



An artist's rendering of proposed addition of protected one-way cycle track to Scarborough Golf Club Road

# Road Safety Improvements on Scarborough Golf Club Road

## Public Drop-In Event     February 06, 2023



# Project Overview



The City is proposing changes to the design of Scarborough Golf Club Road from Ellesmere Avenue to Kingston Road, including a new bikeway and road safety features.

The changes would:

- Improve safety for all road users
- Form new cycling connections
- Implement new green infrastructure and improve the pedestrian realm



Today, Scarborough Golf Club requires reconstruction due to the state of the road.



# Project Overview | Why Now?



- Scarborough Golf Club Road between Ellesmere Road to Lawrence Avenue is programmed for a road reconstruction 2024-2025\* 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

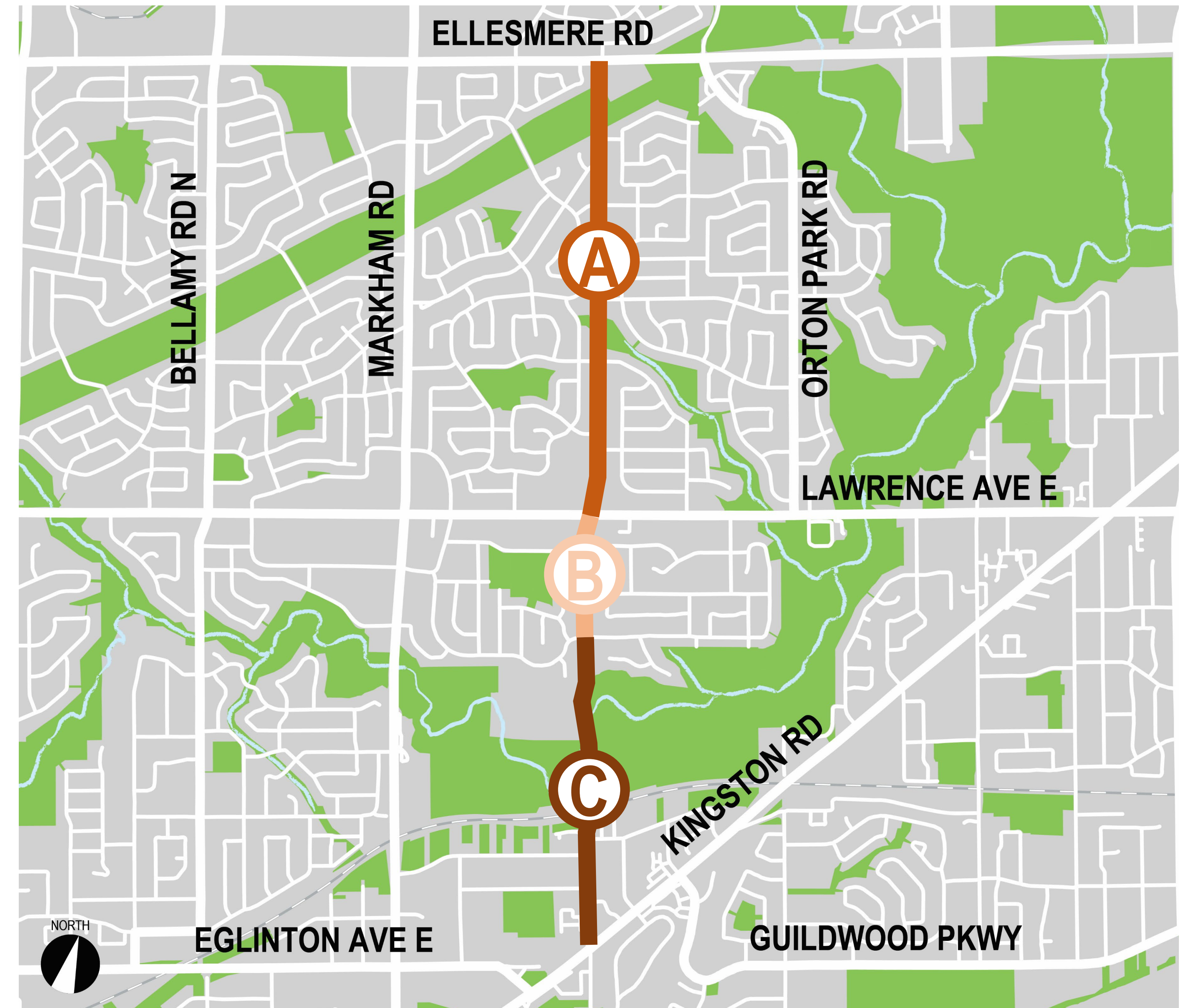


The project is divided into three segments. Different changes are proposed for each segment.

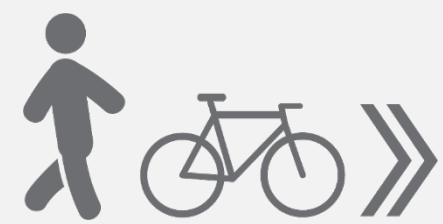
- A. Ellesmere Road to Lawrence Ave East
- B. Lawrence Ave East to Confederation Dr
- C. Confederation Drive to Kingston Road

Even though Scarborough Golf Club Rd is not being reconstructed south of Lawrence Ave East, there is an opportunity to improve safety and operations through a 'quick build' method.

Quick build projects involve changes to the design of a road through the installation of new pavement markings and pre-fabricated materials, rather than road construction.

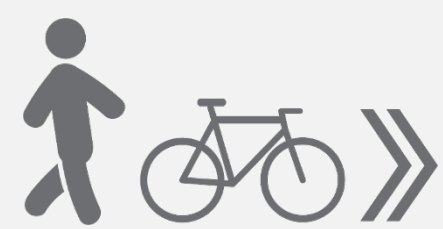








# Why Consider Change? | Vision Zero



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 of 40 km/h to 50 km/h**
- 1 in 6 people driving are travelling 60-65+ km/h
- 1 in 20 people driving are travelling 70-75+ km/h

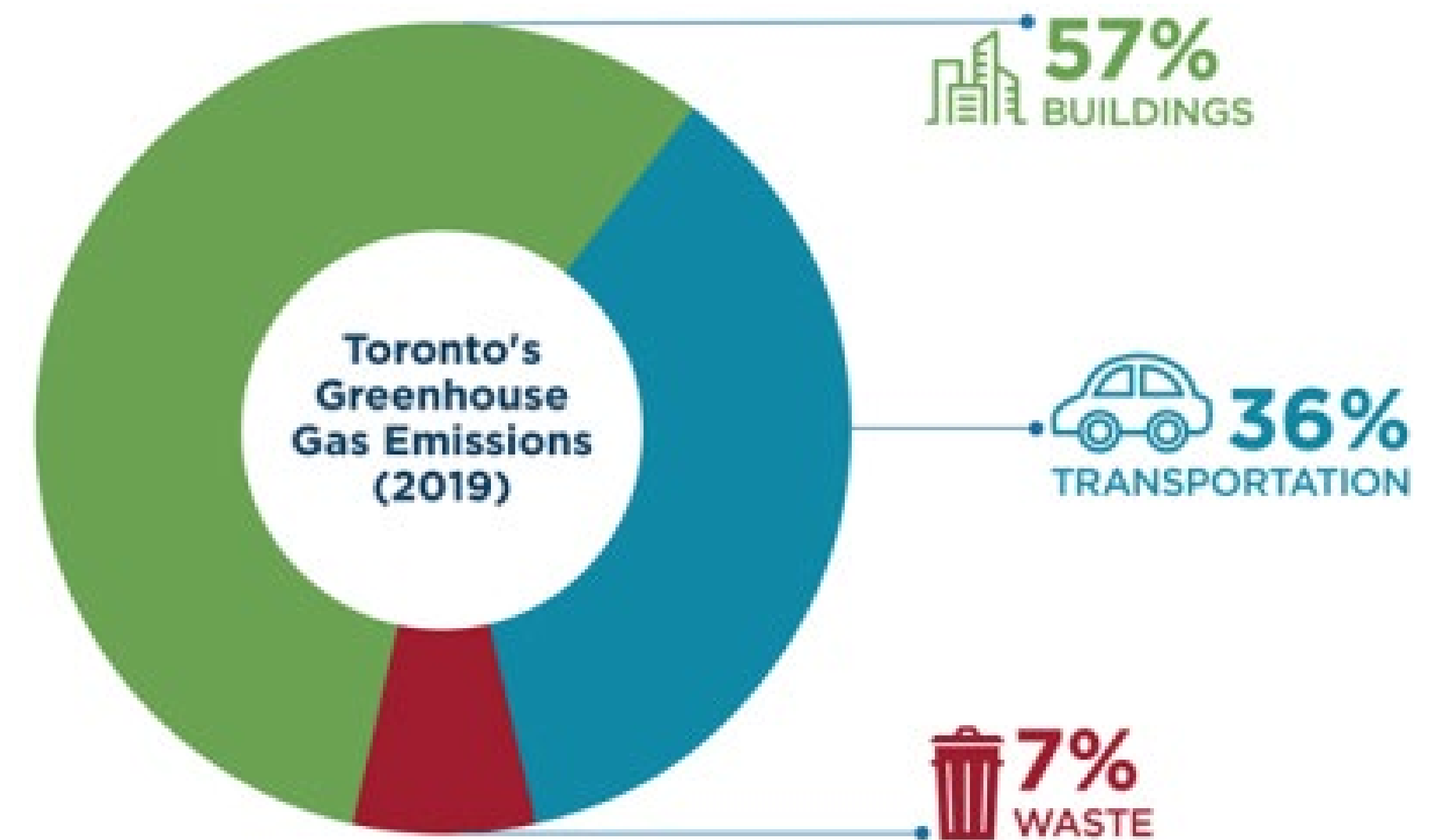
Traditional Road Safety Approach	Vision Zero Approach
Traffic fatalities are inevitable.	Traffic fatalities are <b>preventable</b> .
Crashes are caused by non-compliant road users.	Humans make mistakes. The roadway system should be designed and operated so those mistakes are not deadly.
Try to reduce 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? | Transform TO



- **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.
- 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 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.



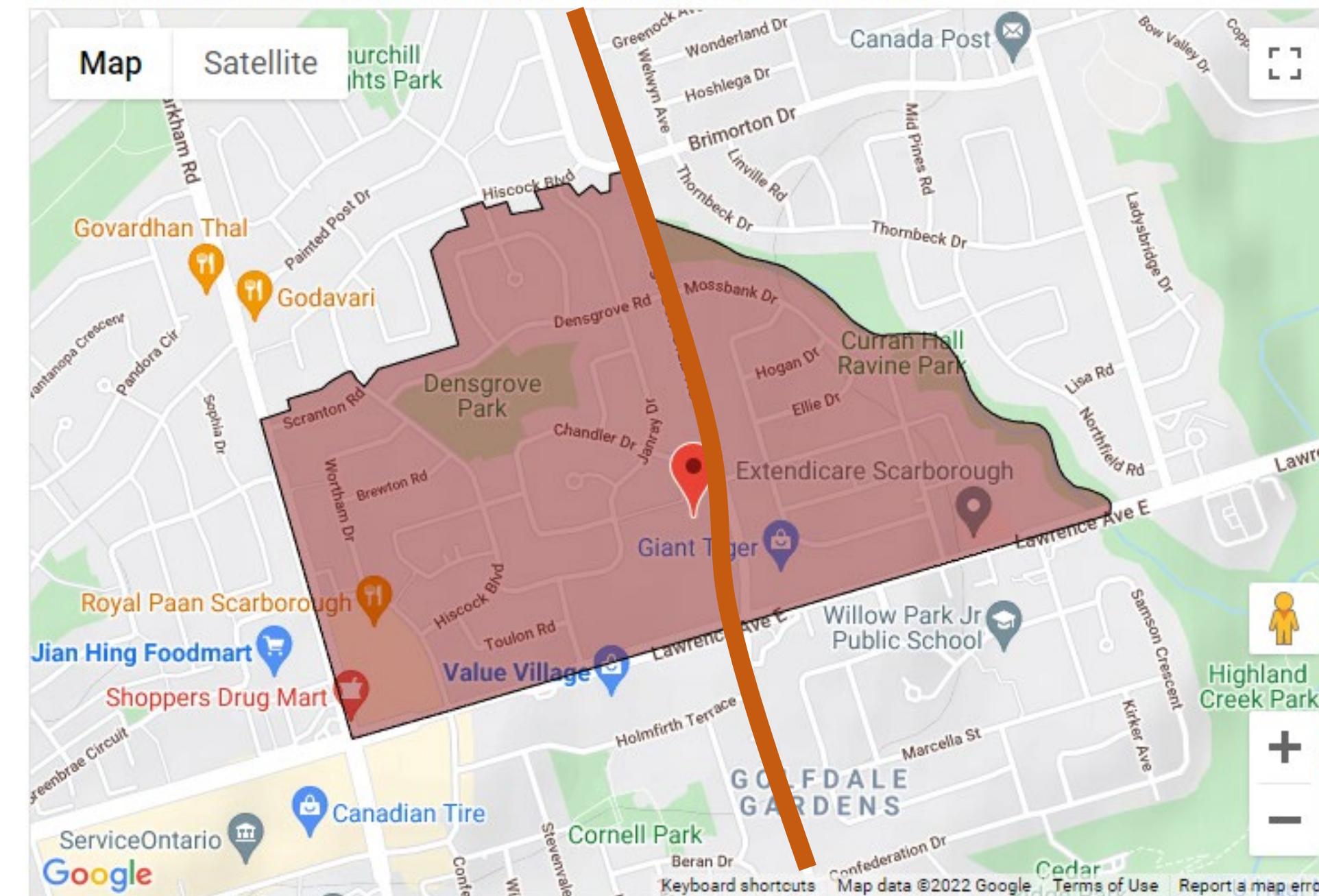


# Why Consider Change? | Connecting to Schools

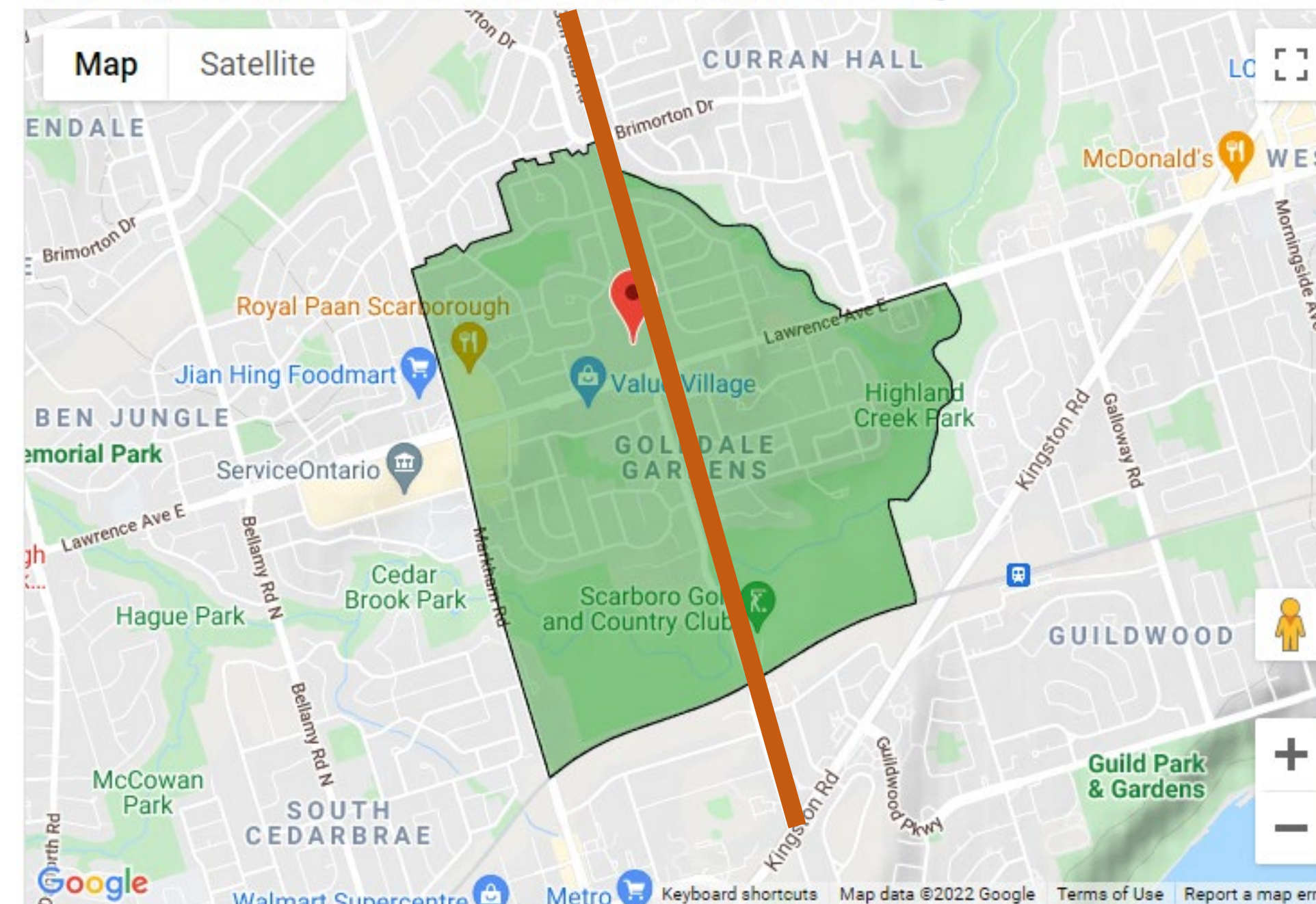


- Golf Road Junior and Tecumseh Senior Public Schools (TDSB) are both directly on Scarborough Golf Club Road with catchment areas on both sides of the street
  - No regular school bus service for these schools
- Cedarbrae Collegiate Institute, Woburn Collegiate Institute (TDSB), St. Barbara and St. Thomas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

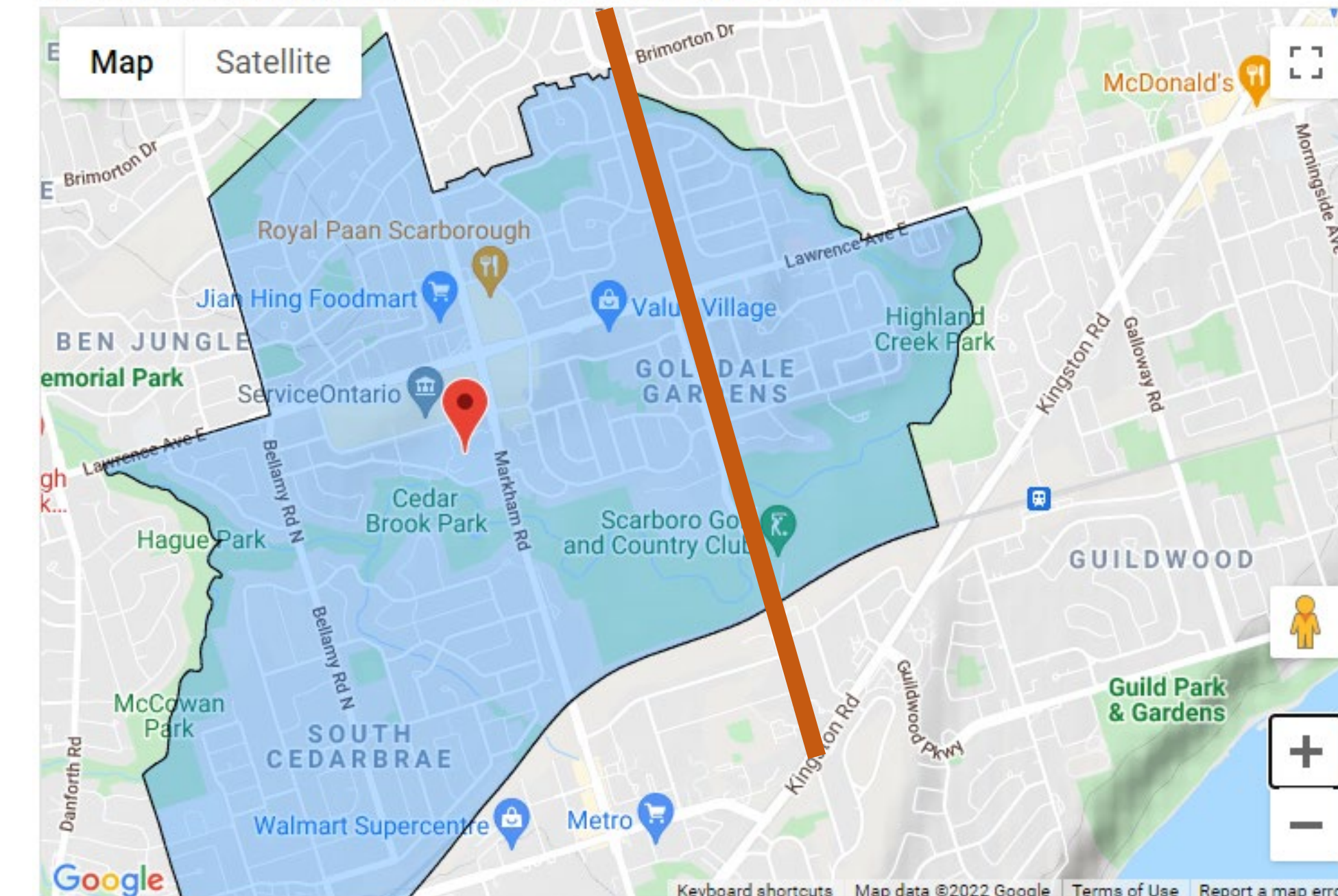
Golf Road Junior Public School - Elementary Boundary



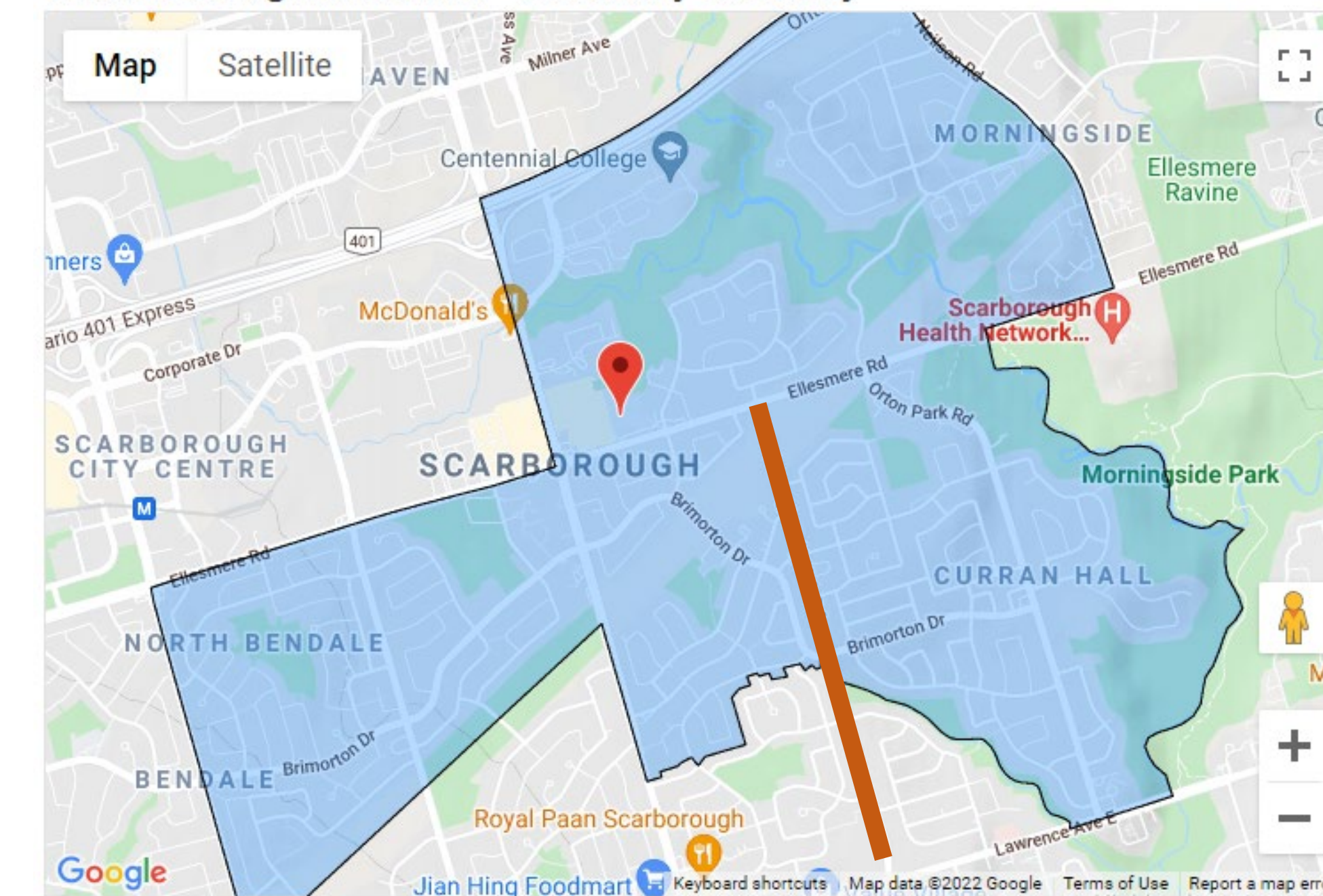
Tecumseh Senior Public School - Intermediate Boundary



Cedarbrae Collegiate Institute - Secondary Boundary



Woburn Collegiate Institute - Secondary Boundary

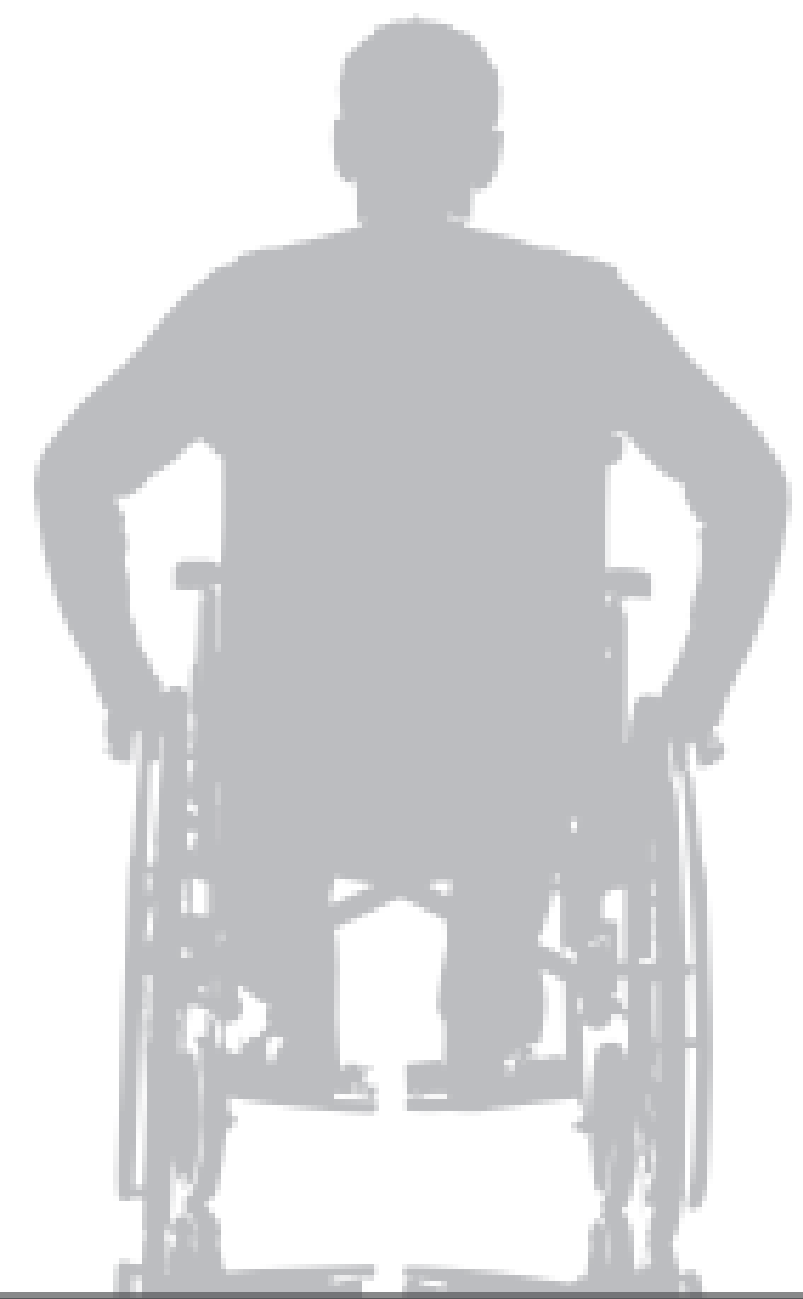




# Guiding Principles | Accessibility



- 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



Person with Mobility Assistive Device  
0.9m



Two People Walking Space  
1.4m



Pedestrian + Bags  
0.7m + 0.3m



Pedestrian Pushing Stroller  
0.9m



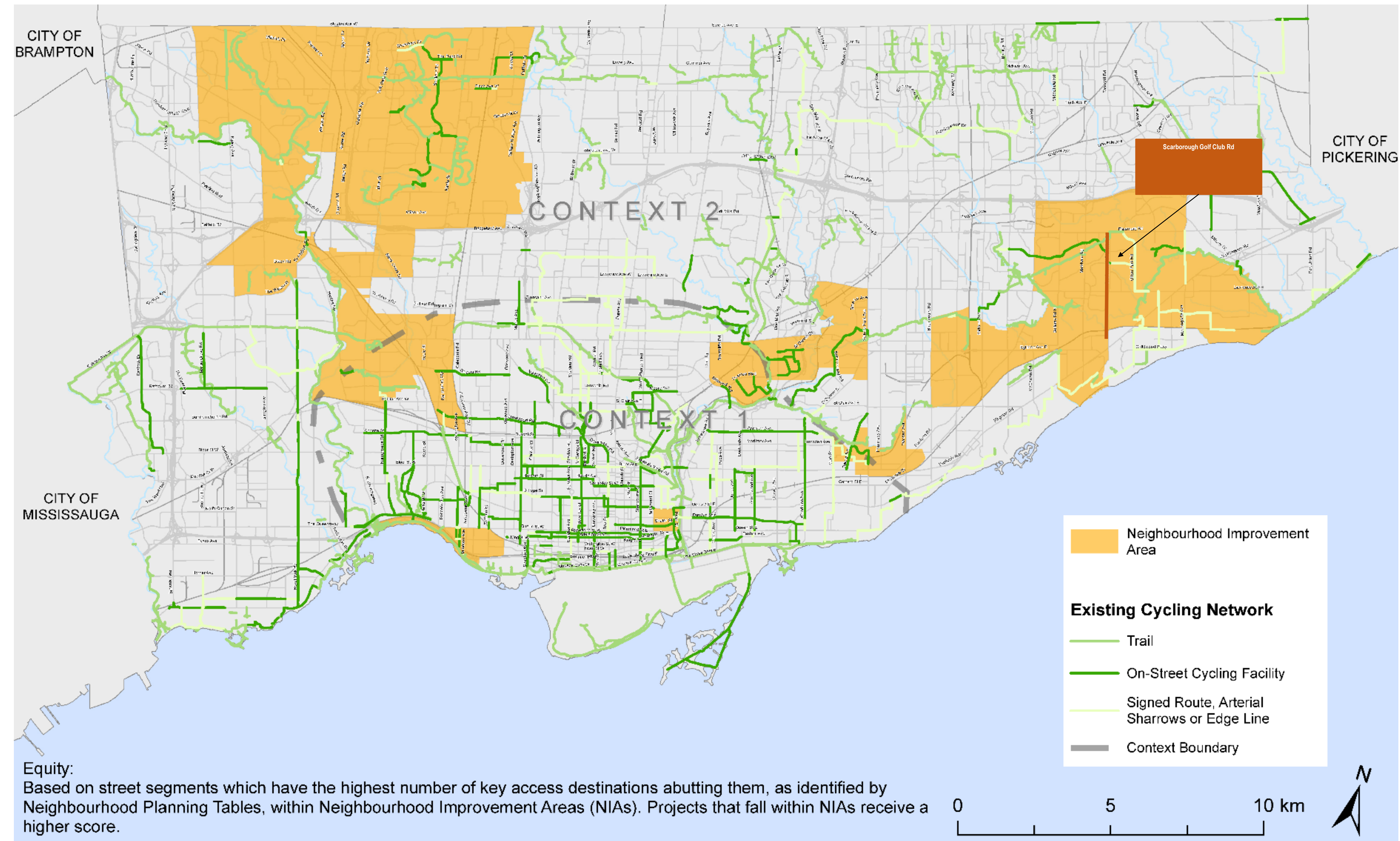
Passive Walking  
0.7m



# Guiding Principles | Equity



- Scarborough Golf Club Road 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

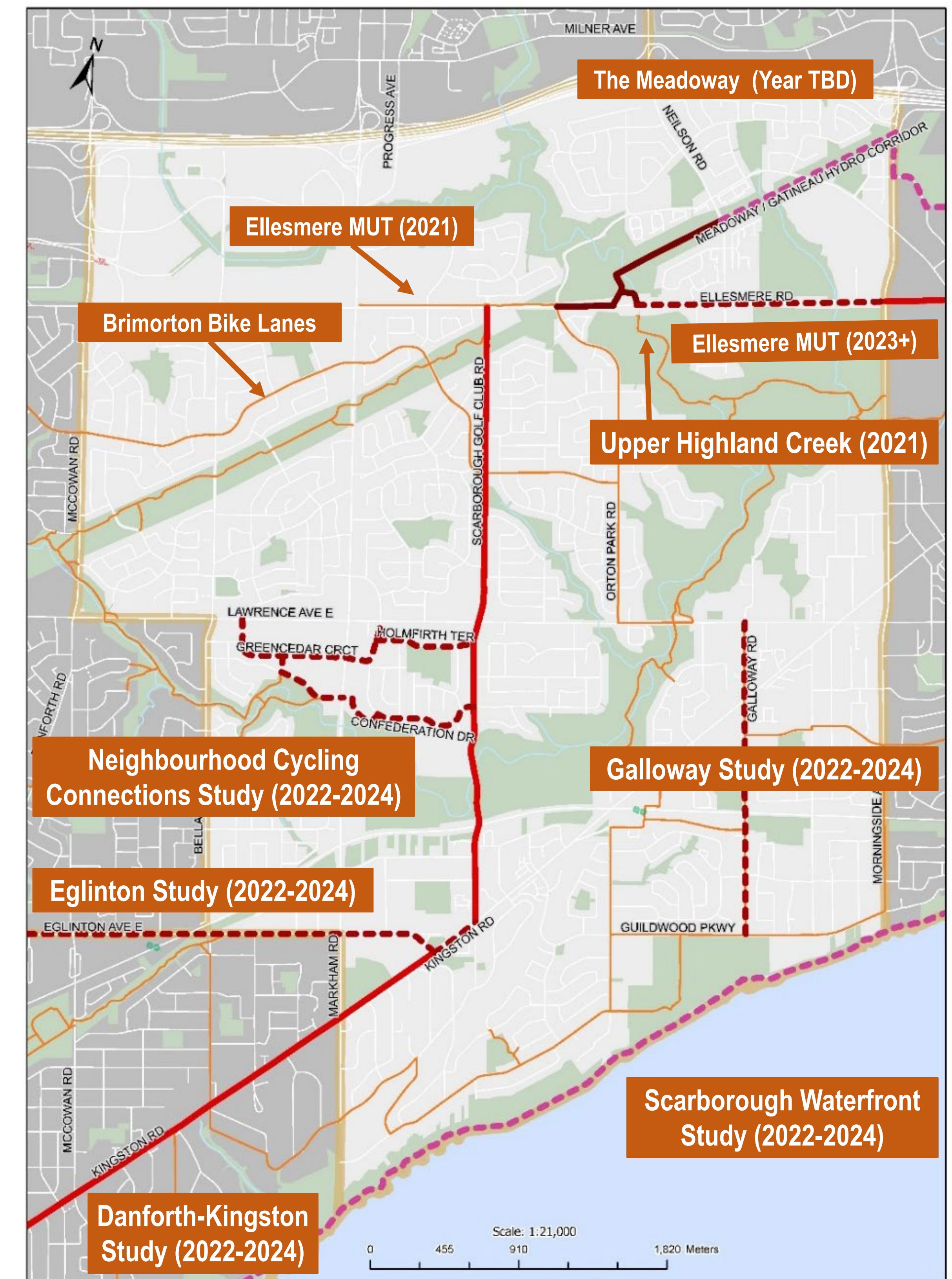
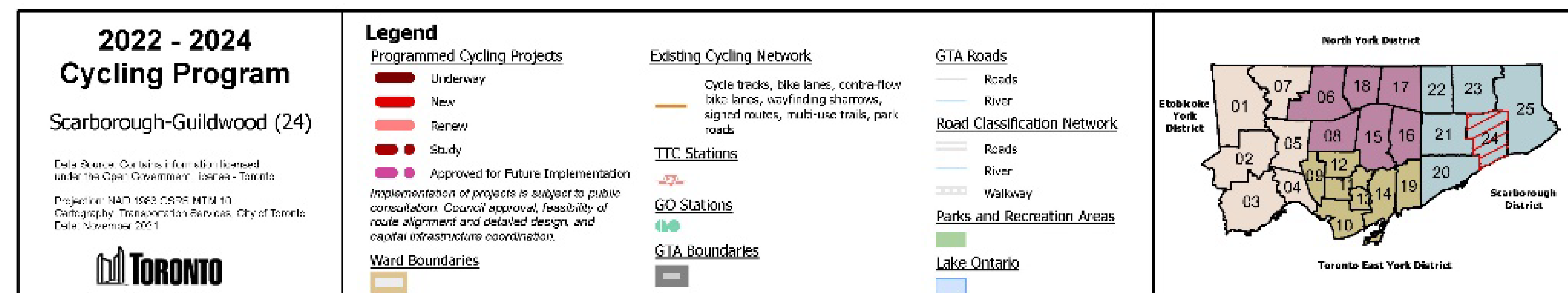




# Guiding Principles | Bikeway Connections



- 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 Drive Bike Lanes
  - Ellesmere Road Multi-Use Trail
  - Gattineau Trail (The Meadoway)

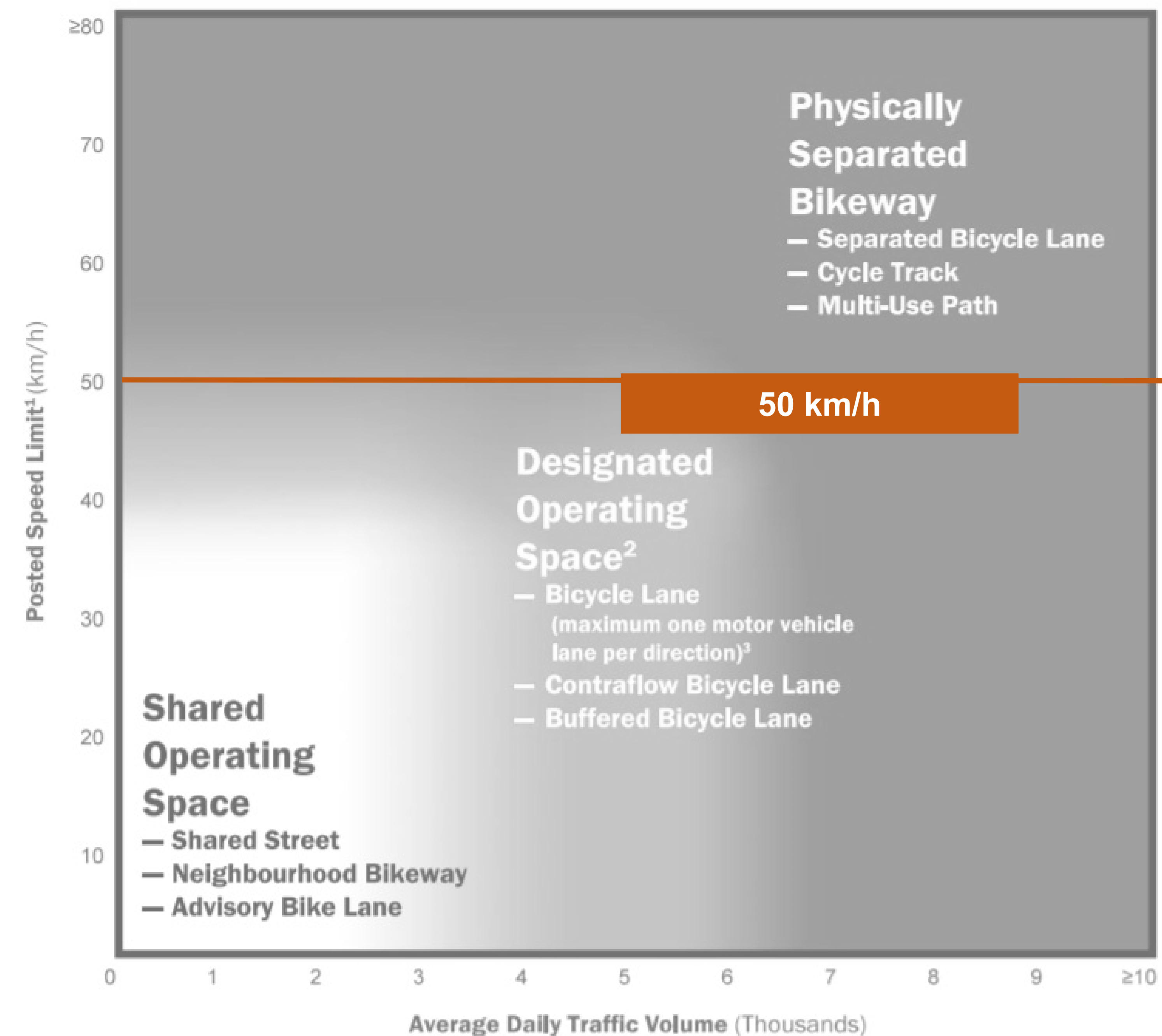




# Guiding Principles | Bikeway Design Guidelines



- 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 Road has **11,000-14,000 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 **physically separated bikeway**



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



# What We Heard | Phase 1 Public Consultation



- Over 40 community members attended the phase 1 virtual public event
- There were 121 responses received through the feedback tool and survey
- 11 comment submissions were received separately by stakeholder groups

## Motor Vehicle Travel

- Excessive speeding on SGCR
- Consider reducing the speed limit from 50 km/h to 30-40 km/h
- Consider reducing motor vehicle travel lanes from two in each direction to one in each direction
- Consider installing cycle tracks, which could help curtail speeding

## Pedestrian Safety

- Some pedestrians do not feel safe walking along the corridor
- Recommended raised crossings especially in areas children frequent (i.e. near schools)
- Consider improvements to intersections especially where motor vehicles are allowed to make turns

## Cycling Safety

- Support for protected cycle tracks, as some felt it would create safety for all road users
- Steepness of the road poses a concern to cycling safety
- Some suggested that cycle tracks can help with the speeding issues on the road

## Other Feedback

- More focus should be placed on expanding on the streetscape and enhancing it to make the street more beautiful
- People highlighted accessibility challenges with regard to transit, crossing the street
- Metrolinx work needs to be coordinated with this project



# Segment A | Ellesmere Rd to Lawrence Ave E

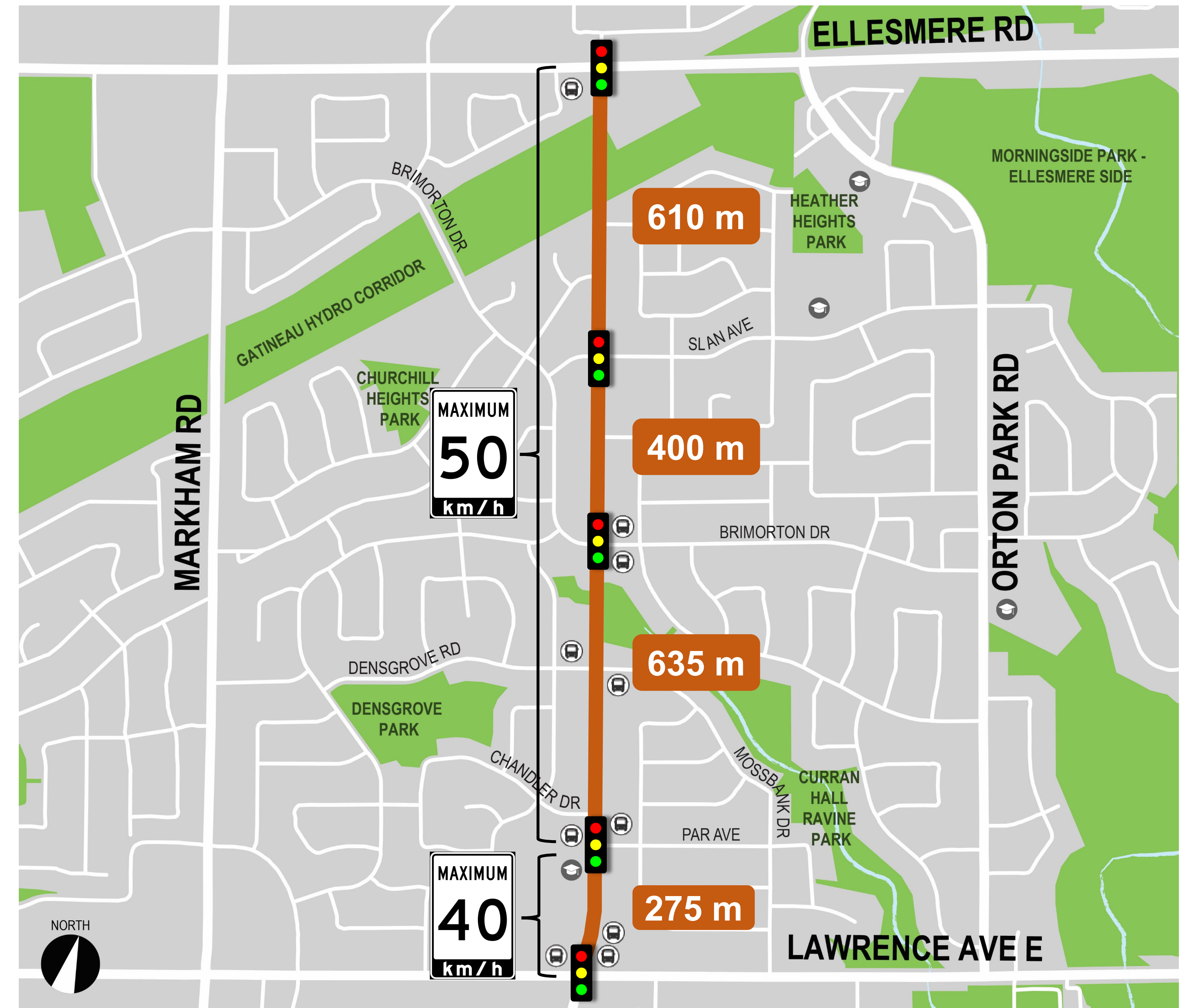
## Road Reconstruction Proposed Design



# Segment A | Existing Conditions

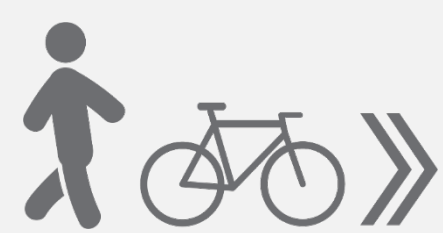


- **Roadway Width:** 15.2m
- **Lanes:**
  - Two lanes per direction with on-street parking allowed in the curb lanes
  - Left-turn lanes at major intersections (Ellesmere Rd, Slan Ave, Brimorton Dr and Lawrence Ave)
- **Traffic volume:** 11,000 to 14,000/ weekday
- **Transit:**
  - Bus: 54B Lawrence 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





# Segment A | Existing Conditions



Looking south from the Hydro corridor



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



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



Narrow sidewalk and unattractive boulevard





## This project proposes to:

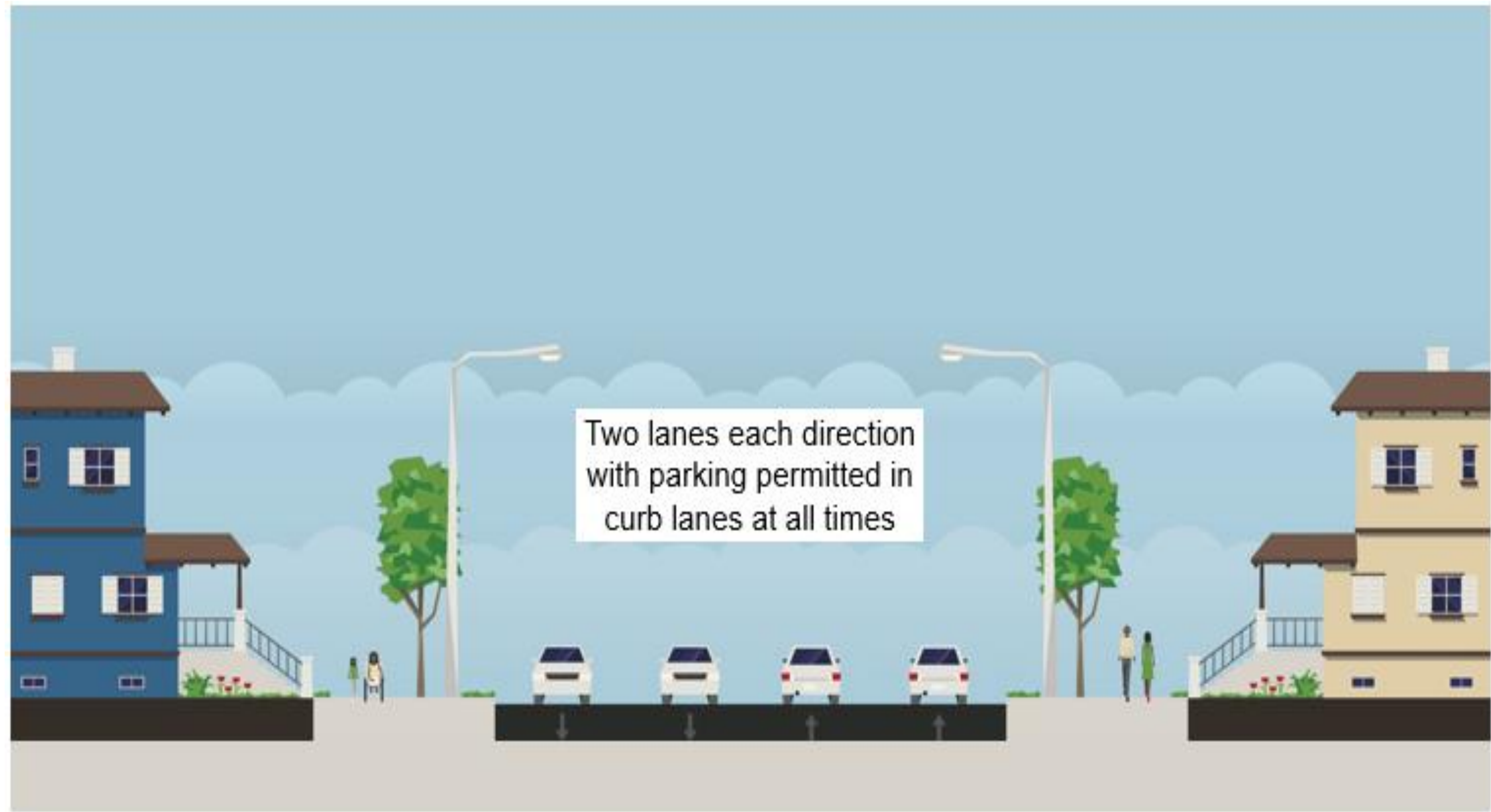
- Reduce the number of motor vehicle lanes in some sections so that the road is consistently one motor vehicle lane in each direction
- Retain one side of street parking, rather than allowing parking on both sides of the street, to normalize the road to one motor vehicle lane per direction and have parking on one side along with cycle tracks on each side

Transportation Services has studied proposed motor vehicle reduction and **does not anticipate impacts to motor vehicle travel times.**

- On-street parking is allowed on Scarborough Golf Club Road
- The utilization of the parking is **2.5% to 4.5%** or an average of 13 parked cars in an available 365 spaces
- The road is currently operating as a two lane roadway with turning lanes at signalized intersections
- The current weekday traffic volumes are **11,000-14,000**, which are below the typical capacity threshold for a two lane road (20,000 vehicles/day)
- Peak hour volumes are well below the capacity thresholds

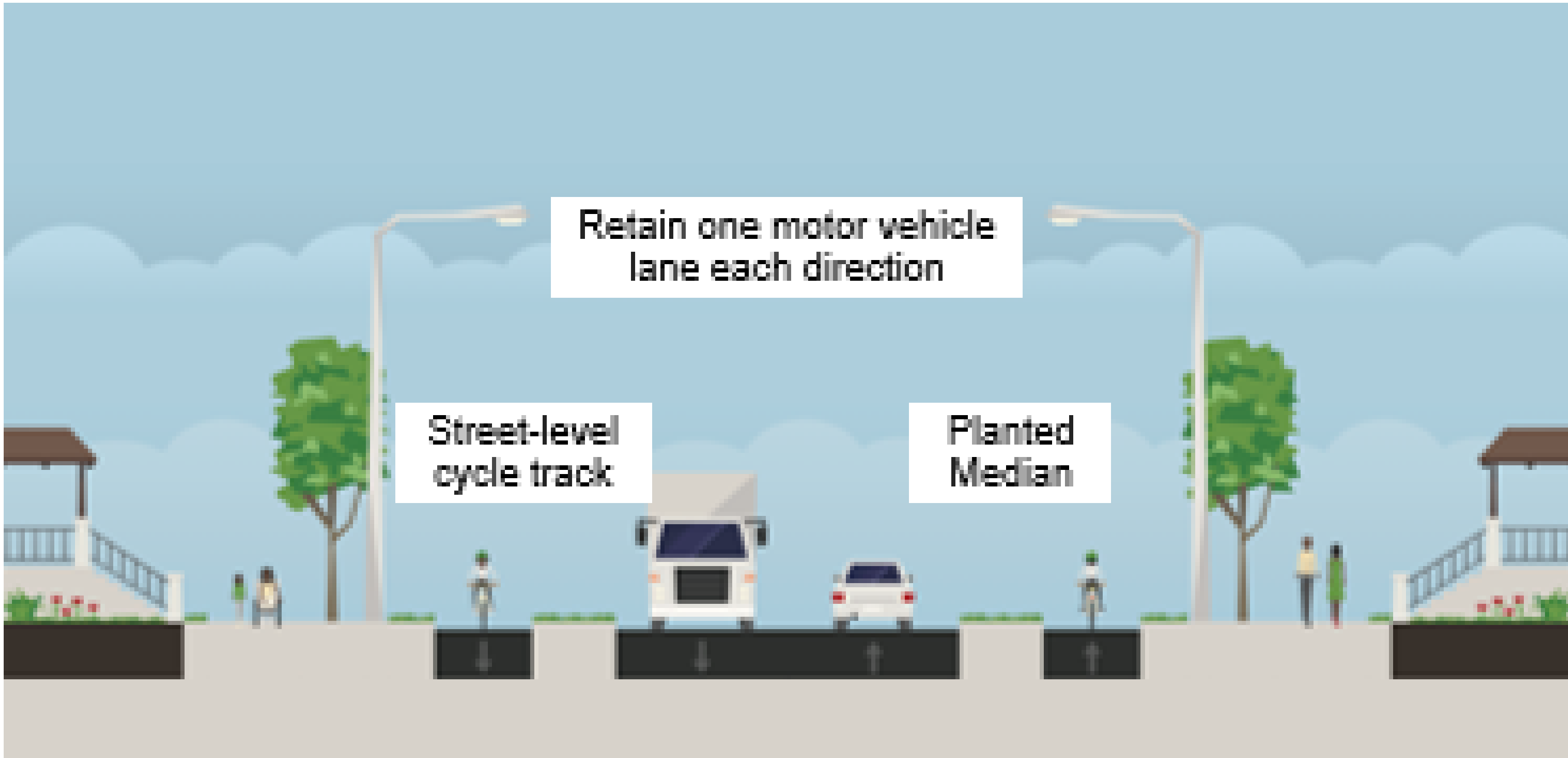
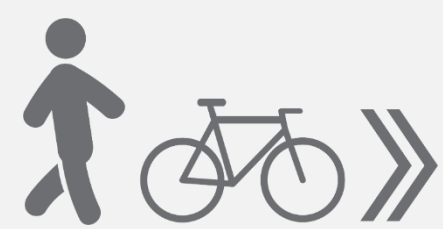


# Segment A | Existing Cross-Section

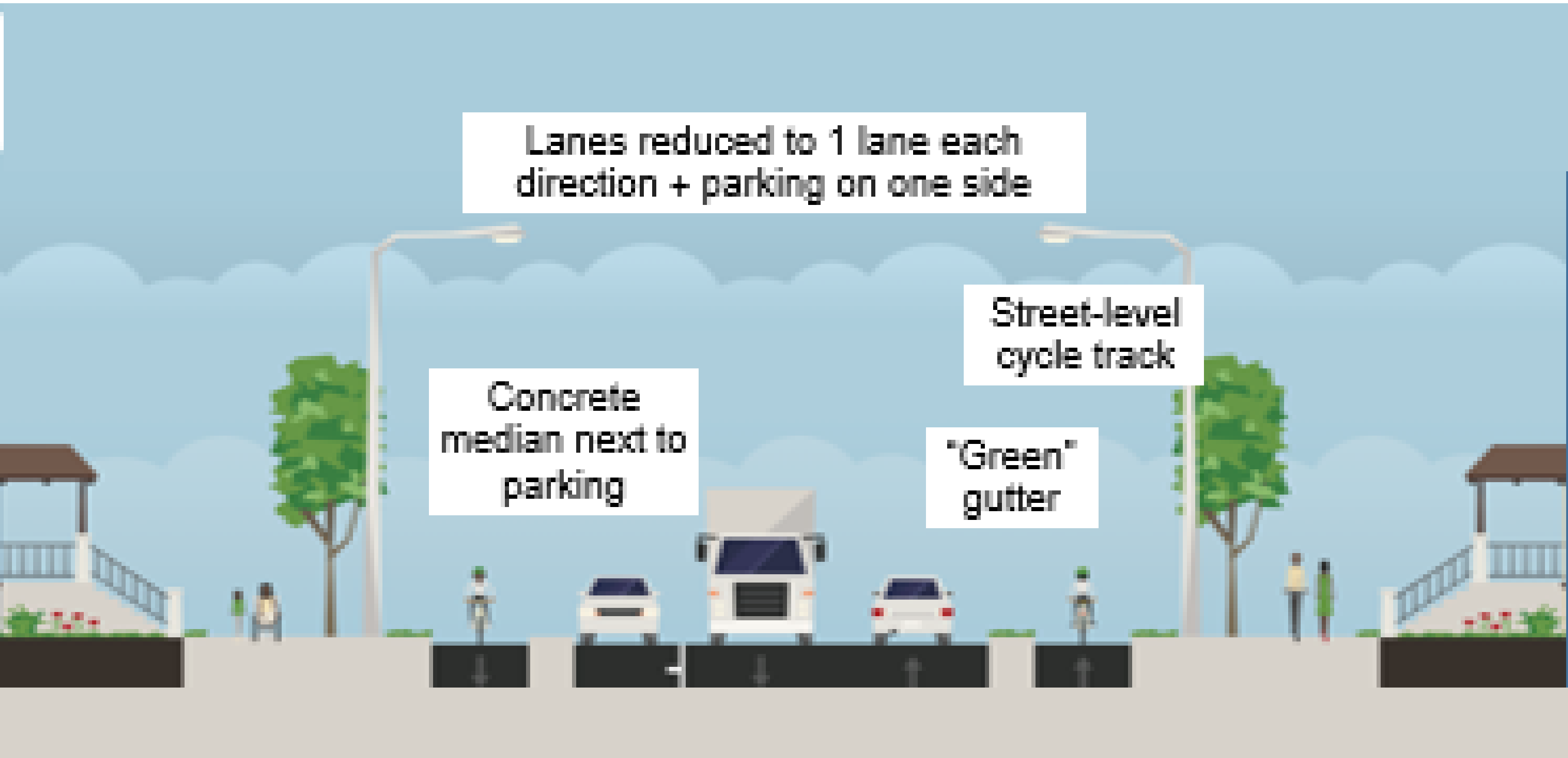




# Segment A | Proposed Cross-Section

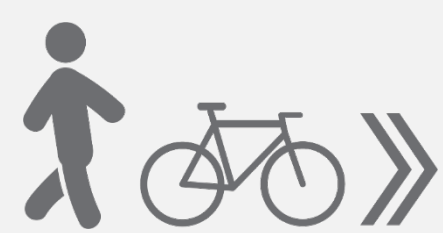


Proposed Cross-Section - Without Parking



Proposed Cross-Section - Parking One Side





Looking North  
Towards Gatineau  
Hydro Corridor



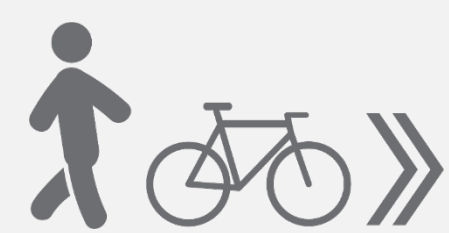
Looking North  
Towards Greenock  
Ave



Scarborough Golf  
Club Road at School



# Segment A | Proposed Changes Summary



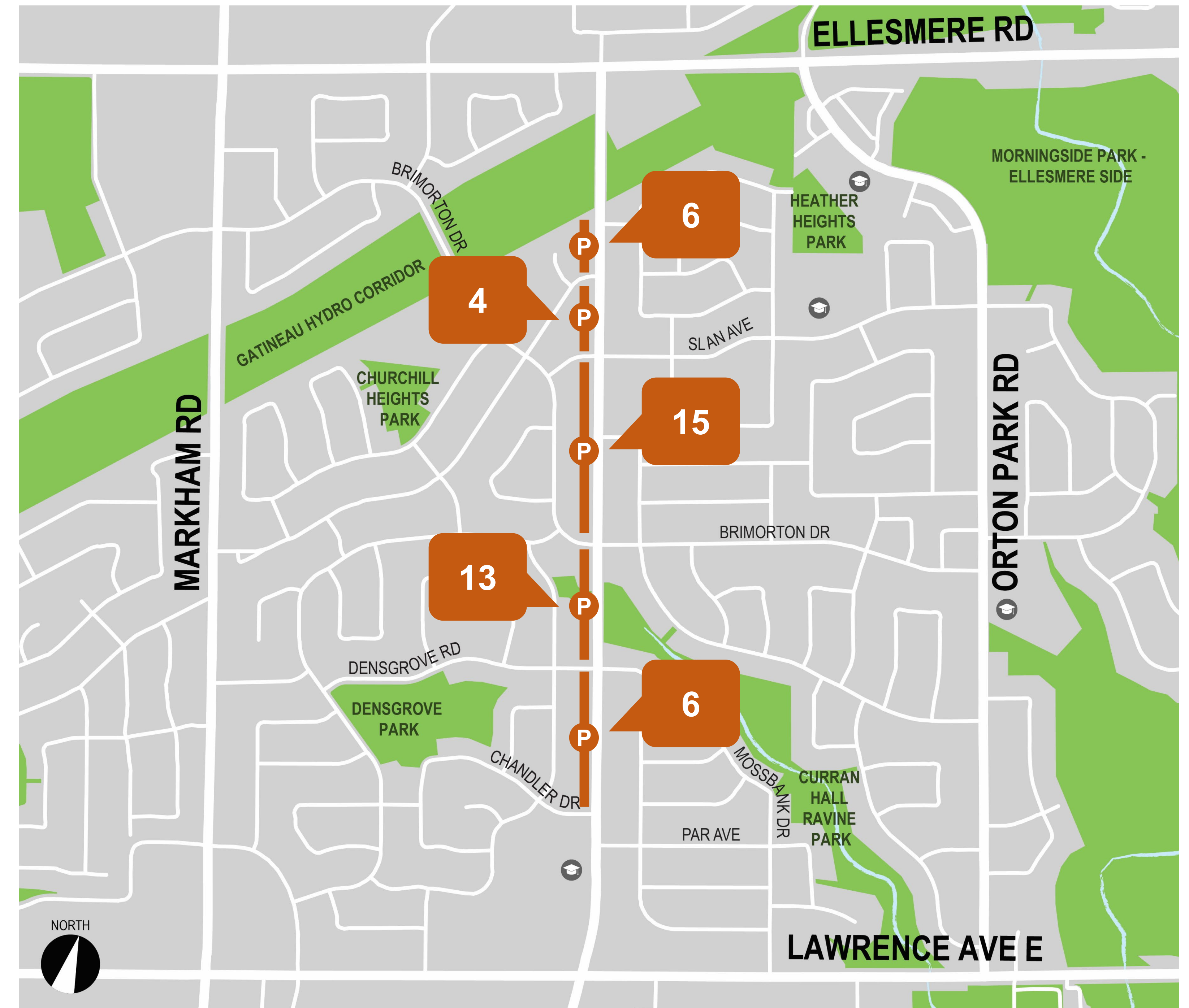
A. Ellesmere Rd to Lawrence Ave E	Impacts and Opportunities
Vehicular Lanes	<ul style="list-style-type: none"><li>• One lane per direction maintained</li><li>• Left turn lanes maintained</li></ul>
Intersections	<ul style="list-style-type: none"><li>• Protected intersections under consideration at Ellesmere Rd, Brimorton Dr and Lawrence Ave E</li><li>• Raised intersections at cross-streets under consideration</li><li>• Corner radii reductions for safer turns and better sight lines</li></ul>
Parking/Loading	<ul style="list-style-type: none"><li>• Parking on one side provided</li><li>• No Stopping or loading in areas without parking</li></ul>
Accessibility	<ul style="list-style-type: none"><li>• Accessible platforms at transit stops</li><li>• Bus stop consolidation under review</li></ul>
Cycle Tracks	<ul style="list-style-type: none"><li>• One-way and two-way on-street cycle tracks would provide a safer option for people on bikes and reduce conflicts with motorists and pedestrians</li></ul>
Sidewalks	<ul style="list-style-type: none"><li>• Widening of sidewalks to the current City standard</li><li>• Installation of green infrastructure in the boulevard</li></ul>



# Segment A | Proposed Design – Parking Supply



- Parking is proposed to be provided only on one side, as parking survey data suggests the demand is lower than what is supplied, and to accommodate the installation of cycle tracks
- Parking surveys/feedback still on-going to determine which side for parking
- No parking proposed at Hydro Corridor or in front of schools/mall



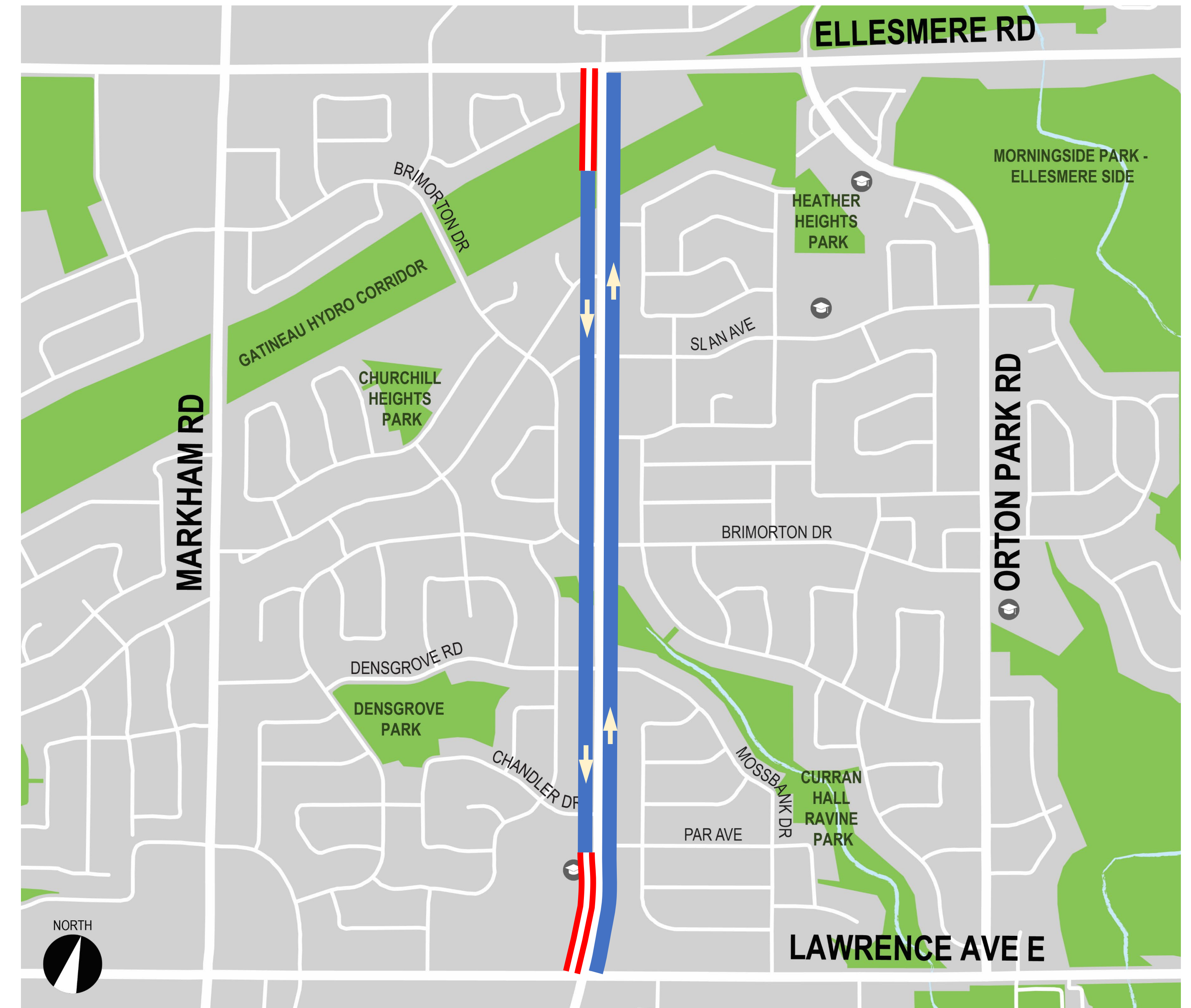
The map depicts the proposed parking supply


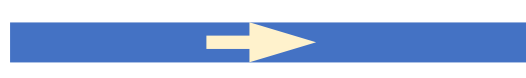


# Segment A | Proposed Design – Cycle Tracks



- Generally, one-way cycle tracks are proposed between Ellesmere Rd and Lawrence Ave E
- Two-way cycle tracks are proposed in two locations on the west side- just south of Ellesmere Rd and just north of Lawrence Ave E
- The section south of Ellesmere Rd is proposed to replace the existing bi-directional trail connecting to the Hydro corridor so a dedicated sidewalk can also be provided
- The section north of Lawrence Ave E is proposed to provide better and more direct cycling access to the schools



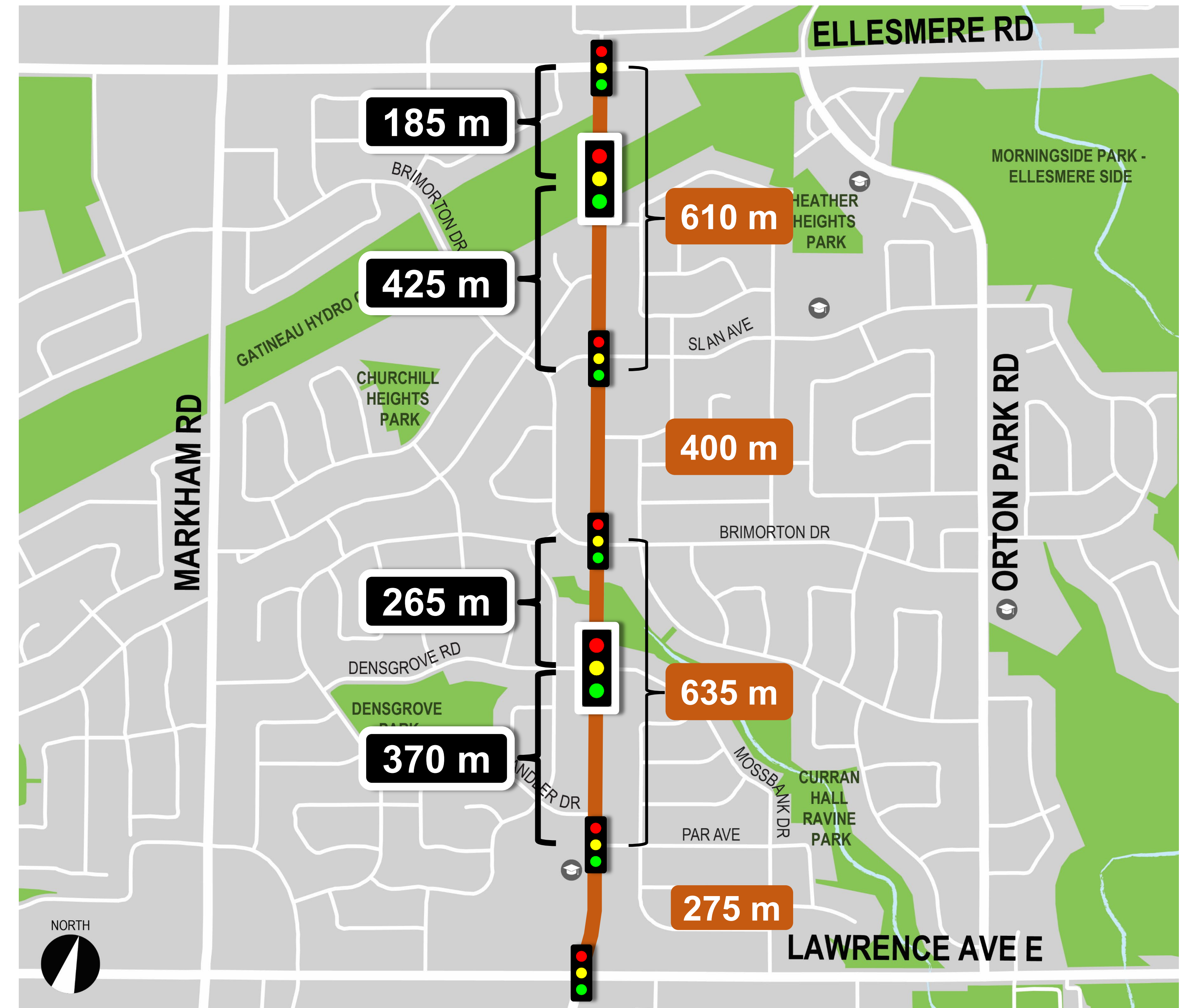
-  Two-way cycle track
-  One-way cycle track



# Segment A | Proposed Design – Crossing Upgrades



- Scarborough has the longest distance between protected crossings compared to other parts of the City. Infrequent safe crossing opportunities contributes to higher likelihood of mid-block crossings.
- **Two new traffic signals are proposed** in the longest sections without protected crossings:
  - Between Ellesmere Road and Slan Avenue at the Gatineau Hydro Corridor Trail Terminus
  - Between Brimorton Drive and Par Avenue at the Densgrove Road intersection



The map depicts areas where it is proposed to add/upgrade traffic signals



# **Segment B | Lawrence Ave E to Confederation Dr**

## **Quick Build Proposed Design**



# Segment 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





# Segment B | Existing Conditions



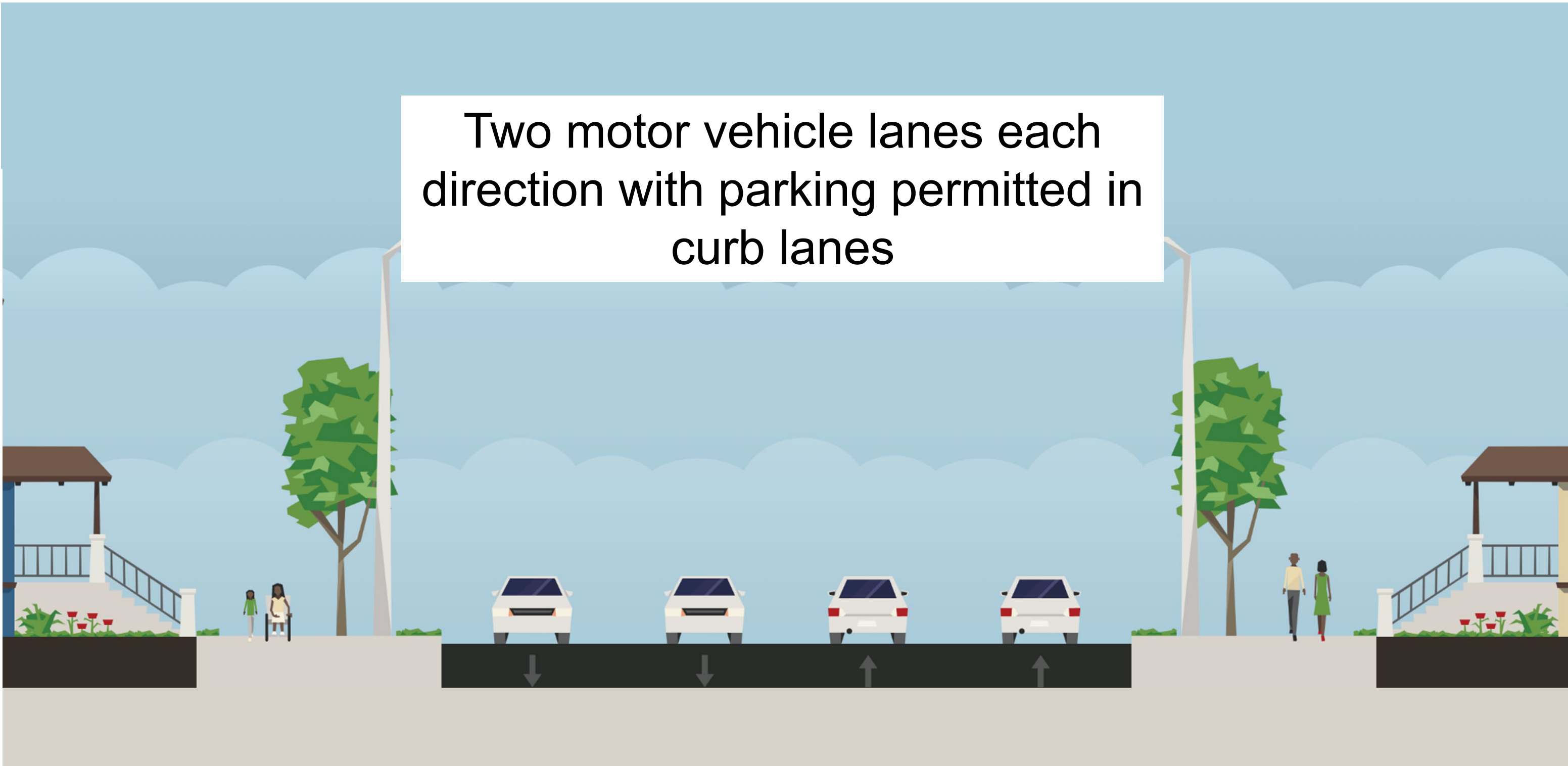
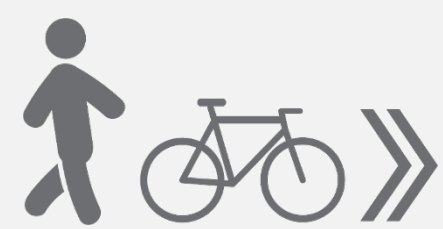
Straight, wide roadway lined with houses and a few apartment buildings



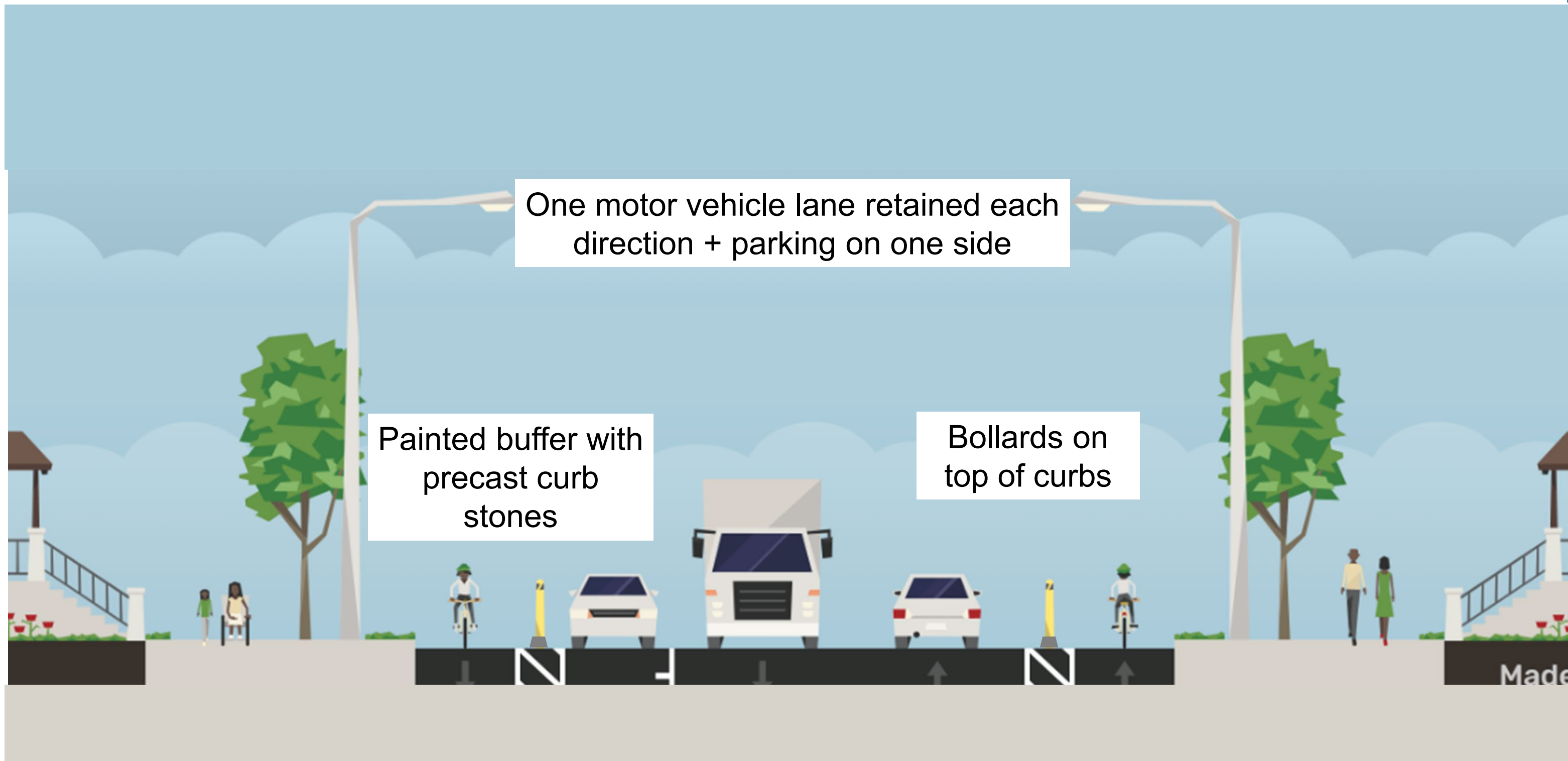
New traffic signal installed at Confederation Drive in 2020



# Segment B | Existing and Proposed



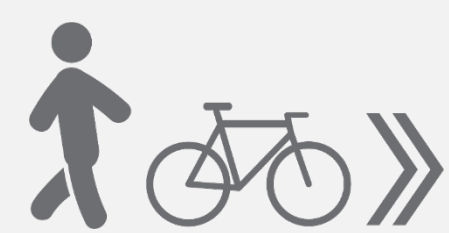
Existing Condition



Proposed Cross-Section - Parking One Side



# Segment B | Proposed Changes Summary



B. Lawrence Ave E to Confederation Dr	Impacts and Opportunities
Vehicular Lanes	<ul style="list-style-type: none"><li>• One lane per direction maintained</li><li>• Left-turn lanes maintained</li></ul>
Parking/Loading	<ul style="list-style-type: none"><li>• Parking on one side maintained</li><li>• No stopping or loading in areas without parking</li></ul>
Cycle Tracks	<ul style="list-style-type: none"><li>• Bikeways would provide a safer option for people on bikes and reduce conflicts with motorists and pedestrians</li><li>• Painted buffer to provide additional separation between vehicular travel lanes and people on bikes</li><li>• Physical separation in the buffer area wherever possible (bollards and/or precast curbs in some locations)</li></ul>



# Segment C | Confederation Dr to Kingston Rd

## Quick Build Proposed Design



# Segment 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





# Segment C | Existing Conditions



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



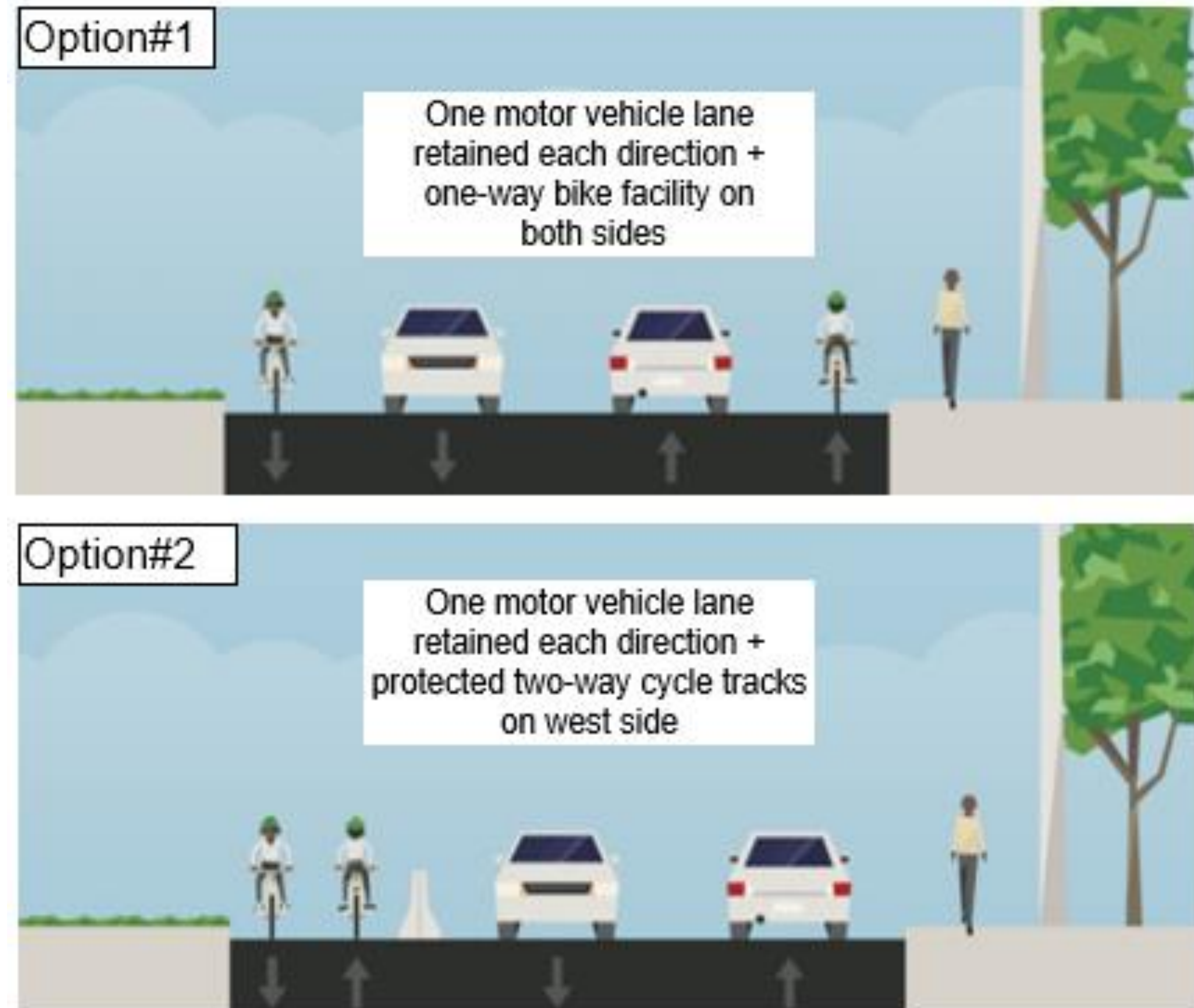
Houses and several side street intersections south of the rail crossing



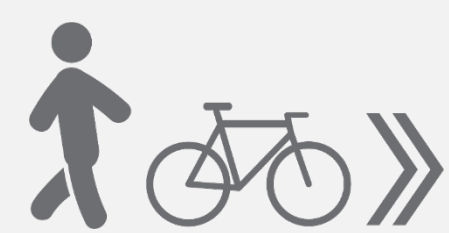
# Segment C | Proposed Cross-Sections



- Only a minimum width bike lane
- (no buffer or separation) would be feasible if providing unidirectional bike facilities on both sides
- Given the slope, curve and width of the roadway in this section, a protected facility is desirable
- Providing a bidirectional cycle track on the west side is under consideration so that a physical separation could be provided







C: Confederation Dr to Kingston Rd	Impacts and Opportunities
Vehicular Lanes	<ul style="list-style-type: none"><li>• Number of travel lanes maintained</li></ul>
Parking/Loading	<ul style="list-style-type: none"><li>• Removal of all parking</li><li>• No stopping or loading on either side</li></ul>
Bikeways	<ul style="list-style-type: none"><li>• Bikeways would provide a safer option for people on bikes and reduce conflicts with motorists and pedestrians</li><li>• Physical separation only possible with bidirectional cycle track</li></ul>



# Next Steps | How are Decisions Made?



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

## **Public Input:**

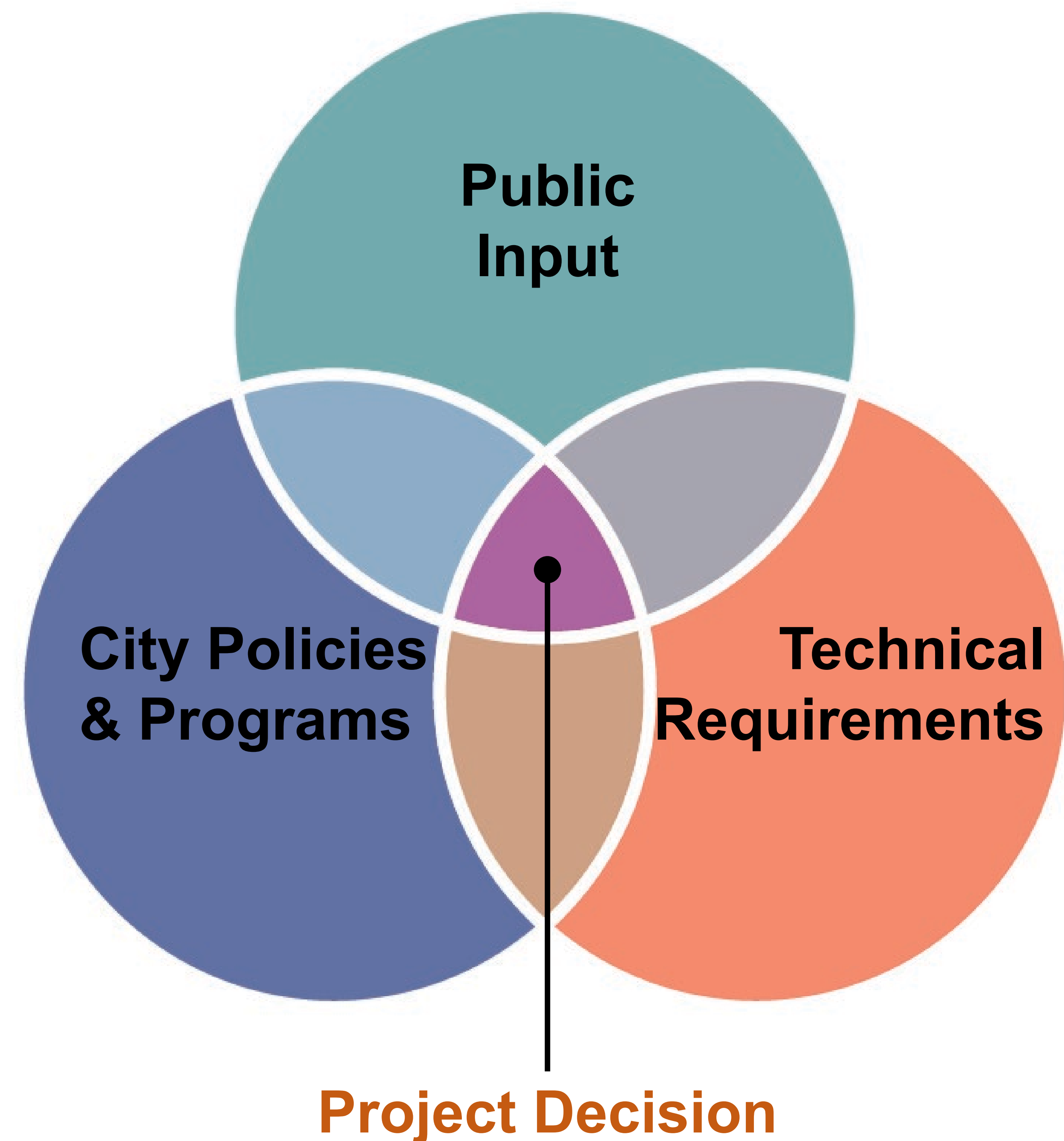
- Community expertise and lived experience on local concerns, opportunities and priorities

## **City Policies and Programs:**

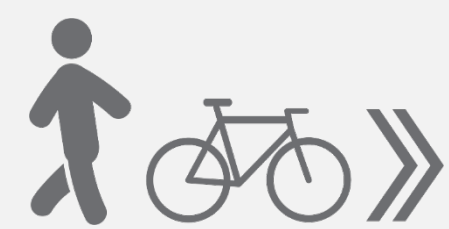
- Ensures that the City's Accessibility Design Guidelines, Climate Action Strategy and other Council directives are included

## **Technical Requirements:**

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







**Review Existing  
Conditions and Input**

**February 10, 2022**  
Virtual Public Event #1, Online Survey available until Feb 25, 2022  
Consultation report available online in March 2022

**October 2022**  
Local ‘walk-about’

**Develop & Refine  
Design**

**Winter 2022**  
Preliminary design work based on feedback

**Jan 2023**  
Stakeholder Meeting

**Present preliminary  
designs and seek  
community input**

**February 6, 2023**  
Public Drop-in, online survey available until February 20, 2023

**WE ARE HERE**

**March 13, 2023**  
Report with recommendations available online; opportunity to sign up for deputation

**March 20, 2023**  
Infrastructure and Environment Committee

**Construction**

**2023-2024\***  
Construction begins





Provide feedback on the proposed changes through the **online survey**.  
Comment period closes February 20, 2023.

**[toronto.ca/sgcrroadsafety](https://toronto.ca/sgcrroadsafety)**

If you have questions or additional comments, contact:

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**[Dominic.Cobran3@toronto.ca](mailto:Dominic.Cobran3@toronto.ca)**

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