

RapidTO: Dufferin Street

Consultation Report

June 2025



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Consultation Summary

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

The consultation engaged 7,310 individuals through various activities including:

- 5,846 completed an online survey
- 356 attended virtual public meetings and two in-person drop-in events
- 22 participated in virtual community interest group meetings and two accessibility advisory committee meetings
- over 1,000 reached through pedestrian and business outreach
- 62 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 and subscribers
- 75,071 multilingual notices distributed via Canada Post throughout the study area
- a promotional campaign with multilingual on-site, newspaper, digital, and social media ads

Feedback on the proposed design was mixed, but largely supportive.

- Supporters cited improvements to bus reliability, overcrowding and travel speed as the main benefits of this project. Concerns included increased demands on the existing parking supply on neighbourhood streets adjacent to Dufferin Street; pick-up and drop-off of children, older adults and those with disabilities, in addition to home servicing and delivery access; loss of overnight permit parking on Dufferin Street (Dundas Street to Peel Avenue).
- Additional concerns included increased traffic congestion and potential for traffic diverting onto local streets.

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/RapidTODufferin.



Overview

The City and the TTC are studying transit priority solutions to improve travel times and enhance bus service reliability along Dufferin Street. This roadway has been identified as a priority due to high ridership, lengthy travel times, and key transit connections. This section of Dufferin Street plays a vital role in connecting Line 2, Dufferin Station to the future Line 5, Fairbank Station. Currently, the 29/929 Dufferin buses serve over 40,000 daily transit riders. Buses on Dufferin Street take up to 65% longer than driving the same distance and only 55% of buses arrive on time during the PM peak period. Priority bus lanes would improve the speed and reliability of transit service and help meet the city's evolving transportation needs.

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/RapidTODufferin (21,080 unique visits)
- Multilingual notice delivered through Canada Post (75,071 addresses in the project area)
- Email outreach to interest groups, including resident associations, community groups, organizations, institutions, and elected officials (269 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)
- Transit shelter ads (7 locations along Dufferin Street)
- In-app banner on the Transit app
- In-bus advertising (260 posters) and in-station platform display advertising
- Digital screen ads at Dufferin Mall and 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 (1,150,000 impressions)
- Posters, postcards, and notices (posted/distributed at bus stops, community hubs, and business outreach events)



Consultation Activities

Activity	Date	Participation
Presentations at: <ul style="list-style-type: none"> Toronto Accessibility Advisory Committee (TAAC) TTC's Advisory Committee on Accessible Transit (Service Planning Subcommittee) 	April 15 & May 9, 2025	17 attendees
Outreach to Businesses and Institutions	April 19 to May 26	4 survey responses (55 reached)
Email/Phone	April 22 to May 26, 2025	62 comments
Online Survey	April 24 to May 26, 2025	5,846 responses
Virtual Interest Group Meeting	April 24, 2025	5 attendees (32 invited)
Thirteen Community Pop-ups at: <ul style="list-style-type: none"> Dufferin Mall Dufferin Subway Station Mary McCormick Community Centre Fairbank Memorial Community Centre Key intersections along Dufferin Street 	April 26 to May 22, 2025	Over 1,000+ interactions with community members, including transit riders, pedestrians
Meeting with Liberty Village Business Improvement Association (BIA)	May 2, 2025	11 attendees
Meeting with North Corso Residents' Association	May 26, 2025	9 attendees
Virtual Meeting for Permit Parking Holders	May 12, 2025	13 attendees
Virtual Public Meeting	May 13, 2025	184 attendees
Public Drop-In Event – Stella Maris Catholic School	May 15, 2025	70 attendees
Public Drop-In Event – St. Mary Catholic Academy	May 20, 2025	89 attendees

What We Heard

Feedback Summary

- **Support for the project goals, rationale and improvements to transit.** Most participants shared strong support for transit improvements on Dufferin Street. Survey results showed that 75% of respondents prioritized improvements to bus reliability and decreased bus travel time. Many participants expressed interest in transit signal priority improvements and efforts to address bus bunching.
- **Travel mode informs level of support for the proposed design.** Of survey participants who use public transit daily, 76% agree that Dufferin Street should prioritize moving people by public transit and 69% agree that priority bus lanes would make better use of the curbside lane than parking. In contrast, of survey participants who drive daily on Dufferin Street, 54% disagree that priority bus lanes would make a better use of the curbside lane than parking and 55% disagree that priority bus lanes would encourage more people to take the bus instead of driving.
- **Suggestions for design alternatives, including peak-period transit lanes.** Many participants shared suggestions for alternatives to the proposed design that focused on rush-hour only priority bus lanes that would operate between 7–10 a.m. and 3–7 p.m. and would allow for loading and unloading of people and goods during the off-peak times.
- **Local residents who park on Dufferin Street had different views about how to use the curbside lanes.** Across all survey respondents, between 50% - 65% reported no concerns with the removal of curbside parking, loading and stopping. While those who live on Dufferin Street and use Dufferin Street to park for short or long periods of time expressed strong concerns about the loss of parking and pick-up/drop-off areas, citing concerns for people with mobility challenges, seniors and families with children, access for trades and home servicing. Suggestions to keep overnight parking on Dufferin Street was heard from those who have permits to park on Dufferin Street from Dundas Street West to Queen Street West and those without private garages, laneway access or driveways. Residents in permit parking Areas 2 and 3K expressed interest in working with the local Councillor to address parking needs in the area.
- **Concerns and support for proposed turn restrictions:** For the segment of Rogers Road, St. Clair Avenue West, Davenport Road and Dupont Street, between 53% and 81% of survey respondents said the proposed changes wouldn't negatively affect them, while between 73% to 77% of survey respondents said the proposed changes would improve their trip. Concerns in this segment focus on the proposed turn restrictions in all north/south directions at St. Clair Avenue West, with many sharing concerns regarding anticipated increases in cut-through traffic that will impact neighbourhood safety. At Bloor Street West, the majority of participants supported the proposed turn restrictions citing improvements to pedestrian safety. For the segment of College Street, Dundas Street West, Queen Street West and Liberty Street, between 52% and 79% said the proposed changes wouldn't negatively affect them, while 71% - 79% said it would improve their trip. Support for the proposed turn restrictions at Queen Street West cite improvements to pedestrian crossing safety. In this segment, concerns focused on the paired removal of left turns from Dufferin Street onto Dundas Street West and Queen Street West that some said will make travelling into the city more difficult and may cause increased traffic infiltration.

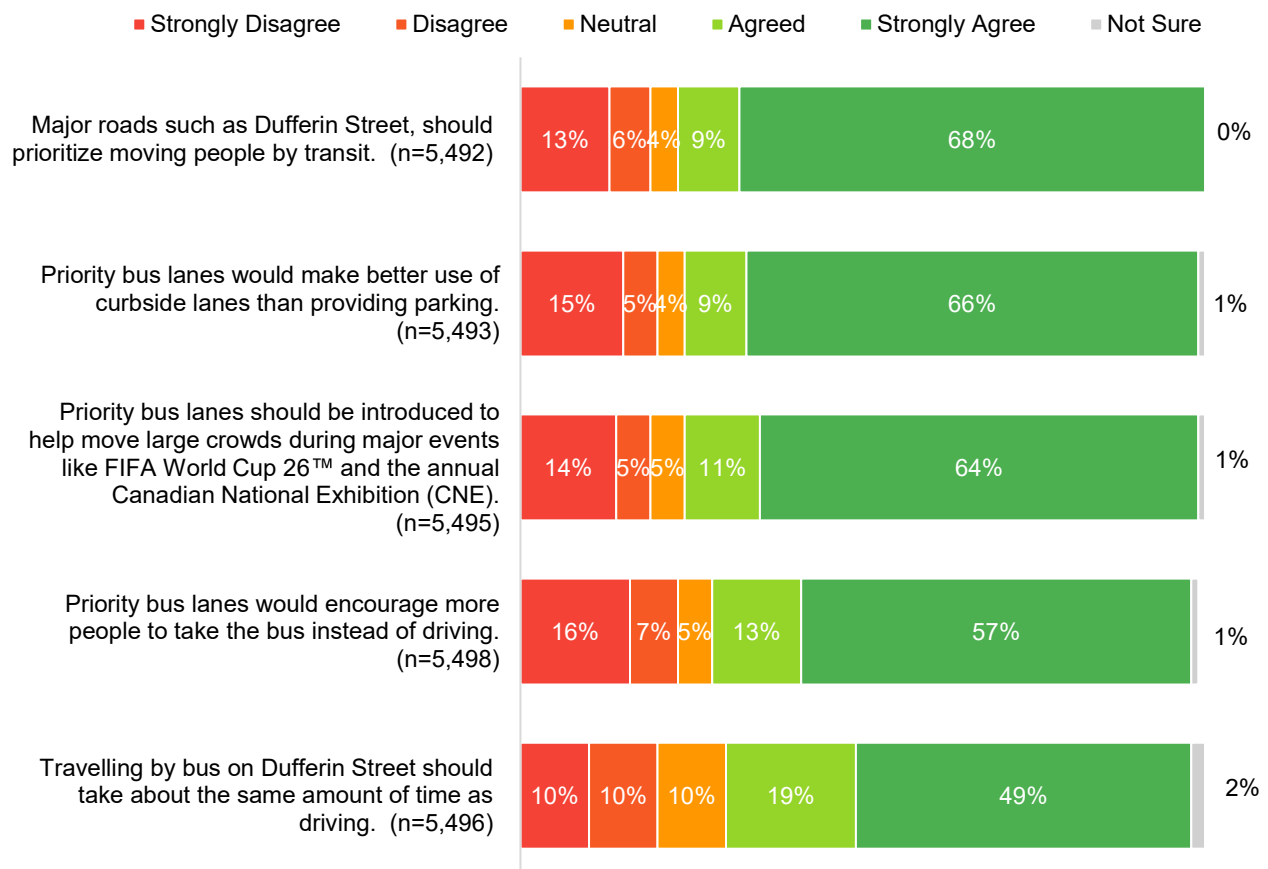
Online Survey

The survey was available online and in print format and included background information on 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 bus lanes on Dufferin Street, between Eglinton Avenue West and King Street.



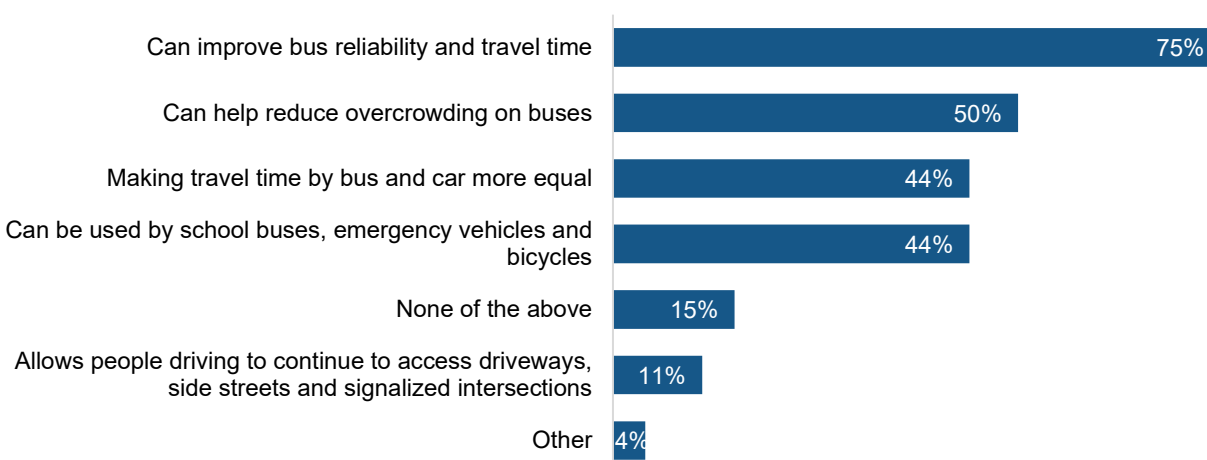
Responses to the statements are summarized below:

- Major roads such as Dufferin Street, should prioritize moving people with transit:**
 There were 5,492 respondents to this statement, with 77% strongly agreeing or agreeing, 4% neutral, 19% strongly disagreeing or disagreeing.
- Priority bus lanes would make better use of curbside lanes than providing parking:**
 There were 5,493 respondents to this statement, with 75% strongly agreeing or agreeing, 4% neutral, 20% strongly disagreeing or disagreeing and 1% unsure.
- Priority bus lanes should be introduced to help move large crowds during major events like FIFA World Cup 26™ and the annual Canadian National Exhibition (CNE):**
 There were 5,495 respondents to this statement, with 75% agreeing or strongly agreeing, 4% neutral, 20% strongly disagreeing or disagreeing and 1% unsure.

- **Priority bus lanes would encourage more people to take the bus instead of driving:** There were 5,498 respondents to this statement, with 70% strongly agreeing or agreeing, 5% neutral, 23% strongly disagreeing or disagreeing and 1% unsure.
- **Travelling by bus on Dufferin Street should take about the same amount of time as driving:** There were 5,496 respondents to this statement, with 68% strongly agreeing or agreeing, 10% neutral, 20% strongly disagreeing or disagreeing, and 2% unsure.

Overall, most respondents agreed with each of the statements. Those that identified as living near Dufferin Street, shared a similar level of agreement with overall survey responses. Those that live on Dufferin Street expressed less agreement with the statement priority bus lanes make better use of the curbside lanes than providing parking. Of those that operate or manage a business and live on Dufferin Street there was also less agreement with the statement that priority bus lanes would provide better use of the curbside lane than providing for parking.

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



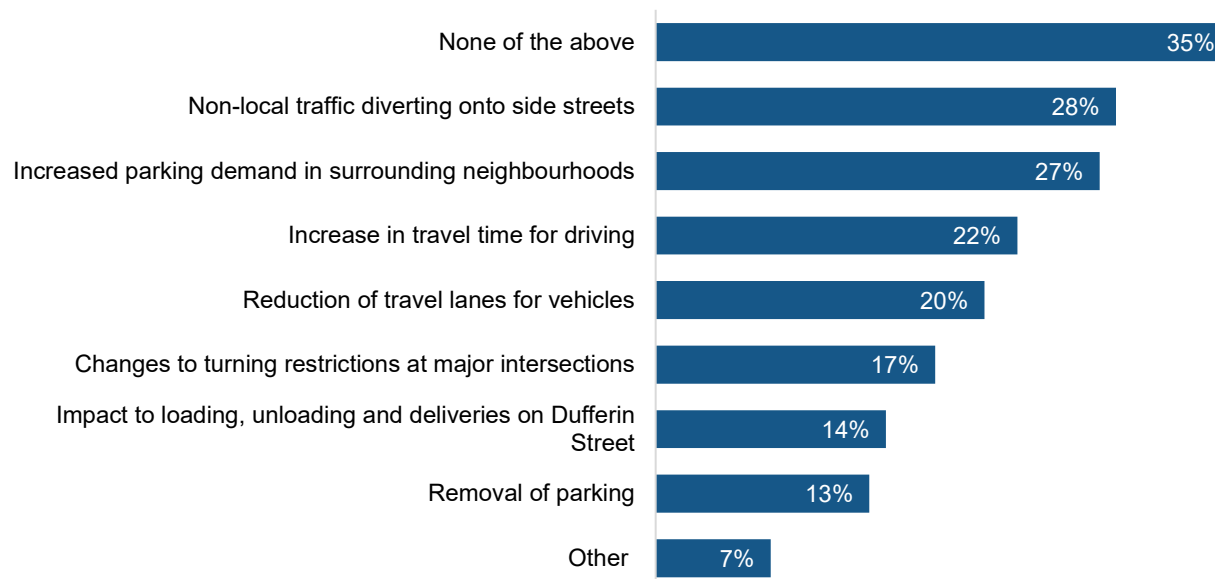
There were 5,486 respondents to this question. The top features respondents liked most about the proposed design included improved bus reliability and travel time (75%), reducing overcrowding on buses (50%), shared usage with school buses, emergency vehicles and bicycles (44%), and making travel time by bus and car more equal (44%).

Other frequently identified top features included:

- Prioritizing public transit and encouraging public transit usage
- Better use of public space
- Making Dufferin Street feel safer for pedestrians by creating more separation between traffic and the sidewalk
- Helping to grow a transit network

Respondents who live on and near Dufferin Street liked improvements to bus reliability and travel time and reducing overcrowding on buses.

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



There were 5,451 respondents to this question. The top features of the proposal that raised the most concerns included: non-local traffic diverting onto side streets (28%), increased parking demand in surrounding neighbourhoods (27%), increase in travel time for driving (22%) and a reduction of travel lanes for vehicles (20%).

The most common other concerns included:

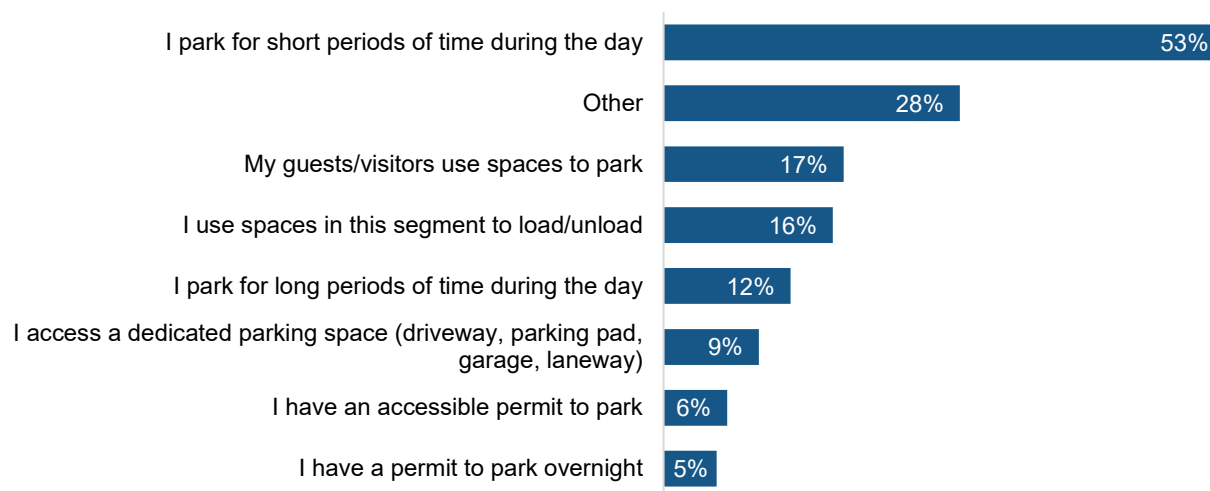
- Increased traffic infiltration into nearby neighbourhoods
- Bicycles using the bus lane
- Access to private property that does not have a driveway or laneway
- Loss of curbside parking
- Impacts to curbside parking, loading and unloading activities
- Visibility for turning vehicles
- Lack of enforcement

Respondents who live on Dufferin Street cited the removal of parking, increased parking demand in surrounding neighbourhoods and impact to loading, unloading and deliveries on Dufferin Street as top concerns.

The 61 respondents who operate/manage a business on Dufferin Street identified increase in travel time for driving and impact to loading, unloading and deliveries as top concerns.

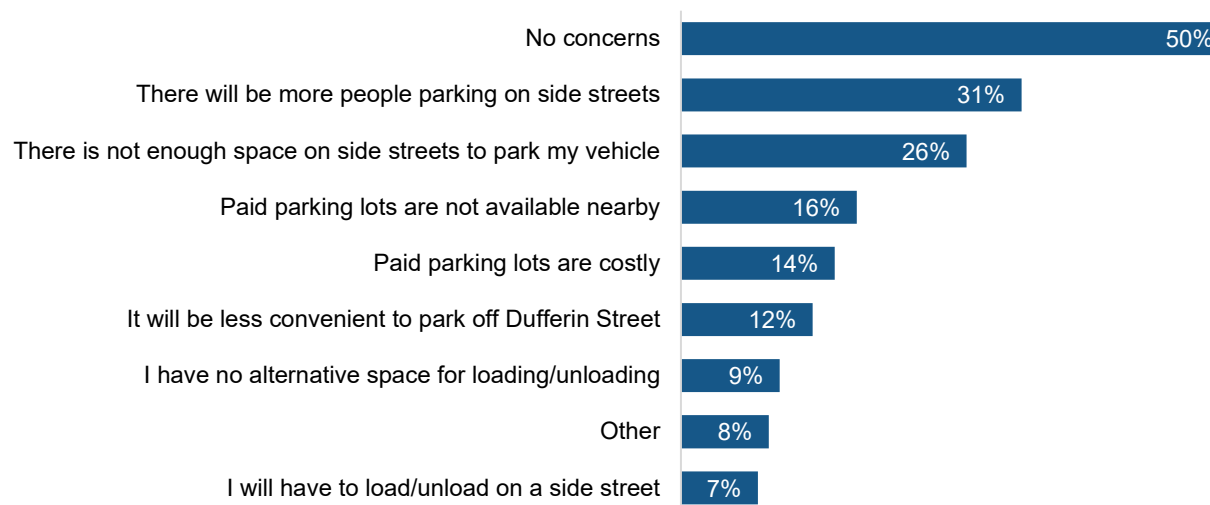
Segment 1 | Eglinton Avenue West to St. Clair Avenue West

Question: What of the following statements best describes how you use the curbside lane on Dufferin Street in this segment?



There were 647 respondents to this question. Of the responses, 53% reported using the curbside lane to park for short periods of time during the day, 17% indicated guest and visitors use the space to park, 16% use the curbside lane for loading and unloading activities and 28% reported other. Comments submitted under the “Other” category included driving, cycling, and riding the bus in the curb lane.

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



There were 833 respondents to this question. Half of respondents indicated that they had no concerns, while 31% felt that there will be more people parking on side streets and 26% indicating there is not enough space on side streets to park my vehicle.

Other concerns identified included:

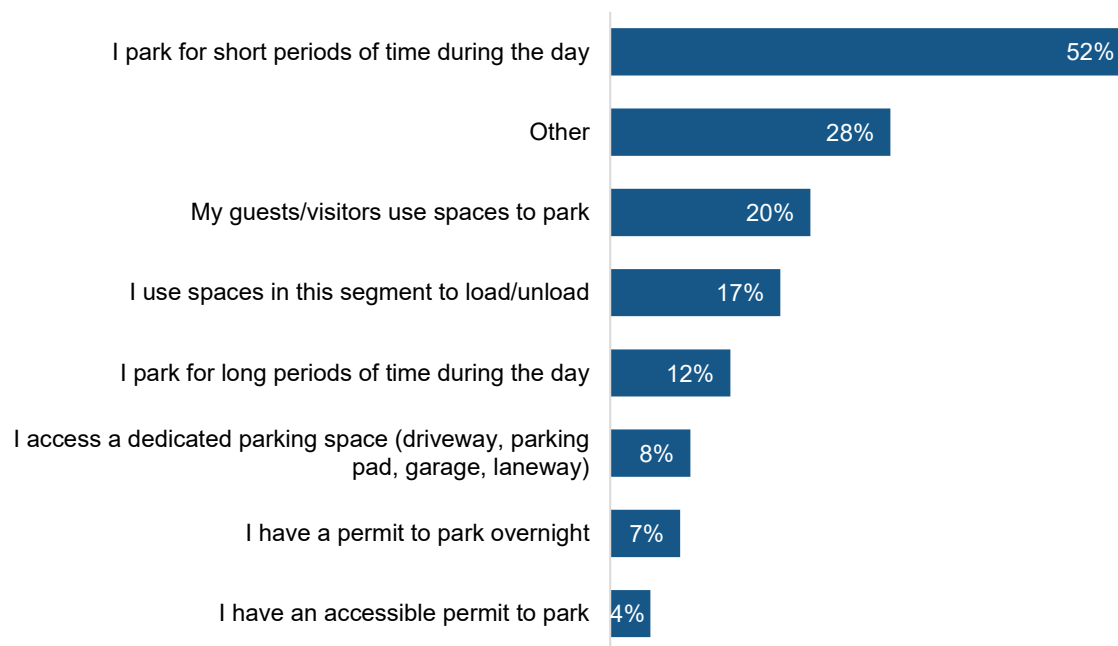
- Loss of free parking

- Lack of enforcement for current illegal parking on side streets
- Removal of a lane of traffic will cause congestion and traffic infiltration on side streets
- Concerns for pedestrian safety on sidewalks with the removal of parked cars that act as a barrier between the sidewalk and live traffic
- Loss of overnight parking (Note: overnight parking is currently not allowed on this portion of Dufferin Street)

Of the survey respondents who live and park on Dufferin Street, the top concerns were not enough space on side streets to park my vehicle and there will be more people parking on side streets.

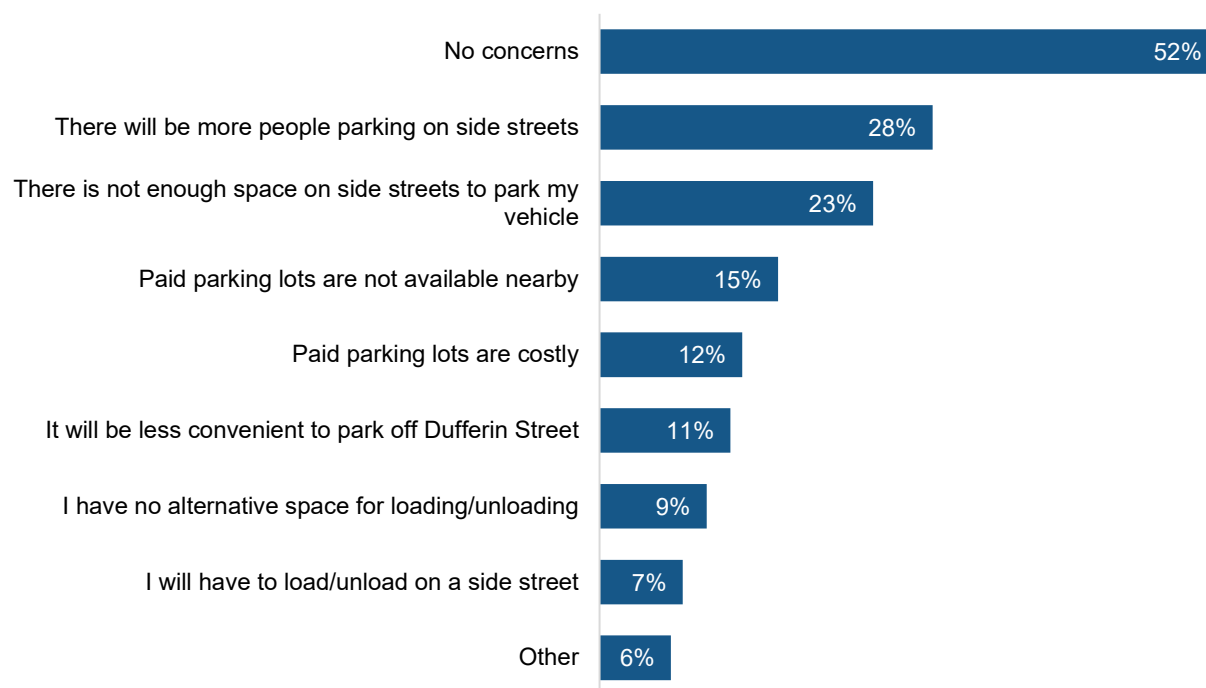
Segment 2 | St. Clair Avenue West to Bloor Street West

Question: What of the following statements best describes how you use the curbside lane on Dufferin Street in this segment? (Select up to 3)



There were 919 respondents to this question. About half of respondents indicated that they use the curbside lane to park for short periods of time during the day, with 20% having guest and visitors use the space to park, 28% identifying 'other' uses and 17% using the spaces in to load/unload. Comments submitted under the "Other" category included driving, cycling, and riding the bus in the curb lane.

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



There were 1,201 survey respondents to this question. About half of respondents had no concerns, with 28% indicating that there will be more people parking on side streets and 23% identifying there is not enough space on side streets to park my vehicle.

Residents on Dufferin Street were three times more likely than overall respondents to be concerned about the loss of parking and impacts to loading, unloading and deliveries.

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

There were 1,216 responses on how turn restrictions at the following intersections would impact them:

- **St. Clair Avenue West:** 93% would take public transit, 81% identified other impacts, 79% would need to take a longer route to my destination, 78% said they would avoid driving on Dufferin Street, 77% would improve my trip, 76% would need to take a less direct route to my destination, 63% would travel at a different time and 53% said it would have no impact
- **Davenport Road:** 81% would take public transit, 76% would improve my trip, 72% would need to take a longer route to my destination, 69% would need to take a less direct route to my destination and identified other impacts, 64% said they would avoid driving on Dufferin Street, 64% would travel at a different time, 57% said it would have no impact
- **Dupont Street:** 81% would take public transit, 76% would improve my trip, 63% would need to take a longer route to my destination, 61% identified other impacts, 60% would need to take a less direct route to my destination, 58% said it would have no impact, 56% would travel at a different time and 55% said they would avoid driving on Dufferin Street
- **Rogers Road:** 81% said it would have no impact, 73% would improve my trip, 70% would take public transit, 55% identified other impacts, 50% would need to take a longer route to

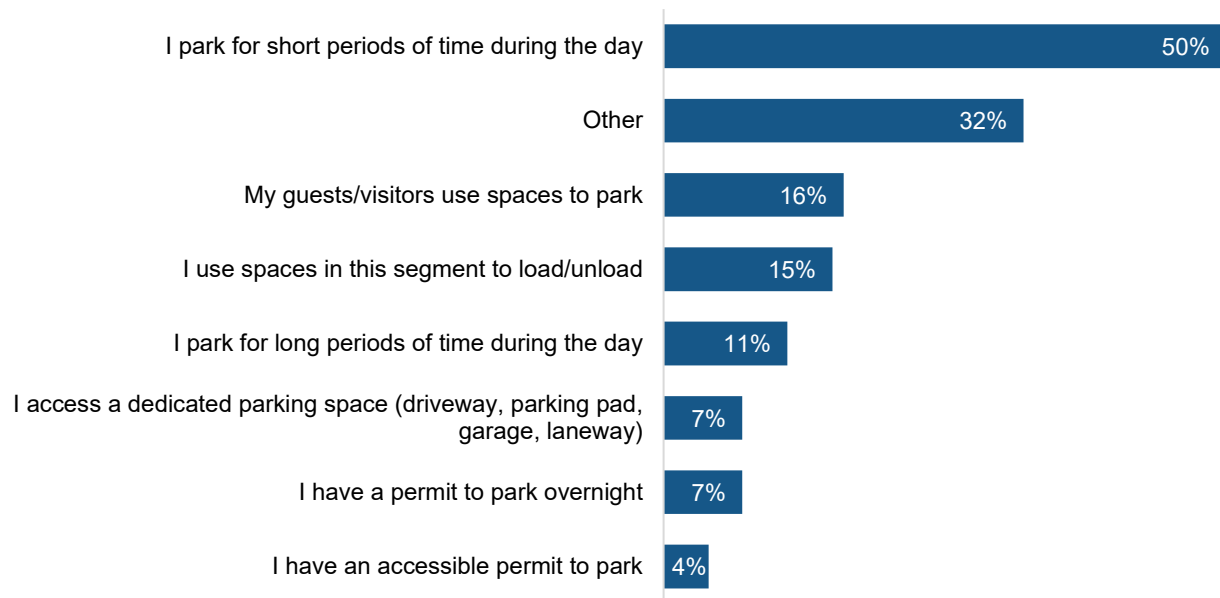
my destination, 48% would travel at a different time, 47% would need to take a less direct route to my destination and 46% said they would avoid driving on Dufferin Street

Other commonly raised impacts include:

- Greater safety for pedestrian crossings
- Concerns that drivers will divert onto local streets
- Concerns about restricting east and west turns at St. Clair West and southbound turns at Dupont Street
- Concerns about access to neighbourhoods for local residents

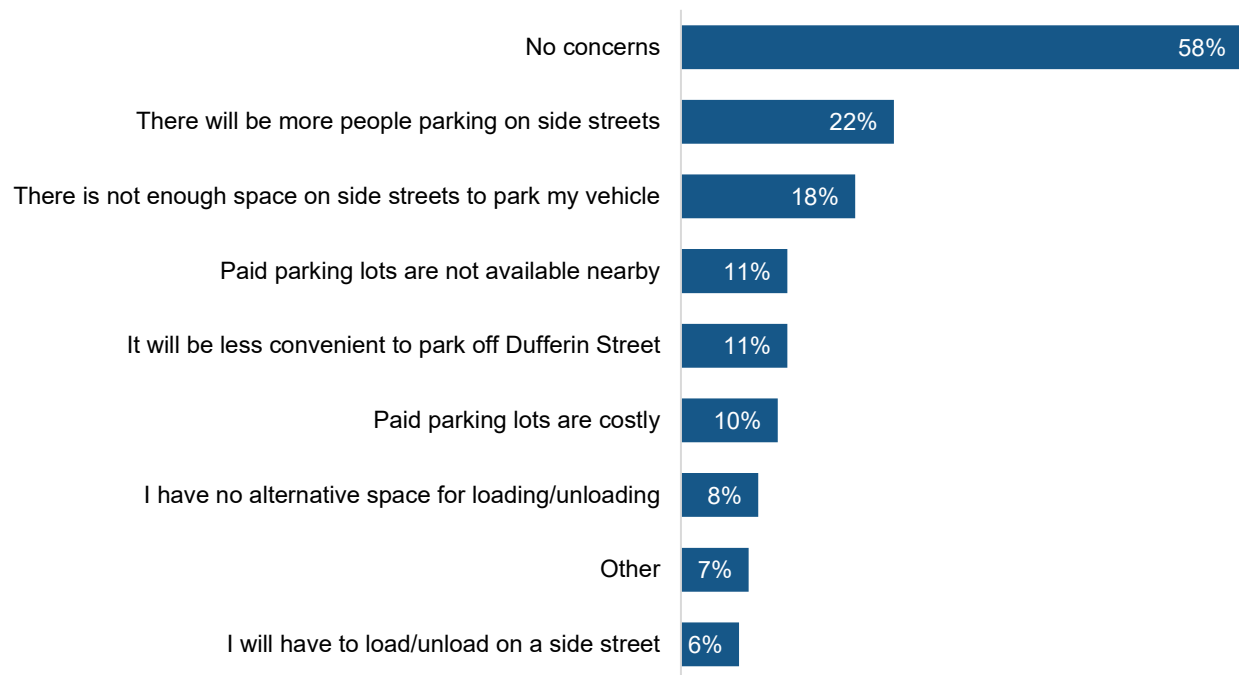
Segment 3 | Bloor Street West to Dundas Street West

Question: What of the following statements best describes how you use the curbside lane on Dufferin Street in this segment? (Select up to 3)



There were 965 responses to this question. Of these, half of respondents identified that they park for short periods of time during the day, while 16% said their guests/visitors using spaces to park and 15% said they use this segment to load/unload. Comments submitted under the “Other” category included driving, cycling, and riding the bus in the curb lane.

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



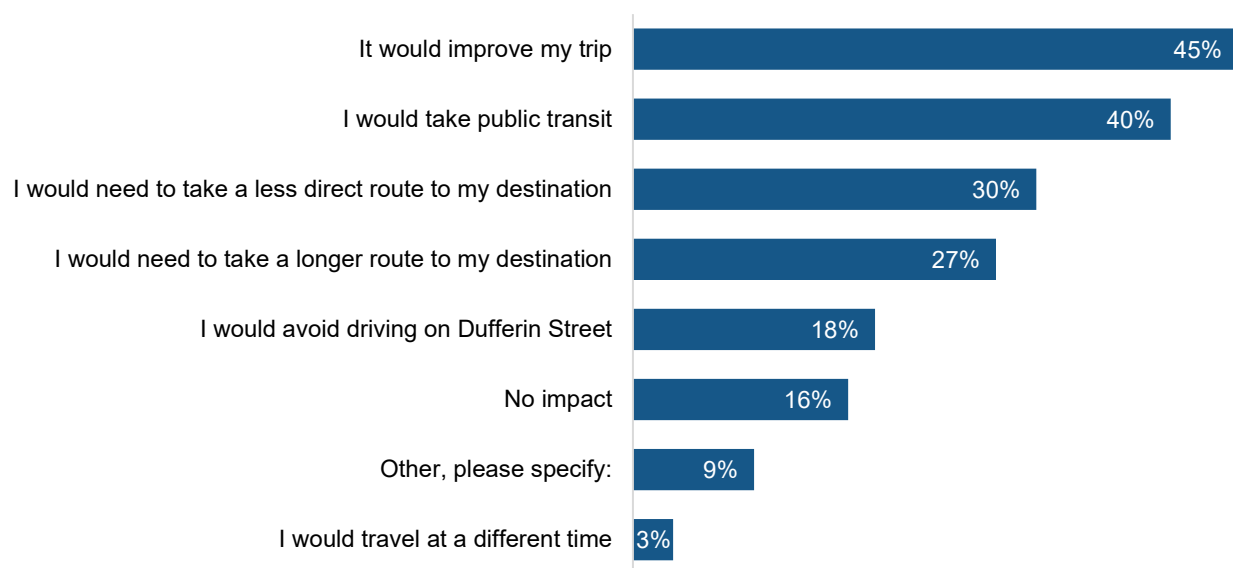
There were 965 survey responses to this question. Over half reported no concerns, while 22% feel that there will be more people parking on side streets and 18% said that there is not enough space on side streets to park my vehicle.

Other concerns shared included:

- Longer distances to find parking
- Need to occupy curbside lane to allow for property repairs or home renovations
- Increase traffic infiltration into neighbourhoods

Responses from those who live on Dufferin Street were most concerned about the proposed removal of parking. Respondents who indicated they live and park on Dufferin Street were most concerned with increased parking demand in surrounding neighbourhoods.

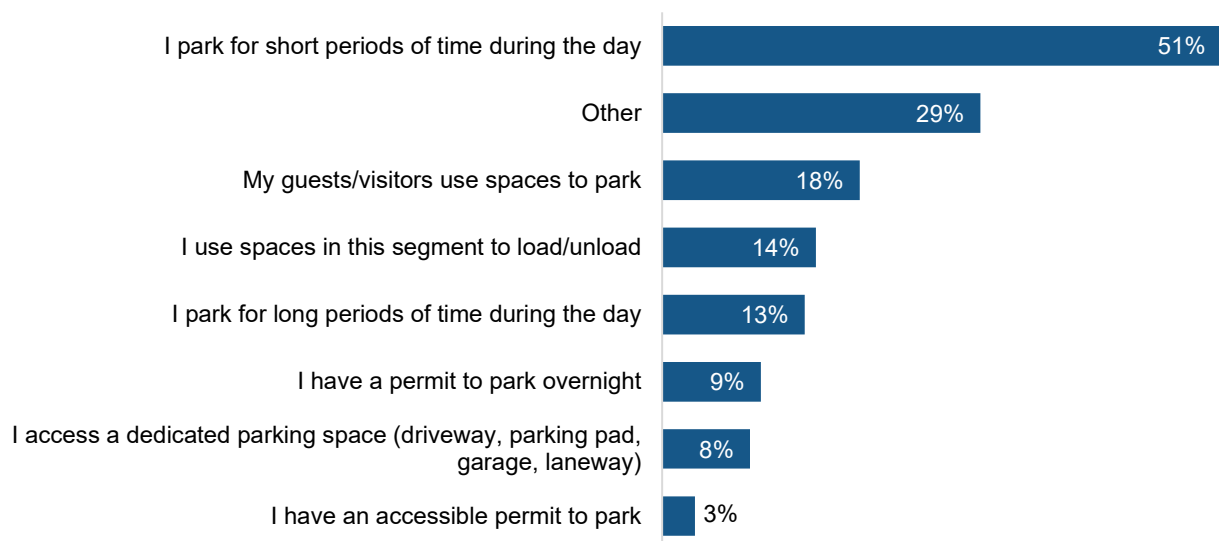
Question: How would you be impacted by the changes being considered for turning vehicles onto Bloor Street West?



Of the 1,319 who responded to this question, 45% said it would improve my trip, 40% said they would take public transit, 30% said they would need to take a less direct route to my destination and 27% said they would need to take a longer route to my destination.

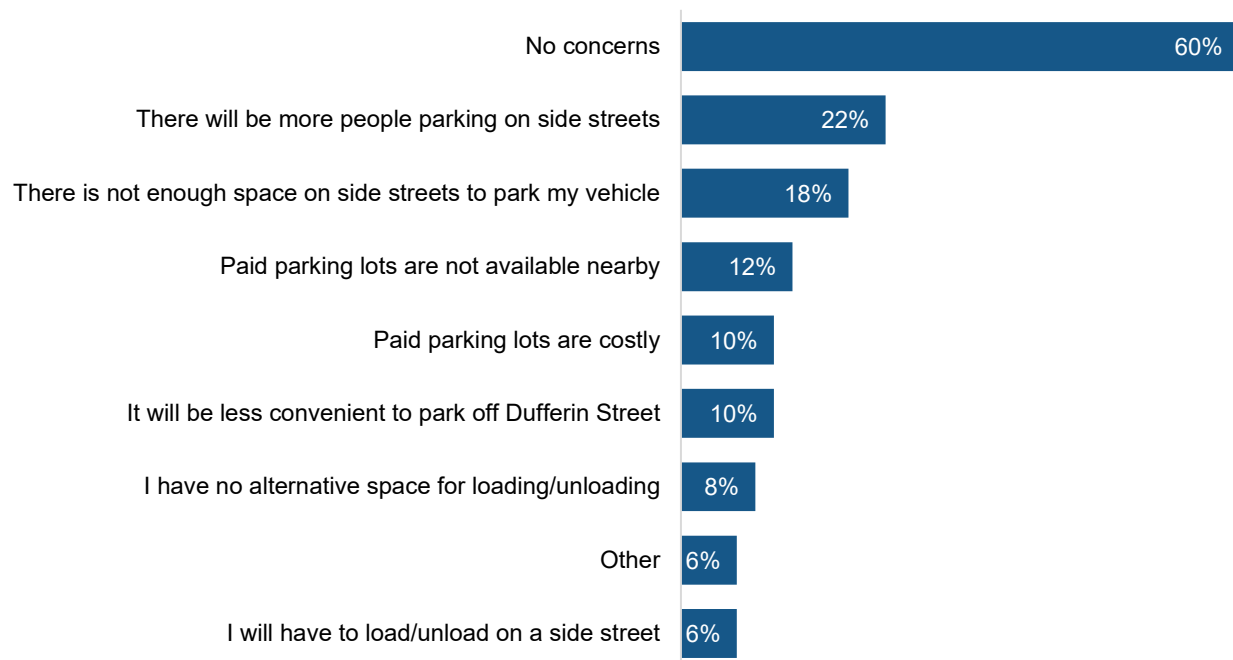
Segment 4 | Dundas Street West to Queen Street West

Question: What of the following statements best describes how you use the curbside lane on Dufferin Street in this segment?



Of the 628 responses, half park for short periods of time during the day, while 18% said that their guests/visitors using spaces and 14% said they use the space to load or unload. Comments submitted under the “Other” category included driving, cycling, and riding the bus in the curb lane.

Question: What are your main concerns about removing curbside parking, loading and stopping in this segment?

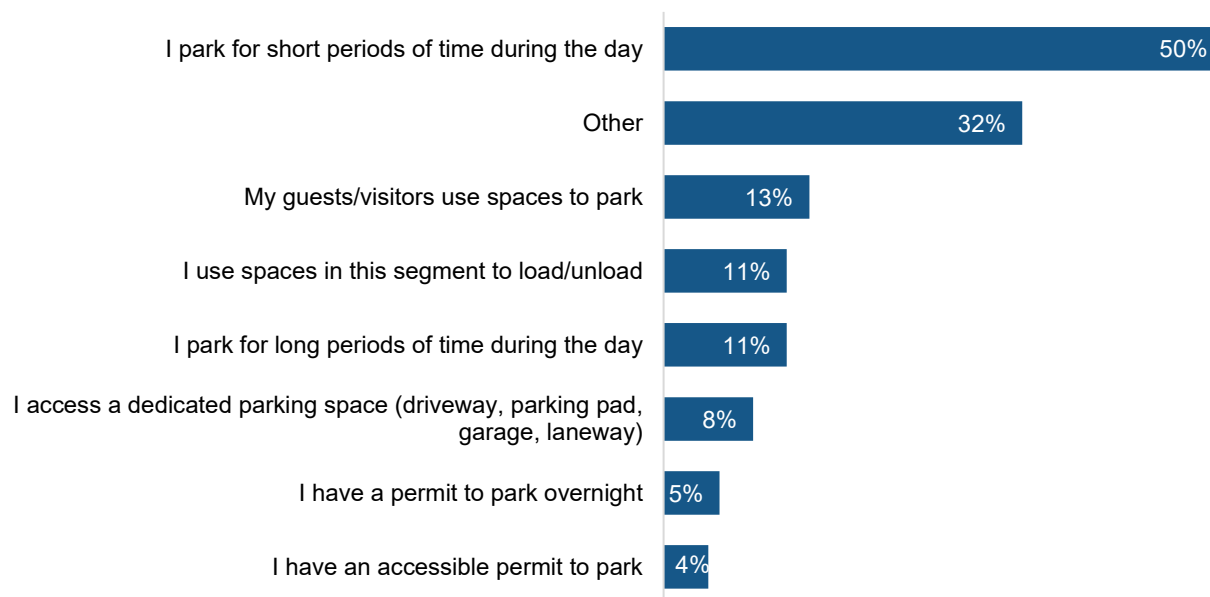


Of the 822 responses, over half had no concerns, while 22% said there will be more people parking on side streets and 18% feel that there will not enough space on side streets to park.

Top concerns of survey respondents who live and park on Dufferin Street include that there is not enough space on side streets to park, there will be more people parking on side streets and there not paid parking lots available nearby.

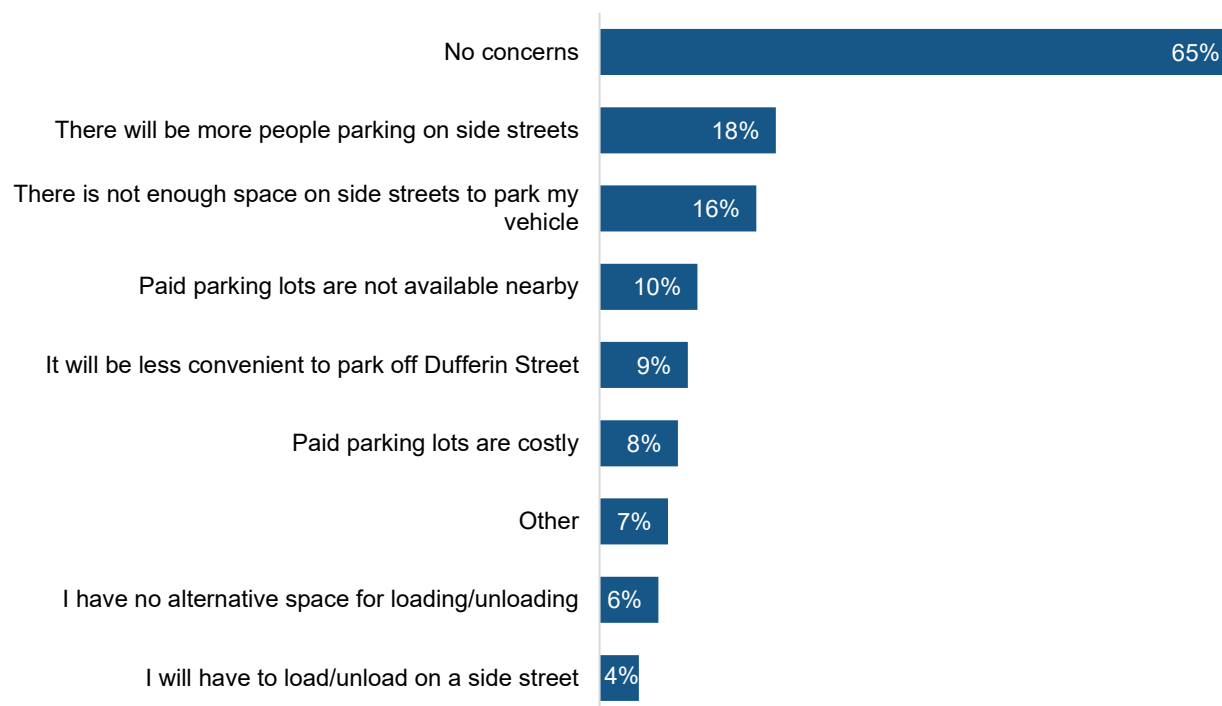
Segment 5 | Queen Street West to Dufferin Gate Loop

Question: What of the following statements best describes how you use the curbside lane on Dufferin Street in this segment?



Of the 587 responses, half used parking for short periods of time during the day, while 11% said their guests/visitors use the space to park and load/unload. Comments submitted under the “Other” category included driving, cycling, and riding the bus in the curb lane.

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



Of the 782 responses, 65% had no concerns while 18% about more people parking on side streets and 16% shared concerns that there will not enough space on side streets to park.

Of the 169 survey respondents who said live on Dufferin Street and park on Dufferin Street, the top concerns include there is not enough space on side streets to park, there will be more people parking on side streets and it will be less convenient to park off Dufferin Street.

Question: How would you be impacted by the changes being considered for turning vehicle from Dufferin Street between College Street and Liberty Street? (Select up to 3 per intersection)

Of the 1,223 survey respondents who selected these turn restrictions to describe anticipated impacts:

- **College Street West:** 87% said they would take public transit, 79% said it would improve my trip, 68% said no impact, 63% said I would need to take a longer route to my destination, 61% said other, 60% said I would avoid driving on Dufferin Street, 58% said I would need to take a less direct route to my destination, 57% would travel at a different time.
- **Dundas Street West:** 90% said they would take public transit, 76% said it would improve my trip, 69% said I would need to take a longer route to my destination, 67% said no impact, 66% said I would avoid driving on Dufferin Street, 64% said I would need to take a less direct route to my destination, 63% would travel at a different time, and 60% said other.
- **Queen Street West:** 93% said they would take public transit, 83% said other, 82% said I would need to take a less direct route to my destination, 81% said I would avoid driving on Dufferin Street, 80% said I would need to take a longer route to my destination, 79% said it would improve my trip, 68% would travel at a different time, 52% said no impact.
- **Liberty Street:** 79% said no impact, 78% said they would take public transit, 71% said it would improve my trip, 47% said other, 43% said I would avoid driving on Dufferin Street, 40% said I would need to take a longer route to my destination, 39% would travel at a different time and 34% said I would need to take a less direct route to my destination.

Other impacts raised included:

- Concerns that if left turns are banned at College Street, it would increase traffic onto side streets
- Suggestion to consider retaining north-bound left-turn at Queen Street W., Dundas Street W., or College Street W
- Consider restricting right-turns on red at Liberty Street to improve pedestrian safety

Bus Stop Consolidation & Removals

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



There were 2,397 respondents to this question. While 89% of survey respondents had no concerns with either of the proposed stops to be removed, those who answered “Other,” shared concerns about the removal of a bus stop at Croatia Street with the impending re-opening of the nearby Bloor Collegiate High School. Those that responded to concerns about Eversfield Road cited concerns that the stop was more easily accessed than those nearby at Holmesdale Road and Rogers Road, especially during the winter.

Comments included:

- Too many stops near Dufferin Mall.
- Croatia Street used by high school students who can walk to stop north or south.
- Number of bus stops south of Bloor Street slows down Express bus.

Loading & Delivery Survey

A loading and delivery survey was conducted from April 24 until May 26, 2025, for businesses and institutions with addresses on Dufferin Street. They were informed of the survey through door-to-door canvassing where staff provided project notice and survey information sheet with a QR code that led to a digital version of the business survey. Additional outreach was made through an email to Business Improvement Areas (BIAs) with an ask to share the survey with their relevant contacts.

The survey received four responses. The businesses that responded included Restaurants/Café, Professional Service and Non-for-Profit Organization.

The majority said they experience average to high volume of passenger drop-off and pick-up and less than one time per week are visited by people who require accessible pick-up and drop-off. Overall sentiment was mixed, with suggestions including having the priority bus lanes be installed on a temporary basis for FIFA and a suggestion to leave Dufferin Street in its current state.

Public Drop-in Events & Virtual Public Meeting

A virtual public meeting was held on May 13 from 6:30 to 8:30 p.m., with a total of 184 attendees and included a presentation followed by a Question & Answer period.

Two public drop-in events were held on May 15 and May 20 from 4:30 to 8:30 p.m. at Stella Maris Catholic School and St. Mary Catholic Academy, with a total of 159 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.

Participant comments are summarized below:

Topic	Comment Summary
Curbside activities	<ul style="list-style-type: none">Concerns that side streets or nearby GreenP are not convenient nor practical for drop-off/pick-up of older adults and children and loading/unloading;Concerns expressed by residents living on Dufferin Street about the ability to service/maintain their properties or to perform construction, in particular where there are no driveways or laneway accessRequests for designated accessible pick-up/drop-off, especially for people with accessibility concernsBloor Street West: Concerns that at 1108, 1104, 1106 Dufferin have no off-street parking for trades to access these propertiesCollege Street: Concerns that at 745 Dufferin there is no driveway or laneway to drop off large items or to re-shingle the roofGeary Avenue: Concerns that a business owner on Geary Avenue that Dufferin Street is the only place to load and unload
Cycling	<ul style="list-style-type: none">Concerns that bikes in the bus lanes would impede the busesConcerns that cars will swerve into the bus lane to go around left-turning vehicles without checking for cyclists.
Enforcement & monitoring	<ul style="list-style-type: none">Concerns that vehicles will continue to stop in the curbside lane even if the priority bus lanes are installedRequests for enforcement of illegal parking in permit parking areasSuggest camera enforcement
Opposition to transit priority	<ul style="list-style-type: none">Opposition to priority bus lanes 24 hours, 7 days a week; suggest maintaining overnight curbside parking for those that live on Dufferin StreetConcerns about slower traffic causing congestion, more pollutionConcerns that proposal has the greatest impacts on those who drive and parkConcerns curbside bus lanes will make walking on the sidewalk feel dangerousSuggestion that FIFA is not reason enough to implement priority bus lanes

Topic	Comment Summary
Parking	<ul style="list-style-type: none"> Concerns for loss of curbside parking for those that live on/near Dufferin Street without driveways and/or laneway access, especially overnight. Removal will result in guests unable to visit due to difficulty finding nearby parking Suggestion to build dedicated parking structures to accommodate removed parking Suggestion Dufferin Mall allow excess parking to be dedicated to area residents Suggestion parking be made available after rush hours and overnight Support for removal parking as Dufferin Street is an arterial road and private car storage does not make best use of public space Removing parking can ease traffic congestion and result in bus priority lanes not being needed Between Dundas Street and College Street: Concern that it is already difficult to find parking for residents on/near Dufferin Street and further restrictions will hurt families Davenport Road: At 1443 Dufferin Street is a music lesson business that needs curbside access for people to pick up and drop-off customers Rogers Road: Concerns that removing the on-street GreenP parking at 2045 Dufferin Street would impact access to medical appointments Rosemount Avenue: Concerns that this project will impact my ability to park on Dufferin Street overnight Sheridan Avenue: Concerns about the impacts to on-street permit parking availability on Dufferin, between Peel and Dundas and the impact to side street parking availability for permit parkers Sylvan Avenue: Suggestion that at Sylvan Avenue the parking spots need to be for residents with parking permits only
Proposed design elements	<ul style="list-style-type: none"> Consider time-of-day bus lanes (7-9 a.m. and 4-6 p.m. or 3-7 p.m.) and allow for parking outside of these times Light Rail Transit or subway preferred over bus lanes Suggestion to consider HOV lanes or rush-hour only lanes Concerns that red painted bus lanes will look aggressive Suggestion to make changes temporary and remove after FIFA Suggestion to add physical barriers to the bus lane
Public consultation	<ul style="list-style-type: none"> Suggestion that materials more clearly promote the benefits Concerns consultation period was rushed Concerns that TTC board approval provided prior to City Council approval Concerns that people who support the project do not show up to public consultation events

Topic	Comment Summary
Support for transit priority	<ul style="list-style-type: none"> • Bus lanes will improve sight lines to vehicles merging and people crossing the street and act as a buffer from traffic • Support received from those that rely on buses to get to school, work and run errands both on a regular and causal basis • Support from drivers who also use transit • Improves transit reliability and better commuting options • Installation needed before completion of new high-rise developments • Transit is an accessible mode of travel for older adults who use the bus for shopping and appointments • Priority bus lanes should extend north to Yorkdale or Wilson Station
Traffic congestion	<ul style="list-style-type: none"> • Interest in making improvements to traffic flow before installing bus lanes • Traffic calming measures needed • Implement bus lanes where there is congestion and avoid where there is no congestion • Do not trust data that reports vehicle travel times will increase by four minutes during peak hours
Traffic - General	<ul style="list-style-type: none"> • Auburn Avenue: Concerns that a lot of people speed here, suggestion for a light • Cloverlawn Avenue: A signalized light is needed to help children and parents cross the road to access schools • Davenport Road: Vehicles speed north to St. Clair Avenue creating an unsafe intersection for kids getting to school. Suggestion to add bump outs and create a wider turn radii • Lindsey Avenue: Homes have no access to the laneway off Lindsey Avenue • Melbourne Avenue: Faded cross walk causes concerns for pedestrian crossings • Waterloo Avenue: There is a pedestrian point and cross and it feels highly dangerous despite it being a highly used location. The bus lane will make crossing safer • Hope Street: Fix the potholes and loose sewer covers • Lappin Avenue: Sidewalks need to be widened to meet city standards • Queen Street West: The intersection needs wider sidewalks and better waiting areas around the bus stops. The turn restrictions will help the pedestrians a lot. Plenty of pedestrians almost get hit by cars here

Topic	Comment Summary
Traffic infiltration	<ul style="list-style-type: none"> • Concerns about traffic diverting onto local roads that are already at peak capacity • Concerns that map apps will direct people to use side streets • Davenport Road: Southbound left is a popular route to get downtown. Concerns that extended turn restrictions may cause infiltration • Goodwood Avenue: Consider turn restrictions at Goodwood Avenue during busy times. Physical interventions are required in the neighbourhoods and laneways to limit speed, shortcuts and wrong way driving • Morrison Avenue: Need no-left turn restriction to prevent traffic infiltration from Rogers Road • North Corso: A Neighbourhood Streets Plan is needed for the North Corso neighbourhood to address traffic infiltration • Northcliffe Boulevard: Concerns about traffic infiltration onto side roads especially at Northcliffe Blvd that goes directly to Eglinton • Norton Avenue: Concerns around traffic infiltration onto Norton Avenue from Dufferin Street where people turn to avoid the St. Clair West intersection • Gladstone Avenue, Sheridan Avenue, Moutray Street, Melbourne Avenue: Drivers will detour here to avoid Dufferin Street and the turn restrictions at major intersections
Traffic signals	<ul style="list-style-type: none"> • Traffic signal priority improvements at key intersections should be included
TTC bus stops	<ul style="list-style-type: none"> • Support for removing the Croatia bus stop • Suggest removing more bus stops from 929 Express route and provide all door boarding • Received requests to remove express service bus stops at Alma Avenue, Shanly Street, Sylvan Avenue, Dufferin Park Avenue • Bloor Street West; Pedestrian congestion at the Dufferin subway station bus stop • College Street; Move the southbound bus stop to the far side • Dupont Street; Move the northbound bus stop to the far side to prevent bottlenecks • Queen Street West; Northbound stop is constrained by space • St. Clair Avenue West; The southbound bus stop on the northwest side of Dufferin Street and the sidewalk is so narrow here, there are no trees and it backs onto a parking lot. It is unpleasant and needs improvements like a mural in the alleyway, bigger garbage cans and improved bus stops

Topic	Comment Summary
TTC service	<ul style="list-style-type: none"> • Frustration with bus bunching and drivers leaving on time from station • Concerns with buses travelling over the speed limit • Saturdays and late evenings are the worst for transit reliability due to street parking • Concerns that public transit needs real reform not patchwork projects, including additional buses added into service • Lawrence Avenue, Wilson Avenue: Concerns that buses are currently stuck in traffic between Lawrence and Wilson, the lanes are needed north of Eglinton
Turn restrictions	<ul style="list-style-type: none"> • Concerns that turn restrictions at Dufferin Street and St. Clair Street will cause traffic to back-up and infiltration onto local roads; suggestion to allow turns during off-peak • Turn restrictions at College Street, Dundas Street and Queen Street will cause traffic infiltration • Suggestion to implement turn restrictions only during peak times • Add signs well ahead of the intersections where new turn restrictions put in place to increase awareness and compliance • Comments in support of advanced turns • Increased timing for turning needed to get more vehicles through the intersection • College Street West: Suggestion to add advanced left turn green arrow for northbound and southbound turns at College Street West • Davenport Road: Concerns on the extended turn restrictions at Davenport and lack of turning options • Dundas Street West: Consider allowing a straight through and a right turn advance at Dundas Street. Left turn queues back up the rest of traffic. Add advanced left turn green arrow for northbound and southbound turns at Dundas Street W • Dupont Avenue: Add an advanced right turn green arrow for northbound and southbound rights to clear the ways for buses at Dupont Avenue • Queen Street West: To compliment the turn restrictions at Queen Street West, restrict left turns onto Gwynne Avenue and address dangerous left turn on Tyndall Avenue to access the Gardiner Expressway • Rogers Road: All day left turns are needed at Rogers and Dufferin because this is a dangerous intersection. A longer left turn advance is needed at Rogers Road • St. Clair Avenue West: Concerns that restricting people from turning at St. Clair Avenue West will lead to drivers using laneways to make roundabout turns

Topic	Comment Summary
Out-of-study scope	<ul style="list-style-type: none"> • Suggestion that the proposal should include statement on climate impacts and financial impacts • Suggestion that Dufferin Street needs beautification and resurfacing • Concerns that there are many new developments on Dufferin that will bring thousands of new people • Concerns about overlapping construction projects

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

Interest Group Feedback

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

Topic	Comment Summary
Accessibility	<ul style="list-style-type: none"> • Support WheelTrans and Wheel-Trans Taxis using the priority bus lanes
Turning radius	<ul style="list-style-type: none"> • Concerns about large truck deliveries to Dufferin Mall near the Toys R Us entrance
Cycling	<ul style="list-style-type: none"> • Add bike parking at Dufferin Gate Loop
Enforcement & monitoring	<ul style="list-style-type: none"> • Enforcement needed for proposed changes to turn restrictions and parking
Other projects	<ul style="list-style-type: none"> • Review Metrolinx's plan to use Dufferin Street as a trucking route for work around Liberty Village
Proposed design elements	<ul style="list-style-type: none"> • Consider branding opportunities with adjacent BIAs • Extend priority bus lanes along full extent of Dufferin Street • Consider changes to the design if there are increases in monitored traffic infiltration and congestion
TTC service	<ul style="list-style-type: none"> • Driver confusion caused by streetcar stop at Springhurst Avenue • Buses on Dufferin Street are operating at all times and there is high usage on evenings and weekends.

Additional Feedback

The comments received through outreach sessions, phone and email are summarized by theme below:

Topic	Comment Summary
Accessibility	<ul style="list-style-type: none"> • Concerns for seniors who cannot walk long distances to park and need spaces in front of their homes

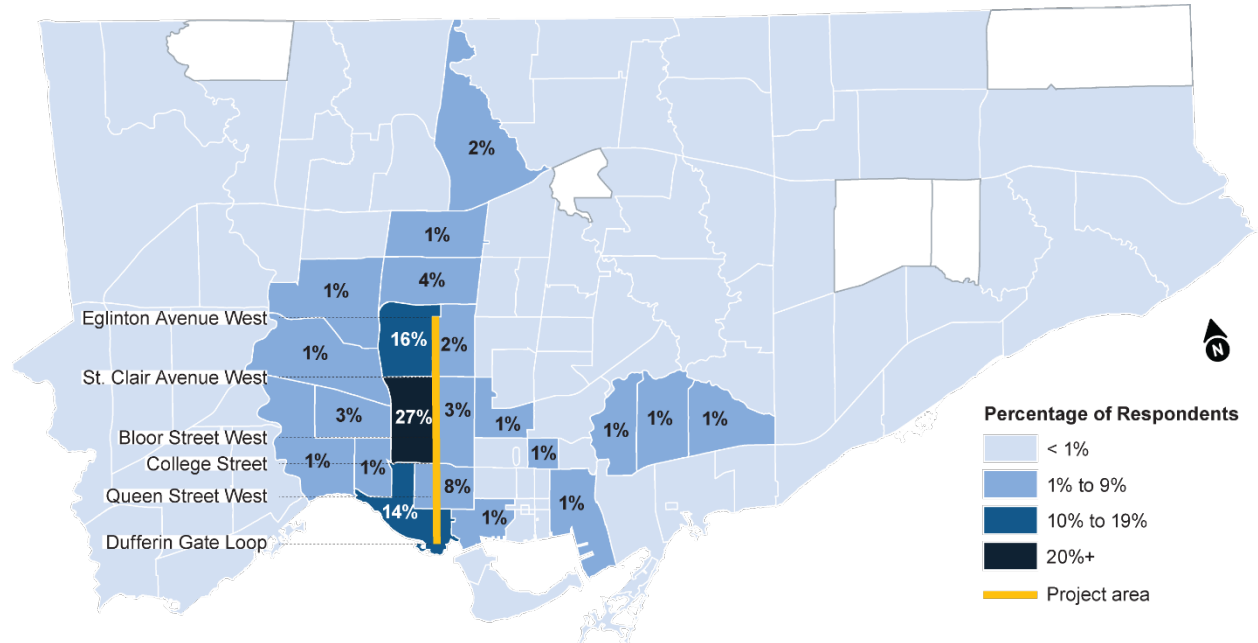
Topic	Comment Summary
Curbside activities	<ul style="list-style-type: none"> Residents without rear access or driveways will no longer be able to receive deliveries or drop off aging parents or small children, unload groceries or be able to facilitate moves Concerns that people will continue to park on Dufferin Street
Enforcement & monitoring	<ul style="list-style-type: none"> Without enforcement priority lanes will not help since irresponsible drivers will continue to use them illegally and without consequence
Opposition to transit priority	<ul style="list-style-type: none"> Concerns that project is for outsiders, not people who live in the neighbourhoods around Dufferin Street Concerns that FIFA visitors will not use the bus but Uber or this will help only tourists during FIFA Traffic congestion to worsen as all vehicles need to use one lane Project will negatively impact children and seniors No need for bus lanes as traffic moves well Concerns that the traffic studies and data supporting decisions especially on drive time increase are false
Parking	<ul style="list-style-type: none"> Removal of parking will impact residents from having visitors or guests Parking on local street is taken up by illegal parking and visitors Charge more for street parking to stop incentivization individual car ownership Maintain or add more parking options for permit parking holders
Proposed design elements	<ul style="list-style-type: none"> Suggestion that priority bus lanes be installed during rush hour only
Public consultation	<ul style="list-style-type: none"> Appreciate the drop-in style event Concern that the notice received in the mail included Spanish Suggestion that gender categories in the survey ask “are you transgender” followed by “what gender? Man, Woman, Nonbinary, Self-Identify”
Support for transit priority	<ul style="list-style-type: none"> Suggestion to extend the bus lanes to Yorkdale, Wilson Station Support for the removal of on-street parking to mitigate traffic congestion Support transit priority to prevent the bus weaving in and out of mixed traffic to avoid parked cars Support for project and acknowledgement of the trade off for improved transit General support for the project and transit priority measures
Traffic congestion	<ul style="list-style-type: none"> Concerns about removing traffic lane removal and increased congestion

Topic	Comment Summary
Traffic infiltration	<ul style="list-style-type: none"> • Limit access/flow to parallel side streets like Brock Avenue • Concerns that northbound streets such as Rosemount Avenue and Peterborough Avenue will be used to bypass the existing left turn restriction at St. Clair Avenue. Consider adding northbound left turn restrictions at both streets at peak times. • Concerns that private transportation companies will contribute to neighbourhood traffic infiltration
TTC bus stops	<ul style="list-style-type: none"> • Bus stop at Springhurst Avenue, near the Dufferin Gate Loop, causes streetcars and buses to block traffic
TTC service	<ul style="list-style-type: none"> • Resolve bus bunching instead of priority bus lanes
Turn restrictions	<ul style="list-style-type: none"> • Add an advanced green for northbound left-turns at Rogers Road • Concerns about turn restrictions at St. Clair Avenue West • Concerns about delays made by left-turning vehicles
Out-of-study scope	<ul style="list-style-type: none"> • People who make these decisions don't live in the city • Suggestion to do more bus lanes elsewhere • Concern around increased noise • Concerns about potholes and uneven road surface along Dufferin Street

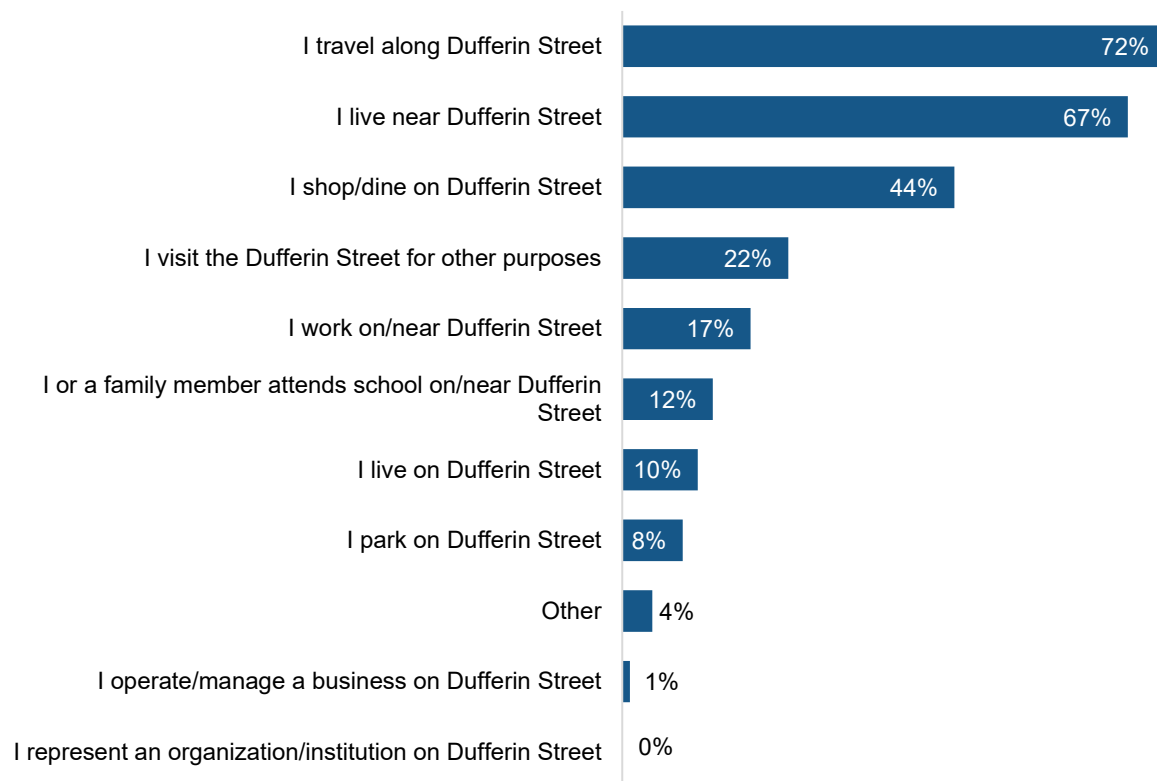
A petition was presented to Councillor Bravo's office and City staff on May 20, 2025. The petition asks for RapidTO: Dufferin Street to be paused and recommends alternative parking solutions be found to replace the proposed removal of parking on Dufferin Street.

Appendix A: Survey Participant Demographics

A total of 5,835 survey respondents provided optional demographic information described below.

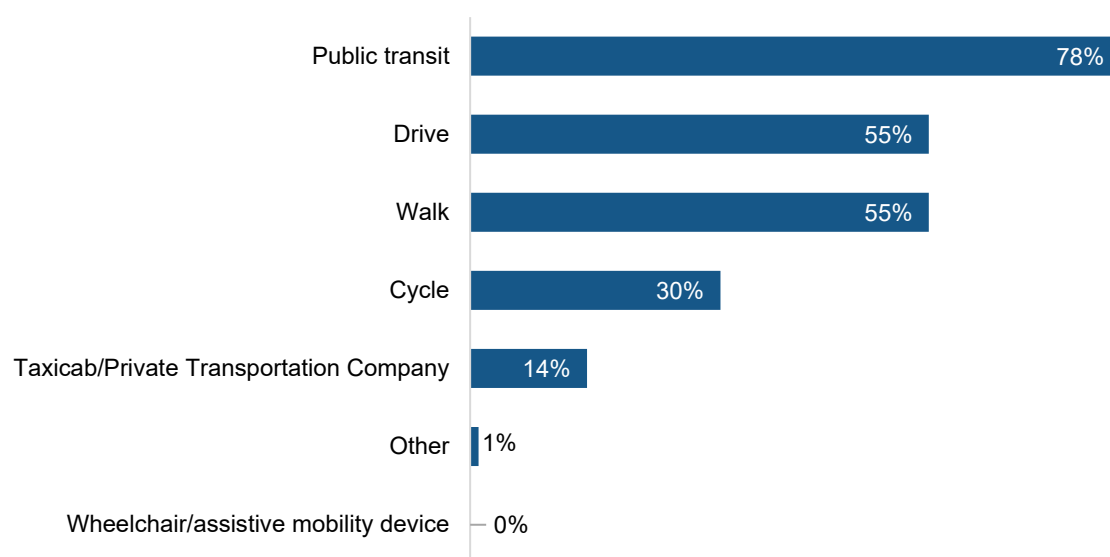


Relationship to Study Area | n=5,835

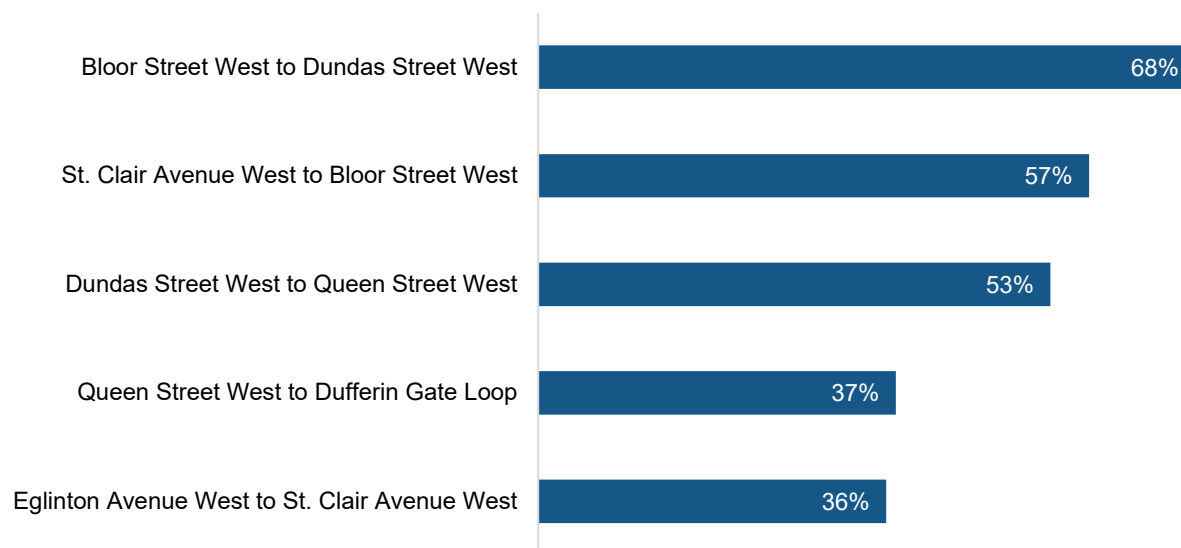


Nearly 75% of respondents travel along Dufferin while nearly 70% live near Dufferin.

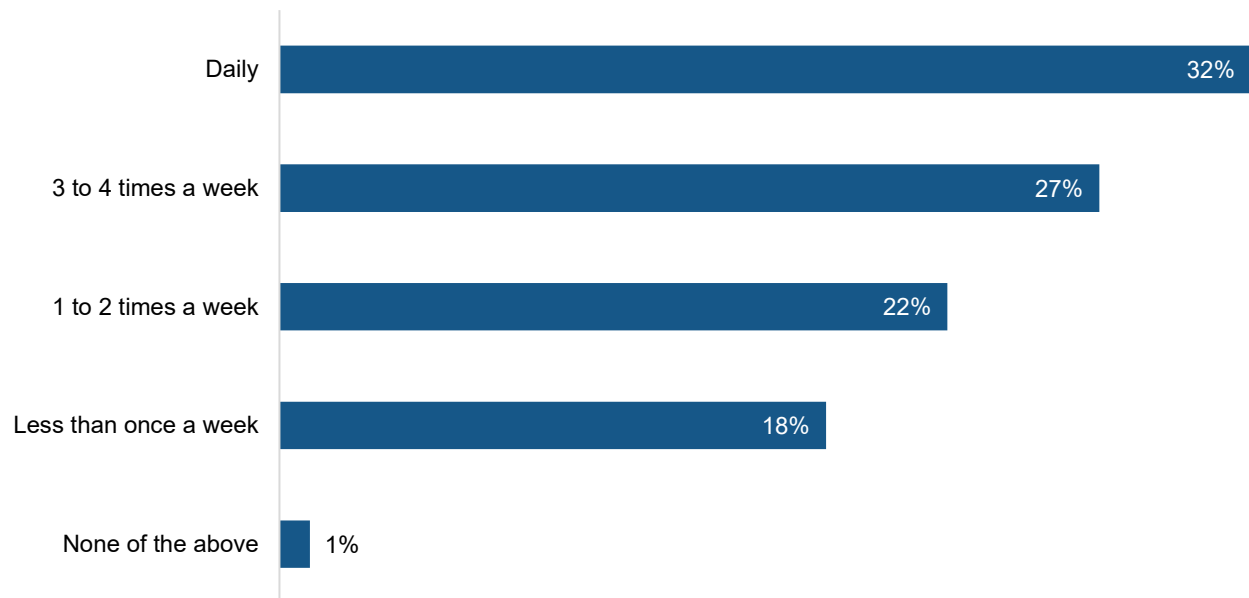
Typical Ways of Travelling Along the Study Area | n=5,834



Road Segments Typically Travelled in the Study Area



Frequency of Bus Rides on Dufferin Street During a Typical Week | n=5,834



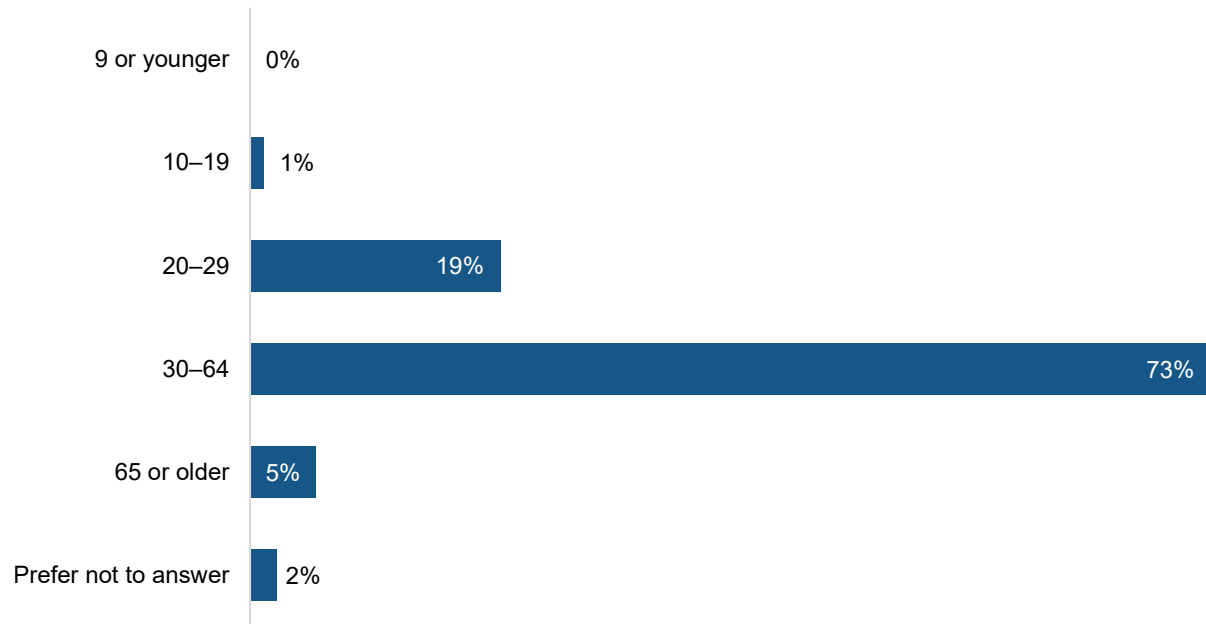
Among the respondents who ride public transit along the study area, over 30% take the bus daily.

TTC Bus Routes Taken on Dufferin | n=4,415



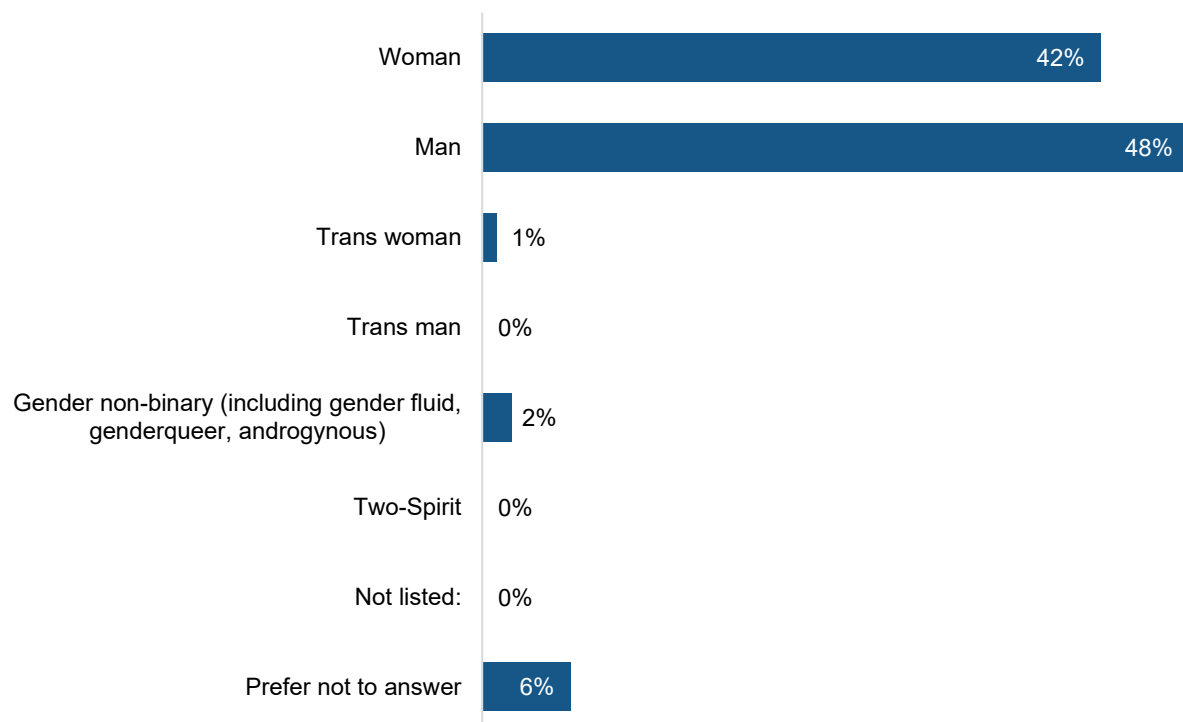
Over 80% of respondents who ride public transit along the study area take the 29 Dufferin or 929 Dufferin Express bus on Dufferin Street.

Age | n=5,245



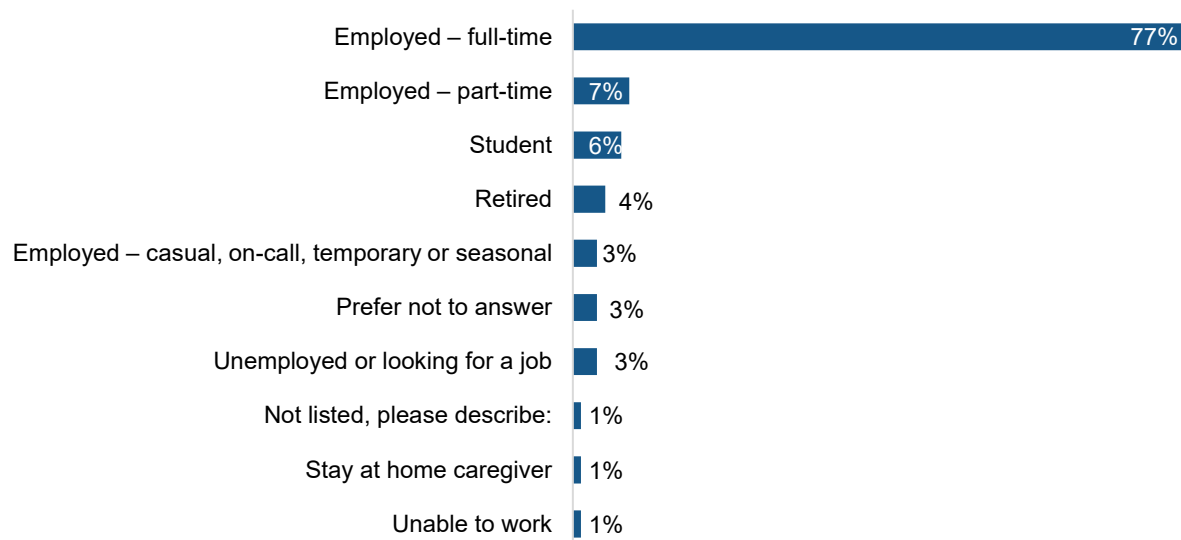
Most respondents were in the working and young-adult age group, followed by older adults.

Gender | n=5,245



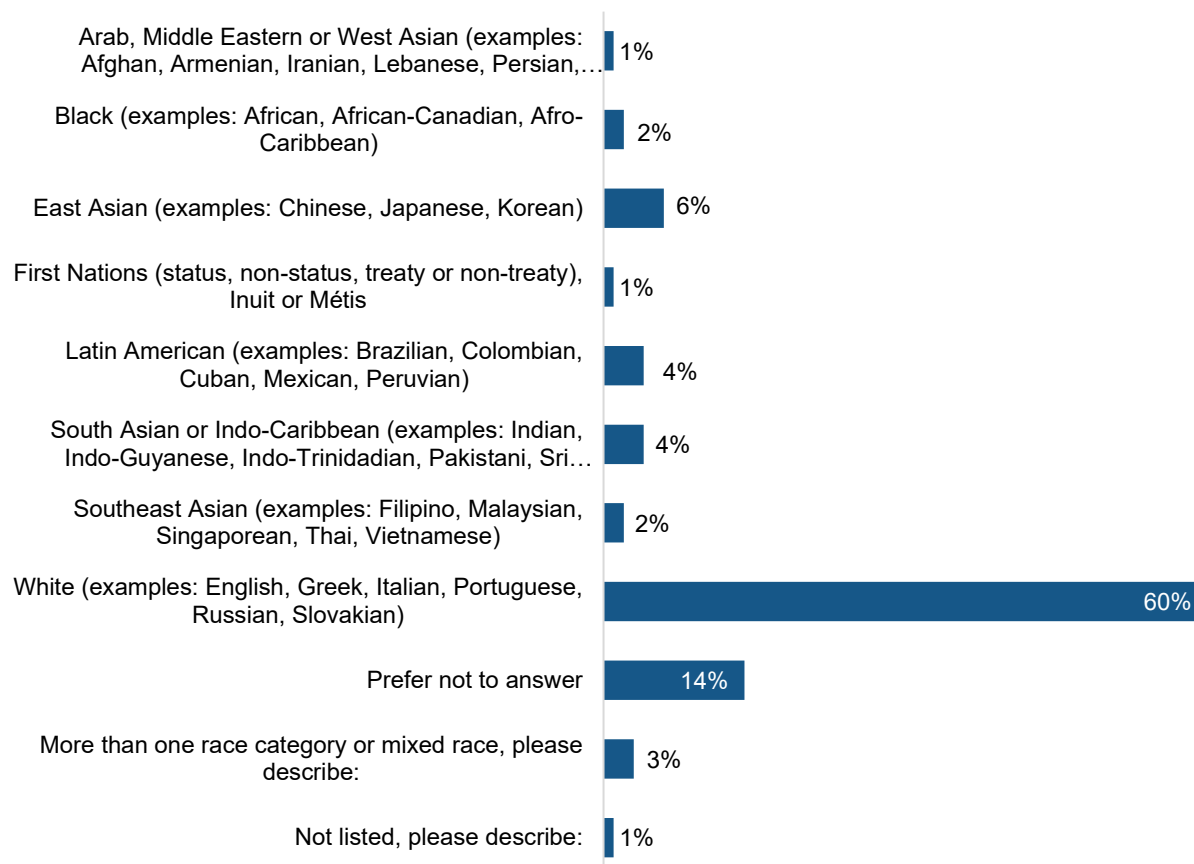
Consistent with census data, most respondents were evenly divided between identifying as a woman or a man, though select respondents preferred not to answer the question.

Employment Status | n=74



The top employment status identified by respondents included 78% full-time employment, followed by 17% student, part-time and retired, combined.

Race Category | n=5,245



The top three racial categories respondents identified as being included White, East Asian and Latin American and South Asian or Indo-Caribbean. However, more than half of respondents preferred not to answer the question.

More than One Race or Mixed Race Category | n=249

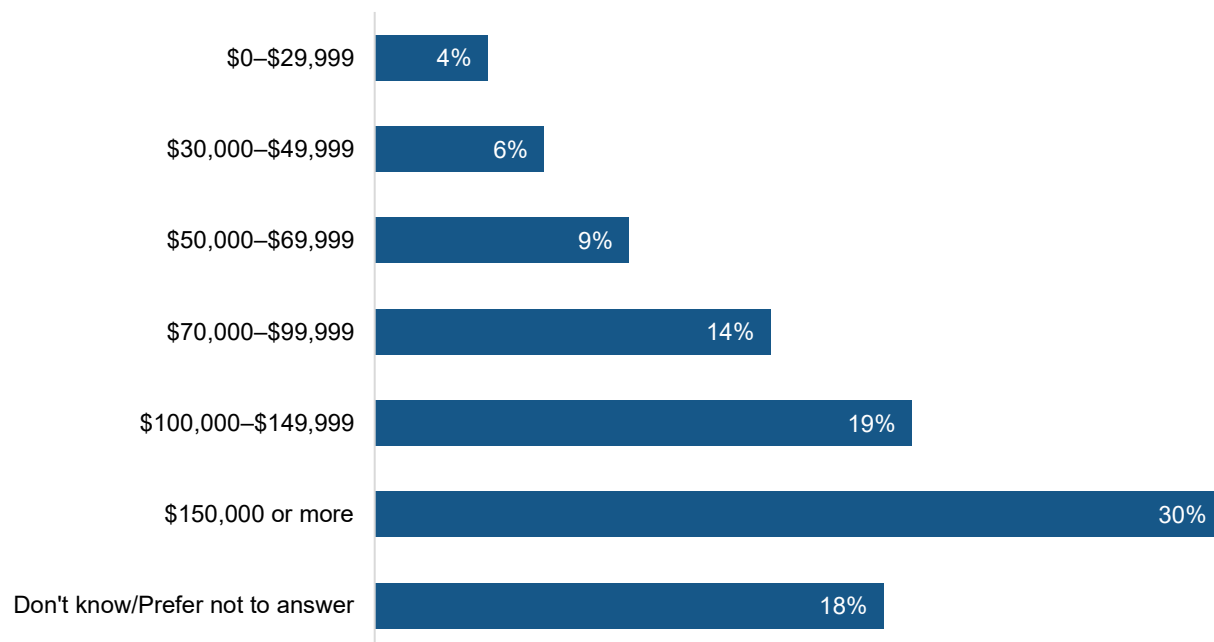
The top racial categories identified for respondents as more than one race or mixed race include White, Black and South Asian or Indo-Caribbean.

Person with a Disability | n=5,245



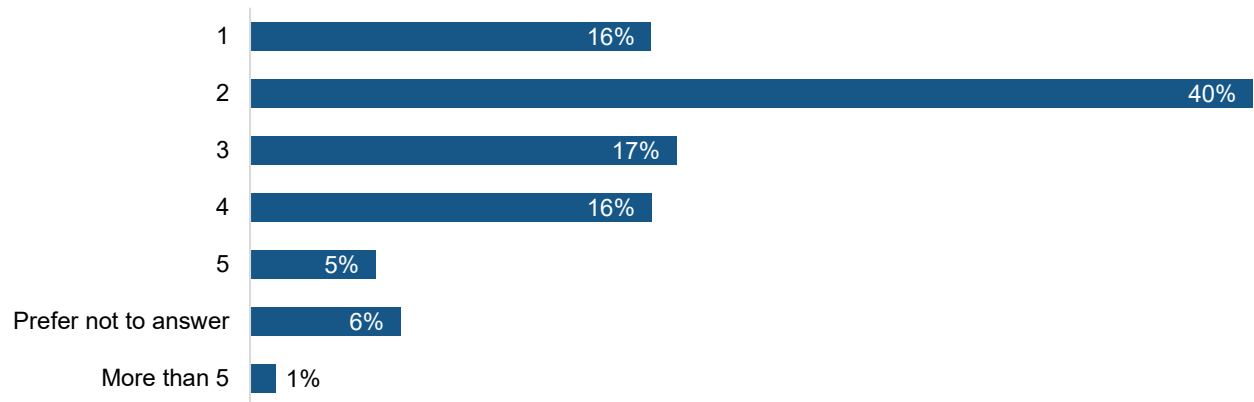
Most respondents didn't identify as a person with a disability.

Household Income (Before Taxes Last Year) | n=5,245



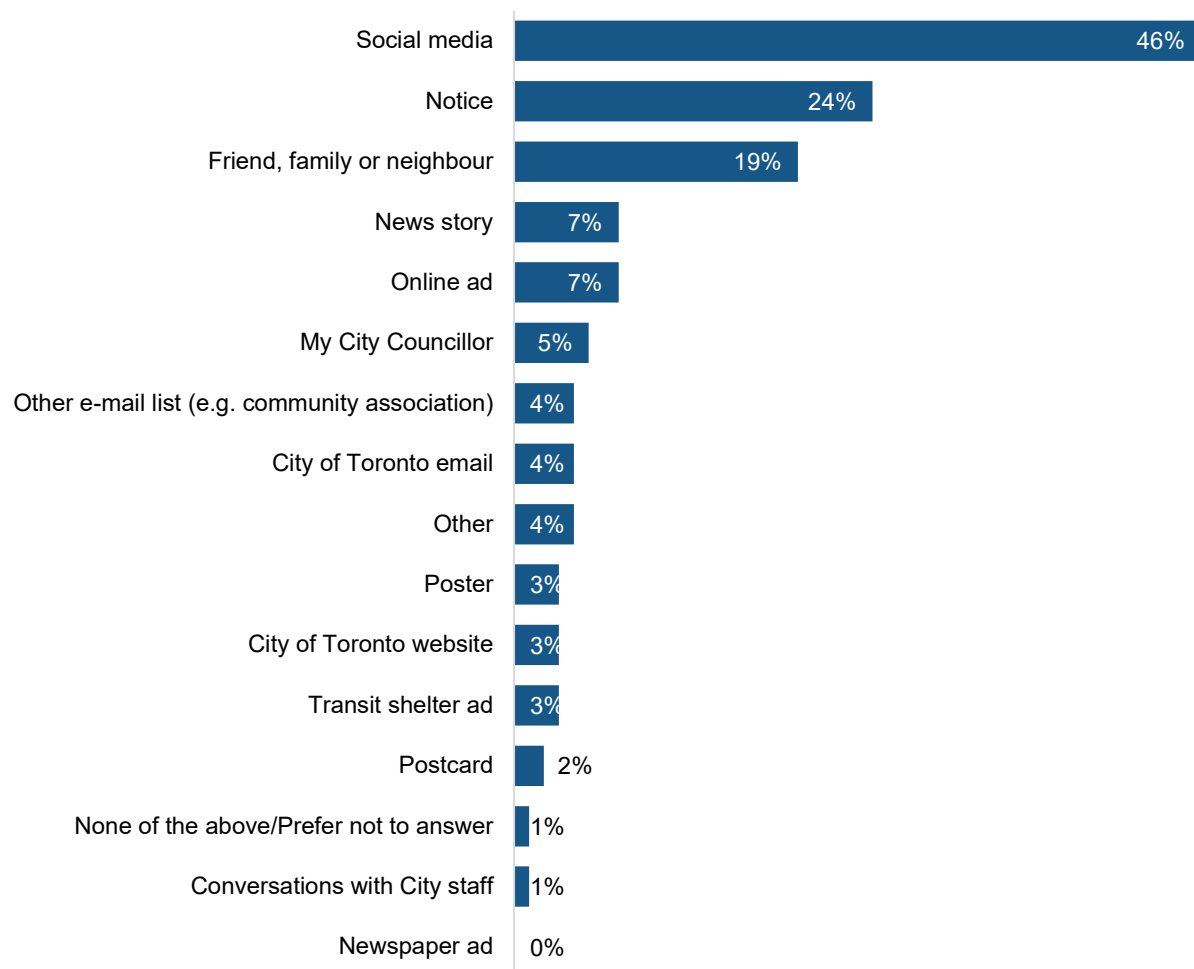
There were respondents from a wide range of household incomes. Consistent with general City public consultation trends, some respondents (18%) didn't know their household income or preferred not to answer the question.

Typical Household Size | n=5,245



Over 60% of survey respondents live in a two-, three- or four-person household, though 6% preferred not to answer the question.

Point of Engagement | n=5,244



Most survey respondents heard about the survey and broader consultation through social media, mailed notice and by a friend, family or neighbour.