BRIMORTON DRIVE ROADWAY IMPROVEMENTS

Brimley Road to Scarborough Golf Club Road

Public Drop-In Event

February 3, 2025

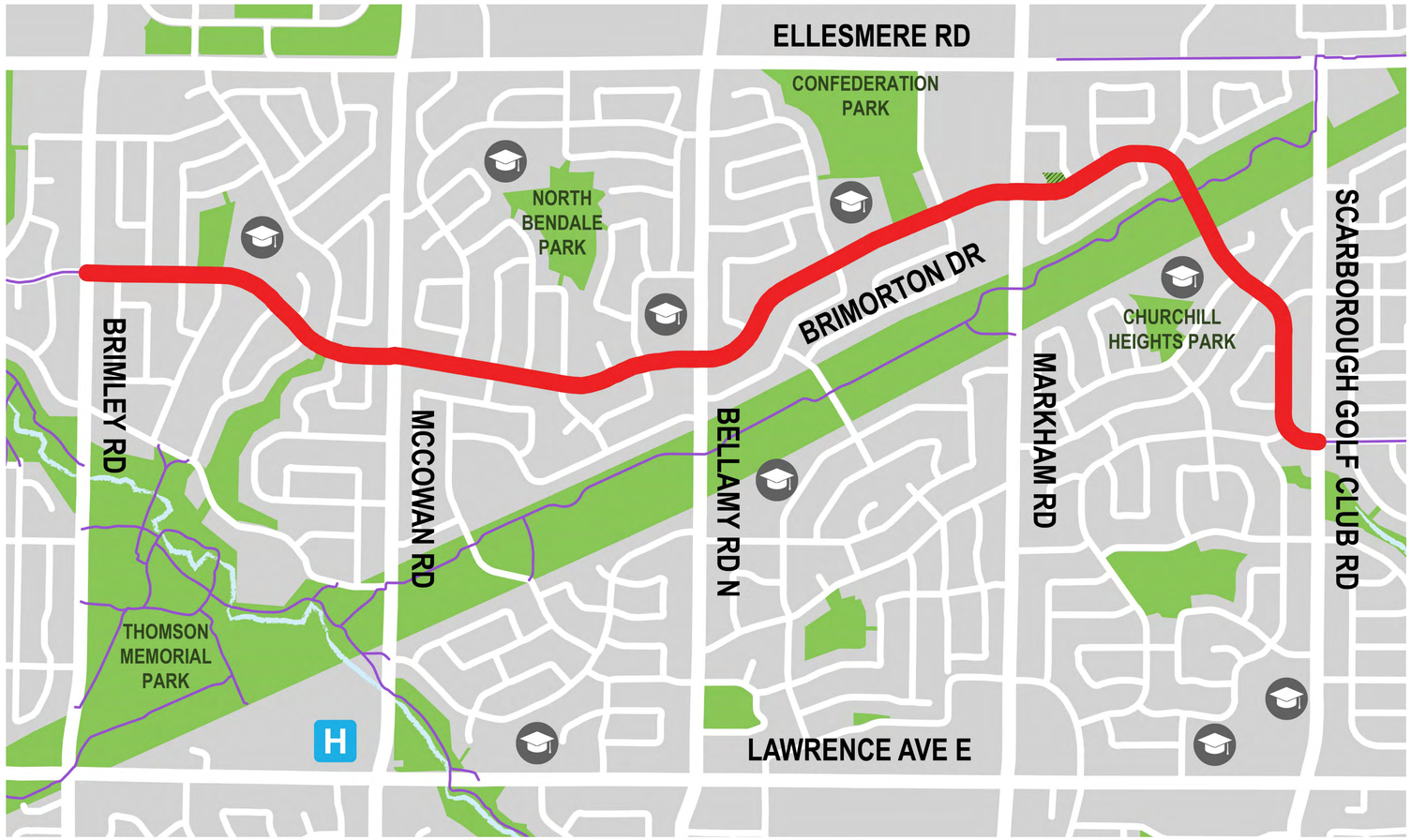
Project Overview

The Brimorton Drive Roadway Improvements project is proposing changes to the street to increase road safety, accessibility and greenery from Brimley Road to Scarborough Golf Club Road.

Why now?

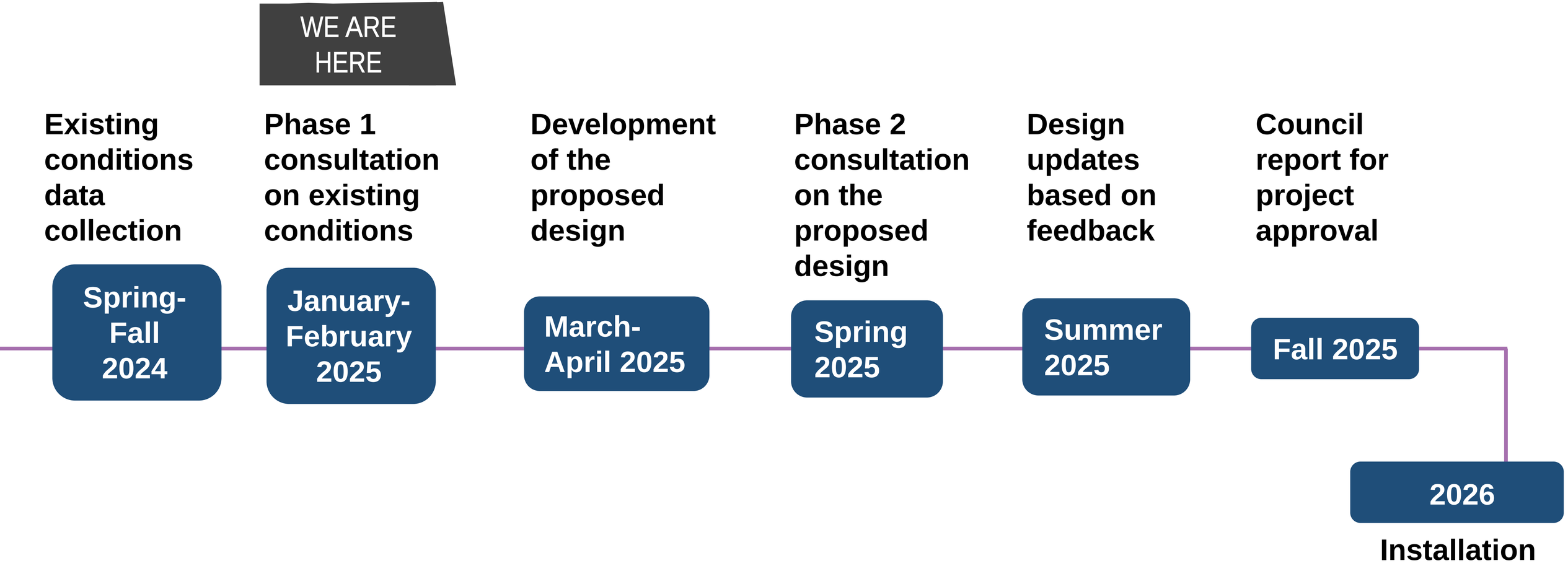
In 2026, road work is planned on Brimorton Drive between Brimley Road and Markham Road. Inspection of the road shows that it needs repaving and sections of damaged curb and sidewalk need repair. The road work presents an opportunity to make changes to the street.

The project will propose improvements such as safety enhancements at intersections and crossings, more trees and greenery, and upgrading existing bike lanes to cycle tracks by adding physical separation from motor vehicle lanes.



Project Timeline

The project is currently in Phase 1 Consultation. At this stage, we are seeking input from the public on existing road safety issues and ideas for improvement before a design is proposed. Phase 2 Consultation will seek public feedback on a proposed design.



Area Context

Brimorton Drive is an important neighbourhood connector among residential homes and pockets of high-density towers.

Children of all ages travel to school along Brimorton Drive. There are many schools in the area, with four schools directly on Brimorton Drive.

Brimorton Drive connects people to parks, community centres, the Meadoway Trail and to transit along the major intersecting north/south streets such as McCowan Road.

A new park is coming to Meadowglen Place. As part of the park's public consultation, 91% of survey respondents noted they would walk to the park, 40% would cycle and 21% would take a personal vehicle.

Project Goals

The following are the key goals for the Brimorton Roadway Improvements project:

INCREASE ROAD SAFETY

Increase safety for all road users with a focus on reducing motor vehicle speeds and improving crossings

IMPROVE ACCESS TO LOCAL DESTINATIONS ESPECIALLY SCHOOLS

Improve the safety, comfort and attractiveness of walking and cycling to schools, local parks and transit

ENHANCE STREET GREENERY

Enhance the streetscape by identifying tree planting and greening opportunities

DESIGN FOR CONTINUED CITY SERVICE DELIVERY

Design the roadway for continued all services including garbage pick-up, snow plowing and deliveries

Policy Background for Roadway Projects

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

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

Official Plan: Create an accessible transportation network

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

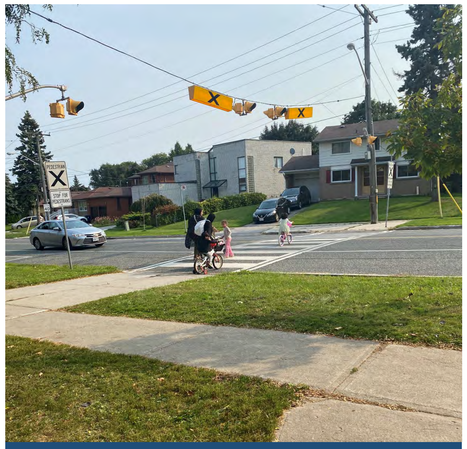
Reduce Reliance on Motor Vehicles: Providing alternatives to driving allows for roadways to be used more efficiently

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

Complete Streets

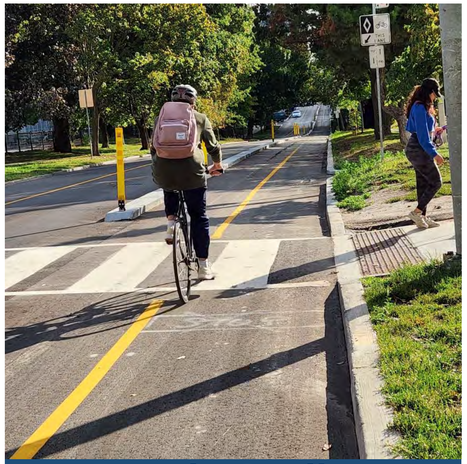
Brimorton Drive will be designed with a Complete Streets approach, meaning that the design of the street considers the needs and safety of all road users, including people of varying ages and levels of ability. In 2014, City Council moved that streets programmed for road works should follow a Complete Streets approach.

COMPLETE STREET APPROACH:



Pedestrians

- Improve accessibility by upgrading curb ramps
- Shorten crossing distances, reducing pedestrian's exposure to risk at intersections
- Give pedestrians a head start at signalized intersections



People Cycling

- Upgrade existing bike lanes to include physical separation to improve safety for people cycling
- Overcome barriers to cycling and improve comfort for people of all ages and abilities

Streetscape

- Identify opportunities for tree planting
- Integrate greenery into curb extensions
- Introduce bioretention planters and rain gardens to capture stormwater

People Driving

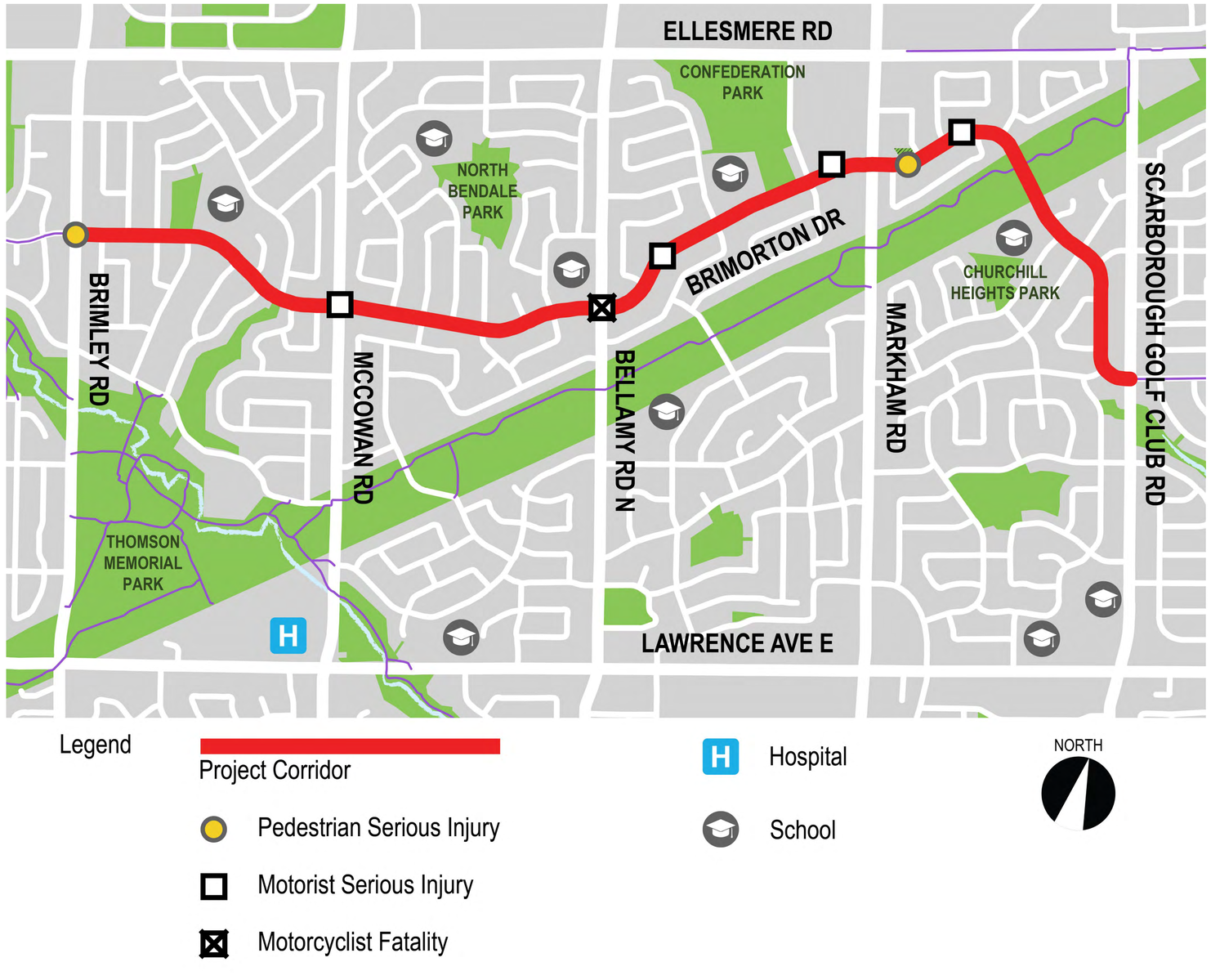
- Reduce speeding
- Improve road user awareness
- Optimize signal operations for all road users

Vision Zero Road Safety Plan

Safety improvements are proposed as part of this project to fulfill the City's commitment to the Vision Zero Road Safety Plan.

The Plan's goal is to eliminate traffic-related fatalities and serious injuries by making our roads safer for everyone, especially for seniors, school children, and pedestrians and people cycling.

In the past 10 years (2014-2023), Brimorton Drive has had 656 collisions (485 at the five major intersections and 171 midblock). Seven of these collisions resulted in a person being killed or seriously injured. Two collisions involved a pedestrian being seriously injured.

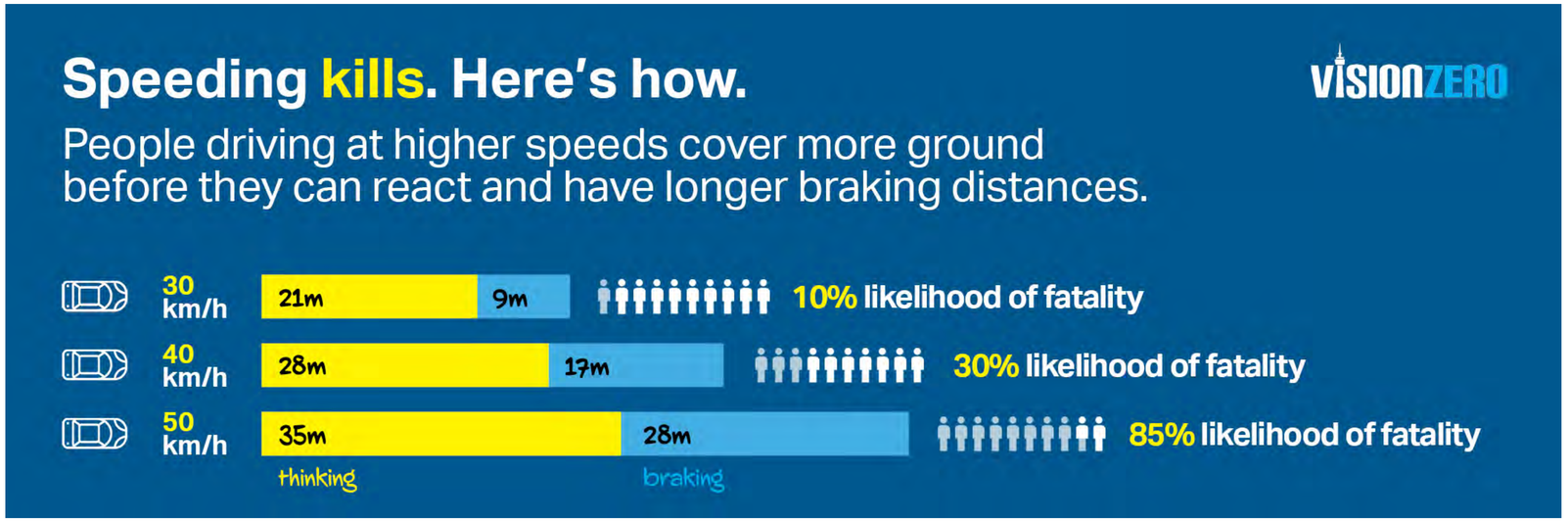


Vision Zero Road Safety Plan | Speeds

The majority of people driving on Brimorton Drive exceed the 40 km/hr posted speed limit with speeds closer to 50 km/hr.

Several changes have been implemented on Brimorton Drive as part of the Vision Zero Road Safety Plan. These have included a speed limit reduction from 50 km/hr to 40 km/hr, driver feedback signs, flashing beacons, and school crossing guards. **While speeds have been trending downwards on Brimorton Drive, most people driving are still exceeding the speed limits.**

This project will propose geometric road safety improvements as the next step to further reduce speeding. Geometric road safety improvements are changes to the physical design of the roadway that encourage slower speeds, improve visibility and reduce conflicts. An example of a geometric road safety improvement is a raised crossing.



Vision Zero Road Safety Plan | School Travel

The Brimorton Roadway Improvements project aims to increase the safety and comfort of walking and cycling, including for school children and parents. There are four schools on Brimorton Drive and four School Safety Zones. Many students live within walking, scooting or cycling distance of their school.

Promoting active school travel and increasing safety in school zones is a part of the **Vision Zero Road Safety Plan**. Active school travel is the use of any non-motorized school travel such as walking, scootering or cycling. It also includes walking and wheeling using mobility devices. There are many benefits to active school travel.

Improves your Family's Health
It's a great way to contribute to a healthy lifestyle.

Improves Safety
Active School Travel reduces the number of cars around schools.

Helps the Environment
Fewer cars means less emissions and air pollution.

Influences School Performance
Increasing exercise levels has been linked with decreasing stress and boosting academic performance.

It's Faster than you Think
Many families live within 300 metres of the school which is a 5-minute walk for most pedestrians or a 2-minute bike ride for most cyclists.

Cycling Network Plan

Brimorton Drive is identified for a bikeway upgrade as part of the Council-approved Cycling Network Plan 2025-2027 Near-Term Implementation program.

The Cycling Network Plan seeks to renew existing cycling routes where there are opportunities to improve quality, typically with planned road work.

Improving the bike lanes on Brimorton Drive is part of a strategy to strengthen the Cycling Network. Making connections between existing cycling routes, growing and improving the network is a strong factor in whether people will choose to bike.

- Brimorton Drive will connect to the future Scarborough Golf Club Road cycle tracks and connect to The Meadoway Trail.
- A bikeway upgrade would involve upgrading existing bike lanes to cycle tracks by adding physical separation from motor vehicle lanes. This would improve comfort and safety for people cycling, impacting how many people choose to bike.

Person cycling on Brimorton Drive

Roadway Context

Brimorton Drive is a collector roadway with one lane in each direction. The street has existing bike lanes and sidewalks on both sides and is generally 13 metres in width from curb to curb. Brimorton Drive has many connecting local side streets.

The street's frontage is mainly low-density residential homes with driveways, though some areas include parks, schools and high density residential. Brimorton Drive intersects with five major north/south arterial roads.

<u>Motor vehicle traffic</u>

- Approximately 4000-5000 vehicles per day*

<u>Pedestrians</u>

- Approximately 200-800 pedestrians per day at intersections along Brimorton Drive*

<u>People on bikes</u>

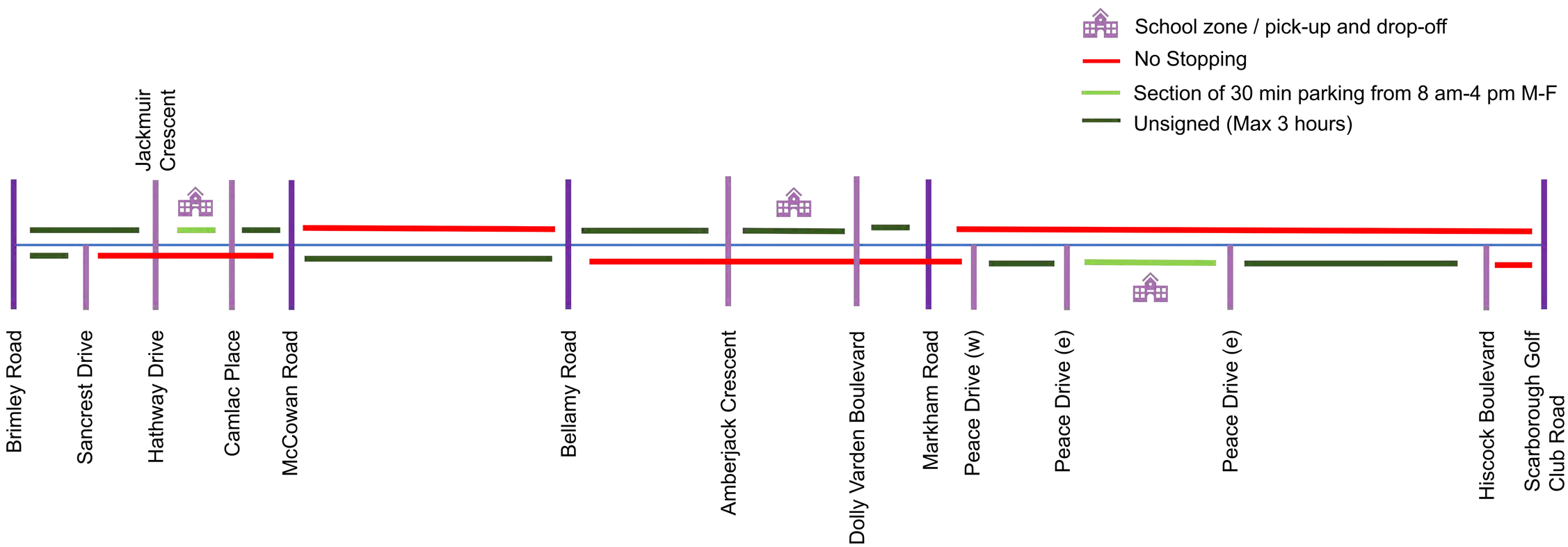
- Approximately 50-170 people on bikes per day along Brimorton Drive*

Children biking across a pedestrian crossover on Brimorton Drive with a crossing guard

*Motor vehicle counts are 24-hour counts at various locations
*Pedestrian counts are 8-hour counts at intersections (April 2022, June 2024)
*Counts for people on bikes are 24-hour counts (June 2024) at various locations

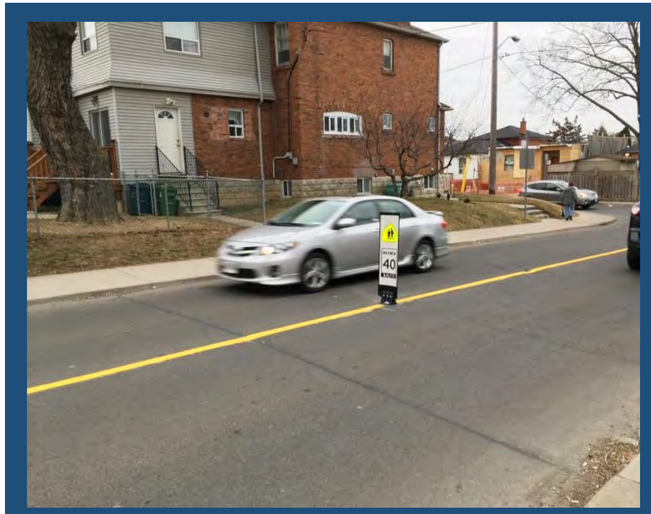
Roadway Context | Parking

Brimorton Drive has parking on both sides between Brimley Road and Jackmuir Crescent and on one side for the rest of the corridor. Connecting side streets have parking permitted on both sides. Most of the land use along Brimorton Drive is residential homes that have off-street parking such as garages or parking pads. On-street parking is occasionally utilized for uses such as short-term visits, deliveries and service calls. Within the City of Toronto, an unsigned maximum three-hour parking limit exists on all public roads unless there is signage posted indicating otherwise. Brimorton Drive also has parking near schools with bus loading and pick-up and drop-off zones. These limit parking to 30 minutes from 8 AM to 4 PM Monday to Friday and are highly utilized during school pick-up and drop-off times.



Proposed Design Features

Several improvements are under consideration for Brimorton Drive to improve road safety, accessibility and greenery. In Phase 1 Consultation, the City is looking for input on where these improvements are most needed.

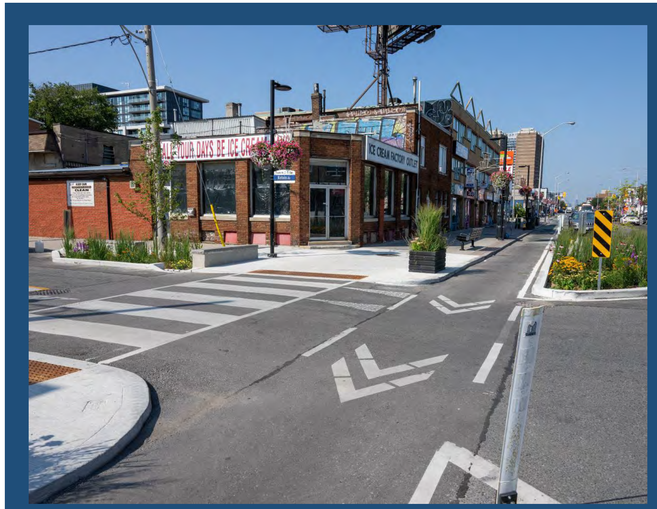


Speed Management

A variety of measures can be used to reduce motor vehicle speeds to the speed limit. Geometric changes can include narrowing lanes, introducing medians, chicanes, pinch points, mini roundabouts, or traffic calming (speed humps).

Green infrastructure and Street Trees

Green infrastructure allows for runoff water from the street to be naturally filtered and slowed down before entering the sewer system. New tree plantings improve the environment and provide shade.



Curb Extensions

Curb extensions visually and physically narrow the roadway at side streets and improve the visibility of people crossing. They also create smaller turning radii and encourage people driving to turn at slower speeds.

Protected Intersections

Protected intersections separate people cycling from motor vehicles, create turning and waiting areas for people cycling, improve visibility of pedestrians and people cycling to drivers turning, and shorten crossing distances.

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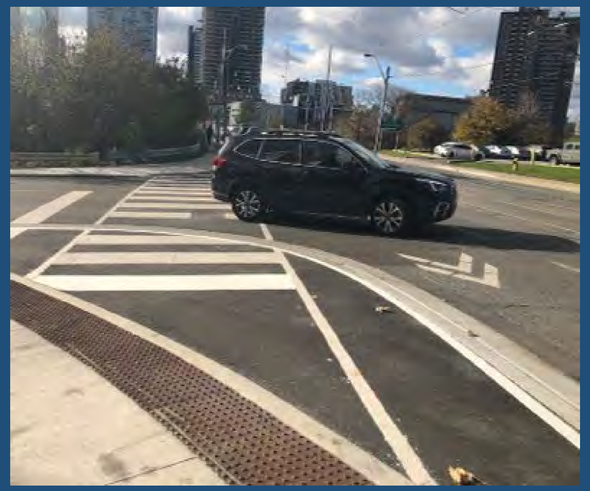


Mountable Aprons

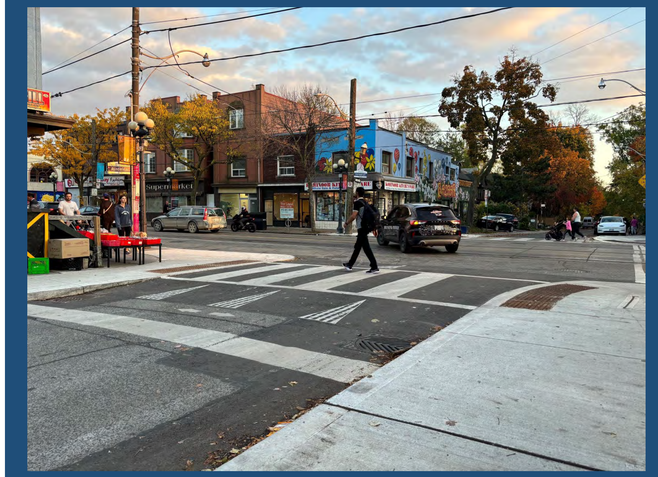
Mountable aprons help to encourage drivers to turn at slower speeds around intersection corners, while still allowing very large vehicles to turn. Slower vehicle speeds increase driver yielding and reaction time and reduce the risk and severity of collisions.

Before

After

Corner Radii Upgrades

Reducing the size of a corner radius also reduces the pedestrian crossing distance. This encourages people driving to turn at slower speeds. The addition of metal tactile plates at curb ramps improves accessibility for people with low to no vision.



Raised Crossings

Raised crossings improve the visibility of people crossing at side streets to people driving. Raised crossings also help people driving be more aware of their speeds.

Left-Turn Calming

Left-turn collisions are one of the most common to result in fatalities or serious injuries. Left-turn calming “bumps” encourage drivers to turn left at a sharper angle, resulting in slower turning speeds and better visibility of people crossing.

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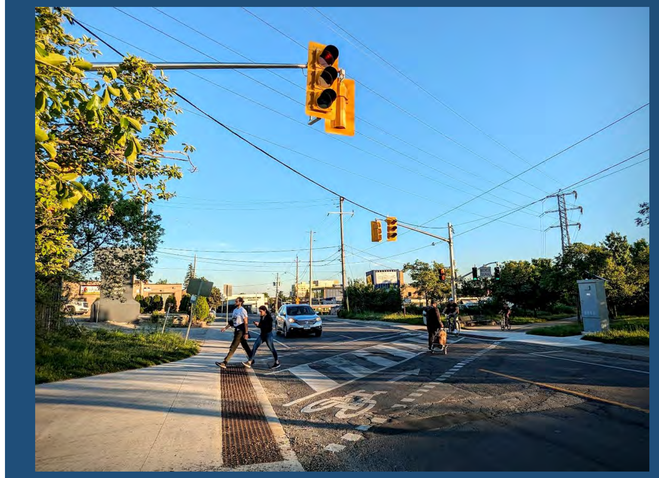
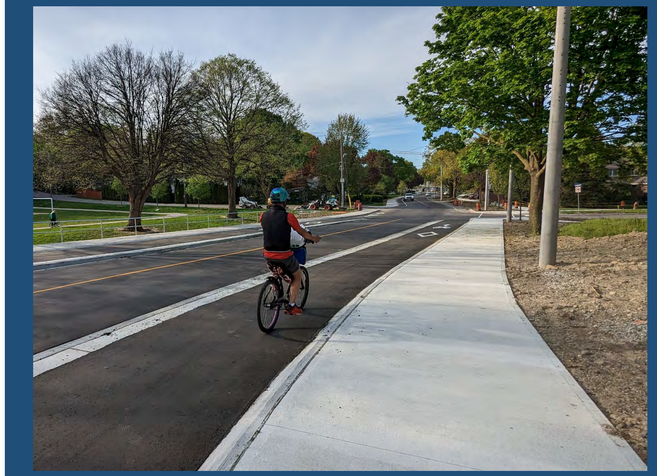


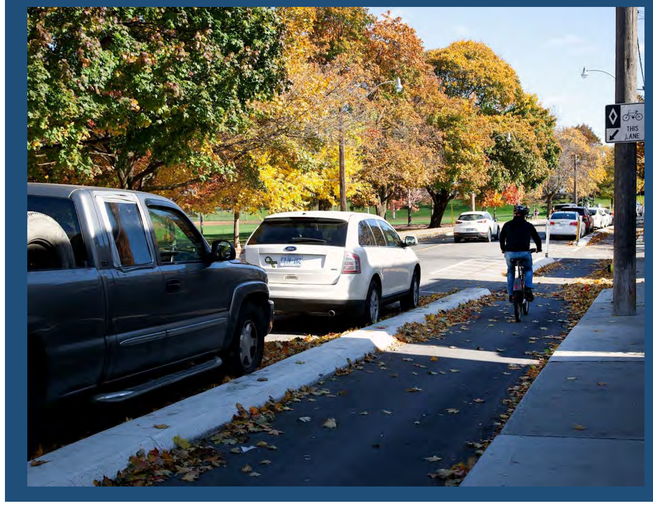
Signal Upgrades

Signal upgrades improve traffic operations for all road users. Signals are upgrades to reflect the newest road safety policies. The traffic signal timing is optimized with the most recent traffic data, such as adjusting green times and improving flow.



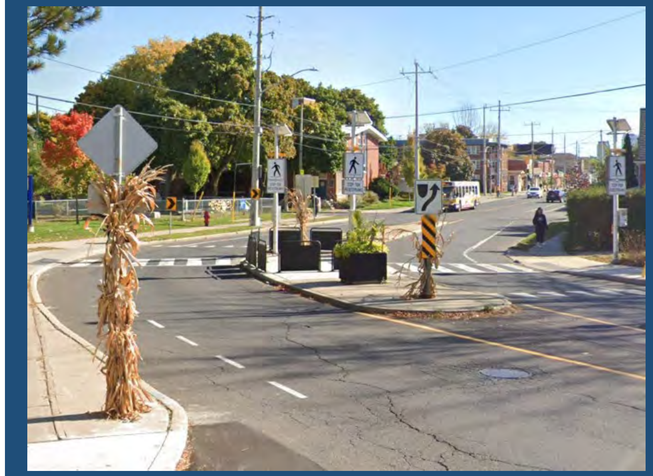
Cycle Tracks

Brimorton Drive has bike lanes. Cycle tracks are different because they are raised or separated from motor vehicle traffic by features such as poured in place concrete barrier. Cycle tracks help people of all ages and abilities feel comfortable to cycle.



Parking Protected Cycle Tracks

Cycle tracks are raised or separated from motor vehicle traffic by features such as poured in place concrete barriers. They can also be separated by parking.



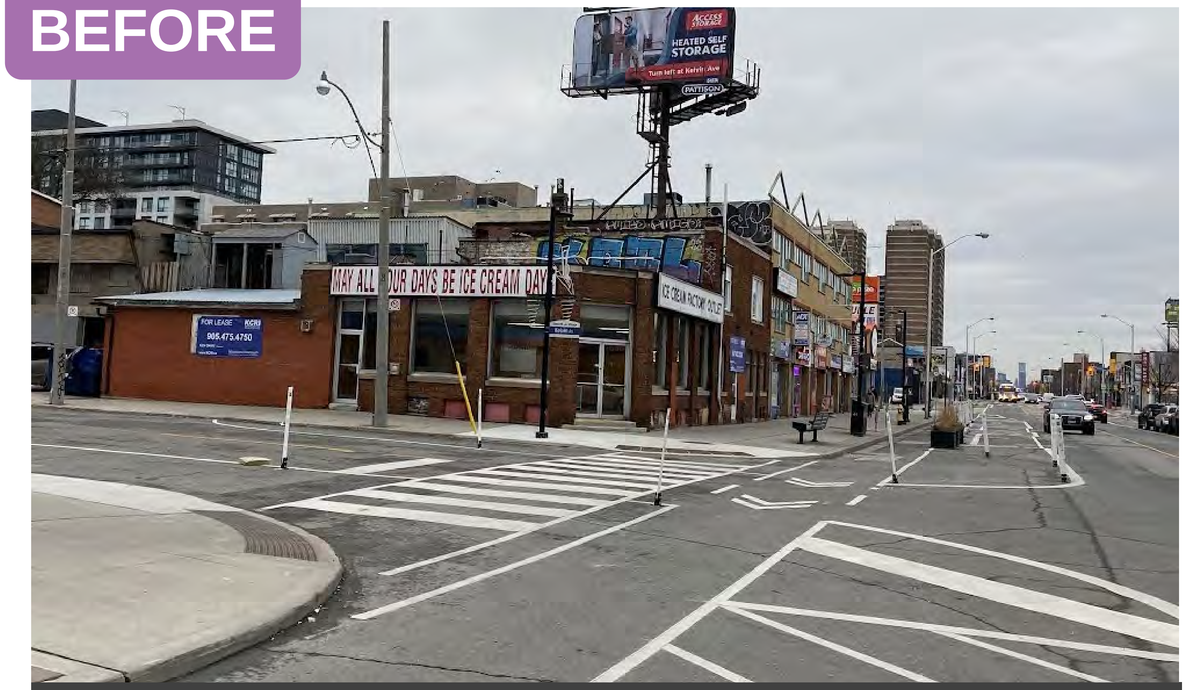
Pedestrian Crossing Improvements

There are many mid-block pedestrian crossings on Brimorton Drive, especially at schools. Improvements can enhance visibility, reduce crossing distance, and increase yielding by drivers by reducing motor vehicle speeds.

Quick Build vs. Permanent Design Features

This project may include some quick build features, particularly where road work is not planned, between Markham Road and Scarborough Golf Club. Quick build features are temporary until major road work can make them permanent. Below is an example.

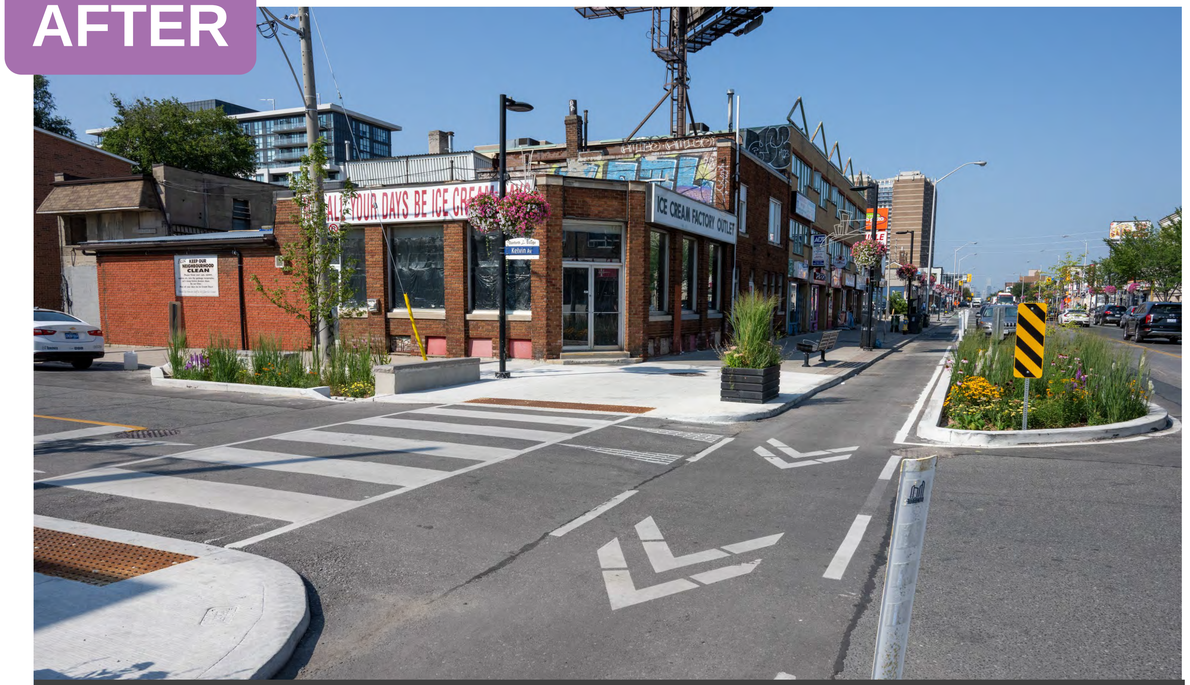
BEFORE



Quick Build

- Faster, cheaper, and can provide safety benefits sooner
- Can be adjusted before it is made permanent
- Easier to damage, more maintenance required
- Typically includes pre-cast curbs, bollards and planters

AFTER



Permanent Build

- Slower design process, higher cost, permanent
- Often bundled with state of good repair roadwork
- Durable, less maintenance required

How We Collect and Use Data

Data has been collected and analyzed to support the development of proposed changes for Brimorton Drive. These include:

Travel data such as motor vehicle volumes and speeds, pedestrian volume counts, cycling volume counts, and intersection counts of all road users

Collision data collected by Toronto Police Services. Focused on collisions involving vulnerable road users (seniors, school children, pedestrians and people cycling) and on collision results in death or serious injury

Call 311

Reports and requests from the public and local Councillor including calls to 311 as well as comments collected from public consultation and local interest groups

Site visits by the project team to gather observations in the neighbourhood

How Decisions are Made

Public Input

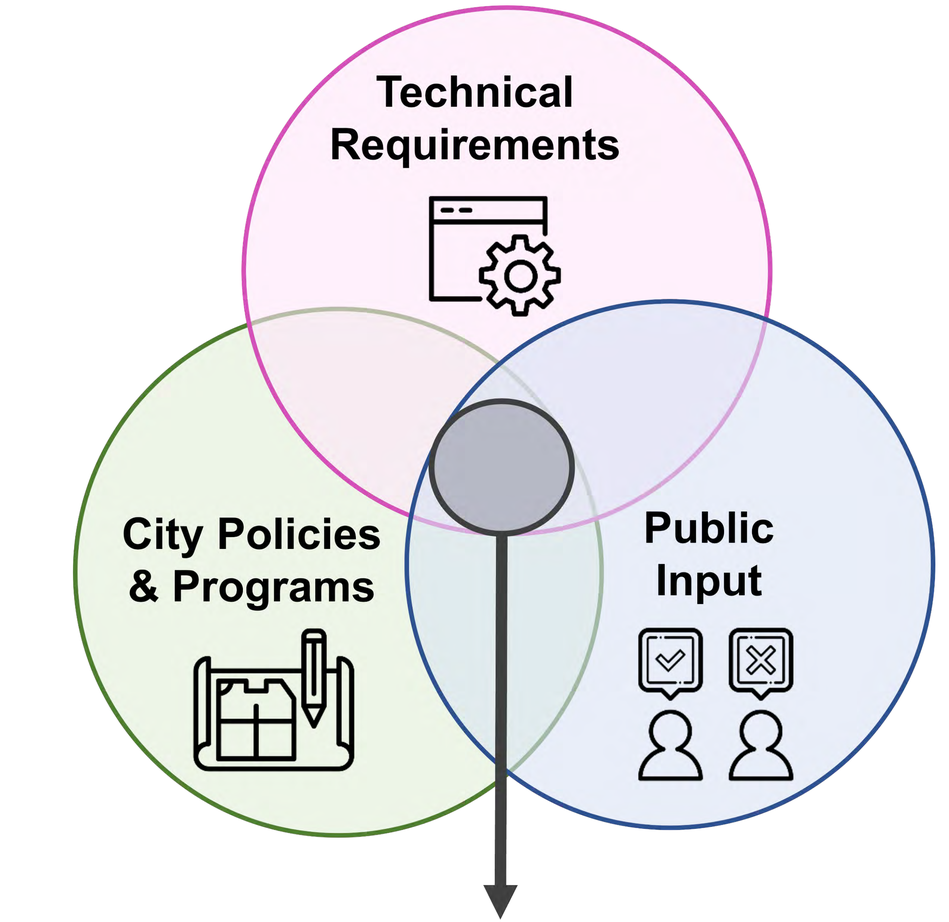
- Community input, sharing concerns, opportunities and priorities based on their expertise and lived experience

City Policies and Programs

- City Council directives, such as TransformTO Climate Action Strategy, Vision Zero Road Safety Plan
- Cycling Network Plan prioritization framework

Technical Requirements

- Construction and engineering design standards for roadway projects
- Coordination with other major works, such as delivery through road reconstruction, and avoiding construction conflicts



How to Provide Feedback

Post Comments on an Interactive Map
Use the online map to mark locations where you see issues and opportunities for change on Brimorton Drive and complete a short survey.

Provide feedback via email, phone or mail. Stay up to date by visiting the project webpage and subscribe to receive email updates.

Comment deadline:
February 17, 2025

toronto.ca/BrimortonDrive

Next Steps

- **February 17, 2025:** Phase 1 Comment Period Closes
- **March-April 2025:** Phase 1 consultation report posted and development of proposed design
- **Spring 2025:** Phase 2 Consultation on proposed design
- **Summer 2025**: Design updates based on feedback
- **Fall 2025:** Council report for project approval
- **2026:** Installation

CONTACT US

If you have any questions or concerns, please contact:

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