

Welcome to Public Information Centre #1

Wednesday June 25, 2014

HIGHLAND CREEK VILLAGE TRANSPORTATION MASTER PLAN

Purpose

- This evening we will introduce the study and seek your feedback on:
 - Existing and future transportation issues
 - Problem and opportunity statement
 - Ideas for improvements to the transportation network and public realm
 - Evaluation criteria

Format

- Drop-in to view information panels throughout the evening
- Idea Rating exercise throughout the evening
- Attend presentation about study background and ideas at 6:30 p.m.
- Question period from 6:50 p.m. to 7:30 p.m.

Feedback

- Speak directly with City and Project Team staff
- Stations have been set up to gather your feedback through comment forms and Idea Rating

If you would like more time you can send your comments by using one of the following options:

Mail to:
Maogosha Pyjor
Public Consultation Unit
City of Toronto
Metro Hall, 19th Floor, 55 John St.
Toronto, ON M5V 3C6

Tel: 416-338-2850
TTY: 416-338-0889
Fax: 416-392-2974
Email: mpyjor@toronto.ca

Public Information Materials will be available on the project web page: www.toronto.ca/hcvtransportation

What is a Master Plan?

- **long range plans** that integrate existing and future land use needs

What is the Process?

- EAs provide the framework for planning of municipal infrastructure projects
- Phases 1 and 2 of the Municipal Class EA process are being followed
- A recommended 'set' of preferred alternatives will be identified
- Some alternatives may require additional phases of the Municipal Class EA process

PHASE 1 PROBLEM / OPPORTUNITY

PIC #1

Data Collection
+ Review

Identify
Problems +
Opportunities

June 2014

We are here

PHASE 2 ALTERNATIVE SOLUTIONS

PIC #2

Evaluate
Alternatives

Develop
Implementation
Strategy

January 2015

Transportation
Master Plan

March 2015

TMP Context

- Vision for redevelopment in the community outlined through the Highland Creek Village Area Study (2012)
- Changes to transportation network required to support development:
 - To open up new development lands
 - To support the influx of people and jobs
- Existing multimodal network of roads, transit, pedestrian, and cyclist amenities needs to be enhanced to meet the mobility needs of existing and future residents, businesses and employees
- The City has an opportunity to plan and implement transportation network solution that supports development while maintaining character and supporting all modes of transport

What will the TMP achieve?

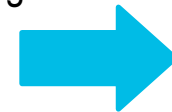
This study will conclude with an **integrated plan** that includes:

Infrastructure Needs: Short and long term transportation and water-related servicing needs

Network Analysis: Determine improvements that best address needs

Policy and Standards: Manage transportation infrastructure, promote sustainable choices

Implementation Plan: Costs, priorities and funding

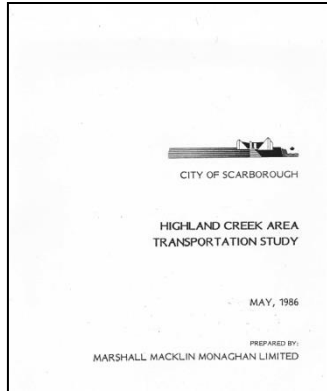


Planning for infrastructure in this way will determine the best overall transportation solution for the Highland Creek Village community.

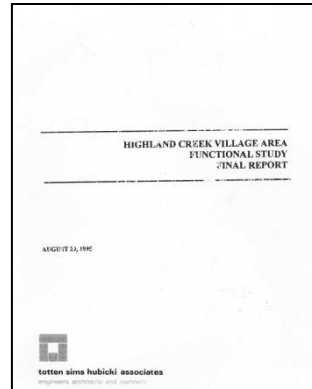
Study Area



What previous studies and plans are considered?



Highland Creek Area Transportation Study (1986). Initiated to address transportation issues and examine transportation facility needs in Highland Creek, Centennial, and Rouge Communities.



Highland Creek Village Area Functional Study (1995). Initiated to address unresolved issues in the Village Area from the 1986 study and examine the future role of the Highland Creek Overpass.

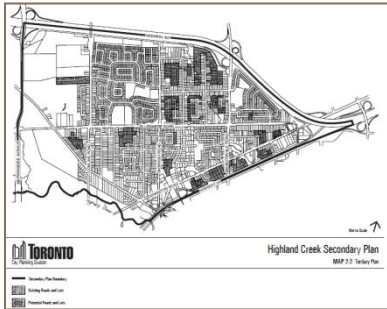


Toronto Bike Plan (2001). Presents the City of Toronto's vision and plan to create a safe, comfortable and bicycle friendly environment.

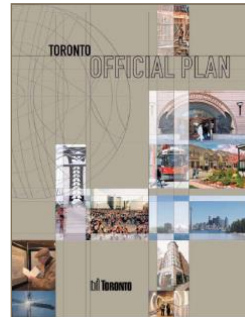


Pedestrian Charter (2002). Outlines the City of Toronto's commitments to create an urban environment that encourages and supports walking.

What previous studies and plans are considered?



Highland Creek Community Secondary Plan (2006). Provides area-specific policies and principles for the Highland Creek community.



City of Toronto Official Plan (approved in 2007 and currently under review). Includes a wide range of transportation policies and opportunities to support growth.



Highland Creek Village Area Study (completed in 2012). Guides growth, future initiatives and re-development in the area.



Highland Creek Village Urban Design Guidelines (2012). Provides design guidance for both the public and private realm elements of streets and developments.

What we heard from you ...

Extensive community outreach activities were carried out as part of the Area Study.

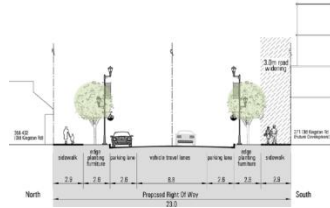
Public feedback related to transportation generally consisted of the following:

- Provide a safe, well-lit public realm with streetscape improvements
- Remove Lawson Road Overpass
- Make Morrish Road and Old Kingston Road the main intersection for the village
- Add more public parking
- Consider improvements to on-street parking
- Improve pedestrian and cycling network
- Provide new frontage and access opportunities
- Concerns about Meadowvale Road connection
- The potential increase in traffic associated with new developments/redevelopments is a concern



Highland Creek Village Area Study (2012)

Overview of Findings



Road Network

- Existing network does not follow a grid pattern
- Realigned network creates opportunities for more developable parcels

Pedestrian Environment

- Recommended enhancements to pedestrian realm (streetscaping)
- Intersection of Morrish Road and Old Kingston Road identified as “Centre of the Village”

Parking

- Lack of convenient parking; no notable shortage of parking was identified
- Recommended on-street parking opportunities and reconfiguration of angled to parallel parking (Old Kingston Road)

Transit

- Village area served by TTC bus and Rouge Hill GO Station
- No dedicated transit infrastructure within study area
- TTC will adjust service as population increases

Cycling

- Old Kingston Road, Lawson Road, and Military Trail are part of the City’s on-street bicycle network.
- Highland Creek Trail to west of study area

“Encourage new on-street and off-street parking opportunities”

“...improved pedestrian and cycling environment, safe parking options, and traffic calming measures”

“Promote the use of transit, cycling and walking as viable modes of transportation to access and explore the Village area”

Existing Conditions - Travel Characteristics

Transportation Tomorrow Survey (TTS) 2011

- A household travel survey conducted in the Greater Toronto Area and Hamilton (GTAH) every 5 years; most recent survey took place in 2011
- This table shows the AM Peak Period Mode Choices by trip start location (6 a.m. to 9 a.m.):

	HCV and Surroundings		Scarborough		City of Toronto	
Travel Modes	2006	2011	2006	2011	2006	2011
Automobile	72%	68%	66%	63%	60%	59%
Local Transit (TTC Only)	15%	17%	23%	25%	27%	28%
GO Transit	7%	6%	2%	2%	1%	1%
Walk or Cycle	6%	7%	8%	8%	11%	11%
Other (school bus, taxi)	1%	2%	2%	2%	1%	2%

Highland Creek Village (HCV)
And Surroundings



Automobile is the dominant mode of travel in the HCV area especially when compared to Scarborough and the City of Toronto as a whole. However, automobile usage has declined between 2006 and 2011.

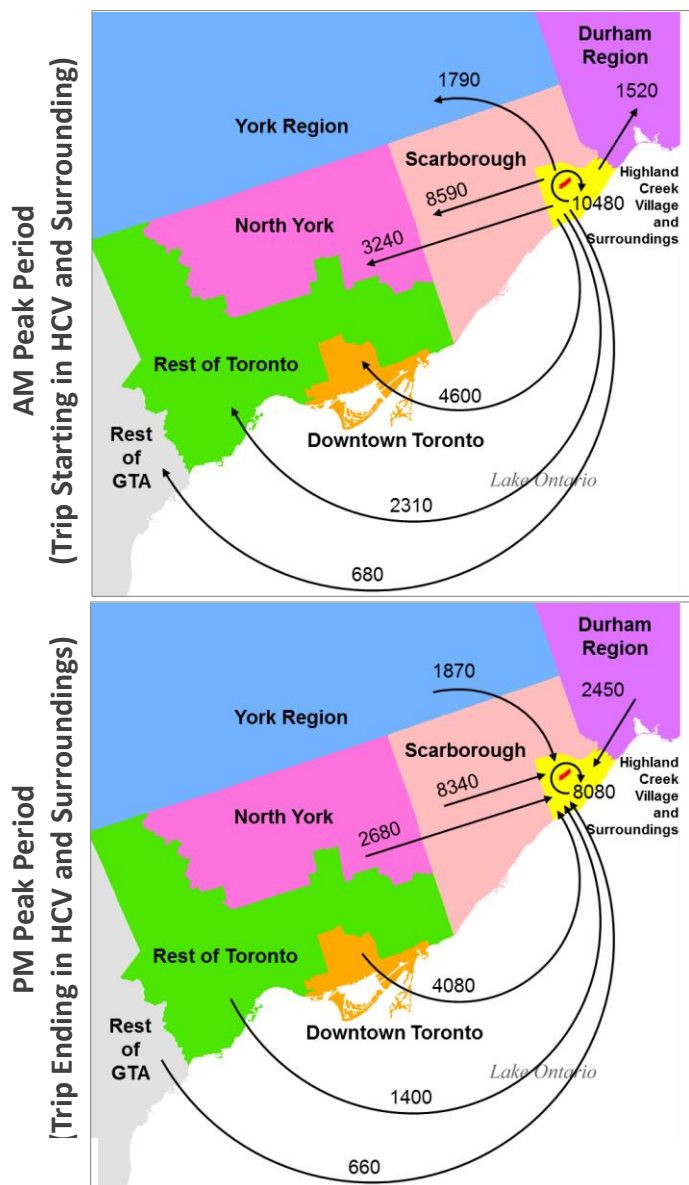
GO Transit is used more in the HCV area than in Scarborough and the City of Toronto as a whole. Proximity to Rouge Hill GO Station.

Walking and cycling are used less in the HCV area than in Scarborough and the City of Toronto as a whole.

Usage of transit and walk/cycle modes is much higher than shown above for school trips: 38% and 26% respectively in 2011 for HCV and surroundings.

Existing Conditions – Travel Characteristics

2011 TTS – Auto Trips Starting or Ending in HCV and Surroundings



- **Internal trip making within HCV and Surroundings is significant**. Over 30% of the trips that start or end in HCV and Surroundings trips during the AM and PM peak periods stay within this area.
- **The Rest of Scarborough and Downtown Toronto are the next most significant trip locations** for HCV and Surroundings trip makers.
- **Most HCV and Surroundings trips stay within the City of Toronto**. Relatively few trips go to/from Durham and York Regions to the north and east.

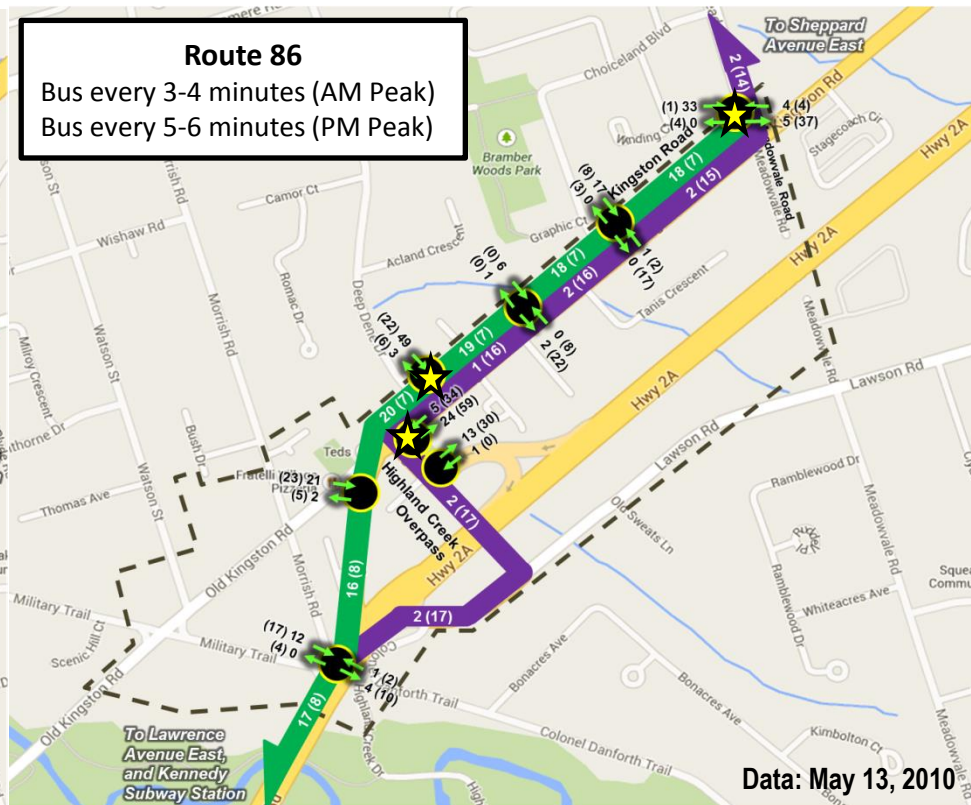
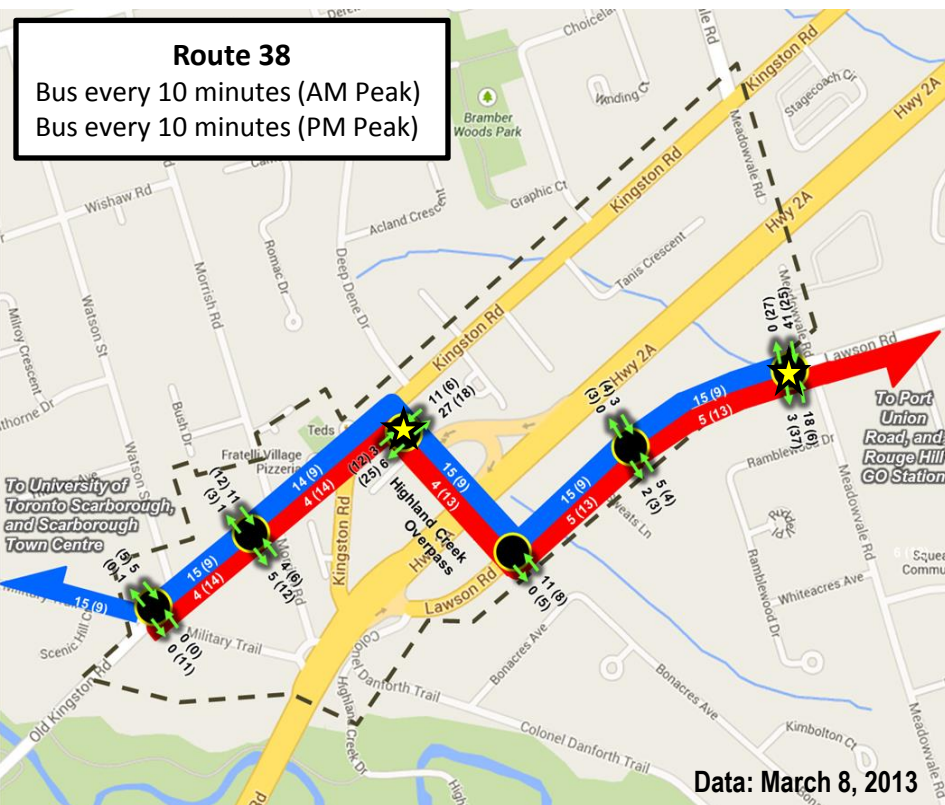
Local area trip makers primarily travel to and from points within Scarborough and points to the west within the City of Toronto.

Subsequent work in this study will analyze the paths / roads used by local area trip makers and longer distance through traffic.

Existing Conditions – Travel Characteristics

AM and PM Peak Period Transit Ridership

- TTC Bus Routes #38 Highland Creek and #86 Scarborough travel through Highland Creek Village Study Area
 - Note: GO Bus Route 51 travels through the area but does not make local stops between University of Toronto Scarborough and Pickering



- WB primary direction of travel in PM peak, EB primary direction of travel in AM peak
- Both routes have similar number of passengers per bus but Route 86 carries more people due to higher frequency

Major Stops:

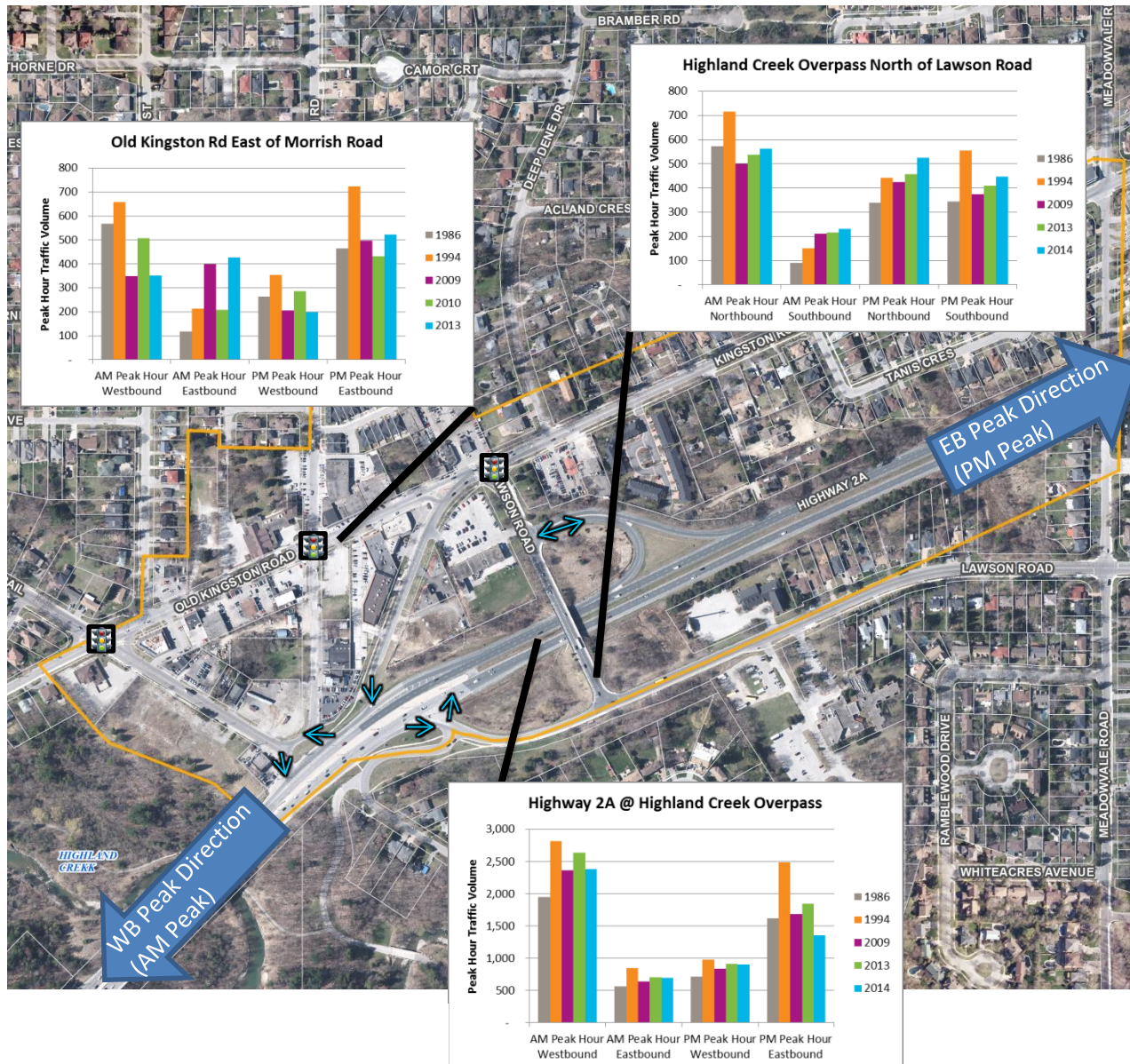
- Kingston Road @ Highland Creek Overpass
- Kingston Road @ Meadowvale Road
- Lawson Road @ Meadowvale Road

Legend

- / ← TTC Route 38 / 86 Eastbound
- ← / → TTC Route 38 / 86 Westbound
- # (#) AM(PM) Peak Period Boarding & Exiting Passengers
- # (#) Average AM (PM) Peak Period Load Through Each Segment
- TTC Bus Stop Location

Existing Conditions – Traffic Operations

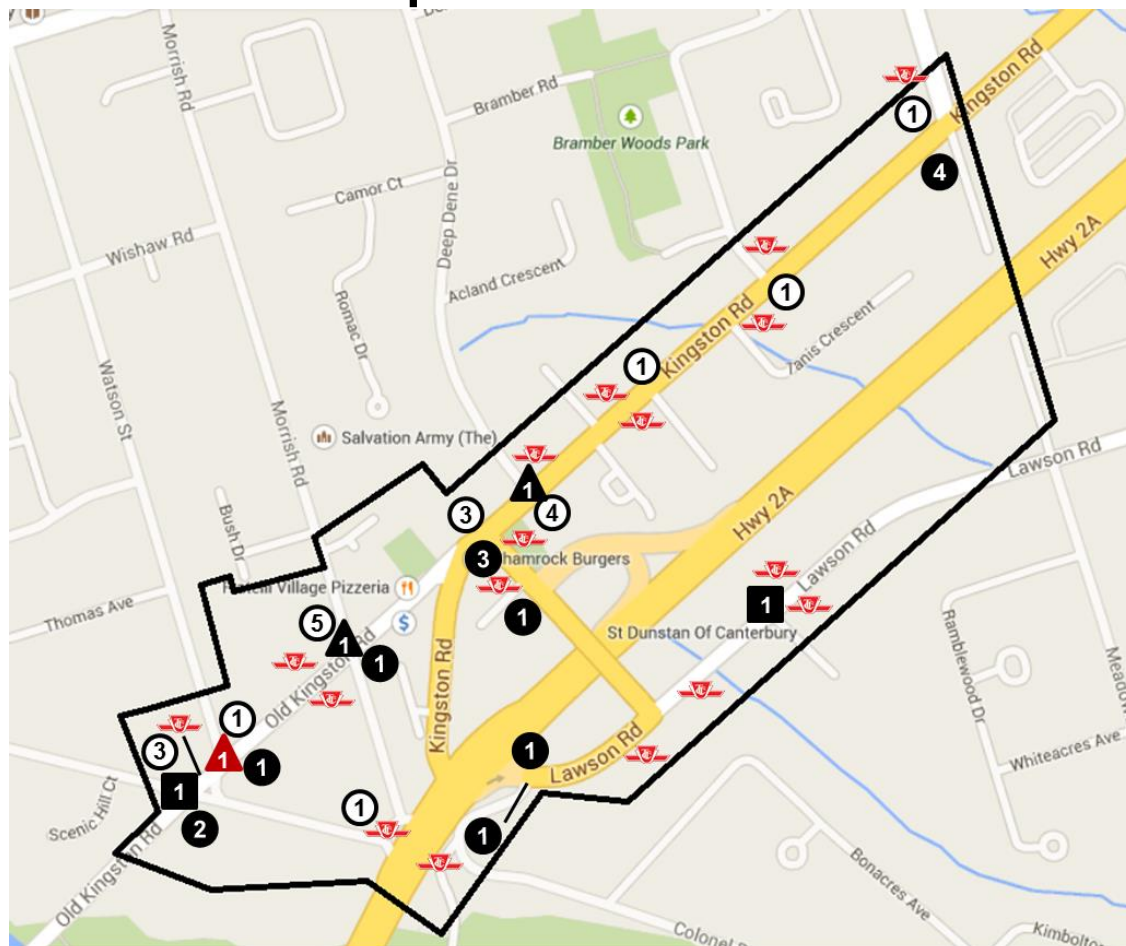
AM and PM Peak Hour Traffic Assessment



- Traffic data analysis reveals that the majority of study area road network operates well
- NB left turn at Kingston Rd and Highland Creek Overpass is only potential capacity issue
- WB is peak direction of travel in AM, while EB is the peak direction of travel PM
- Overpass is only crossing of Hwy 2A between creek to the west and Hwy 401 to the east
- Traffic levels have stabilized since the mid 1990's
 - Hwy 401 widening to 12 lanes was complete by 2000
 - 92% of dwellings in area constructed by 2000 (2011 NHS)

Existing Conditions – Collision Assessment

39 Collisions Reported in 3 Years



Reported Collisions that Occurred in Highland Creek Village Study Area During Period Spanning November 5th, 2010 to November 4th, 2013

- 18 non-fatal injury collisions (i.e. personal injury)
- 20 property damage only collisions
- Total of 5 collisions involving either a pedestrian or a cyclist
- One reported fatal collision involving two pedestrians at the Old Kingston Road at Watson Street intersection
- Rear end collisions were the most predominant, accounting for almost 40% of all collisions
- The majority of collisions occurred during ideal driving conditions (i.e. clear visibility)

○ Vehicle-vehicle Collisions with Property Damage Only

● Vehicle-vehicle Collisions Involving Personal Injury

■ Vehicle-cyclist Collisions Involving Personal Injury

▲ Vehicle-pedestrian Collisions Involving Personal Injury

▲ Vehicle-pedestrian Collisions Involving Fatal Injury

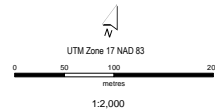
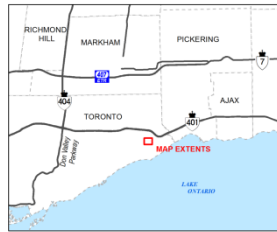
⏏ Toronto Transit Commission (TTC) Bus Stop

⬭ Highland Creek Village Study Area

Existing Conditions – Cultural and Natural Heritage

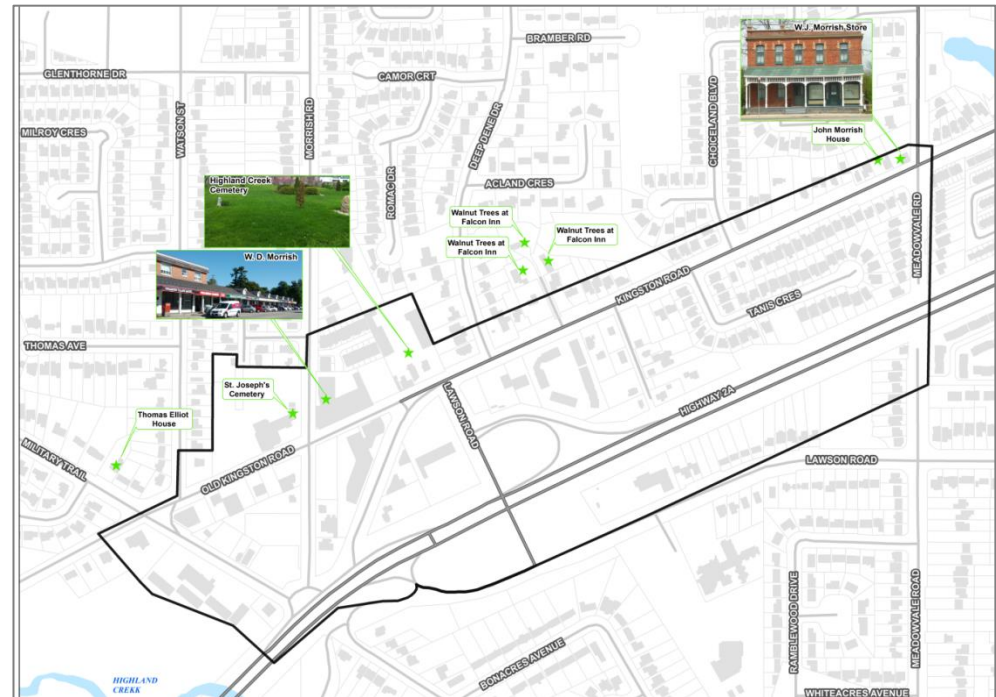
Cultural Heritage Resources

The City's Heritage Preservation Services plays a key role in the conservation of cultural heritage resources in the community. Five properties are listed on the City's heritage inventory, however no buildings are currently designated under the *Ontario Heritage Act*.



LEGEND

- STUDY AREA
- Buildings
- HERITAGE REGISTER
- PROPERTY LINES



A **Stage 1 Archaeological Assessment** is also being carried out as part of this study. Based on preliminary findings, further archaeological investigation is recommended in three areas. The City of Toronto is in the process of developing an archaeological master plan to identify areas of archaeological potential and to require archaeological assessments on land prior to development.

Natural Heritage Resources

Based on information provided by the Toronto Region Conservation Authority, Ministry of Natural Resources and City staff, there are limited areas consisting of natural heritage features within the study area. To date, no Species at Risk have been identified.

What Did We Hear?

While there are differences of opinion regarding existing transportation problems and potential improvements, there is common ground on opportunities to support local businesses and revitalization through continuous sidewalks, enhanced streetscaping, and other modifications that focus on safely and efficiently accommodating all road users.

Parking	<ul style="list-style-type: none"> • Some say keep angled parking others say parallel parking is safer • Concern parallel parking would reduce number of spots • Ideas for how to increase number of spots, including addition of parking lot or usage of space behind buildings
Road Network	<ul style="list-style-type: none"> • Improve access to Military Trail from Highway 2A • While some state Highway 2A keeps traffic out of the Village (good for pedestrians) others have no issues with through traffic in the Village (good for business) • Some feel roundabout could work space permitting while also concern regarding feasibility and potential impacts on property • Remove westward access at Kingston and Old Kingston Roads • Requests for at grade intersection at Highway 2A and Lawson Road • Kingston Road should become major intersection with Highway 2A • Some say remove Highland Creek Overpass and others say retain it
Traffic Improvements	<ul style="list-style-type: none"> • Install traffic light at Military Trail and Kingston Road • If traffic becomes issue in Village area, install traffic calming measures • Pedestrian signal at Kingston Road and Old Kingston Road • Remove stoplight at Old Kingston Road • Remove signal at Morrish Road and Old Kingston Road



What other suggestions did we hear?

Cycling Improvements	<ul style="list-style-type: none"> • Safety • Connectivity • Wayfinding • Bicycle lanes (with buffer in some areas) • Bicycle parking facilities and benches • Very little need • Bicycle port in Village core
Pedestrian Improvements	<ul style="list-style-type: none"> • Widen sidewalks • Level walk areas • Sidewalks on either side of roadway • Consider seniors • New sidewalks (various locations suggested)
Transit	<ul style="list-style-type: none"> • Remove buses through village, use Kingston Road • Confusing bus routes and stops in the Village
Aesthetic Improvements	<ul style="list-style-type: none"> • Add greenspace • Landscaping (trees, flower gardens, etc.)

Note: A detailed summary of the input received is provided on the resource table and on the study website.



Problem and Opportunity Statement:

The City of Toronto has established a vision for the long-term revitalization of the Highland Creek Village into a vibrant, pedestrian friendly and mixed use community. In order to accommodate all roadway users, and support this vision, changes are required to the transportation network that promote redevelopment opportunities and reinvestment in the Village. There are significant opportunities to improve the public realm and pedestrian environment to encourage the use of transit, cycling, and walking as viable modes of transportation.

Transportation alternatives developed as part of this study will be evaluated based on their ability to provide solutions to identified problems and take advantage of opportunities.

Feedback wanted on alternatives

Three preliminary ideas are presented on the following boards for discussion.

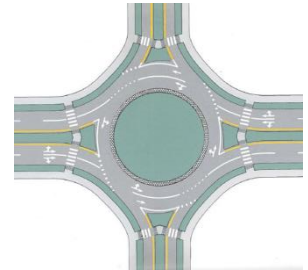
Each alternative consists of a set of individual improvements (e.g. new roads, re-aligned roads, new intersections, sidewalks, parking).

We want to hear your thoughts on each of the three preliminary alternatives:

- What elements do you support?
- What elements do you have concerns about?
- Are there additional options or improvements that you would like to see considered?

Your feedback will help the study team develop the final set of alternatives that will be evaluated as part of this study. The final set may combine some elements from each of the three alternatives presented here and include additional improvements that are received from the public.

It is important to consider the overall network of the study area when developing alternatives since some network improvements may not be compatible with others.



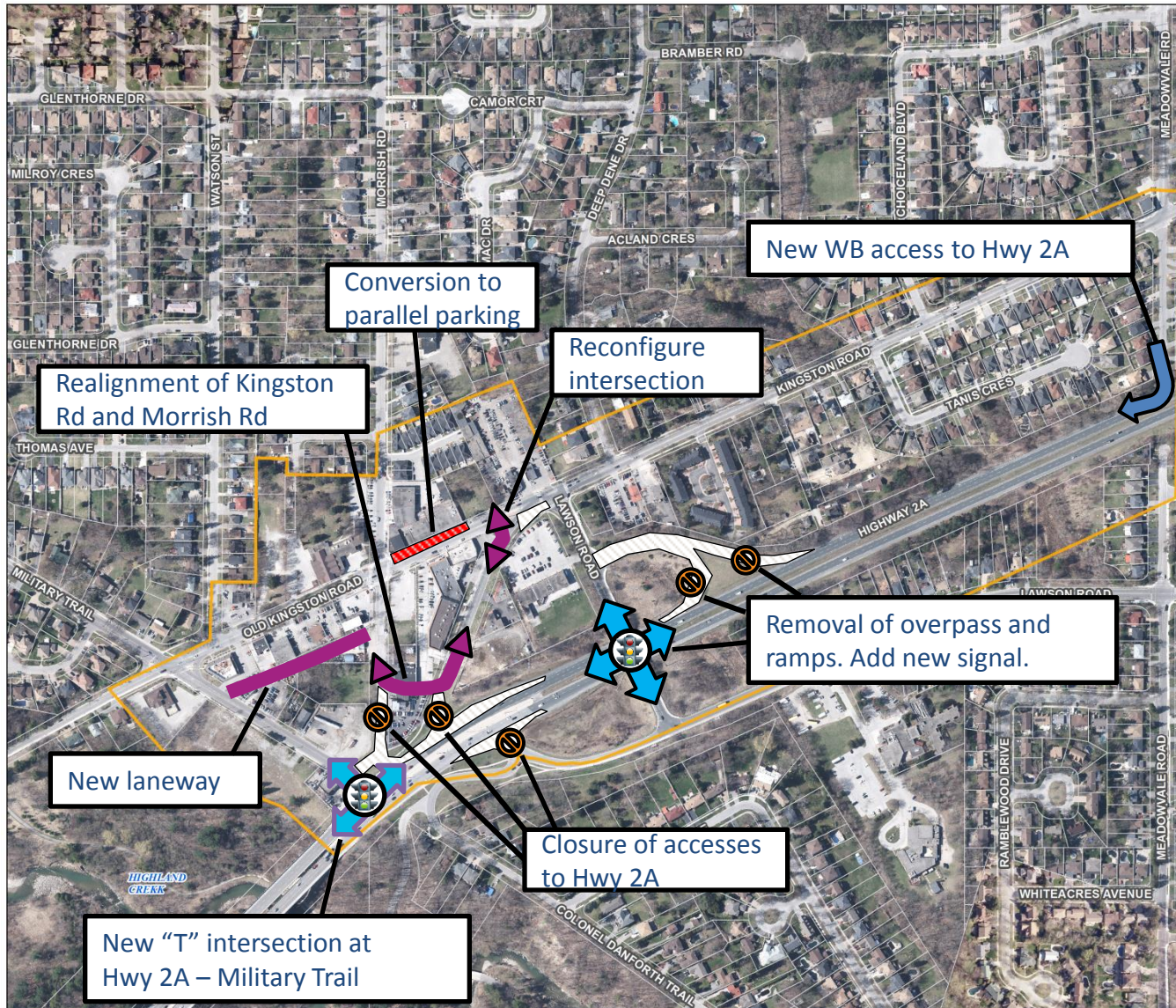
Preliminary Alternative Solutions

The three alternatives are preliminary ideas. We want to hear your thoughts.

Name	Alternative 1 Overpass Removal and Reconfigure Intersection	Alternative 2 Meadowvale Signals and Westbound Overpass Ramp	Alternative 3 (NEW) Kingston Road Connection and Roundabout
Year Proposed	Highland Creek Area Study Recommended Network (2012); generally consistent with 1986 Highland Creek Area Transportation Study recommended alternative	Highland Creek Functional Study (1995) Recommended Long-Term Plan	New Option (2014)
Overpass and development opportunities	Provides development opportunities through removal of Lawson Rd Overpass and Hwy 2A ramps; replaced with an all-directional signalized intersection	Maintains overpass while adding a westbound ramp and opening up existing ramp lands for development	Maintains overpass , removing all existing ramps and opening up ramp lands for development
Meadowvale Road	Provides westbound access to Hwy 2A	Meadowvale Rd connected to Hwy 2A through all-directional signalized intersection	Same as Alternative 1
Hwy 2A connections	Provides signalized T-intersection at Military Trail ; ramps between Hwy 2A, Kingston Rd and Morrish Rd are closed	Same as Alternative 1	Signalized intersection at Hwy 2A, Kingston Rd, Lawson Rd ; ramps at Military Trail and Morrish Rd closed
Kingston Rd/ Lawson Rd Overpass	Reconfigured intersection	Same as Alternative 1	Potential roundabout
Parking	Conversion of angled parking spaces along Kingston Rd (east of Morrish Rd) to parallel parking. Additional on-street parking for existing and re-aligned streets.	Maintains all existing parking	Same as Alternative 1
Pedestrian Realm	Additional sidewalks, sidewalk improvements, and streetscape enhancements throughout Highland Creek study area 19		



Preliminary Alternative Solutions

Alternative 1 - Overpass Removal and Reconfigure Intersection



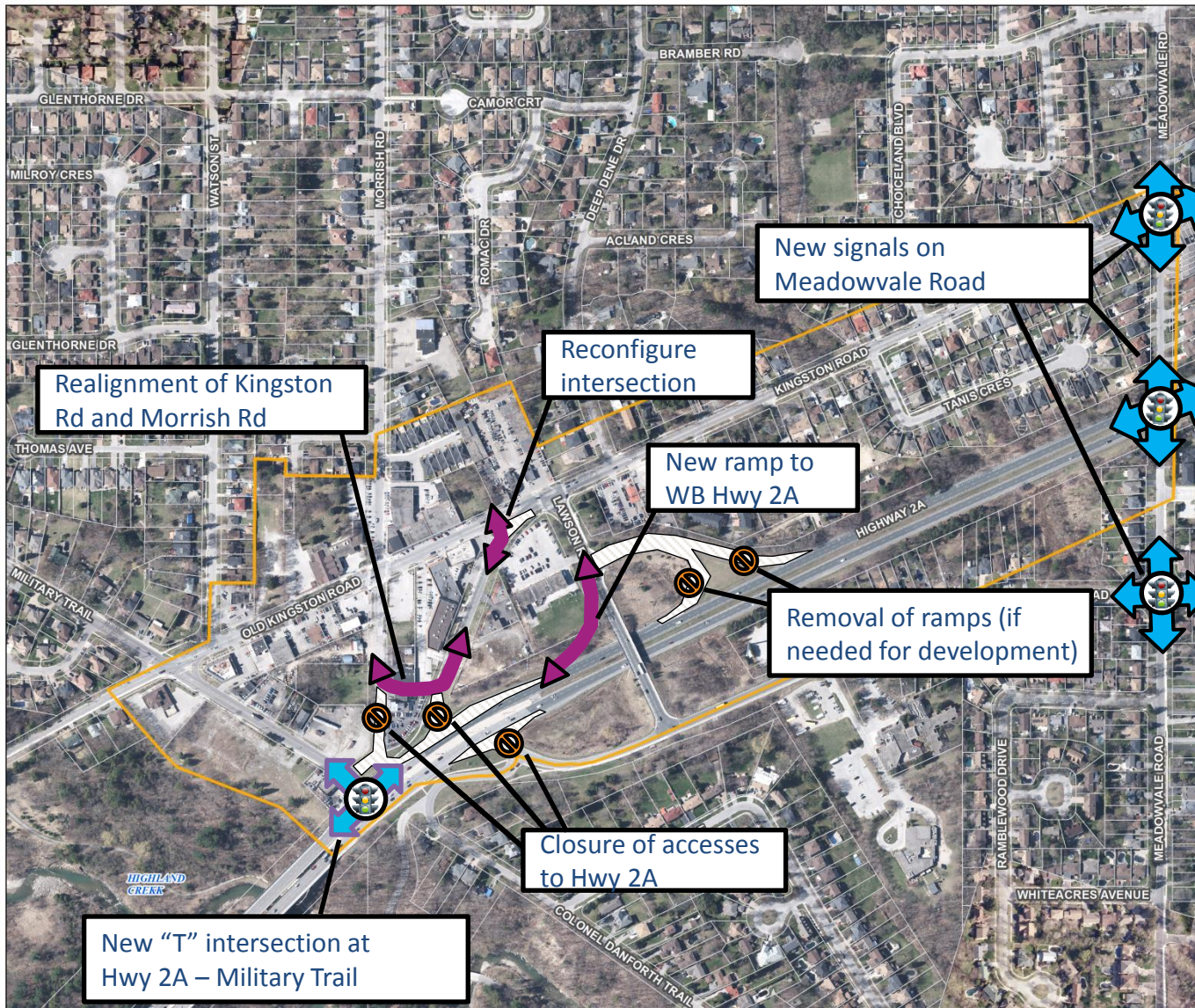
- This is the Highland Creek Area Study (2012) Recommended Network
- Provides development opportunities through removal of Lawson Overpass and Hwy 2A ramps
- New intersections with Hwy 2A provide additional access opportunities and enhanced pedestrian environment
- Opportunities for additional parking along realigned Kingston and Morrish Roads
- Is generally consistent with the **1986 Highland Creek Area Transportation Study** recommended alternative

Legend:

-  New Right-In Connection
-  Parallel Parking Conversion
-  Re-Aligned Or New Road
-  Ramp Closure
-  New Signalized Intersection

Preliminary Alternative Solutions

Alternative 2 – Meadowvale Signals and Westbound Overpass Ramp



- Taken from Highland Creek Functional Study (1995) Recommended Long-Term Plan
- Maintains overpass while opening up ramp lands for development
- New ramp to Hwy 2A (WB) from Lawson overpass
- Meadowvale Road connected through Hwy 2A
- Remainder of network is the same as Alternative 1

Legend:



New Signalized Intersection



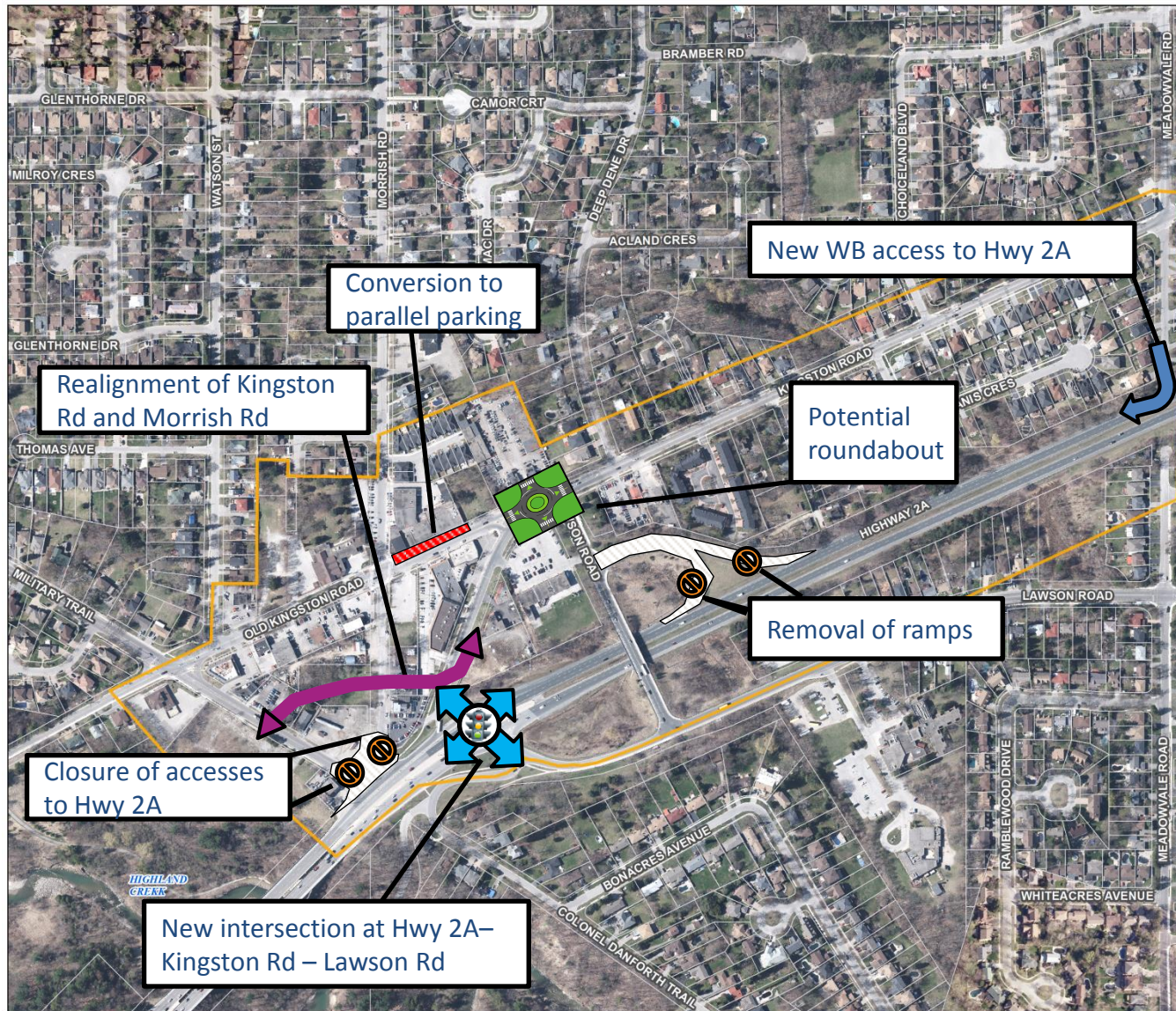
Re-Aligned Or New Road



Ramp Closure

Preliminary Alternative Solutions

Alternative 3 – (NEW) Kingston Road Connection and Roundabout



- Maintains overpass while opening up ramp lands for development
- New intersection at Hwy 2A – Kingston Rd – Lawson Rd
- New internal road connecting Military Trail, Morrish Rd, and Kingston Rd
- Potential roundabout at Kingston Rd – Lawson Rd Overpass

Legend:



New Signalized Intersection



Ramp Closure



Re-Aligned Or New Road



New Roundabout



New Right- In Connection

What will be assessed for all alternatives

Active Transportation Supportive Improvements

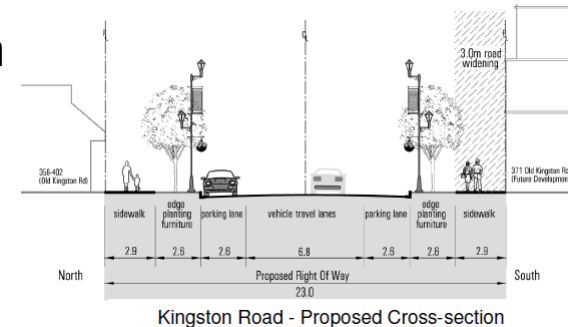
- Pedestrian and cycling environment are important components of this study. Examples:
 - Additional and wider sidewalks, improved streetscaping, cycling lanes, new trail connections, new pedestrian crossings
- Improvements to be consistent with streetscape elements, suggested Right-of-Way widths, and proposed cross-sections from the Highland Creek Urban Design Guidelines (2012)

Transit Network Considerations

- Network changes and new signals may have impacts on transit routing and stop locations
- Improved pedestrian environment will be supportive of transit

System / Signal Optimization

- Optimization of study area traffic signals will be considered
- Potential usage of roundabouts
- Signal Warrants - need for the existing Old Kingston Rd and Morrish Rd intersection will be re-evaluated



Evaluation of Preliminary Alternative Solutions

Proposed Evaluation Criteria and Indicators

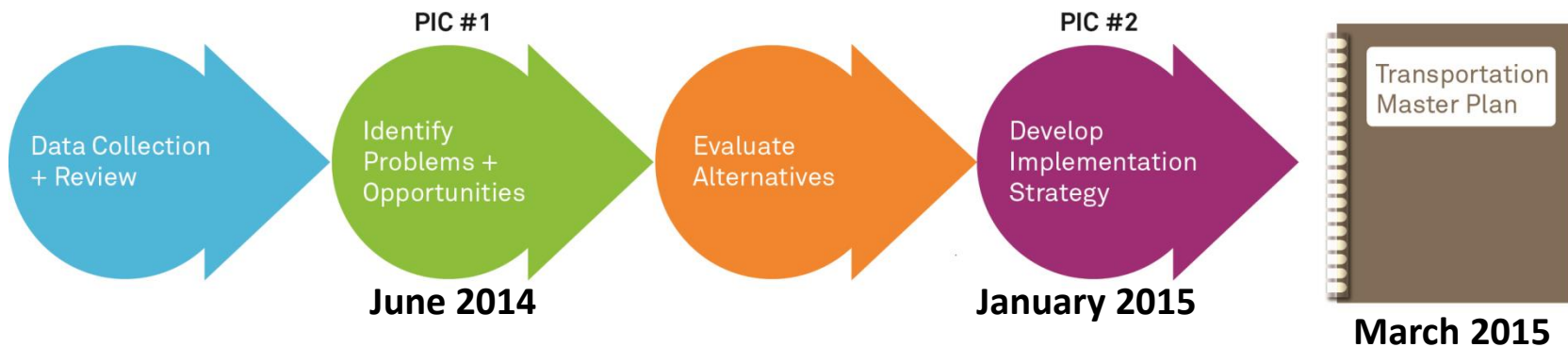
Each of the road network alternatives will be evaluated against the following criteria to compare their respective benefits and impacts using both quantitative and qualitative measures for the various indicators.

Are there any additional criteria or indicators that you feel should be included?

Evaluation Criteria	Indicators
Technical/Transportation	<ul style="list-style-type: none">- Network performance- Potential to improve traffic safety- Potential to accommodate transit operations- Potential to provide on-street parking- Ability to accommodate Accessibility Design Guidelines
Social Environment	<ul style="list-style-type: none">- Potential to incorporate streetscape and landscape elements- Potential to incorporate gateway features, public art features and amenities- Potential to provide a well connected pedestrian network- Potential to improve pedestrian/cyclist safety
Cultural Environment	<ul style="list-style-type: none">- Potential to maintain historic character of village area- Potential to impact listed cultural heritage features- Potential to impact archaeological resources
Natural Environment	<ul style="list-style-type: none">- Potential to impact wooded Areas- Potential to impact open Space areas- Potential to impact wildlife/habitat areas- Potential to impact air quality
Economic	<ul style="list-style-type: none">- Costs- Ability to support community accessibility- Potential to support future development opportunity areas- Ability to support goods movement- Ability to support new business frontage and access opportunities

What happens next?

- Review and consider comments received at/following PIC #1
- Finalize and evaluate the alternative long term network solutions
- Identify water, wastewater, and stormwater functional servicing requirements
- Develop transportation policies and standards
- Hold PIC #2 to present draft Transportation Master Plan recommendations
- Develop implementation and funding plan to support the recommendations



How can you continue to participate?

Idea Rating Sheet

Provide your opinion. If you have new suggestions, write each down on its own sheet and leave out for rating.

We'll Keep You Posted!

Please check the study website www.toronto.ca/hcvtransportation often to review new information.

- News and updates
- Study Background
- Notices of upcoming events
- Links to other related information

Comment Box

Please complete a comment sheet and place it in the box provided **or** submit written comments via email, mail and/or fax to the following study team member:

Maogosha Pyjor

Senior Public Consultation Coordinator

City of Toronto

Metro Hall, 19th Floor

55 John Street

Toronto, ON M5V 3C6

Tel: 416-338-2850

Fax: 416-392-2974

TTY: 416-397-0831

mpyjor@toronto.ca