

Scarborough Centre Transportation Master Plan

June 2017

Public Consultation Meeting #2

May 10, 2017

What We Heard

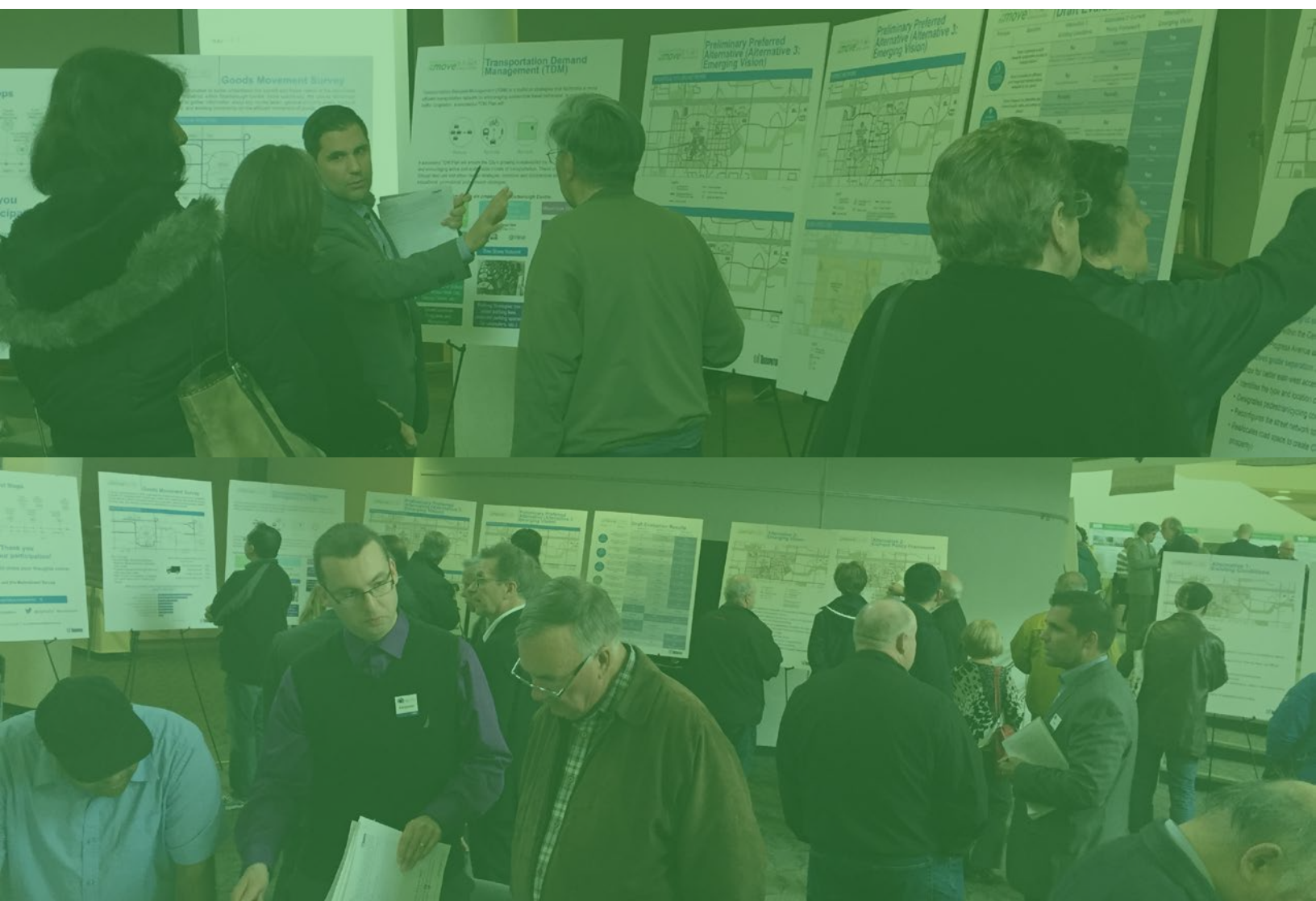


Table of Contents

1.	Introduction	4
2.	Meeting Notices	6
3.	Comments	9
4.	Discussion Station Comments	13
5.	MetroQuest Survey	17
6.	Display Boards	23
7.	Discussion Guide	40
8.	Presentation	46

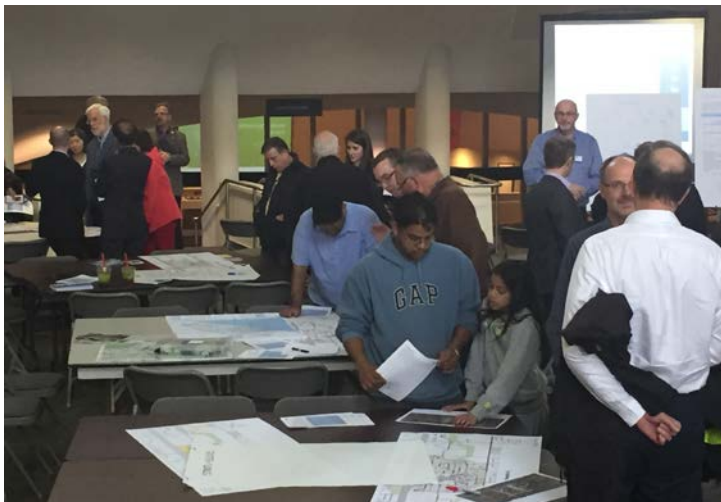
Introduction

This report outlines ‘What We Heard’ at the second Public Consultation Meeting (PCM) for the Scarborough Centre Transportation Master Plan on **Wednesday, May 10, 2017**, including a summary of the input received both at the meeting and by email, as well as the results of the MetroQuest online survey.

Also included are the notices sent out prior to the meeting, as well as the display board panels, discussion guide and presentation displayed at the meeting.

Study Purpose

Over the next 20-30 years, Scarborough Centre is expected to change significantly through development and public sector investments. The **Scarborough Centre on the Move Transportation Master Plan** study will guide these changes and establish a transportation network supportive of all users, focusing on building connections within the Centre as well as to the surrounding area and the rest of the city. The study will support the vision and evolution of Scarborough Centre into a walkable and connected urban centre, with an efficient, safe, and balanced transportation network.



Participants at the second Public Consultation Meeting on May 10, 2017

Introduction (cont'd)

Public Consultation Meeting #2

The May 10, 2017 Public Consultation Meeting (PCM) for the Scarborough Centre Transportation Master Plan took place at Scarborough Civic Centre from 1:30-9:00 p.m.

The interactive drop-in session encouraged participants to provide input and details on the transportation network alternatives, the evaluation undertaken to date, and the preliminary preferred transportation network. The presentation for this drop-in session was played on a loop for the duration of the event.

Participants shared their thoughts by speaking with team members one-on-one and by recording comments directly onto panels and maps at four different discussion stations:

Station 1 - Street Network and Block Structure

Discussions included clarification of the street network and block structure

Station 2 - Pedestrian and Cycling Network

Participants were asked to identify missing links in the pedestrian and cycling networks

Station 3 - Transit

Participants identified where they began and ended transit trips within Scarborough Centre

Station 4 - Complete Streets

Participants were asked to define the various street types in Scarborough Centre and how they would modify them

85 +

Participants

Meeting Notices

A public notice was prepared and over 15,000 copies were sent out to the local community in advance of the Study's second Public Consultation Meeting. The notice was also posted on the Scarborough Centre on the Move website (www.toronto.ca/sconthemove) and on social media. Toronto City Planning's Twitter account (@CityPlanTO) using the hashtag #sconthemove as well as the Scarborough Centre on the Move Facebook page were used to get the message out.



Notice of Second Public Consultation Meeting

We want your help shaping Scarborough Centre's future transportation network!

We invite you to learn more about the *Scarborough Centre on the Move Transportation Master Plan* study and play a key role in determining future transportation network improvements at our second public consultation meeting.

Date: **Wednesday, May 10, 2017**

Time: 1:30pm to 9:00pm Drop-in Session

Place: Scarborough Civic Centre
150 Borough Drive, M1P 4N7



This venue is wheelchair accessible.
Please contact us to arrange for additional accommodations.

This is an excellent opportunity to provide your input on what is important from a transportation perspective in Scarborough Centre. The session's focus will be on creating a dynamic forum where productive discussions can take place.

Meeting Overview

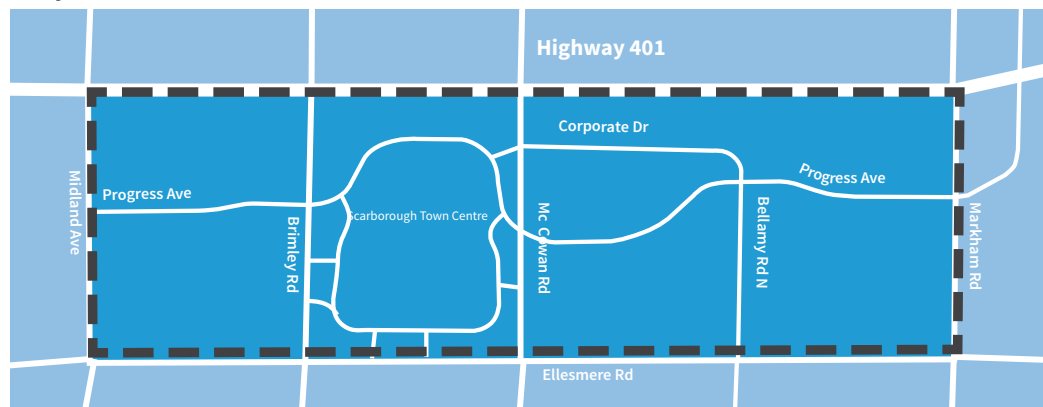
This interactive drop-in session will ask for your input and provide details on the transportation network alternatives being considered, the evaluation undertaken to date, and the preliminary preferred transportation network. Initial recommendations include:

- Developing a simplified street network and a summary of key moves, including establishing a signalized at-grade intersection at McCowan Road and Progress Avenue;
- Improving pedestrian and cycling infrastructure throughout the Centre; and,
- Supporting future transit improvements.

Study Purpose

Over the next 20-30 years, Scarborough Centre is expected to change significantly through development and public sector investments. *The Scarborough Centre on the Move Transportation Master Plan* study will guide these changes and establish a transportation network supportive of all users, focusing on building connections within the Centre as well as to the surrounding area and the rest of the city. The study will support the vision and evolution of Scarborough Centre into a walkable and connected urban centre, with an efficient, safe, and balanced transportation network.

Study Area

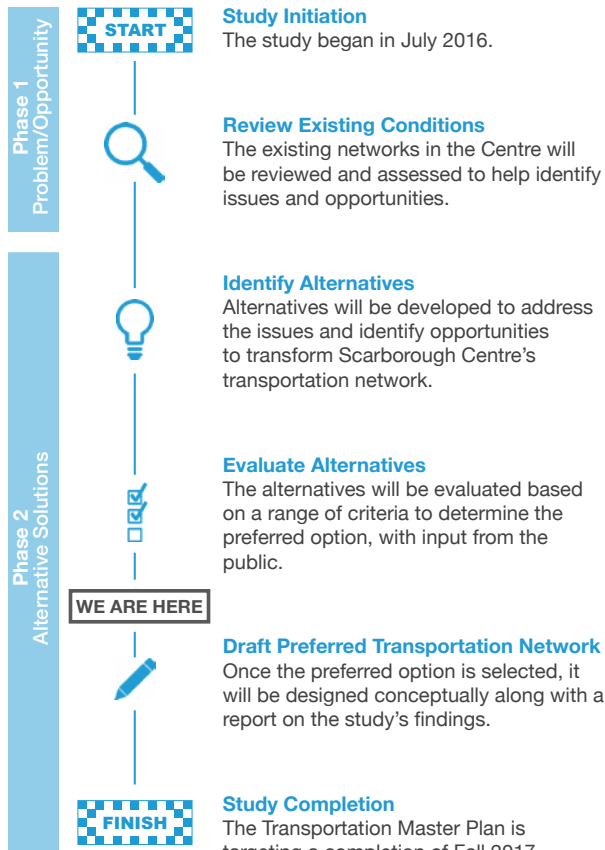


Meeting Notices (cont'd)

The Process

This Transportation Master Plan study will follow Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process, providing opportunities for public consultation at key stages. The process also involves the identification of problems/opportunities, developing and evaluating a reasonable range of alternatives, and selecting a preferred transportation network.

This study's findings may result in amendments to the City of Toronto Official Plan.



We would like to hear from you:

Public consultation is an important part of this study. At this meeting, we are asking for your input on:

- Transportation network alternatives and their evaluation;
- Your priorities for the evaluation; and,
- Preliminary preferred transportation network.

We welcome your insights and comments throughout the study.

✉ *email your comments to*
sconthemove@toronto.ca

🐦 *Follow us on Twitter @CityPlanTO and share your thoughts using #sconthemove*

📘 *Check out our Facebook Page*
facebook.com/sconthemove

🌐 *Keep up to date by checking the project's website at*
www.toronto.ca/sconthemove

An online survey associated to this public consultation meeting will be available on our project website before May 10th.

Visit the website regularly for updates!

Alan Filipuzzi
Senior Transportation Planner
City Planning Division
416-338-2566

Notice:

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. Our public meeting locations are wheelchair/mobility device accessible. Other reasonable accommodation or assistive services for persons with disabilities may be provided with adequate notice. Please contact Alan Filipuzzi at (416) 338-2566, alan.filipuzzi@toronto.ca, with your request. The City of Toronto is committed to taking the necessary steps to insure compliance with the Accessibility for Ontarians with Disabilities Act, 2005.

Meeting Notices (cont'd)

An ad providing information on the details of the Study's second Public Consultation Meeting was placed in the Scarborough Mirror newspaper on April 27 and May 4, 2017.



Notice of 2nd Public Consultation Meeting

We want your help shaping Scarborough Centre's future transportation network!

We invite you to learn more about the *Scarborough Centre on the Move Transportation Master Plan* study and play a key role in determining future transportation network improvements at our second public consultation meeting.

Date: Wednesday May 10th, 2017

Time: 1:30pm to 9:00pm Drop-in Session

Place: Scarborough Civic Centre – 150 Borough Drive, M1P 4N7

Study Area



This interactive drop-in session will ask for your input and provide details on the transportation network alternatives being considered, the evaluation undertaken to date, and the preliminary preferred transportation network. Initial recommendations include:

- Developing a simplified street network and a summary of key moves, including establishing a signalized at-grade intersection at McCowan Road and Progress Avenue
- Improving pedestrian and cycling infrastructure throughout the Centre
- Supporting future transit improvements

This Transportation Master Plan study will follow Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process, providing opportunities for public consultation at key stages. This study's findings may result in amendments to the City of Toronto Official Plan.

We would like to hear from you

Public consultation is an important part of this study. At this meeting, we are asking for your input on:

- Transportation network alternatives and their evaluation
- Your priorities for the evaluation
- Preliminary preferred transportation network

✉ email your comments to
sconthemove@toronto.ca

Keep up to date by checking
the project's website at
www.toronto.ca/sconthemove

An online survey associated to this public
consultation meeting will be available on
our project website before May 10th.

Alan Filipuzzi

Senior Transportation Planner
City Planning Division
416-338-2566

Notice: Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. Our public meeting locations are wheelchair/mobility device accessible. Other reasonable accommodation or assistive services for persons with disabilities may be provided with adequate notice. Please contact Alan Filipuzzi at (416) 338-2566, alan.filipuzzi@toronto.ca, with your request. The City of Toronto is committed to taking the necessary steps to insure compliance with the *Accessibility for Ontarians with Disabilities Act, 2005*.

Comments

The following comments were received at the Public Consultation Meeting on **Wednesday, May 10, 2017** and by email following the event.

McCowan Interchange at Highway 401

- Needs to be improved and become more pedestrian friendly
- Important to consider access across Highway 401

North of Highway 401 at McCowan Road

- Redevelopment potential
- Improved access to McCowan Road is needed

McCowan Road Corridor

- Congested under existing conditions
- Removal of free-flow ramps to and from McCowan Road will slow vehicles

Highway 401/Ministry of Transportation

- Potential opportunity to coordinate improvements with other highway capital projects
- Consider quick-wins (i.e. small changes that can improve pedestrian/cycling environment)
- Consider impact on vehicle operations
- Ministry of Transportation will be undertaking Highway 401 rehabilitation and widening work (eastward from Warden Avenue) in 2019-2025 timeline
- Concerned with reconfigured Highway 401 off-ramp at Brimley Road and potential traffic impacts

Greening / Open Space / Lighting

- Key connections for improved landscaping (Bushby Drive, Progress Avenue, Borough Drive)
- Need for better lighting throughout Scarborough Centre - areas and parks (i.e. Lee Centre Park) feel unsafe
- Improve lighting in Albert Campbell Square and other areas with high pedestrian volumes

Street Network

- Where the Bushby Drive extension terminates needs to be determined
- The transportation network shown in Alternative 3 (Emerging Vision) looks promising but needs to assess the traffic impacts
- A traffic signal is needed at the intersection of Ellesmere Road/Grangeway Avenue
- Like that there is a proposed ring road that is fully connected (hopefully without weaving through the middle of the Scarborough Town Centre parking lot on the east side)

Comments (cont'd)

- Like that McCowan Road and Progress Avenue will be more logically connected
- Like that there will be designated truck routes. Some trucks currently come into the bus area to access the mall's loading docks and block the flow of buses
- When you drive west on Ellesmere Road, the left hand turn lane onto Saratoga Drive has time restrictions and there is no access to the neighbourhood to the south at Packard Boulevard, should this be re-considered?
- Traffic speeds on Ellesmere Road, between Brimley Road and McCowan Road, need to be reduced to make it more pedestrian-friendly

Subway / Transit

- Concerns include access (how can we get to it?) and timing (design, construction, opening)
- Future Scarborough Centre Station must be better maintained than the existing station and all waiting areas should be well-lit and weather-proof
- Need more shelters at bus stops
- What are the travel time goals for the study? (i.e. How long will it take to get from place to place in the Centre via transit?)
- Need better transit service to Northeast Scarborough (i.e. Malvern, Toronto Zoo)
- Transit hub (subway station) should be close to Highway 401
- Access to the Hospital is needed
- The one-stop subway extension will not help those that rely on the existing Scarborough Rapid Transit stations
- Need a Sheppard Subway completion program from Don Mills to Port Union, alleviating the congestion into the city from the east
- Build a network of intersecting rapid transit, not a one-stop subway
- We should keep Scarborough Rapid Transit and its many stations in addition to the one-stop subway extension
- Need to eliminate little used/inefficient bus routes and create new express bus routes that reduce travel times and eliminate transfers as much as possible
- Subway extension to Scarborough Centre needs to open as soon as possible
- We suggest Toyota/Lexus be part of the Master Plan providing transportation resources to link to the transit hub
- Need to determine how the Bus Rapid Transit from Durham will link to Scarborough Centre
- TTC should consider looking at options to improve bus flow along Sheppard Avenue as it is one of the busiest bus routes and there is currently no transit lane (like on Eglinton Avenue)

Comments (cont'd)

Redevelopment

- Traffic concerns as the area grows and redevelops provide reasoning as to why transportation network needs to change and accommodate more transportation options
- Need better housing diversity, more than just high rise condo towers

Pedestrian Network / Connectivity

- Need to improve pedestrian connections to key destinations (e.g. Superstore)
- Traffic signal at Town Centre Court and federal government building is confusing for pedestrians and vehicles alike
- Widespread approval of sidewalks on all streets
- Direct access should be provided between Scarborough Centre station and the mall
- Animal crossing between McCowan Road and Bellamy Road
- Like that there will be more sidewalks, as well as more access points across Triton Road between the civic and commercial precincts to encourage walking
- Should specify on the plan whether “proposed connections” are for vehicles or pedestrians
- We need a crosswalk for pedestrians at Ellesmere Road and Packard Boulevard
- There are currently great walking/cycling paths through Birkdale Ravine providing an interesting opportunity to connect to the proposed walking and cycling network
- Some of the proposed connections don't seem to follow natural walking flows. Pedestrians will have to weave through the proposed streets to get to places as some of the paths don't line up (e.g. in the Civic district between Borough Drive and Triton Road)
- Looking at the maps, I can see some potential ways to connect green space into unified walking/cycling routes. I hope this is something that is considered to encourage residents to walk and cycle
- With the increased number of proposed sidewalks, the snow removal strategy will need to be improved. If the road plow comes by after the sidewalk plow, there are often banks of snow at crosswalks that make it difficult for pedestrians. Also, the sidewalk divider on Ellesmere Road between Brimley Road and McCowan Road isn't plowed or salted

Comments (cont'd)

Parking

- Parking strategy is needed for the Centre and the Scarborough Subway Extension
- During and after the subway station construction, will the City maintain the same level of public parking and will the parking rates be “reasonable”, i.e. same or similar to current?
- We would expect people from the 905 area and further parts of Scarborough to park and use the subway at Scarborough Centre to go downtown. We hope that the parking lot situation will be well thought out and more accessible than Yorkdale. GO stations have dedicated parking for commuters. What model will the City follow to ensure there is sufficient and accessible parking for both visitors and commuters at Scarborough Centre?
- What are the considerations for Autosshare facilities?
- Parking garage structures need to be considered (versus having large amounts of land dedicated to parking cars)
- It would still make sense to keep parking close to grocery stores, but perhaps parking garages could be put near the 401 to encourage people to walk and to act as a noise barrier
- Minimal street parking could be available (like Shops at Don Mills or Byward Market in Ottawa)

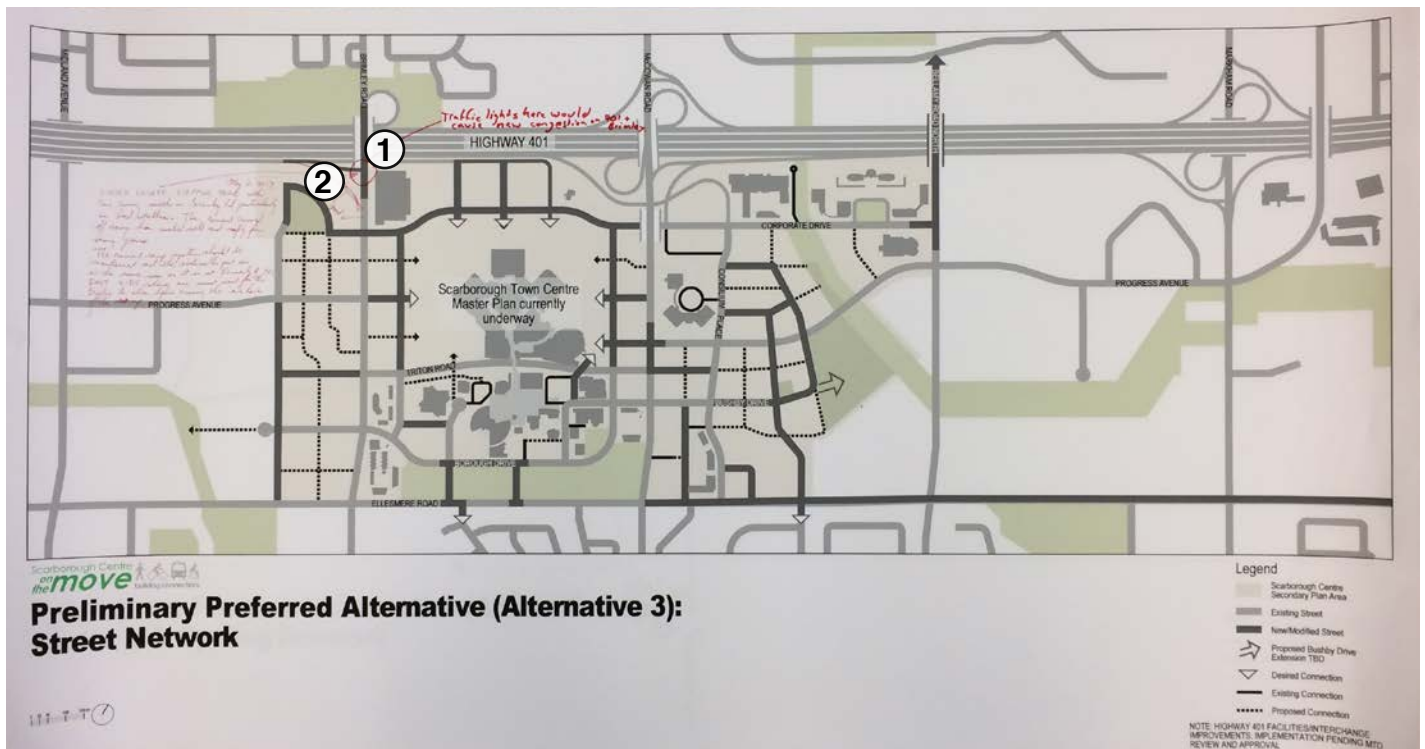
Cycling Network

- Cycling facilities on higher speed roads need a higher level of separation from traffic (e.g. a cycling lane on Brimley Road is not enough)
- People like and use the Hydro Corridor to bike
- General support of the proposed cycling network shown in Alternative 3 - Emerging Vision
- The future dedicated bicycle facilities are a big improvement over the current conditions. Also appreciate how it connects to existing trails outside study area (i.e. Birkdale ravine trail)
- The idea of bike share facilities and how they connect to important destinations (Centennial College) is a good one. Need to consider possibility of connecting to destinations outside of study area (University of Toronto Scarborough Campus)
- I think we should consider all modes of travel. If we expect to lose 3 stations for only one subway stop within the Centre, we need smarter ways to get to the station. It's a very vast distance to walk and the point of transit is to reduce car usage, not encourage it
- Alternative 3 - Emerging Vision shows a weak bicycle and pedestrian connection to/from the north. Suggest having a series of stairs and bicycle ramps at the bridge over Corporate Drive so people walking or cycling to and from the north are able to better access the new street grid (and get to the shopping centre and rapid transit station) more quickly and attractively

Other

- I look forward to seeing how the Scarborough Centre Public Art Master Plan aligns with the Transportation Master Plan
- I hope that the Master Plan leaves a large enough piece of land for an arts centre
- The Borough Drive West Approach turn lane (heading north as you go west on Ellesmere Road) often backs up when it rains or when snow melts. Would it be possible to add a storm drain?

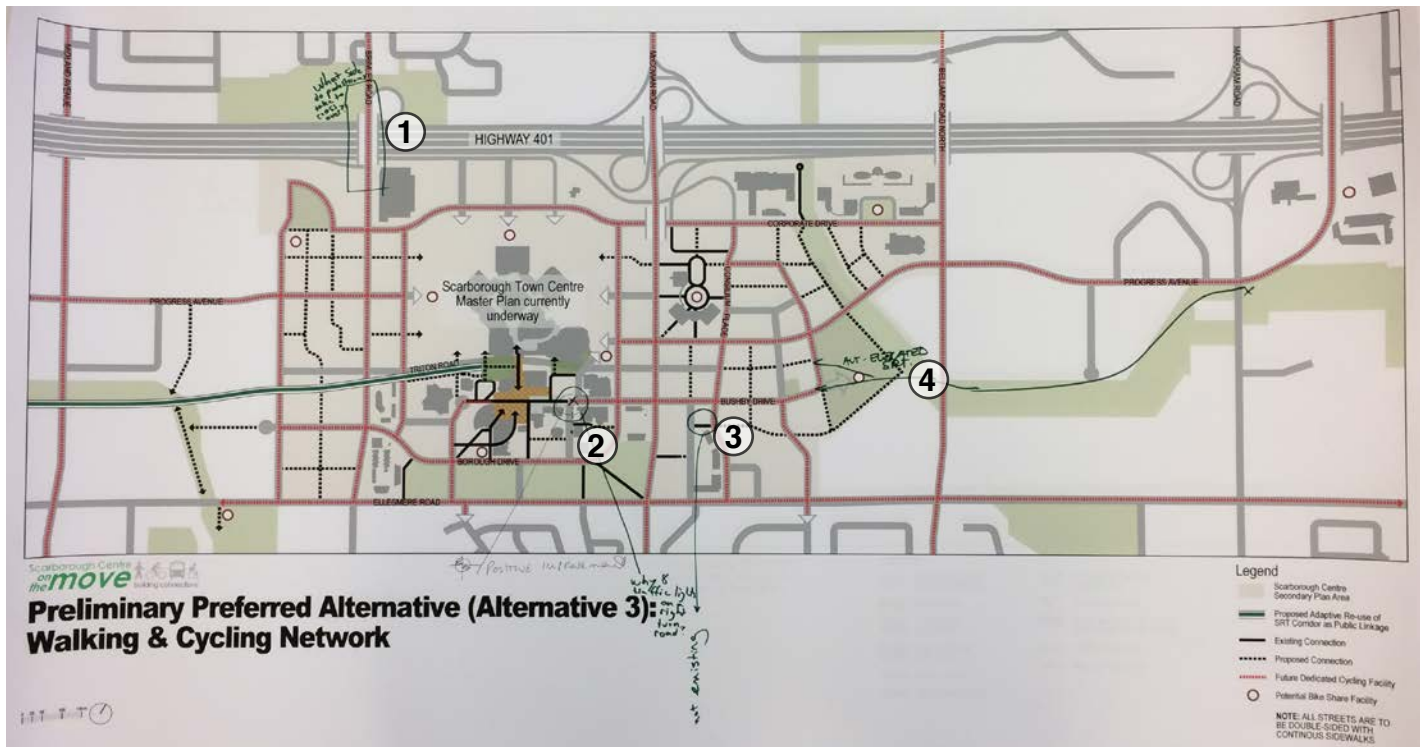
Discussion Station Comments



Discussion Station 1

- ① *Traffic lights here would cause new congestion at Highway 401 and Brimley Road*
- ② *Looks unsafe stopping here with cars coming south on Brimley Road particularly in bad weather. The current curved off ramp had worked well and safely for many years. The current ramp system should be maintained and the sidewalk layed out in the same way as it is at Kennedy and 401 East Side where one must wait for the traffic to clear before crossing the one lane*

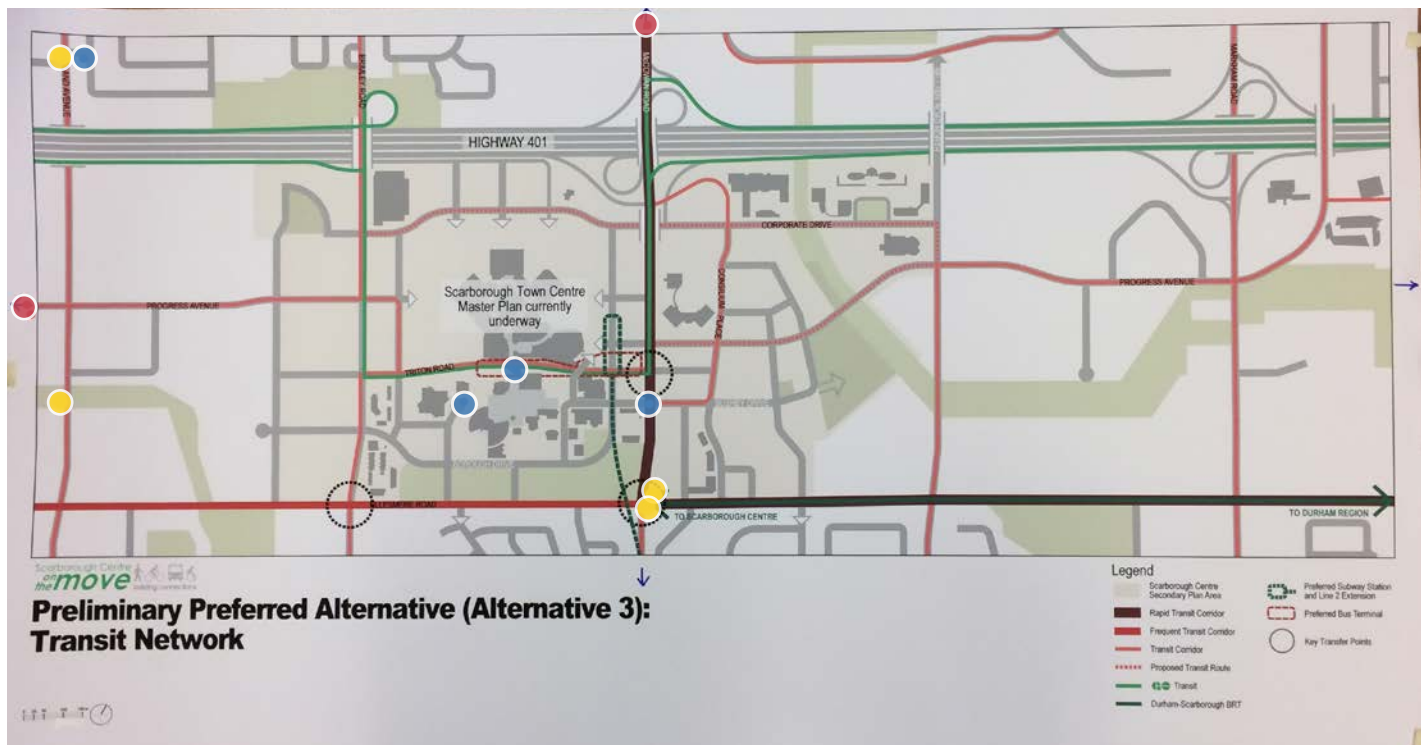
Discussion Station Comments (cont'd)



Discussion Station 2

- ① *What side do pedestrians take to cross over?*
- ②
 - *Why have 8 traffic lights on a right turn road?*
 - *New signal is a positive improvement for pedestrian activity*
- ③ *Not an existing connection*
- ④ *Alternative elevated Scarborough Rapid Transit (SRT)*

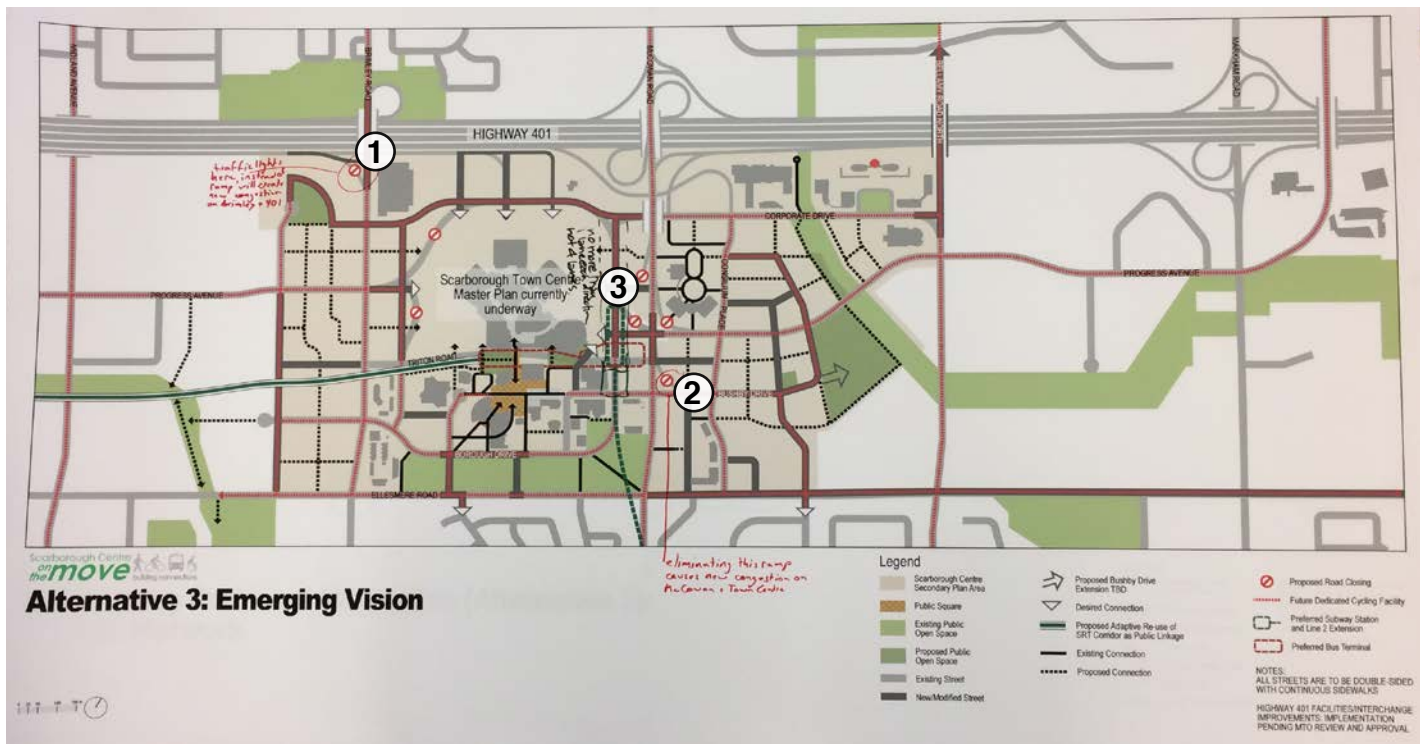
Discussion Station Comments (cont'd)



Discussion Station 3

- *Where do you take transit to?*
- *Where do you take transit from?*
- *Where do you transfer?*

Discussion Station Comments (cont'd)



Discussion Station 4

- ① *Traffic lights here instead of ramp will create new congestion on Brimley Road and Highway 401*
- ② *Eliminating this ramp causes new congestion on McCowan Road and Town Centre Court*
- ③ *No more than 1 lane each direction (not 4 lanes)*

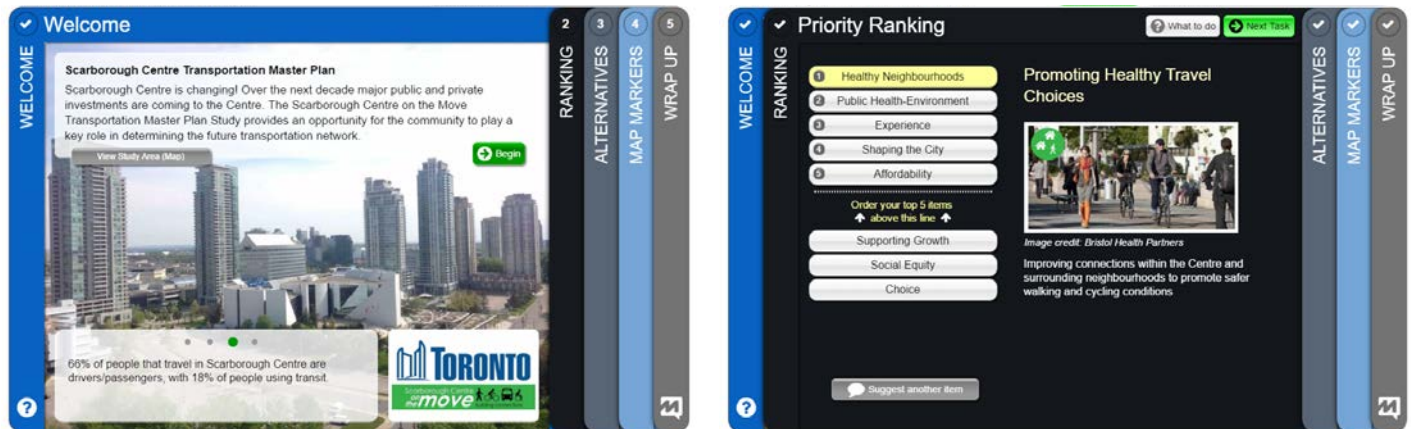
MetroQuest Survey

An online survey was released in conjunction with the second Public Consultation Meeting to provide an additional forum for the public to provide their input on the transportation network alternatives and their evaluation.

The survey, which was available to fill out from May 8, 2017 to June 23, 2017, could be accessed on the study website as well as through an online link which was promoted via email, social media and a series of Planners in Public Spaces (PiPS) events.

Approximately **200** members of the public participated and they identified Alternative 3 - Emerging Vision as the preferred future transportation network.

The following pages take a closer look at the survey and the responses received from the public.



The Welcome and Priority Ranking pages from the MetroQuest survey for the Scarborough Centre Transportation Master Plan

1. Priority Ranking - Rank your top 5 items in order of priority

1. Public Health & Environment

2. Choice

3. Affordability

4. Shaping the City

4. Supporting Growth

6. Healthy Neighbourhoods

7. Social Equity

7. Experience

On average, participants ranked Public Health & Environment as being the top priority in developing a future transportation network for Scarborough Centre.

Suggest another item for future consideration:

- Quick, reliable transit between Scarborough Town Centre and Don Mills (express bus lanes until the subway is built)
- Connection to other lines
- Convenience
- Efficiency
- Moving people easily and in a timely manner
- Ease of use to enhance connectivity
- Provide the most transit to the most transit riders, especially in our priority neighbourhoods
- Prioritize projects which provide a network to under-served neighbourhoods
- Public safety improvements

MetroQuest Survey (cont'd)



The Alternatives page from the MetroQuest survey for the Scarborough Centre Transportation Master Plan

2. Alternatives - Rate each scenario (from 1 to 5, with 5 being the highest rating)

(Existing Conditions, Current Policy Framework and Emerging Vision can be found on pages 30, 31 and 32 respectively.)

1. Emerging Vision

Times rated: **122**
Average rating: **3.73**

2. Current Policy Framework

Times rated: **123**
Average rating: **2.66**

3. Existing Conditions

Times rated: **156**
Average rating: **1.83**

Participants preferred the Emerging Vision and rated it the highest of the three transportation network alternatives.

Comments on the Existing Conditions:

- Existing location of transit station is walkable, but you have to cross 6 lanes of traffic with no light
- Current design of the Centre as a whole is not pedestrian or cyclist friendly
- Existing condition is not pedestrian or transit friendly
- Really difficult for pedestrians crossing from Walmart to Superstore/Best Buy
- An extended LRT and upgraded SRT would be good
- There's no question, improvements are needed
- As a non-auto user growing up in Scarborough, I find the current layout prohibitive for those trying to get around on foot/transit/bicycle. A good example of this is McCowan Road. Pedestrians are forced to use the few bridges. Evening out the grade and adding more stoplights would make it possible to cross McCowan Road as an urban street
- Please do not implement the Existing Conditions scenario. It will discourage significant transit and accessibility improvements. It will prevent the future Line 2 Subway Extension from being accessible to the public. As long as automobile infrastructure remains dominant, it will be very hard for pedestrians to travel through this area

Comments on the Current Policy Framework:

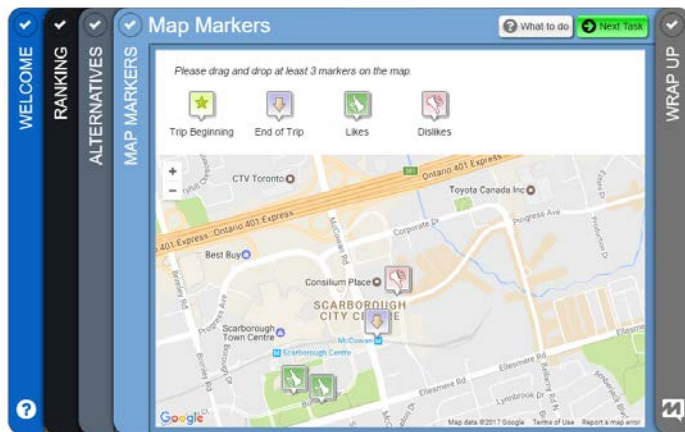
- New subway station location means a farther commute. Concerned with safety of reaching this in the dark and/or bad weather
- Adding the LRT would be better for the community as it adds future expansion
- On road cycling, even if separated, will be a detriment to truck movements. Asking business owners to provide access routes through their properties will also drive out businesses
- Reverting back to the LRT plan instead of the subway extension would improve this greatly
- This option is better than the Existing Conditions, however, with the proposed street network, it will still cause some barriers in terms of accessibility and walkability for the public
- Best option to accommodate growth
- Thinking too small
- East-west capacity improvements linking Scarborough Centre to Markham Road and to Midland Avenue are not shown

MetroQuest Survey (cont'd)

Comments on the Emerging Vision:

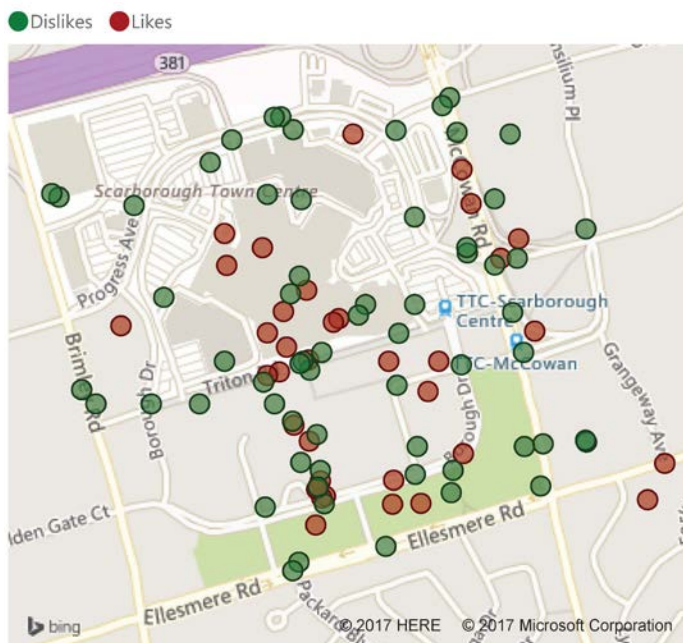
- Add bike storage, bike sharing programs, bike lanes, walking and multi-use trails, more trees and low speed streets
- Need more granular walking paths on shopping side, similar to how the rest of the area is gridded
- I would like to see better connections north along McCowan Road
- Must address the dangerous pedestrian conditions between the mall and the Best Buy
- The Progress Avenue intersection is an extremely dangerous intersection. Cars are traveling at highway speeds and pedestrians shouldn't have to compete against traffic that is coming off of the highway
- There is a lot of mention in the Secondary Plan about creating "a comfortable and safe environment," but don't see a lot of action on that front
- Require easier pedestrian access throughout the Scarborough Urban Centre
- There is an opportunity to get separated cycling lanes
- The "fine grained" block system needs modification in consultation with major businesses
- Having a subway with only one stop is ridiculous
- Excited about the narrower street grid to the East of McCowan Road. There are already residential developments there and allowing for smaller blocks means we might see more space for local businesses and some kind of street life. Also, the widening of Ellesmere Road for rapid transit is potentially a game-changer, given that the subway does not reach beyond the Centre to the rest of Scarborough. Having rapid transit for eastern Scarborough residents means that we can rely less on parking in the Centre itself and will also provide a catalyst for "complete streets" style development along Ellesmere Road to Markham Road and beyond the study area
- There is no talk of costs to redevelop this area, that should be included as part of public consultation
- I prefer the Emerging Vision option. The subway extension to Scarborough City Centre will be enhanced with the additional cycling and pedestrian infrastructure improvements
- It would be great if the entrance to the future Scarborough Centre subway station is improved. I do not feel welcomed while approaching the existing Scarborough Centre SRT station because people are constantly surrounding it and blocking the entrance
- I am opposed to the one-stop subway, as it does not reflect the needs of residents in terms of accessibility, affordability, and construction time-lines. However, since that has already been approved, in the meantime I urge you to replace the funds that were allocated to the Shepard East LRT plans as signed off by the province, with existing funds. This LRT is sorely needed, and construction was slated to take place already. The residents need this line, want this line, and are currently advocating for this line. This is a priority! Scarborough needs to be connected to the rest of the GTA!
- Regular development blocks are good only if the area around the Town Centre isn't just parking but high-quality mixed-use (not big box stores)
- Would be far too expensive to implement
- This is a huge expense, who will pay for it?
- Zero new or improved connections to regional road system
- There is only one improved connection to surrounding communities
- This is a plan for Scarborough Centre as if it were an island unto itself
- Will never attract the additional growth needed to make this a true urban Centre

MetroQuest Survey (cont'd)



The Map Markers page from the MetroQuest survey for the Scarborough Centre Transportation Master Plan

3. Map Markers - Drag and drop markers onto the map

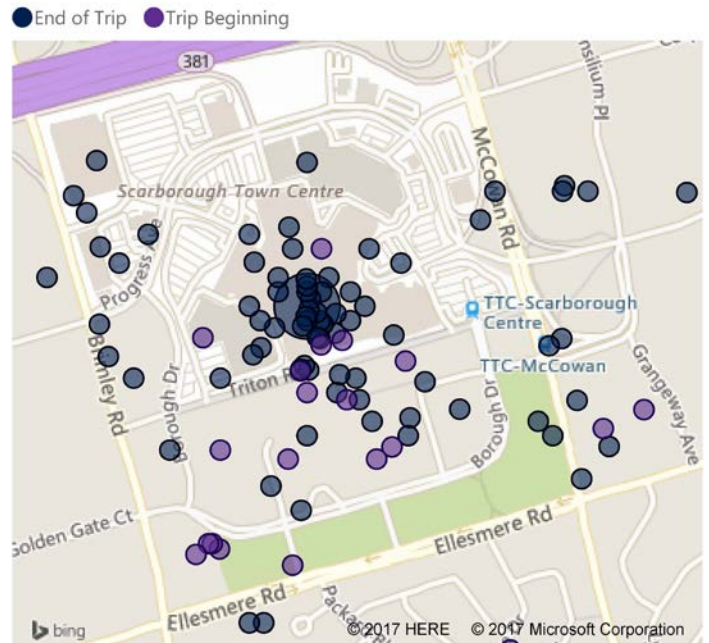


Likes

8 Safe
20 Attractive
24 Accessible

Dislikes

18 Unsafe
20 Inaccessible
26 Congestion



Trip Beginning

2 Work
2 Shopping
3 School
3 Leisure

3 Bicycle
4 Walk
15 Car with another
32 Car by myself
54 Transit

End of Trip

10 School
36 Leisure
47 Shopping
52 Work

2 Bicycle
2 Walk
2 Car with another
2 Car by myself
2 Transit

MetroQuest Survey (cont'd)

Comments on the Map Markers:

Inaccessible

- No left turn from Packard Boulevard onto Ellesmere Road
- No direct trail access from Ellesmere Road
- Library is hard to get to from transit and there is no free parking
- Lots of stairs to transit
- Too many parking lots
- No fast, accessible way to get to RT from Canmore (Highland Creek), takes three transfers
- Replacing the RT with a one stop subway makes it inaccessible to many of the residents. It makes no sense and is way too expensive
- Need Sheppard LRT or subway to connect to Don Mills subway station
- Current transit configuration means residents have the hardest time getting around within Scarborough, not from Scarborough to downtown Toronto
- I prefer to take public transit than drive but the service and connectivity is poor
- Would rather bike than drive but the lack of bike lanes makes this choice unappealing
- There is no fast way to get to McCowan RT. We need a 38 Conlins Bus servicing our area
- Navigation by car is confusing
- No direct transfer from Scarborough Centre to Ellesmere Road for Route 95

Unsafe

- Unsafe left turn onto Ellesmere Road. Should combine with lights for Borough Approach East
- Unsafe crossing the parking lot beside the theatre to the GO station, have to jay walk across the bus roundabout
- Unsafe walk to work from Packard Boulevard, must jay walk across Ellesmere Road, down Borough Drive, cut across the Civic Centre parking lot to Brian Harrison way, and into the transit station
- Outdoor tent and stage in Albert Campbell Square is falling apart
- Safer to drive than to walk or bike
- Bike lanes just abruptly end
- The intersection of Ellesmere Road and McCowan Road is incredibly unsafe for pedestrians as the streets are wide, with fast traffic and motorists, as a result, do not pay attention
- I do not feel safe in front of the Scarborough Centre RT Station, especially when it is very late at night. The transfer between TTC and GO buses needs major improvements. The area is often flooded with water when it is raining or snowing, making it very slippery for pedestrians

Congestion

- Lack of higher order transit along Sheppard Avenue
- SRT station is too congested and dirty. Escalators always out of service
- Congestion along Sheppard Avenue is ridiculous. It's always very busy and the buses are always packed
- Sometimes the SRT is over-packed and inconsistent
- So much traffic at rush hour
- Only one car can turn left onto Brimley Road at Huntingwood Drive, the light is too short
- Rush hour is a nightmare along Eglinton Avenue and Kingston Road corridor to Highland Creek

Safe

- Good to see dog park with fence
- Like the library. Architecture, open space and lighting makes the area feel very welcoming and safe

Attractive

- Nice new library
- Skating rink. Wish they brought back the nights with music and nearby cafe for hot chocolate
- Square is nice, but needs activity
- The forest and walkways are very beautiful especially during the summer and fall

Accessible

- Lots of buses (routes 199, 129, 39)
- The TTC system is strong in that it is built on the street grid, meaning most destinations in Scarborough can be reached with one transfer

Work

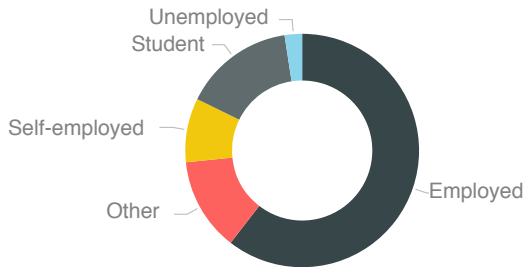
- Walk to Scarborough Town Centre, bus to Don Mills and then subway to Sheppard Avenue
- Subway from Royal York and then switch to SRT
- SRT from Kennedy Station is very unreliable especially in winter
- It takes me 1 hour to get from Highland Creek/ Malvern to Kennedy Station
- We need a bus from Highland Creek to SRT
- Take the 86 bus to Kennedy, subway to Yonge and Bloor, then the subway to King and Bay
- Need more express buses not subways

Shopping

- It's faster to walk to Scarborough Town Centre than to take transit
- Need better walking conditions
- Take northbound 116 bus and transfer to the 38 westbound bus to reach Scarborough Centre
- Take the 95 bus to McCowan Road and Ellesmere Road

MetroQuest Survey (cont'd)

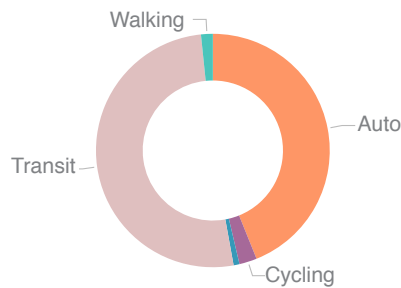
4. Wrap Up Questions



Are you currently...

75 - Employed
18 - Student
16 - Other
11 - Self-employed
03 - Unemployed

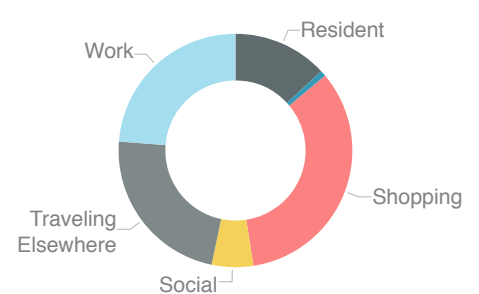
123 Total



How do you usually travel?

62 - Transit
54 - Auto
03 - Cycling
02 - Walking
01 - Other

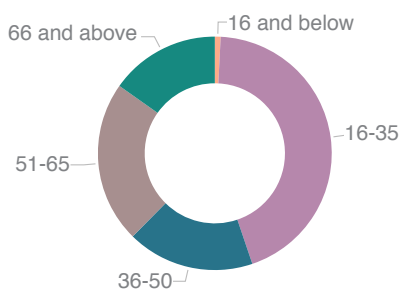
122 Total



Reason for traveling to Scarborough Centre?

40 - Shopping
29 - Work
28 - Traveling Elsewhere
16 - Resident
07 - Social
01 - Other

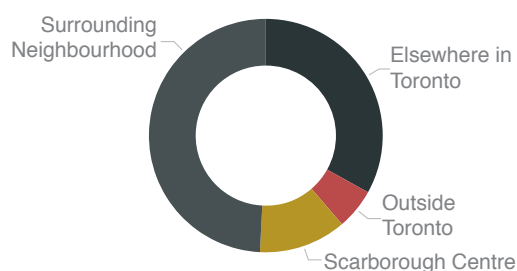
121 Total



What is your age?

54 - 16-35
28 - 51-65
22 - 36-50
19 - 66 and above
01 - 16 and below

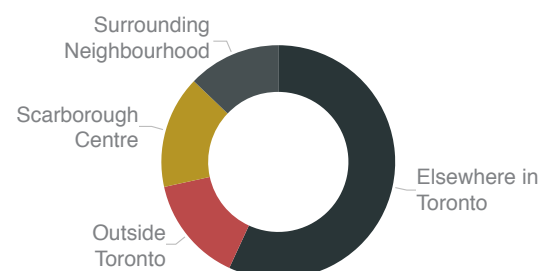
124 Total



Where do you live?

61 - Surrounding Neighbourhood
40 - Elsewhere in Toronto
15 - Scarborough Centre
07 - Outside Toronto

123 Total



Where do you work?

61 - Elsewhere in Toronto
17 - Scarborough Centre
16 - Outside Toronto
14 - Surrounding Neighbourhood

108 Total

Display Boards



Welcome to

Public Consultation Meeting #2

Scarborough Centre Transportation Master Plan

May 10, 2017

Today's Goal:

Getting your input on the Draft Evaluation
of Transportation Network Alternatives &
Identification of the Preliminary Preferred
Alternative

**Your feedback is important to help
shape the Transportation Master
Plan for Scarborough Centre**

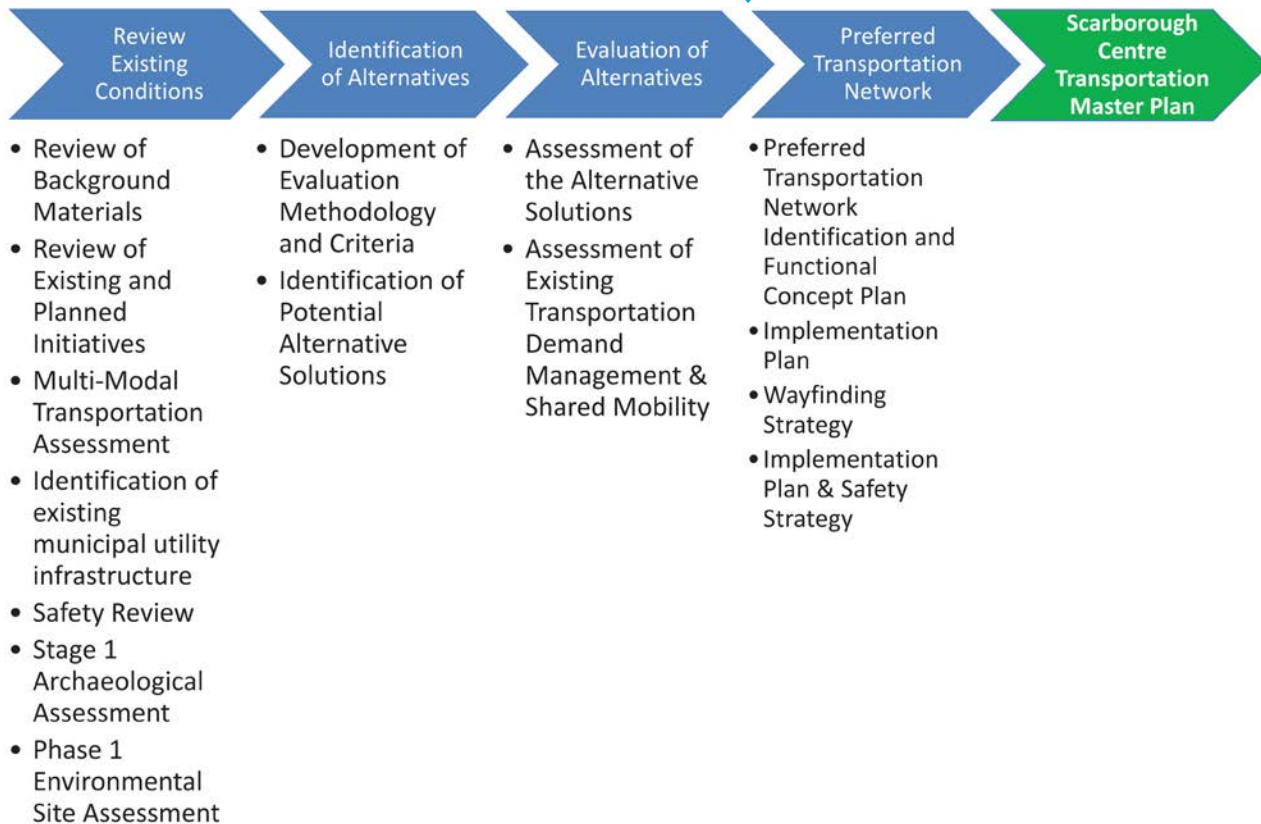
Transportation Master Plan

A Transportation Master Plan (TMP) sets the vision and strategic plan for the City's transportation system. It informs and directs policies, programs and infrastructure initiatives to meet the needs of the population and employment growth anticipated. More specifically, the TMP provides the framework, direction, and implementation plan for a transportation network for pedestrians, cyclists, transit and automobile users.

The TMP is reflective of the interests and priorities of stakeholders, representing the values of residents and businesses. Therefore, engaging the community is a key component in developing the TMP as public input is essential in identifying community needs and defining priorities.

This TMP will satisfy the requirements for Phase 1 and Phase 2 of the Municipal Class Environmental Assessment process.

We are Here

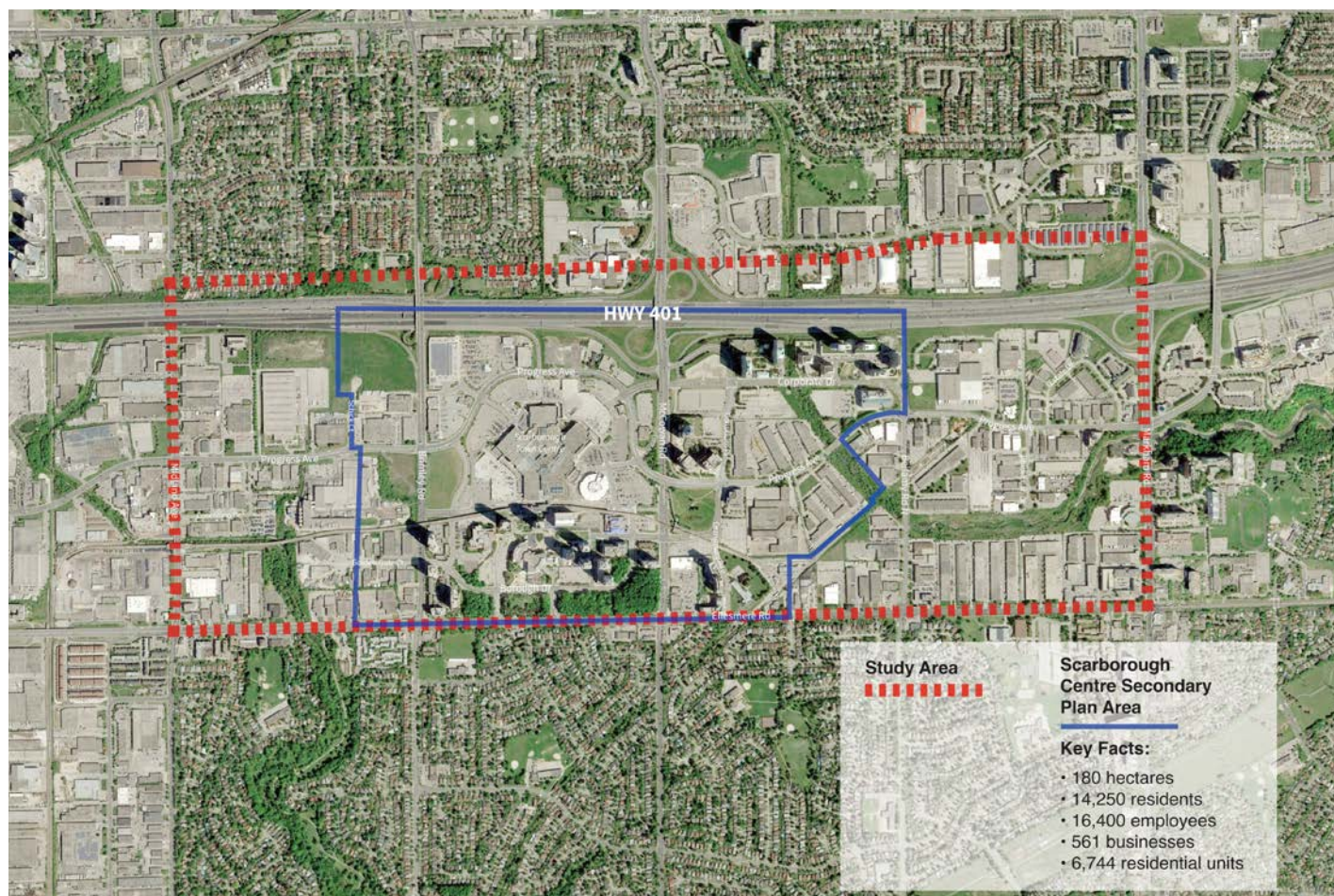


Public Consultation

Study Area

The Scarborough Centre Secondary Plan identifies the Centre to be a focus of growth. It is the City's intent that Scarborough Centre becomes a mixed-use urban centre where jobs, housing, services, cultural and recreational amenities and transit are concentrated. Objectives of the Secondary Plan for Scarborough Centre are to:

- Create a vibrant mix of employment, cultural, institutional, educational, recreational, commercial and residential uses;
- Ensure effective provision and use of transportation facilities and services;
- Enhance the Centre as a destination;
- Promote a high-quality urban form and a comfortable and safe environment;
- Improve open spaces, parks and linkages;
- Protect adjacent residential neighbourhoods; and
- Strengthen community identity.



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 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 **fine-grained 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.

Public Consultation



Scarborough Centre on the Move Website

www.toronto.ca/sconthemove

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

**Toronto Planning
Review Panel**

LAC
Local Advisory Committee



facebook.com/SContheMove



[@CityPlanTO](https://twitter.com/CityPlanTO) [#sconthemove](https://twitter.com/sconthemove)



email your comments to sconthemove@toronto.ca

Public Consultation

What We've Heard So Far

Key Themes:



Improve pedestrian experience



Improve safety and accessibility



Create a simplified grid street network and at-grade intersections



Enhance highway interchanges for all users



Green Scarborough Centre



Reduce/improve transfers between transit routes



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 options



Provide a higher quality public realm



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

The Scarborough Centre community is strong, diverse and ready to support transportation network improvements – time to transform the area's image!

"Needs sidewalks that actually go somewhere"



"Don't be afraid to reduce parking"

"Scarborough Centre's network is like a bowl of spaghetti - lacks direct routes"

"As a marketing strategy for employers trying to get younger employees, a high quality pedestrian environment is critical"



"Bike lanes please!"

Study Approach & 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

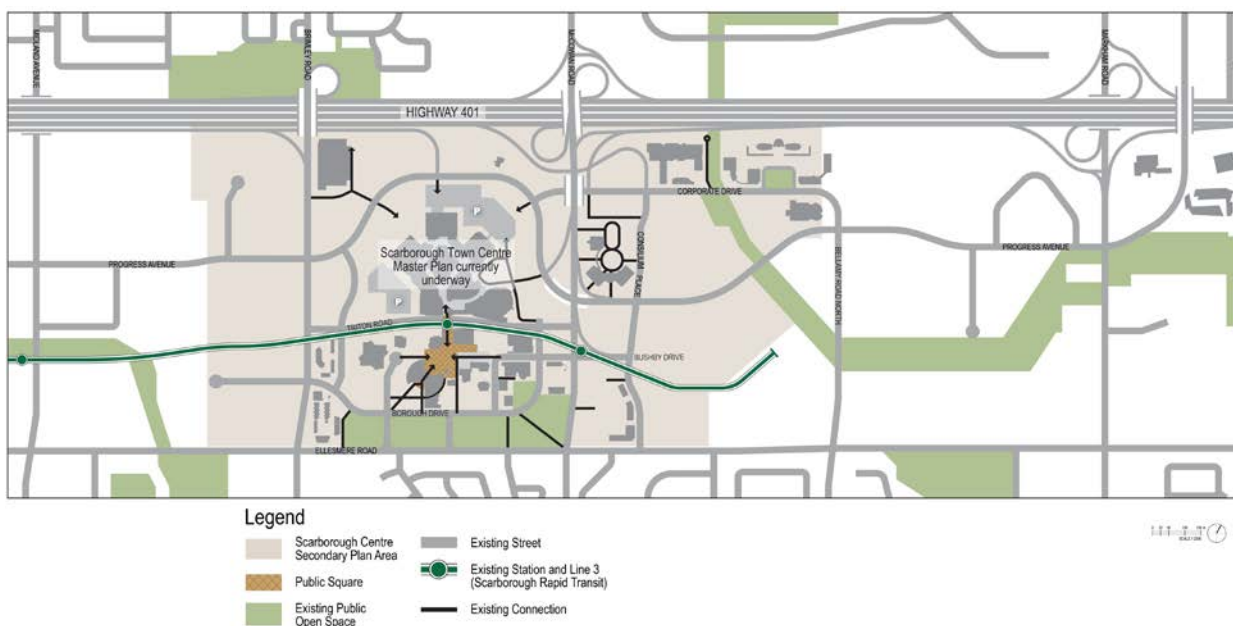


Further the development of **Transportation Demand Management (TDM) programs** such as bike share and auto share



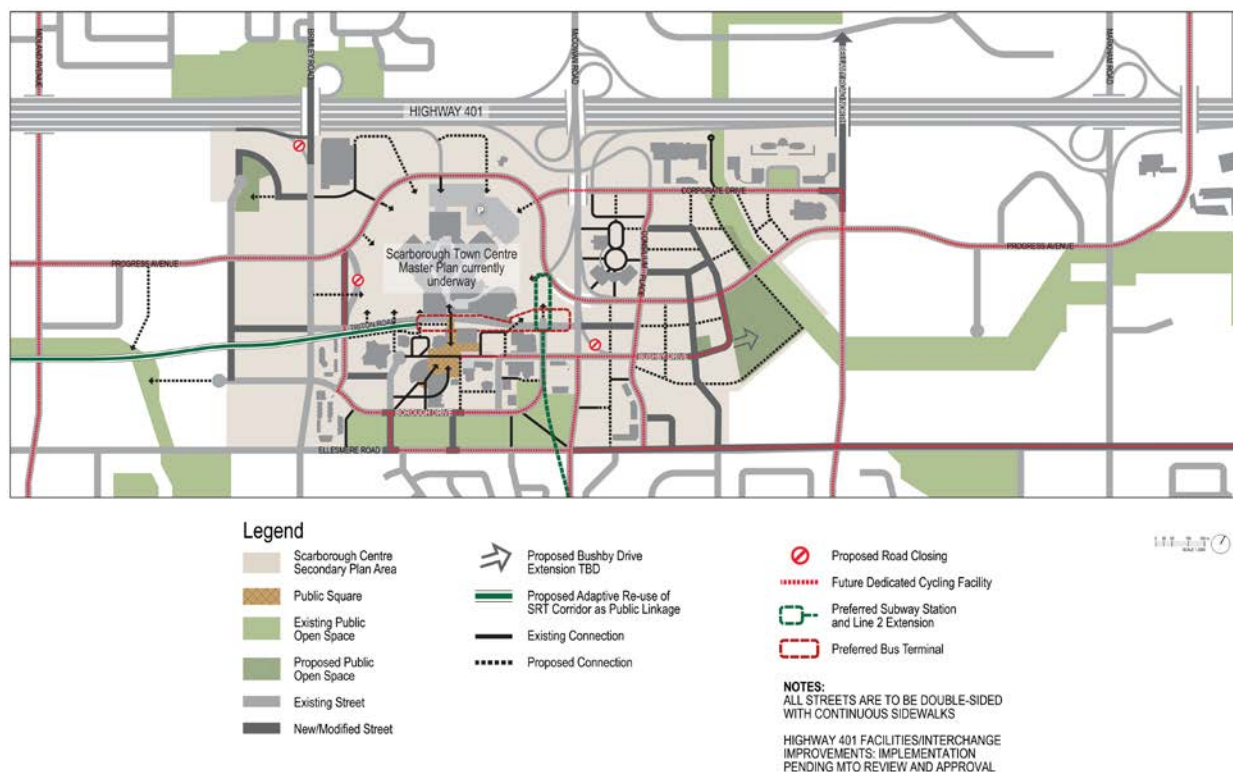
Enhance **safety, comfort and accessibility** for pedestrians and cyclists

Alternative 1: Existing Conditions



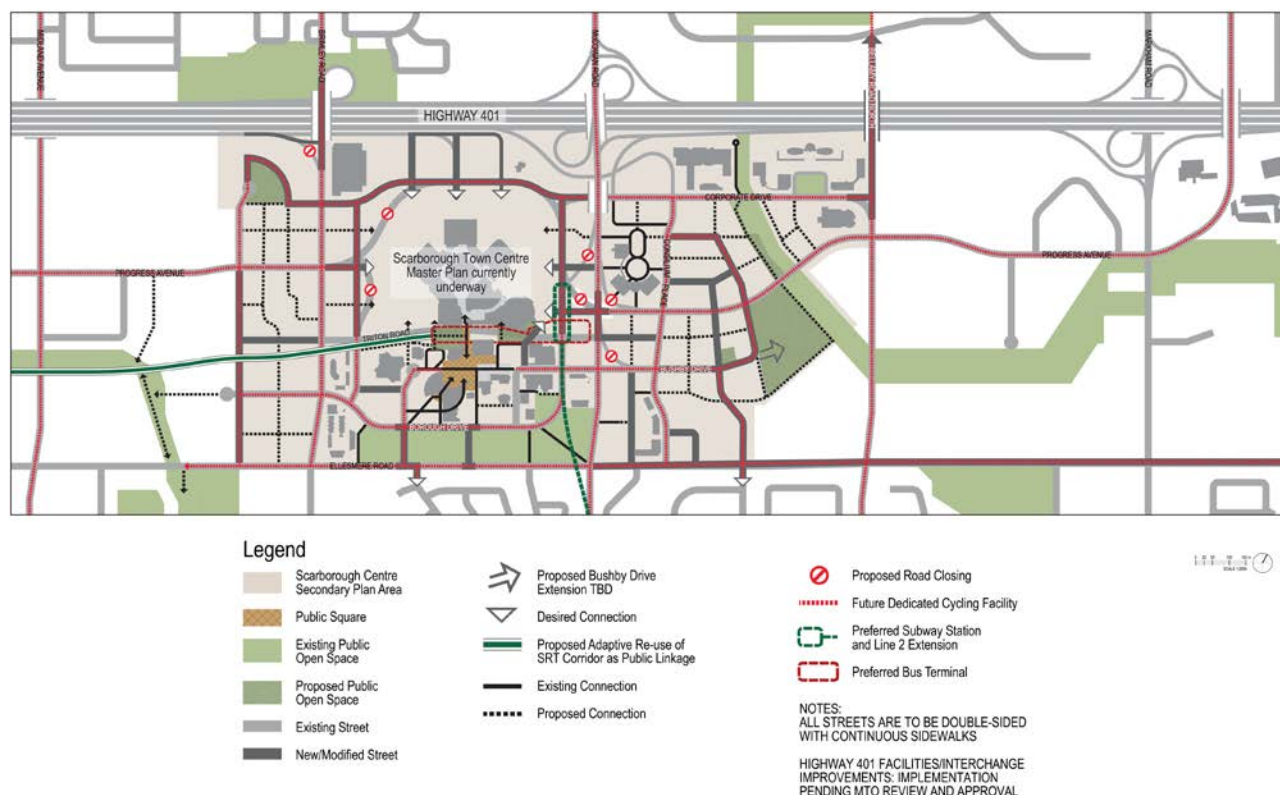
- The **“Do Nothing”** alternative, which provides a **baseline comparison** of conditions without any significant improvements
- Does not fulfill the policy objectives outlined in Places to Grow, The Big Move, the Official Plan, and the Scarborough Centre Secondary Plan
- Coarse street network with **large blocks**
- **Lack of connections** throughout the Centre and to surrounding communities
- Harsh, unpleasant and **fragmented pedestrian environment**
- Complex **auto-oriented street network** with irregular intersections, ramps, channelized turning lanes and bridges
- No sense of place in the Centre
- Highway 401 and its interchanges are a barrier to pedestrians and cyclists

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
- Includes the [new proposed Scarborough Subway Extension and Bus Terminal](#)
- Creates places and destinations (i.e. Albert Campbell Square, Civic Green, McCowan Gateway, Bushby Promenade, future parks)
- Enhances the street network through:
 - [Extension](#) of Bushby Drive
 - [Redesign](#) of Brimley Road/Highway 401 interchange
 - Division of large parcels of land into [smaller blocks](#)
 - [Reconfiguration of vehicular ramp](#) from Bushby Drive to McCowan Road
 - Creation of [dedicated bicycle lanes](#)
 - [Enhancements](#) to Corporate Drive Underpass and Progress Avenue Bridge
 - [Widening](#) of Ellesmere Road

Alternative 3: Emerging Vision

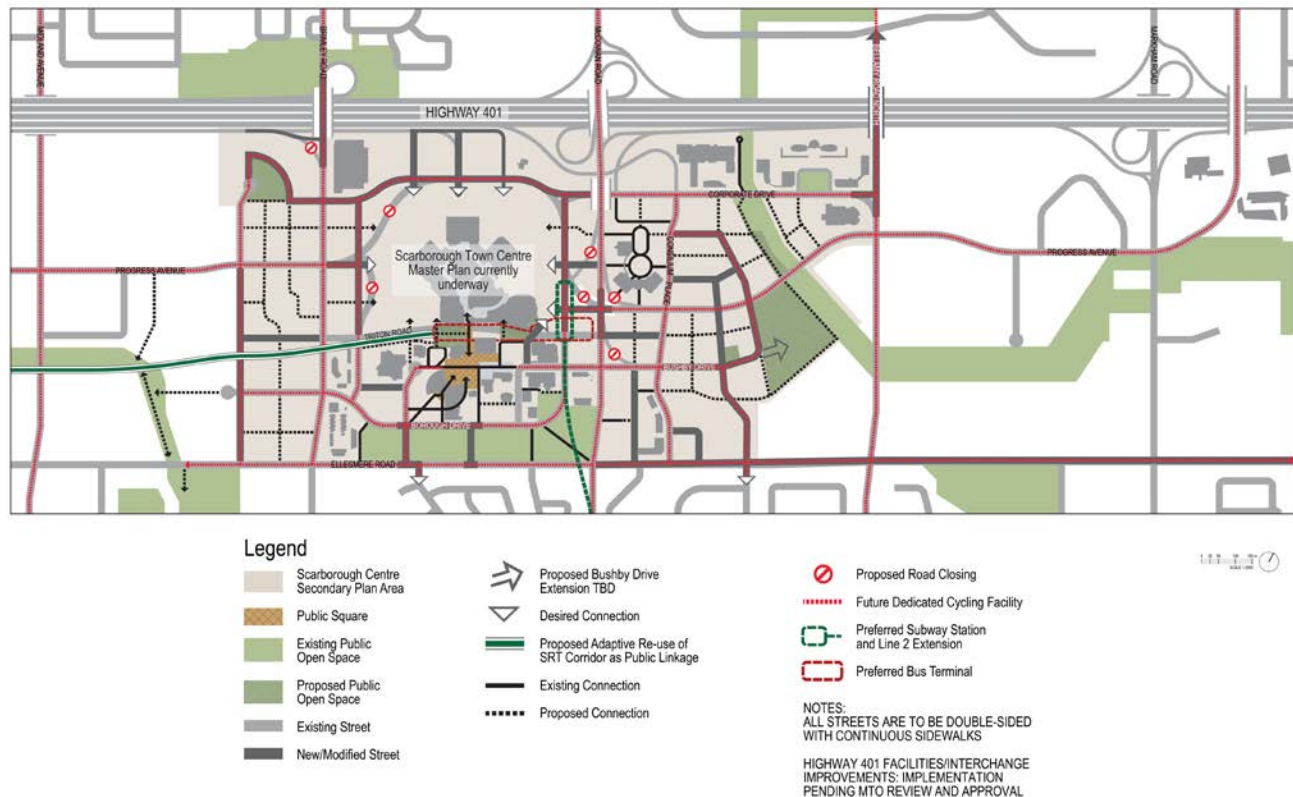


- Includes planned improvements identified in Alternative 2 plus a series of additional proposed solutions that encourage **sustainable transportation options**
- Establishes a **finer-grid street network** that allows for **stronger north-south and east-west connections** within the Centre and to the 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
- Identify the type and location of parking required within the Centre
- Designates pedestrian/cycling connections to encourage **active modes of travel**
- Reconfigure 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
 <p>CHOICE Develop a balanced transportation network that connects and provides different modes of travel</p>	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
 <p>EXPERIENCE Ensure safe and comfortable travel across all modes of transportation</p>	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
 <p>SOCIAL EQUITY Do not favour any group over others. Allow everyone equal and good access to work, school and other activities</p>	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
 <p>SHAPING THE CITY Use the transportation network to encourage mixed-use and sustainable development in the Scarborough Centre</p>	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
 <p>HEALTHY NEIGHBOURHOODS Building connections with existing neighbourhoods via the promotion of safe walking and cycling</p>	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
 <p>PUBLIC HEALTH & ENVIRONMENT Support and enhance natural areas, encourage people to rely less on their cars</p>	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
 <p>AFFORDABILITY Improvements to the transportation system should be affordable to build, maintain and operate</p>	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
 <p>SUPPORTING GROWTH Encourage economic growth through improvements in transit, pedestrian and cycling infrastructure. Allow goods to get to market more efficiently</p>	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

Preliminary Preferred Alternative (Alternative 3: Emerging Vision)



- Encourages **sustainable transportation options**
- 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 the type and location of parking required within 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)

Preliminary Preferred Alternative (Alternative 3: Emerging Vision)

STREET NETWORK



Legend

- Scarborough Centre Secondary Plan Area
- Existing Street
- New/Modified Street

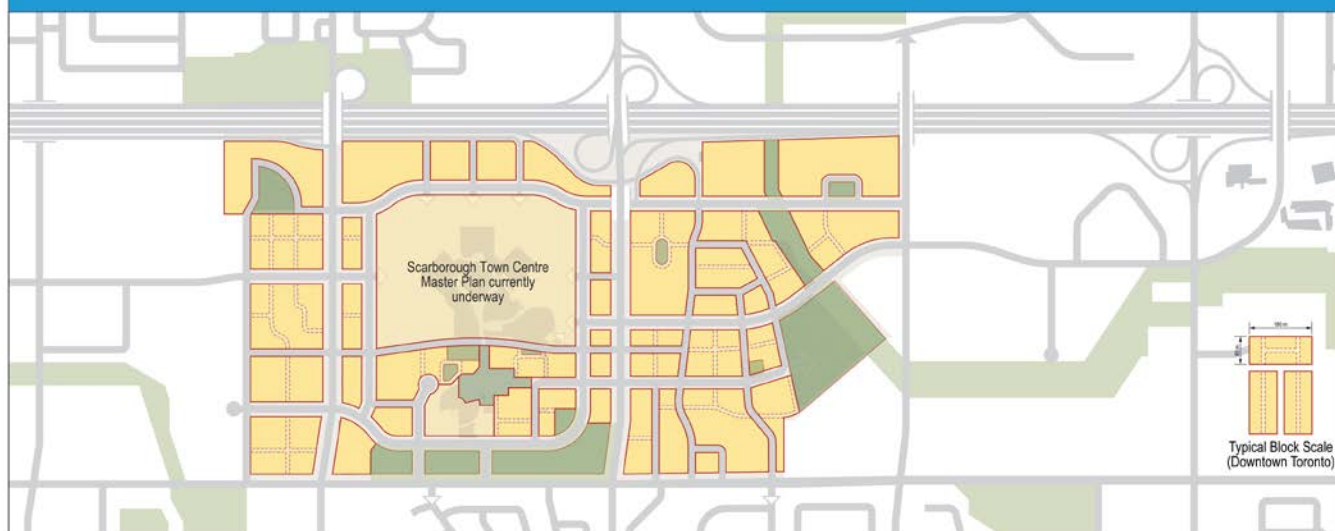
- Proposed Bushby Drive Extension TBD
- Desired Connection

- Existing Connection
- Proposed Connection

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



BLOCK STRUCTURE



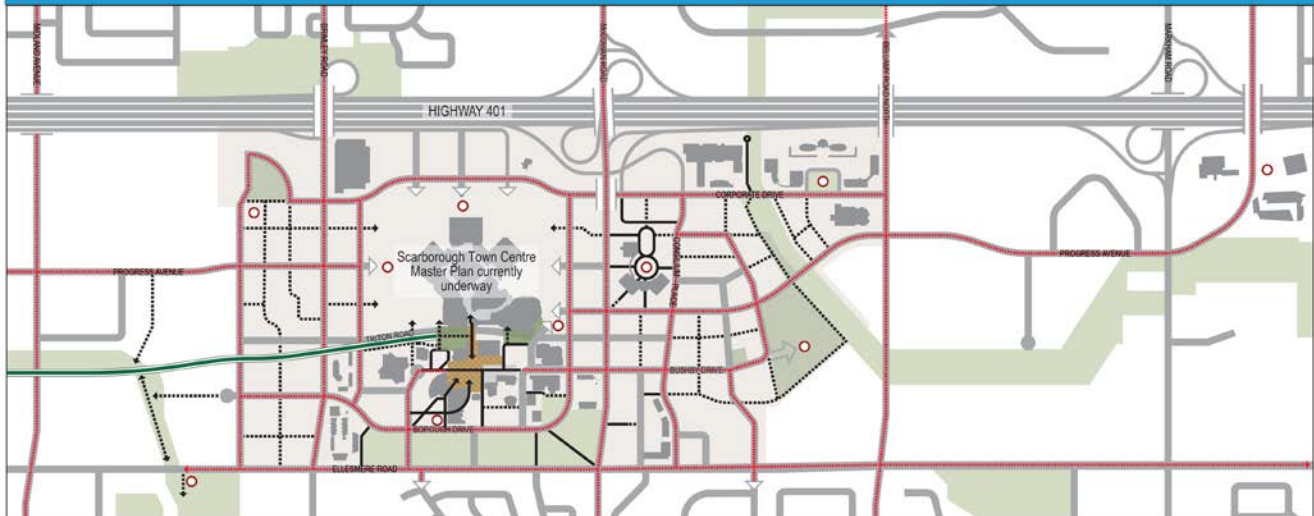
Legend

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



Preliminary Preferred Alternative (Alternative 3: Emerging Vision)

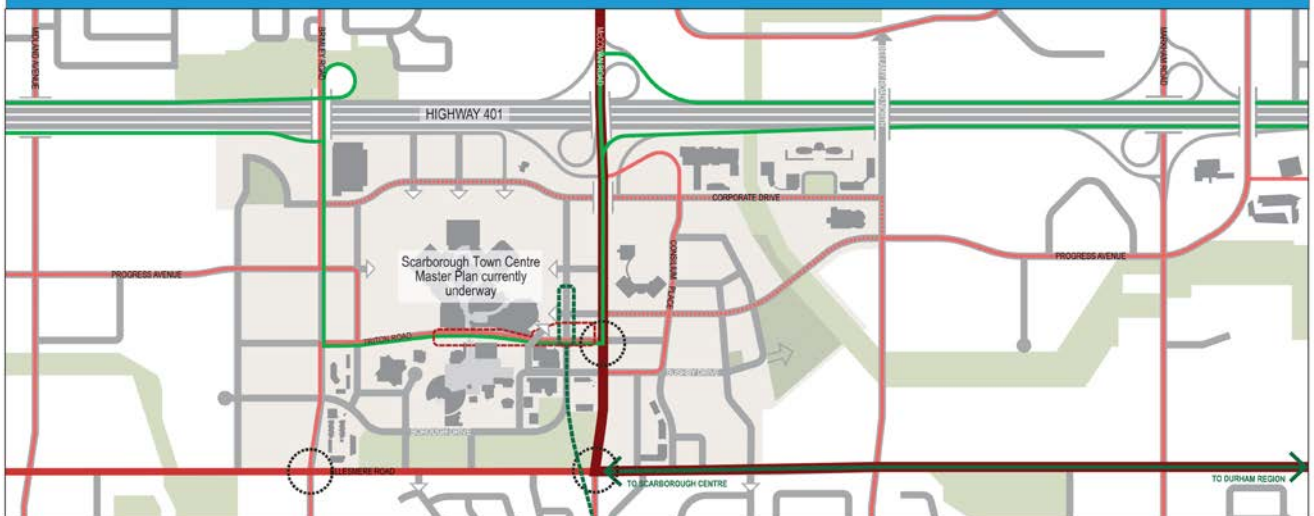
WALKING & CYCLING NETWORK



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

TRANSIT NETWORK

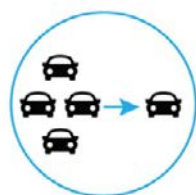


Legend

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

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is a toolkit of strategies that facilitates a more efficient transportation network by encouraging sustainable travel behavior. In order to reduce traffic congestion, a successful TDM Plan will:



Reduce



Re-mode



Re-route



Re-time

A successful TDM Plan will ensure the City's growing sustainability by reducing auto-dependency and encouraging active and sustainable modes of transportation. These changes can be achieved through land use and urban design strategies, incentive and disincentive strategies, and through educational, promotional and outreach strategies.

The following TDM strategies are proposed for Scarborough Centre:

Active Transportation Amenities (benches, bike racks, bike repair stations, etc.)

Wayfinding and Signage Strategy



Community Outreach Programs (Bike to School Week, Winter Walk Day, Carpool Week, etc.)

SmartCommute Programs and Workplaces

Car Share Network
(Car2Go, Zipcar, Enterprise CarShare, etc.)



Bike Share Network



Parking Strategies (on-street parking fees, reserved parking spaces for carpoolers, etc.)

Mixed-Use Developments

Subway station that facilitates connections for all modes

Streets that accommodate all modes of transportation (walking, cycling, transit, and automobiles)



Goods Movement Survey

A survey was conducted to better understand the current and future needs of the movement of goods for industries within Scarborough Centre. More specifically, the Goods Movement Survey aimed to gather information about key routes taken, general shipping areas, types of vehicles used, and existing constraints on the efficient movement of goods.

EXISTING TRUCK ROUTES



Key Findings:

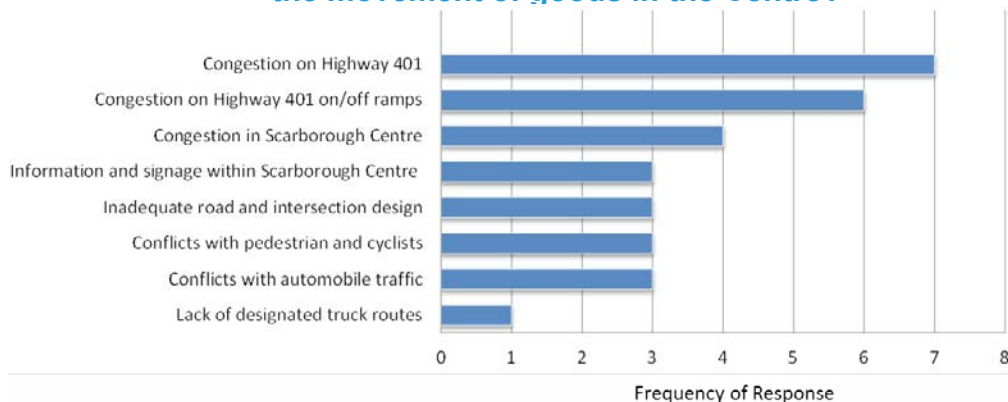
- Brimley Road, McCowan Road and Markham Road act as key north-south truck routes
- Progress Avenue and Borough Drive are main east-west routes
- Main concern is congestion on Highway 401 on/off ramps and in Scarborough Centre

What type of vehicle does your firm mostly use?



Van or pick-up truck	35%
Transport truck	27%
Single unit truck	19%
Dump truck/concrete mixer	11%

What do you think is the most important issue for the movement of goods in the Centre?



Next Steps



**Thank you
for your participation!**

Please continue to share your thoughts online:

www.toronto.ca/sconthemove



Fill out the MetroQuest Survey



facebook.com/SContheMove



[@CityPlanTO](https://twitter.com/CityPlanTO) #sconthemove



email your comments to sconthemove@toronto.ca



Discussion Guide

Scarborough Centre
Transportation Master Plan


May 10th, 2017

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

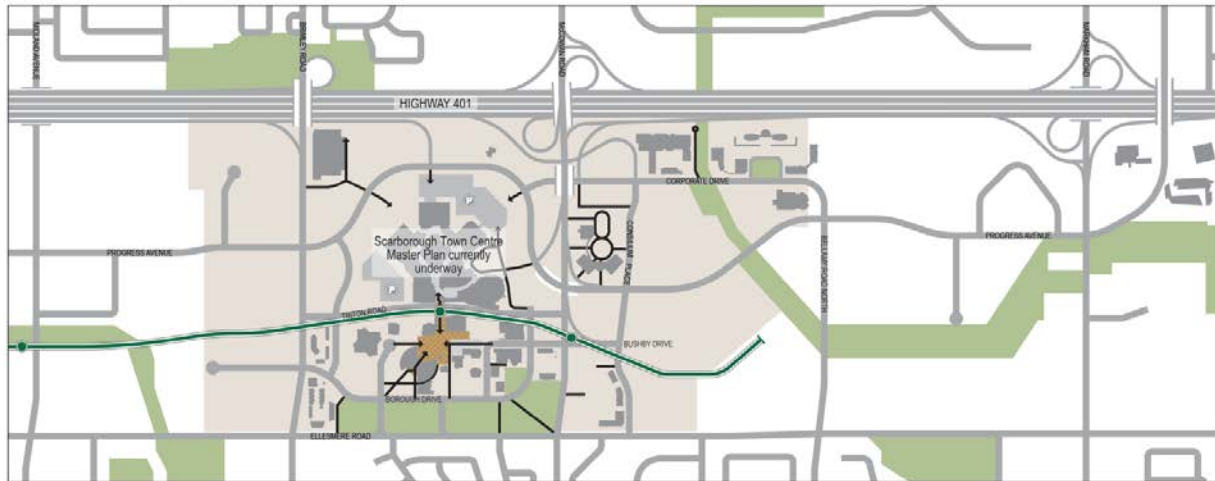


Public Consultation Meeting #1
November 29, 2016

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.

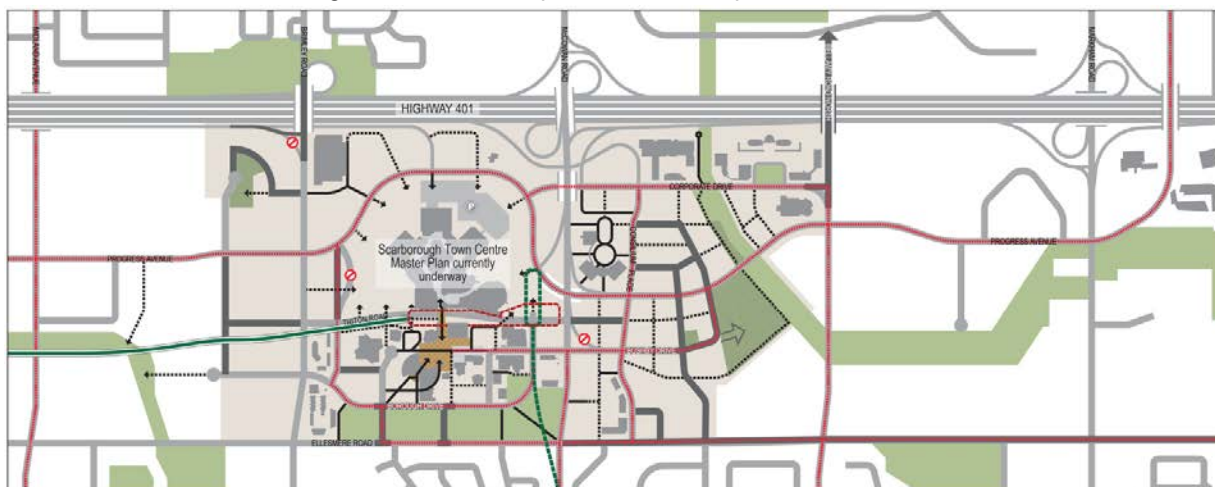


Legend

- 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.

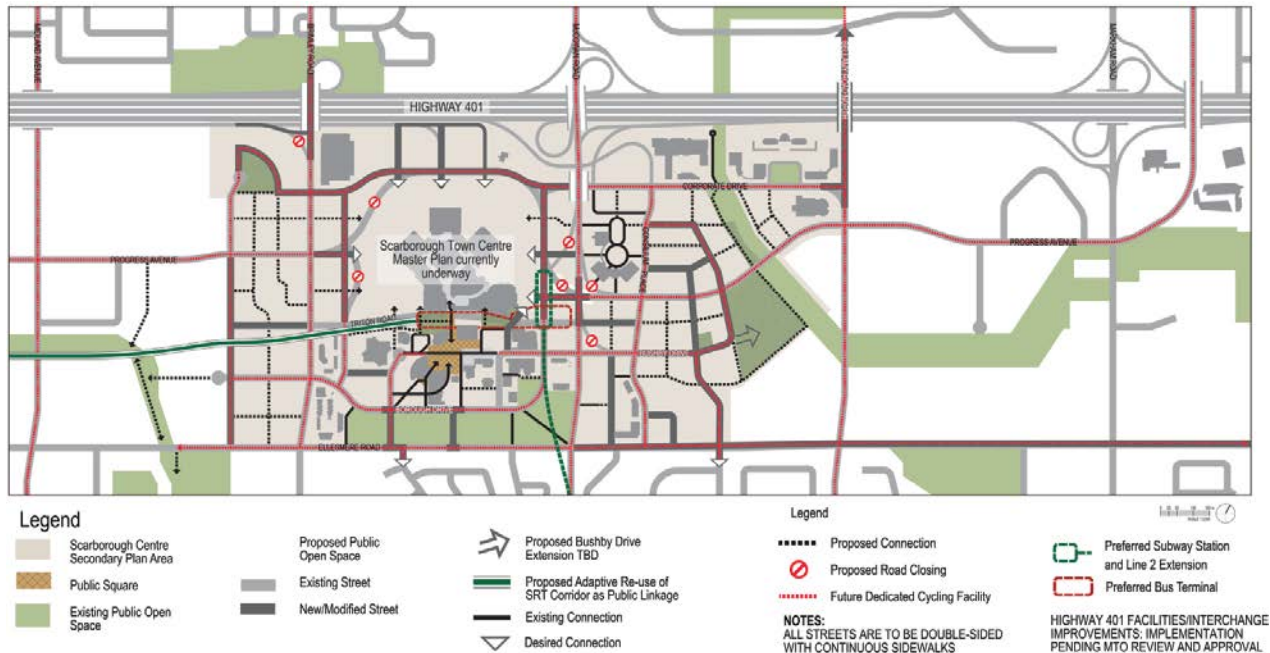


Legend

- 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



www.toronto.ca/sconthemove

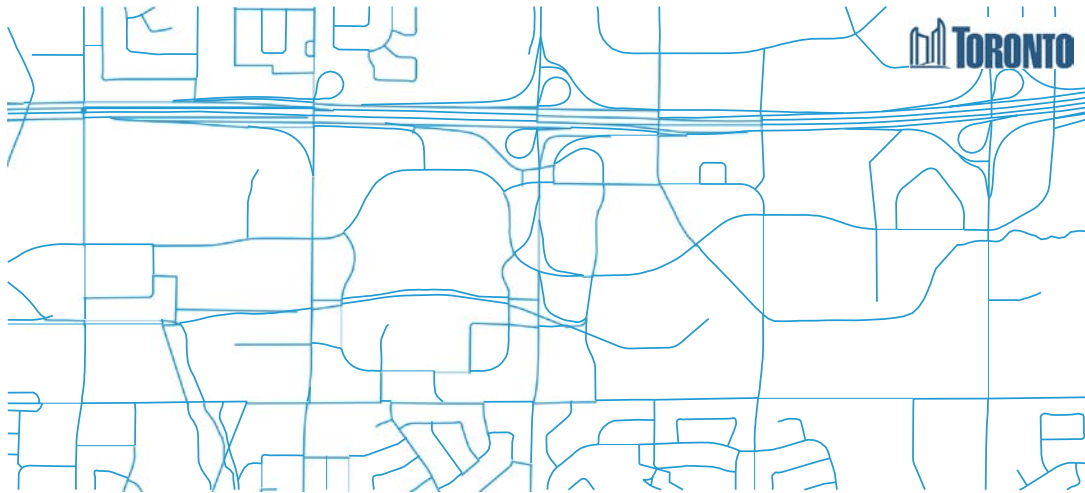


facebook.com/SContheMove



[@CityPlanTO](https://twitter.com/CityPlanTO) #sconthemove

Presentation



SCARBOROUGH CENTRE TRANSPORTATION MASTER PLAN (SCTMP)

Public Consultation Meeting #2
May 10th, 2017

LEA The Planning Partnership PERKINS + WILL

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

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:

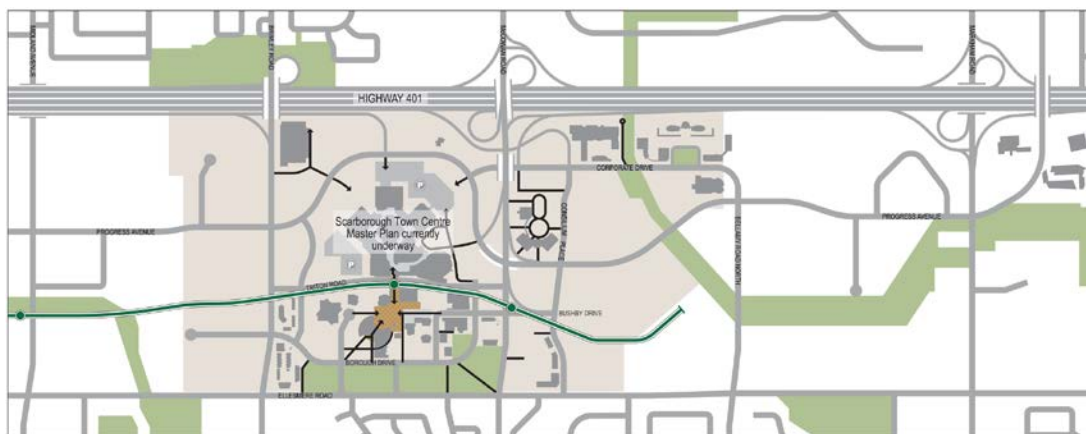
- **Alternative 1: Existing Conditions**
- **Alternative 2: Current Policy Framework**
- **Alternative 3: Emerging Vision**

Note: Larger print versions of the alternatives are provided on display panels.

Alternative 1: Existing Conditions



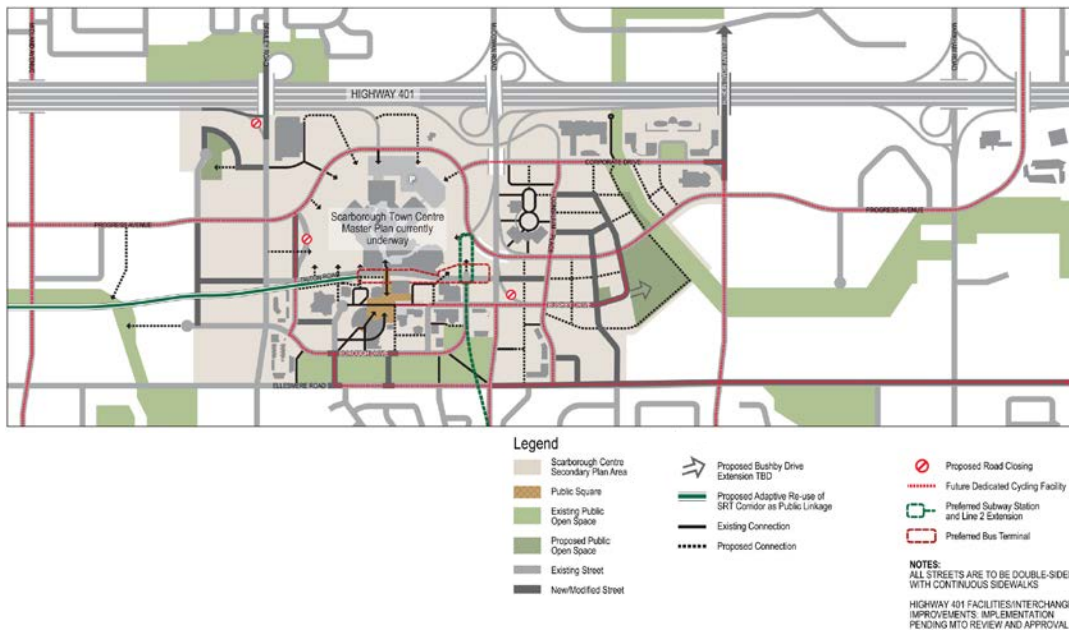
- The “Do Nothing” alternative, which provides a baseline comparison of conditions without any significant improvements



- 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

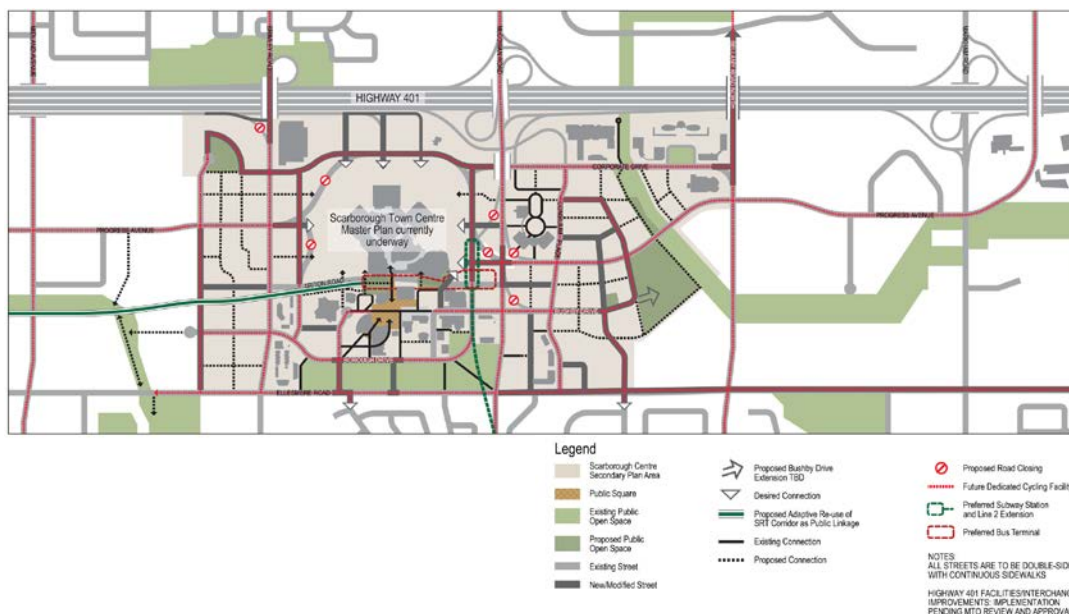
- Based on future transportation conditions outlined in previous planning work including the [Scarborough Centre Secondary Plan](#), the [McCowan Precinct Plan](#), and the [Scarborough Centre Public Space & Streetscape Master Plan](#)



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

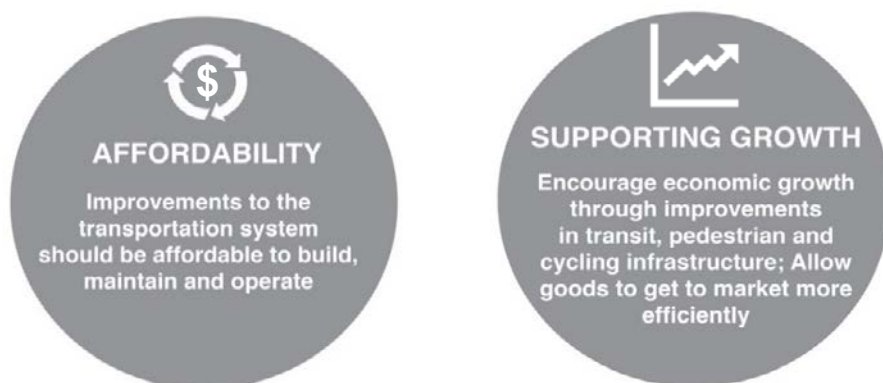
Evaluation Principles: Serving People



Evaluation Principles: Strengthening Places



Evaluation Principles: Supporting Prosperity



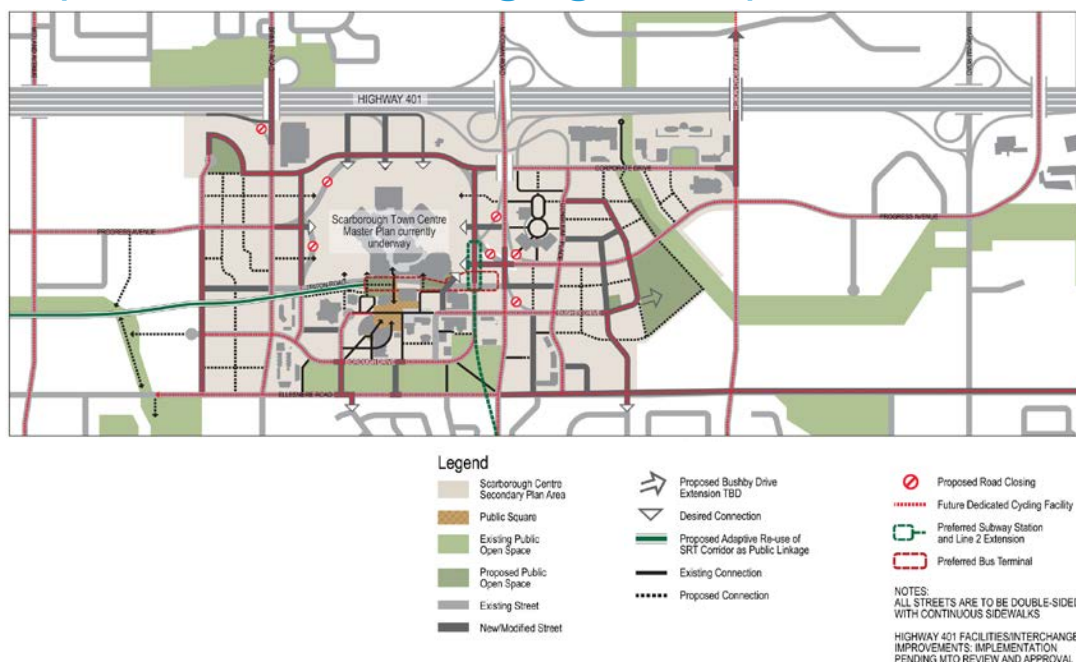
Draft Evaluation Summary

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)



Preliminary Preferred Alternative (Alternative 3: Emerging Vision)



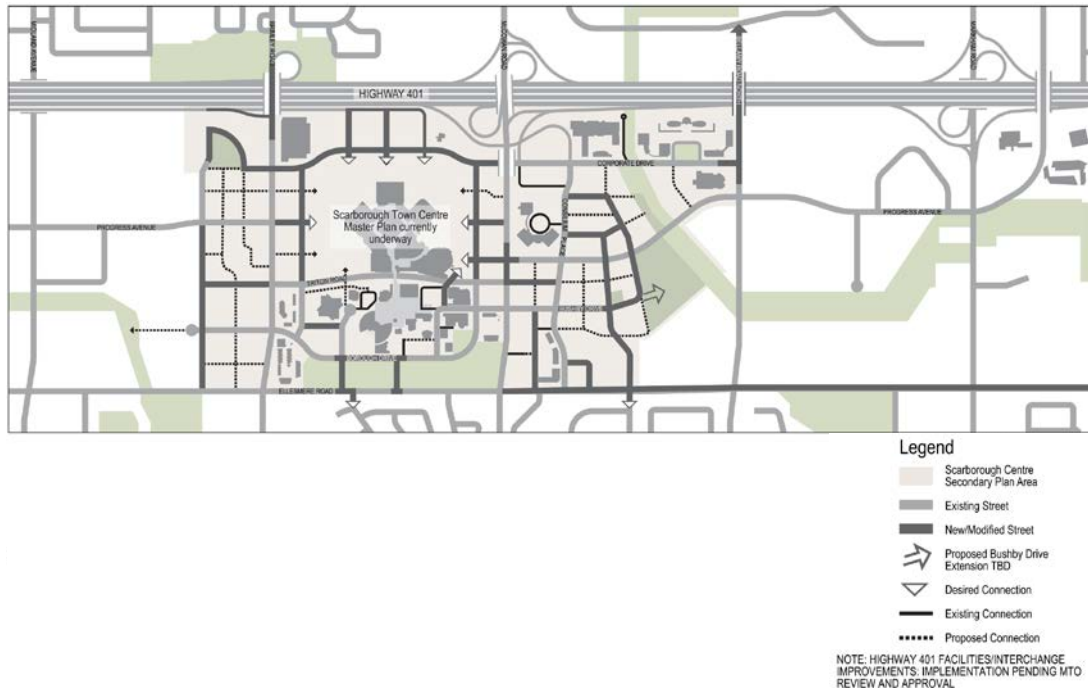
Alternative 3 (Emerging Vision) was selected as the preliminary preferred alternative because it proposes:

- 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



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

Thank You!



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



Fill out the MetroQuest Survey

www.toronto.ca/sconthemove



facebook.com/SContheMove



@CityPlanTO #sconthemove



email your comments to sconthemove@toronto.ca

