

A light blue line-art map of the Scarborough area, showing a network of roads and transit lines. The map is composed of various geometric shapes and lines, representing the urban layout.

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

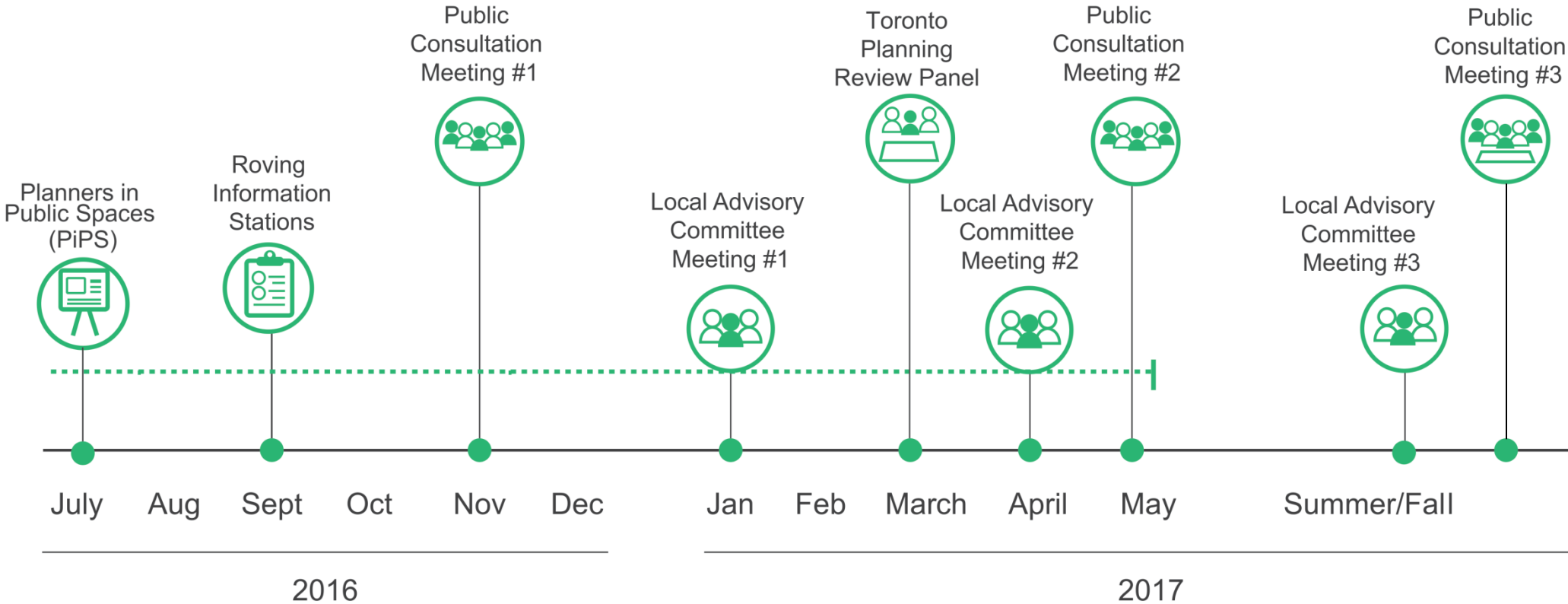
3

Preliminary Preferred
Alternative



Project Schedule

Project 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



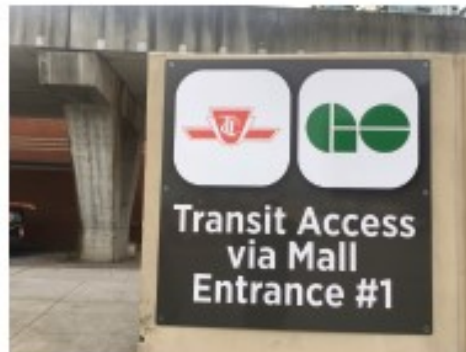
Provide for pedestrians, cyclists, transit riders and drivers



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

What We've Heard

Here is what we've heard from the community through the study 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 the many amenities and assets of Scarborough Centre

Enhance wayfinding and create a sense of place

Provide improved transportation choices

Develop a transportation network that accommodates all users and allows for efficient goods movement

Provide a higher quality public realm

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.

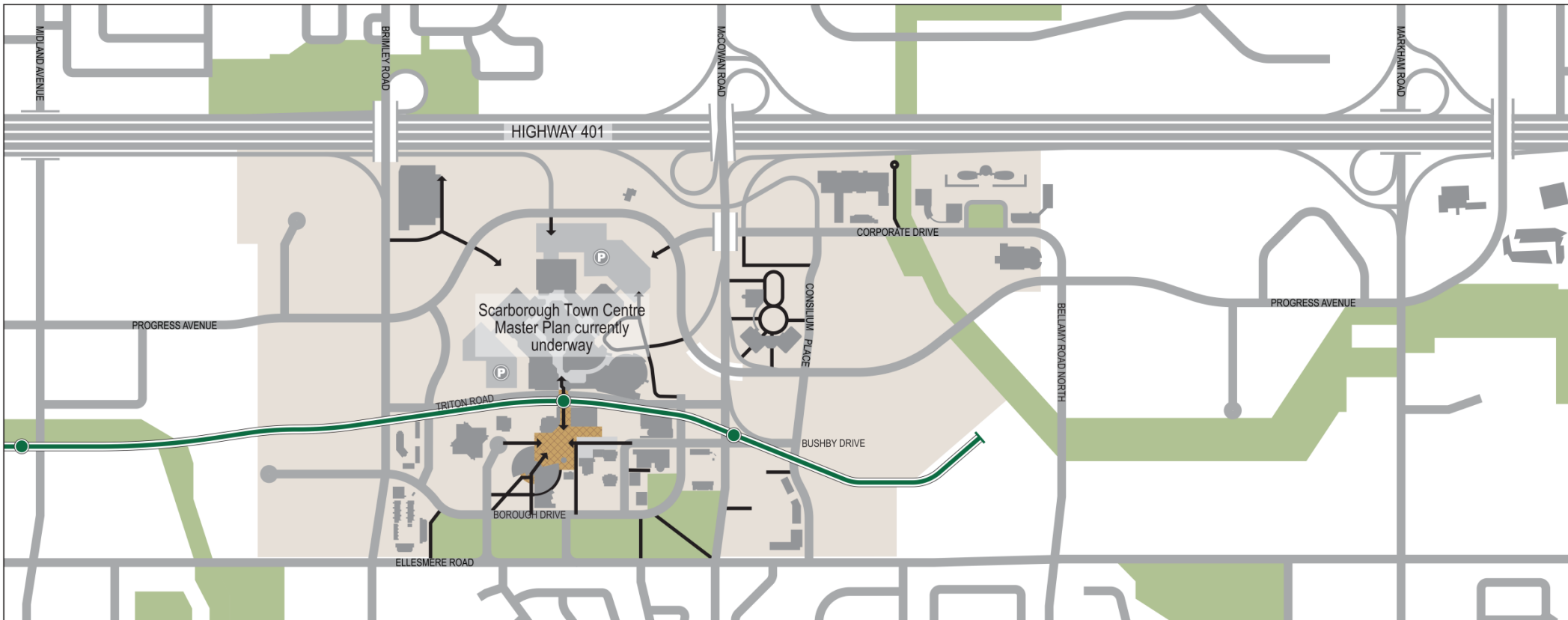
The three alternatives are:

- **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

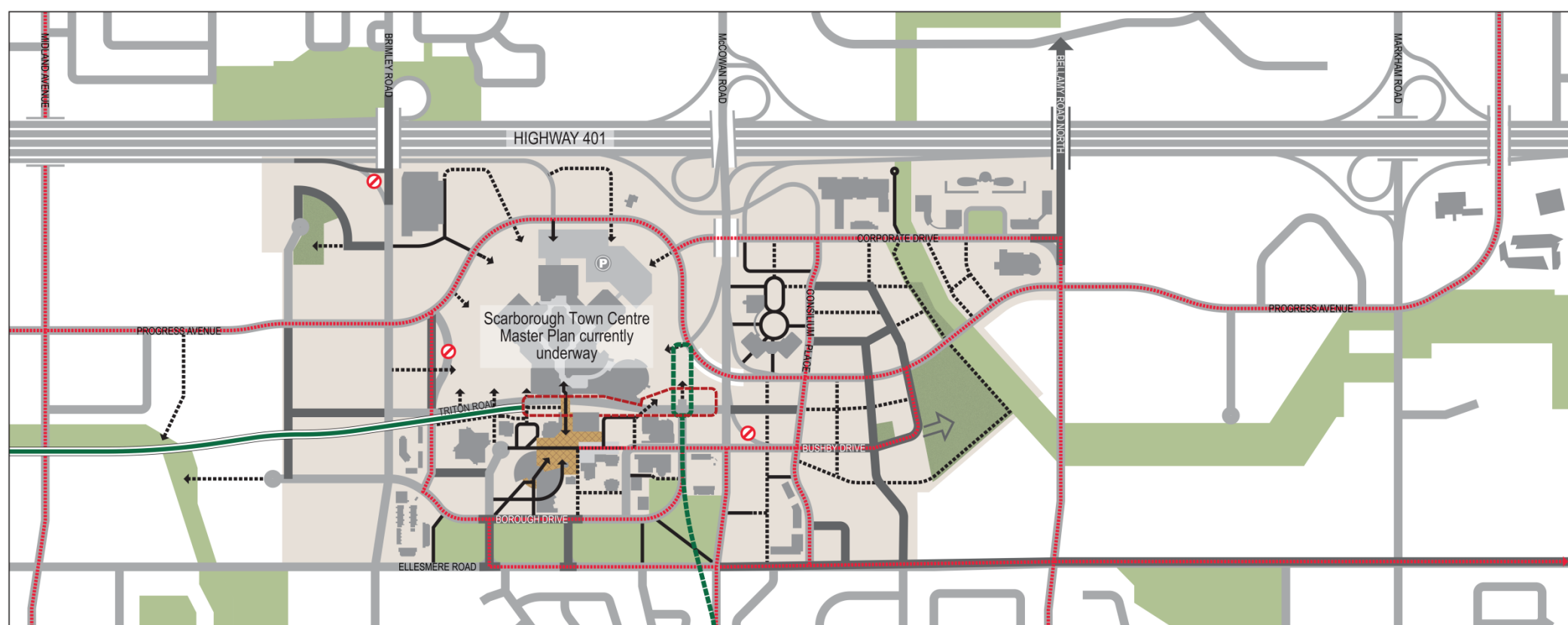


Legend

- 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

- 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*



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

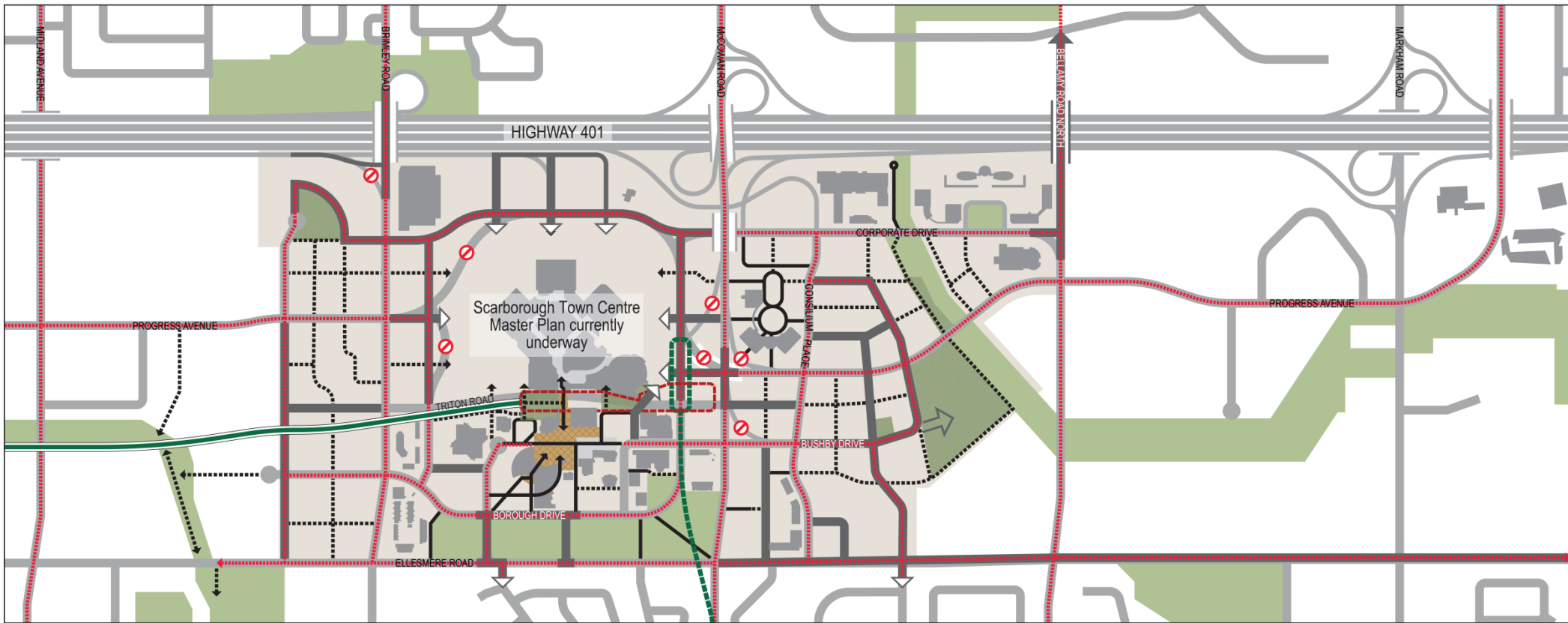
	Proposed Road Closing
	Future Dedicated Cycling Facility
	Preferred Subway Station and Line 2 Extension
	Preferred Bus Terminal

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





- Includes planned improvements identified in Alternative 2 plus a series of additional proposed solutions that encourage **multi-modal transportation** within and surrounding Scarborough Centre



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
	Desired Connection
	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

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ALL STREETS ARE TO BE DOUBLE-SIDED
WITH CONTINUOUS SIDEWALKS

HIGHWAY 401 FACILITIES/INTERCHANGE
IMPROVEMENTS: IMPLEMENTATION
PENDING MTO REVIEW AND APPROVAL

Draft Evaluation of Alternatives

Evaluation Principles: Serving People



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

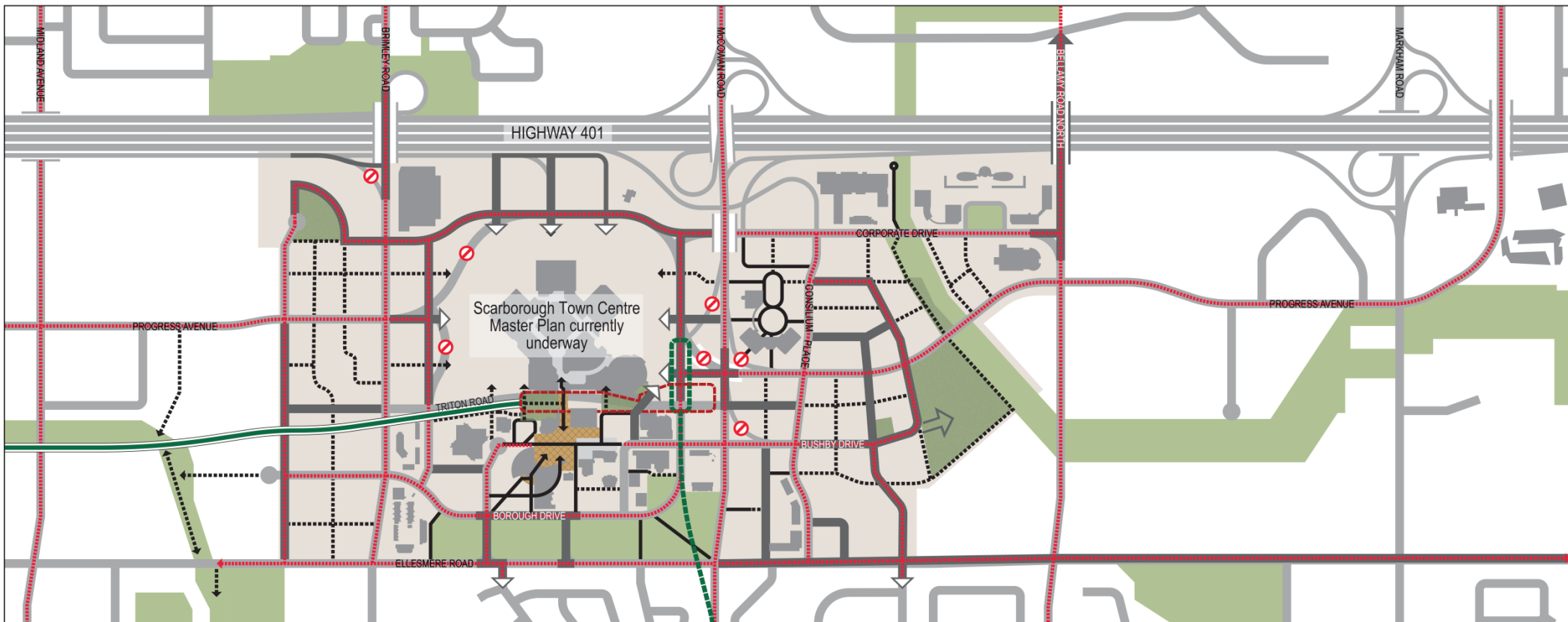
Encourage economic growth through improvements in transit, pedestrian and cycling infrastructure; Allow goods to get to market more efficiently

Draft Evaluation Summary






Principle	Alternative 1: Existing Conditions	Alternative 2: Current Policy Framework	Alternative 3: Emerging Vision
Choice	No	Partially	Yes
Experience	No	No	Yes
Social Equity	Partially	Partially	Yes
Shaping the City	No	Partially	Yes
Healthy Neighbourhoods	No	Partially	Yes
Public Health & Environment	Partially	Partially	Partially
Affordability	Yes	Partially	Partially
Supporting Growth	No	Partially	Yes






Preliminary Preferred Alternative





Preliminary Preferred Alternative (Alternative 3: Emerging Vision)



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
-  Desired Connection
-  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

Preliminary Preferred Alternative (Alternative 3: Emerging Vision)

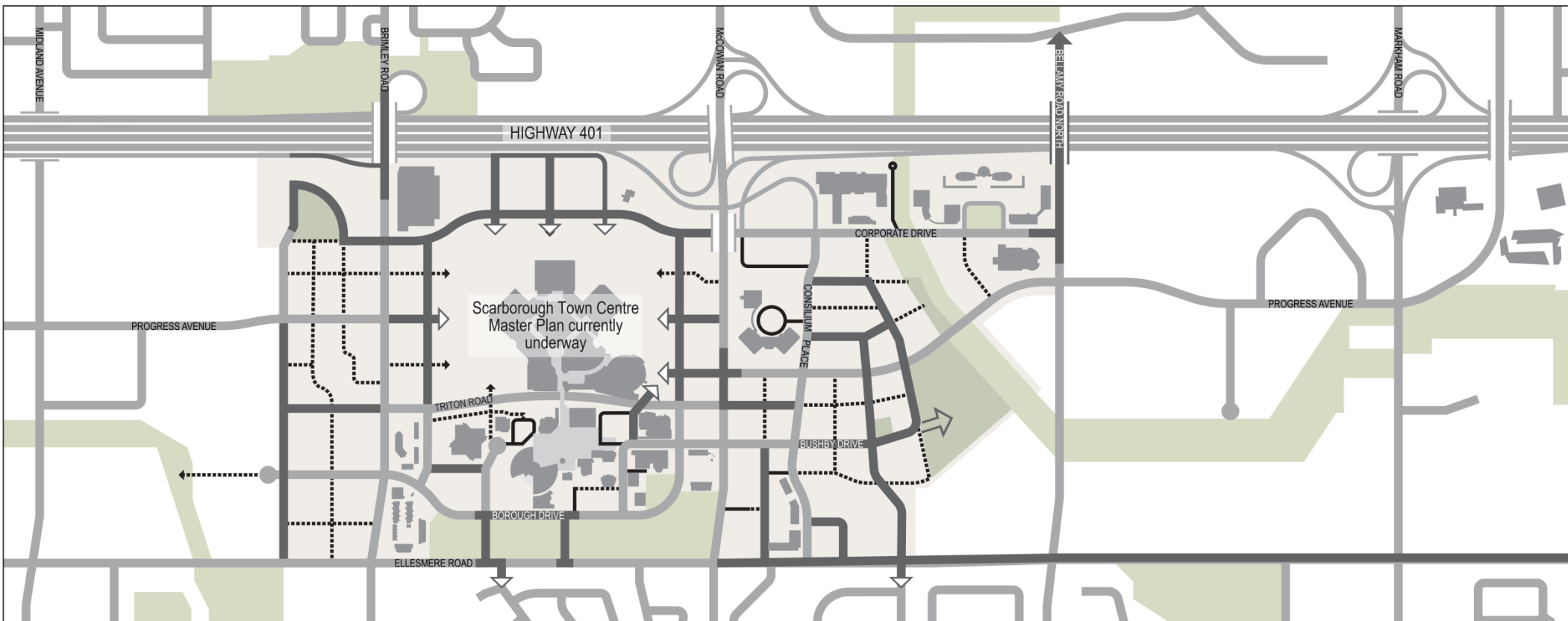
Alternative 3 (Emerging Vision) was selected as the preliminary preferred alternative because it proposes:

- 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



Legend

- Scarborough Centre Secondary Plan Area
- Existing Street
- New/Modified Street
- Proposed Bushby Drive Extension TBD
- Desired Connection
- Existing Connection
- Proposed Connection

NOTE: HIGHWAY 401 FACILITIES/INTERCHANGE IMPROVEMENTS: IMPLEMENTATION PENDING MTO REVIEW AND APPROVAL

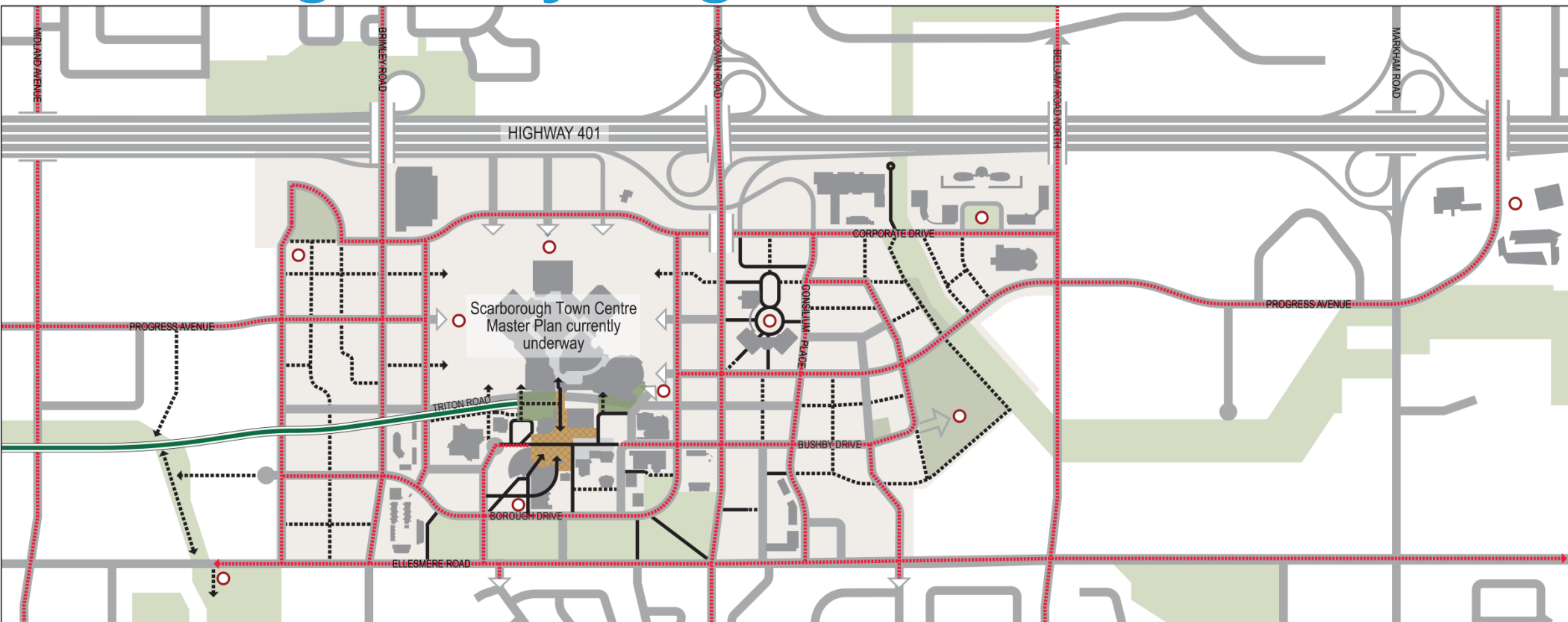
Preliminary Preferred Alternative: Block Structure








Legend

- Scarborough Centre Secondary Plan Area
- Open Space
- Block
- Parcel

Preliminary Preferred Alternative: Walking and Cycling Network

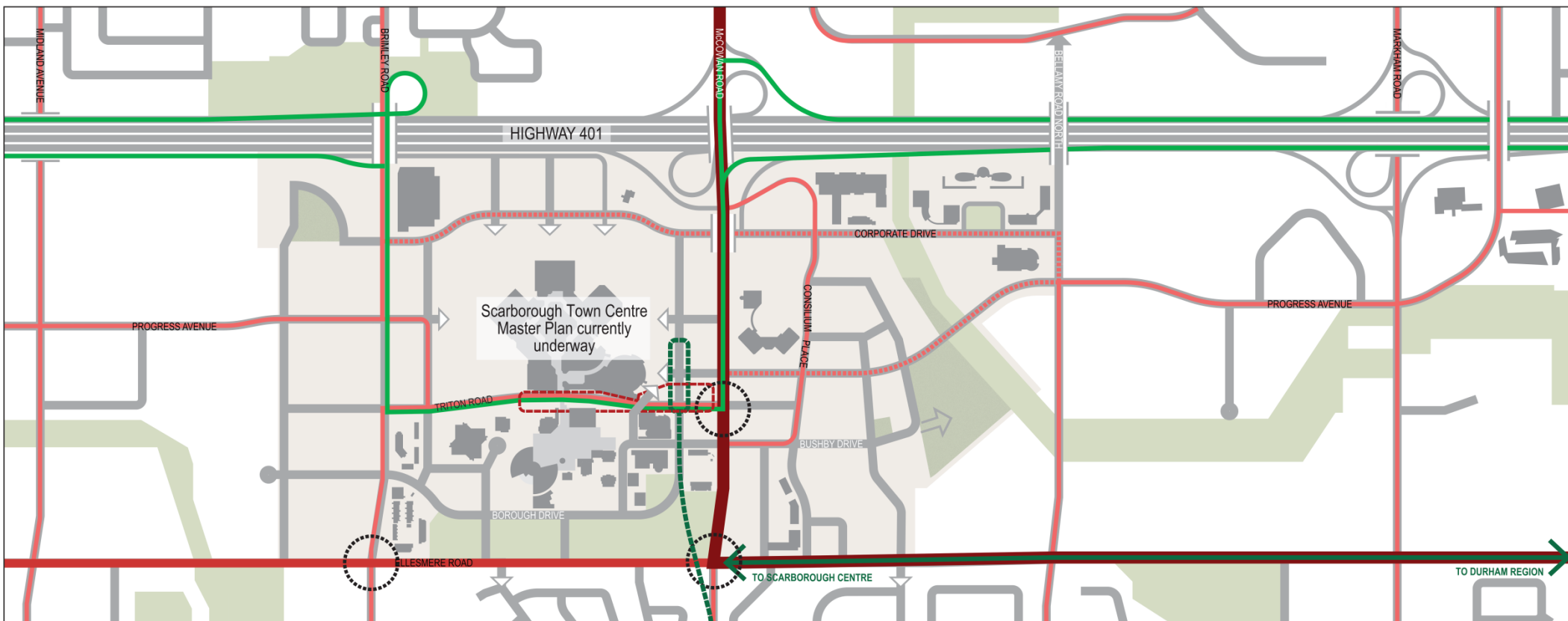


Legend











-  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



Legend

- | | |
|--|---|
|  Scarborough Centre Secondary Plan Area |  Preferred Subway Station and Line 2 Extension |
|  Rapid Transit Corridor |  Preferred Bus Terminal |
|  Frequent Transit Corridor |  Key Transfer Points |
|  Transit Corridor | |
|  Proposed Transit Route | |
|  Transit | |
|  Durham-Scarborough BRT | |

Thank You!

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



Fill out the MetroQuest Survey

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email your comments to sconthemove@toronto.ca