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

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

### 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.

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.
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

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td><strong>Choice</strong></td>
<td>Does it promote a shift towards sustainable modes of transportation?</td>
<td>No Does not provide adequate amount of sidewalks (6.7 km) and dedicated cycling lanes (8 km).</td>
<td>Partially Provides for increased sidewalks (10 km) and dedicated cycling lanes (5 km)</td>
<td>Yes Identifies the most sidewalks (15 km) and dedicated cycling lanes (10 km)</td>
</tr>
<tr>
<td><strong>Experience</strong></td>
<td>Does it provide an efficient and integrated transportation network for all users?</td>
<td>No Favours automobile travel</td>
<td>No Does not comprehensively address the study area, or efficiently incorporate proposed transit investments</td>
<td>Yes Identifies connections between the study area and surrounding communities to transit investments via walking and cycling</td>
</tr>
<tr>
<td><strong>Social Equity</strong></td>
<td>Does it support an attractive and vibrant public realm and sense of place?</td>
<td>Partially Provides some sense of place on segments of Borough Drive, Albert Campbell Square and main entrance to mall</td>
<td>Partially Provides for an improved sense of place through mixed land use, with a focus on the pedestrian and cycling experience</td>
<td>Yes Provides a defined and unique strategy for the Centre, specifying wayfinding improvements to street design</td>
</tr>
<tr>
<td><strong>Shaping the City</strong></td>
<td>Does it allow for the convenient and safe movement of users of all modes of transportation?</td>
<td>No Favours automobile travel through existing street design. Lacks wayfinding and active transportation connections</td>
<td>No Identifies a pedestrian network, but does not define a wayfinding and signage strategy</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Healthy Neighbourhoods</strong></td>
<td>Does it provide opportunities to improve connectivity to work, school and other destinations?</td>
<td>Partially Key routes and transit stations are not well-connected to key origins/destinations</td>
<td>Partially Some improved connections to key origins/destinations</td>
<td>Yes Does new pedestrian connections for the entire Centre</td>
</tr>
<tr>
<td><strong>Public Health &amp; Environment</strong></td>
<td>Does it accommodate all users, including vulnerable street users?</td>
<td>Partially Does not fully comply with AODA, but does provide accessibility ramps in Albert Campbell Square and provides elevators in Scarborough Centre TTC Station</td>
<td>Partially Does not improve all accessibility deficiencies in the network</td>
<td>Yes Complies with AODA with regards to transportation network</td>
</tr>
<tr>
<td><strong>Affordability</strong></td>
<td>Does it support the mixed-use and transit-oriented vision of the Secondary Plan?</td>
<td>No Does not achieve the objectives set out by the provincial and municipal policies</td>
<td>Partially Complies with planning policies, but identifies further work is required for planning complete transportation network and facilities</td>
<td>Yes Builds upon Alternative 2 and related planning policies, recommending a master plan for new transportation facilities throughout the study area</td>
</tr>
<tr>
<td><strong>Supporting Growth</strong></td>
<td>Does it create a transportation network and block plan that supports a vibrant urban centre?</td>
<td>No Encourages automobile travel through large blocks and street design</td>
<td>Partially Identifies connections between the study area</td>
<td>Yes Proposes a fine-grained transportation network for the entire Centre</td>
</tr>
<tr>
<td><strong>Healthy Neighbourhoods</strong></td>
<td>Does it improve connectivity and access within the Centre and to/from surrounding communities?</td>
<td>No Does not provide adequate connections within the Centre and to/from surrounding communities</td>
<td>Partially Identifies new pedestrian connections for the entire Centre</td>
<td>Yes Identifies TDM strategies for car share, bike share, demand-responsive transit, and outreach programs that encourage the use of active modes of transportation</td>
</tr>
<tr>
<td><strong>Public Health &amp; Environment</strong></td>
<td>Does it encourage and support active and sustainable modes of transportation?</td>
<td>Partially Provides few transportation demand management (TDM) measures</td>
<td>Partially Provides general TDM recommendations only</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Public Health &amp; Environment</strong></td>
<td>Does it minimize the impact on the natural environment and cultural heritage?</td>
<td>Yes Does not impact existing natural environmental and cultural heritage</td>
<td>Partially May impact ecology, built/cultural heritage or areas with archaeological impact</td>
<td>Yes Potential greater impact on ecology, built/cultural heritage or areas with archaeological impact</td>
</tr>
<tr>
<td><strong>Supporting Growth</strong></td>
<td>Does it support and enhance the open space network?</td>
<td>Partially Maintains existing open spaces, but does not propose new open space connections</td>
<td>Yes Promotes the enhancements of the natural environment to improve the livability and sense of place in the Centre</td>
<td>Yes Offers new connections to parks and open spaces throughout the Centre</td>
</tr>
<tr>
<td><strong>Affordability</strong></td>
<td>Is it economically feasible to implement (considering full life cycle costs, impact to utilities, durability and future expansion opportunities)?</td>
<td>Yes Does not require investment for transportation network changes, but requires operating and maintenance costs</td>
<td>Partially Requires some investments from public and private sector</td>
<td>Yes Requires greater investment from public and private sector</td>
</tr>
<tr>
<td><strong>Supporting Growth</strong></td>
<td>Does it encourage public and private investments?</td>
<td>Partially Provides some potential for development on large parcels of land</td>
<td>Partially Improves development potential in the Centre</td>
<td>Yes Improves development potential in the Centre and maximizes connections and accessibility to the proposed public investments in transit</td>
</tr>
<tr>
<td><strong>Public Health &amp; Environment</strong></td>
<td>Does it allow for the safe and efficient movement of goods?</td>
<td>No Does not address the movement of goods and designated truck routes</td>
<td>No Does not address the movement of goods and designated truck routes</td>
<td>Yes Provides designated truck routes that are more efficient and separated from non-motorized traffic</td>
</tr>
</tbody>
</table>
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:

________________________________________________________________________________
________________________________________________________________________________
________________________________________________________________________________
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Additional Comments:

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Thank you for your input!

Please continue to share your thoughts online:

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