TORONTO

REPORT FOR ACTION

Interim Report for the High Park Movement Strategy

Date: May 11, 2022
To: Infrastructure and Environment Committee
From: General Manager, Parks, Forestry and Recreation and General Manager, Transportation Services
Wards: Ward 4 Parkdale-High Park

SUMMARY

This report provides an update on the ongoing High Park Movement Strategy (HPMS). The HPMS is considering comprehensive and long-term improvements to the travel network in High Park to better serve park users and the surrounding community. The options explored will prioritize safety, accessibility and the park's ecological health, and will be informed by the experience of the current weekend vehicle-free program.

This report describes the types of travel network changes that will be explored and evaluated as part of the study and summarizes the study process. It outlines how possibilities for the future of Parkside Drive are being studied in coordination with the possibilities for the travel network inside High Park. Emerging findings from work to date are also highlighted in this report, including information on existing features and facilities, infrastructure and park usage.

The High Park Movement Strategy is being developed through extensive engagement with stakeholder groups active in the park, rights-holders, Indigenous communities and the general public. This report summarizes feedback from initial rounds of engagement and outlines upcoming consultation activities.

A final report that identifies the preferred set of improvements to the High Park travel network is targeted for early 2023. Meanwhile, "quick win" changes that can be implemented in the interim, where appropriate, are being considered as they arise.

RECOMMENDATIONS

The General Manager, Parks, Forestry and Recreation and General Manager, Transportation Services recommend that:

1. Infrastructure and Environment Committee receive this report for information.

FINANCIAL IMPACT

The recommendation in this report does not result in immediate financial impact.

Any financial resources associated with supporting future improvements to the design and programming of the High Park travel network will be submitted in future budget processes for consideration.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

On April 7 and 8, 2021 City Council adopted item IE20.12 ActiveTO – Lessons Learned from 2020 and Next Steps for 2021, directing staff to continue to pursue opportunities to provide more space for pedestrians, cyclists and public transit riders to allow for better physical distancing through ActiveTO Major Road Closures and Cycling Network Expansion Projects in consultation with active transportation experts, Business Improvement Areas, resident associations, the Toronto Transit Commission and local councillors. http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE20.12

On November 9, 10 and 12, 2021 City Council adopted item MM37.1 Parkside Drive Safety Measures, directing staff to implement a number of traffic safety measures on Parkside Drive and to include the development of a redesign of Parkside Drive as part of the High Park Movement Strategy public consultations.
http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.MM37.1

COMMENTS

1. Background

High Park is one of Toronto's largest public parks and one of the most significant natural sites within the city. Covering over 160 hectares, High Park includes numerous recreational facilities, landscaped open spaces, cultural attractions, and naturalized areas with environmentally significant qualities. High Park is recognized as a place of historical and cultural significance for Indigenous communities, and continues to support ceremonies and programming. High Park is also one of the most heavily visited and well connected parks in the City, serving as a local and regional destination. It is directly served by numerous subway and surface transit options, as well as active transportation routes. The park contains an internal network of approximately five kilometers of roadways and over 550 surface parking spaces distributed around the park, as well as over eight kilometres of paved trails. The park also contains natural surface and informal trails.

Beginning in March 2020, in coordination with ActiveTO, all roads within High Park were closed to motor vehicles on weekends and public holidays in order to provide more

space for walking and cycling, while respecting physical distancing. The weekend road closures sparked a public conversation about the role and function of the High Park travel network and greater interest in long term improvements. In response to this growing interest from the community, City staff are undertaking a mobility study for High Park, the High Park Movement Strategy (HPMS), with transportation research and analysis support from a consulting team, Wood Inc. While the weekend road closures are a major catalyst for the study, there are a number of other mobility matters that have been raised by park users, City staff and members of the community who live in neighboring communities to the park which can benefit from further study, including: improving vulnerable road user safety and accessibility, encouraging active transportation, discouraging through-traffic, integrating transit service and enhancing wayfinding.

The HPMS will focus on improvements to the design and programming of the existing travel network serving the park, consisting of roads, driveways, paved trails and parking lots. Other important park matters such as land use, conservation and facility maintenance will continue to be addressed through established City plans and policies including the Parks and Recreation Facilities Master Plan, Parkland Strategy and Ravine Strategy.

The study area includes the lands within High Park, roughly bounded by Bloor Street West to the north, Parkside Drive to the East, the Queensway to the south, and Grenadier Pond and Ellis Park Road to the west. A wider context area is also defined, bounded by Annette Street to the north, Roncesvalles Avenue and Dundas Street West to the east, Jane Street and South Kingsway to the west, and the waterfront to the south. The study area will be the focus of proposed travel network changes; potential mobility impacts in the surrounding context area will be considered. Possibilities for redesign of Parkside Drive are being studied in coordination with the High Park Movement Study to ensure they are complimentary. A map of the study area and context area is included in Attachment 1.

Continued Weekend & Holiday Road Closures

The weekend and holiday road closures within High Park have continued since they were first introduced in March 2020. Road closures have been implemented in past years during peak cherry blossom bloom days (typically late April or early May) and during prescribed burns in the interest of public safety. The weekend and holiday road closures are being evaluated as part of the HPMS. The City will consider input from park users and recognizes that visitors may have different mobility preferences and options.

Informed by the findings and emerging recommendations of the HPMS, City staff may undertake adjustments to the High Park travel network during the course of the study. The TTC is investigating options to re-instate transit service within High Park through the 30B High Park bus route, starting in June 2022. The weekend-only bus service was paused in March 2020 as a result of the COVID-19 pandemic and road closures. This route would operate on weekends serving five stops within the park and connecting to High Park Subway Station. Wheel Trans is also targeting resumption of operations to and from locations in High Park in June 2022.

Relevant Policies, Plans and Guidelines

The High Park Movement Strategy will be informed by a number of relevant plans, policies, and guidelines. The following documents will provide strategic direction as travel network improvements are explored, scenarios are evaluated and a preferred solution is identified. The final report will provide further comment on how a preferred solution has been shaped by and is supportive of these key policies and plans.

- The Provincial Policy Statement (2020)
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020
- The City of Toronto Official Plan
- Parkland Strategy
- Toronto Ravine Strategy
- Parks & Recreation Facilities Master Plan (FMP) and FMP Implementation Strategy
- The Cycling Network Plan (CNP)
- Green Streets Technical Guidelines
- Complete Streets Guidelines
- Toronto Accessibility Design Guidelines (TADG)

2. Study Status and Process

The High Park Movement Strategy was launched in summer 2021 and remains underway. The study includes six key tasks, illustrated in Figure 1.

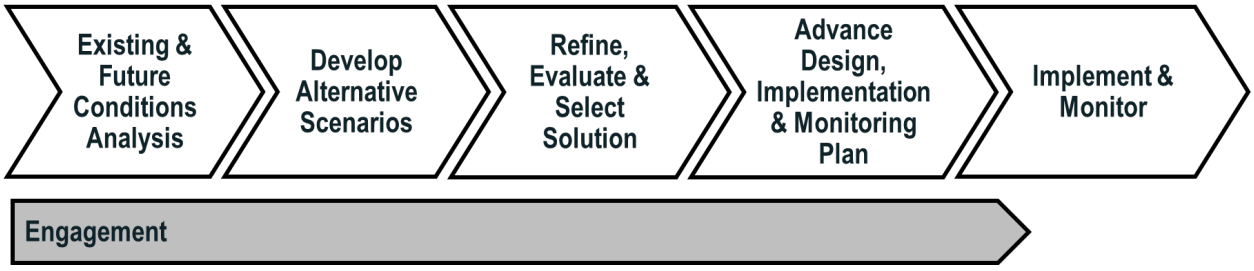

Figure 1 - Diagram of Study Tasks

Currently, information on existing and future conditions in the park is being collected and reviewed to gain a comprehensive understanding of needs, opportunities and constraints. Research topics include but are not limited to: park utilization and programming data; applicable plans and policies; socio-demographic data; transportation infrastructure and parking facilities; accessibility audit; multi-modal mobility, and road safety.

An inventory of possible short-term and long-term traffic interventions (or options) will be prepared. Alternative scenarios will be developed based on this list of options, each of which will present a comprehensive and distinct approach for improving the travel network. These scenarios will be evaluated to identity a preferred approach and recommendations will be presented to City Council. Study recommendations will include an implementation and monitoring plan that will address phasing, funding, impact management and monitoring. Subsequent to the Council decision, the City will advance detailed design of project elements as required.

These tasks will be supported by a comprehensive engagement program. Further information on feedback gathered to date and planned consultation activities is outlined in subsequent sections of this report

3. Options and Opportunities

The HPMS will explore a range of interventions for improving the travel network, which prioritize safety, accessibility and the park's ecological integrity. The inventory of interventions is being developed based on findings and feedback gathered through background analysis, technical study, and public and stakeholder consultation. Interventions that are being considered as part of the HPMS fall under three categories: controlled access, flow management and new infrastructure.

Controlled access interventions will focus on changing how vehicles access the park, either through operational changes, limitations, or restrictions. These are intended to result in minimal physical changes and can be achieved through policies, programs, or signage changes. Controlled access options could include but are not limited to:

- Restricting all vehicle traffic within the Park road network
- Designated car-free days
- Permanent closure of one or more vehicle entrances
- Permitted or paid parking
- Entry options
- Enhanced transit service

Flow management interventions will look to manage traffic speed and volume concerns within High Park, with the ultimate objective of improving safety and comfort for all road users, with a focus on vulnerable road users. These could include a range of physical changes to the existing road network to help achieve the safety goals and could include but are not limited to:

- Traffic calming (i.e. speed humps, raised intersections, curb extensions, traffic islands)
- Traffic controls
- Travel restrictions (i.e. one-way restrictions, turn restrictions)
- Speed limit reductions
- Pedestrian-only areas
- Enhanced wayfinding

New infrastructure interventions will consist of more significant physical changes to the existing travel network in High Park. Physical changes to the Park will be limited to spaces that are already hardscaped. Exceptions may be granted for options aimed to improve or meet accessibility design standards and where minimal ecological impact can be demonstrated. The options developed under this category will aim to maximize space for active modes of transportation and improve safety conditions.

- Right-of-way reconfiguration or rebalancing
- Sidewalk installation and widening
- Separated bike lanes
- High capacity bike parking

- Road narrowing
- Road removal

Three alternative scenarios will be developed that draw on a various combinations of interventions from the categories described above to present a comprehensive and distinct approach to better managing mobility in the park. Scenarios will reflect priorities, preferences, and other feedback received through engagement. The three alternative scenarios will be evaluated against a "do-nothing" scenario that will capture the pre-pandemic conditions of the park, which saw all roads, driveways, parking lots and pathways open to vehicles of any type, with no variation, throughout the year (with the exception of Cherry Blossom season).

Quick-Win Solutions

Opportunities for 'quick-wins' are being considered throughout the study process. 'Quick-win' solutions can be implemented as a test or temporary change in advance of the evaluation and development of a preferred alternative solution.

For example, in summer 2021 the project team facilitated the introduction of cautionary pylons and "slow down" signs in known conflict zones between pedestrians and cyclists.

In June 2022, the 30B High Park bus route and Wheel-Trans access is planned to be reintroduced on weekends on a trial basis. The High Park road network would be accessible to transit vehicles only, providing direct access to the park's interior and better connectivity to the High Park Subway Station. Emergency vehicles continue to be able to use the road network within the park, if required.

4. Coordination with Parkside Drive review

In response to a member motion adopted by City Council (MM37.1), the Transportation Services Division has implemented changes to the Parkside Drive Corridor to manage vehicle speed and improve pedestrian mobility, and has initiated a study that will explore the long-term possibilities for reconfiguration of Parkside Drive to better serve all road users.

Since November 2021 the Transportation Services Division has:
- Reduced the speed limit from 50 kilometres per hour to 40 kilometres per hour on Parkside Drive between Bloor Street West and Lakeshore Boulevard West;
- Installed permanent "Watch Your Speed" signs on Parkside Drive and;
- Received authorization from City Council for a traffic signal on Parkside Drive at Geoffrey Street. The signal is estimated to be operational by the end of 2022;
- Installed an Automated Speed Enforcement camera on Parkside Drive.

The following improvements are being investigated:
- A traffic signal on Parkside Drive just north of The Queensway to allow for safe pedestrian crossing to the TTC bus stop. The associated report is tentatively scheduled to be brought forward on the agenda of Toronto & East York Community Council in June 2022.

- A temporary asphalt sidewalk on the west side of Parkside Drive between Spring Road and just north of the underpass. Implementation is tentatively scheduled for summer 2022, pending approval from conservation and tree protection authorities;
- Pay-and-display parking spots, necessary signage, and physical on-street protection measures on the west side of Parkside Drive between Spring Road and north of the underpass once the sidewalk is installed. Implementation is tentatively scheduled for summer 2022.
- A feasibility assessment for a standard concrete sidewalk on the west side of Parkside Drive between Bloor Street and High Park Boulevard is currently underway. The installation of this sidewalk would be a prerequisite condition for pay-and-display parking spots to be installed along this section of the roadway.
- Improved lighting in the City-owned portion of the Parkside Drive underpass;

Transportation Services' ongoing study of Parkside Drive will determine feasible interventions that could improve safety and mobility along the corridor between Keele Subway Station and Martin Goodman Trail, with a focus on vulnerable road users (e.g. pedestrians and cyclists). The options developed through the study will give consideration to the street's role, character, design opportunities and constraints, and community and stakeholder input.

The Parkside Drive study is a companion to the HPMS as any changes contemplated for Parkside Drive must be considered in parallel with the recommendations of the HPMS. As directed in MM37.1, opportunities for public participation in both studies will typically be hosted as joint events.

Three scenarios are being considered through the Parkside Drive study: Road Reconfiguration, Road Geometry Updates, and a Traffic Management Plan. They will be evaluated and compared to a "no change" scenario.

Scenario 1: Road Reconfiguration

The first concept will explore design options that would see major changes to the existing transportation infrastructure and allocation of right-of-way space to improve safety and reduce speeding. Vehicular travel lanes could be removed and replaced with one or a combination of the following features: cycling facilities, new and/or widened sidewalks, street parking, and green infrastructure features. This option will explore opportunities to reduce vehicular travel lanes in one or both directions, and/or introduce a bi-directional vehicular centre lane. Potential benefits and impacts, including to safety, volumes, travel times and goods movement along the corridor will be carefully considered.

Vehicular lanes could be replaced by one, or a combination of the following features:
- Designated cycling facilities, such as a cycle track;
- A widened sidewalk on the east side of Parkside Drive, and/or a new sidewalk on the west side of Parkside Drive;
- A multi-use trail that supports diverse modes of non-motorized travel;
- Green infrastructure such as street trees, green walls and stormwater capture gardens to enhance ecological and hydrological functions and processes.

A Complete Streets approach will be used to determine the best use of the available space. The Parkside Drive right-of-way varies in width along its course; it is an average of 20.1 metres (m). In some locations the right of way extends into the High Park greenspace on the west side, and into the driveways and front yards of the properties on the east. The roadway (the space between the two curbs) has four travel lanes and is an average of 12.8m wide. Right-of-way and road widths will be considered in determining feasible reconfiguration scenarios.

Feasible scenarios must adhere to the City's existing guidelines for transportation infrastructure. For example, new sidewalks are required to conform to the latest guidelines, which now include a pedestrian clearway of minimum 2.1m (not including furnishing zone for lamp poles, bus shelters, parking meters, bike parking, planting areas etc.). Cycling facilities are required to conform to the latest guidelines, which specify minimum widths and buffer space in relation to speed and volume of vehicle traffic. Street parking can only be installed where there are sidewalks and vehicular travel lanes are required to be 3.3m when used by a TTC route. Design trade-offs between elements of a Complete Street will be carefully considered through research, analysis and consultation with road users and local community members in order to determine a preferred allocation of available space.

Attachment 2 shows nine examples of cross-sections that will be further explored in this scenario.

Scenario 2: Road Geometry Updates

The second concept will explore opportunities to improve safety and reduce excessive speeding through geometric changes and road realignment at critical locations along the corridor. This concept will focus on enhancing intersections and safety hot spots, and will not include a proposal to remove vehicular travel lanes. Interventions will be aimed to encourage traffic calming and compliance with road regulations.

Interventions will include but are not limited to:

- Curb extensions;
- Radius reductions;
- Mid-block pedestrian/cyclist crossings and land use leading to desire lines;
- Lane width reductions;
- Sightline improvements;
- Traffic buffers;
- Intersection improvements; and
- Parking amendments and alteration of curb space relating to stopping, standing, pick-up/drop-off, loading/unloading and parking.

Scenario 3: Traffic Management Plan

The third concept will explore opportunities to improve safety and traffic operations through traffic management adjustments. This option will not include a proposal to remove vehicular travel lanes, nor make modifications to the curb lines such as extending the transportation infrastructure into currently planted areas along the park frontage.

Interventions will include but are not limited to:

- Speed limit changes;
- Introduction of new traffic controls or signals;
- Turn restrictions;
- Signal operation or signal timing improvements (including leading pedestrian intervals, increased walking time, fully protected left-turn phasing, etc.);
- Signage changes; and
- Pavement markings changes.

Public input into the development of and evaluation of the concepts will be an essential element of the study and the selection of a preferred solution. Opportunities for public engagement will be coordinated with opportunities to participate in the HPMS, to ensure decisions made about the street and the road network inside the park are sensitive to one another.

5. Engagement

The High Park Movement Strategy is being supported by a comprehensive engagement plan to guide communication and consultation activities with internal and external stakeholder groups active in the park, rights-holders, Indigenous communities and the general public. Five rounds of engagement are scheduled, which are outlined below and are summarized in greater detail in Attachment 3.

The first round of engagement began in summer 2021 with an online public survey that focused on gathering information on people's experiences and priorities and more specifically to understand how park users felt about the weekend road closures.

A second round of engagement in late 2021 and 2022 has focused on sharing information about the project and gathering initial feedback from rights-holders and stakeholder groups (including key permitting and user groups). A list of stakeholder groups invited to participate is included in Attachment 4.

A third round of engagement will begin in June 2022 and will focus on gathering feedback and ideas for travel network improvements from the general public. Consultation activities will include both digital and in-person events.

Feedback gathered through the next rounds of engagement will inform the development and refinement of alternative scenarios, preparation of evaluation criteria, the selection of a preferred approach and planning for implementation and monitoring. Opportunities for engagement will be coordinated with the ongoing review of Parkside Drive.

6. Highlights from Background Analysis to Date

This section highlights emerging findings from the background analysis conducted to date. A detailed report on existing and future conditions within the park is being prepared through the current phase of work and will be made available to support this summer's engagement program.

Park Profile

Located west of Downtown Toronto, High Park covers approximately 160 hectares from Bloor Street West to the Queensway, directly north of the Lake Ontario shoreline. As part of the Humber River watershed and ravine system, the park contains a distinct variety of natural features and habitats. This includes forests, oak woodlands and savannahs, meadows, and aquatic habitats and wetlands found in Grenadier Pond, Wendigo Creek and Spring Creek. The bio-diversity and ecological value of these habitats has long been recognized, and is formally reflected in the designation of much of the park as an Environmentally Significant Area and an Area of Natural and Significant Interest in the City's Official Plan.

High Park is recognized as a place of historical and cultural significance for Indigenous communities. The oak savanna found within High Park is considered the most significant portion of this rare landscape within Toronto. Its continued presence and integrity is a legacy of the environmental stewardship by generations of Indigenous peoples. High Park, and notably the High Park Nature Centre, continue to support a variety of Indigenous programming and ceremonies.

The facilities and amenities within High Park offer a range of active and passive recreation opportunities. Outdoor active recreation facilities include three baseball diamonds, two sports fields, 14 tennis courts, two outdoor rinks, and an outdoor pool. Most of these facilities are concentrated in the northwest portion of the park, with the exception of several tennis courts located off of Parkside Drive. There are also four play areas and a splash pad located in the park. Passive recreation is supported by amenities such as 14 picnics sites, a dog off-leash area, the Hillside Gardens and the High Park Labyrinth, as well as numerous walking trails and landscaped open spaces. The City's High Park Greenhouse supports the maintenance of many of these green spaces and horticultural activity city-wide.

High Park offers unique programming and services which positions it as a city-wide and regional destination. This includes educational, cultural and Indigenous programming at venues such as the High Park Nature Centre, the High Park Zoo, the High Park Children's Garden, the High Park Amphitheatre, and Colborne Lodge. Other popular park destinations include the Allotment Gardens and Grenadier Café. Special events and fundraisers are often hosted in the park, including walk-a-thons and bike-a-thons, sponsored picnics and sports tournaments.

Many of these facilities are actively permitted throughout the year. In 2019, High Park supported over 500,000 hours of permitted activities across approximately 3,700 bookings. This includes regular permitting to established groups such as the Allotment Gardens, Howard Park Tennis Club, and the High Park Little League, as well as permits for ad hoc activities such as fitness boot camps, filming, and special events.

Analysis on park visits and visitors was conducted using Environics Analytics MobileScapes data which estimates visits and visitors based on information gathered from mobile devices observed in a defined area for a given date and time range, including historical data. Environics Analytics uses these devices as a sample of visitors and uses modeling to scale up the sample to more representative estimates of visits and visitors since not everyone who visits the park has a mobile device.

The total number of annual visitors to High Park exceeded one million in both the pre-pandemic (2019), and current (2021) periods. May 2019 recorded the highest number of visitors at close to 300,000, reflecting the popular cherry blossom season. Summer months generally had higher visitor counts, however it is notable that in 2021 there was a significant increase in visitors during fall and winter months compared to pre-pandemic periods for the same months.

Transportation Assessment

High Park benefits from direct connections to rapid transit, cycling infrastructure and arterial roads and regional highways. This network supports multi-modal transportation options for visitors traveling to and from the park. The five kilometre, internal network of roadways and paved trail enables various mobility choices, attracting diverse visitors of all ages and abilities, and is illustrated in Attachment 4. The assessment of High Park's transportation infrastructure is ongoing. The complete assessment will be made available in the report on existing and future conditions.

The assessment has identified preliminary trends related to speeding, vehicle volumes, and safety. Speeding is a concern on all park roads, specifically those with a downward slope. Community concerns regarding high motor vehicle and bicycle speeds have also been cited throughout the first phases of consultation. Tactics to improve compliance with the regulatory speed limits will be considered where vehicle use is permitted. Preliminary analysis shows that vehicle volumes are highest along West Road and Colborne Lodge Road (the "High Park Loop") with the Bloor Street West gate supporting the most vehicle traffic. Traffic data suggests that some vehicles may use the park roads as a through-route to bypass the surrounding arterial roads. Tactics that mitigate instances of cut-through traffic and reduce vehicle volumes will be considered in the study. Collision history and park user feedback are being assessed to determine conflict points in the park. Conflicts between road users are generally concentrated in areas with high volumes of mixed use travel activity. There are few, controlled intersections within the park that provide safe and predictable crossing opportunities for pedestrians. Additionally, threats to safety at intersections has been cited as a concern resulting from poor stop compliance, irregular intersection alignments, and obstructed sightlines. High Park also has a significant network of perpendicular car parking which forces parked vehicles to exit into active, mixed use traffic. Tactics to improve safety, with an emphasis of vulnerable road user safety will be considered throughout the study.

7. Conclusion and Next Steps

At this time, the project team is concluding a background report on existing and future conditions, which will be shared on the project website and presented at future consultations activities. A list of potential traffic interventions is being prepared based on the findings from this background report. Interventions will be selected and bundled into three alternative scenarios which will offer a comprehensive and distinct approach for improving mobility within the park.

Online and in-person public consultation events are planned for June 2022, which will focus on gathering feedback from park users and the broader public on preferences, priorities and the options being considered. In addition to the general public, the project team will continue to engage with stakeholders and rights-holders as the study advances.

The weekend and holiday road closures will continue to be monitored while the study is underway. Staff are coordinating with TTC to plan the reintroduction of weekend bus service and Wheel Trans service within High Park starting in June 2022, providing additional mobility options with a focus on accessibility.

Final reporting for the preferred approach for improving the travel network in High Park and Parkside Drive in targeted for early 2023.

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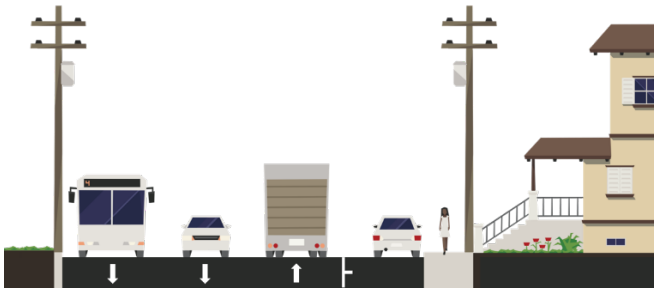
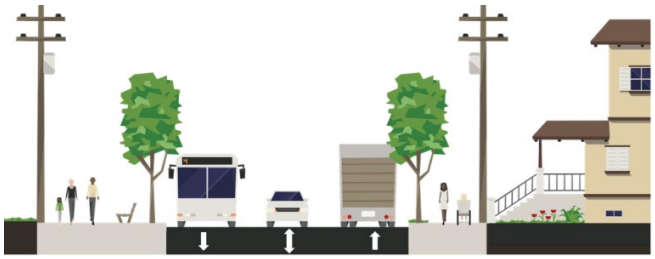
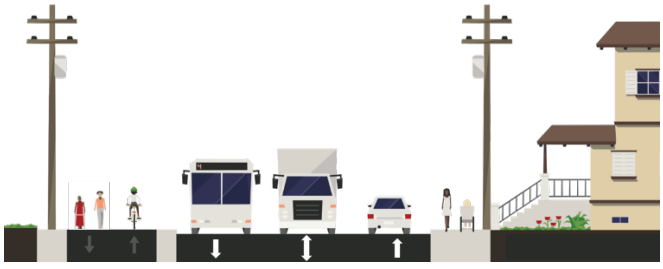
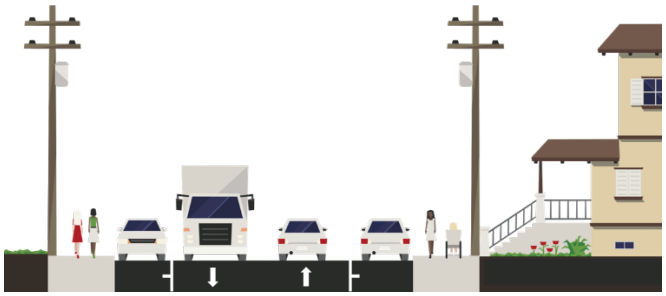
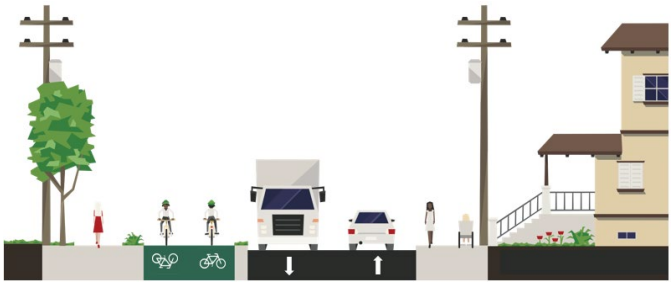
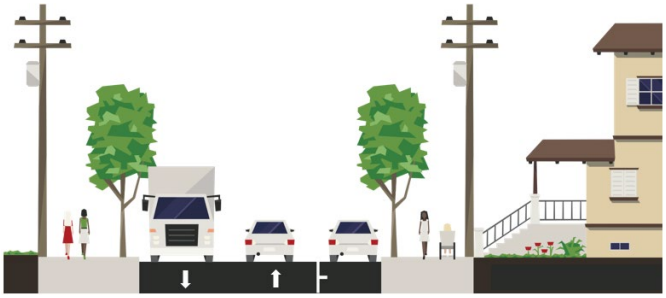
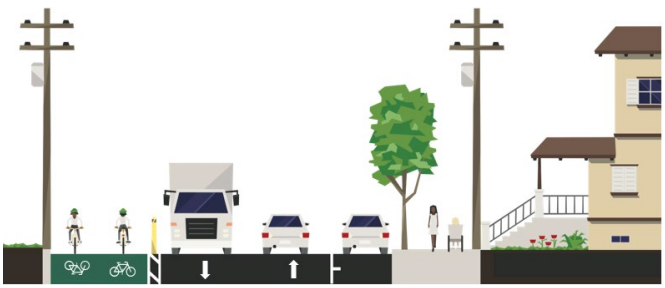
ATTACHMENTS

Attachment 1: Map of High Park Movement Strategy Study Areas
Attachment 2: Example Road Configuration Scenarios for Parkside Drive
Attachment 3: Detailed Engagement Summary
Attachment 4: List of External Stakeholder Groups contacted
Attachment 5: Map of the Existing High Park Travel Network

Attachment 1: Map of High Park Movement Strategy Study Areas

Attachment 2: Example Road Configuration Scenarios for Parkside Drive

Scenario Number	Description	Cross-section
1	Existing conditions of Parkside Drive. Three driving lanes and one parking lane. Sidewalk on the east side of the roadway.	
2	Two driving lanes. Northbound, separated bike lane and sidewalk on the east side of the roadway. Southbound, separated bike lane and sidewalk on the west side of the roadway.	
3	Two driving lanes and a bidirectional centre driving lane to support peak-hour capacities. Sidewalk on east side of the roadway. Sidewalk, green infrastructure and seating on the west side of the roadway.	
4	Two driving lanes and a bidirectional centre driving lane to support peak-hour capacities. Sidewalk on the east side of the roadway. Multi-use trail on the west side of the roadway.	

Scenario Number	Description	Cross-section
5	Two driving lanes and two parking lanes. Sidewalks on the east and west sides of the roadway.	
6	Two driving lanes and one parking lane. Separated, northbound bike lane and sidewalk on the east side of the roadway. Separated bike lane on the west side of the roadway.	
7	Two driving lanes. A bi-directional, separated bike lane, sidewalk and street trees on the west side of the roadway. Sidewalk on the east side of the roadway.	
8	Two driving lanes and a parking lane. Sidewalks and street trees on the east and west sides of the roadway.	
9	Two driving lanes and one parking lane. A bi-directional, separated bike lane on the west side of the roadway. Sidewalk and street tree on the east side of the roadway.	

Attachment 3: Detailed Engagement Summary

Round One

The first round of engagement began in summer 2021 with an online survey that focused on gathering information on people's experiences and priorities for traveling to, from and within High Park, and more specifically, to understand how park users felt about the weekend road closures.

The survey was promoted through physical decals with a link and QR code placed in approximately 15 high traffic areas around the park; through a variety of online channels including the City's website, City Twitter and Instagram accounts, targeted Facebook advertisements, and also through newsletters from the Local Councillor. This consultation ran from June 30, 2021 to October 12, 2021 and received 6,717 responses (of which 5,627 were fully completed). Highlights from the public survey responses are provided below and a full summary can be found on the project website.

- Most respondents agreed that the weekend road closures had a positive impact on their experience visiting the park (75%). When asked about the benefits of the closures, most respondents noted a quieter and more pleasant park experience (74%), feeling safer walking within the park (69%), and having more space to physically distance (66%).

- The majority of respondents (59%) said that the weekend road closures have not impacted them. For those who did report an impact, most noted that the road closures have increased street parking (33%), and increased traffic (25%) in the neighbourhoods around the park.

- When asked about priorities for the High Park Movement Strategy, most respondents placed a high priority on enhancing and conserving the park's ecological integrity (77%) and reducing the impact of vehicular traffic within the park (60%). Lowest priority was placed on offering direct vehicular access to park destinations and improving connections to surrounding areas.

- The majority of respondents said they most often travelled to and from High Park by foot (59%), followed by cycling or other non-motorized devices (38%).

- Most respondents said they visited the park once a week or more before the COVID-19 pandemic (54%). Over half of the respondents (54%) said they visited the park more frequently during the pandemic, compared for 21% of respondents who reported visiting the park less.

- The most popular times for visiting the park prior to COVID-19 were weekend afternoons and weekend mornings.

A project website was launched in January 2021, www.toronto.ca/highparkmove. It provides information about the project objectives, status, and timelines; a link to subscribe to a project mailing list; and contact information, including a dedicated project

email (highparkmove@toronto.ca). Information on upcoming public consultation and background reports will be shared on the project website.

Round Two
The second round of engagement was focused on sharing information about the project, gathering initial feedback from internal stakeholders (such City staff who deliver services in the park), external stakeholders (including key permitting and user groups), and Indigenous communities.

The project team has coordinated with the Indigenous Affairs Office on engaging with rights-holders and other Indigenous communities. Pre-engagement meetings were held with representatives of the Mississaugas of the Credit First Nation (MCFN) in November 2021 to share information about the project and to allow the project team to learn about preferred consultation approaches with rights-holders. MCFN representatives indicated a preference to provide feedback once the project team had developed more fulsome scenarios. Staff have also reached out via email to 28 Indigenous-led and Indigenous serving agencies and organizations to provide information about the project and discuss consultation preferences. The City will continue to engage with MCFN and Indigenous focused agencies and organizations throughout the study process, acknowledging the historical and cultural significance that High Park holds for Indigenous communities.

An Internal Stakeholder Orientation Session took place on November 9, 2021 and provided an opportunity for City staff and other partners to learn about and discuss the HPMS. This session focused on building project awareness and gathering feedback from internal stakeholders at an early stage in the project, which will inform option development.

To inform engagement with external stakeholders, a list was compiled of local and city-wide groups active within the park. The list was developed based on previous consultation and communication activities, feedback from the local Councillor and City staff, and a desktop review of organizations within the context area. Over 30 organizations were identified (listed in Attachment 3), representing a diversity of interests including environmental organizations, cultural groups, sport leagues, BIAs, and resident associations, among others.

The first meeting with external stakeholders was held virtually on December 9th, 2021, through the online platform WebEx. This meeting served as an Orientation Session where staff were able to share information on the project background, objectives, scope, work plan and timeline and gather initial feedback from stakeholders on their experiences traveling to, from and around the park. The session had a total of 17 stakeholder participants. A second external stakeholder meeting was held virtually on April 13th, 2021, also using Webex. This meeting served as a Mobility Workshop where staff presented a status update and preliminary findings, as spoke to possible options for improvements to the travel network. The session had a total of 18 stakeholder participants. Key themes of the feedback collected from external stakeholders are summarized below.

- Stakeholders had differing opinions on the current weekend road closures. Some raised concerns regarding accessibility to the parks interior destinations, most

notably Grenadier Café, High Park Zoo, and the sports fields. Others were supportive of the weekend road closures, stating that the closures made the park more safe and enjoyable, and also encouraged a more environmentally-friendly approach to managing traffic in the park.

- Stakeholders wanted to learn more about the scope and outcomes of the study, particularly with respect to environmental matters such as trail management and conservation.

- Related to the point above, stakeholders emphasized the need to carefully consider and balance possible environmental impacts and opportunities from the travel network changes that could be considered. For example, increased pedestrian activity through environmentally sensitive areas should be discouraged, while active transportation modes should generally be supported as a means of reducing carbon emissions.

- Stakeholders raised concerns about conflict between pedestrians and cyclists in the park. The speed and conduct of some cyclists was flagged as causing significant risk to pedestrians, especially in the busier intersections around Grenadier Café. Some stakeholders suggested dedicated bike lanes or times of day for faster riders, other suggested more enforcement efforts were needed in the park.

- Stakeholders were generally supportive of reducing the impact of vehicular traffic within the park, both in terms of the overall speed and volume. Measures such as speed humps, speed signs, and signalized intersections were discussed. Some participants encouraged the use of pay parking as means of managing traffic while others noted that this could present a barrier for some park users.

- Stakeholders were generally supportive of improving transit service to and within the park, especially as a means of addressing accessibility concerns. Some stakeholders encouraged exploration of alternative transit modes such as shuttle buses and pedicabs. Several comments were also made about the existing trackless train, suggested that changes should be made to reduce its emissions and create a more practical and affordable mobility option within the park.

Upcoming Engagement

A third round of engagement will begin in June 2022 and will focus on gathering feedback and ideas for travel network improvements from the general public. Consultation activities will include both digital and in-person events.

An online public meeting will provide an opportunity for the public to learn about options being considered as well as findings and feedback gathered to date, and to ask questions and provide feedback directly to staff. This meeting will be timed with a launch of a digital tool to support asynchronous engagement, where the public can share comments on ideas at their own convenience. In-person activities such as project kiosks and walking tours are also being considered in order to reach visitors directly. These events will be promoted through updates to the project website and project

mailing list, posts and advertisements on social media, the local Councillor's newsletter, and through physical notices within the park.

The project team will present to the Toronto Accessibility Advisory Committee on June 13th to seek input and guidance on improving accessibility and reducing barriers faced by people with disabilities in High Park.

Feedback gathered from the next round of engagement will inform the refinement of the alternative scenarios and will also help to determine evaluation criteria. Opportunities for engagement will be coordinated with the review of Parkside Drive being led by Transportation Services.

Once the three alternative scenarios has been prepared, a fourth round of consultation will provide an opportunity for the general public to share their thoughts on a preferred scenario and approaches to implementation. Following Council approval of a preferred scenario, targeted for early 2023, a final round of consultation will support detailed discussions with key stakeholder groups on implementation and monitoring processes including possible phasing approaches and plans for impact management.

Details on upcoming public consultation opportunities will be shared on the project website: www.toronto.ca/highparkmove.

Attachment 4: List of External Stakeholders contacted

- 8-80 Cities
- Allotment Garden
- Bloor by the Park BIA
- Bloor West Village BIA
- Bloor West Village Residents
- Can Stage
- Cycle Toronto
- Friends of High Park Zoo
- Grenadier Café
- High Park Grenadier Fund
- High Park K9
- High Park Little League
- High Park Natural Environment Committee
- High Park Nature
- High Park Nature Centre
- High Park Sunday Walking Tours
- High Park Tenants Association
- High Park Volunteer Stewardship Program
- High Park Walking Tours
- High Park Zoo
- Howard Park Tennis Club
- Labyrinth
- Park People
- Park Watch
- Roncesvalles Village BIA
- Roncesvalles-Macdonell Residents' Association
- Rotary Club of Parkdale-High Park
- Shakespeare in High Park
- Sunnyside Community Association
- Taiaiako'n Historical Preservation Society
- Toronto Birding
- Toronto Entomologist Association
- Toronto High Park FC
- Trackless Train
- TRCA
- Walk Toronto

Attachment 5: Map of High Park Travel Network