SCARBOROUGH CENTRE
TRANSPORTATION MASTER PLAN
(SCTMP)
Public Consultation Meeting #2
May 10th, 2017
Presentation Outline

1. Project Schedule and Background
2. Draft Evaluation of Alternatives
3. Preliminary Preferred Alternative
Project Schedule
Project Background
Constraints

Coarse street network with large blocks and single-use buildings

Lack of connections throughout the Centre

No sense of place in the Centre

Harsh, unpleasant, and fragmented pedestrian environment

Auto-oriented, irregular intersections, ramps, channelized turning lanes, grade separations

Highway 401 and its interchanges are barriers to pedestrians and cyclists
Opportunities

Enhance the public realm

Create a safe pedestrian environment

Accommodate transit-oriented development

Provide for pedestrians, cyclists, transit riders and drivers

Leverage other public and private initiatives

Enhance wayfinding
Guiding Values

- Establish a **multi-modal hub** that has a variety of reliable and **connected transportation options**
- Encourage mixed-use **transit-oriented development**
- Support **active modes of transportation** with an emphasis on moving people
- Further the development of **Transportation Demand Management (TDM) programs** such as bike share and auto share
- Enhance **safety, comfort and accessibility** for pedestrians and cyclists
Here is what we’ve heard from the community through the study 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 the many amenities and assets of Scarborough Centre</td>
</tr>
<tr>
<td>Enhance wayfinding and create a sense of place</td>
<td>Provide improved transportation choices</td>
<td>Develop a transportation network that accommodates all users and allows for efficient goods movement</td>
<td>Provide a higher quality public realm</td>
</tr>
</tbody>
</table>
Transportation Network Alternatives
Transportation Network Alternatives

The Scarborough Centre TMP has identified three transportation network alternatives that were evaluated to determine the preliminary preferred transportation network. The three alternatives outline the possible future scenarios for the study area and are presented in the slides to follow.

The three alternatives are:

- **Alternative 1: Existing Conditions**
- **Alternative 2: Current Policy Framework**
- **Alternative 3: Emerging Vision**

Note: Larger print versions of the alternatives are provided on display panels.
Alternative 1: Existing Conditions

- The “Do Nothing” alternative, which provides a baseline comparison of conditions without any significant improvements
Alternative 2: Current Policy Framework

• Based on future transportation conditions outlined in previous planning work including the *Scarborough Centre Secondary Plan*, the *McCowan Precinct Plan*, and the *Scarborough Centre Public Space & Streetscape Master Plan*
Alternative 3: Emerging Vision

- Includes planned improvements identified in Alternative 2 plus a series of additional proposed solutions that encourage multi-modal transportation within and surrounding Scarborough Centre.
Draft Evaluation of Alternatives
Evaluation Principles: Serving People

**CHOICE**
Develop a balanced transportation network that connects and provides different modes of travel

**EXPERIENCE**
Ensure safe and comfortable travel across all modes of transportation

**SOCIAL EQUITY**
Do not favour any group over others. Allow everyone equal and good access to work, school and other activities
Evaluation Principles: Strengthening Places

SHAPING THE CITY
Use the transportation network to encourage mixed-use and sustainable developments in the Scarborough Centre

HEALTHY NEIGHBOURHOODS
Building connections with existing neighbourhoods via the promotion of safe walking and cycling

PUBLIC HEALTH & ENVIRONMENT
Support and enhance natural areas, encourage people to rely less on their cars
Evaluation Principles: Supporting Prosperity

**AFFORDABILITY**
Improvements to the transportation system should be affordable to build, maintain and operate.

**SUPPORTING GROWTH**
Encourage economic growth through improvements in transit, pedestrian and cycling infrastructure; Allow goods to get to market more efficiently.
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<tbody>
<tr>
<td>Choice</td>
<td>No</td>
<td>Partially</td>
<td>Yes</td>
</tr>
<tr>
<td>Experience</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Social Equity</td>
<td>Partially</td>
<td>Partially</td>
<td>Yes</td>
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<tr>
<td>Shaping the City</td>
<td>No</td>
<td>Partially</td>
<td>Yes</td>
</tr>
<tr>
<td>Healthy Neighbourhoods</td>
<td>No</td>
<td>Partially</td>
<td>Yes</td>
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<tr>
<td>Public Health &amp; Environment</td>
<td>Partially</td>
<td>Partially</td>
<td>Partially</td>
</tr>
<tr>
<td>Affordability</td>
<td>Yes</td>
<td>Partially</td>
<td>Partially</td>
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<tr>
<td>Supporting Growth</td>
<td>No</td>
<td>Partially</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Preliminary Preferred Alternative
Preliminary Preferred Alternative
(Alternative 3: Emerging Vision)
Preliminary Preferred Alternative
(Alternative 3: Emerging Vision)

Alternative 3 (Emerging Vision) was selected as the preliminary preferred alternative because it proposes:

• A new finer-grid street network for the entire Centre (within the Centre and to/from surrounding communities);
• Strong pedestrian and cycling connections to transit investments; and
• TDM measures, designated truck routes, a signage and wayfinding strategy, and transit-oriented policies

The following slides present the transportation network layers for each mode of transportation.

Note: Larger print versions of the transportation network layers are provided on display panels.
Preliminary Preferred Alternative: Street Network
Preliminary Preferred Alternative: Block Structure
Preliminary Preferred Alternative: Walking and Cycling Network

Legend:
- Scarborough Centre Secondary Plan Area
- Proposed Adaptive Re-use of SRT Corridor as Public Linkage
- Existing Connection
- Proposed Connection
- Future Dedicated Cycling Facility
- Potential Bike Share Facility

NOTE: ALL STREETS ARE TO BE DOUBLE-SIDED WITH CONTINUOUS SIDEWALKS
Preliminary Preferred Alternative: Transit Network
Thank You!

Please pick-up a discussion guide and continue to share your thoughts online:

Fill out the MetroQuest Survey

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e-mail your comments to sconthemove@toronto.ca