BATHURST COMPLETE STREET:
Bainbridge Avenue to Steeles Avenue West
Public Consultation Event
January 30, 2025

Project Rationale

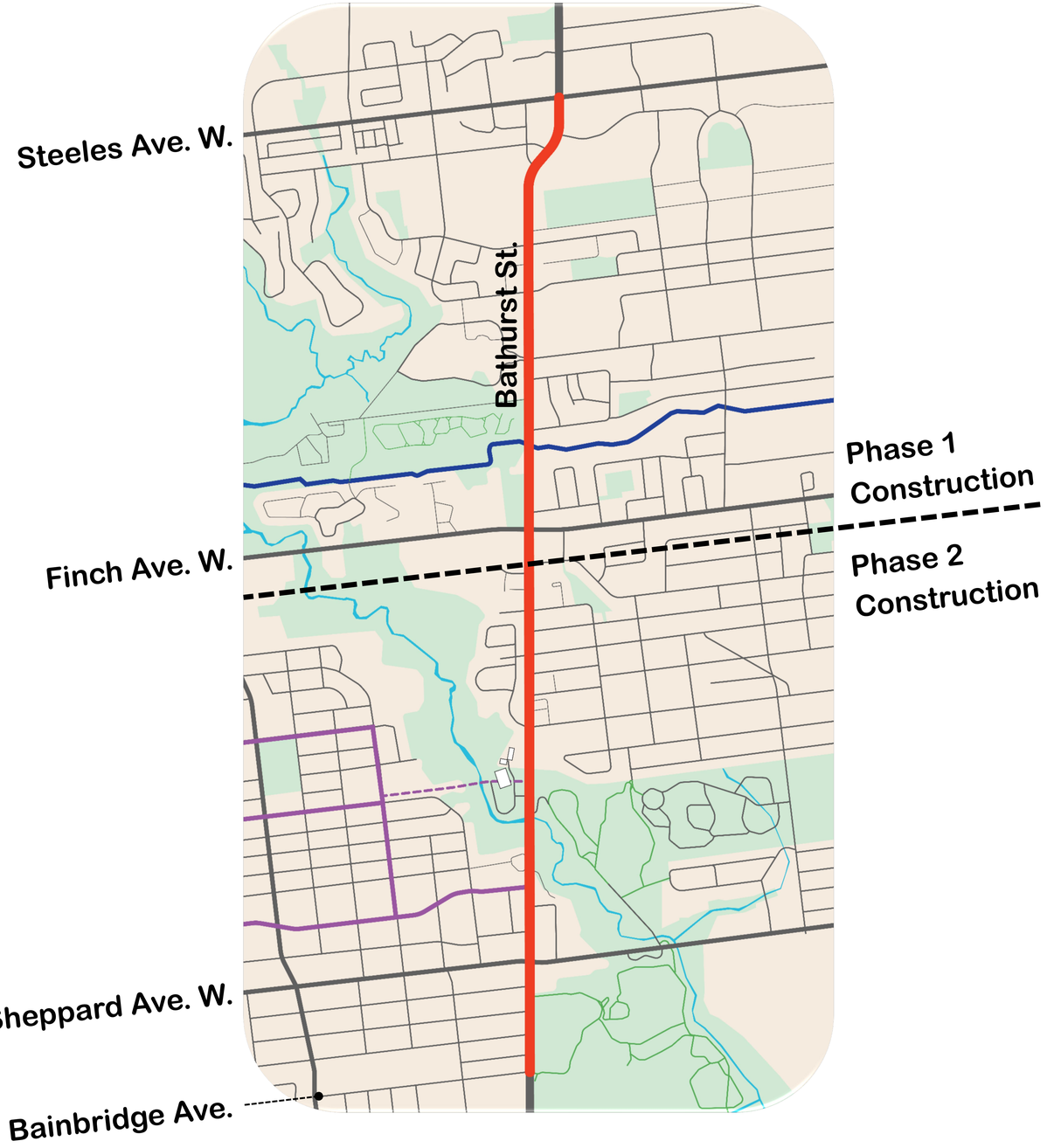
The City of Toronto is proposing road safety improvements on Bathurst Street between Steeles Avenue and Bainbridge Avenue as part of a planned 4.7km road resurfacing. No vehicle lanes are proposed to be removed.

Phase 1 is proposed to be constructed between 2025 and 2026. Phase 2 is proposed to follow in 2027 and 2028.

Bathurst Street (——) would provide an essential connection to existing and future bikeways, including:

- The Finch Hydro Corridor
- Existing Park Trails
- Bathurst Manor Bikeway
- Future Earl Bales Trail Connection

Combining cycling and transit in a single trip provides people with more options to take mid- to long-distance trips.



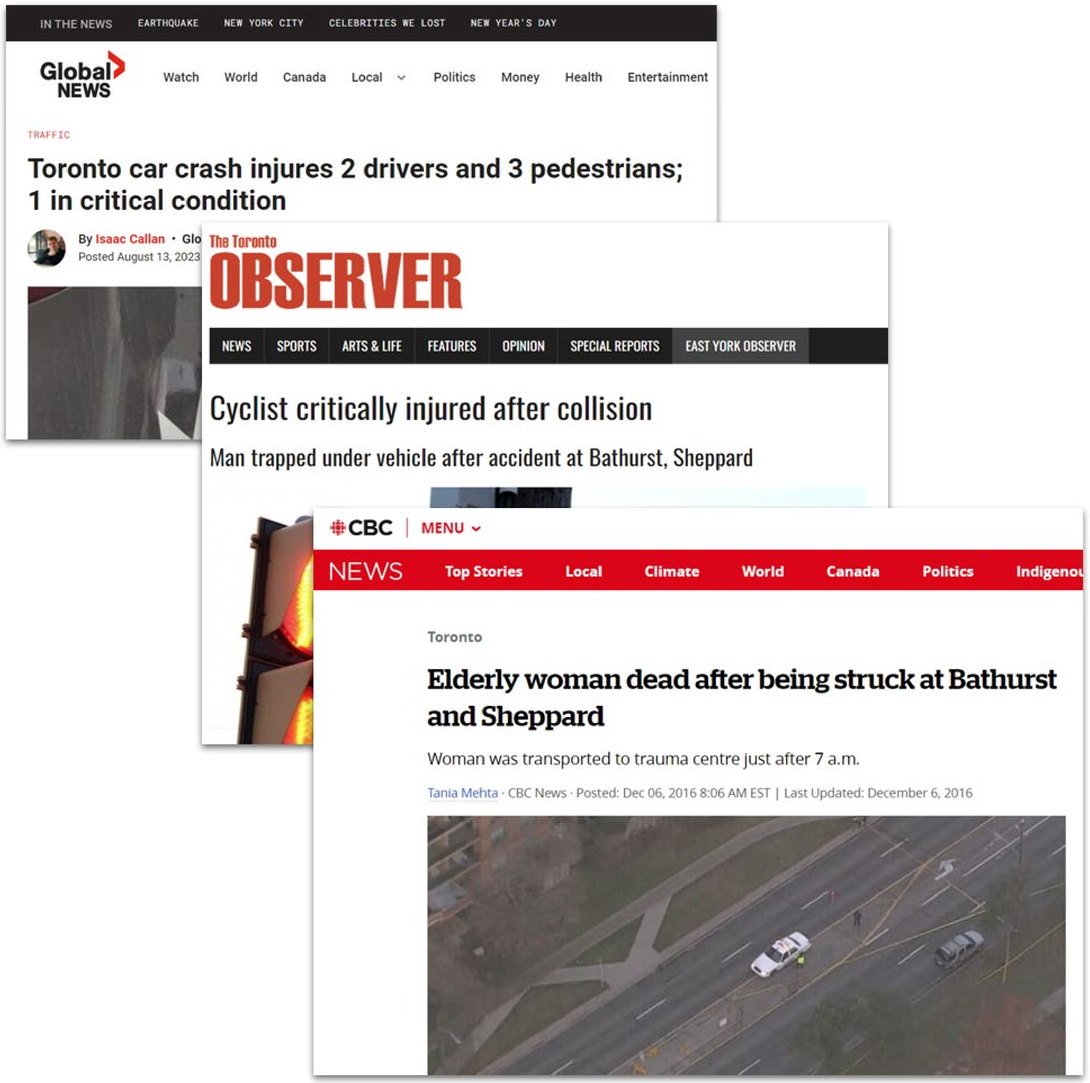
Project Background

Bathurst Street is programmed for major roadway resurfacing between 2025 and 2028 which provides opportunities to implement a “Complete Streets” design approach. Complete Streets are streets that are designed to be safe for all users: people who walk, bicycle, take transit or drive, and people of varying ages and levels of ability.

107 pedestrian were struck by vehicles along the corridor between 2012 and 2022, including 14 reported incidents resulting in a killed or seriously injured pedestrian.

36 collisions involved people cycling between 2012 and 2022.

The current posted speed limit is 50 kilometers/hour, however drivers typically travel between 66 and 73 kilometers/hour.



Policy and Rationale for Road Safety Projects

The City has several guiding policy documents and objectives that inform projects.

Official Plan: Bring all Toronto residents within 1km of a designated cycling route

Road to Health: Healthy Toronto by Design: Increased physical activity is associated with better health outcomes

Vision Zero Road Safety Plan: Prioritize the safety of our most vulnerable road users

TransformTO: Climate Action Strategy: Targets 75% of trips under 5 km are walked, cycled or by transit by 2030

Encouraging all Ages and Abilities to Cycle: The majority of people rate themselves as “interested but concerned”

Reduce Reliance on Motor Vehicles: Providing alternatives to driving allows for roadways to be used more efficiently

Complete Streets Guidelines: Streets are for people, placemaking and prosperity

Existing Conditions

The Bathurst Street corridor is characterised by the following existing conditions:

- Classified as a Major Arterial road with a posted speed limit of 50 km/hour
- Mix of adjacent land uses including commercial, residential and parkland
- Has an existing configuration of two vehicular lanes in each direction and dedicated left-turn lanes at major intersections
- Has two-way traffic volumes between 26,000 – 36,000 vehicles per day
- Transit service is provided within the corridor via routes 7 (Bathurst), 160 (Bathurst North) and 307 (Bathurst Night Bus)
- Has continuous sidewalks on both sides of the corridor of varying width and condition.

Types of Proposed Bikeways

Two types of bikeways are proposed for the Bathurst Street Corridor.

Cycle Tracks

Cycle tracks are dedicated bicycle lanes that are adjacent to the roadway but separated from motor vehicle traffic and the sidewalk. Separation provides more safety for all road users.

Multi-Use Trails

Multi-use trails are paved routes used and shared by pedestrians, people who cycle, in-line skaters and more.

Key Design Features

Key design features proposed that enhance the safety and experience of all road users include:

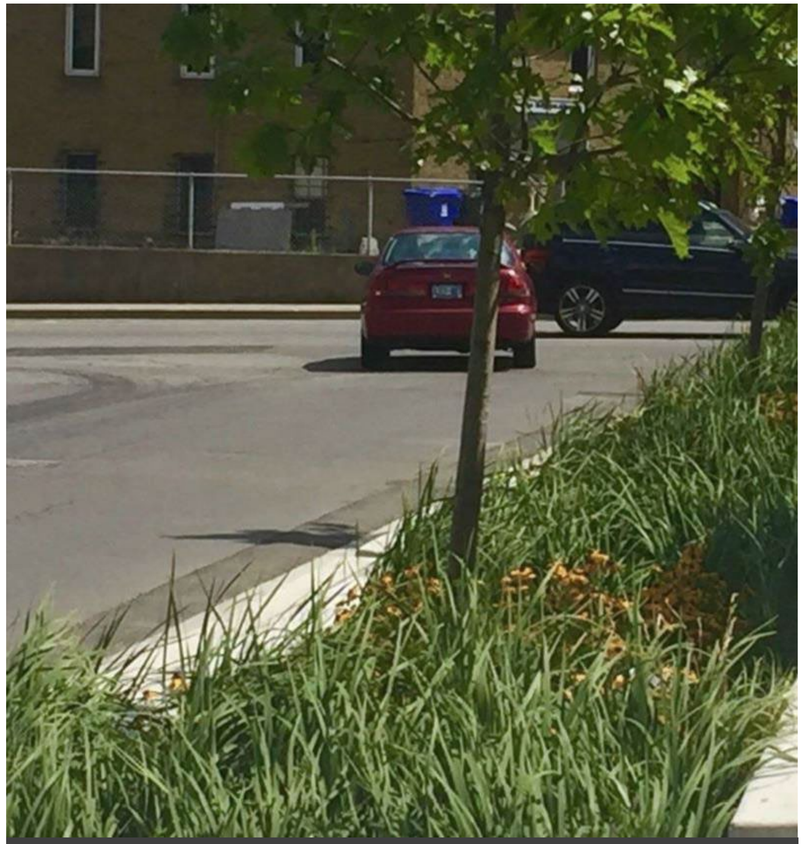
Bicycle Signals

Bicycle signals allow people riding bikes to safely cross roadways by clarifying when to enter an intersection and by restricting conflicting vehicle movements.

Tree Planting

Native trees that provide shade are proposed where soil volumes allow.

Green Infrastructure

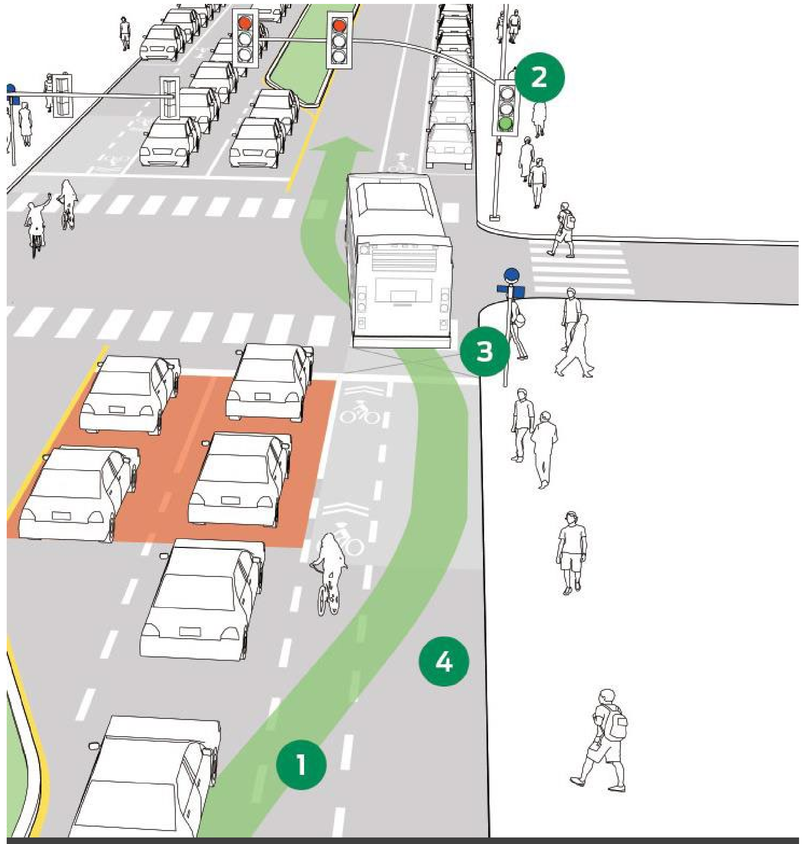


Green Infrastructure allows for runoff water from the street to naturally filter and slow down before entering the sewer system.

Key Design Features: Transit Improvements

Key design features proposed that enhance the safety and experience for people riding transit include:

Queue Jump Lanes



A dedicated public transit lane at a signalized intersection that allows public transit vehicles to avoid traffic queues.

Island Style Platforms

Island Style Platforms allowing for transit queuing in a generous boulevard space.

Integrated Platforms

Integrated Platforms allowing for transit queuing in a constrained boulevard space.

Key Design Features: Intersection Improvements

The type of change proposed at intersections depends on the intersection type. There are two types of intersections within the corridor: major and minor.

Protected Intersections

Protected intersections are proposed at some major intersections and aim to enhance safety for all road users. Crosswalks are set back from the intersection, which decrease the distance for pedestrians to cross the street. The corner islands are placed to lower vehicle speeds and give people driving a better view of pedestrians and people cycling when turning right.

Raised Crossings

These raised areas at intersections are proposed at some minor intersections and improve the visibility of people crossing and increase awareness of drivers' speeds.

Key Design Features: Intersection Improvements

At some minor intersections, proposed changes include curb extensions and reduction of curb radii that physically narrow the roadway.

Reduced Curb Radii

Reduced curb radii are proposed at some minor intersections and radii shorten pedestrian crossing distances and encourages lower motor vehicle speeds.

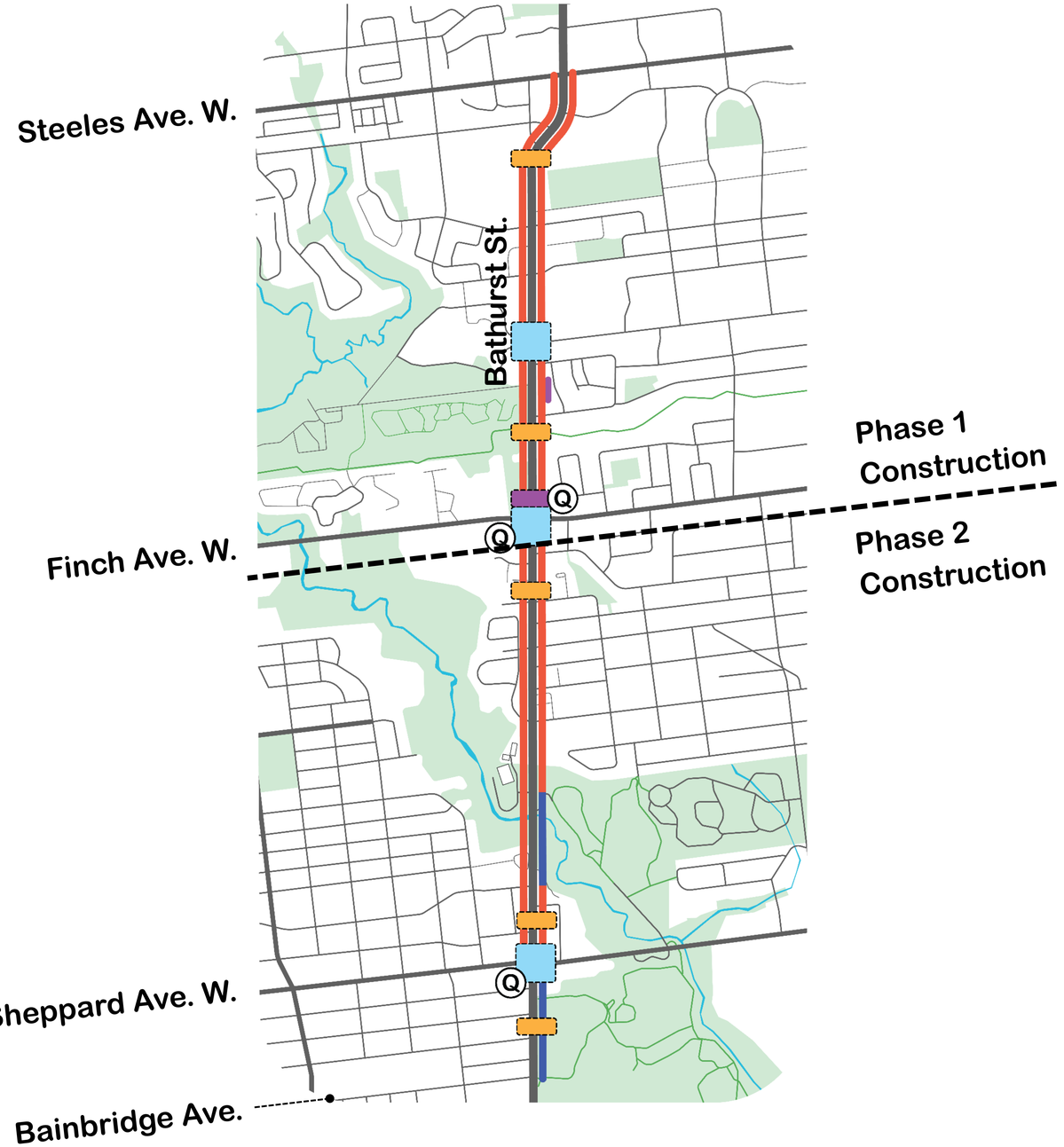
Curb Extensions

These ‘bump-outs’ visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the sidewalk space

Design Proposal Overview

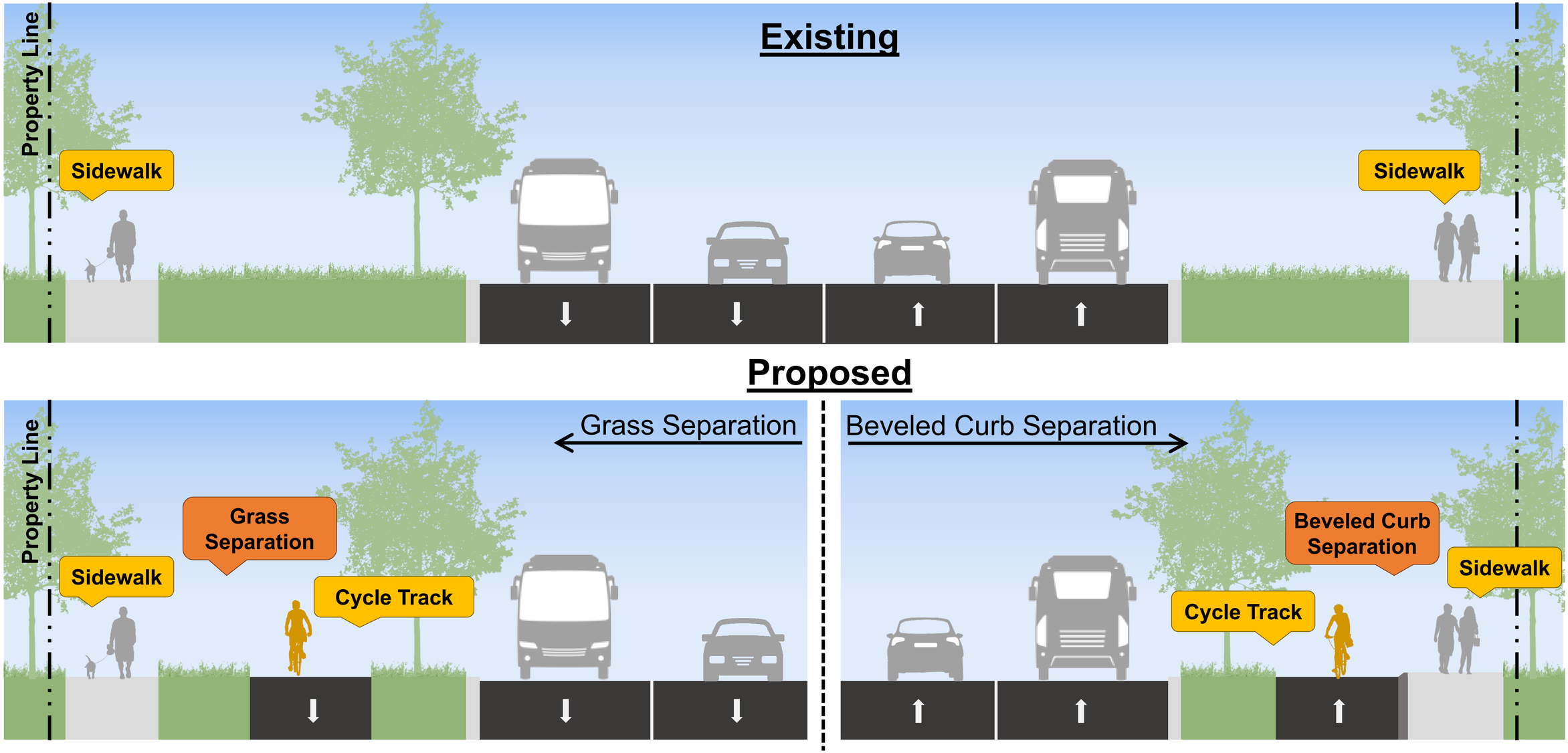
The following design features are proposed:

- One-way cycle tracks in the area between the sidewalk and the roadway.
- Multi-use trails (MUT) in the area between the sidewalk and the roadway, shared by pedestrians, people riding bikes, in-line skaters and more. The length of the entire MUT is 10% of the entire bikeway proposed within the project corridor.
- Removal of 8 Existing On-Street Parking Spaces
- Ⓠ TTC queue jump lane at Finch Avenue West and Sheppard Avenue West
- Improved or new mid-block crossings at a new east-west street, Finch Corridor Trail, Mascot Place and Reiner Road
- Protected intersections at Finch Avenue West, Don Lake Gate and Sheppard Avenue West.
- Removal of unsignalized pedestrian refuge island at Brenthall Drive



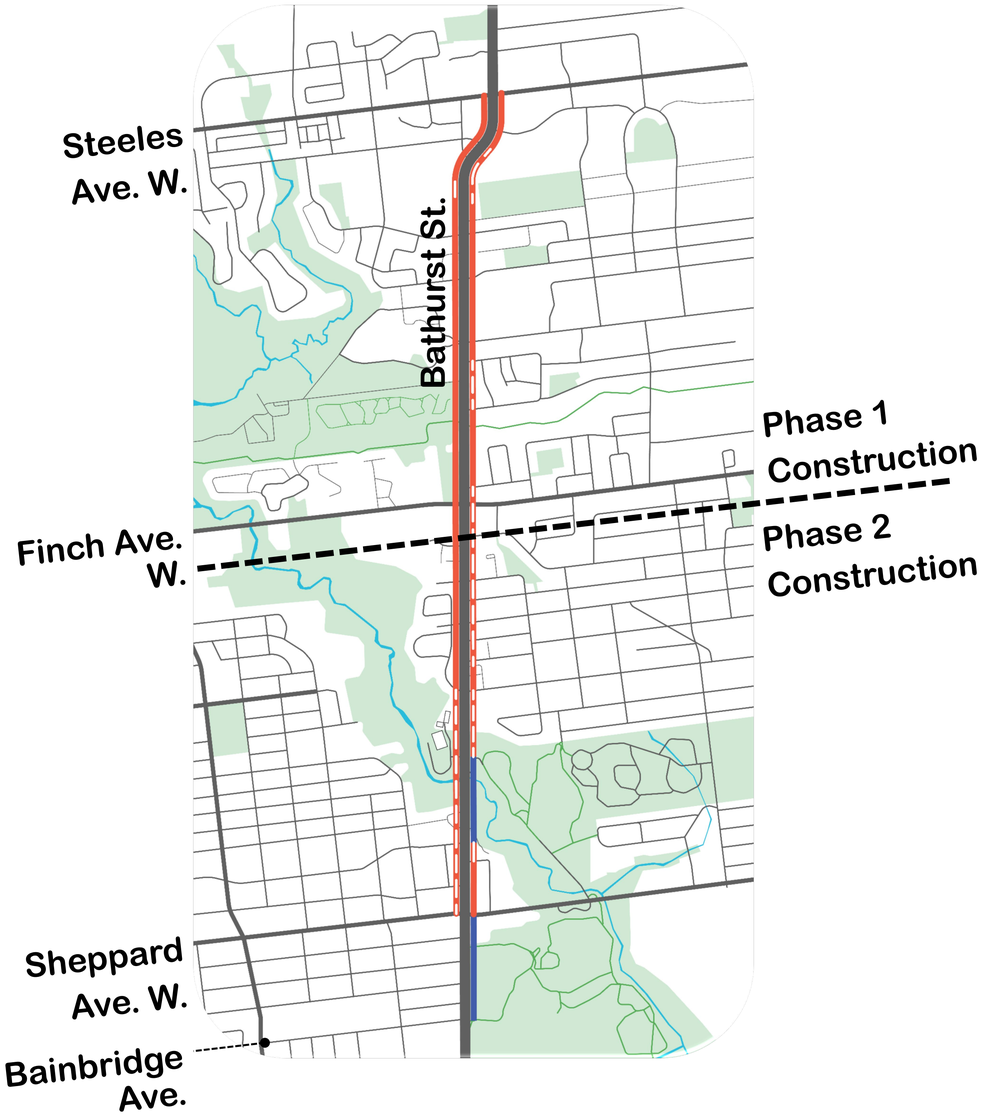
Design Proposal: One-way Cycle Track

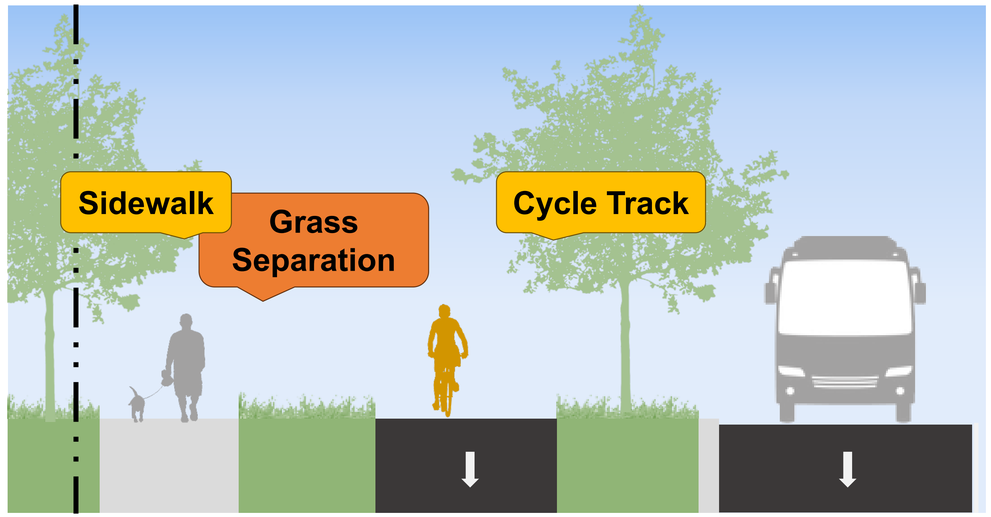
The design proposal includes one-way cycle tracks in the area between the sidewalk and the roadway. The proposed cycle track is separated from the sidewalk with either a grass or beveled curb separation.



Design Proposal: One-Way Cycle Track Separation

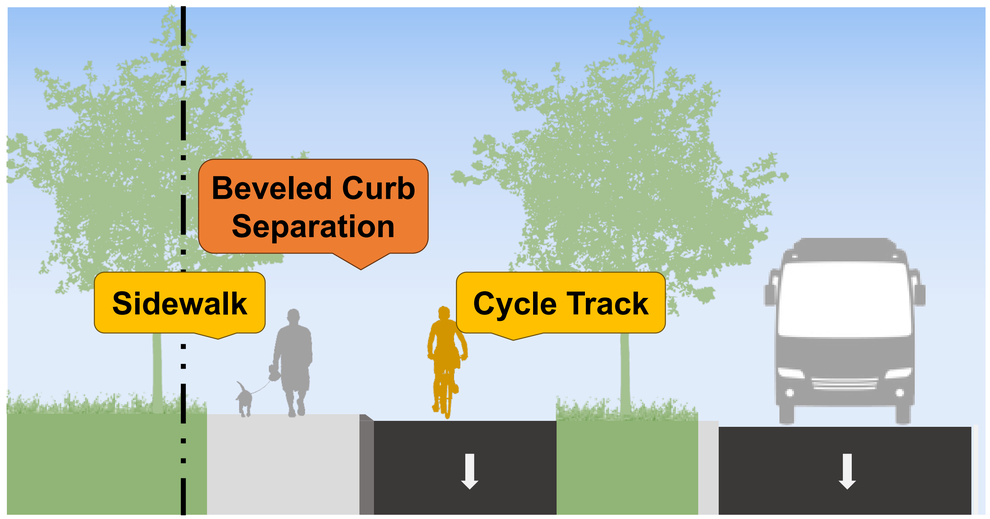
The selection of a separation type is determined by assessing the available width within the area between the sidewalk and cycle track. The proposed location of each separation type is summarized below.





Grass Separation

Grass or shrub-planted areas are proposed where the area between the roadway and property line is wide enough to fit a cycle track and a minimum 1.0m of grass or other plants separation. This condition is proposed for 55% of the corridor.

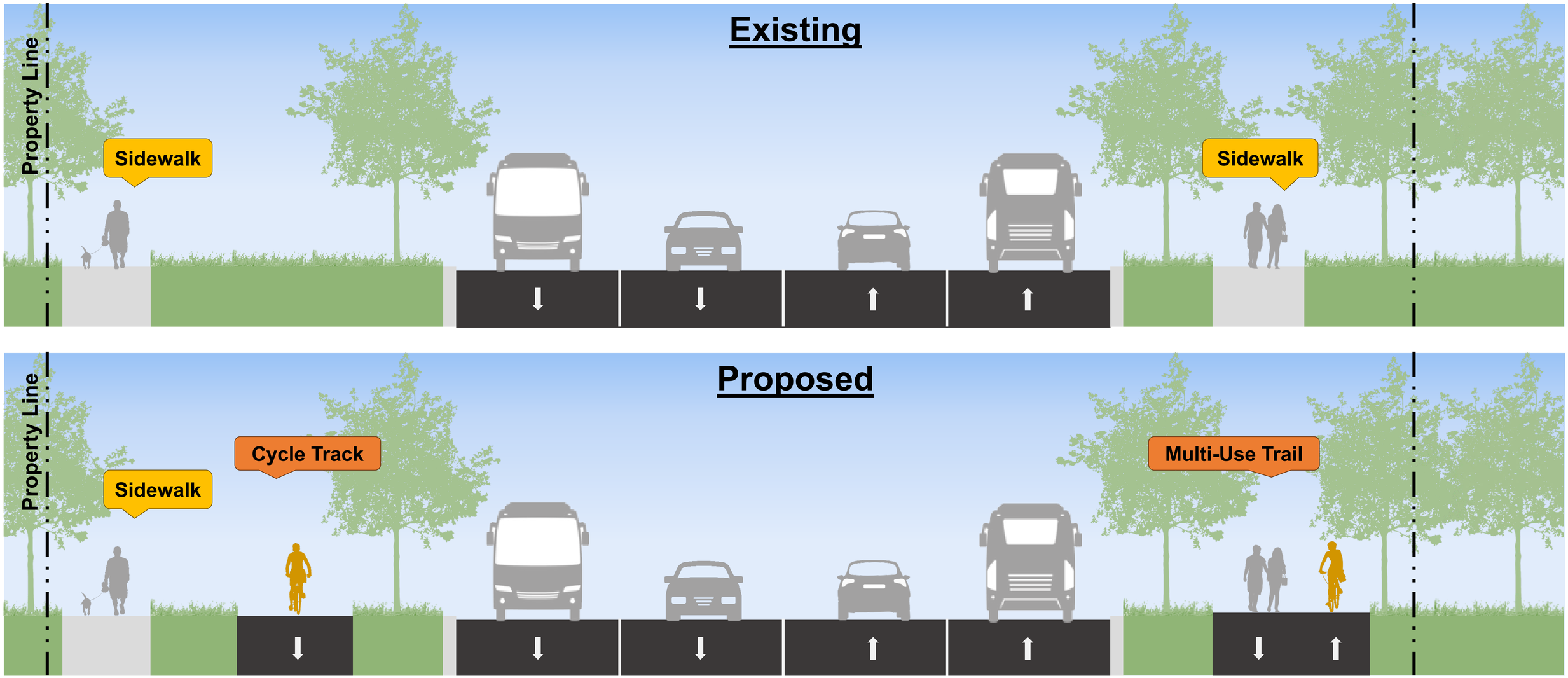


Beveled Curb Separation

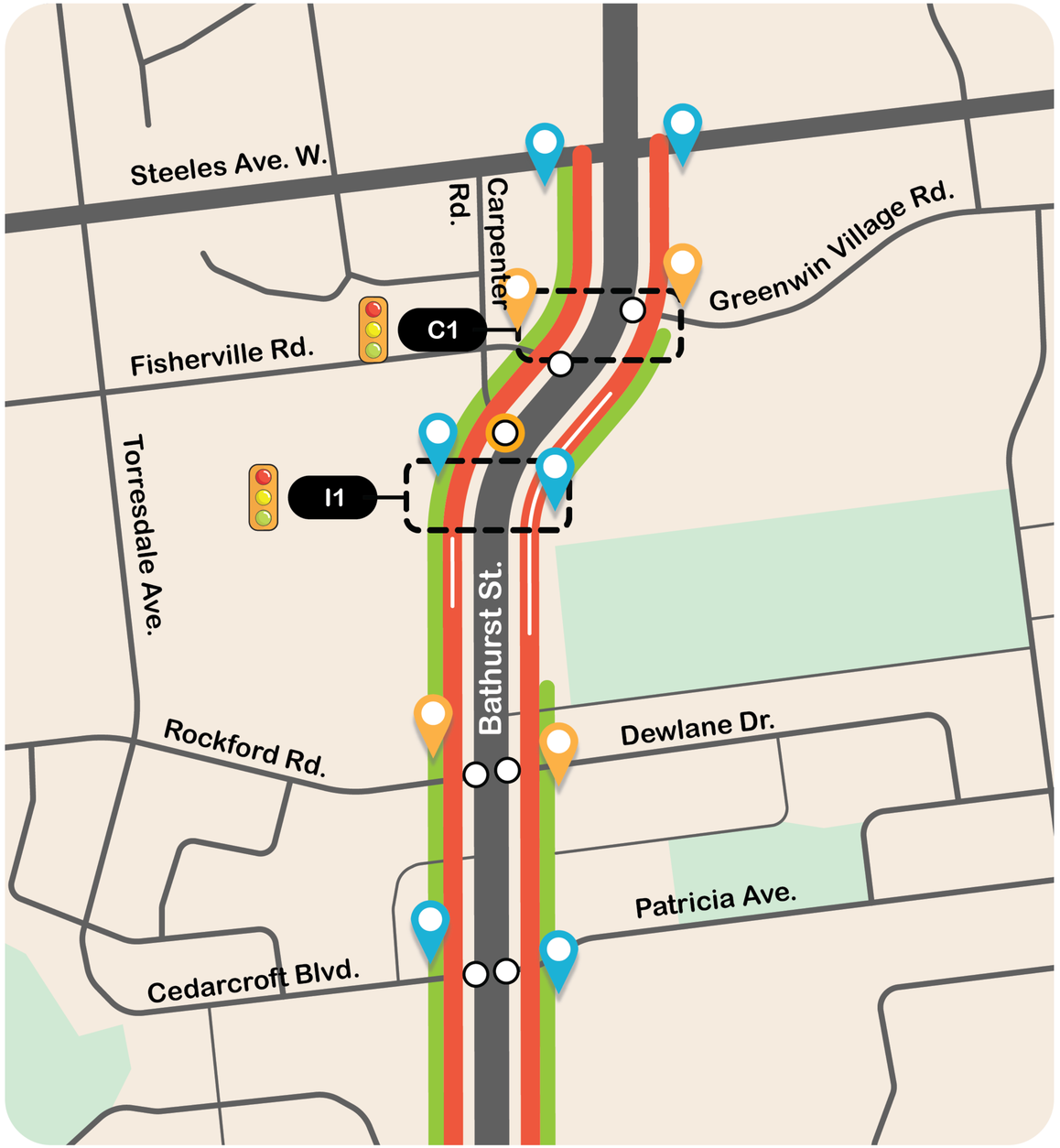
A beveled curb is a 45cm-wide concrete curb. Beveled curbs are proposed where the area between the roadway and property line is not wide enough to fit both a cycle track and a 1.0m-wide grass separation. This condition is proposed for 35% of the corridor.

Design Proposal: Multi-Use Trail

Multi-use trails are proposed where the area between the roadway and property line is too narrow for a separated sidewalk and cycle track. Multi-use trails will be shared by pedestrians, people cycling, in-line skaters and more.



Summary of Changes: Segment 1

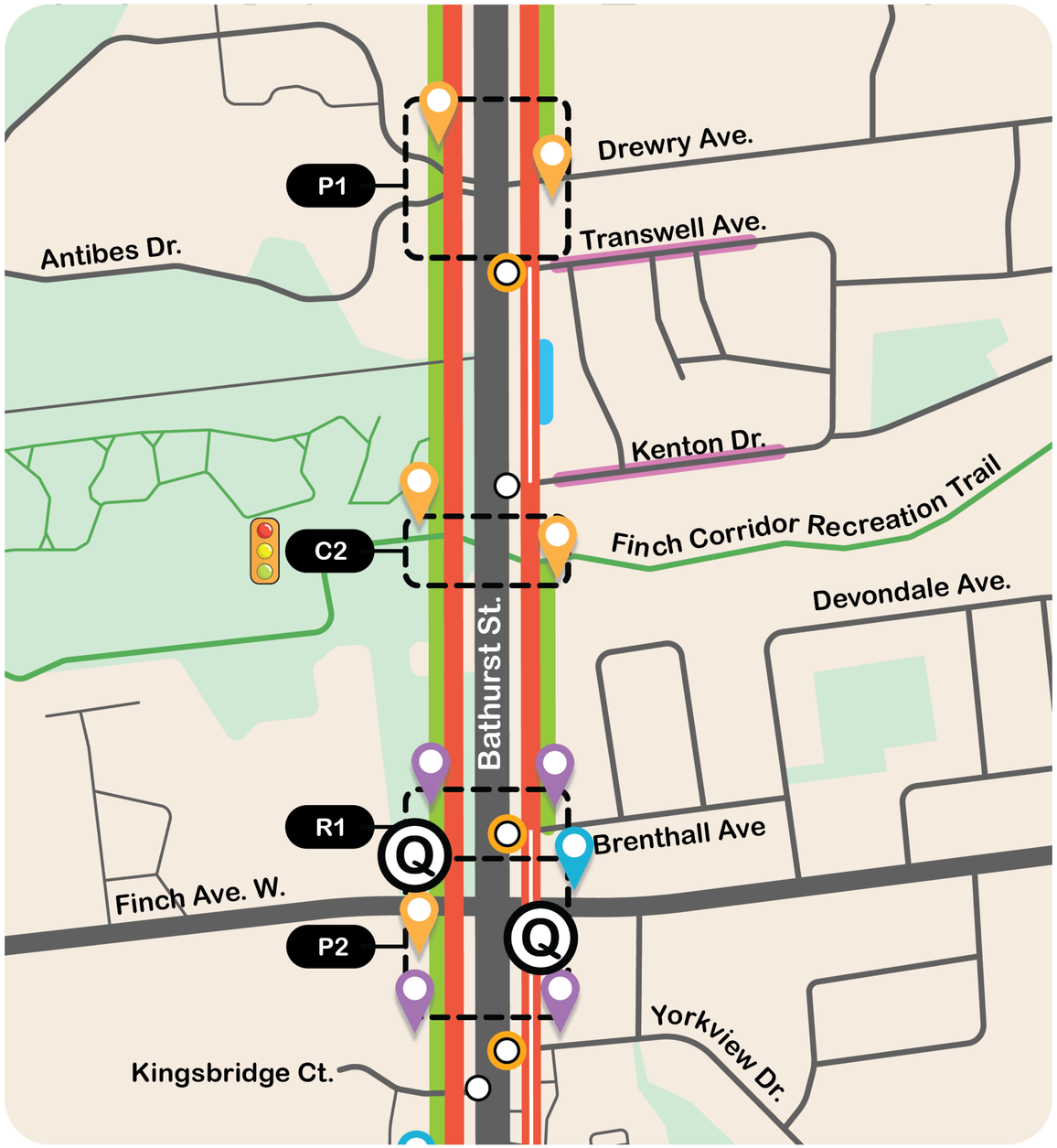


Steeles Avenue West to Mid-Block between Patricia Avenue and Drewry Avenue

Segment 1 is within the Phase 1 construction project limit and proposes the following:

- Cycle Track with Grass Separation
- Cycle Track with Beveled Curb Separation
- Tree and Shrub Planting
- C1 — Enhanced Signalized Pedestrian Crossing
- I1 — Signalized Intersection (as part of future development)
- Reduced Curb Radii or Bump Out
- Raised Crossing
- Relocated TTC Bus Platform
- Upgraded TTC Bus Platform

Summary of Changes: Segment 2

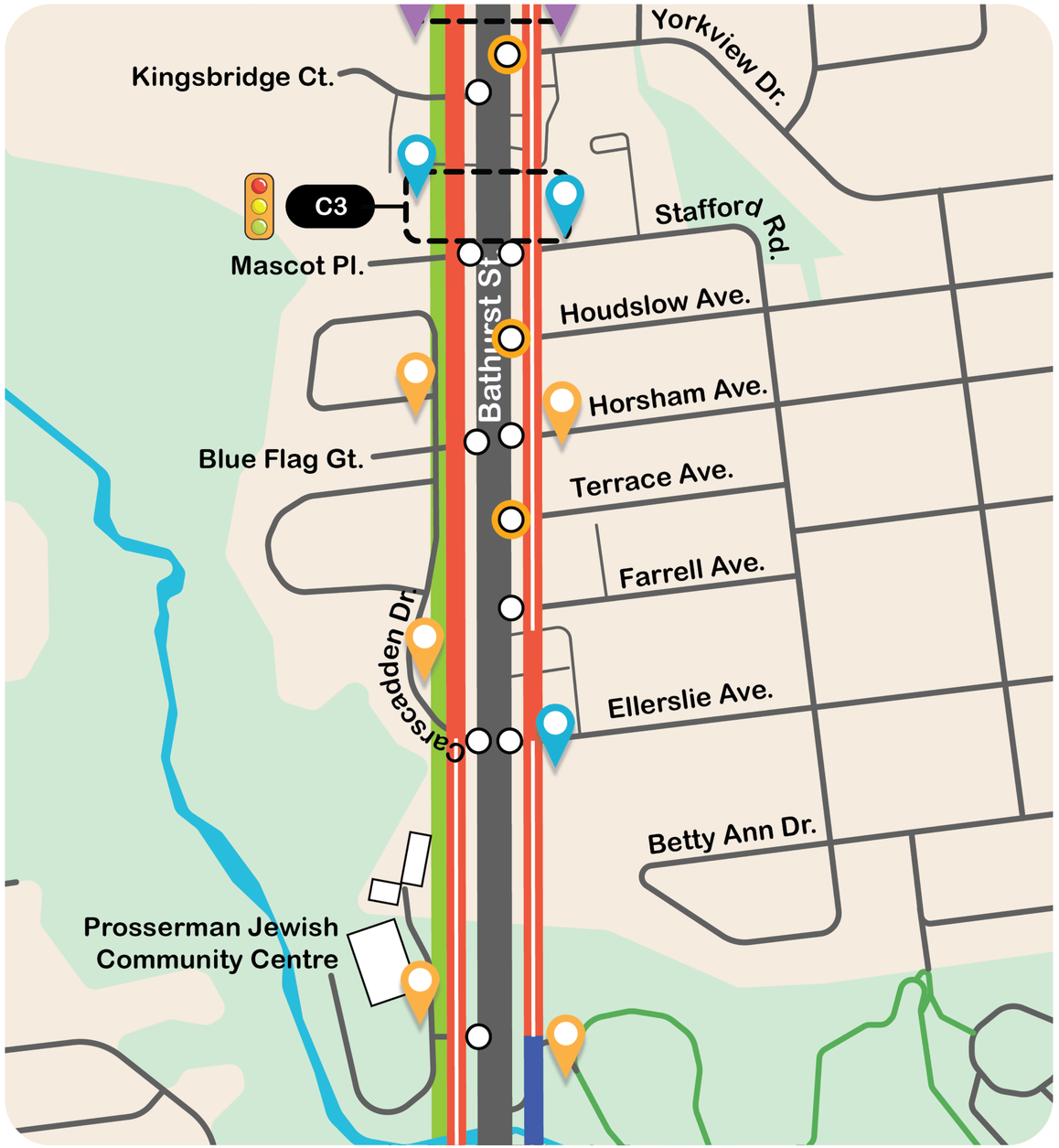


Mid-Block between Patricia Avenue and Drewry Avenue to Yorkview Drive

Segment 2 is within the Phase 1 project limit and proposes the following:

- Cycle Track with Grass Separation
- Cycle Track with Beveled Curb Separation
- Tree and Shrub Planting
- P1 P2 Protected Intersection
- C2 Enhanced Signalized Pedestrian Crossing
- R1 Removal of Pedestrian Refuge Island
- Reduced Curb Radii or Bump Out
- Raised Crossing
- Relocated TTC Bus Platform
- Upgraded TTC Bus Platform
- Removal of Existing TTC Bus Stop and Platform
- Removal of 8 Existing On-Street Parking Spaces
- On-Street Parking Available on Side Streets
- Q TTC Queue Jump Lane

Summary of Changes: Segment 3

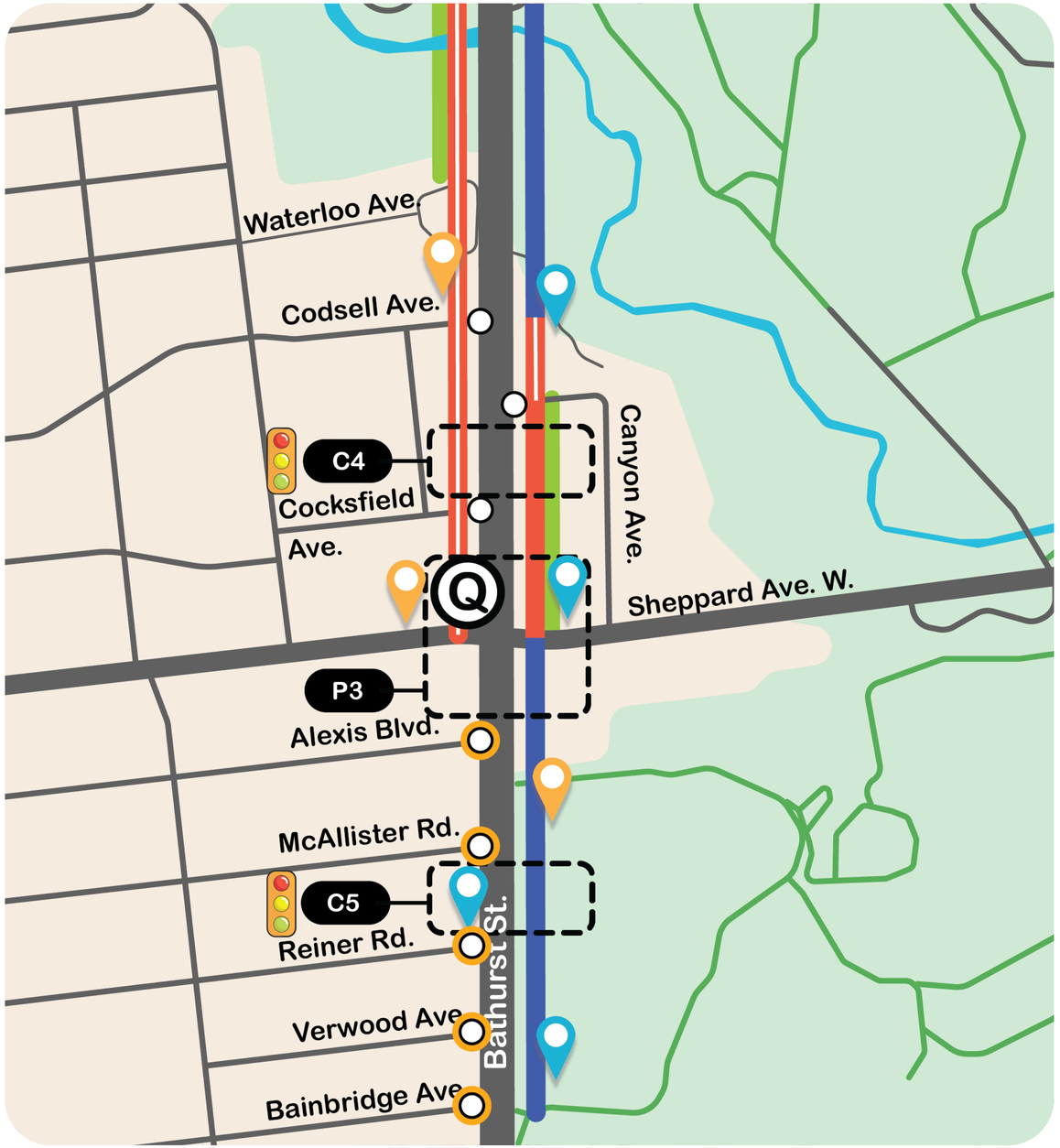


Yorkview Drive to Prosserman Jewish Community Centre Entrance

Segment 3 is within the Phase 2 project limit and proposes the following:

- Cycle Track with Grass Separation
- Cycle Track with Beveled Curb Separation
- Multi-Use Trail
- Tree and Shrub Planting
- C3 Enhanced Signalized Pedestrian Crossing
- Reduced Curb Radii or Bump Out
- Raised Crossing
- Relocated TTC Bus Platform
- Upgraded TTC Bus Platform

Summary of Changes: Segment 4



Prosserman Jewish Community Centre Entrance to Bainbridge Avenue

Segment 4 is within the Phase 2 project limit and proposes the following:

- Cycle Track with Grass Separation
- Cycle Track with Beveled Curb Separation
- Multi-Use Trail
- Tree and Shrub Planting
- C4 Enhanced Signalized Pedestrian Crossing
- P3 Protected Intersection
- C5 New Signalized Pedestrian Crossing
- Reduced Curb Radii or Bump Out
- Raised Crossing
- Relocated TTC Bus Platform
- Upgraded TTC Bus Platform
- Q TTC Queue Jump Lane

Project Timeline

We Are Here!

Data collection and existing conditions analysis

2023

Preliminary Design

2024

Public Consultation Period

January 2025

Report to Infrastructure & Environment Committee and City Council

February 2025

Phase 1 Construction

Summer 2025 - Fall 2026

Phase 2 Construction

Spring 2027 - Fall 2028

Share Your Feedback and Stay Connected

Learn more about the project, complete the survey and subscribe to receive project updates:

Toronto.ca/bathurstcompletestreet

Comment Deadline: February 5, 2025

CONTACT US

If you have any questions or concerns, please contact:

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