

# PH13.3a - Attachment 2

## Attachment 2: Proposed change to the recommended Official Plan policy

Preamble text to Section 2.2.2 Centres: Vital Mixed Use Communities as revised:

Scarborough Centre sits at the eastern end of the Scarborough RT line served by two stations, [inter-regional transit](#) and is the focal point of ~~13 surface~~ TTC [surface](#) routes in the eastern part of Toronto. Improving the Centre's connectivity will be crucial to its success, particularly improving its regional gateway function, replacing the Scarborough RT with an extension of Line 2 and extending the Sheppard subway east providing a high-speed connection between the Scarborough and North York Centres.

Policy 2.4(13) as revised:

Guidelines, programs and infrastructure will be developed and implemented to create a safe, comfortable and bicycle-friendly environment that encourages people of all ages, abilities and means to bicycle for everyday transportation, recreation and commercial activity and supports the growth objectives of this Plan, including:

- a) expanding the Cycling Network to bring every part of the city within one kilometre of a designated cycling facility by:
  - i) developing formal bicycle routes in street rights-of-way through such means as marked bike lanes, contra-flow bike lanes, physically separated bike lanes, and multi-use trails within the boulevard, designed with a degree of separation appropriate to the street's speed, volume and network context;
  - ii) developing the off-street system of multi-use trails;
  - iii) developing a network of neighbourhood greenways and implementing a wayfinding strategy to guide people along quiet, local streets between higher-order infrastructure ; and
  - iv) filling gaps in the Cycling Network to extend continuous routes, increase connectivity and to provide more direct routes, including the acquisition of land for cycling infrastructure, such as bike lanes and trails, as opportunities arise through the development approval process;
- b) enhancing the convenience and attractiveness of the Cycling Network by:
  - i) connecting to workplaces and neighbourhood amenities, such as schools, colleges and universities, retail shopping areas, community centres and parks and open space;
  - ii) connecting to cycling networks in adjacent municipalities to help create a regional cycling network;
  - iii) [connecting to the Province-wide Cycling Network identified by the Ministry of Transportation;](#)
  - iiii) connecting to transit stations and stops to facilitate multi-modal trips;
  - iv) expanding public bike share facilities and programs in those areas where there is a high demand for short trips, including at higher-order transit stations and transit stops;

- vi) identifying priority bicycle corridors where the use of road space can be reallocated using a Complete Streets approach; and
- vii) reducing the barrier effects of major physical and topographical features, such as highways, rail corridors, ravines, valleys and waterways;
- c) making cycling a safer travel mode by such means as:
  - i) designing and maintaining high-quality cycling infrastructure to be safe and comfortable based on the context of the route, which may include measures such as physical separation and enhanced lighting;
  - ii) installing safe crossing measures for on- and off-street cycling routes, including, where appropriate, the introduction of signalized intersections; and
  - iii) developing road safety education and awareness programs for all road users; and
- d) providing convenient high-quality short-term and long-term bicycle parking facilities at key locations throughout the city by:
  - i) establishing requirements for short-term and long-term bicycle parking spaces in new developments, including higher-order transit stations;
  - ii) encouraging retrofitting of existing buildings and facilities, particularly workplaces, schools and higher-order transit stations, to incorporate additional long-term and short-term bicycle parking spaces;
  - iii) retrofitting City workplaces and facilities to provide secure bicycle parking;
  - iv) encouraging provided bike parking to be secure and weather protected; and
  - v) providing community bicycle parking hubs in areas of high bicycle parking demand.