority transit lanes |
| Support for transit priority | <ul style="list-style-type: none"> Support prioritizing implementing priority transit lanes south of Bloor Street West for FWC26™, then reassess the full plan once Line 5 Eglinton is operational and new travel patterns are better understood |
| Traffic infiltration | <ul style="list-style-type: none"> Between Eglinton Avenue West and St. Clair Avenue West: There are too many overlapping initiatives moving forward at once in the area, including <u>Growing Marlee-Glencairn</u>, <u>eglintonTOday Complete Street project</u> and <u>Eglinton Avenue West/Allen Road Intersection & Neighbourhood Streets</u> and <u>Line 5 Eglinton</u>. Suggest developing and implementing <u>Neighbourhood Streets Plans</u> for adjacent neighbourhoods before advancing the project. Mixed views on traffic infiltration: Some were concerned about more traffic in residential areas, while others noted that traffic calming may deter use of these streets. Portland Street/Wellington Street area: Concerns about increased motor vehicle and bicycle traffic following implementation of both RapidTO: Bathurst Street and <u>Portland-Dan Leckie Cycling Connections</u> projects |
| Other projects | <ul style="list-style-type: none"> Concern that future development projects would require a temporary lane closure and impact traffic flow |
| Out-of-study scope | <ul style="list-style-type: none"> Suggest integrating public realm improvements, including street art or creative design elements, into the project |

Additional Feedback

The comments received through outreach sessions, phone and email are summarized by theme below. In addition to comments received from area residents, letters were received from businesses on Bathurst Street, between Dupont Street and Bloor Street West and the Annex, Palmerston Area and Seaton Village Residents' Associations, and a petition was received from parishioners at Saint Peter's Catholic Church.

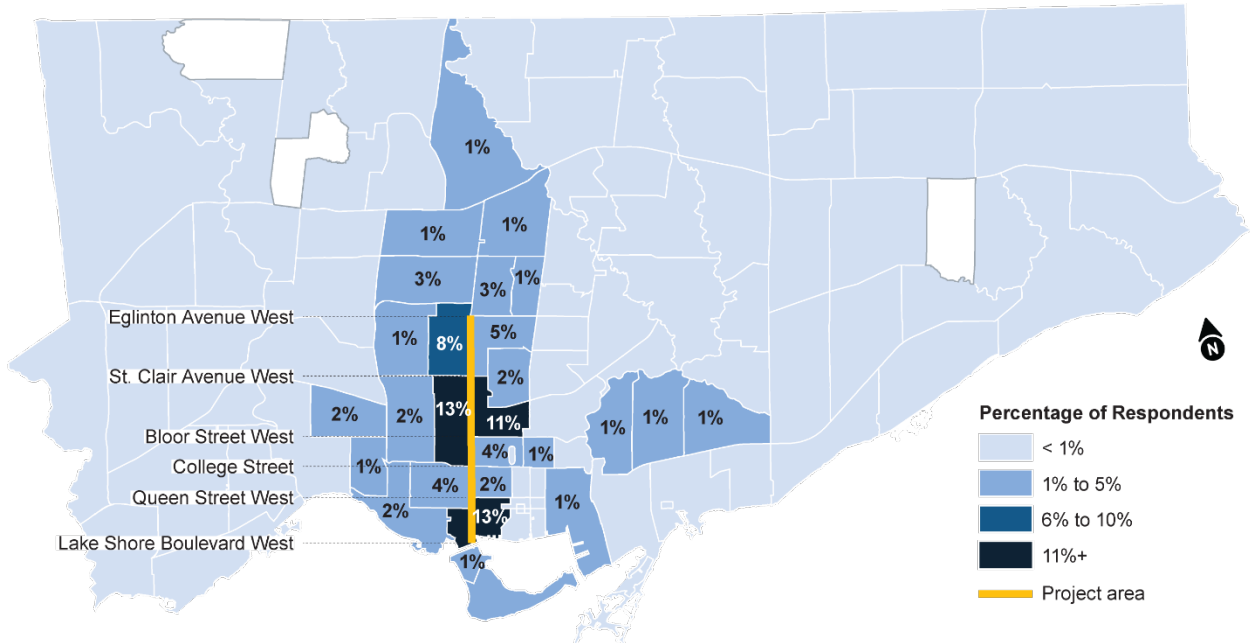
| Topic | Comment Summary |
|--------------------------|--|
| Alternative design | <ul style="list-style-type: none"> • Suggest implementing peak hour priority lanes instead of all-day priority lanes • Suggest traffic signal coordination, TSP and/or advanced green signals instead of priority transit lanes • Suggest adding passenger pick-up/drop-off areas in areas with high curbside activity • Suggest widening the road to accommodate more vehicle lanes |
| Curbside activities | <ul style="list-style-type: none"> • Strong concerns about losing curbside access for residential, institutional and commercial properties, and the resulting road safety impacts for people with accessibility needs, including seniors, children attending nearby schools and those using mobility devices |
| Cycling | <ul style="list-style-type: none"> • Concerns about potential conflicts between people cycling and buses or ambulances |
| Enforcement & monitoring | <ul style="list-style-type: none"> • Humewood-Cedarvale & Forest Hill South neighbourhoods: Suggest including adjacent and parallel local streets in the monitoring plan • Post-installation enforcement is needed to ensure lanes are used by permitted vehicles only |
| FWC26™ | <ul style="list-style-type: none"> • Upcoming games should not be factored into the decision-making process |
| Impact to businesses | <ul style="list-style-type: none"> • Businesses near Dupont Street: Concerns that priority bus lanes would impact businesses, particularly those dependent on curbside access for customer parking or delivery. There are some fears that this could lead to business closures. <ul style="list-style-type: none"> ○ Customers with mobility needs, those with children or the elderly require convenient drop-off options near their destinations ○ Larger delivery and moving trucks don't fit in existing laneways and some properties have no laneway or driveway access ○ Side streets are too far to realistically make deliveries or move heavier items ○ Delivery drivers would not know where it would be legal and safe to drop off deliveries |
| Implementation | <ul style="list-style-type: none"> • Suggest short implementation timelines to reduce impacts on nearby neighbourhoods |

| Topic | Comment Summary |
|--------------------------------|---|
| Other projects | <ul style="list-style-type: none"> Portland Street: Concerns about the next phase of installation for the <u>Portland-Dan Leckie Cycling Connections</u> project, planned for fall 2025, and its impacts to traffic patterns and congestion |
| Opposition to transit priority | <ul style="list-style-type: none"> Concerns about exacerbating existing traffic congestion by reducing travel lanes to one in each direction, impacting the quality of life for nearby residents Transit improvements do not justify potential increases in congestion or delays for people driving City's prioritization of TTC and cycling projects is not realistic or practical, and more residents drive than take public transit or cycle Misunderstanding that the project would involve major construction, lane impacts and long implementation timelines, similar to the St. Clair streetcar right-of-way project |
| Public consultation | <ul style="list-style-type: none"> A few concerns about the consultation process, including requesting more transparency and frustrations with notification |
| Support for transit priority | <ul style="list-style-type: none"> There should be no left turns on Bathurst Street All street parking should be removed Would benefit both public transit and vehicle traffic in the long term Crowds during the CNE would also benefit from the project |
| Traffic infiltration | <ul style="list-style-type: none"> Humewood-Cedarvale neighbourhood: Strong concerns about existing traffic diversions from congestion at the Eglinton Avenue West/Allen Road intersection. Suggest only one transportation initiative affecting a neighbourhood at a time. Euclid Avenue and Markham Street: Concerns about existing traffic diversion due to the implementation of the <u>Palmerston-Tecumseth Cycling Connections</u> project |
| TTC bus stops | <ul style="list-style-type: none"> Bus stop removals impact accessibility, especially for seniors or those with limited mobility |
| Turn restrictions | <ul style="list-style-type: none"> Niagara Street: Concerns about proposed turn restriction since it is the only access point to the underground parking lot for 550 Front Street West, 11 and 20 Niagara Street |
| Out-of-study scope | <ul style="list-style-type: none"> Suggest replacing streetcars with buses or a subway Suggest including protected bikeways Suggest extending streetcar operations north to St. Clair West Station |

Appendix A: Survey Participant Demographics

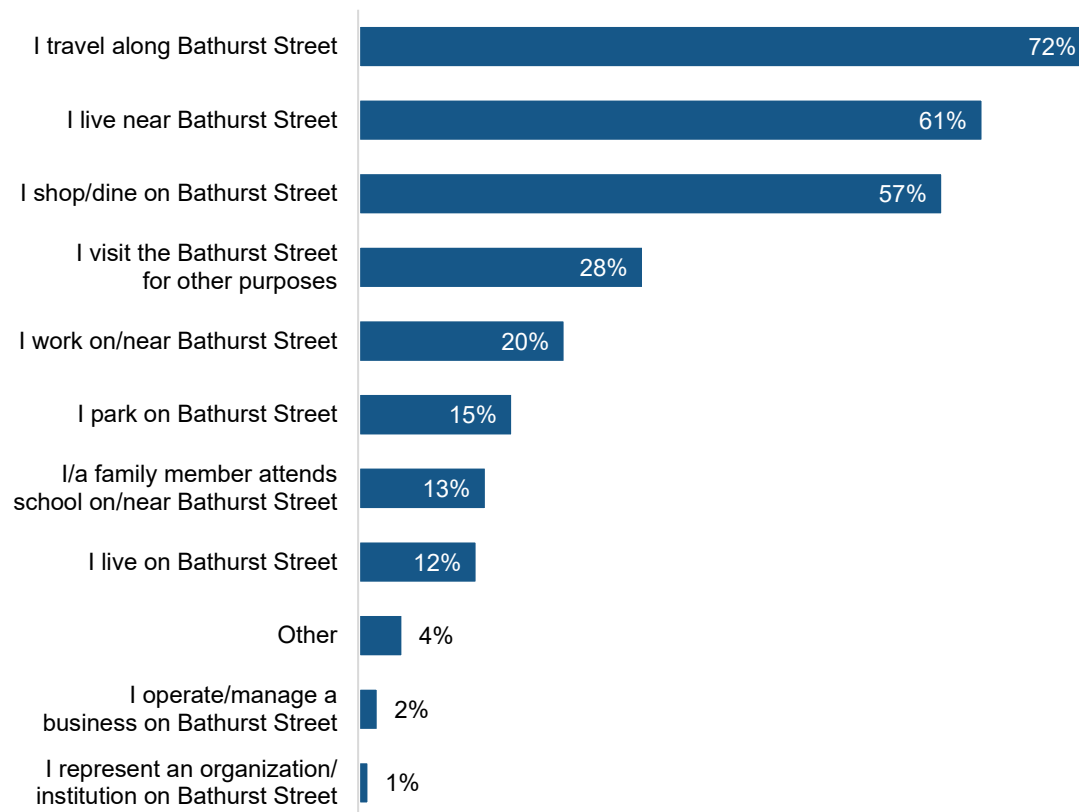
A total of 10,530 survey respondents provided optional demographic information described below.

Postal Code | n=10,364



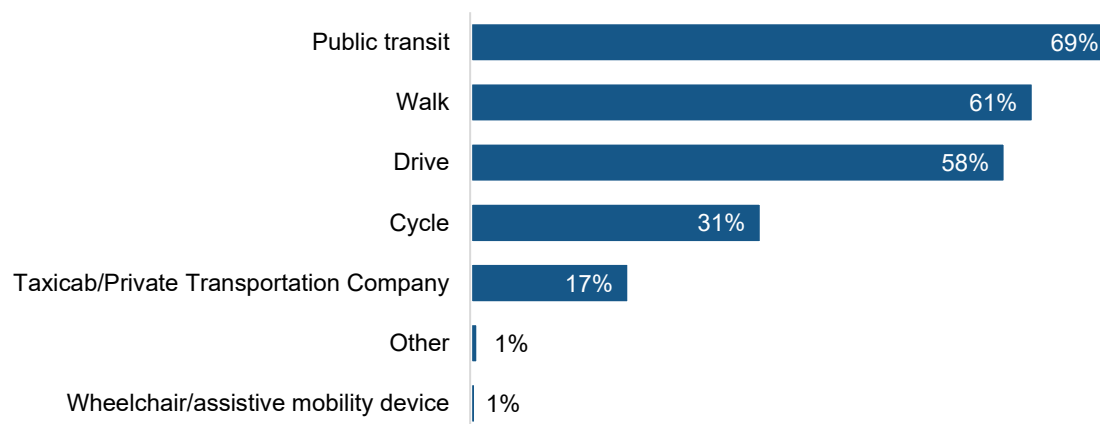
Most respondents live in the study area or nearby communities that are likely to travel on Bathurst Street.

Relationship to Project Area | n=10,530



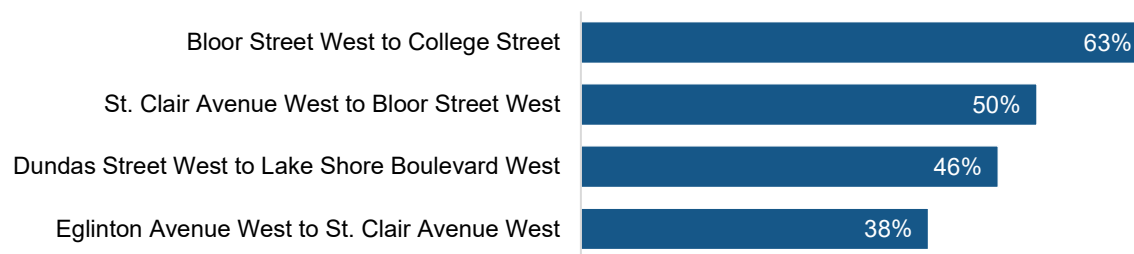
Over 70% of respondents travel on Bathurst Street and 73% live on or near Bathurst Street..

Typical Ways of Travelling Along the Project Area | n=10,523



Most respondents typically take public transit, walk or drive along Bathurst Street. Many respondents also cycle or take a taxicab or Private Transportation Company.

Road Segments Typically Travelled in the Project Area | n=10,283



Most respondents reported travelling along all road segments in the project area, with the highest usage between Bloor Street West and College Street.

Frequency of Travel Along the Project Area | n=10,513



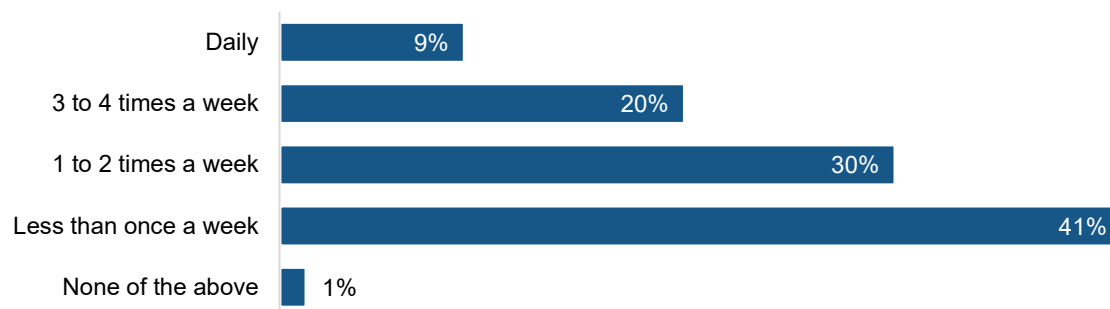
Most respondents reported travelling along the project area at least once a week, with nearly one-third indicating daily travel.

TTC Routes Taken on Bathurst Street | n=7,063



The majority of respondents who take public transit reported using the 511 Bathurst streetcar (84%), followed by the 7 Bathurst bus (47%).

Frequency of TTC Trips on Bathurst Street During a Typical Week | n=7,137



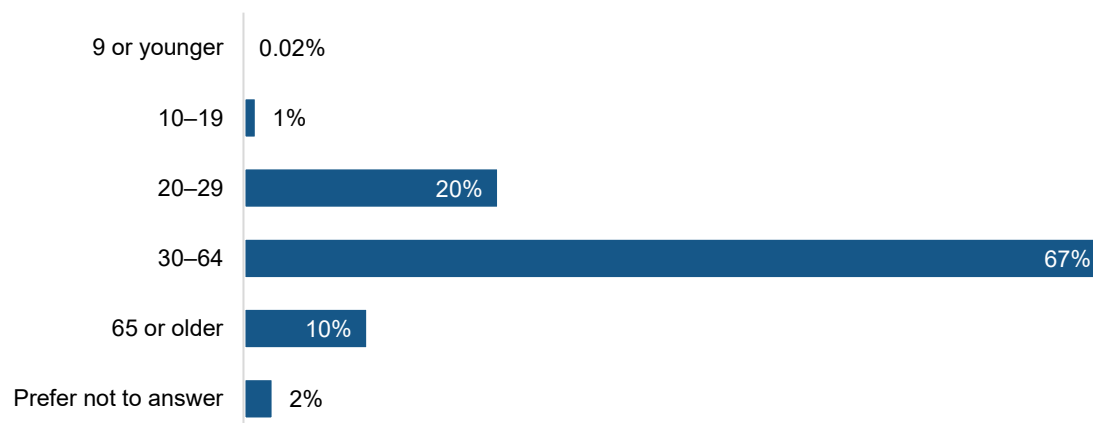
Most respondents who take public transit reported taking TTC trips on Bathurst Street less than once a week, with only 9% travelling daily.

Reasons for TTC Trips | n=7,126



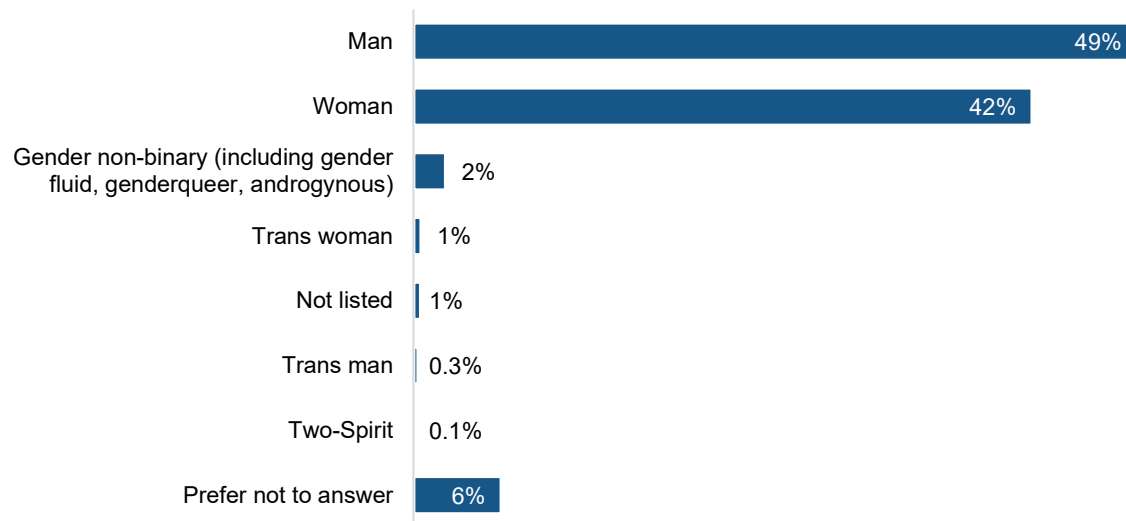
Respondents take public transit along the project area mainly for errands, leisure and work in similar proportions.

Age | n=9,280



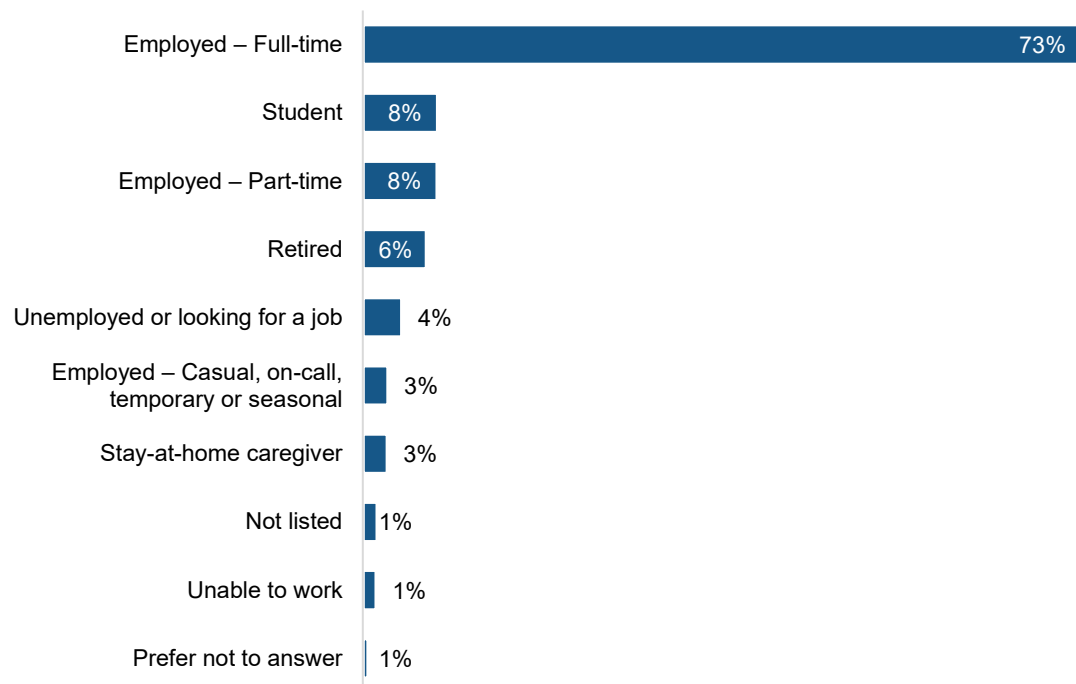
Most respondents were in the working age groups, followed by seniors and youth. Compared to other City surveys, participation was higher among those aged 20–29 and lower among those 65 and older.

Gender | n=9,280



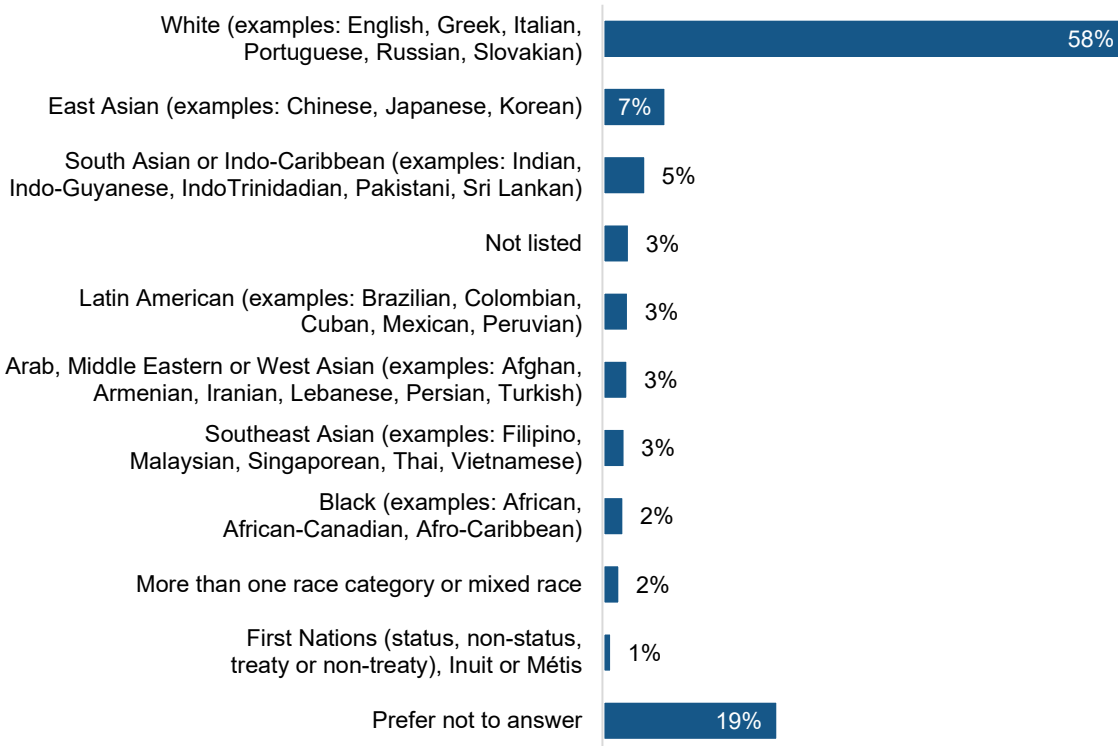
Consistent with census data, most respondents identified as either a woman or a man in nearly equal proportions. A small number identified with other gender identities or chose not to answer.

Employment Status | n=9,280



Most respondents reported full-time employment (73%), with smaller groups identifying as students, part-time workers or retirees.

Race Category | n=9,125



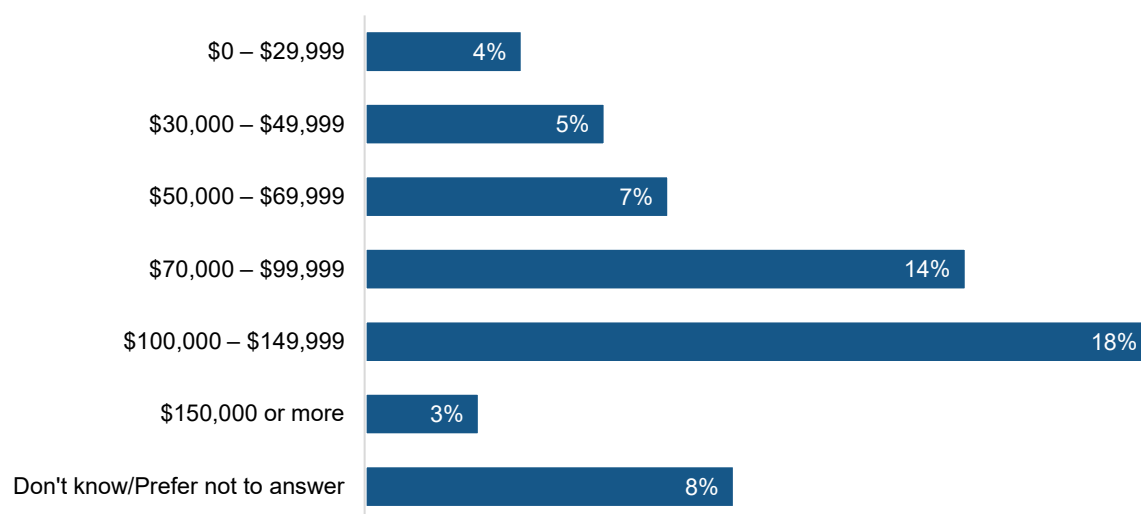
Most respondents identified as White, East Asian and South Asian or Indo-Caribbean. Nearly one in five respondents chose not to disclose their race.

Person with a Disability | n=9,280



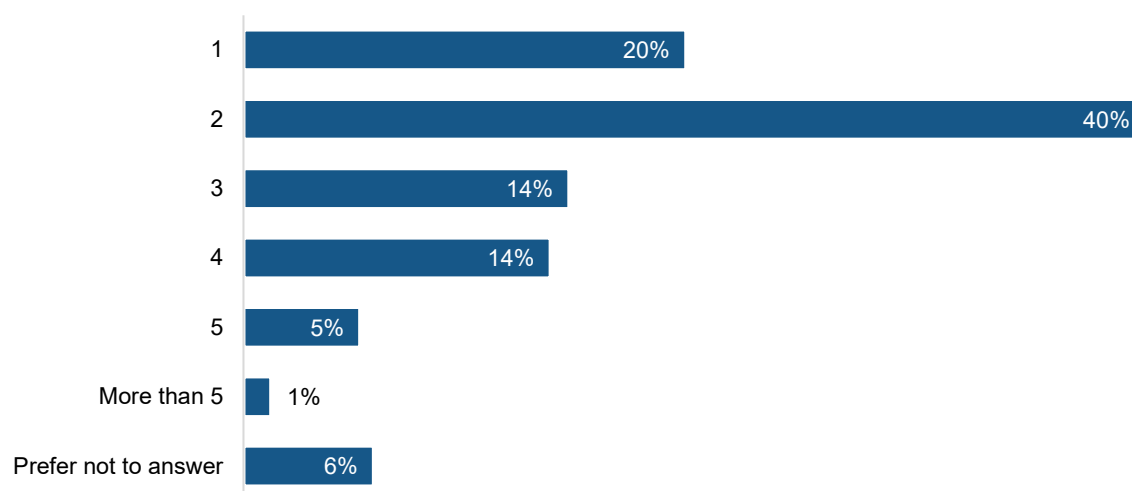
The majority of respondents did not identify as a person with a disability, while 12% did. A small portion preferred not to answer or were unsure.

Household Income (Before Taxes Last Year) | n=9,280



Respondents reported a wide range of household incomes, with the largest groups earning between \$70,000 and \$149,999 annually.

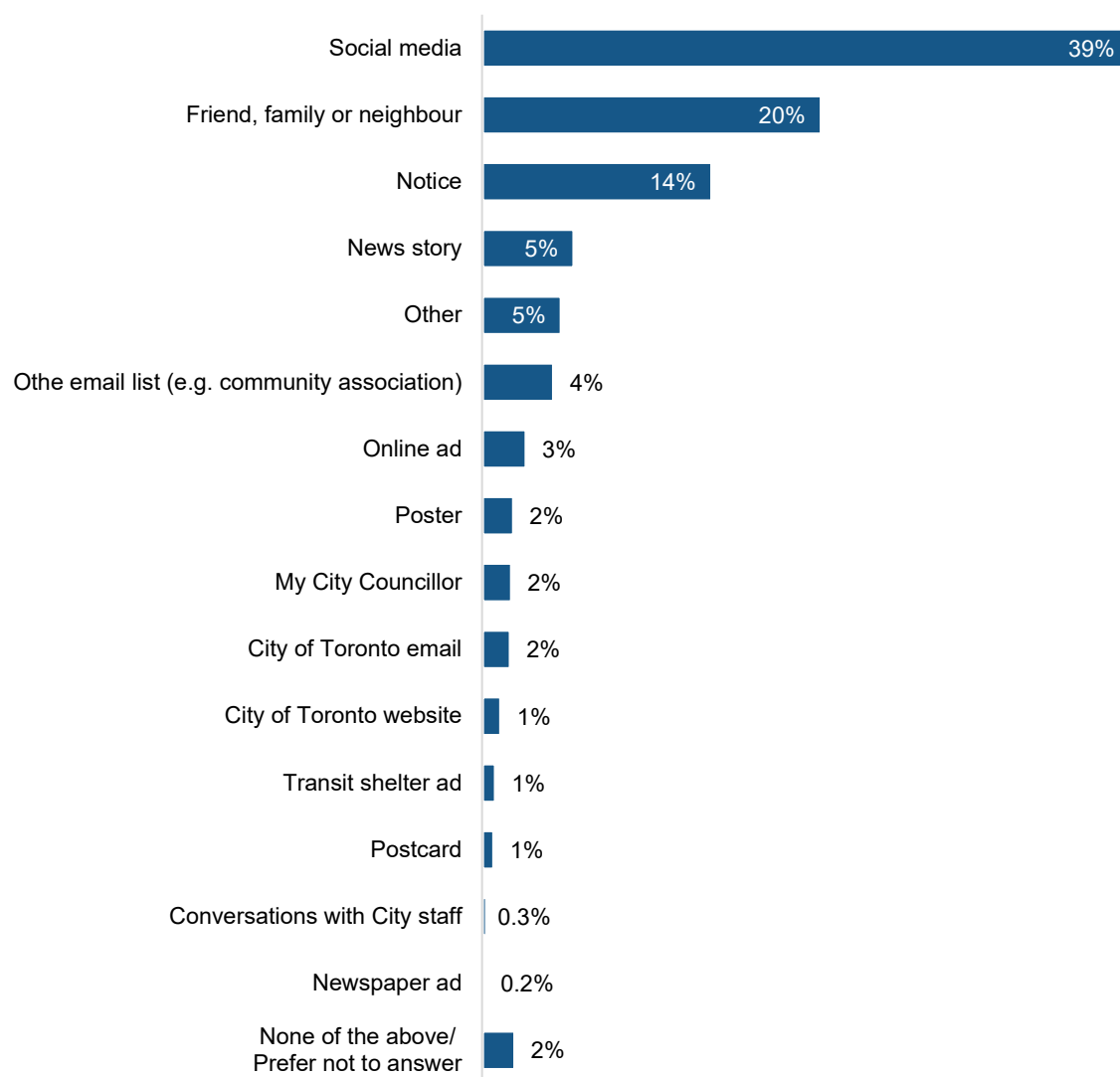
Typical Household Size | n=9,280



Most respondents reported living in one- or two-person households, with fewer in larger households.

Based on household income and size data, approximately 5% of respondents fall below the low-income threshold, as defined by the latest census' Low-Income Measure.

Point of Engagement | n=9,276



Most survey respondents learned about the survey and broader consultation through social media, word of mouth or a mailed notice.