



Rendering of proposed addition of protected one-way cycle track to Scarborough Golf Club Road

Road Safety Improvements on Scarborough Golf Club Road

Phase 2 Public Consultation Report
April 2023



Contents

Consultation Summary 2

Project Overview 4

Overview of Communications and Consultation Activities 4

 Communication Activities..... 4

 Consultation Activities 5

What We Heard..... 5

 Drop-in Event 6

 Stakeholder Feedback..... 7

 Feedback Survey 7

 Question 7

 Question 8

 Question 9

 Question 10

 Question 11

 Question 12

 Additional Feedback 13

Appendices 15

 Relationship to Scarborough Golf Club Road 15

 Typical Mode of Travel on/around Scarborough Golf Club Road 16

 Postal Code..... 16

 Gender 17

 Age..... 17

 How participants heard about the project..... 17

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Consultation Summary

In 2024-2025, Scarborough Golf Club Road between Ellesmere Road and Lawrence Avenue is planned to be reconstructed due to the road condition. As part of this project, the City of Toronto is proposing to implement 'quick build' cycling and other road safety features on Scarborough Golf Club Road between Lawrence Avenue East and Kingston Road, outside of the limits of the road reconstruction. Public and stakeholder consultation for the proposed road safety improvements was carried out in two stages.

Stage 1 public consultation took place from January 20 to February 25, 2022. During this stage of consultation, members of the public and stakeholders were provided with opportunities to identify priorities for Scarborough Golf Club Road to inform the development of designs for the road, including what they like about the road, what they would like to change, and their vision for the street. Overall, public and stakeholder feedback in stage 1 identified strong support for protected cycle tracks as part of road reconstruction as well as further south on Scarborough Golf Club Road to Kingston Road. The public also expressed a desire to see the safety of pedestrians prioritized, given that speeding is a common occurrence along the road. Among the suggestions were raising crosswalks and widening sidewalks, in addition to revising intersections, as part of the road reconstruction.

Stage 2 public consultation took place from January 30, 2023 to February 20, 2023. Public feedback on proposed changes and design elements in each of the three project segments was gathered during consultation. Consultation activities included a meeting of local stakeholders, a public drop-in event, a feedback survey, and comment tracking. Approximately 45 people attended the in-person drop-in event and 136 survey responses were received along with people providing comments by mail, phone and email.

Communications to inform the public and stakeholders about the project and opportunities to participate included a project website, targeted emails to project stakeholders and project subscribers and 12,769 flyers distributed by Canada Post throughout the project area. The Councillor's office also included project details in community newsletters.

Overall there is strong support for the project. A majority of respondents to the survey (59%) agreed that the proposed changes addressed the feedback received in phase 1 of consultations. Feedback from residents was generally positive.

Segment C of the project (Confederation Drive to Kingston Road) received a lot of attention. Of the two options presented, respondents were more supportive of the second option which proposes to install a protected two-way bicycle facility on the west side of the street. Many residents living in this segment expressed concern about the improvements proposed, as it was felt that the road is winding and steep. They also expressed concerns about the 'hidden driveway' / poor sightlines at Masaryktown, deeming it currently unsafe for drivers to make turns onto and off Scarborough Golf Club Road. Many felt that adding cycle tracks without other improvements will make the issue worse.

For Segment A (Ellesmere Road to Lawrence Avenue East), 68% of respondents were supportive of the changes being proposed. Respondents felt that the safety improvements for pedestrians will improve safety while traveling on the corridor. A significant number of respondents cited that protected cycling facilities are preferred to make it safer for cyclists and other vulnerable road users. There was a considerable amount of support for provision of parking in this segment. On the other hand, there is some concern among residents that the

reduction of travel lanes from 2 in each direction to 1 in each direction will result in traffic buildup. Respondents also felt that there are not enough cyclists traveling in the area to warrant the addition of the cycle tracks and reduction of lanes. Staff will continue to monitor traffic volumes throughout the process.

Strong support was also expressed for the proposed changes in Segment B (Lawrence Avenue East to Confederation Drive). Protection for cyclists was identified as an important change to ensure more safety. However, there was also concern that the decrease in motor vehicle travel lanes will increase traffic congestion, and that it should remain the way it is, as not enough cyclists use the corridor.

Project Overview

In 2024-2025, Scarborough Golf Club Road from Ellesmere Road to Lawrence Avenue is planned to be reconstructed due to the poor condition of the road. Road reconstructions only happen every 50-100 years, so this is an important opportunity to make changes to the design of the road to improve operations and safety. As part of the road reconstruction, Transportation Services has proposed to install protected cycle tracks, raised intersections at local cross-streets, and accessible transit platforms at bus stops, and to widen sidewalks to current City standard (2.1m) along with the installation of green infrastructure in some of the longer medians.

A 'quick-build' approach is proposed to be utilized between Lawrence Avenue East and Confederation Drive and includes pavement markings, pre-cast concrete barriers and signage to make changes to the roadway. Between Confederation Drive and Kingston Road, a 'quick-build' approach is also proposed, but two options were consulted on: one-way painted bike lanes with no buffer or a two-way cycle track on the westside, where physical separation would be possible.

Overview of Communications and Consultation Activities

Communication Activities

A variety of methods were used to notify people of the project and opportunities to participate:

- Project web page toronto.ca/sgccroadsafety (359 unique visits)
- Notice delivered through Canada Post (12,769 addresses in the project area)
- Email to stakeholders including residents' associations, community groups, organizations, institutions, elected officials and those requesting addition to the project update list (59 contacts)
- Social media posts on Twitter via @TO_Cycling
- The public notice was translated in both Tamil and Gujarati

Road Safety Improvements on Scarborough Golf Club Road

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

In This Section	
Infrastructure & Construction Projects	—

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toronto.ca/sgccroadsafety

A public drop-in event was held on February 6, 2023. The public [feedback survey](#) is now closed.

In 2024-2025, Scarborough Golf Club Road from Ellesmere Road to Lawrence Avenue is planned to be reconstructed due to the poor condition of the road. Road reconstructions only happen every 50-100 years, so this is an important opportunity to make changes to the design of the road to improve operations and safety.

As part of this project, the City of Toronto is proposing to implement cycling and other road safety features on Scarborough Golf Club Road between Lawrence Avenue and Kingston Road.

An image of the project webpage

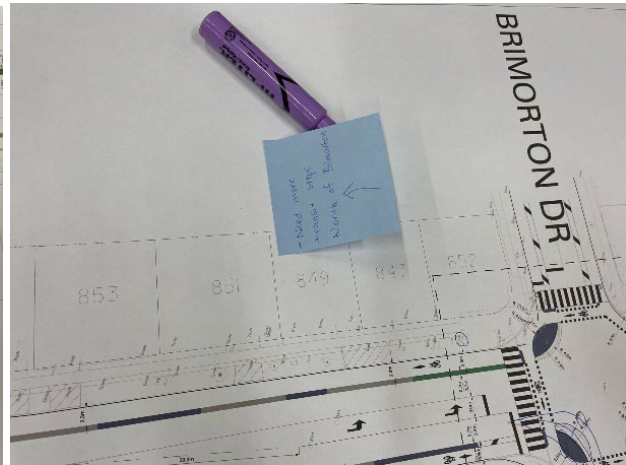
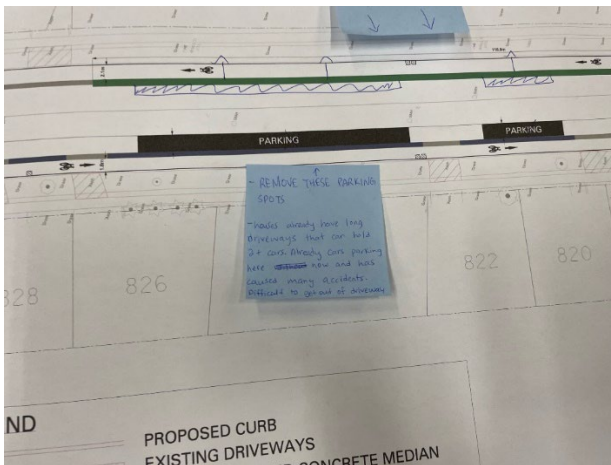
Consultation Activities

Public and stakeholder comment on the project was received through the following consultation and engagement activities:

Activity	Date	Participation
Stakeholder Meeting	January 30, 2023	7 attendees (59 invited)
Public drop-in event	February 6, 2023	45 attendees
Online Survey	January 25, 2023 – February 20, 2023	136 responses
Email/Phone	January 20, 2023 – February 19, 2023	29 comments received from 23 individuals: including 1 petition with 70 signatures



Attendees viewing panels at the February 6, 2023 in-person drop-in session



Images of the roll-plan with some public feedback

What We Heard

- There is strong support for the complete streets project, including for cycle tracks and other elements like green infrastructure. Many residents feel, however, that cycling facilities should not be provided, as there are not enough cyclists that currently use the area. Supporters of cycling infrastructure along the corridor consistently suggested that separated/protected cycling infrastructure must be included in the project, as these

facilities provide more safety for cyclists and less opportunities for conflict between people driving and cycling. A significant amount of feedback specified the types of materials that should be used to provide separation. Plastic bollards seem to be the least preferred material, with most of the feedback asking for more durable/permanent material to be used to separate cycling facilities from cars.

- There is a feeling that by reducing motor vehicle lanes and adding cycling facilities, traffic congestion will increase in the area.
- Related to the above point, much of the feedback received came seemed to focus on cycling vs driving. Although some generally positive feedback was received on the green infrastructure, there was not a lot of feedback received on safety improvements for pedestrians, or on the other complete street improvements. Where pedestrian safety/safety of other road users was mentioned, it was often included in feedback expressing support for the cycling-related changes.
- Segment C (Confederation Drive to Kingston Road) seemingly garnered more attention than other segments of the project. A petition with over 70 signatures from residents and stakeholders at Masaryktown was received by email and mail regarding sections of this segment. While there is more support for option 2 of this segment, which proposes to install a protected two-way cycle track on the west side of the road, there is overall significant concern about the current configuration of the roadway and the impact on cyclists' safety and the safety of drivers should cycle tracks be added on the west side of the road. A significant amount of feedback also highlighted that more safety and accessibility work need to be completed in this section and should take priority over the quick-build cycle tracks. The most specific case mentioned in the feedback was the previously announced Metrolinx grade-separation work, which would remove the current train tracks from road level.
- In addition to apprehension about potential increase in motor vehicle traffic congestion in the area, many residents feel that more parking should be maintained, as opposed to the proposed decrease in parking. This is felt mostly in segment C where there is already limited parking.

Drop-in Event

At the February 6, 2023 public drop-in event at Golf Road Junior Public School, attendees were able to view information panels about the project and speak with members of the project team. Participant comments are summarized below:

Topic	Comment Summary
Issues with the road conditions at Segment C	<ul style="list-style-type: none"> - It is dangerous to add bike lanes to this segment because the road is too steep - The grade separation work south of the golf club needs to happen - Some cars park on this section of the street and parking must not be taken away - This area has poor sightlines and it makes it difficult for drivers to make right turns onto Scarborough Golf Club Road - How will cyclists transition from cycle tracks at segment B to segment C - Turning into Masryktown from Scarborough Golf Club Road is difficult because cars speed downhill

	<ul style="list-style-type: none"> - The road is hard to navigate during the winter when it snows, cyclists might have collisions
Maintenance of infrastructure	<ul style="list-style-type: none"> - Bollard maintenance is an issue with existing bike lanes and will be an issue here - How will bike lanes be cleared of snow?
Parking provision	<ul style="list-style-type: none"> - (At segment A) remove the parking spots in some locations; houses already have large driveways for parking - Reverse parking spot locations to in front of the park - If parking cannot be removed, alternate them on each side of the street
Speeding issue	<ul style="list-style-type: none"> - There is significant speeding on SGCR - The speed limits are inconsistent along SGCR - Can we lower the speed limit?

Stakeholder Feedback

The comments received through meetings with stakeholders are summarized below:

Topic	Comment Summary
Issue with turn movements	<ul style="list-style-type: none"> - Limiting the size of lanes/curb radii improvement impacts the way buses are able to turn, especially turning east on Brimorton Drive
Snow removal	<ul style="list-style-type: none"> - Is there a snow plow that is dedicated to bike lane cleaning after snowplows are finished on the sidewalk?
Unsafe road conditions at segment C (Confederation Drive to Kingston Road)	<ul style="list-style-type: none"> - Can a design be chosen with a protected bike lane going uphill to make cyclists feel separated from cars and safer? - Given the hill here, if the bike facility is narrow and people are cycling up and down in the same space, if one is going downhill at high speed, there may be a conflict with the other cyclist - If there are no ideal safety measures for this segment, can measures be put in to control speed? This could include speed bumps - Putting barriers in this segment to protect cyclists will make it tighter for cars to go up and down in the winter and cars will continue to hit curves

Feedback Survey

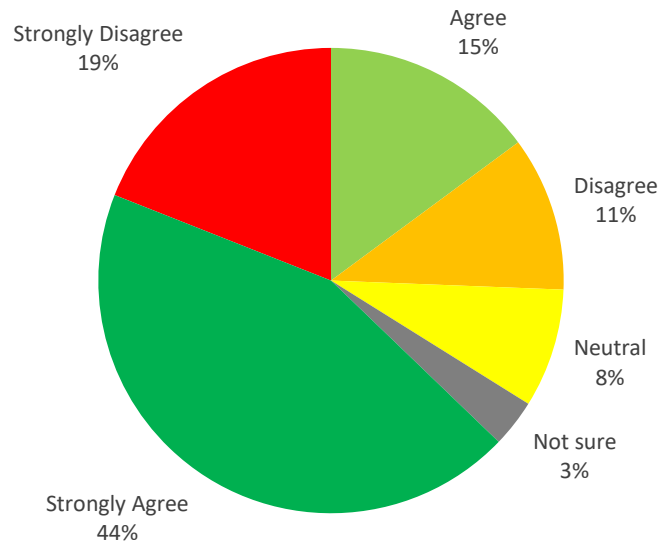
The survey was available online and in print format and included background information on the project. The questions included multi-choice or multi-select responses, in addition to open ended comment boxes and optional demographic questions. Participation in the survey was anonymous. See Appendix for survey participant profile.

Responses received to each question are presented in this section.

Question

Do you agree that the proposed changes address the feedback received in phase 1 consultations?

Level of agreement that the proposed changes address the feedback received in phase 1 consultations



There were 122 responses to this question, with 59% 'strongly agreeing' or 'agreeing' that the proposed changes address the feedback received in phase 1 and 30% 'strongly disagreeing' or 'disagreeing'. A total of 8% of respondents selected 'neutral'.

The most common reasons noted for agreement included:

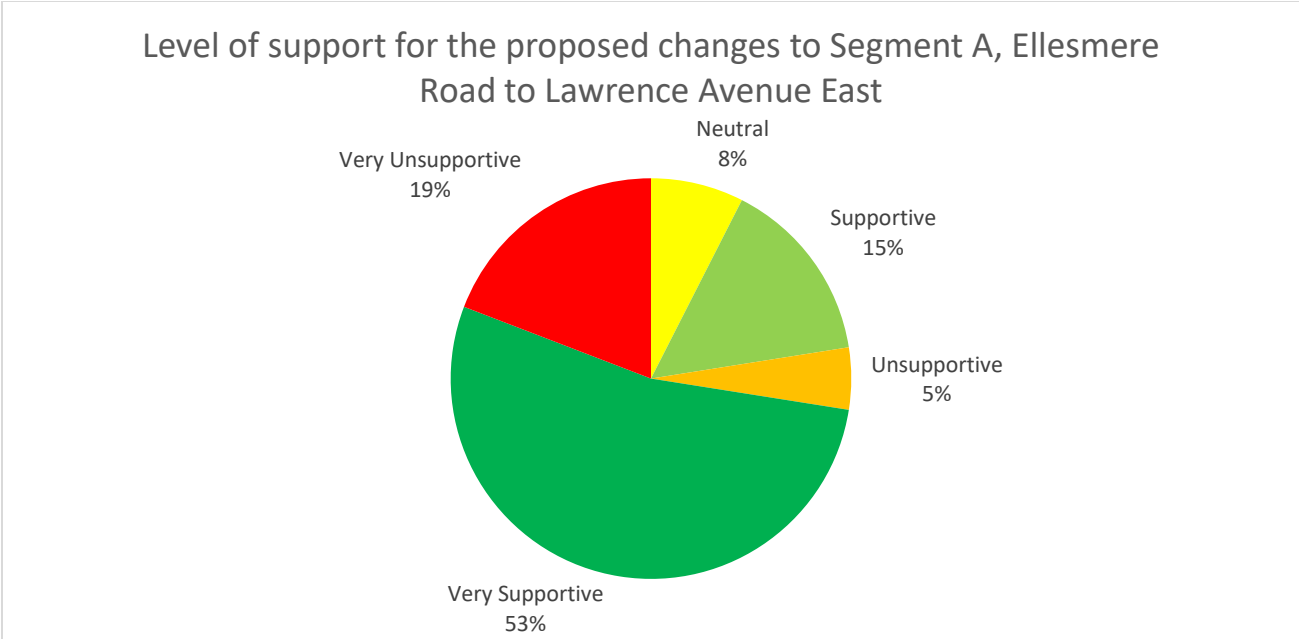
- The changes are providing safety and better access for all road users, including pedestrians and cyclists
- The proposed changes can reduce traffic speed and make it safer for road users
- More cycling infrastructure is needed
- Protected/separated cycle tracks make it safer for cyclists

The most common reasons noted for disagreement included:

- Reducing the amount of motor vehicle travel lanes from 2 in each direction to 1 in each direction will result in traffic build-up and congestion along Scarborough Golf Club Road
- Not enough people currently use this street for these changes to be made
- The road surface needs to be improved but the focus on other changes is not necessary
- Public transit isn't provided south of Lawrence Avenue

Question

Are you supportive of the proposed changes to Segment A, Ellesmere Road to Lawrence Avenue East?



There were 121 responses to this question, with 68% 'strongly supportive' or 'supportive' of the proposed changes and 24% 'strongly unsupportive' or 'unsupportive' of the proposed changes. 8% of respondents selected 'neutral'.

The most common reasons noted for supporting the proposed changes included:

- Increases safety by reducing traffic speed and encourages cycling
- The addition of greenery; planted medians is supported
- The proposals will make things safer for all road users
- Providing a separated cycle track is the safest option
- This option increases safety for people who cycle

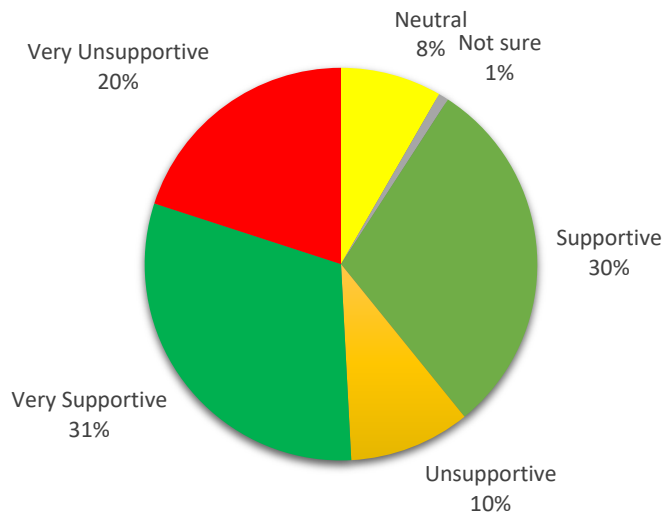
The most common reasons noted for not supporting the proposed changes included:

- There are not enough cyclists to support the proposed changes
- Changes will create more traffic and congestion
- It needs to remain two lanes for traffic to properly flow

Question

Are you supportive of the proposed changes to Segment B, Lawrence Avenue East to Confederation Drive?

Level of Support for the proposed changes to Segment B, Lawrence Avenue East to Confederation Drive



There were 121 responses to this question, with 61% either 'strongly supportive' or 'supportive' of the proposed changes and 30% 'strongly unsupportive' or 'unsupportive' of the proposed changes. 8% of respondents selected 'neutral'.

The most common reasons noted for supporting the proposed changes included:

- Separated cycle tracks are better/safer
- Provide more solid dividers (suggestions included concrete, metal and not plastic bollards)
- Safety for other road users
- It is good to add bike lanes but they should be protected/separated

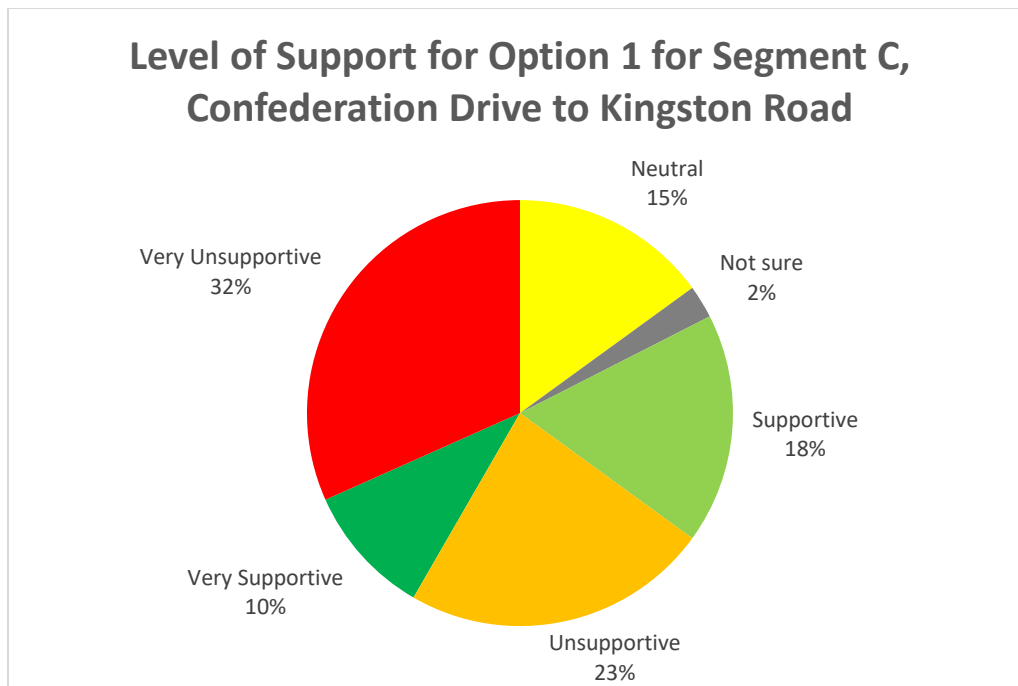
The most common reasons noted for not supporting the proposed changes included:

- Bollards do not provide enough protection for cyclists as they are easily broken/destroyed. Solid bollards are preferred
- There aren't enough cyclists that will use this facility
- Adding bike lanes on this residential section will create more congestion and danger for residents
- It will impact parking

Question

Are you supportive of Option 1 for Segment C, Confederation Drive to Kingston Road?

Level of Support for Option 1 for Segment C, Confederation Drive to Kingston Road



There were 121 responses to this question, with 55% either 'strongly unsupportive' or 'unsupportive' of the proposed option for bike lanes on both sides of Scarborough Golf Club Road and 28% 'strongly supportive' or 'supportive' of the proposed option. 15% of respondents selected 'neutral'.

The most common reasons noted for not supporting the proposed changes in Option 1 included:

- There are no cyclists in the area
- The road is hilly and winding an unprotected bike lanes would make it unsafe for cyclists
- Physical separation is needed to protect vulnerable road users
- Option 2 is better
- Parking is needed in this area

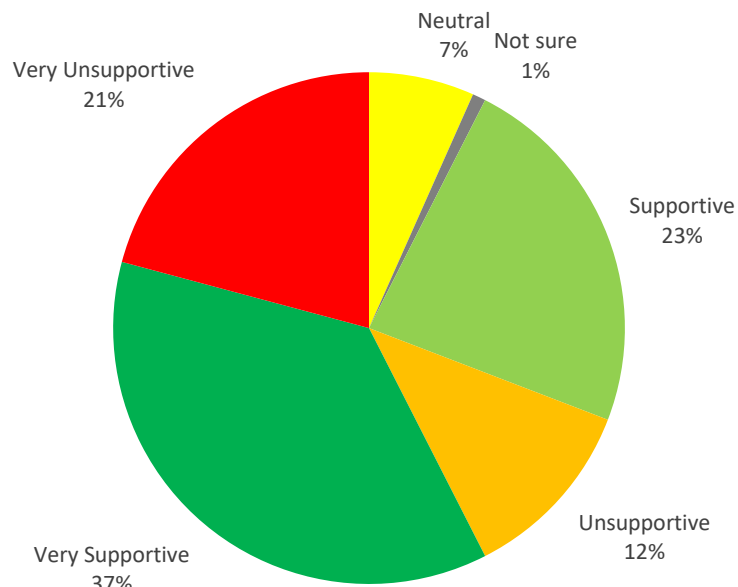
The most common reasons noted for supporting the proposed changes in Option 1 included:

- It is good to have lanes on both sides of the road
- It is providing space for cyclists

Question

Are you supportive of Option 2 for Segment C, Confederation Drive to Kingston Road?

Level of Support for Option 2 for Segment C, Confederation Drive to Kingston Road



There were 121 responses to this question, with 60% either 'strongly supportive' or 'supportive' of the proposed option for a two-way cycle track on the west side of Scarborough Golf Club Road and 33% 'strongly unsupportive' or 'unsupportive' of the proposed option. 7% of respondents selected 'neutral'.

The most common reasons noted for supporting the proposed changes in option 2 included:

- Option 2 offers more safety for cyclists
- Physical separation between cars and cyclists lessens conflict
- Option 1 does not keep cyclists safe

The most common reasons noted for not supporting the proposed changes in option 2 included:

- The road is too steep and winding to safely accommodate cyclists
- Two-way cycling infrastructure does not work well with 2-way roads and can cause confusion and conflict
- The road needs to be improved for cars, including ample space and driving surfaces
- Not enough cyclists use this road to warrant the change
- Cyclists on the west side will add more issues to the restricted sightlines

Question

Please share any additional comments, concerns, observations, or suggestions related to the project or the changes proposed to Scarborough Golf Club Road.

A summary of the most prominent responses (in no particular order) to this question include:

- The changes to include cycling facilities are not justified as cyclists do not/seldom use this area
- The changes made will result in traffic build-up; the lanes should not be reduced
- These changes will make it safer for cyclists to use Scarborough Golf Club Road
- The changes will slow down cars travelling along the area

- More infrastructure is needed for cycling and walking
 - Not supportive of cycle lanes in this area
 - More and frequent public transit is needed in the area
- The road should be resurfaced, but do not add cycling facilities

Additional Feedback

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

Theme	Comments
Additional safety improvements	<ul style="list-style-type: none"> - Install stop signs at the intersection of Scarborough Golf Club Road and Masryktown - Consider adding traffic lights at the same intersection
Support for Cycling Facilities	<ul style="list-style-type: none"> - Supportive of cycle tracks that place bicycle lanes on both sides of the street - Uni-directional bike lanes should be installed from Ellesmere Road to Kingston Road - Physically separated cycle tracks are a good idea for segment A - Bike lanes should be placed on west side of the road at the schools to transfer from the bidirectional bike lanes on the west side to the northbound bike lane on the east side of the road. - Proposed two-way cycle track in segment C should be moved to the east side of the road
Impact of changes to drivers	<ul style="list-style-type: none"> - Changes to SGCR will make it less attractive to those looking for a north/south travel route - Has the impact of reducing lanes in segment A to traffic levels on other north/south streets been studied? Drivers may be pushed to use Orton Park Road
Implication of proposed changes in segment C on residents	<ul style="list-style-type: none"> - Most residents south of Confederation Drive back into driveways in order to safely exit to go north on SGCR and installing prefabricated materials will make it difficult to do that - Residents need parking for servicemen and caregivers, as well as for when friends visit and there is not enough room in driveways south of Confederation Drive to safely accommodate multiple vehicles if the current parking is taken away
Issues with the roadway in Segment C	<ul style="list-style-type: none"> - It is currently very difficult to turn into and exit Masryktown because cars speed down the hill and the sightlines are poor - The winding roadway is also not level and cars tend to hit the curb when travelling south, which will worsen if the roadway gets tightened. - Adding cycle tracks will add more danger to an already dangerous section of the street - More safety work needs to be done to address the dangerous configuration of the roadway and speeding before other improvements are made
Parking concerns	<ul style="list-style-type: none"> - Cars are always parked below Lawrence Avenue, where will vehicles now park? - There are several parking issues between Confederation Drive and Kingston Road with cars parked on the east, resulting in encroachment on southbound travel lanes - No parking south of the railroad tracks will present problems for delivery drivers
Status of Metrolinx work	<ul style="list-style-type: none"> - The project does not make mention of any grade separation work

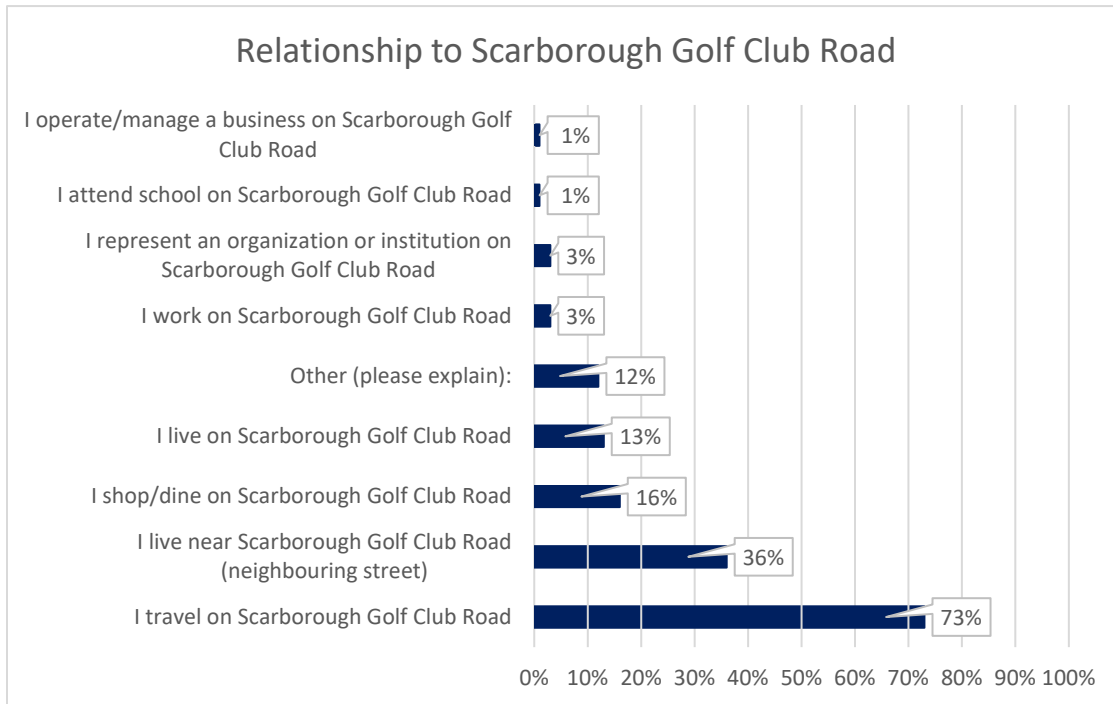
	<ul style="list-style-type: none">- The number one priority for this area should be the completion of grade separation work and if it does not happen, the road should be widened- How will Metrolinx's plans affect the bike lanes being put in?
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Appendices

Appendix A: Survey Participant Profile

At the beginning of the survey, participants were asked to describe their relationship to Scarborough Golf Club Road, how they typically travel on or around Scarborough Golf Club Road and the first 3 digits of their postal code:

Relationship to Scarborough Golf Club Road

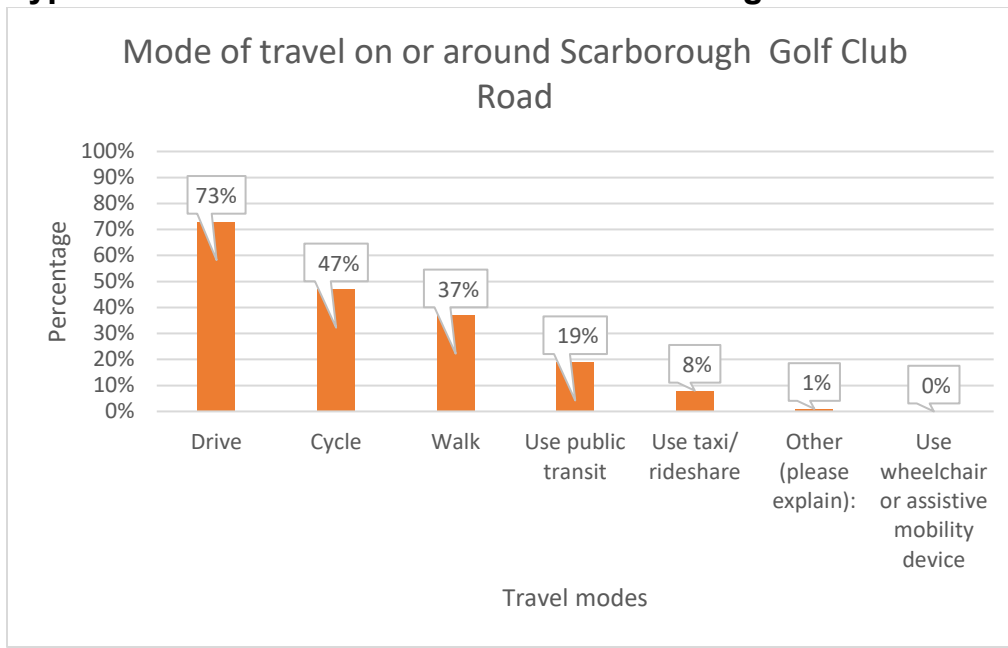


There were 136 responses to this question, with 73% of participants travelling on Scarborough Golf Club Road, 36% living near Scarborough Golf Club Road and 16% shopping/dining on Scarborough Golf Club Road. 13% live on Scarborough Golf Club Road and 12% cited other relationships to Scarborough Golf Club Road. These include:

- Cyclist within the Scarborough area, including Gattineau Corridor and other parts of the east end
- Visitor of friends and family
- Concerned citizen/resident of Toronto
- User of the corridor as a through-way
- User of services in the area, including the Golf Club and shops

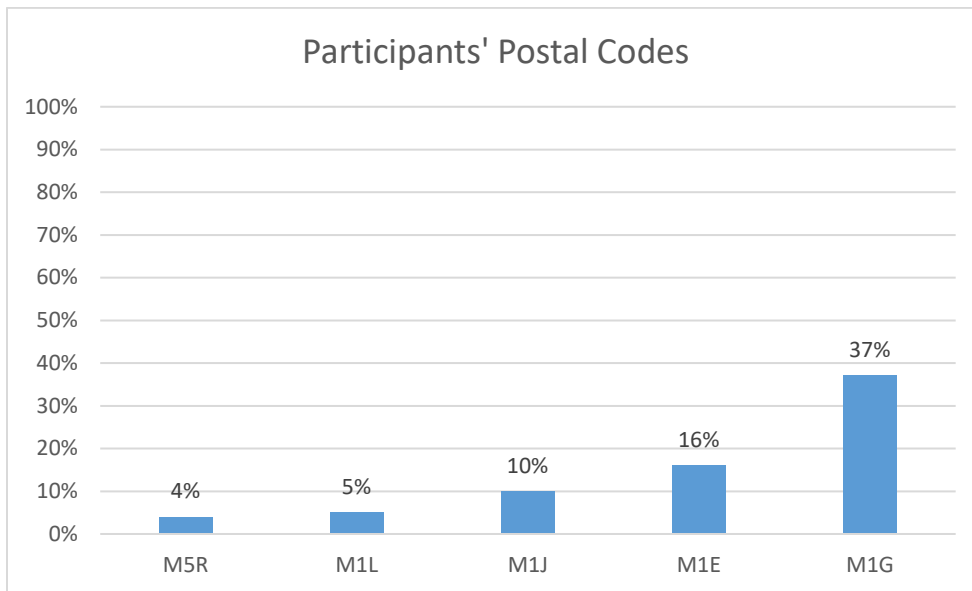
Participants were allowed to provide multiple responses to this question.

Typical Mode of Travel on/around Scarborough Golf Club Road



There were 136 responses to this statement, with 73% of participants selecting driving as their most frequently used mode of travel, 47% selecting cycling and 37% selecting walking. 19% of participants also use public transit and 1% selected 'other'. Participants were allowed to provide multiple responses to this question.

Postal Code



136 participants provided a response to this question. Most participants listed M1G as their postal code, followed by M1E and M1J.

At the end of the survey, participants were asked to respond to additional optional demographic questions. These questions asked participants to identify their gender, age and how they heard about the project.

Gender

Gender Type	Percentage
Woman	28%
Man	65%
Trans Woman	0%
Trans Man	0%
Gender Non-Binary (including gender fluid, genderqueer, androgynous)	1%
Two-Spirit	0%
Prefer Not to Answer	4%
Not Listed	2%

There were 118 responses to this question, with 65% of participants identifying as men and 28% as women. 5% of participants preferred not to answer.

Age

Range	Percentage
19 & under	2%
20-29	11%
30-54	45%
55-64	13%
65-74	18%
75+	8%
Prefer not to answer	3%

There were 118 responses to this question, with 45% of participants between ages 30-54, 18% between ages 65-74 and 3% between ages 55-64. 3% of participants preferred not to answer.

How participants heard about the project

There were 10 responses to this question. Among the responses were:

- Social Media
- Mailed notice
- Cycle Toronto
- Through community interests