



Brimorton Drive Roadway Improvements

Public Consultation Report: Phase 1

February 2025



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Consultation Summary

Phase 1 of public and interest group consultation for Brimorton Drive Roadway Improvements took place from January 20th to February 17th, 2025. This was the first of two phases of consultation.

Consultation activities included a public drop-in public event, interest group engagement, an online interactive map and survey, and comment tracking. Twenty people attended the in-person drop-in event, 39 interactive map comments were received along with 15 people providing comments by mail, phone and email.

Communications to inform the public and interest groups about the project and opportunities to participate included a project web page, targeted emails to interest groups including local schools, and 10,196 postcards distributed by Canada Post throughout the project area and posted in local high visibility areas.

Top priorities and issues raised by the participants through the Phase 1 consultation were:

- Excessive speeding of motor vehicles on Brimorton Drive, particularly close to any of the four schools along the corridor
- Parking congestion at school pick up and drop off hours
- The poor state of repair of the road
- Concern about how upgrades of existing bike lanes to cycle tracks will impact motor vehicle lanes, snow removal, and congestion
- Interest in planting greenery, native trees and shrubs
- Some positive feedback received in support of improved cycling infrastructure and cycling connections

The feedback gathered through this consultation will inform the development of design options to be proposed in Phase 2 of consultation.

A second phase of consultation is planned for early summer of 2025 to receive feedback on the proposed design.

More information about the project can be found at toronto.ca/brimortondrive.

Project Overview

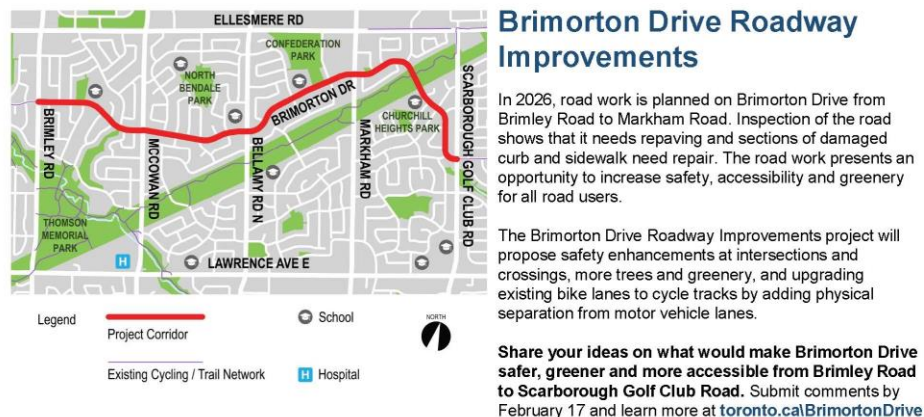
In 2026, road work is planned on parts of Brimorton Drive between Brimley Road and Markham Road. Inspection of the road shows that it needs repaving and sections of damaged curb and sidewalk need to be replaced. The road work provides an opportunity to make changes to the street. The project will propose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

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/brimortondrive (413 unique visits)
- Postcard notice delivered through Canada Post (10,196 addresses in the project area)
- Email to interest groups including residents associations, community groups, organizations, institutions, schools and elected officials (60 contacts)
- Social media posts @TO_Cycling_Ped
- Email to residents through the Scarborough-Guildwood councillor's office
- Materials were translated into Tamil, Gujarati, Traditional and Simplified Chinese, and interpreters were present at the public drop in event for Mandarin, Cantonese, Tamil and Gujarati language speakers



Caption: Front of postcard notice mailed to the project area

Join Us at the Public Event

Join the project team at a public drop-in event to learn more about the road improvements project and to share your ideas, comments and concerns.

வீதி மேம்பாட்டுக் கிட்டத்தைப் பற்றி மேலும் அறியவும், உங்கள் யோசனைகள், கருத்துகள் மற்றும் கரிசனைகளைப் பகிர்ந்து கொள்ளவும், ஒரு பொது ட்ரோப்-இன் (drop-in) நிகழ்வில் இந்தத் திட்டக் குழுவின் இணைந்து கொள்ளவும்.

மார்ச் மாதம் பிப்ரவரி 3-ம் தேதி வியூ ஜார்ஜ்ஸ் அன் டிவர்ட்ஸ் ஸ்ட்ரீட் மாடர்ன் பிப்ரவரி 3-ம் தேதி மாலை 6:30-8:30 மணிக்கு நிகழும்.

參加公眾簡介活動，與項目團隊見面，了解更多道路改善項目的詳情，並分享您的意見、建議和疑慮。

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February 3, 2025 6:30 to 8:30 p.m.



Bellmere Public School
470 Brimorton Drive, Toronto, Ontario

Use the Interactive Map



Use the online mapping tool to share your ideas or concerns.



Activity open until February 17, 2025



Link available on the project page:
toronto.ca/BrimortonDrive

Learn More



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If you have a specific accessibility
need, require accommodation, or
interpretation please contact us.



Caption: Back of postcard notice mailed to the project area



Caption: Photo 1: Residents engage with city staff and local Councillors at public drop-in event



Caption: Photo 2: Residents engage with city staff and local Councillors at public drop-in event



Caption: Photo 3: Residents engage with city staff and local Councillors at public drop-in event

Consultation Activities

Public and interest group comments on the project were received through the following consultation and engagement activities:

Activity	Date	Participation
Interest Group Meetings— Individual meetings with school principals from George B. Little Public School, Tredway Woodsworth Public School, St. Andrews Public School, Churchill Heights Public School, Bellmere Junior Public School	August-September 2024	5 attendees
Interest Group Meeting- School Council Bellmere Junior Public School	January 2025	5 attendees
Public Drop-in Event	February 3 rd , 2025	20 attendees
Online Interactive Map and Survey	January 20-February 17, 2025	39 responses
Email/Phone	January 20-February 17, 2025	16 comments received from 15 individuals

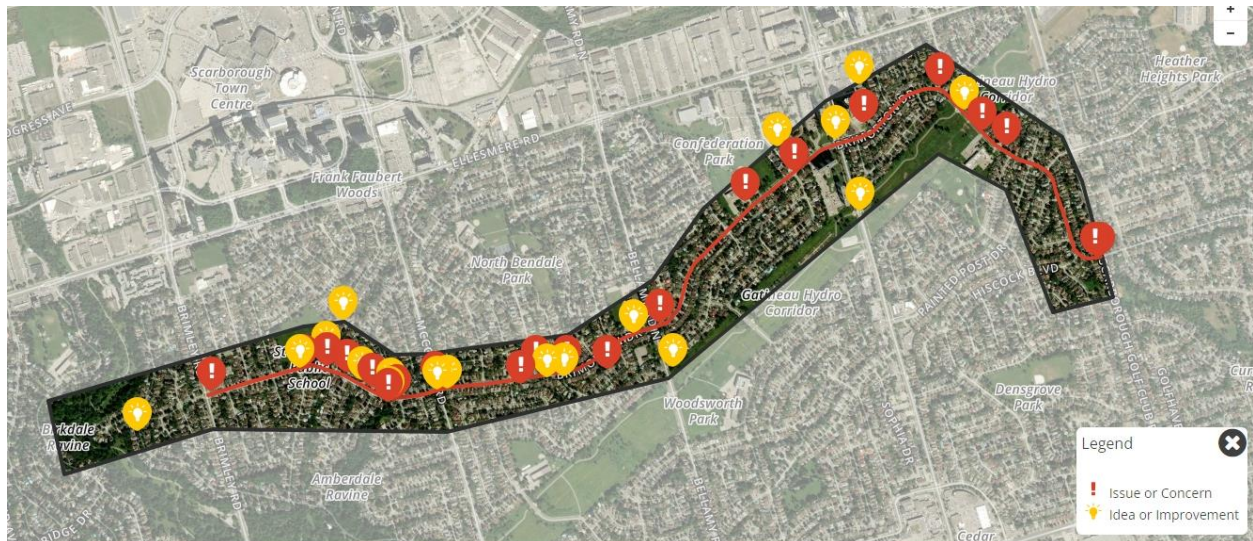
What We Heard

The most commonly heard feedback is summarised below:

- Several participants and interest groups noted that speeding along the corridor is a concern, particularly at school drop off and pick up times, when there are many school children walking, biking and being dropped off at school. There are four schools directly on the street.
- Some participants reported that they don't frequently see people cycling on Brimorton Drive, and some expressed concern over the need to spend money on making separated lanes. However, there were also participants supportive of a safer cycling connection on Brimorton Drive to the rest of the City's cycling network.
- Some participants identified that increased housing development on Brimorton Drive at Markham Road will result in the need for more diverse transportation options.
- Pedestrian safety is a concern, with a desire among participants for more safety features on the road.
- Questions were raised about snow removal from separated bike lanes, how cycle tracks get plowed, and where the snow goes. Some participants raised concerns that a physically separated cycle track would cause an obstruction to snow removal.

Interactive Map

The interactive map was available online via Social Pinpoint and allowed respondents to identify specific locations on a map where they experienced issues or saw opportunities for improvements for transportation changes.



Caption: Image of social pinpoint interactive map

Topic	Comment Summary
Congestion	Area in front of schools along the corridor gets very congested with motor vehicle traffic at drop-off and pickup times
	New housing developments in the area (on Brimley Road near Scarborough Town Centre and McCowan Road and Ellesmere Road) will result in more residents and more motor vehicle congestion on the street
Cost	Project is not a good use of taxpayers money and the upgrades are not necessary
Cycle Tracks	Concern that separated bike lanes will result in narrowing of the roadway
	Concern that a concrete barrier will impede snow clearance and be more hazardous for motor vehicles
	Cycle tracks will make it easier for residents in the new housing developments to get around by different modes of transport other than driving
	Perceived lack of cyclists using current bike lanes
	Improving the cycle track will make it safer for children to bike and walk to the schools along the corridor
Cycling Connections	Desire for a cycling connection between the Meadoway trail and condominiums at Ellesmere Road and between schools
	Request for extension of cycling connections to Birkdale Ravine
	Encourage a school safe cycling network
	Support for a safe cycling route and pedestrian access to the mosque on Ellesmere Road
	Support for safe cycling infrastructure at Dolly Varden Boulevard and Brimorton Drive as a connection to Ellesmere Road and Centennial Recreation Community Centre

Topic	Comment Summary
Parking	Concerns about motor vehicles parking in the bike lanes
	Motor vehicles parking on the street impede snow clearance
Road Improvements	Desire for the stretch of Brimorton Drive east of Scarborough Golf Club Road and west of Brimley Road to have improvements
Snow removal	Concern that it will be difficult to remove snow and sweep streets with raised curbs installed
	Excess snow piled up against concrete barriers will result in narrower driving lanes for motor vehicles
Speeding	Motor vehicles travel at high speed at corner of Brimorton Drive and Gander Drive, making it dangerous for vehicles turning left onto Brimorton Drive and for pedestrians using the crosswalk
	Concern for safety of pedestrians, particularly school children in front of Churchill Heights School, when motor vehicles speed and pass cars in the bike lane
	Request for speed reducing measures on Brimorton Drive east of Scarborough Golf Club Road
	Motor vehicular traffic frequently speeds on Brimorton Drive and it is difficult to turn out of Dolly Varden Boulevard
	Concern about high motor vehicle speeds in front of St Andrews Public School
	Motor vehicles speeding on Brimorton Drive between Bellamy Road and McCowan Road, request for more speed control measures
Road safety	Request for a curb extension and traffic signal for cyclists on Brimorton Drive where it meets the Meadoway Trail
	Concern that curb extensions will impede school buses, garbage trucks, delivery vehicles, wheel transit, from being able to pull off the roadway
	Request for education for pedestrians about cell phone usage
	Concern about quick turning cars off of Markham Road and Brimorton Drive. Request for raised crossings, mountable aprons and protected intersections to ensure pedestrian safety/reduce future road user conflict in this intersection, that will be facing increased densification with new housing developments
Other	<p>Some comments received were outside the scope of the project:</p> <ul style="list-style-type: none"> • Important to maintain greenery at the parks and ravines in the area • Request for a historical plaque about the importance of the former rail line

Public Drop-in Event

At the February 3rd public drop-in event, attendees were able to view information panels about the project, speak with members of the project team, and add written comments on sticky notes to an aerial map of the project area. Participant comments are summarized below:

Topic	Comment Summary
Cost	Concern over necessity of spending money on this project over other city issues such as housing
Cycling Connections	Supportive of a connected cycling network route to the Meadoway Trail
Cycle Tracks	Concern over cyclists biking on the sidewalk
	Concern over the narrow width of a separated bike lane and that there would be reduce lane width for motor vehicle traffic
	Concern over garbage collection and emergency services access with a separate cycle track
	Suggestion for bollards to improve visibility for separated cycle tracks
	Supportive of cycle tracks
	Current users of bike lanes on Brimorton are looking forward to the improvements
Greenery	Request for more greenery, shrubs, native plants and trees
Parking	Parking on only one side of the road causes bottleneck effect, suggestion for staggered parking at Amberjack Boulevard and Brimorton Drive
	Motor vehicles currently park in the bike lane
	Many motor vehicles park overnight on Brimorton Drive and block snow removal
Pedestrian safety	Request for a protected waiting area at Bellamy Road and Brimorton Drive
Speeding	Speed cameras have reduced speed, however, motor vehicles still run through red lights at Brimorton Drive and McCowan Road
	Motor vehicles use Brimorton Drive as an alternative route to avoid traffic on Markham Road. Vehicles will speed using the parking lane as a passing lane
	Concerns about high motor vehicle speed on Brimorton Drive
	Request for speed humps at Amberjack Boulevard
Snow removal	Concern that snow plowing will obstruct the concrete barrier of a cycle track
	The bus shelter at McCowan Road gets hit by the sidewalk snow plow
Traffic safety	During school pick up and drop off times there are high levels of motor vehicle traffic, causing congestion and low sightlines for pedestrians crossing the road
	Request for a stop sign at Painted Post Drive and Brimorton Drive due to collisions
	Request for an all way stop sign at Amberjack Boulevard and Brimorton Drive
Other	Concern about flooding on Parkard Boulevard

Interest Group Feedback

The comments received through meetings with interest groups are summarized below:

Topic	Comment Summary
Pedestrian Safety	Many students attending Tredway Woodsworth Public School walk to school along Brimorton Drive and along Dolly Varden Boulevard
Cycle Tracks	Concern expressed that parents wouldn't feel safe sending their kids on bikes on bike lanes with only painted lines
Cycling connections	Some students cycle to Tredway Woodsworth Public School from Brimorton Drive, and along the Hydro corridor
Parking	At St Andrews Public School, Churchill Heights Public School, and Bellmere Public School, drop off and pickup times are busy with motor vehicle traffic on Brimorton Drive, parents park their cars and walk students into the school
	Concerns over motor vehicles parking close to the crosswalk in front of Bellmere Public School and blocking sightlines
	School buses servicing Bellmere Public School park on Brimorton Drive during the day along the north side
Speeding	Concern expressed about motor vehicle speeding and support for speed bumps
	In-road flexible speed signs and digital Watch Your Speed sign help with speeding in front of Churchill Heights Public School
	Poor sightlines at crosswalks near Bellmere Public School make it difficult for crossing guard and pedestrians to see speeding motor vehicles, resulting in dangerous conditions when pedestrians cross the road
Traffic safety	Road user conflicts on Brimorton Drive by St Andrews School involving motor vehicles and pedestrians

Additional Feedback

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

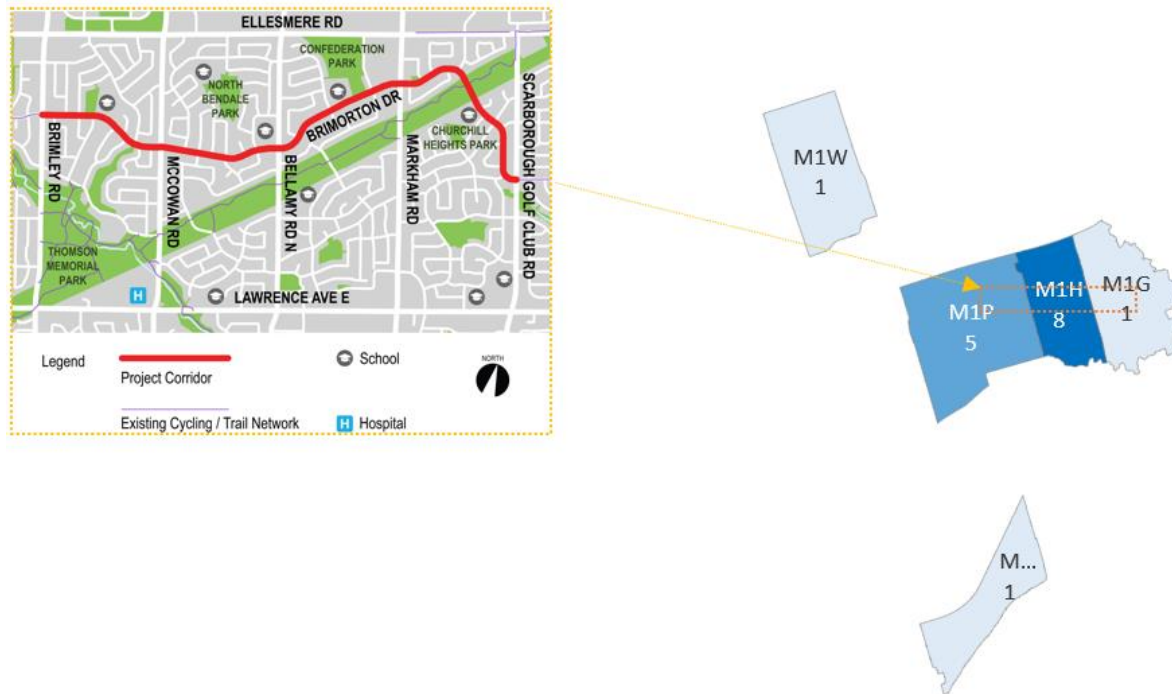
Theme	Comments
Cost	Several residents raised concerns over what the cost of the project will be
Cycle Tracks	Concern that concrete barriers on a cycle track will be dangerous to motor vehicles backing out of driveways Concern that adding physically separated lanes will narrow the road for motor vehicles
Cycling connections	Support for improvements to enhance cycling connections to Centennial College, waterfront trail and Eglinton GO station
Snow removal	Concern over where snow will go when the bike lane is plowed
Road conditions	Request for roadway improvements to extend east to Orton Park Road Support for road resurfacing

Appendices

Appendix A: Survey Participant Profile

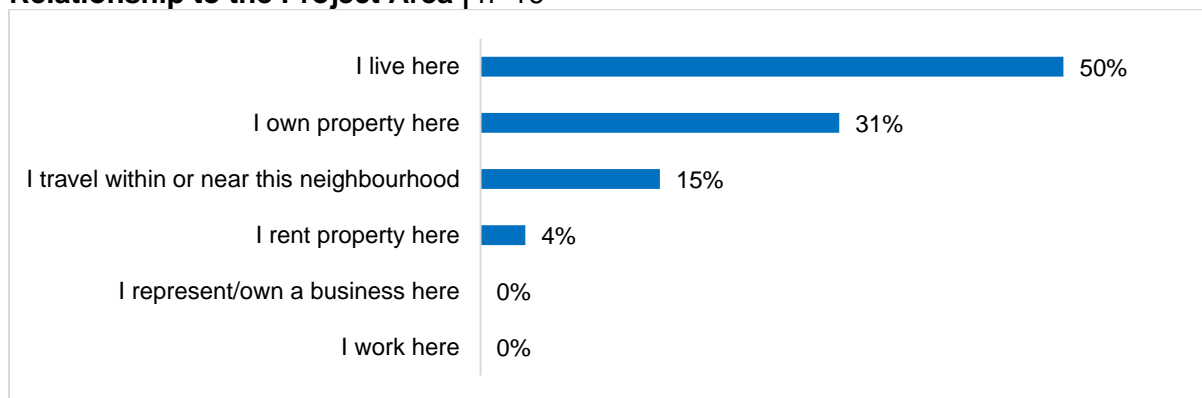
A total of 16 survey respondents provided optional demographic information described below.

Postal Code | n=16



Over 85% of survey respondents who completed this question live in or near the study area (M1P, M1H and M1G).

Relationship to the Project Area | n=16



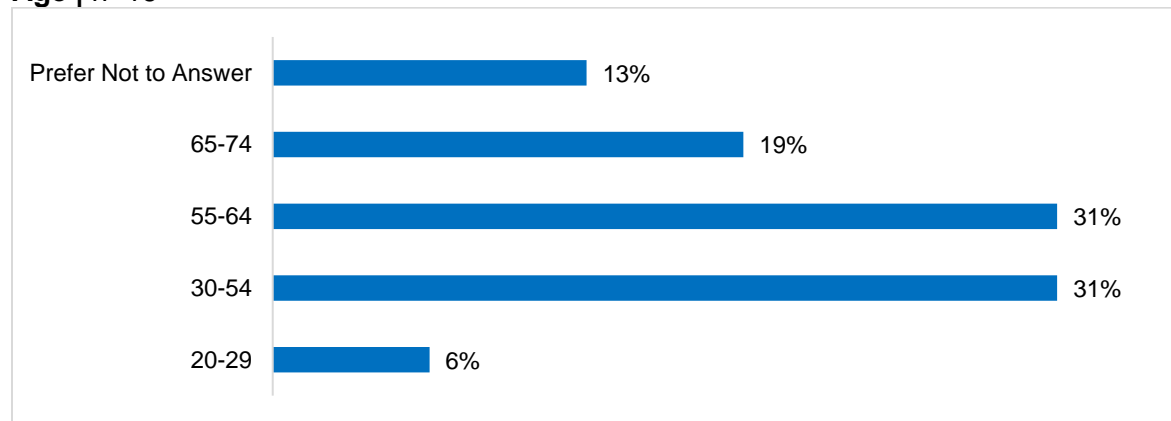
Of the survey respondents who completed this question, half live in the project area, a third own property in the area, and a small number rent or travel within or near the neighbourhood.

Typical Ways of Travelling In/Near the Project Area | n=16



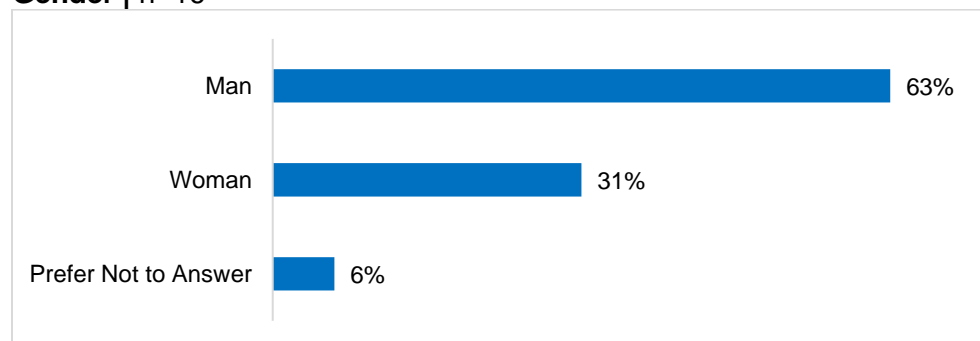
Most survey respondents who answered this question drive and walk in or near the project area, 16 % cycle, and 11 % take taxis or ride share and only 3% travel around by public transit.

Age | n=16



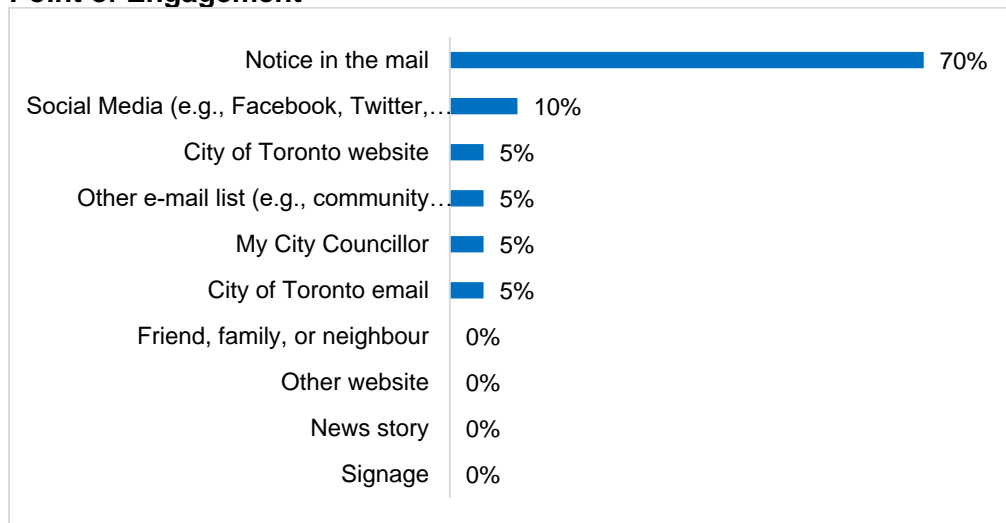
Most survey respondents who answered this question are in the working age categories. There were no respondents in the youth category and 13% preferred not to answer this question.

Gender | n=16



The majority of survey respondents who answered this question identified as men, followed by women at 31% and 6% who preferred not to answer.

Point of Engagement



Most survey respondents heard about this consultation by the postcard delivered to the project area, followed by social media, the City website, their City Councillor and email.