

Public Consultation Meeting #2

DISCUSSION GUIDE

This Transportation Master Plan (TMP) sets the vision and strategic plan for the Centre's transportation network. It will inform and direct policies, programs and infrastructure initiatives to meet the needs of the anticipated population and employment growth. More specifically, the Scarborough Centre Transportation Master Plan (SCTMP) provides the framework, direction, and implementation plan for a transportation network for pedestrians, cyclists, transit and automobile users in Scarborough Centre and the surrounding community.

Problem & Opportunity Statement

As one of Toronto's four 'Centres', Scarborough Centre is a key location within the city that combines jobs, housing and services in a dynamic mixed use setting supported by excellent transit accessibility. Located at the heart of Scarborough, the area is expected to be a magnet for future growth over the coming decades.

Currently, Scarborough Centre is less than the sum of its parts:

- The existing transportation network is designed to favour vehicular movement as is defined by big blocks that result in longer travel distances;
- Bridges, ramps and grade separations are barriers to walking and cycling;
- Dedicated infrastructure for cyclists is lacking;
- Crosswalks are distantly spaced, sidewalks are often too narrow, missing or located in a way that does not support a vibrant and walkable public realm; and
- Development parcels are large and not serviced in a manner that supports a finer grain in the urban fabric.

Given the significant public and private investments planned for the area, an opportunity exists to evolve the transportation network in a manner that better supports the policies outlined in the Scarborough Centre Secondary Plan. Key opportunities include developing a **simplified grid street network** that is safe, accommodates all users and reduces travel distances. Giving priority to infrastructure required to **enhance walking, cycling and transit** will help build connections throughout the Centre as well as to the surrounding community and beyond. **Improved transportation facilities**, complemented by **better wayfinding, land use diversity and an inviting public realm**, will provide greater accessibility to the area's many amenities. The Transportation Master Plan will help guide growth and ensure the emergence of a vibrant, walkable and connected Scarborough Centre.

What We've Heard So Far

Improve pedestrian experience	Create a simplified grid street network and at grade intersections	Enhance highway interchanges for all users	Reduce/improve transfers between transit routes
Improve safety and accessibility	Green Scarborough Centre	Encourage safety through dedicated cycling facilities and parking	Improve connectivity to Scarborough Centre
Enhance wayfinding & create a sense of place	Provide greater transportation choices	Develop a transportation network that accommodates all users	Provide a higher quality public realm



Scarborough Centre on the Move Website

Launched **August 2016**

Approximately
4,000 hits as of **May 2017**



Planners in Public Spaces (PiPS)

12
Events
Summer & Fall 2016

1,167
Participants

1,545
Flyers Distributed



Roving Information Station

2
Days

11
Locations
Fall 2016

41
Interviews



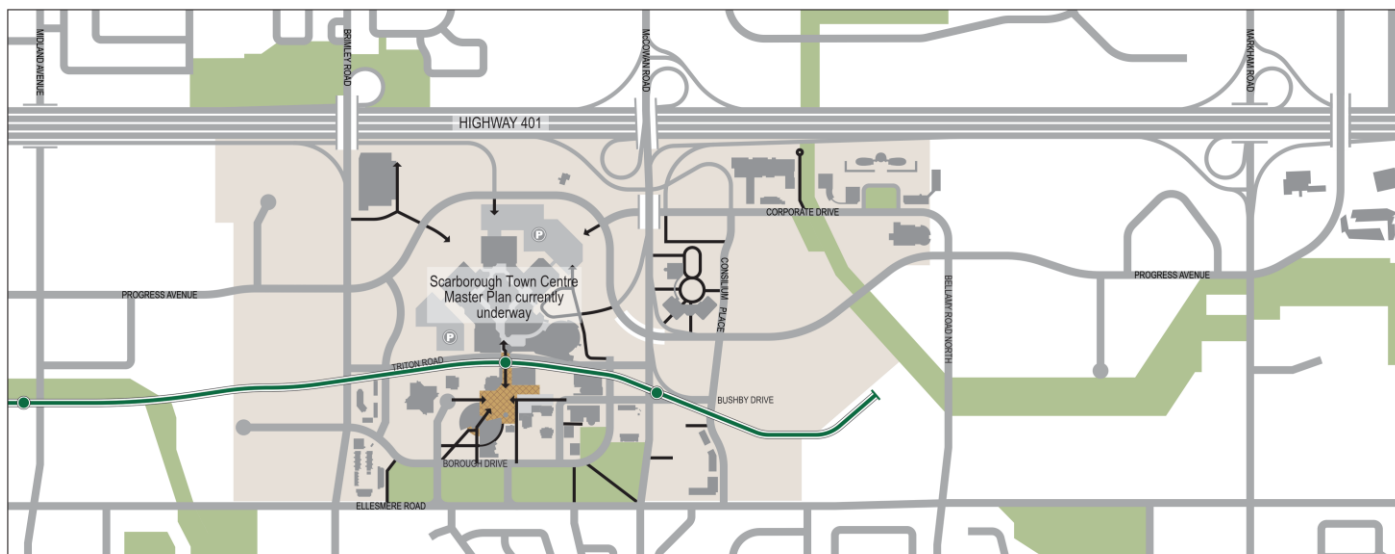
Public Consultation Meeting #1

November 29, 2016

65 Participants

Alternative 1: Existing Conditions

Existing Conditions the “Do Nothing” alternative, provides a baseline comparison of conditions without any significant improvements. In essence, Alternative 1 is the transportation network found today in the study area.

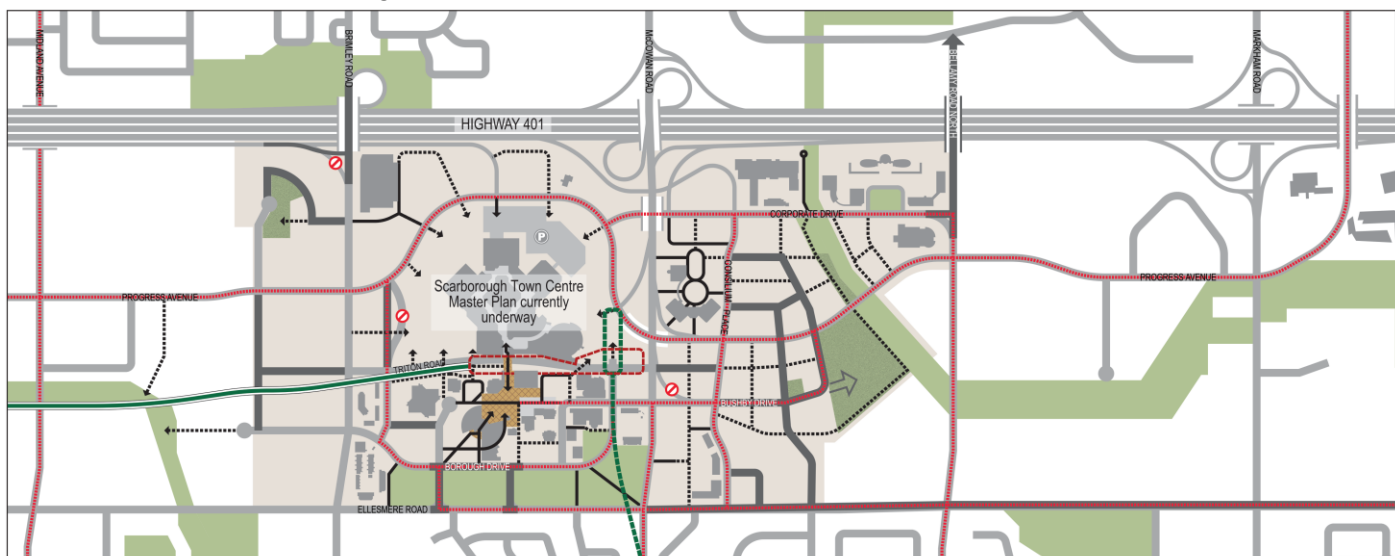


Legend

- Scarborough Centre Secondary Plan Area
- Public Square
- Existing Public Open Space
- Existing Street
- Existing Station and Line 3 (Scarborough Rapid Transit)
- Existing Connection

Alternative 2: Current Policy Framework

The **Current Policy Framework** alternative identifies future transportation conditions outlined in previous planning work including all planned improvements from the Scarborough Centre Secondary Plan, McCowan Precinct Plan and Scarborough Centre Public Space & Streetscape Master Plan.

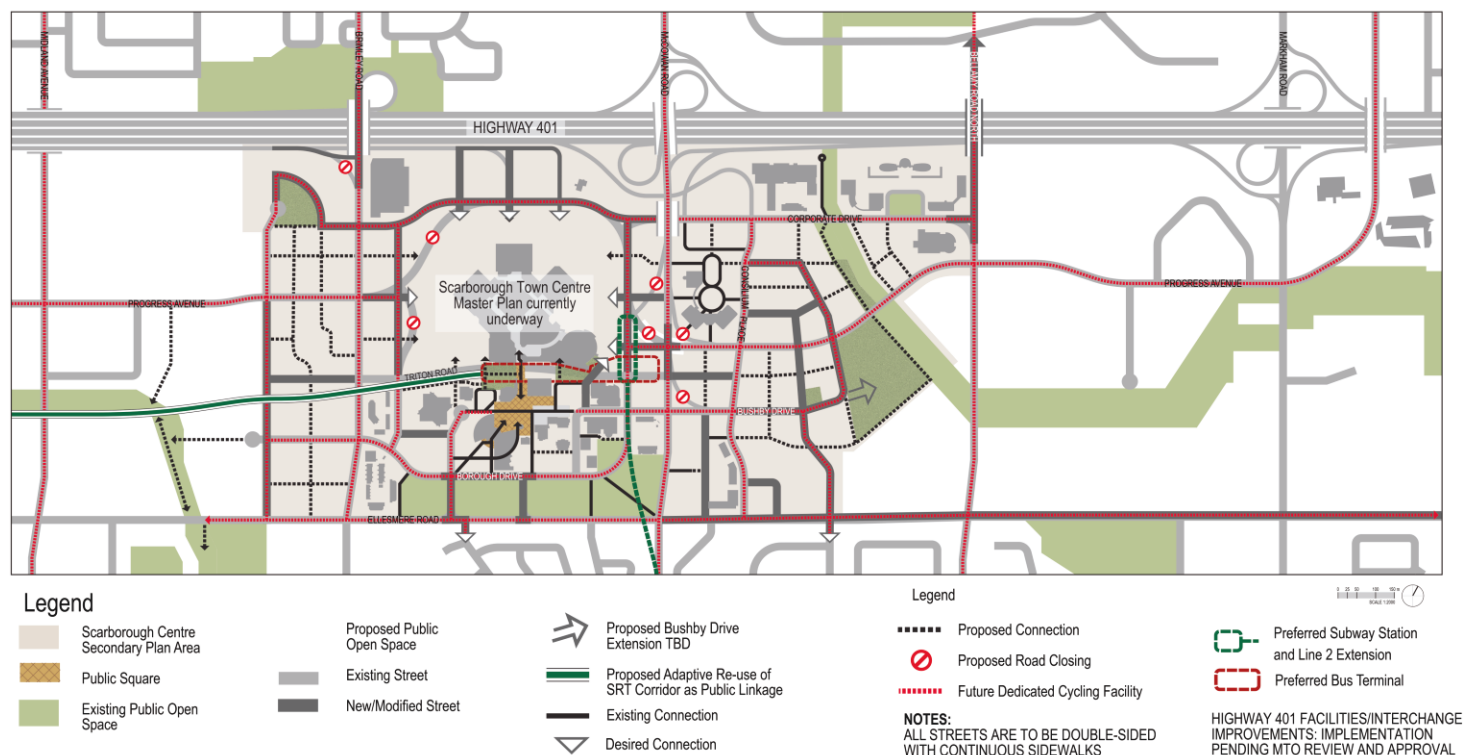


Legend

- Scarborough Centre Secondary Plan Area
 - Public Square
 - Existing Public Open Space
 - Proposed Public Open Space
 - Existing Street
 - New/Modified Street
 - Proposed Bushby Drive Extension TBD
 - Proposed Adaptive Re-use of SRT Corridor as Public Linkage
 - Existing Connection
 - Proposed Connection
 - Proposed Road Closing
 - Future Dedicated Cycling Facility
 - Preferred Subway Station and Line 2 Extension
 - Preferred Bus Terminal
- NOTES:**
ALL STREETS ARE TO BE DOUBLE-SIDED WITH CONTINUOUS SIDEWALKS
- HIGHWAY 401 FACILITIES/INTERCHANGE IMPROVEMENTS: IMPLEMENTATION PENDING MTO REVIEW AND APPROVAL









Alternative 3: Emerging Vision

The **Emerging Vision** alternative includes the planned improvements identified in Alternative 2 plus a series of proposed improvements and solutions that encourage multi-modal transportation within and surrounding the Centre. Alternative 3 has been identified as the **preliminary preferred alternative** based on the evaluation below.



- Establishes a **finer-grid street network** that allows for **stronger north-south and east-west connections** within the Centre and to the surrounding communities.
- Realigns Progress Avenue and Borough Drive and re-establishes the eastern Borough Drive link.
- Removes grade separation** at the intersection of McCowan Road and Progress Avenue to allow for better east-west accessibility for all modes of travel.
- Identifies a **parking strategy** the Centre.
- Designates pedestrian/cycling connections to encourage **active modes of travel**.
- Reconfigures the street network to support **proposed transit investments**.
- Reallocates road space to create **Complete Streets** (i.e. streets for people, placemaking and prosperity).

Draft Evaluation Results

Principle	Question	Alternative 1: Existing Conditions	Alternative 2: Current Policy Framework	Alternative 3: Emerging Vision
 CHOICE	Does it promote a shift towards sustainable modes of transportation?	No Does not provide adequate amount of sidewalks (6.7 km) and dedicated cycling lanes (0 km)	Partially Provides for increased sidewalks (10 km) and dedicated cycling lanes (5 km)	Yes Identifies the most sidewalks (15 km) and dedicated cycling lanes (15 km)
	Does it provide an efficient and integrated transportation network for all users?	No Favours automobile travel	No Does not comprehensively address the study area, or efficiently incorporate proposed transit investments	Yes Identifies connections between the study area and surrounding communities to transit investments via walking and cycling
 EXPERIENCE	Does it support an attractive and vibrant public realm and sense of place?	Partially Provides some sense of place on segments of Borough Drive, Albert Campbell Square and main entrance to mall	Partially Provides for an improved sense of place through mixed land use, with a focus on the pedestrian and cycling experience	Yes Builds upon Alternative 2 and defines street types based on Complete Streets Guidelines
	Does it allow for the convenient and safe movement of users of all modes of transportation?	No Favours automobile travel through existing street design. Lacks wayfinding and active transportation connections	No Identifies a pedestrian network, but does not define a wayfinding and signage strategy	Yes Provides a defined and unique strategy for the Centre, specifying wayfinding improvements to street design
 SOCIAL EQUITY	Does it provide for opportunities to improve connectivity to work, school and other destinations?	Partially Key routes and transit stations are not well-connected to key origins/ destinations	Partially Some improved connections to key origins/ destinations	Yes Adds new pedestrian connections for the entire Centre
	Does it accommodate all users, including vulnerable street users?	Partially Does not fully comply with AODA, but does provide accessibility ramps in Albert Campbell Square and provides elevators in Scarborough Centre TTC Station	Partially Does not improve all accessibility deficiencies in the network	Yes Complies with AODA with regards to transportation network
 SHAPING THE CITY	Does it support the mixed-use and transit-oriented vision of the Secondary Plan?	No Does not achieve the objectives set out by the provincial and municipal policies	Partially Complies with planning policies, but identifies further work is required for planning complete transportation network and facilities	Yes Builds upon Alternative 2 and related planning policies, recommending a master plan for new transportation facilities throughout the study area
	Does it create a transportation network and block plan that supports a vibrant urban centre?	No Encourages automobile travel through large blocks and street design	Partially Provides guidelines for intersection spacing to encourage pedestrian activity for the McCowan Precinct	Yes Proposes a fine-grained transportation network for the entire Centre
 HEALTHY NEIGHBOURHOODS	Does it improve connectivity and access within the Centre and to/from surrounding communities?	No Does not provide adequate connections within Scarborough Centre and to/from surrounding communities	Partially Creates policy framework for improving connectivity	Yes Reconfigures transportation network for better connections between Precincts and surrounding communities
	Does it encourage and support active and sustainable modes of transportation?	Partially Provides few transportation demand management (TDM) measures	Partially Provides general TDM recommendations only	Yes Identifies TDM strategies for car share, bike share, demand-responsive transit, and outreach programs that encourage the use of active modes of transportation
 PUBLIC HEALTH & ENVIRONMENT	Does it minimize the impact on the natural environment and cultural heritage?	Yes Does not impact existing natural environmental and cultural heritage	Partially May impact ecology, built/cultural heritage or areas with archaeological impact	Partially Potential greater impact on ecology, built/cultural heritage or areas with archaeological impact
	Does it support and enhance the open space network?	Partially Maintains existing open spaces, but does not propose new open space connections	Yes Promotes the enhancements of the natural environment to improve the livability and sense of place in the Centre	Yes Offers new connections to parks and open spaces throughout the Centre
 AFFORDABILITY	Is it economically feasible to implement (considering full life cycle costs, impact to utilities, durability and future expansion opportunities)?	Yes Does not require investment for transportation network changes, but requires operating and maintenance costs	Partially Requires some investments from public and private sector	Partially Requires greater investment from public and private sector
 SUPPORTING GROWTH	Does it encourage public and private investments?	Partially Provides some potential for development on large parcels of land	Partially Improves development potential in the Centre	Yes Improves development potential in the Centre and maximizes connections and accessibility to the proposed public investments in transit
	Does it allow for the safe and efficient movement of goods?	No Does not address the movement of goods and designated truck routes	No Does not address the movement of goods and designated truck routes	Yes Provides designated truck routes that are more efficient and separated from non-motorized traffic

The SCTMP has identified Alternative 3: Emerging Vision as the preliminary preferred alternative for the future transportation network. This alternative encourages multi-modal transportation, improves connectivity both within Scarborough Centre and with surrounding communities, supports future transit investments, and builds upon the vision of the Scarborough Centre Secondary Plan.

Do you agree with the preliminary preferred alternative (Alternative 3: Emerging Vision) and the Draft Evaluation as it was presented today?

☐

YES

☐

NO

Please provide comments explaining why or why not:

Additional Comments:

Thank you for your input!

Please continue to share your thoughts online:



Fill out the MetroQuest Survey



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