

Welcome to

Public Consultation Meeting #3

Scarborough Centre Transportation Master Plan

November 22, 2017

Today's Goal:

Getting your input on the Preferred Transportation
Network and Draft Implementation Plan

**Your feedback is important to help
shape the future transportation
network for Scarborough Centre**

Vision for Scarborough Centre

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.

Establish a **multi-modal hub** that has a variety of reliable and **connected transportation options**

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



Encourage mixed-use **transit-oriented development**



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

LINE 2 SUBWAY
 SCARBOROUGH

Support major **transit investments**

Transportation Master Plan Purpose & Process

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 that serves 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 Phase 1 and Phase 2 requirements of the Municipal Class Environmental Assessment process.

We are Here



- Review of Background Materials
- Review of Existing and Planned Initiatives
- Multi-Modal Transportation Assessment
- Identification of existing municipal utility infrastructure
- Safety Review
- Stage 1 Archaeological Assessment
- Phase 1 Environmental Site Assessment

- Development of Evaluation Methodology and Criteria
- Identification of Potential Alternative Solutions

- Assessment of the Alternative Solutions
- Assessment of Existing Transportation Demand Management & Shared Mobility

- Preferred Transportation Network Identification and Concept Plan
- Implementation Plan

Public Consultation



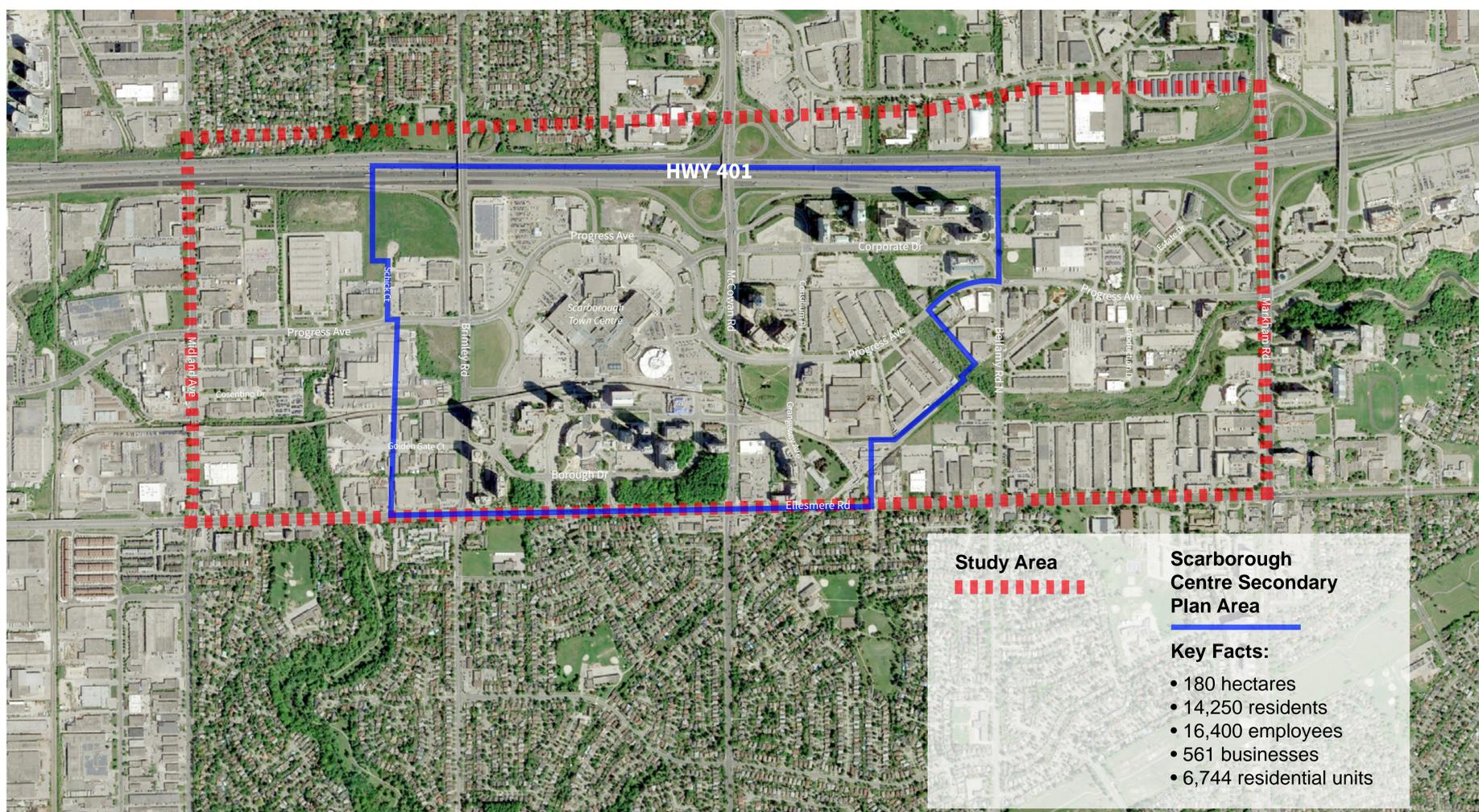
Problem & Opportunity Statement

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/sconthefmove

Launched **August 2016**

Approximately
6,000 hits as of **November 2017**

Planners in Public Spaces (PiPS)

16 Events
Summer/Fall 2016,
Spring 2017

1,600+
Participants

2,500+
Flyers Distributed

Roving Information Station

2
Days

11
Locations
Fall 2016

41
Interviews

Public Consultation Meeting #1

November 29, 2016

65+ Participants

Public Consultation Meeting #2

May 10, 2017

85+ Participants

MetroQuest Online Survey

Closed **June 2017**

200+ Participants

- Participants rated the network alternatives
- Alternative 3: Emerging Vision received the highest rating

**Toronto Planning
Review Panel**

3 LAC Meetings
Local Advisory Committee

Feedback Summary:



Improve the pedestrian experience



Create a simplified grid street network and at-grade intersections



Green Scarborough Centre



Encourage safety through dedicated cycling facilities



Enhance wayfinding



Provide a higher quality public realm and create a sense of place



Improve safety and accessibility



Enhance highway interchanges for all users



Improve transfers between transit routes



Improve connectivity to the many amenities and assets of Scarborough Centre

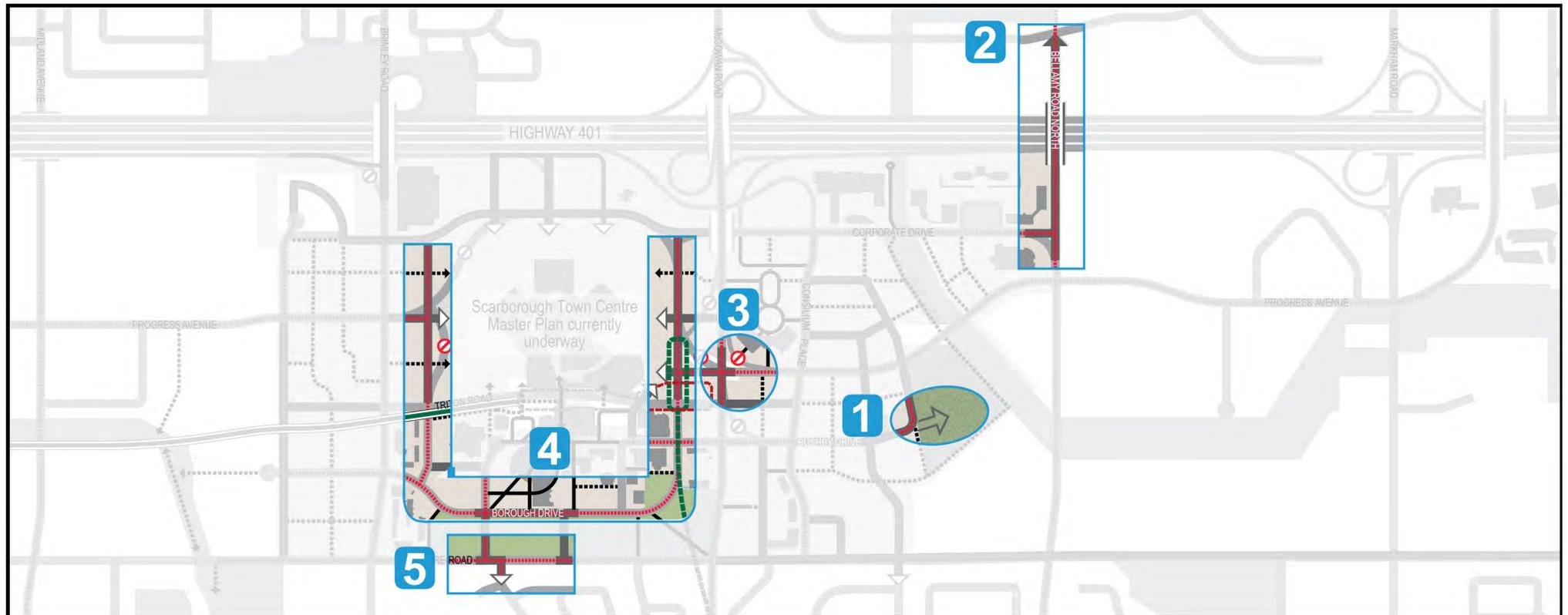


Provide improved transportation options



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

PRELIMINARY PREFERRED ALTERNATIVE (MAY 2017)

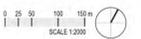


Legend

	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

Alternative 3: Emerging Vision was selected as the preliminary preferred alternative and carried forward. Five refinements were identified for further consideration.

1. **Bushby Drive** extension
2. **Bellamy Road** extension
3. **McCowan Avenue** and **Progress Avenue** intersection
4. **Borough Drive** lane reduction
5. **Borough Approaches**

Bushby Drive Extension

Option 1: Bushby Drive Extension to Progress Avenue

- some improvement to connectivity for all modes
- no impact to open space (park and school site at 705 Progress Avenue)
- least costly
- lowest property impacts (approximately 2 properties, depending on alignment)

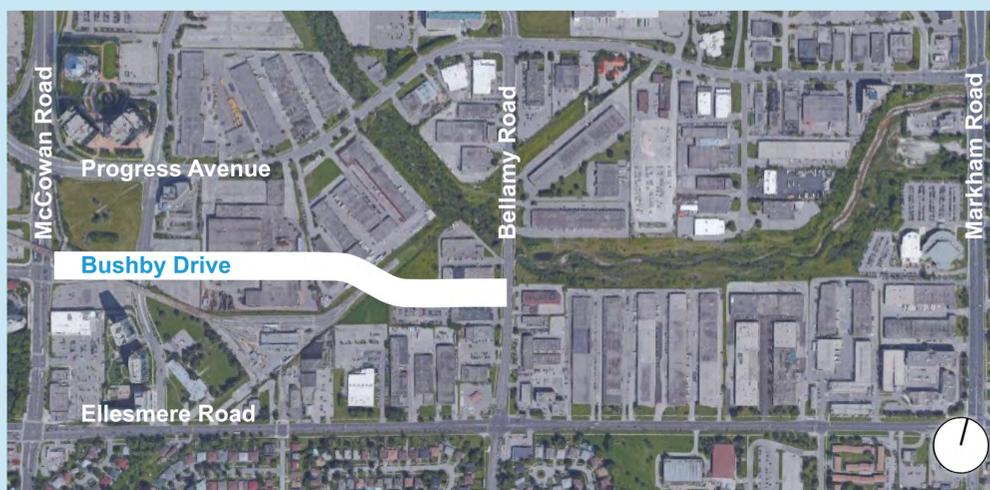


*for illustration purposes only; does not identify a specific alignment

PREFERRED

Option 2: Bushby Drive Extension to Bellamy Road

- improves connectivity to and from the Centre
- provides improved pedestrian and cyclist environment
- reduces traffic load on Progress Avenue and Ellesmere Road
- supports transit investment through new east-west connection
- more costly and greater property impacts than option 1 (approximately 5 properties, depending on alignment)



*for illustration purposes only; does not identify a specific alignment

Next Steps

- secure funding
- further study (Schedule C Environmental Assessment) to determine specific alignment
- detailed design

Timing

Medium-Term
(10-20 years)

Option 3: Bushby Drive Extension to Markham Road

- provides greater connectivity
- increases congestion on Markham Road
- greatest cost and property impacts (approximately 14+ properties, depending on alignment)
- potential impacts to the natural environment

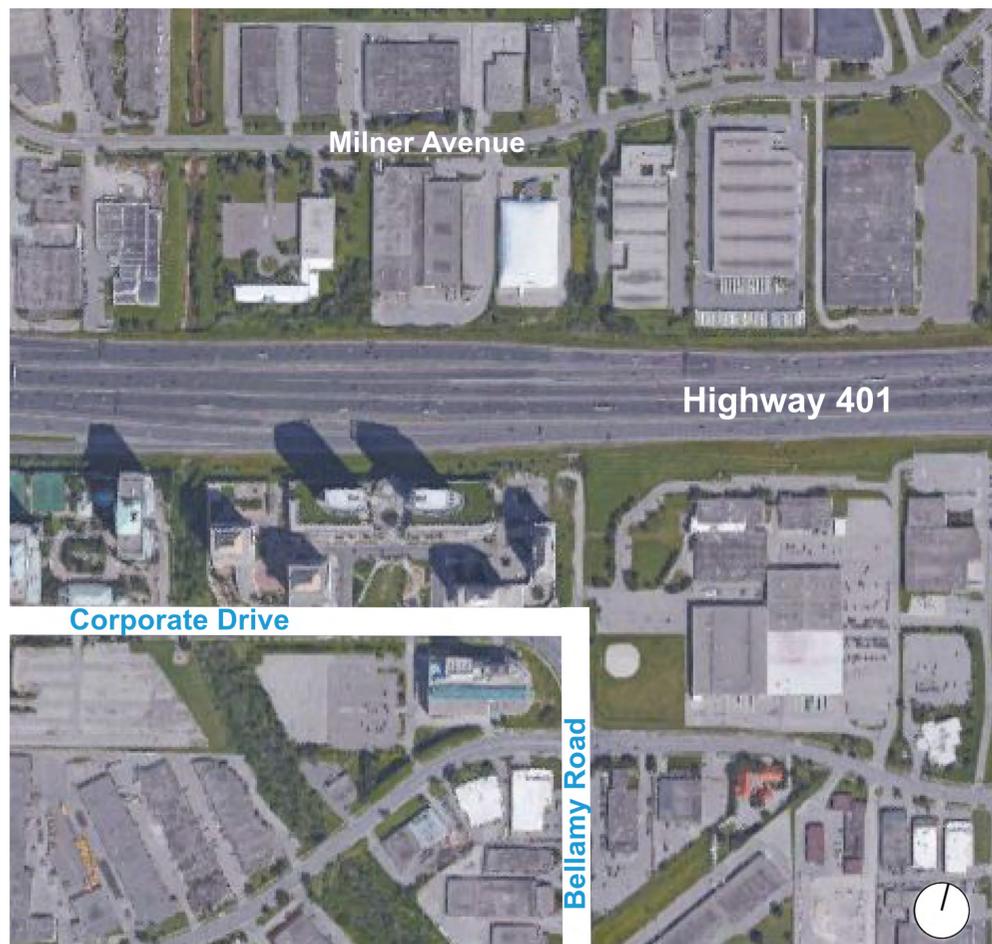


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Bellamy Road Extension

Option 1: Bellamy Road Ends at Corporate Drive

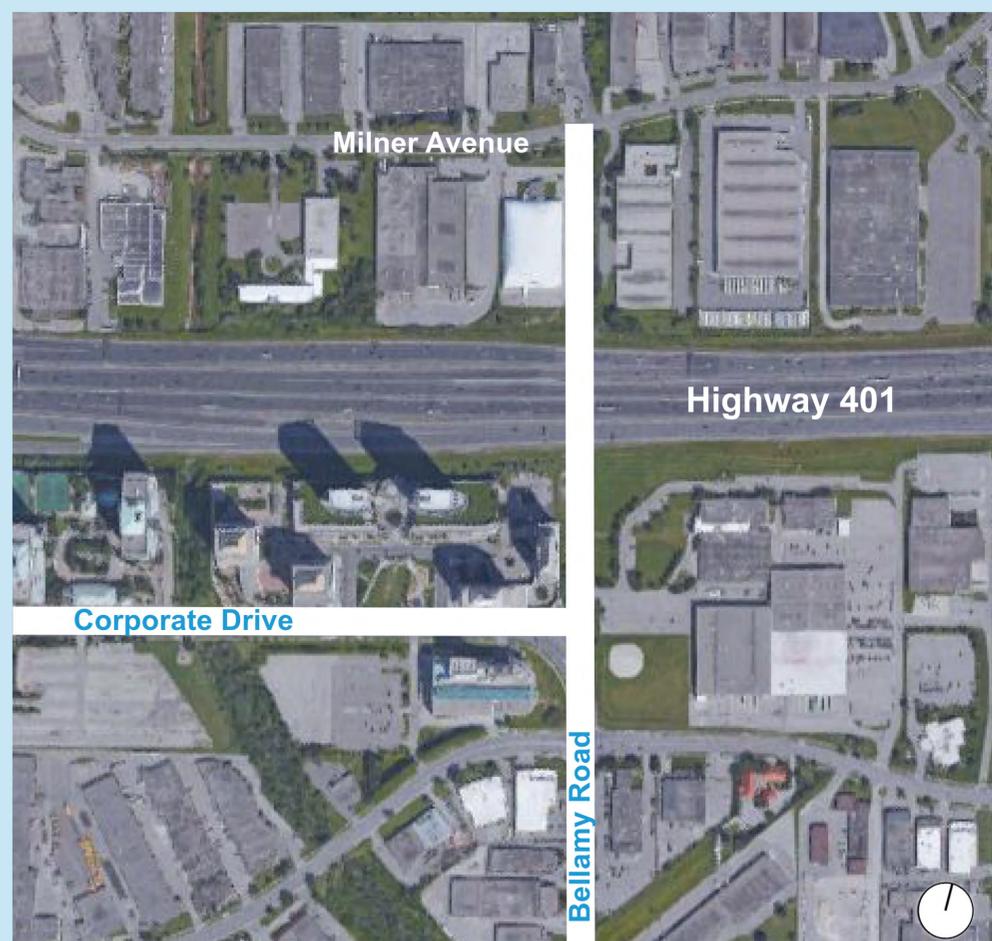
- closely resembles existing conditions
- provides sidewalk and cycling facility to support active modes
- least costly
- no property impacts



PREFERRED

Option 2: Bellamy Road Extension to Milner Avenue

- provides a safer north-south connection over Highway 401 for all modes
- represents an alternative for those using McCowan Road and Markham Road
- greater costs associated with bridge over Highway 401



Next Steps

- secure funding
- further study (Ministry of Transportation or Integrated Environmental Assessment)
- detailed design

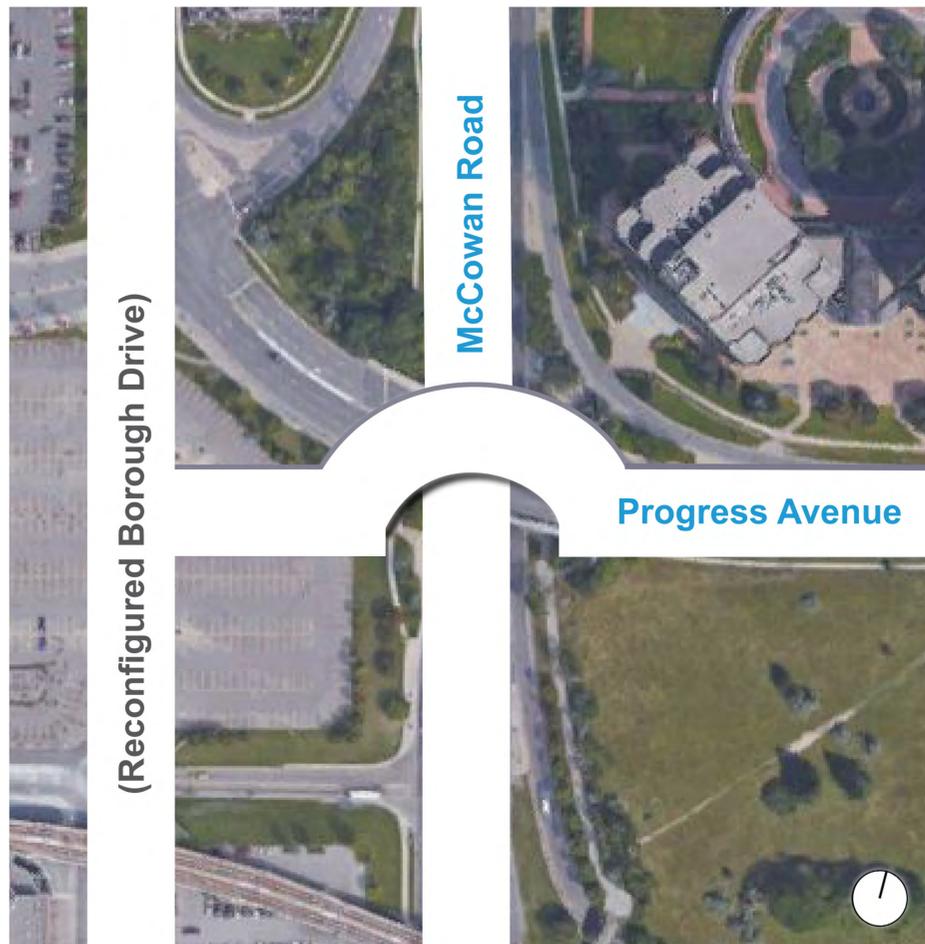
Timing

Long-Term
(20+ years)

McCowan Road and Progress Avenue Intersection

Option 1: McCowan Road and Progress Avenue Overpass

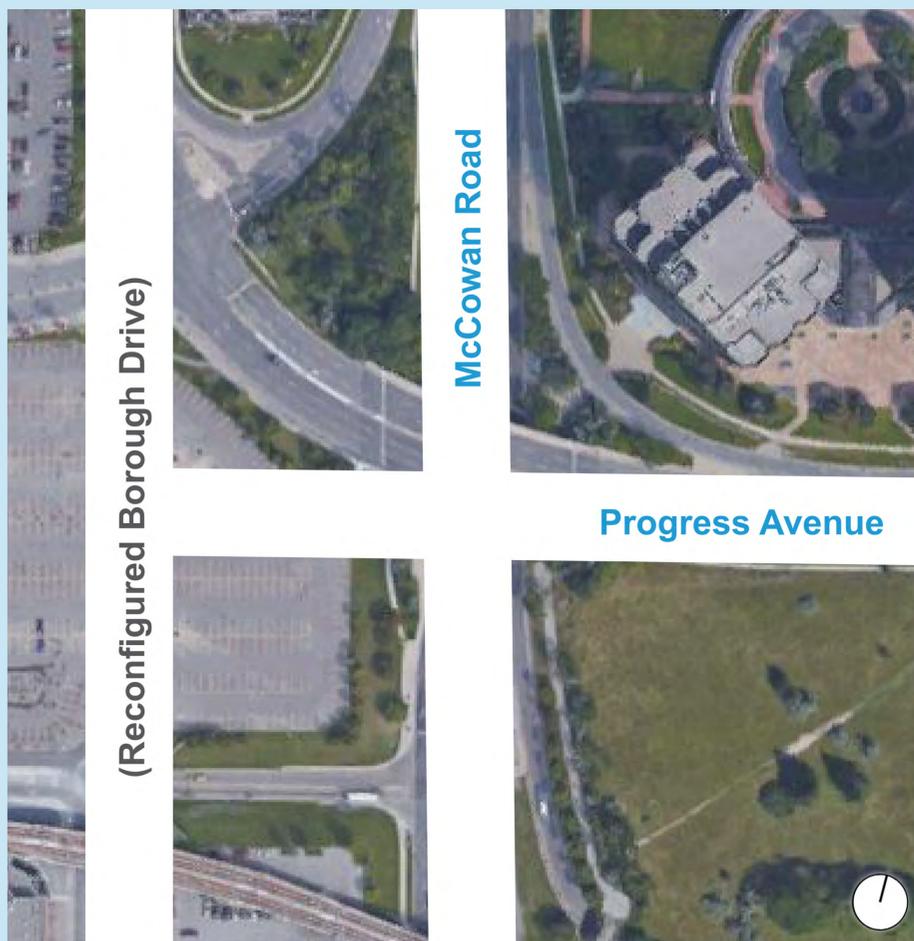
- limits connectivity for all modes
- limits the development opportunities near the proposed subway station
- some investment required to connect Progress Avenue to reconfigured Borough Drive



PREFERRED

Option 2: McCowan Road and Progress Avenue At-Grade

- improves connectivity for all modes
- provides crossing opportunities for pedestrians and cyclists and supports investment in transit
- increases development potential around proposed subway station with removal of ramps and creating regularized parcels of land for development
- greater investment needed to normalize intersection



Next Steps

- secure funding
- further study (Schedule C Environmental Assessment)
- detailed design

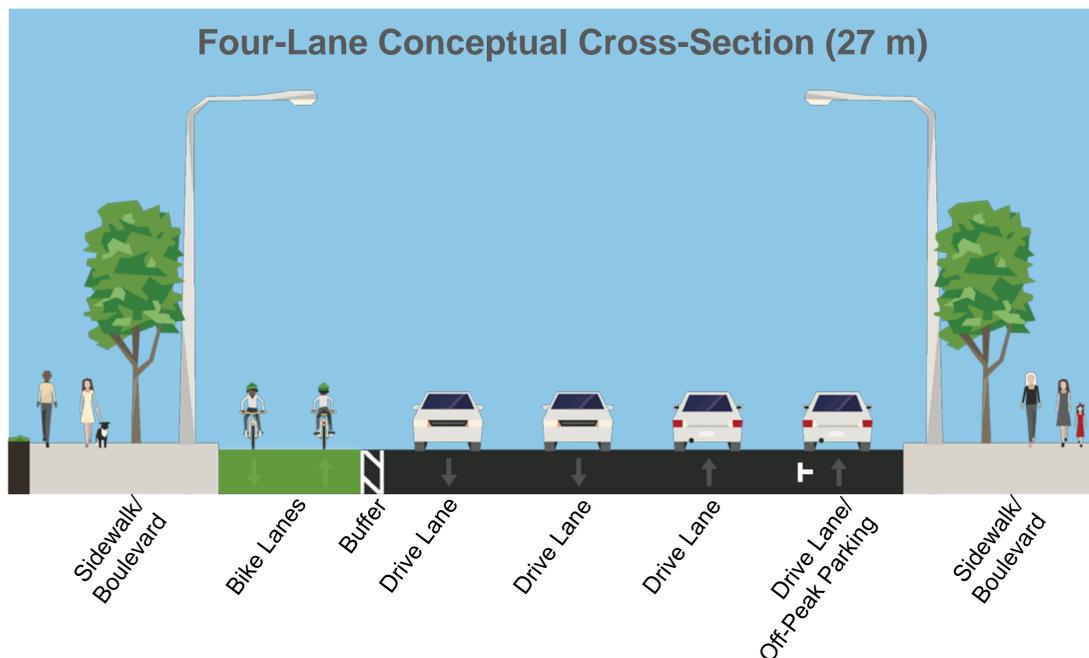
Timing

Short-Term
(0-10 years)

Borough Drive Lane Reduction

Option 1: Borough Drive with Four Lanes

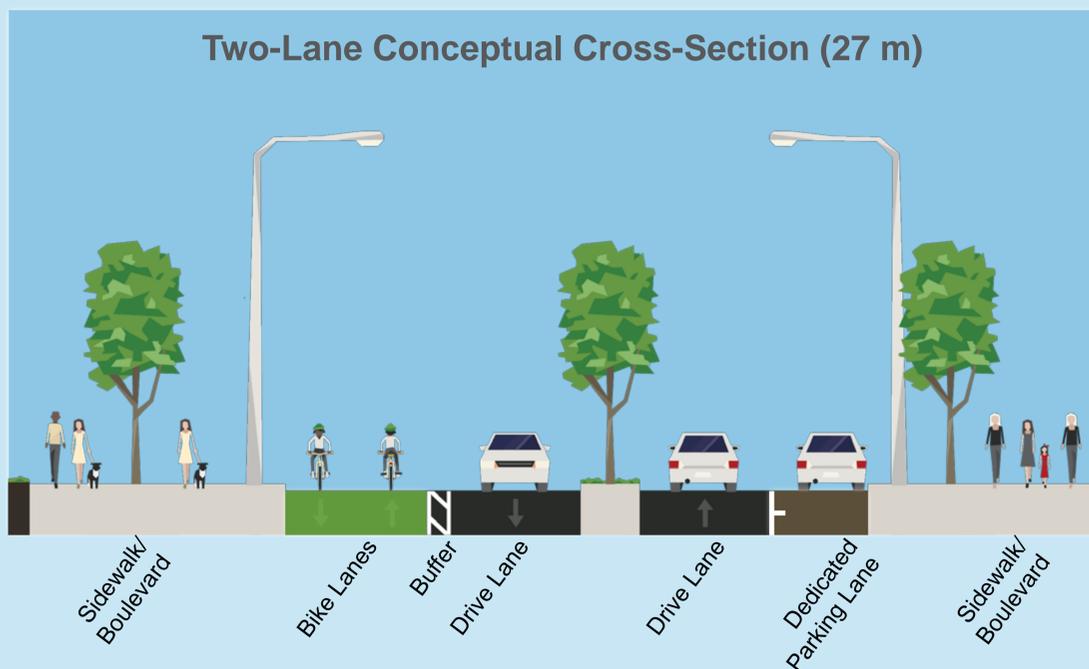
- prioritizes vehicle movement and results in higher traffic speeds
- provides narrower boulevard
- on-street parking provided during off-peak periods only



PREFERRED

Option 2: Borough Drive with Two Lanes

- accommodates vehicle traffic and enhances space for other modes of travel
- improves safety through separated active transportation facilities and reduced speeds
- supports an attractive public realm through focus on public landmarks, wide pedestrian walkways, and active transportation amenities



Next Steps

- secure funding
- consider interim improvements (e.g. bump-outs, on-street parking, paint, curbs, bollards)
- further study (Schedule C Environmental Assessment)
- detailed design

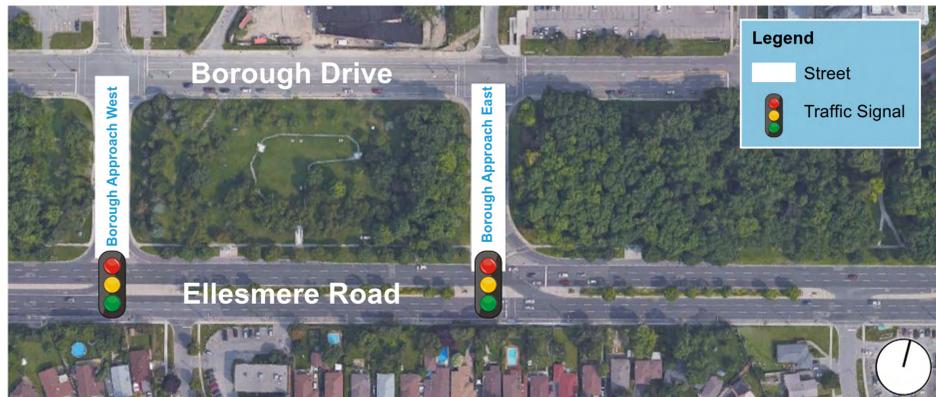
Timing

Short-Term
 (0-10 years)

Borough Approaches

Option 1: Maintain Borough Approach East and West

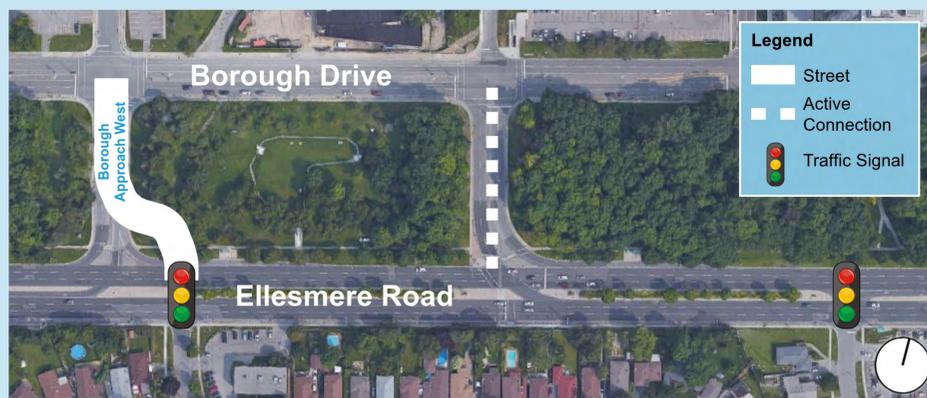
- provides greatest north-south crossing opportunities across Ellesmere Road for all modes (two signalized intersections)
- prioritizes vehicle movement by allowing automobiles on both approaches
- may not provide separated active transportation facilities



PREFERRED

Option 2: Maintain Borough Approach West

- shifts Borough Approach West to align with Packard Boulevard at a full, signalized intersection
- proposes an additional traffic signal at the intersection of Saratoga Drive and Ellesmere Road
- replaces the existing Borough Approach East with a multi-use path, providing a separated active transportation connection
- provides north-south connectivity for all modes between key destinations north of Ellesmere Road and communities to the south
- enhances the open space network by consolidating 'Hand of God Park' and the Civic Green Park



Next Steps

- secure funding
- further study (Schedule C Environmental Assessment)
- detailed design

Timing

Short-Term
(0-10 years)

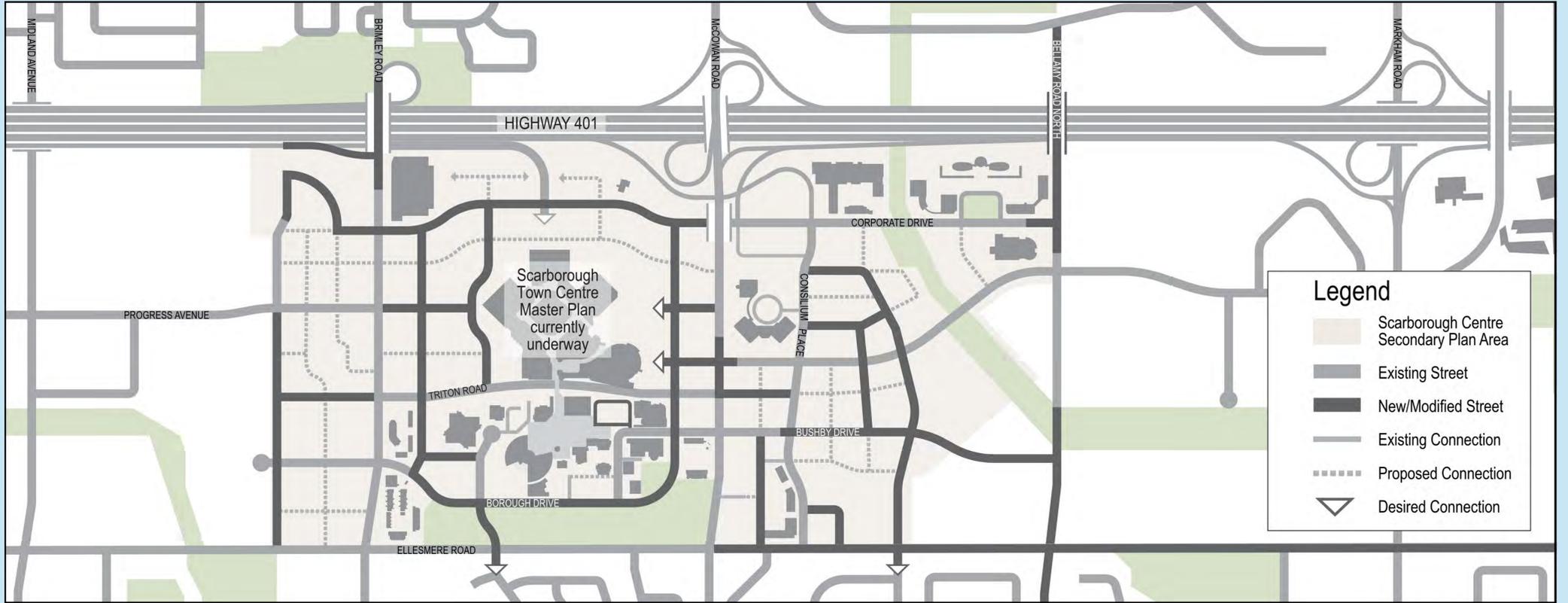
Option 3: Maintain Borough Approach East

- reconfigures intersection of Borough Approach East and Ellesmere Road
- replaces the existing Borough Approach West with a multi-use path, providing a separated active transportation connection and pedestrian signal
- provides least connectivity for pedestrians, cyclists, and vehicles accessing the Centre from Ellesmere Road



Preferred Street Network and Block Plan

STREET NETWORK

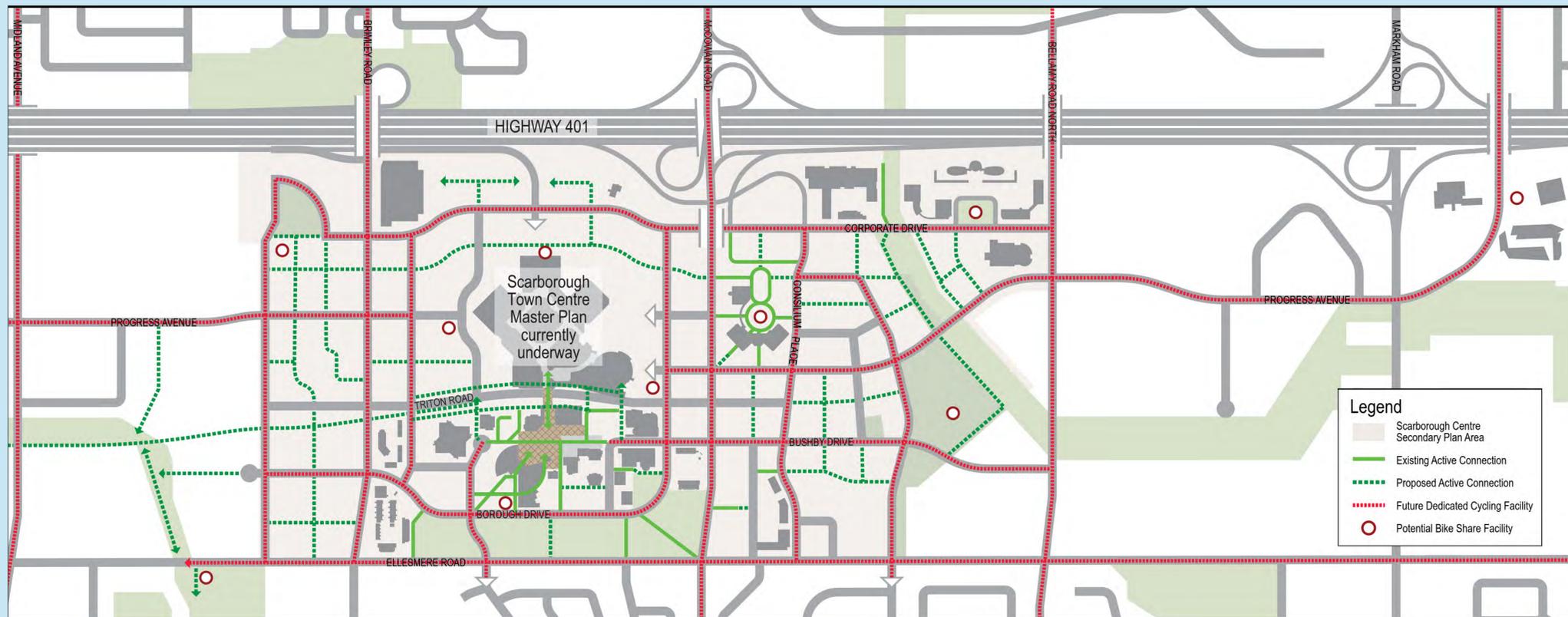


BLOCK PLAN



Preferred Active Network (Walking & Cycling)

PREFERRED ACTIVE NETWORK (WALKING & CYCLING)



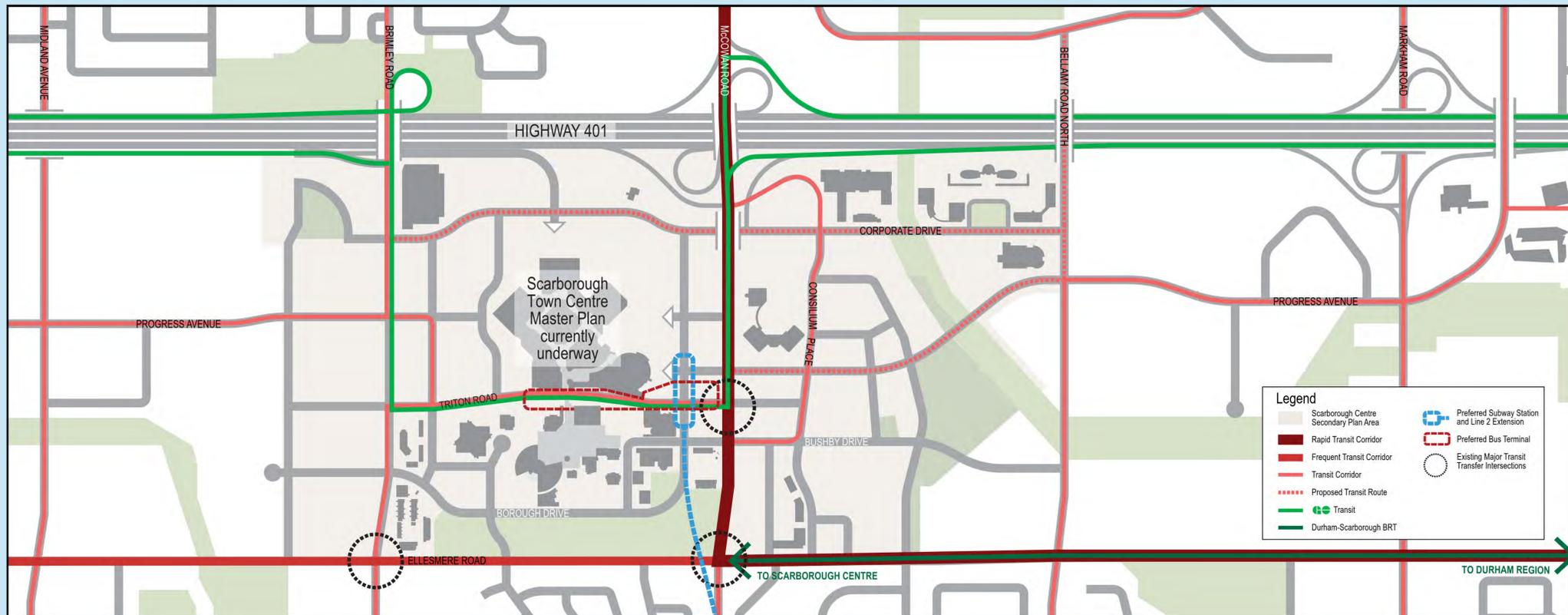
- Builds upon the City of Toronto **10-Year Cycling Network Plan (2016)**, **Scarborough Centre Secondary Plan (2005)**, **Scarborough Centre Public Space and Streetscape Master Plan (2012)** and **McCowan Precinct Plan (2014)**
- Provides separated cycling facilities and reduced traffic speeds to improve **safety and comfort** for cyclists
- Reconfigures key intersections to promote **safer crossing opportunities** for pedestrians and cyclists
- Improves **pedestrian connections** within Scarborough Centre and to/from surrounding neighbourhoods
- Creates opportunities for **Bike Share** expansion into the Centre

Cycling Facilities - Design Options:

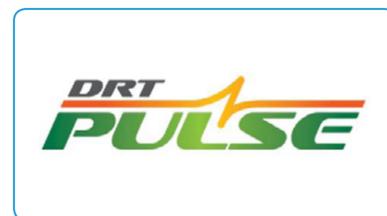
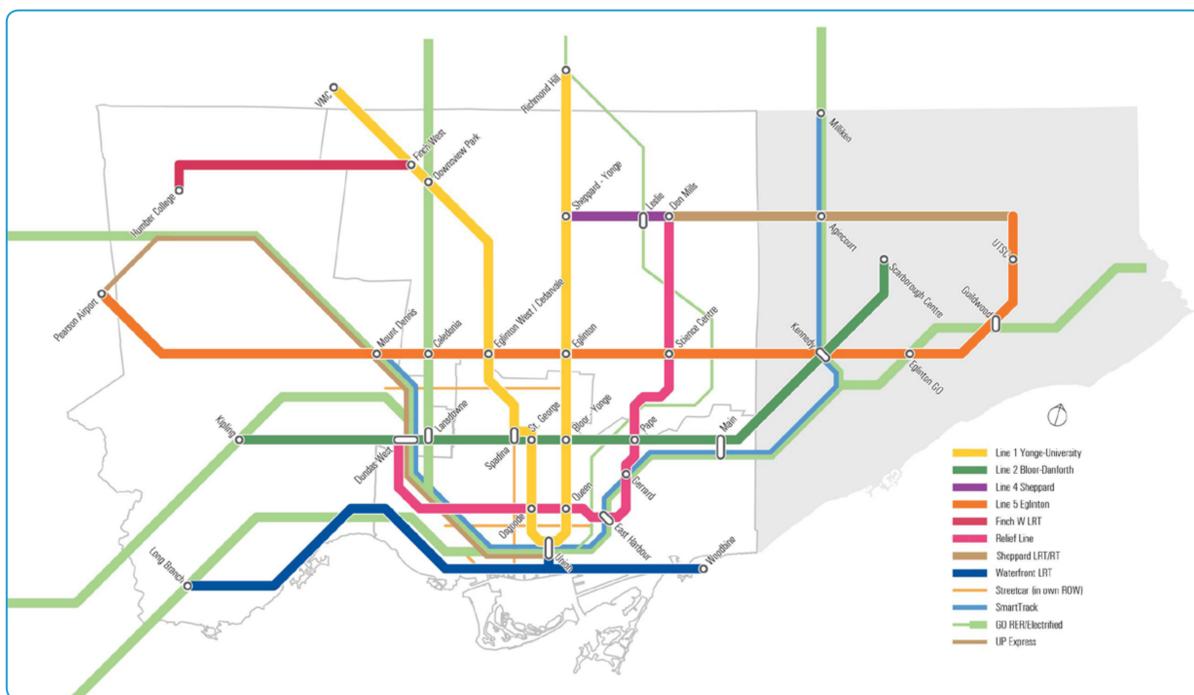


Preferred Transit Network

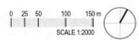
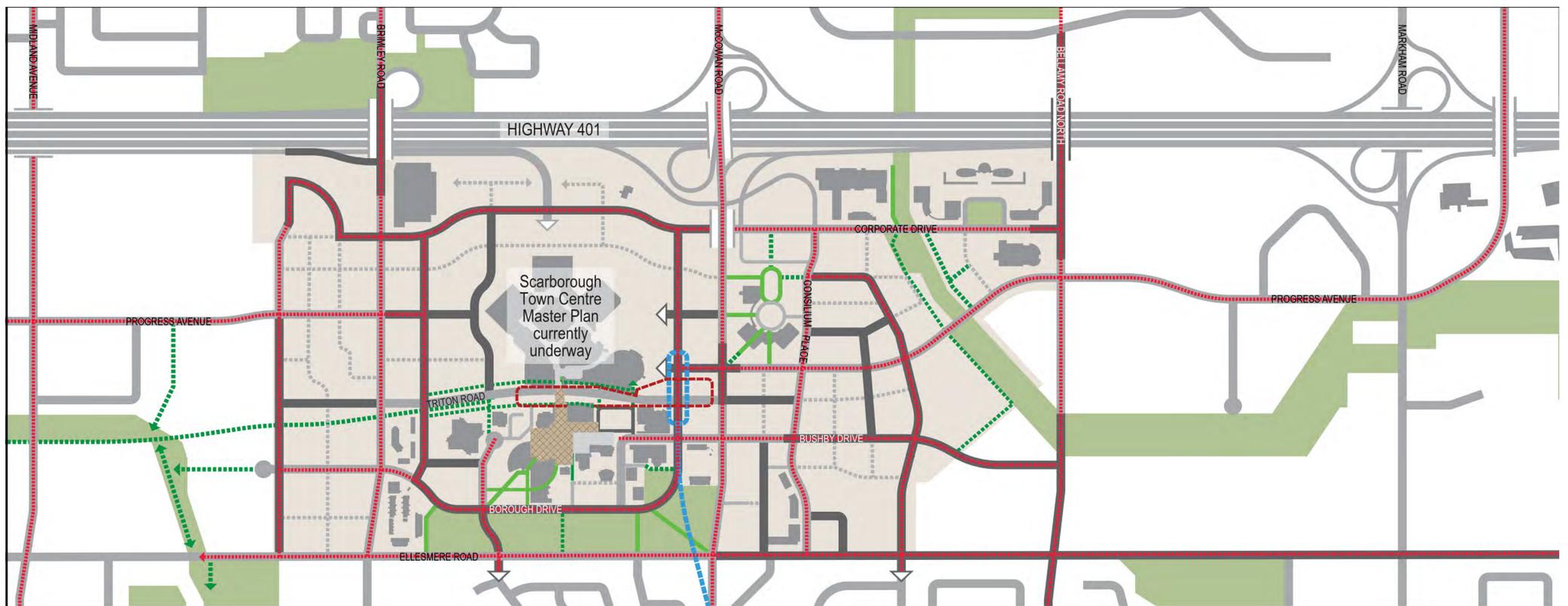
PREFERRED TRANSIT NETWORK



- Supports growth and development in the Centre through **Scarborough Subway Extension**
- Transforms Scarborough Centre into a **vibrant urban centre** and transit hub
- Provides **regional connections** to/from Scarborough Centre
- Opportunities for future transit including Durham-Scarborough Bus Rapid Transit (BRT) and McCowan Rapid Transit



Preferred Transportation Network



Legend

	Scarborough Centre Secondary Plan Area
	Public Square
	Existing Public Open Space
	Proposed Public Open Space
	Existing Street
	New/Modified Street

	Desired Connection
	Existing Active Connection
	Proposed Active Connection
	Future Dedicated Cycling Facility
	Proposed Road Closing
	Existing Connection
	Proposed Connection

	Preferred Subway Station and Line 2 Extension
	Preferred Bus Terminal

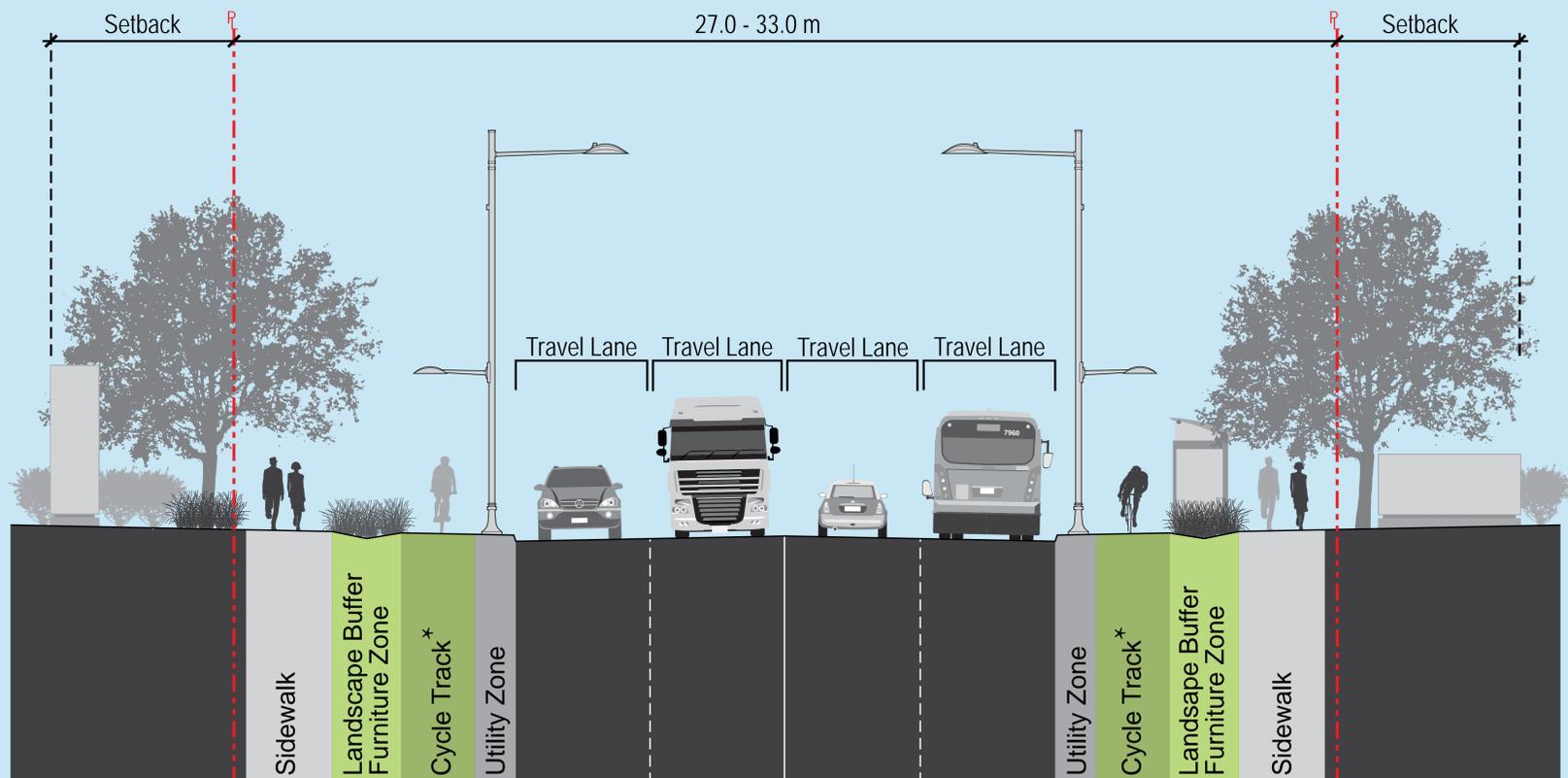
NOTES:
HIGHWAY 401 FACILITIES/INTERCHANGE IMPROVEMENTS: IMPLEMENTATION PENDING MTO REVIEW AND APPROVAL

- Encourages **sustainable transportation options**
- Establishes a simplified **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)

Draft Street Cross-Sections and Design Criteria

We are seeking feedback on the **Draft Cross-Sections and Design Criteria** shown below. The cross-section images will be further reviewed and defined following this Public Consultation Meeting.

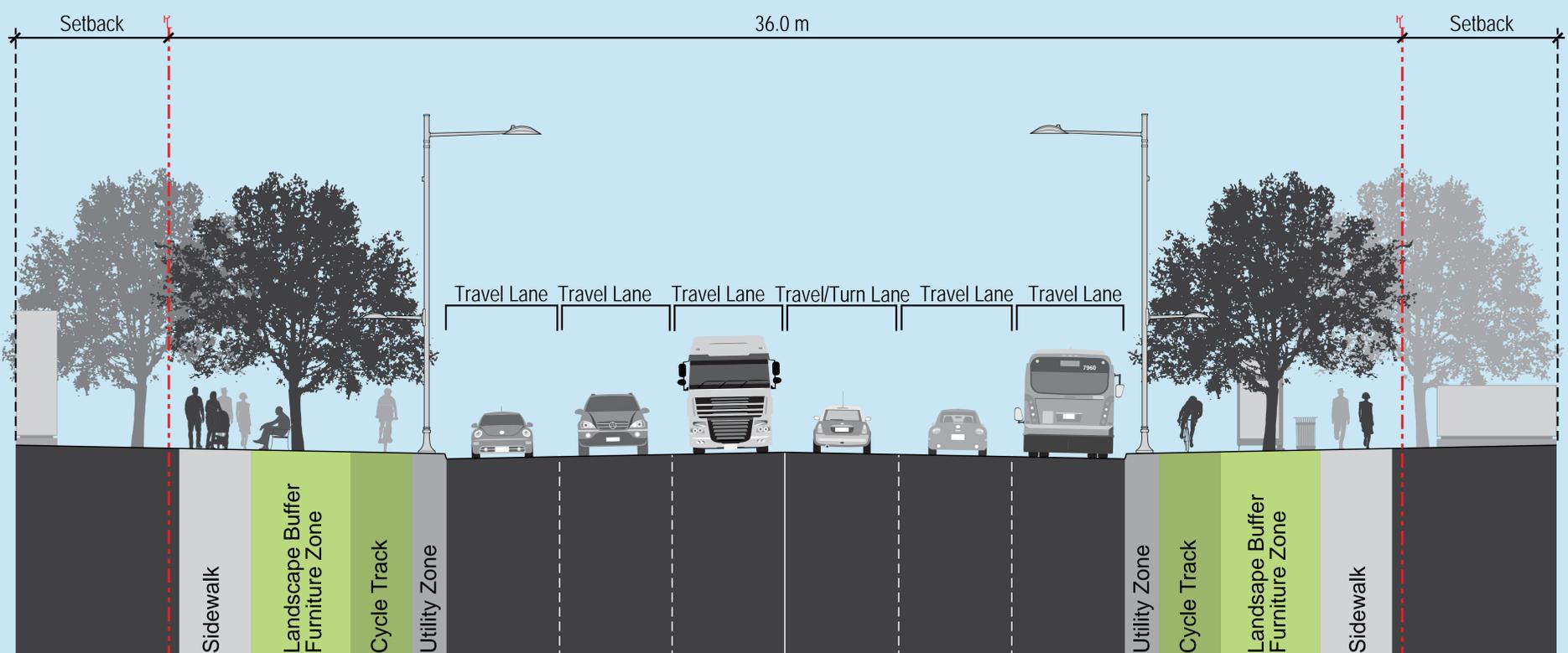
PROGRESS AVENUE / GRANGEWAY AVENUE / BELLAMY ROAD / CORPORATE DRIVE



*Cycle tracks are used to illustrate space provided for cycling facilities; detailed design may determine bike lanes are more appropriate on some streets

- Bicycle facilities with physical separation from vehicles
- Comfortable pedestrian and cyclist crossings at intersections and driveways
- Building setbacks to accommodate entry plazas and landscaping
- Green infrastructure/bioswales to improve community resiliency
- Two travel lanes in each direction

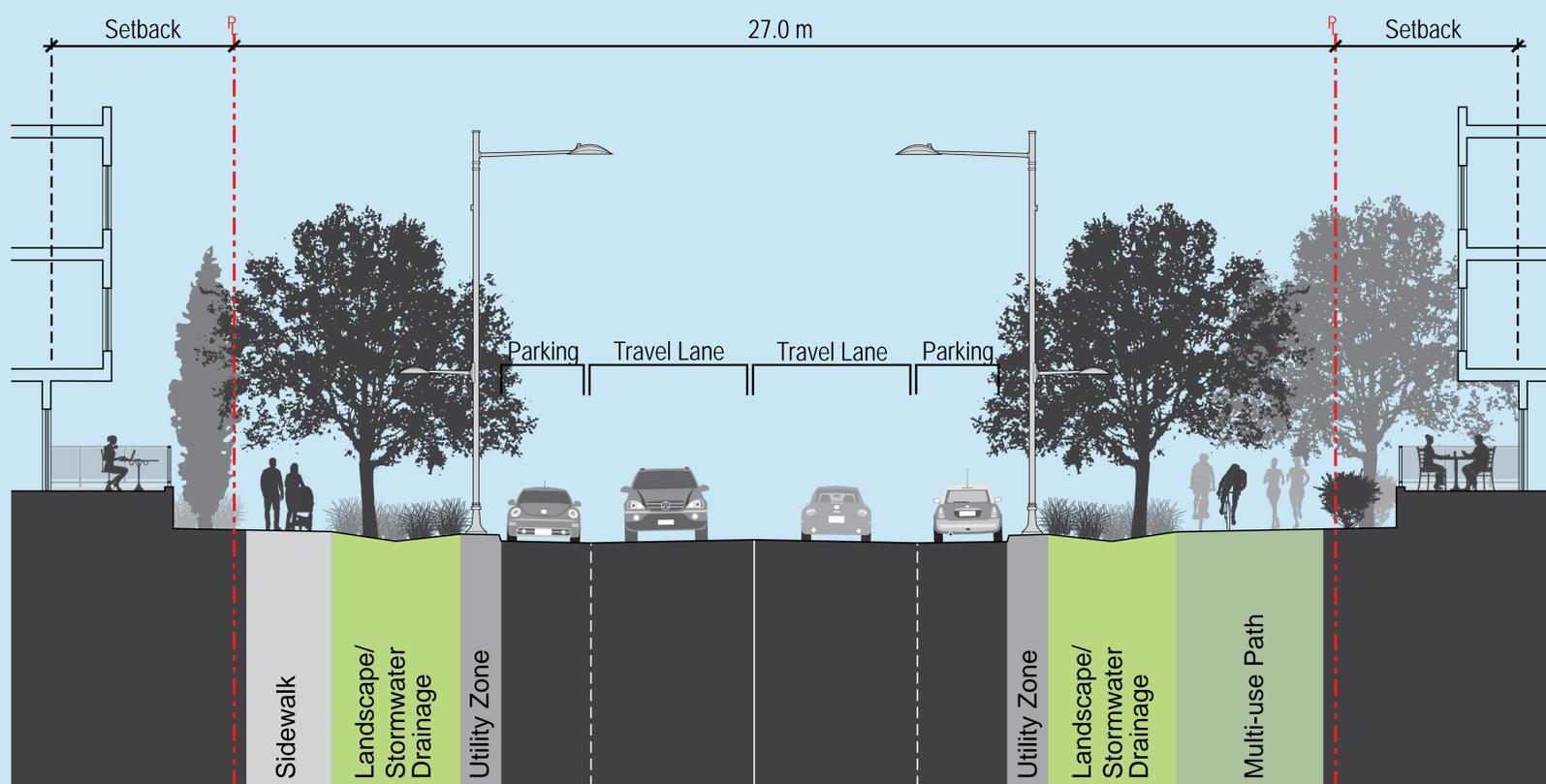
McCOWAN ROAD



- Wide, tree-lined boulevard
- Bicycle facilities with physical separation from vehicles
- Street furniture around transit stops (including transit shelters)
- Two to three travel lanes in each direction

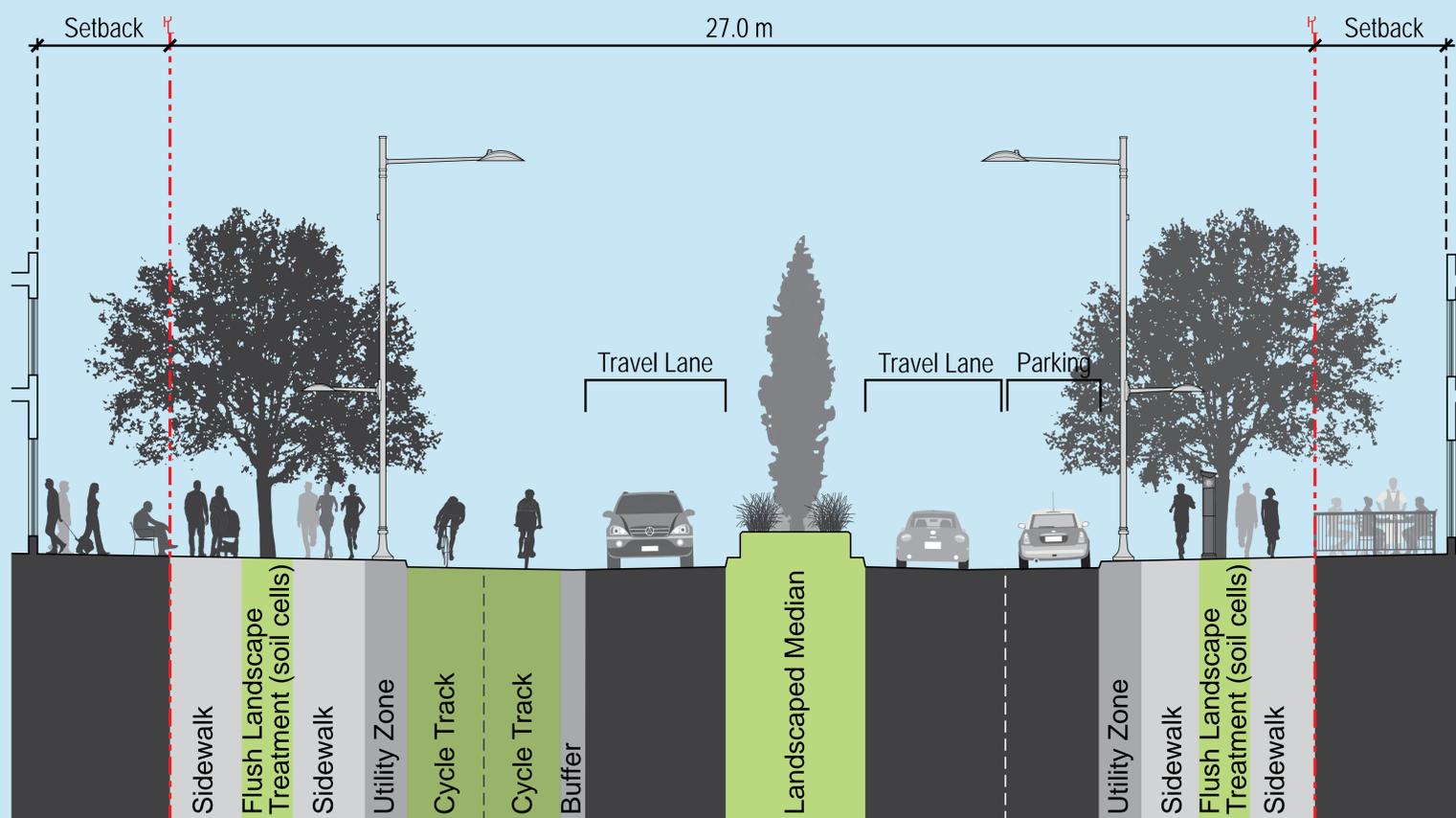
Draft Street Cross-Sections and Design Criteria

BUSHBY DRIVE / TOWN CENTRE COURT



- Wide, tree-lined boulevard
- Wide multi-use path accommodates varying cycling skill levels and pedestrian movement speeds
- Extends "park" experience along streetscape
- One travel lane in each direction plus on-street parking

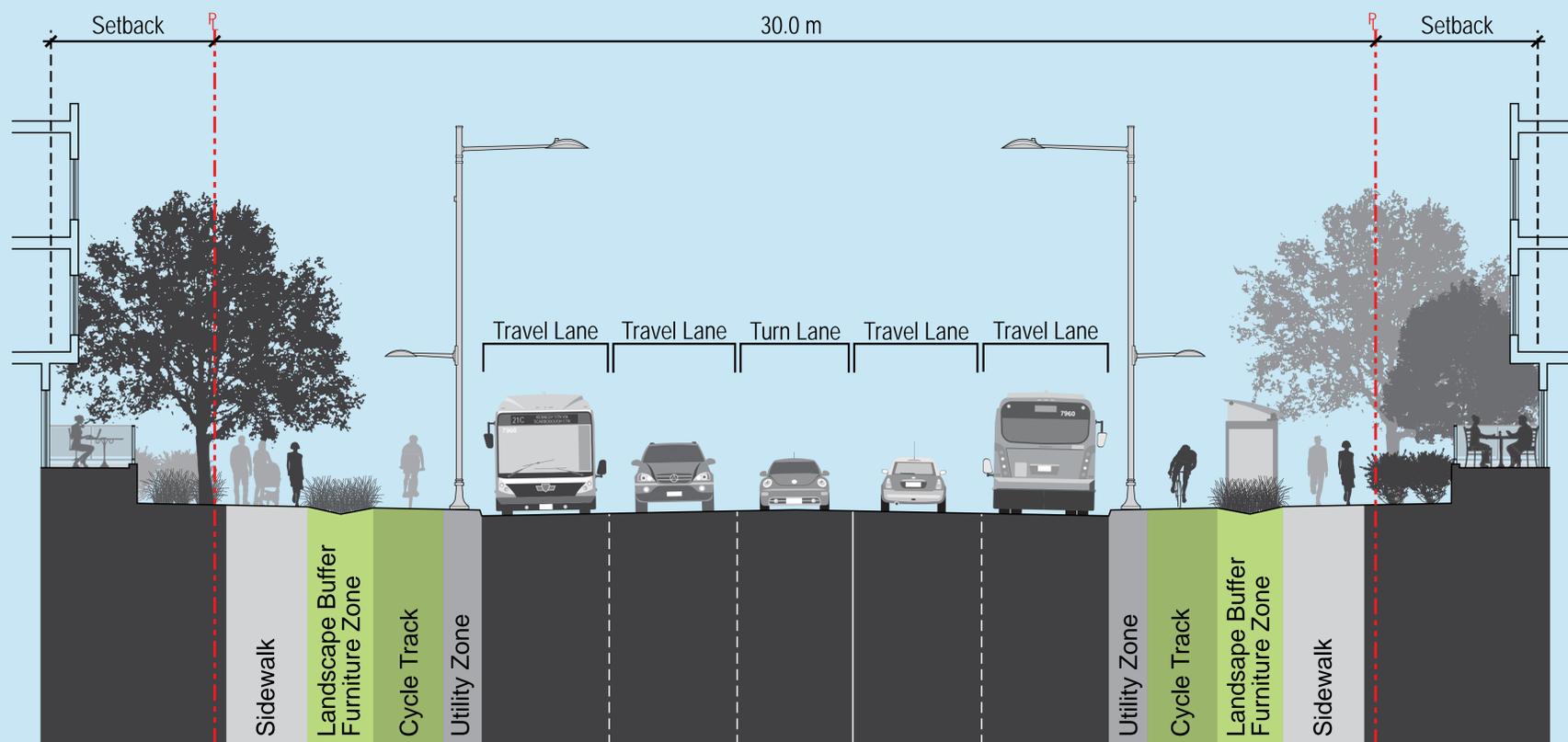
BOROUGH DRIVE



- Wide sidewalks and pedestrian amenities (benches, wayfinding)
- Attractive streetscape with landscape planters, street trees, and pedestrian-scale lighting
- Bicycle facilities with separation from vehicles
- Focus on public landmarks; opportunities for public art
- One travel lane in each direction plus on-street parking

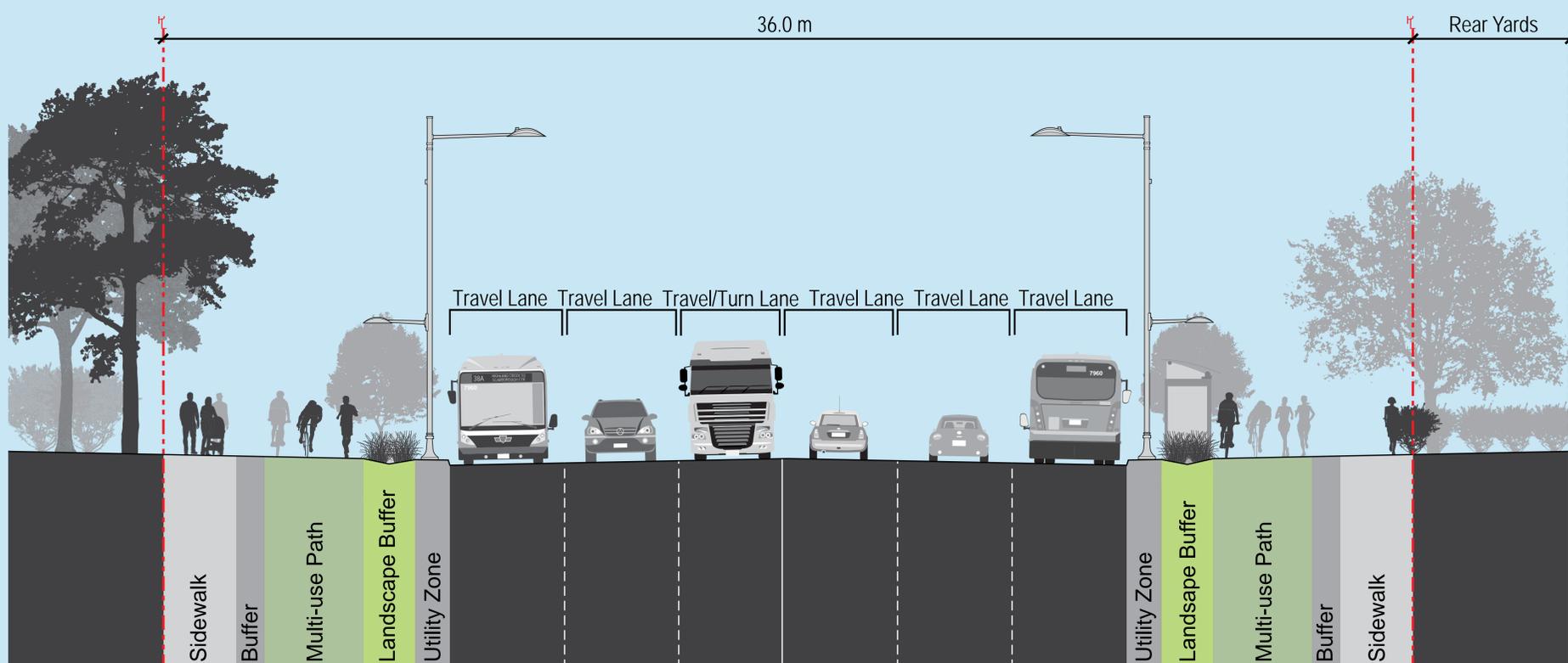
Draft Street Cross-Sections and Design Criteria

BRIMLEY ROAD



- Wide, tree-lined boulevard
- Bicycle facilities with physical separation from vehicles
- Street furniture around transit stops (including transit shelters)
- Green infrastructure/bioswales to improve community resiliency
- Two travel lanes in each direction

ELLESMERE ROAD



- Wide, tree-lined boulevard
- Multi-use path to accommodate active transportation users
- Street furniture around transit stops (including transit shelters)
- Setbacks for residential and retail/commercial uses to provide separation from public realm
- Three travel lanes in each direction

Strategies to Achieve the Vision



Draft Implementation Plan

The **Draft Implementation Plan** identifies potential projects and sets priorities and phasing for achieving the preferred transportation network.

QUICK WIN PROJECTS

Project	Next Steps/Details
Finer/Local Street Network and Mixed-Use Development (McCowan, Brimley, Commercial and Civic Precincts)	Ongoing - With Development
Complete Streets Policy	Ongoing
TDM Strategies (Community Outreach Programs, Smart Commute Programs and Workplaces, parking demand management)	Ongoing
Active Transportation Amenities (benches, bike racks, wayfinding and signage, etc.)	Pre-Approved (No Environmental Assessment Required)
Pilot Project: Borough Drive Lane Reduction	Pre-Approved (No Environmental Assessment Required)

SHORT-TERM PROJECTS (0-10 Years)

Project	Next Steps/Details
Progress Avenue and Corporate Drive Reconfiguration	Schedule B Environmental Assessment
Progress Avenue and McCowan Road Intersection Normalization	Schedule C Environmental Assessment
Elimination of Bushby Drive to McCowan Road Ramp	Schedule C Environmental Assessment
Borough Drive Lane Reduction	Schedule C Environmental Assessment
Borough Approach East and West Consolidation/Reconfiguration	Schedule C Environmental Assessment
McCowan Road and Bushby Drive Gateway (signature entry into the Centre, access for all modes, timed with Scarborough Subway Extension)	Schedule B/C Environmental Assessment
Durham-Scarborough Bus Rapid Transit (BRT) Accommodation	Transit Environmental Assessment
Transit Route Modifications	Transit Environmental Assessment/ Pre-Approved

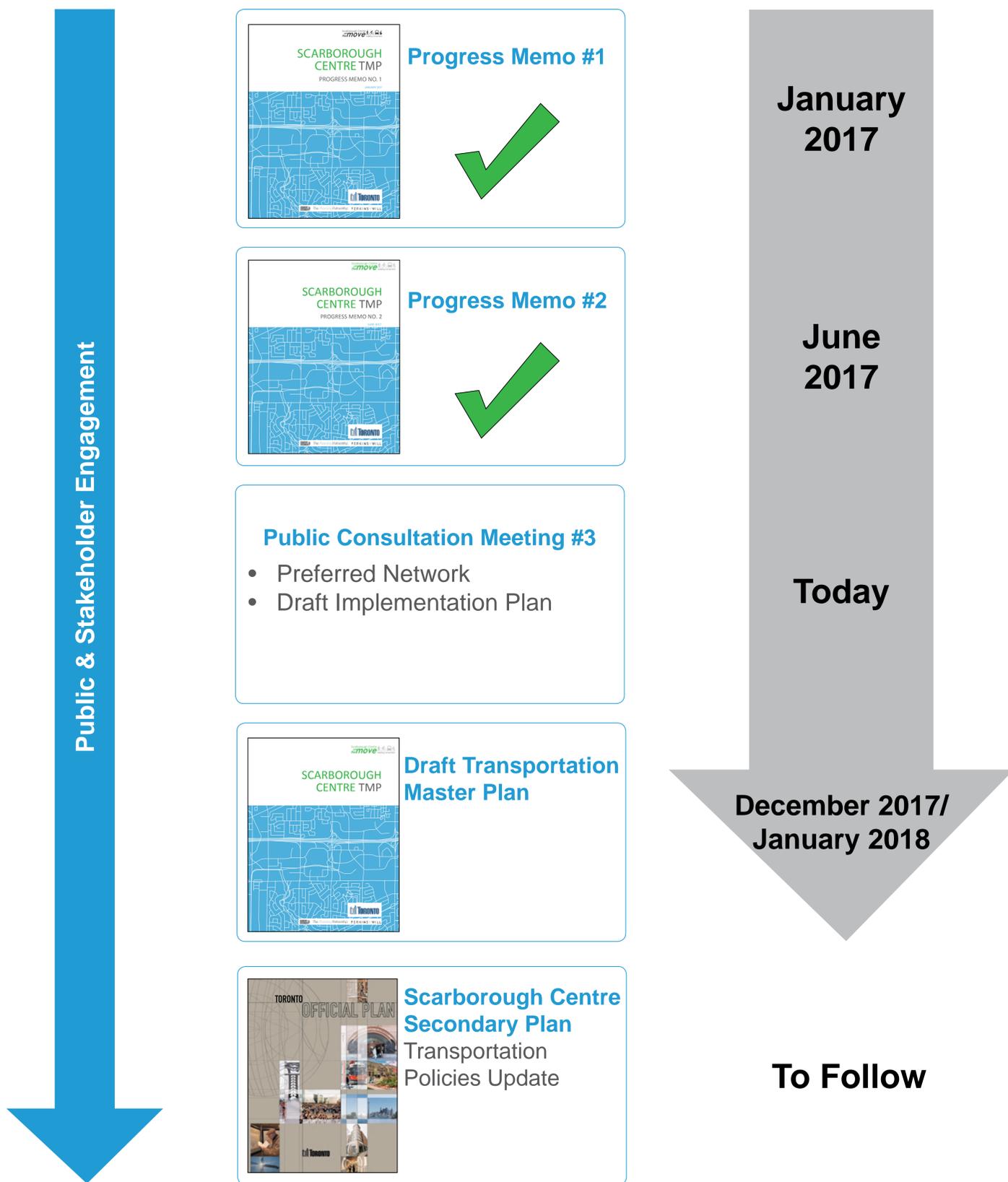
MEDIUM-TERM PROJECTS (10-20 Years)

Project	Next Steps/Details
Brimley Road and Highway 401 Interchange	Ministry of Transportation Environmental Assessment
Bushby Drive Extension to Bellamy Road	Schedule C Environmental Assessment
Bike Share Expansion	Business Case
Rapid Transit Infrastructure Repurposing	Pre-Approved (No Environmental Assessment Required)
MicroTransit (a demand-responsive internal bus system)	Pre-Approved (No Environmental Assessment Required)

LONG-TERM PROJECTS (20+ Years)

Project	Next Steps/Details
Bellamy Road Extension to Milner Avenue (Highway 401 Overpass)	Ministry of Transportation or Integrated Environmental Assessment
Highway 401 Interchange Reconfigurations	Ministry of Transportation Environmental Assessment
McCowan Rapid Transit	Transit Environmental Assessment

Next Steps



**Thank you
 for your participation!**

Please continue to share your thoughts online:

www.toronto.ca/sconthemove



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email your comments to sconthemove@toronto.ca