



**STAFF REPORT  
ACTION REQUIRED**

**Pedestrian-Cyclist Refuge Island – Bathurst Street at the Beltline Trail crossing**

<b>Date:</b>	October 21, 2013
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services, Toronto and East York District
<b>Wards:</b>	St. Paul's, Ward 21
<b>Reference Number:</b>	Ts2013195te.top.doc

**SUMMARY**

Toronto and East York Community Council, at its meeting on October 17, 2013, directed Transportation Services to report on installing a pedestrian-cyclist refuge island on Bathurst Street, where it intersects with the Beltline Trail.

The installation of a pedestrian-cyclist refuge island on Bathurst Street, where it intersects with the Beltline Trail is not feasible. The physical characteristics of this location are not suitable for a refuge island. Refuge islands, installed inappropriately, can become a safety hazard in and of themselves.

**RECOMMENDATIONS**

**Transportation Services recommends that:**

1. City Council not approve the installation of a pedestrian-cyclist refuge island on Bathurst Street at its intersection with the Kay Gardner Beltline Trail.

**Financial Impact**

There is no financial impact associated with the staff recommendation.

**BACKGROUND**

During the October 17, 2013 Toronto City Council meeting, when considering the staff report entitled "Pedestrian-Cyclist Crossings – Avenue Road, Bathurst Street and Oriole Parkway at the Beltline Trail Crossings" (Item TE27.49) directed that Transportation Services report to the November 19, 2013 meeting of Toronto and East York Community Council with a review of the feasibility of installing a pedestrian-cyclist refuge island on Bathurst Street at its intersection with the Beltline Trail.

Currently, there are no traffic control devices across Bathurst Street at the Beltline Trail. The Beltline Trail crosses Bathurst Street at a point approximately 40 metres south of the existing signalized intersection of Roselawn Avenue/Elm Ridge Drive. Many of the pedestrians and cyclists that cross Bathurst Street at the unprotected Beltline Trail location choose not to walk the short distance to this signalized crossing, but choose to cross the roadway during breaks in traffic.

Transportation Services staff have reviewed this crossing location to determine if it is feasible to install a pedestrian-cyclist refuge island to assist crossing pedestrians and cyclists without jeopardizing their safety and that of other road users.

## **COMMENTS**

The Beltline Trail is a popular pedestrian and cyclist pathway that travels through Wards 21 and 22, generally in the northwest and southeast direction from W.R. Allen Road to Moore Avenue.

Bathurst Street, in the vicinity of the Beltline Trail, is classified as a major arterial roadway that operates two-way, with four lanes of traffic and a maximum speed limit of 50 km/h. The Beltline Trail crosses Bathurst Street approximately 40 metres south of the signalized intersection at Roselawn Avenue/Elm Ridge Drive. Bathurst Street, in the vicinity of the Beltline Trail has a daily, two-way traffic volume of approximately 29,000 vehicles. TTC operates the No. 7 Bathurst bus route on this section of Bathurst Street.

When considering the installation of a pedestrian refuge island, we must consider the Pedestrian Refuge Island Guidelines (2004). These guidelines were developed to ensure that refuge islands are installed appropriately to both serve the pedestrians that would use them and to ensure that they do not create a safety hazard for other road users. These guidelines speak to recommended minimum number of pedestrians crossing, roadway environmental considerations, and roadway geometry considerations. Of note for the location in question, are the following three criteri:

- Pedestrian refuge islands are recommended for use on arterial roads with 5 lanes (4 through lanes and a centre left turn lane).
- This lane configuration should extend to the adjacent intersections in both directions. The island can then be incorporated within the fifth (centre turn or hatched) lane, without adjustment to road alignment.
- The minimum pavement width for arterial roads should be 16.4 metres.

South of the Beltline Trail, Bathurst Street is four lanes wide on a pavement width of 13.7 metres. At the Beltline Trail crossing, the roadway widens out to 15.2 metres, there is a centre area with hatched pavement markings and then a northbound left turn lane is provided from Bathurst Street to Roselawn Avenue. This geometry is inconsistent with the three criteria noted above. It is also not possible to extend the centre lane southerly without widening the roadway, which does not appear to be feasible.

Therefore, we do not recommend the installation of a pedestrian-cyclist refuge island or any other type of pedestrian crossing device on Bathurst Street at the Beltline Trail, as this section of Bathurst Street does not provide the minimum road width required or consistency of lane alignment.

## **CONTACT**

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## **SIGNATURE**

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