

## Highland Creek Village *WalkShop*

On June 5, 2014, 15 people participated in a WalkShop for the Highland Creek Village Transportation Master Plan. The purpose of the WalkShop was to receive feedback from a diverse range of local stakeholders and document existing transportation problems and future opportunities. City staff and consultants were also seeking input on potential improvements to the area's roadway network, pedestrian environment, streetscaping, cycling network connections, on-street parking and transit. Overall, the WalkShop provided an important opportunity to inform the study prior to hosting the first public information centre on June 25, 2014.

Local stakeholders represented a variety of interests including: businesses, residents, community groups, institutions, property owners, and faith groups.

This report summarizes the feedback received from the WalkShop stakeholders. Points have been amalgamated, summarized and organized by topic. Points have been numbered within topics for referencing convenience and do not represent the priority of importance.







### *Overall Feedback in One Sentence*

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.





## Key Points

1. A lot of discussion on the important role parking plays in the Village to support businesses, that it be convenient and safe, and the need to identify new spaces for additional spots.
2. Pedestrian environment needs continuous sidewalks throughout area.
3. Bike lanes identified on Military Trail, Lawson Overpass, and Old Kingston Road.
4. Some uncertainty with transit operations through and around the area.
5. Requests for a Streetscape Plan for the Village.
6. Questions about who is driving through the Village.
7. Reminder to consider the whole road pattern, not just parts for improvement.
8. Changes suggested for major Village intersections in terms of normalizing and increasing safety.

## Road Network

Participants were given a key map with 5 roads to walk along and provide comments on both existing conditions and future opportunities:

1. What do you like or dislike about the current transportation system?
2. Where can improvements to the public realm be made? What existing features should be retained?
3. How can the Village better connect and serve all users?
4. Where is on-street parking needed the most? Where are the parking issues and at what times of the day do they occur?
5. Would you like to see a round-about in the Village (Kingston Road & Old Kingston Road)?

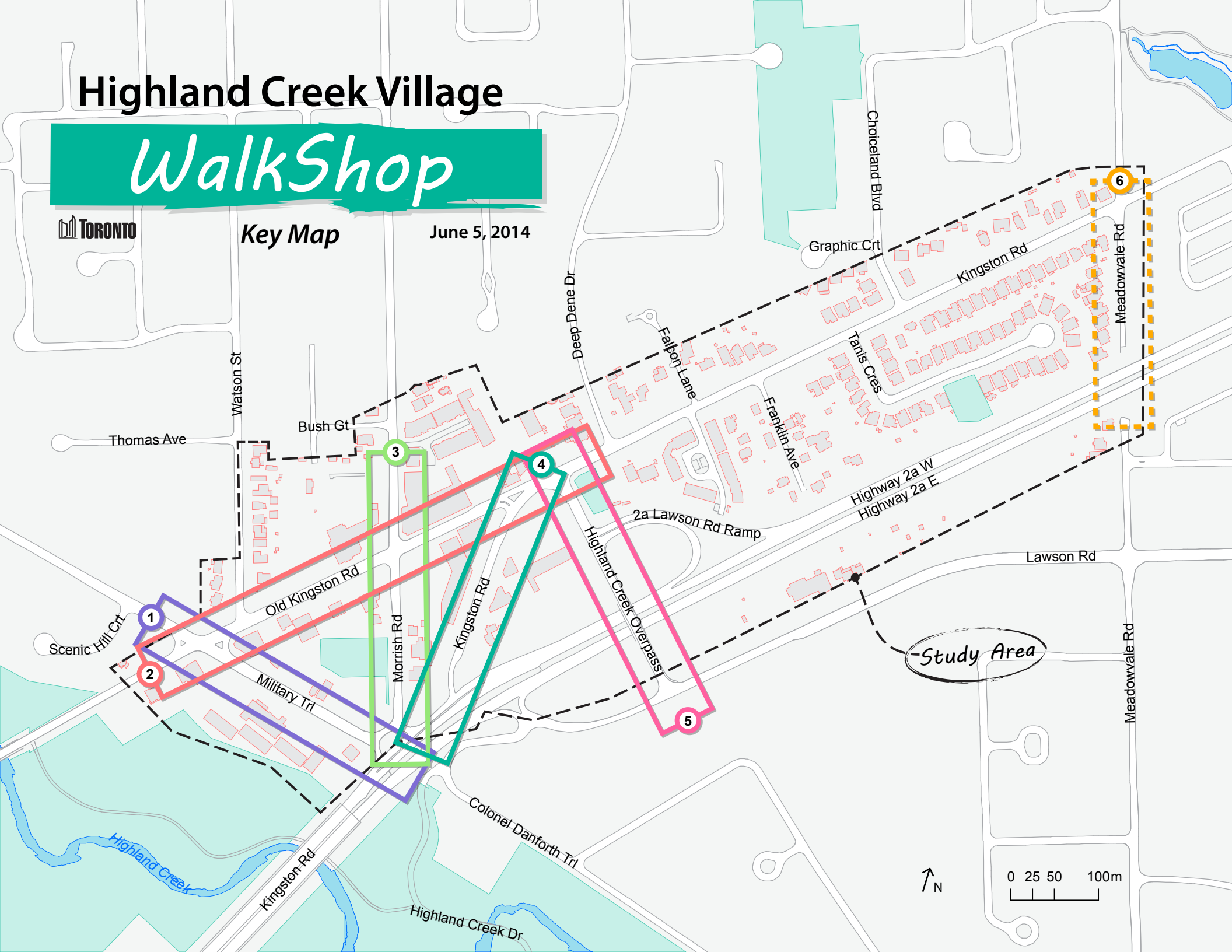
# Highland Creek Village

# WalkShop

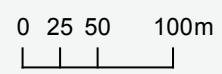


Key Map

June 5, 2014



-Study Area





# 1

## Military Trail



Military Trail, looking south from Old Kingston Road



- Left turn onto Old Kingston Road from Military Trail is dangerous in part due to grade change
- Normalize Old Kingston Road and Military Trail intersection (eg. get rid of channelized right turn)
- Provide sidewalks on both sides
- Bike lanes and streetscaping needed
- Request for bus stop westbound at Military Trail





Old Kingston Rd, Village heart



### *Suggestions for pedestrian improvements:*

- Continuous sidewalks
- Pedestrian only area and one suggestion to close street west of Kingston Road to auto traffic
- Consider closing street at certain times of year (ie. festivals)
- One person stated: *“People not on the streets because sidewalks are dysfunctional!”*

### *Suggestions for parking improvements:*

- Parking interest behind Ted’s came up a lot
- Use potential round-about space for parking
- Some requested leaving angled parking (maintains village feel and number of parking spots) while others felt parallel parking is safer
- St. Joseph’s Church is great for allowing public parking in their lot



*Comments about local businesses:*

- Shops keep suffering and will continue to if angled parking removed
- Concern regarding automotive business's operations

*Develop comprehensive Streetscape Plan:*

- More trees please
- Ensure maintenance and maybe local involvement
- So much could be added: benches, clock, signage, etc.

*Other comments:*

- Bike lanes needed
- Removing overpass will change traffic through village and not sure if this will be a positive or negative result
- Don't change area north of Old Kingston Road
- Signals at Morrish Road were a bad idea



### 3 Morrish Road



#### *General comments:*

- Requests for bike lanes and walk signal on traffic lights
- Park plan needed for programming with a name and events to host
- South end confusing and in terrible condition
- As local road, it moves well
- Watch impacts to businesses with new road to south and how to mitigate
- Sidewalks are needed at both ends of Morrish Road and can help facilitate café business

#### *Suggestions for parking improvements:*

- Keep angled parking for character
- Keep parking on one side due to loss of lot
- Allow on-street parallel parking
- Explore access to back parking





Kingston Road, south side looking east towards Morrish Road



### *General comments:*

- Normalize intersection with Old Kingston Road and one person stated: *“Intersection with Old Kingston is bizarre and confusing”*
- Roundabout interesting idea but questions around land requirements/impacts and could cause more headaches
- Keep and or divert buses from Village onto Kingston Road
- Bike lanes or bike sharrows (shared lane pavement markings)
- Add parking
- New townhomes are positive and walkable to The Village
- Need more detailed Origin-Destination traffic survey info from the east to here to understand what types of people are driving through

### *Questions as to if this road is needed and who access is for:*

- Might be better to terminate Kingston at Highway 2A at a signalized intersection
- Should be used for through traffic instead of Old Kingston Road
- Do we want to provide access for more people and cars to shop (but restrict as through route)?



## 5 Highland Creek Overpass



Highland Creek Overpass, west side looking south



*Lots of life left in structure, why remove it:*

- Create southbound to westbound ramp off Lawson Overpass for more direct route
- Bridge isolates Village from Pickering traffic

*Needs to be a level intersection:*

- Keep ramp to get onto Highway 2A
- Lots of land currently wasted on west side

*Other comments:*

- Bike lane should be installed because provides link to zoo and other recreational destinations
- Observation to move/shift for future transit passage way to points east like Kennedy Station
- One comment that changing overpass at grade should be the first step to achieving workable road system



# Potential Improvements

Participants were asked to fill out the following questions either before or after the WalkShop on the following questions.

## Public Realm

*Where can improvements be made (include greening, street furniture, sidewalks, etc)*

- All in favour of sidewalks: *“Sidewalks should be installed now”*
- Need for strong landscaping and streetscaping (benches, lighting) component
- All properties in Village should have commercial on ground floor

## Parking

*Angle vs parallel parking? What kind of parking arrangement do you find safer? Where do you want to see more parking?*

- *“Until alternative parking is available, leave as is!”*
- Keep angled parking and concern with dramatically reducing number of spots
- Parallel parking is safer
- Alternative parking arrangement available like behind buildings and/or current arrangement between developer and Church dramatically reducing number of spots

## Sidewalks

*Where would you like to improve existing sidewalks?*

- Many areas identified including Old Kingston Road from the Valley to bridge over the creek westward to hill, to seniors apartments and Morrish Road south side of Old Kingston Road



## Highway Access

*How do you currently access Highway 2A? Are there any issues with Highway 2A through traffic in the Village?*

- *“Depending on the mood I’m in or my destination, I will either use Kingston Road or Old Kingston Road through the Village and the valley to West Hill”*
- Generally no issues here with traffic in the Village

## Cycling

*What are the most important cycling issues? What do you want to see?*

- *“The Village can be a prime or stop over destination for cyclists”*
- Very little need for bicycle at present time
- Design a bicycle friendly area and maybe a bicycle port in the village core
- Bike paths with bike racks similar to Woodbine Beach Area
- Dangerous areas, identified at:
  1. Eastbound Kingston Road and turning left (north/west) on Military Trail
  2. Kingston Road, Military Trail to Morningside
  3. Old Kingston Road behind parked cars feels precarious

## Kingston Road @ Old Kingston Road Intersection

*Would you prefer a round about or signalized intersection? Why?*

- Round-about could work provided space permits, adds character, traffic calming and safe pedestrian crossings
- Not feasible due to property restrictions and proximity to signalized intersection at Kingston Road and Lawson Road

## Other

*Transit*

- *“Very strange bus routes through village that fly across Kingston Road and lack of stops in Village”*