



Scarborough Golf Club Road | Road Safety Improvements

February 27, 2022

This land is the traditional territory of many nations including the **Mississaugas of the Credit**, the **Anishnabeg**, the **Chippewa**, the **Haudenosaunee** and the **Wendat peoples** and is now home to many diverse Indigenous, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.



Topic	Time
Welcome + Introductions	6:30 pm
Presentation (Part 1)	6:50 pm
Question & Answer Period	7:10 pm
SWOC Exercise	7:30 pm
Presentation (Part 2)	7:55 pm
Question & Answer Period	8:05 pm
Conclusion & Next Steps	8:20 pm

Team



Transportation Services, Cycling & Pedestrian Projects

Becky Katz, Manager

David Dunn, Senior Project Manager

Owen McGaughey, Engineer

Stakeholder and Public Consultation

Dominic Cobran- Senior Coordinator, Public Consultation Unit

Robyn Shyllit- Supervisor, Public Consultation Unit

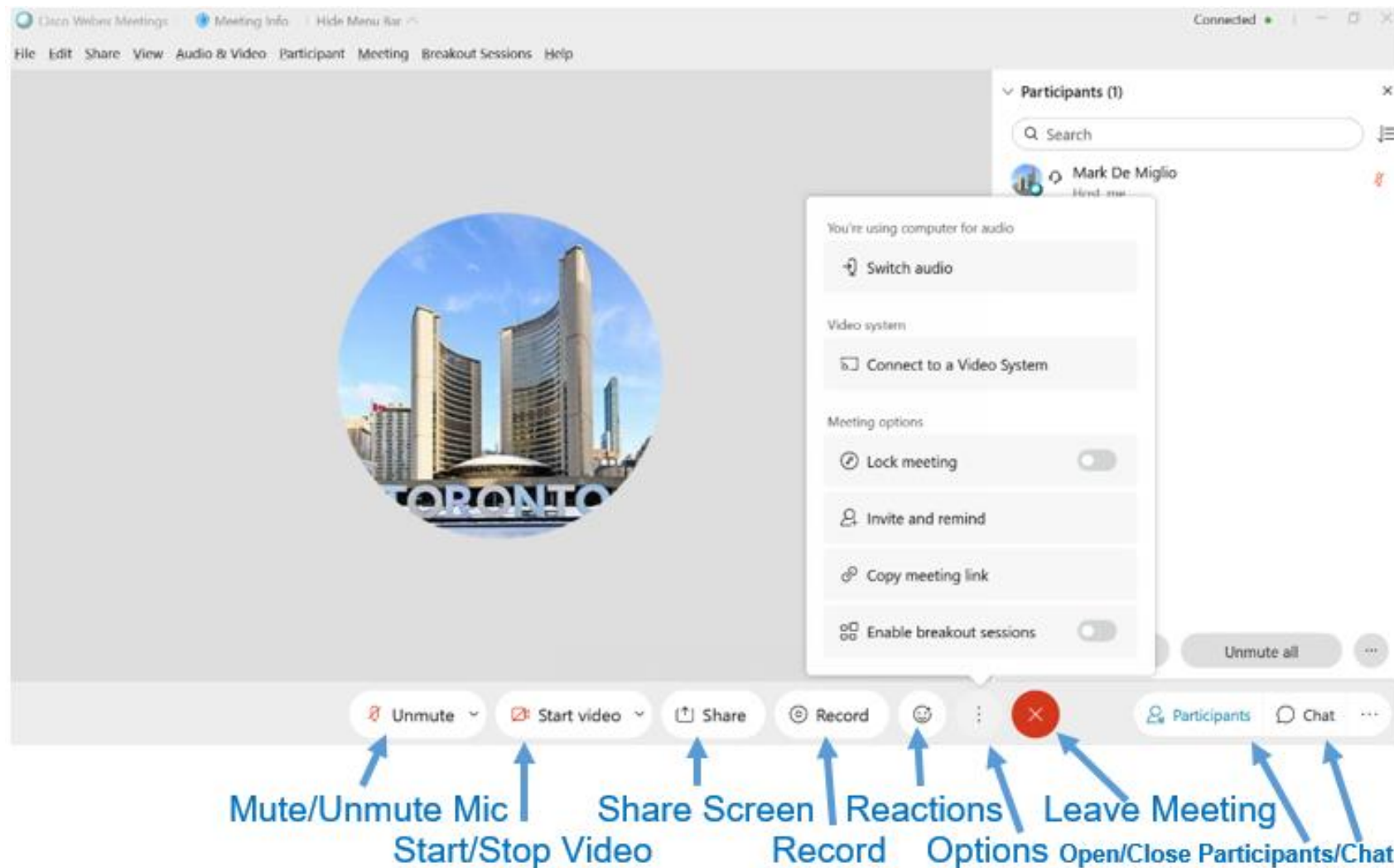
Michele Blackwood- Coordinator, Public Consultation Unit

Webex Basics

Webex Meeting Basics | Laptop/Desktop



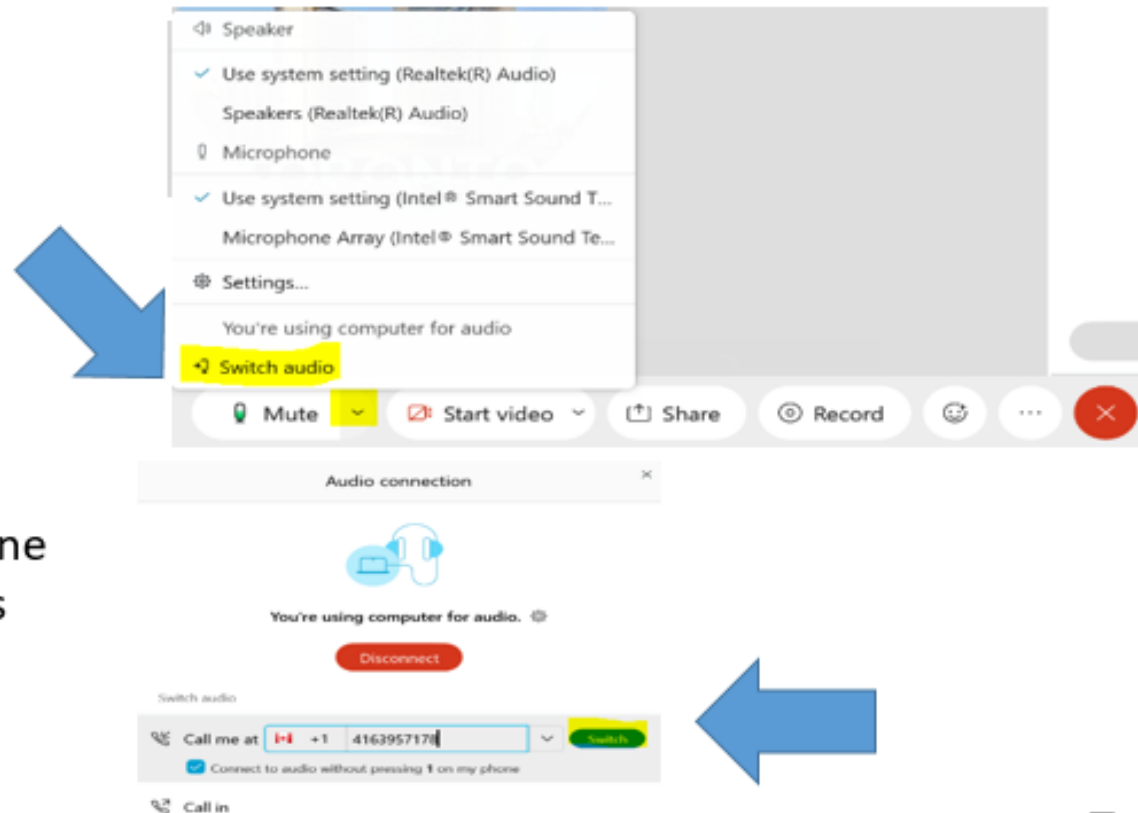
Webex looks different in some browsers and on mobile.



Webex Audio Trouble?

Webex can call you!

1. Click **the arrow** beside your mute button
2. Click **“Switch audio”**
3. Use **“Call me”** function
 1. Enter your phone #
 2. Webex will call your phone
 3. No long distance charges



Webex Basics | Smart Phone/Tablet



Ask a Question >

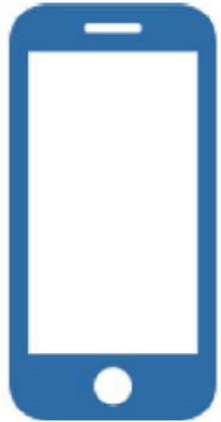
Q & A Box: Submit a Typed Question

- Only staff will be able to see submitted questions.
- Ask questions to All Panelists.
- Your question will be redirected to a Panelist to answer verbally.
- Once a question is answered, it will become visible to all attendees.
- Please keep your question brief.



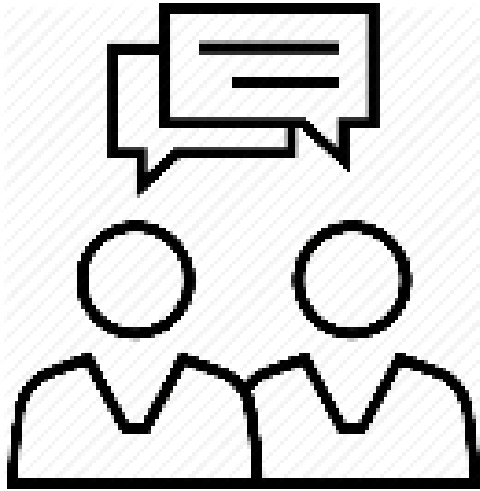
Raise your Hand: Submit a Verbal Question

- Press the icon to raise your hand.
- If selected, the Facilitator will say your name and unmute you.
- After your question is asked, the Facilitator will put you back on mute.
- Press the icon again to put down your hand.



- People who have called in can ask questions verbally.
 - To raise your hand virtually, **dial *3**.
- The Facilitator will see a hand up beside the first three digits of your phone number, alerting us that you would like to ask a question.
- During the Q&A periods, the Facilitator will unmute you and let you know that you can speak.
- After your question has been answered, please dial *3 to put down your hand.

Meeting Objectives



- Hear from local stakeholders about your relationship to Scarborough Golf Club Road, what you like and dislike about the road, and what you would like to see done to improve road safety
- Introduce the project and share information on: why changes are being considered, existing conditions, design opportunities, and next steps

Project Overview

Project Overview | Why Now?



- Scarborough Golf Club Road between Ellesmere Road to Lawrence Avenue is programmed for a road reconstruction 2023-2024* due to the poor condition of the road.
- In Toronto, a road is reconstructed every 50-100 years
- This project provides an important opportunity to make changes to improve operations and safety.

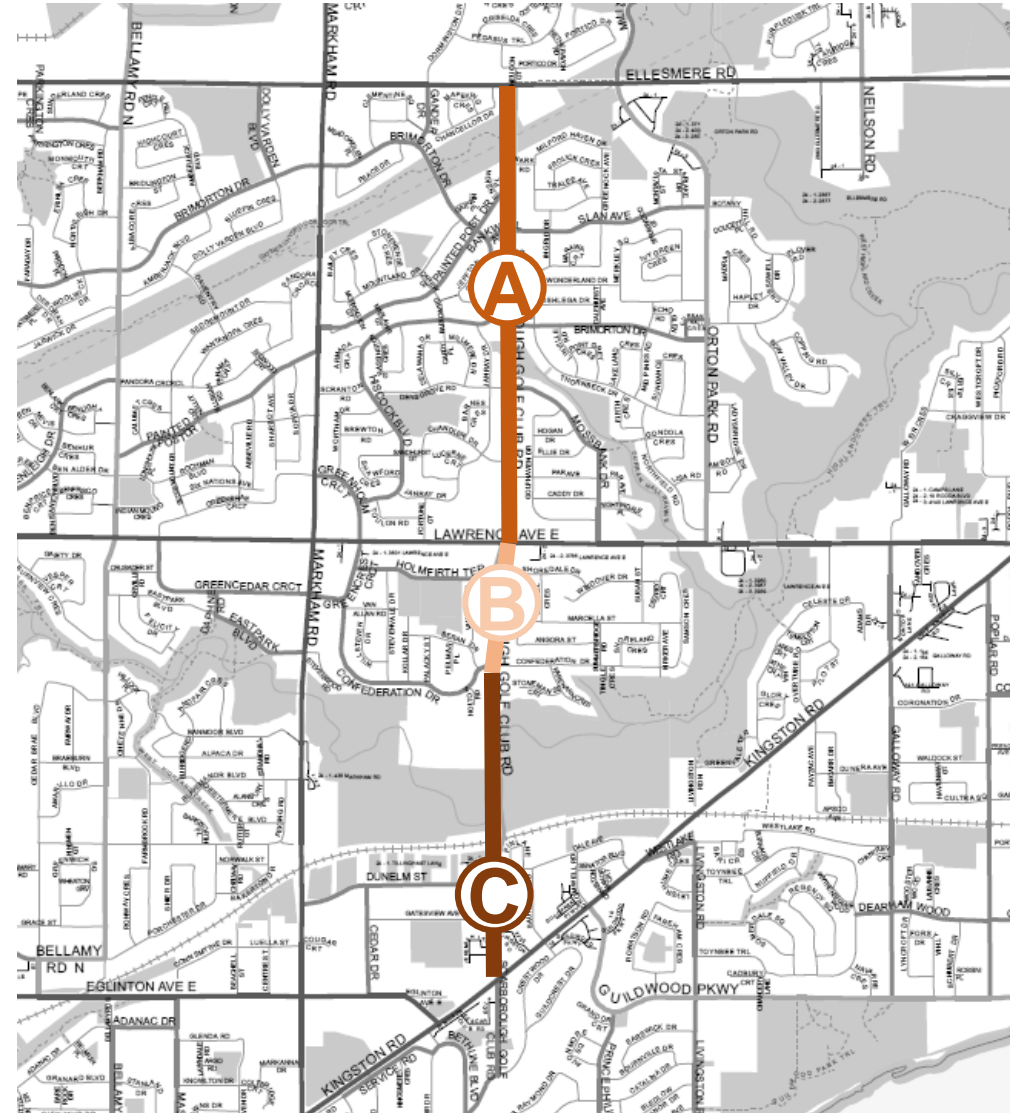


Reconstruction is the most cost-effective time to improve streets

Project Overview | Project Limits



- A. Road Reconstruction (2023-2024)
 - Ellesmere Road to Lawrence Avenue East
- B. Quick Build Opportunities (2023-2024)
 - Lawrence Avenue E to Confederation Drive
- C. Quick Build Opportunities (2023-2024)
 - Confederation Drive to Kingston Road

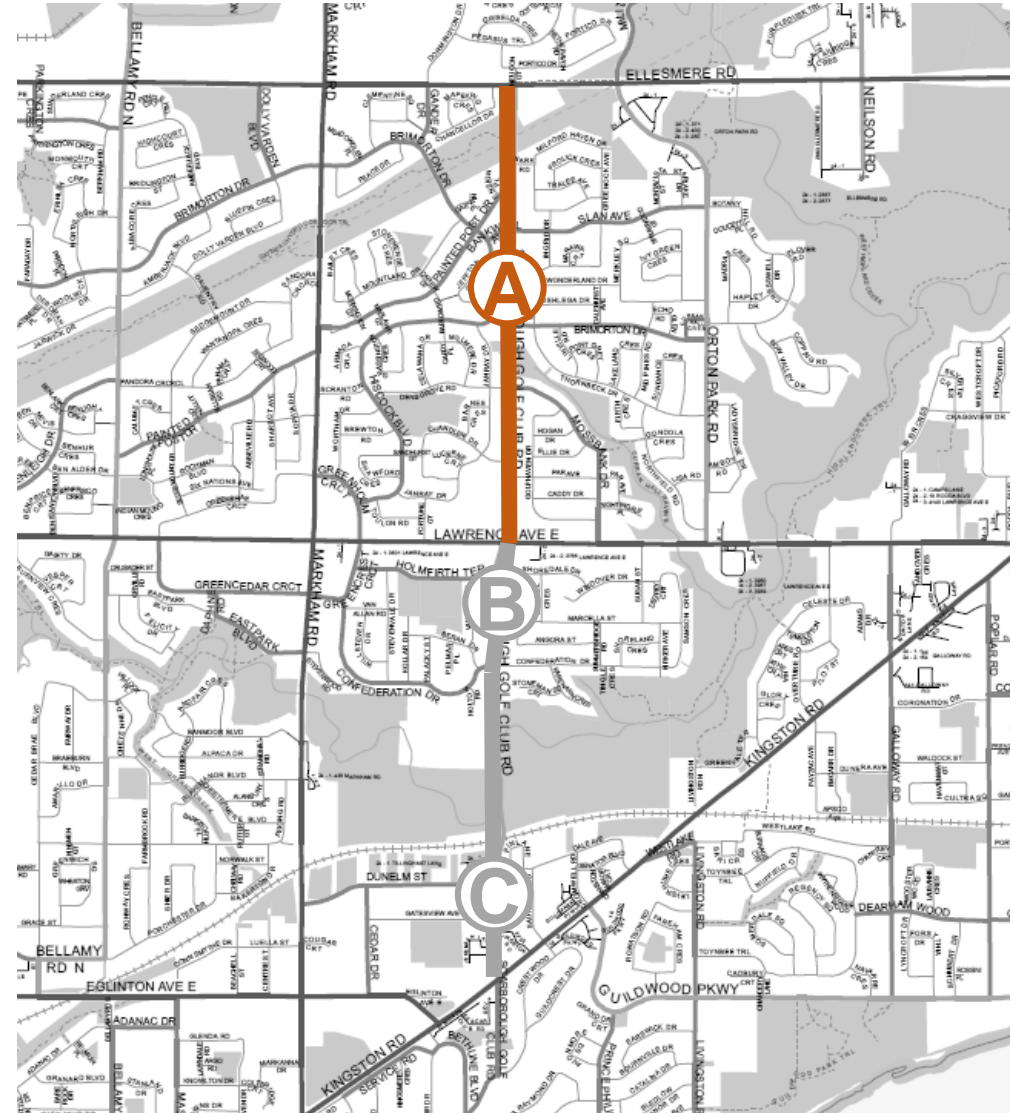


Project Overview | Segment A Scope Overview



A road reconstruction can include:

- Geometric changes at intersections including curb radii changes, removal of right turn channels, etc.
- New or widened sidewalks including ensuring compliance with Accessibility for Ontarians with Disabilities Act (AODA)
- Green infrastructure
- New traffic signals or pedestrian crossings
- New or reconfigured vehicle turn lanes
- New transit features
- New bikeways including raised cycle tracks and protected intersection features



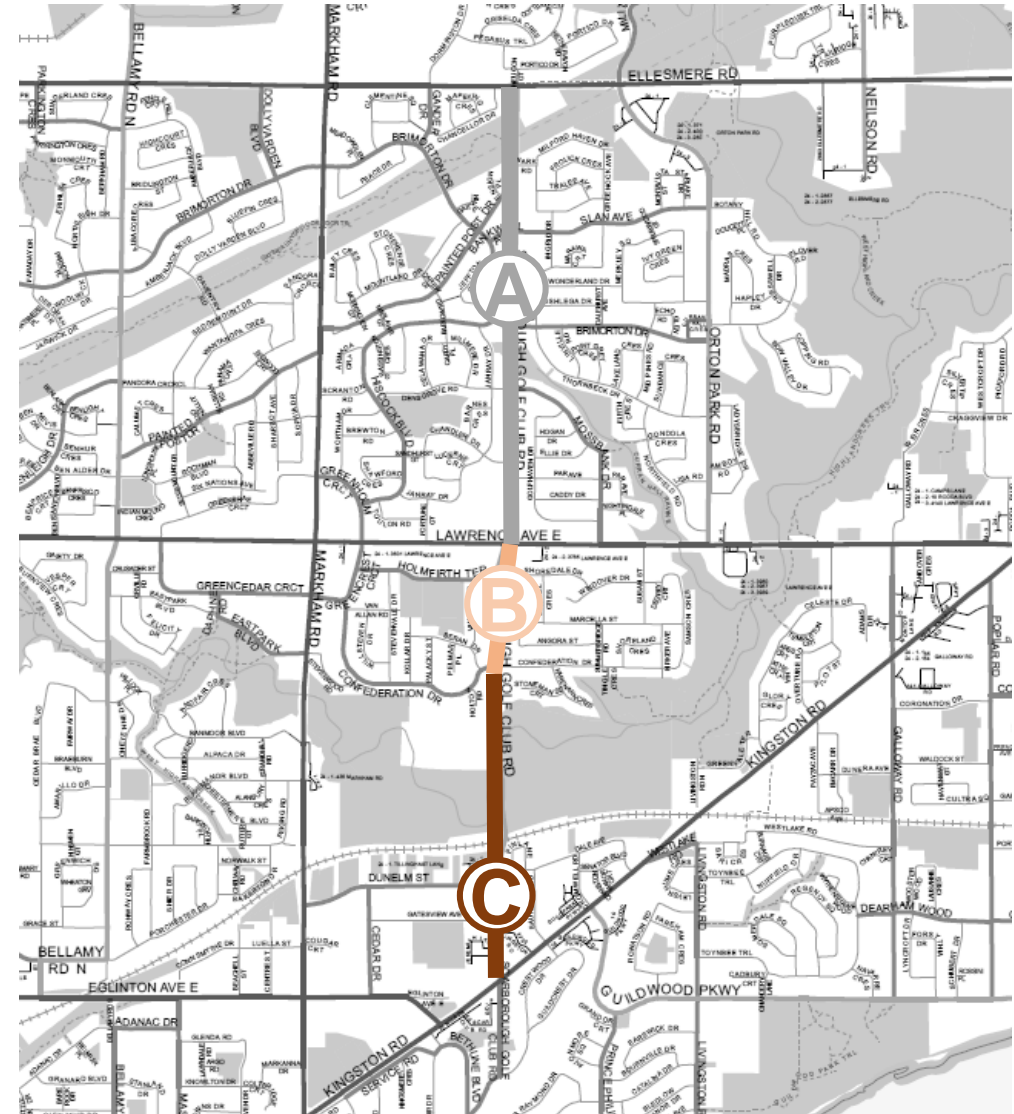
Project Overview | Segment B and C Scope Overview



Even though Scarborough Golf Club is not being reconstructed south of Lawrence Avenue, there is an opportunity to improve safety and operations through ‘quick build’ materials.

A quick build project can include:

- New or modified traffic signals and pedestrian crossings
- Pavement marking changes
- Pre-cast materials such as curb extensions, low walls, curbs and flexible posts
- Minor concrete work such as new curb ramps with tactile walking surface indicators (TWSIs)





WE ARE HERE

Review Existing
Conditions and Input
2021-2022

Develop & Refine
Design
2022

Construction
2023-2024



Review existing conditions and constraints (i.e. utilities, geotechnical report) and receive initial feedback to inform preliminary recommendations for the streets

Develop and refine the design based on public and stakeholder input and on-going traffic, loading & safety analysis

Construct the improvements. Community can continue to provide input on the effectiveness of the improvements.

Why Consider Changes?

Why Consider Change? | Policy and Rationale for Road Safety



Official Plan Goals

Make Toronto a “walking city”



Road to Health: Healthy Toronto by Design

Increase physical activity to reduce illness and disease



Vision Zero Road Safety Plan

Prevent fatalities and serious injuries



TransformTO: Climate Action Strategy

Target 75% of school/work trips under 5 km are walked, cycled or by transit by 2030



Complete Streets Guidelines

Create streets for people, place making and prosperity



Reduce Reliance on Motor Vehicles

Provide alternatives to driving and use roadways more efficiently



Encouraging People of All Ages and Abilities to Ride

Encourage people who are “interested but concerned” to ride by creating safe bikeways



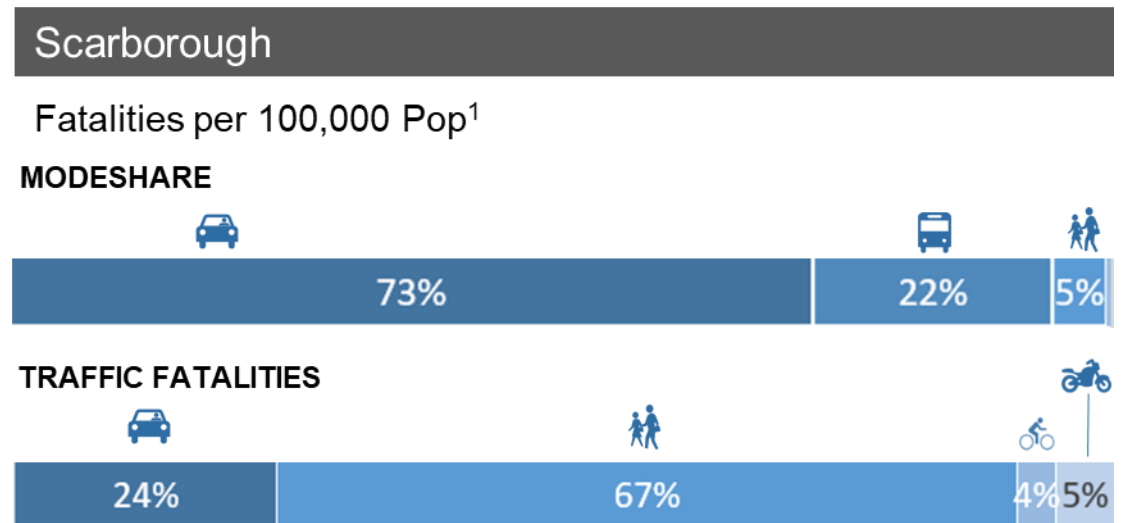
Office of Recovery and Rebuild COVID-19

Adopt healthy, less car-dependent and connected streets created during COVID-19

Why Consider Change? | Vision Zero



- Scarborough has the highest rate of fatalities per 100,000 population of all the districts in the City
- Scarborough has the longest distance between protected crossings compared to other districts. Infrequent safe crossing opportunities contributes to higher likelihood of mid-block crossings.
- 23% of residents in Scarborough believe road safety is the most important issue in Toronto, compared to 12% in the remainder of the City



1. Annual average based on 2014-2018 data

Why Consider Change? | Vision Zero



Since 2010, 15 people have been killed or seriously injured along Scarborough Golf Club Road:

From Ellesmere Rd to Lawrence Ave:

- 2 pedestrians were seriously injured
- 1 person driving was killed
- 6 people driving were seriously injured

South of Lawrence Ave to Kingston Rd:

- 2 pedestrians were killed
- 1 pedestrian was seriously injured
- 3 people driving were seriously injured

Travel speeds along the corridor pose significant safety concerns:

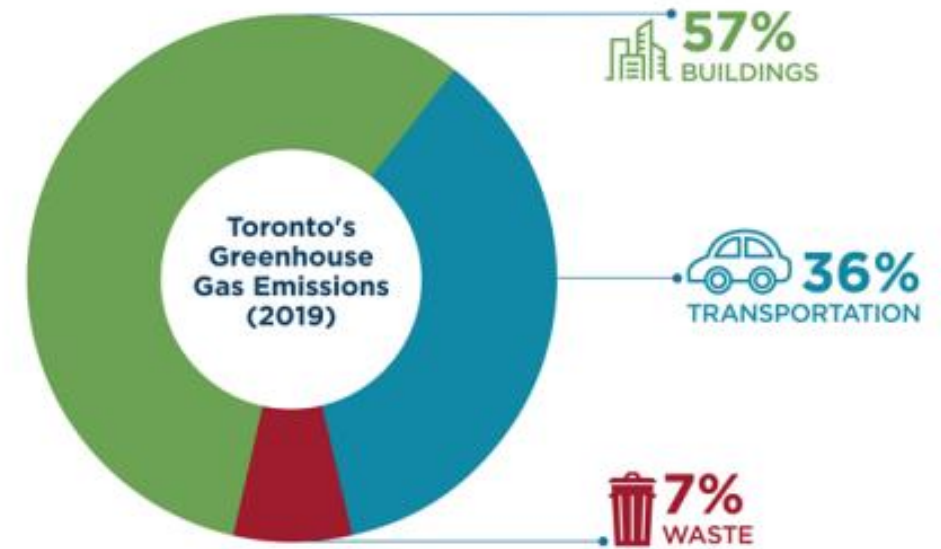
- 70-80+% of people driving exceed the posted speed
- 1 in 6 people driving are travelling 60-65+ km/h
- 1 in 20 people driving are travelling 70-75+ km/h

Traditional Road Safety Approach	Vision Zero Approach
Traffic fatalities are inevitable.	Traffic fatalities are preventable .
Crashes are caused by non-compliant road users.	Humans make mistakes. The roadway system should be designed and operated so those mistakes are not deadly.
Try to reduce all collisions.	Prevent collisions that result in serious injuries and fatalities. No serious injuries or loss of life is acceptable.
Individual road users are responsible for their own safety.	Safety is a shared responsibility between those who design, operate, maintain, and use the road.
Reactive to historical crashes.	Proactive and systemic prioritization.

Why Consider Change? | TransformTO



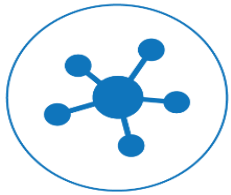
- **TransformTO is Toronto's ambitious climate action strategy.** Unanimously approved by City Council in July 2017, it includes a set of long-term, low-carbon goals and strategies to reduce local greenhouse gas emissions and improve our health, grow our economy, and improve social equity.
- On October 2, 2019, **City Council voted unanimously to declare a [climate emergency](#) and accelerate efforts to mitigate and adapt to climate change**, adopting a stronger emissions reduction target of net zero by 2050 or sooner.
- Transportation sources in Toronto are responsible for **just over one third (36%) of local greenhouse gas emissions**.
- TransformTO sets an ambitious goal that active transportation (cycling and walking) or by transit account for **75% of school/work trips under 5 km citywide by 2030**.
- Redesigning streets to improve safety and comfort for people cycling and walking is one way to achieve TransformTO active transportation goals.



Why Consider Change? | Cycling Network Plan



The Cycling Network Plan was approved by Toronto City Council in 2021 and seeks to build on the existing network of cycling routes with the following goals:



Connect

Connect gaps in the network, and people to places



Grow

Grow the cycling network into new parts of the city



Renew

Renew the existing cycling network routes where there are opportunities to improve quality

Why Consider Change? | Walking Strategy



Toronto's Walking Strategy was adopted by Council in 2009 and includes three priorities:



Universal Accessibility

All public and private places and spaces should be barrier-free



Safety

The safety of pedestrians takes precedence over all other modes of transportation



Design Excellence

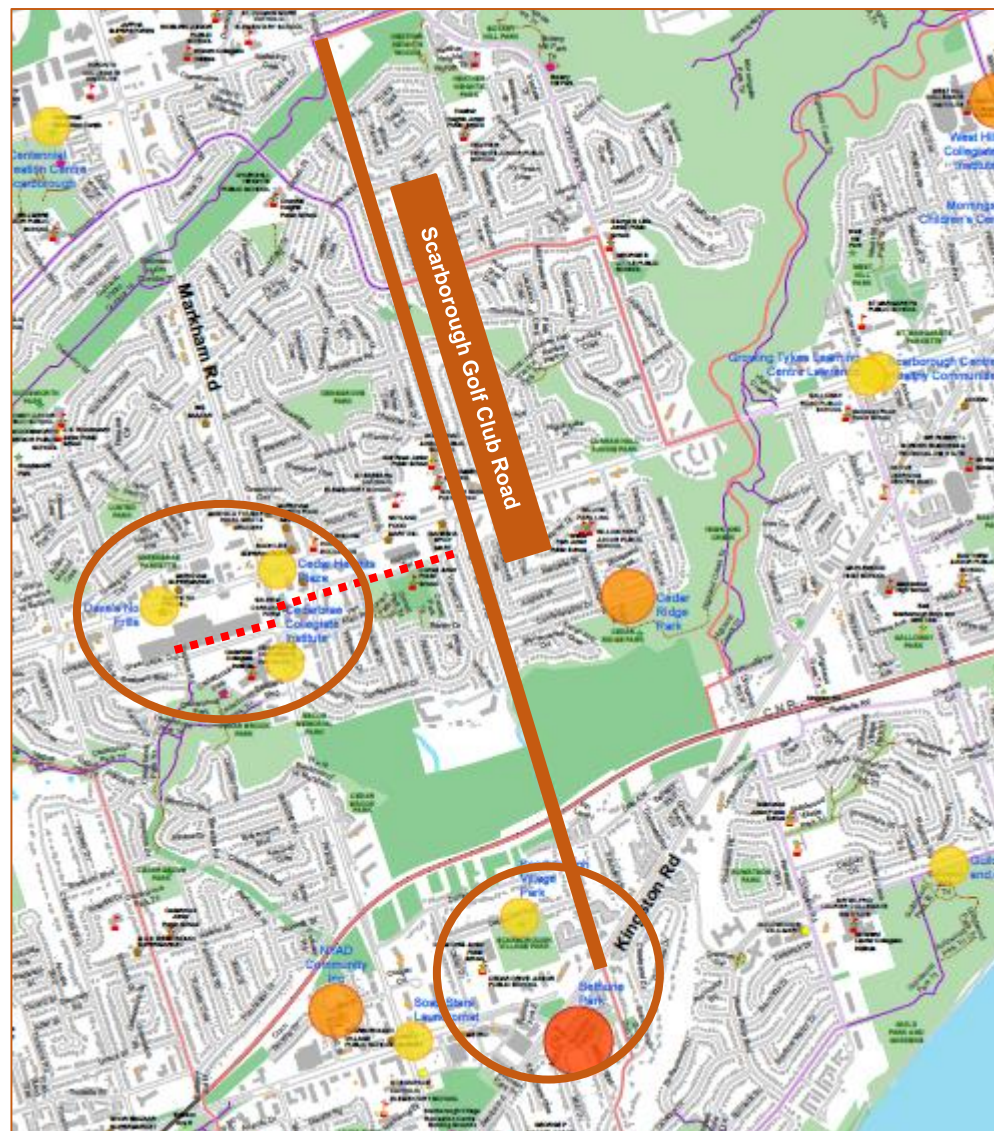
High-quality design creates a positive experience for everyone



Why Consider Change? | Connecting to Destinations



- Scarborough Golf Club Road is primarily residential, but there are many destinations within a short to medium distance, including:
 - retail (shopping and jobs)
 - parks
 - schools
 - health and other services
 - community organizations
- Improvements to walkways and bikeways can provide more travel options and flexibility for residents making local trips



Southeast Scarborough
Key Neighbourhood
Destinations



Legend

Destinations - Popularity Count

1

2

3

GO Station

Supermarket

Community Centre

School

Hospital

Library

Convenience Store

Existing Cycling Network

Why Consider Change? | Connecting to Schools

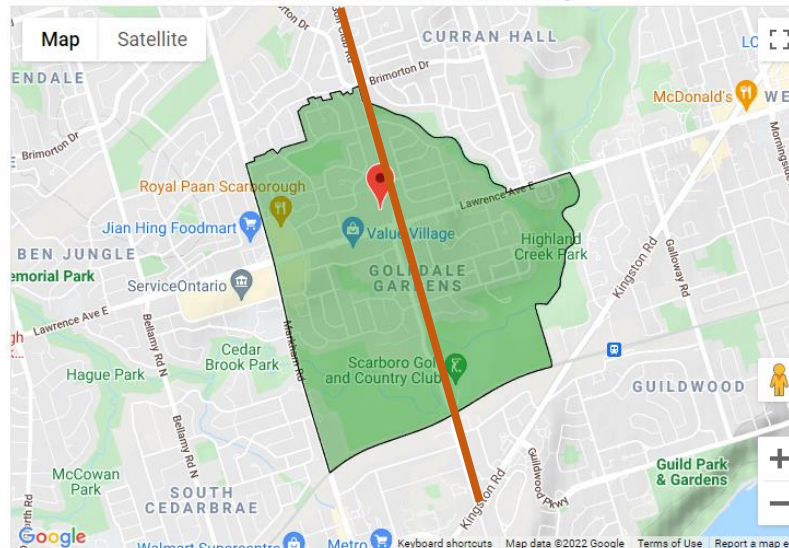


- Golf Road Junior and Tecumseh Senior Public Schools (TDSB) are both directly on Scarborough Golf Club Road with catchment areas on both sides of the street
 - No regular school bus service for these schools
- Cedarbrae Collegiate Institute, Woburn Collegiate Institute (TDSB), St. Barbara and St. Thomas More Catholic Schools (TCDSB) are within walking/cycling distance of the Scarborough Golf Club Rd corridor

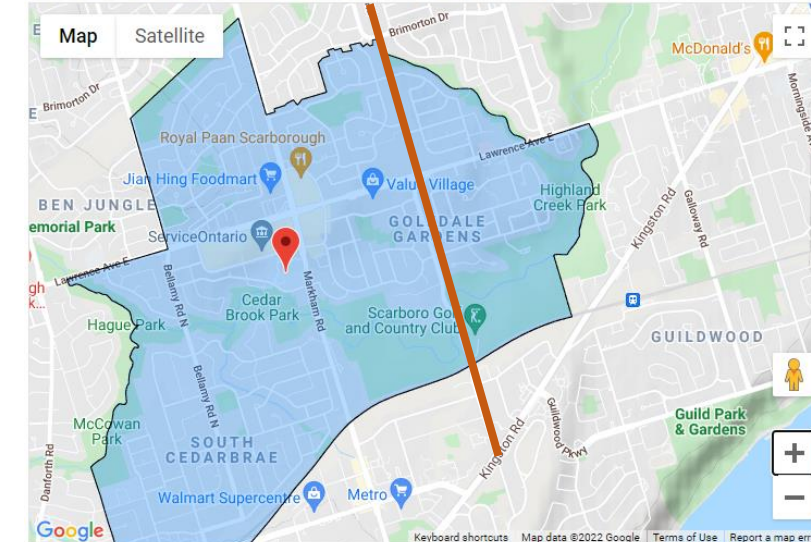
Golf Road Junior Public School - Elementary Boundary



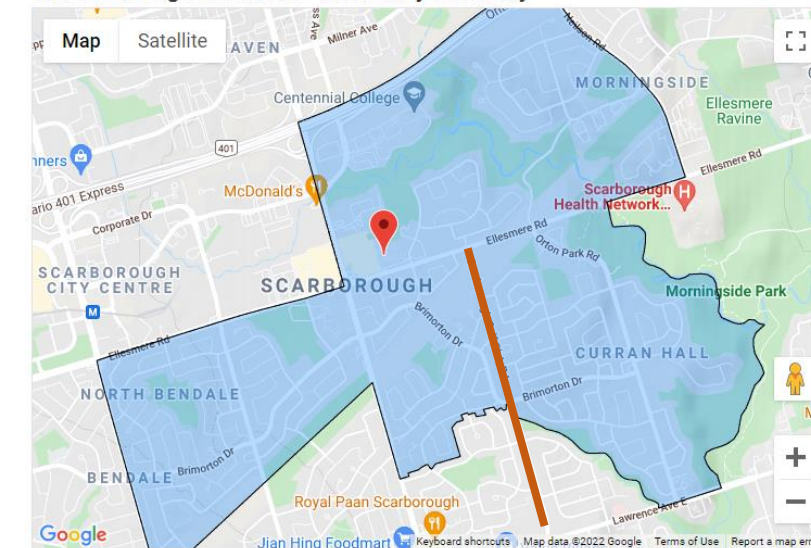
Tecumseh Senior Public School - Intermediate Boundary



Cedarbrae Collegiate Institute - Secondary Boundary



Woburn Collegiate Institute - Secondary Boundary



What Will Guide
the Design?

Guiding Principles | How are Decisions Made?



Decisions will be made by considering public input, City policies and programs and technical requirements.

Public Input:

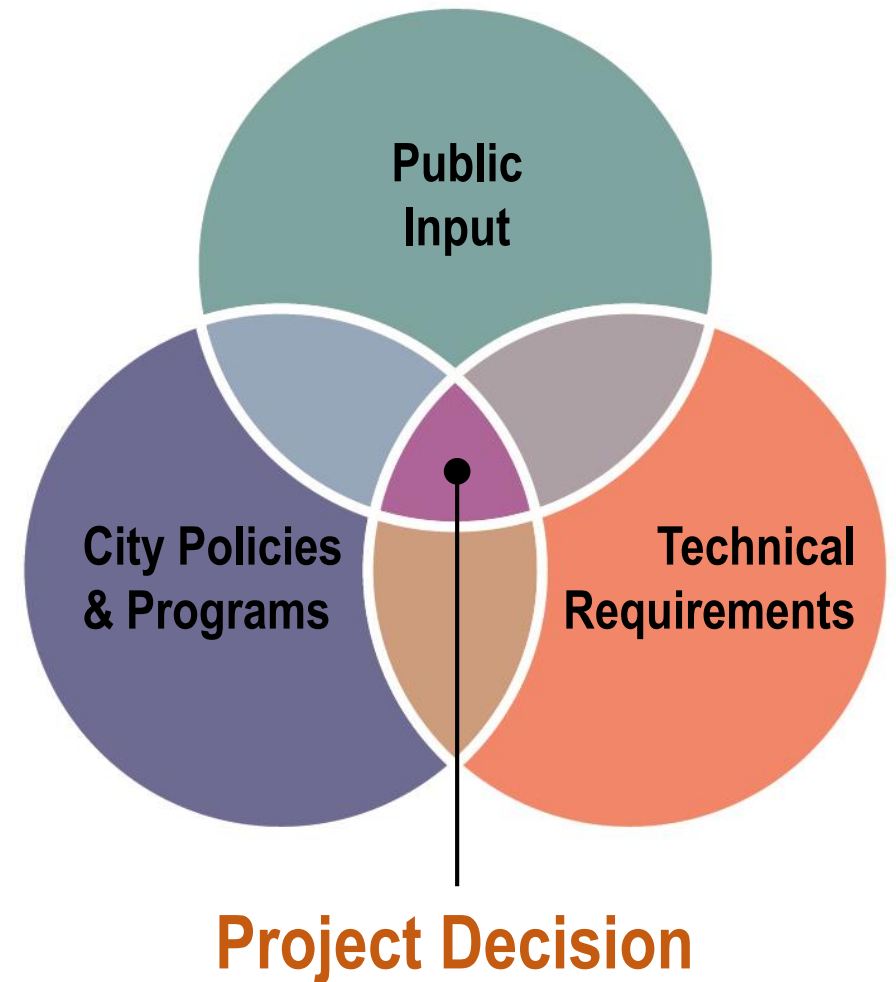
- Community expertise and lived experience on local concerns, opportunities and priorities

City Policies and Programs:

- Ensures that the City's Accessibility Design Guidelines, Climate Action Strategy and other Council directives are included

Technical Requirements:

- Infrastructure Requirements (State of Good Repair), Green Streets Technical Guidelines, Universal Design



Guiding Principles | Design Guidance



The City has guidelines in place that improve the design of streets for all road users

Vision Zero

Vision Zero is an action plan focused on reducing traffic-related fatalities and serious injuries on Toronto’s streets.



Complete Streets

These guidelines emphasize safety and connectivity for people walking and cycling and green space to promote a robust tree canopy and manage stormwater.



NACTO

NACTO is an international organization that provides design guidance and resources to municipalities. Their design resources focus on complete streets for people of all ages, abilities and uses



Guiding Principles | Accessibility



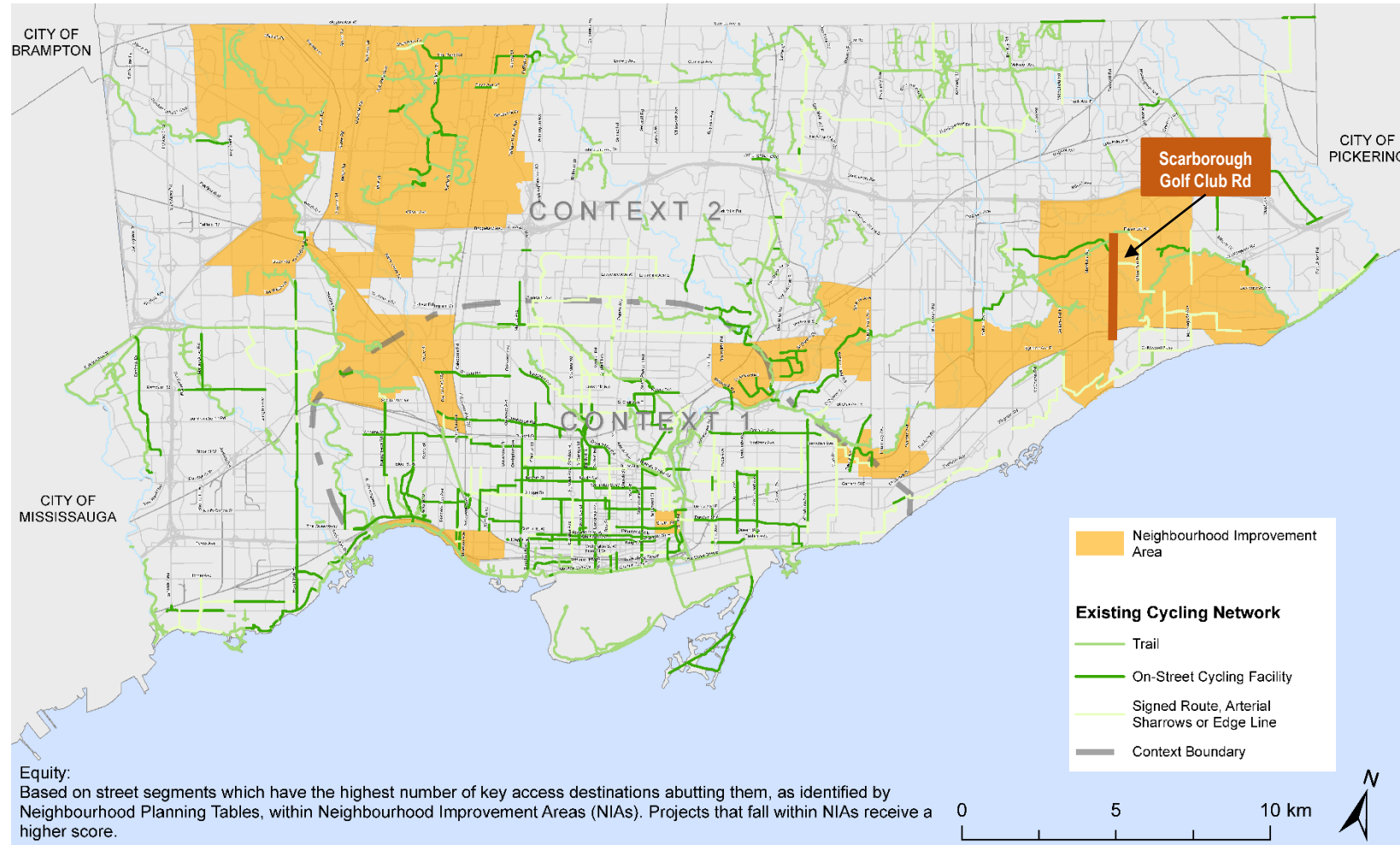
- The City is committed to creating a barrier free city in compliance with the Accessibility for Ontarians with Disabilities Act (AODA)
- By meeting or exceeding AODA design standards, the City is improving the accessibility and consistency of our streets and sidewalks
- Accessibility Design Guidelines are applied to all City Infrastructure to ensure our City is safe and accessible for all users



Guiding Principles | Equity



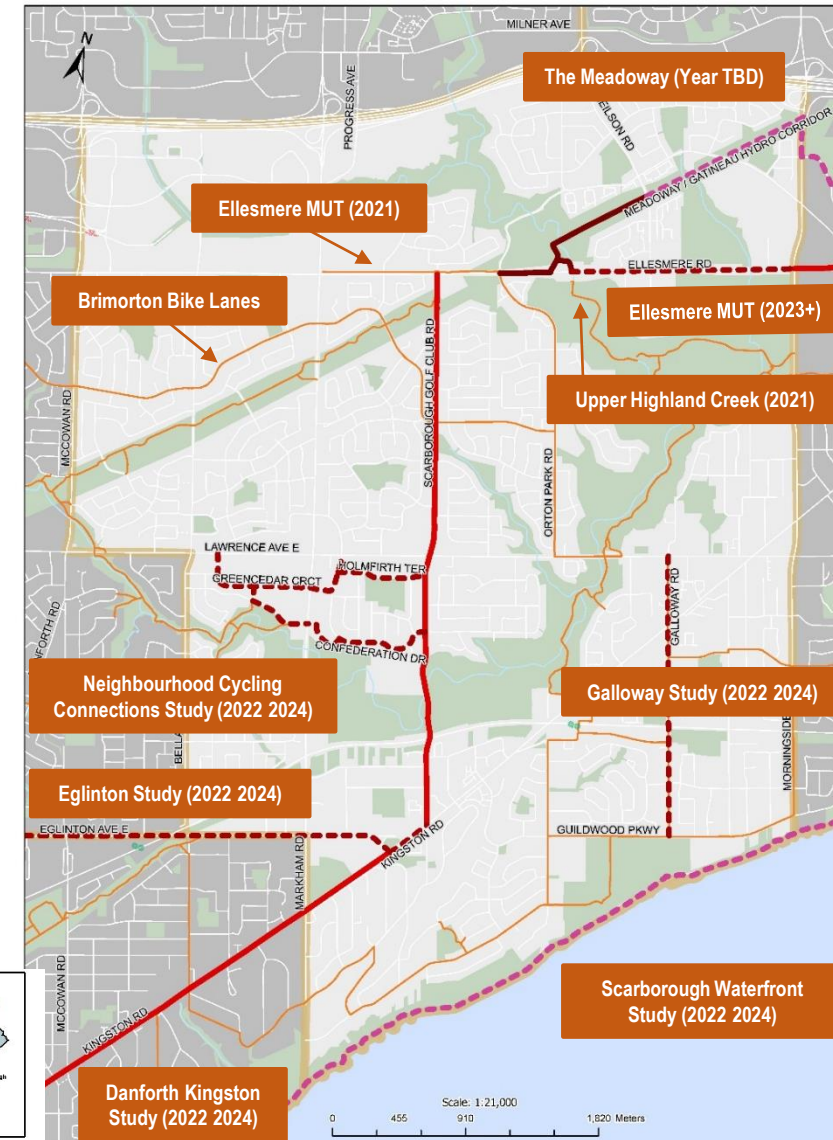
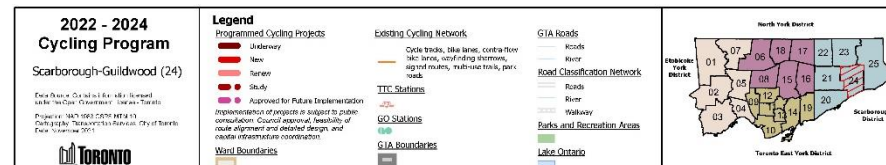
- Scarborough Golf Club Rd is located within a cluster of several neighbourhoods that have been designated as Neighbourhood Improvement Areas (NIAs)
- NIAs are neighbourhoods with high levels of inequity, in areas such as economic opportunities, social development, and health
- Increased priority is being given to equity-deserving areas, such as NIAs, when programming road safety and other transportation projects



Guiding Principles | Bikeway Connections



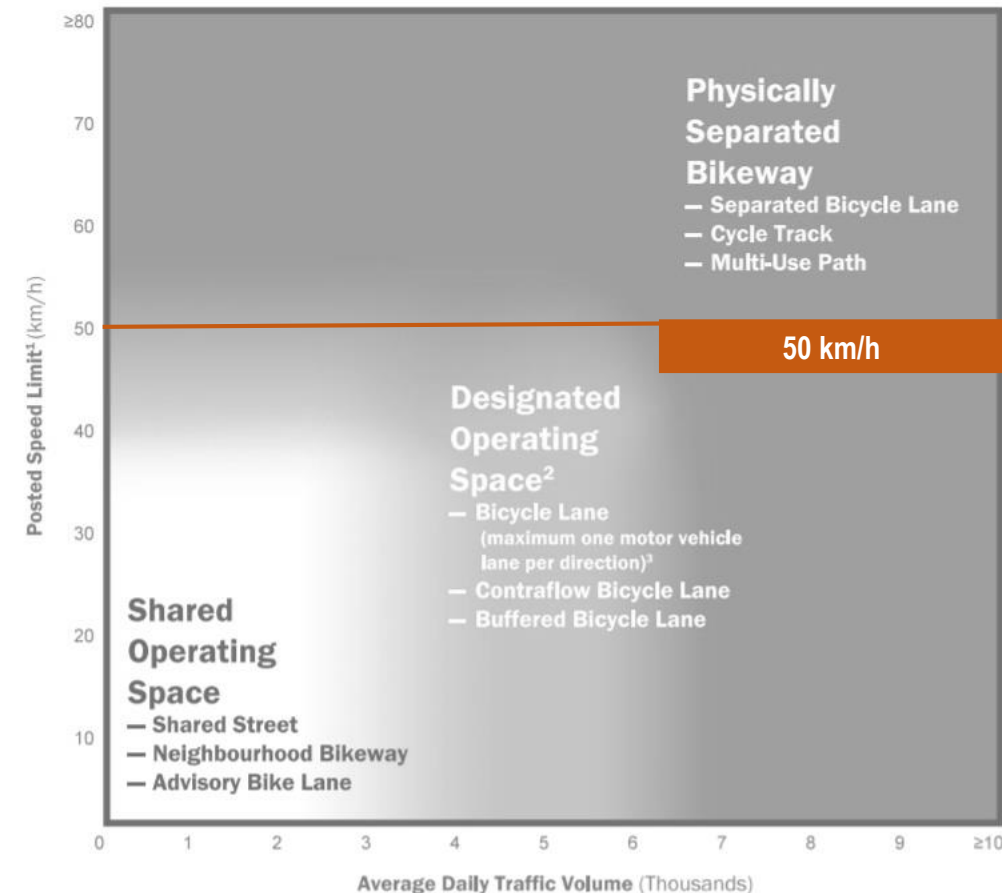
- The City's adopted 2022-2024 Near-Term Cycling Network Plan proposes a new bikeway on Scarborough Golf Club Road.
- A new bikeway would form a north-south backbone of a network of east/west Scarborough bikeways, extending toward the southwest along Kingston Road and Danforth Avenue and eastward along Ellesmere Road
- New bikeways are best built as part of a connected network, not as small unconnected segments.
- Scarborough Golf Club Road would connect to a few existing unlinked bikeways:
 - Brimorton Bike Lanes
 - Ellesmere Road Multi-Use Trail
 - Gattineau Trail (The Meadoway)



Guiding Principles | Bikeway Design Guidelines



- Bikeway designs are guided by Transportation Association (TAC) Geometric Design Guide for Canadian Roads, the Ontario Traffic Manual (OTM) and City adopted guidelines.
- In all of the above guiding documents, motor vehicle **speed and volume** are the most important criteria to identify the right bikeway for a street.
- **Scarborough Golf Club** has over **14,000 vehicles/day** and a **posted speed of 40 or 50 km/hour** (depending on location).
- Based on the speed and volume of traffic, the recommended bikeway type for Scarborough Golf Club is a **protected bikeway**.



OTM recommends physically separated bikeways on streets with motor vehicle speed and volume like those on Scarborough Golf Club

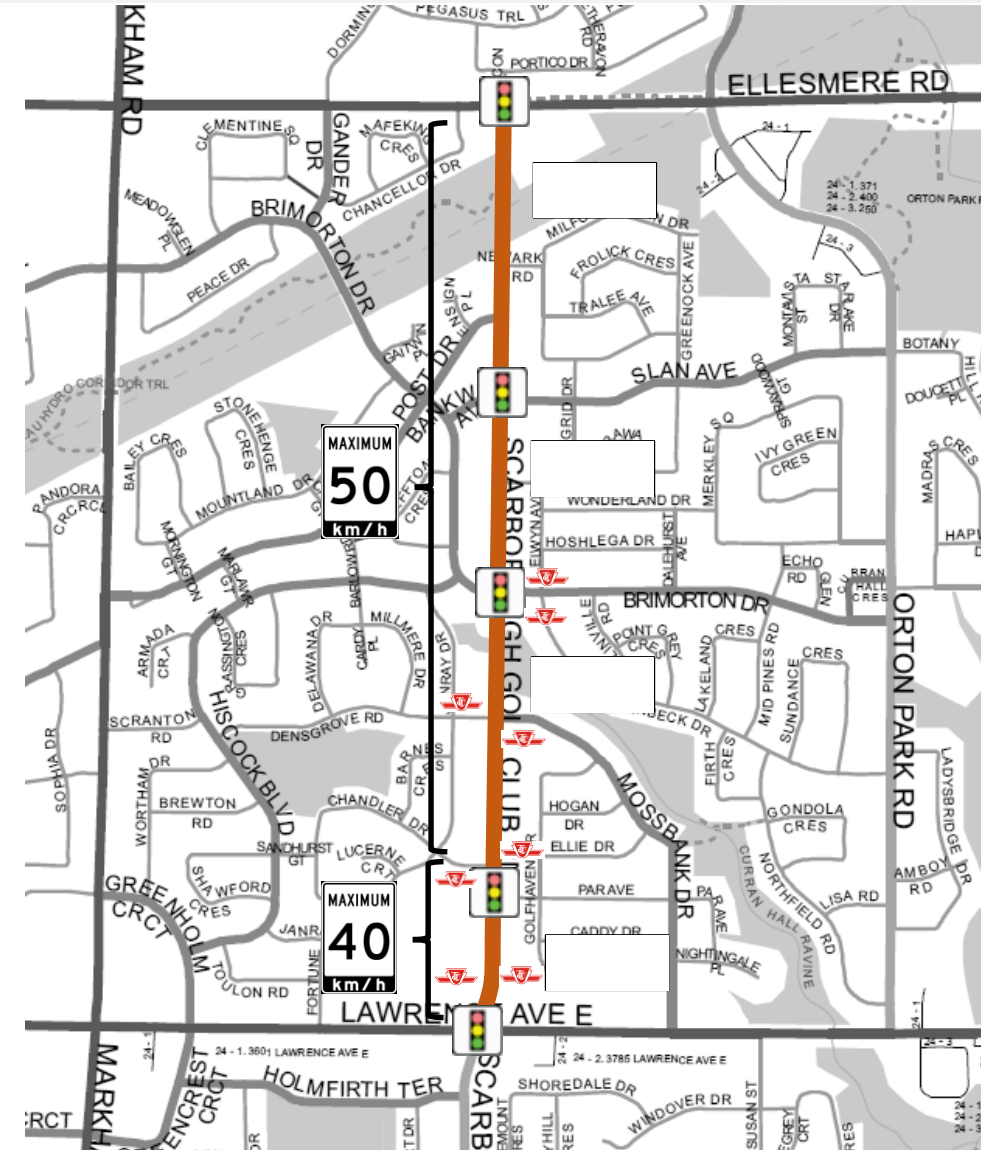
A. Road Reconstruction

Ellesmere Rd to Lawrence Ave E

A | Existing Conditions



- **Roadway Width:** 15.2m
- **Lanes:**
 - 2 lanes per direction
 - Left turn lanes at major intersections (Ellesmere Rd, Slan Ave, Brimorton Dr and Lawrence Ave)
- **Traffic volume:** 11,000 to 14,000/ weekday
- **Transit:**
 - Bus: 54B Lawrence Ave E, every 10-12 min in peak, 14-16 min off-peak between Lawrence Ave E and Brimorton Dr
- **Sidewalks:** Continuous sidewalks on both sides, with varying width and condition
- **On-Street Parking:** Allowed in the curb lanes



Scarborough Golf Club Road - Existing

2 lanes each
direction with parking
permitted in curb
lanes

Made with **Streetmix**

A | Existing Conditions



Looking south from the hydro corridor



Straight, wide roadway with on-street parking; many mature trees between curb and sidewalk

A | Existing Conditions – School Frontage



Signalized intersection at Par Ave,
adjacent to Golf Road Jr School



Narrow sidewalk and unattractive
boulevard

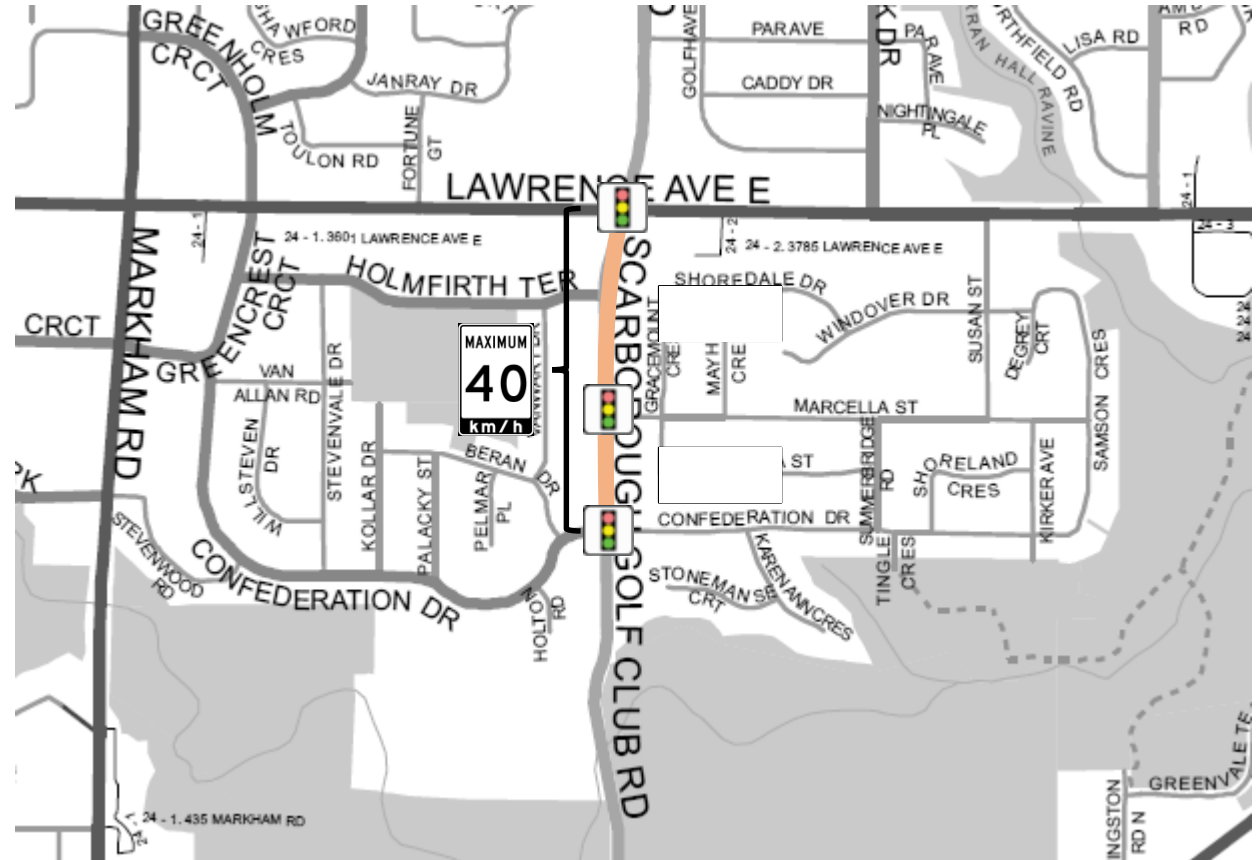
B. Quick Build

Lawrence Ave E to Confederation Dr

B | Existing Conditions



- **Roadway Width:** 15.2m
- **Lanes:**
 - 2 lanes per direction
 - Left turn lanes at Lawrence Ave and Confederation Dr
- **Traffic volume:** 9,000 to 10,000/ weekday
- **Transit:** No transit service on this section
- **Sidewalks:** Continuous sidewalks on both sides, with varying width and condition
- **On-Street Parking:** Allowed in the curb lane



Scarborough Golf Club Road - Existing

2 lanes each
direction with parking
permitted in curb
lanes

Made with **Streetmix**

B | Existing Conditions



Straight, wide roadway lined with houses and a few apartment buildings



New traffic signal installed at Confederation Drive in 2020

C. Quick Build

Confederation Dr to Kingston Rd

C | Existing Conditions



- **Roadway Width :** 9.6m
- **Lanes:** 1 lane per direction
- **Traffic volume:** ~7400/weekday
- **Sidewalks:** Sidewalks on east side only for most of this section
- **On-Street Parking:** Generally no on-street parking permitted on either side, except for a short section just north of Kingston Road



Scarborough Golf Club Road - Existing

1 lane in each
direction

Made with **Streetmix**

C | Existing Conditions



Curvy road through valley, with wide lanes and narrow sidewalk on east side



Houses and several side street intersections south of the rail crossing

We Want to
Hear From You

Be Patient:

Virtual meetings
Q&As don't always
run as smoothly as
planned.

Be Brief:

Limit yourself to one
question or comment
when called on to
speak. Please
reference the name of
the organization that
you represent when
you ask your question.

Be Respectful:

The City of Toronto is an
inclusive public organization.
Discriminatory, prejudicial or
hateful comments and
questions will not be tolerated
and you will be removed from
the meeting.



We want to hear from you – all questions are good questions!

SWOC Analysis

Strengths, Weaknesses, Opportunities, Challenges



Strengths	Weaknesses
<i>What are some of the positive things about Scarborough Golf Club Road? What would you want to ensure stays the same? What do you love about the street?</i>	<i>What do you wish was different about Scarborough Golf Club Road? What would you like to see change?</i>
Opportunities	Challenges
<i>Where are the opportunities to improve safety on Scarborough Golf Club Road? Have you seen something elsewhere that you would like to see here?</i>	<i>Are there any outside factors that impact safety on Scarborough Golf Club Road? Are you concerned about any future changes? What could limit the success of this project?</i>

Instructions



- Participants will be invited to reflect on the discussion questions and type ideas into the chat box that refer to each section of the SWOC
- The facilitator will take participants through one category at a time, for about 5 minutes each (strengths, weaknesses, opportunities, or challenges)
- Participants will take 1 minute to think about the category and will be invited to add their ideas to the chat
- The facilitator will refer to the ideas in the chat, and invite participants to elaborate and share on their ideas through a roundtable discussion
- Remember, there are no wrong ideas! Everything will be recorded. Your responses will be used as foundation for a similar activity to be done at the public meeting on Feb 10

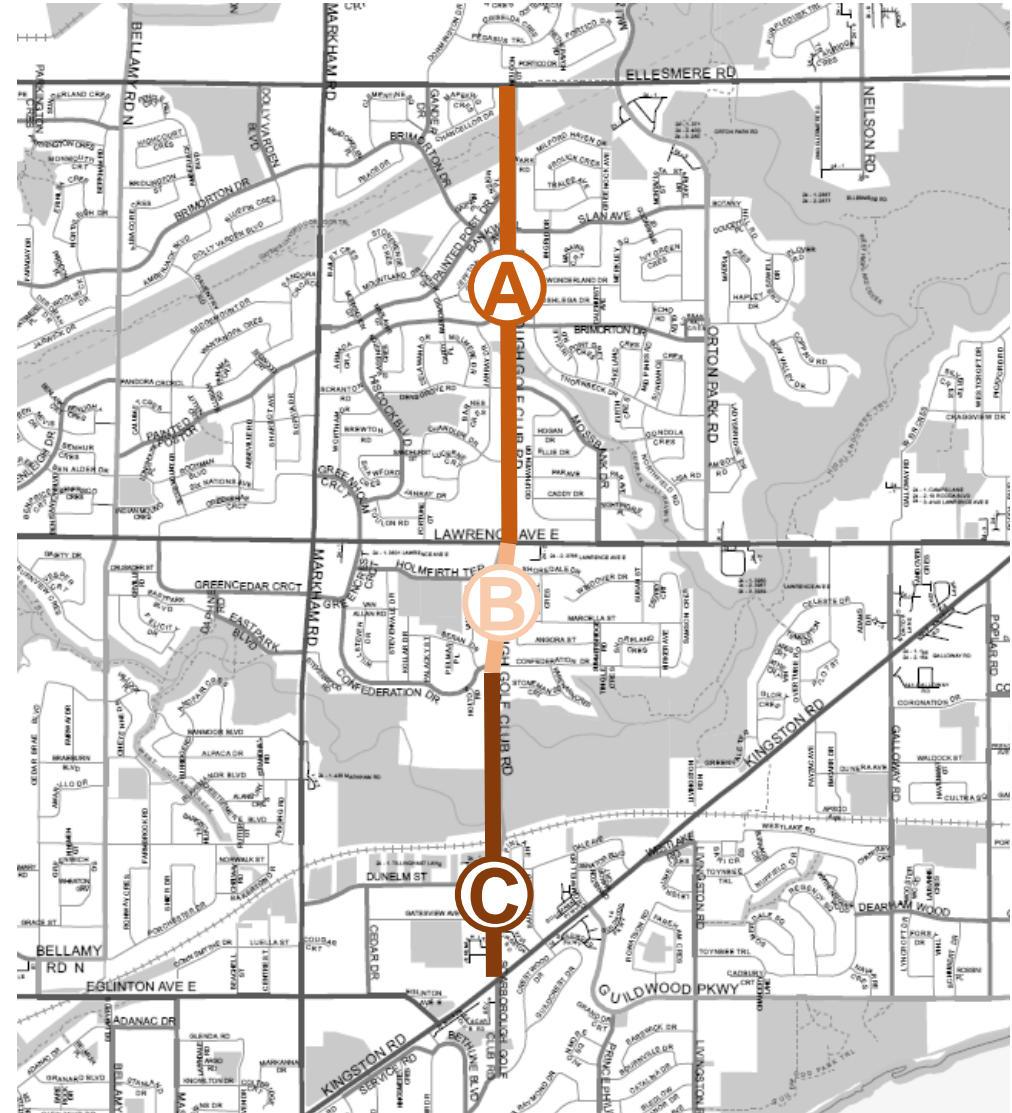
Strengths : + What are some of the positive things about Scarborough Golf Club Road? What would you want to ensure stays the same? What do you love about the street? S	Weaknesses : + What do you wish was different about Scarborough Golf Club Road? What would you like to see change? W
Opportunities : + Where are the opportunities to improve safety on Scarborough Golf Club Road? Have you seen something elsewhere that you would like to see here? O	Challenges : + Are there any outside factors that impact safety on Scarborough Golf Club Road? Are you concerned about any future changes? What could limit the success of this project? T

Potential Design Features

Project Overview | Project Limits



- A. Road Reconstruction (2023-2024)
 - Ellesmere Road to Lawrence Avenue East
- B. Quick Build Opportunities (2023-2024)
 - Lawrence Avenue E to Confederation Drive
- C. Quick Build Opportunities (2023-2024)
 - Confederation Drive to Kingston Road



Potential Design Features



Boulevard

The part of a street that is not used for vehicle travel, and is between the roadway and the sidewalk.



Median

The strip of land between the lanes of opposing traffic on a divided roadway.



Streetscape

What you can see on a street, including the road, sidewalks, street furniture, trees and open spaces, that combine to form the street's character.

Potential Design Features



Truck Aprons

These allow large vehicles to navigate the curb without striking fixed objects or other road users, while creating slower turns for smaller vehicles.



Raised Crossings

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



Left Turn Calming

Speed bumps encourage drivers to approach the crosswalk at a sharper angle, resulting in slower turning speeds and better visibility.

Potential Design Features



Green infrastructure

Green infrastructure allows for runoff water from the street to be naturally filtered and slowed down before entering the sewer system.



Transit Stops

The location of transit stops is generally guided by the safety and comfort of transit users, spacing between stops, and nearby intersections and land uses.



Curb Radii Reduction

Reduced curb radii reduce pedestrian crossing distances and encourages lower motor vehicle speeds.

Potential Design Features



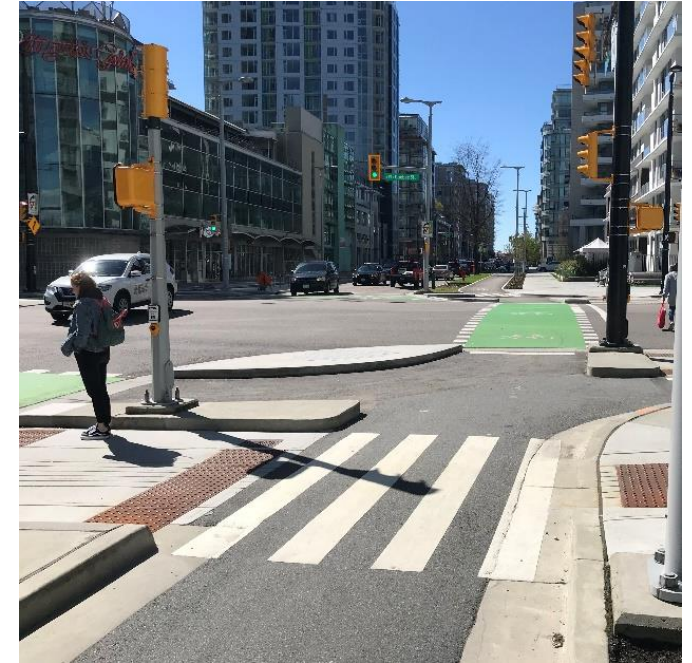
Raised Cycle Track

Vertically separated from motor vehicle traffic, and may be at the level of the adjacent sidewalk or combined with a parking lane or other barrier from the roadway.



Street-level Cycle Track

Cycle tracks are physically separated from motor vehicle traffic by a curb or concrete/planted median, at the same level as the road.



Protected Intersection

A protected intersection is a design where the bikeway remains separated, where enhanced measures mitigate the conflict between people cycling, people walking and drivers turning.

Potential Design Features | Quick Build



Without a road reconstruction, a different palette of tools is available

A quick build project can include:

- New or modified traffic signals and pedestrian crossovers (PXO)
- Pavement marking changes
- Pre-cast materials such as curb extensions, low walls, curbs and flexible posts
- Minor concrete work such as new curb ramps with TWSIs



Questions and Answers

Next Steps

Next Steps | Public Consultation and Design



WE ARE HERE

Review Existing
Conditions and Input



February 10, 2022

Virtual Public Event #1, Online Survey available

February 25, 2022

Last day to comment and complete the Online survey

March/April, 2022 (date to be determined)

Local 'Walk-About'

March 10, 2022

Phase 1 Consultation Report available online

Develop & Refine
Design

Winter 2022

Preliminary design work based on feedback

Spring 2022

Virtual Public Event #2

Summer 2022

Refine design based on feedback

Construction

2023

Construction begins

Learn more and take our online survey:

toronto.ca/sgcrroadsafety

If you have questions or require assistance, please contact:

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416-338-2986