

## **Parkside Drive Study Final Report**

**Date:** October 17, 2024

**To:** Infrastructure and Environment Committee

**From:** General Manager, Transportation Services

**Wards:** Ward 4, Parkdale-High Park

### **SUMMARY**

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Parkside Drive is a major arterial road that serves as the eastern boundary of High Park and provides multi-modal connections to key destinations in the city with residential frontage on the east side. As directed by Council in November 2021, the Parkside Drive Study was initiated to explore possible design changes that could improve safety and mobility along the corridor with a focus on people walking, cycling and other vulnerable road users, as a companion to the High Park Movement Strategy. Over the last three years several improvements have been made to the roadway to manage vehicle speeds and improve road user safety.

The Parkside Drive Study builds on community advocacy for improved road safety. In the last ten years there were seven collisions that resulted in five serious injuries and three fatalities. All seven collisions involved vulnerable road users. Narrow and missing sidewalks, lack of bikeways, excessive vehicular speeds and aggressive driving, and a history of collisions resulting in fatality or serious injury are frequently heard concerns. The Parkside Drive Study recommendations support the City's Vision Zero Road Safety Plan efforts to implement changes that would prevent serious injuries and fatalities on our streets.

This report summarizes the findings from the Parkside Drive Study and seeks City Council endorsement in principle of the study recommendations to implement a road safety focused redesign project. Preliminary design and consultation for the road safety project on Parkside Drive have been completed, and installation is targeted for the near-term (2025-2027). The Parkside Drive road safety changes would add 3.8 lane kilometres (1.9 centreline kilometres) of new bikeways, reconstruct the Lake Shore Boulevard West intersection and improve vulnerable road user connections to the Martin Goodman Trail and include design changes to decrease motor vehicle speeds.

### **RECOMMENDATIONS**

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The General Manager, Transportation Services recommends that:

1. City Council endorse, in principle, the road safety project on Parkside Drive, as described on pages 5 through 16 in the report (October 8, 2024) from the General Manager, Transportation Services, including a bikeway, intersection safety improvements at Lake Shore Boulevard West and Bloor Street West, new and updated Toronto Transit Commission bus stops, and designated turning lanes at intersections.

## **FINANCIAL IMPACT**

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This report seeks endorsement, in principle, to advance detailed design of the road safety changes that were identified in the Parkside Drive Study. The current planned estimated cost to implement the Parkside Drive Study road safety changes including a bikeway and intersection safety improvements is \$7,500,000, subject to further refinement as detailed design proceeds. Funding for these improvements are submitted as part of the 2025- 2034 Transportation Services Capital Budget submission for Council consideration and approval, forming the budget requests for the Cycling infrastructure Program and Road Safety Plan which are categorized as service improvements and enhancement and Health and Safety related improvements.

Funding for maintenance of the proposed bikeway will be determined based on the approved design and will be included for consideration as part of future operating budget submissions for Transportation Services.

The installation of on-street paid parking on Parkside Drive was undertaken with the understanding that future development of safety improvements and cycling infrastructure may impact the inventory of on-street paid parking spaces. The removal of approximately thirteen Pay and Display on-street parking spaces may decrease Toronto Parking Authority's (TPA) annual gross revenue by an estimated \$7,000.

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

## **DECISION HISTORY**

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On June 26, 2024, City Council adopted Item IE14.3 - Cycling Network Plan Update (2025-2027) with amendments. This report endorsed, in principle, the bikeway projects in the Near-Term Implementation Program (2025-2027) which included a bikeway on Parkside Drive between Bloor Street West and Lake Shore Boulevard West.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.IE14.3>

On March 20, 2024 City Council adopted item TE11.24 - Pay-and-Display Parking - Various Streets (Non-Delegated). This report approved pay-and-display parking on the east side of Parkside Drive between Bloor Street West and the Queensway.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.TE11.24>

On June 28, 2023, Infrastructure and Environment Committee received item IE5.4 - Parkside Drive Study Update. This report provided an update on the Parkside Drive

Study including the vision for the corridor, public engagement plans, and improvements delivered to date.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.IE5.4>

On May 9, 10 and 11, 2023, City Council adopted item IE3.7 High Park Movement Strategy - Final Report. This report described the preferred strategy for travel network improvements in High Park and next steps for implementation.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.IE3.7>

On July 19, 20, 21 and 22, 2022, City Council adopted item TE34.142 Pedestrian Crossing Protection and Parking amendments - Parkside Drive, Approximately 100 metres south of Spring Road (High Park Trail). This report authorized the installation of traffic control signals on Parkside Drive at High Park Trail and parking amendments to permit pay-and-display parking.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.TE34.142>

On May 25, 2022, the Infrastructure and Environment Committee received Item IE30.16 Interim Report for the High Park Movement Strategy. This report provided an update on the High Park Movement Strategy and Parkside Drive Study, summarized early engagement efforts and commented on next steps in developing strategy options.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.IE30.16>

On November 9, 10 and 12, 2021, City Council adopted item MM37.1 Parkside Drive Safety Measures, directing staff to implement several 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>

On July 14, 15, and 16, 2021, City Council adopted item TE.26.88 Removal of the Rush Hour Parking Prohibition on the East Side of Parkside Drive and rescinded parking prohibitions from 4:00 p.m. to 6:00 p.m.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.TE26.88>

## COMMENTS

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Parkside Drive has a history of collisions and highly vocalized community concerns about road safety. In 2021 City Council directed Transportation Services to study Parkside Drive between Bloor Street West and Lake Shore Boulevard West to identify changes that could improve safety and mobility along the corridor. This report summarizes the findings of the Parkside Drive Study and changes recommended for the corridor.

### Study Area

Parkside Drive is a four-lane major arterial road providing multi-modal connections to local destinations in the area including High Park to the west, St. Joseph's Health Centre to the east, and key travel routes in the city including the Gardiner Expressway and the Martin Goodman Trail to the south. Traffic movement is the primary function of

Parkside Drive, with approximately 21,000 motor vehicle trips daily, of which less than one percent is heavy vehicle traffic. Refer to Attachment 1 for an area map.

The east side of Parkside Drive is primarily residential, and the intersecting streets provide access into the Sunnyside, Roncesvalles and High Park-Swansea neighbourhoods. There is one school located on Parkside Drive, and several other schools, child-care centres and community hubs located directly east and north of the street. Parkside Drive serves as an important route to local destinations like shops, restaurants, grocery stores, community centres and libraries that are located on nearby streets like Bloor Street West, Roncesvalles Avenue and Dundas Street West. Parkside Drive is the southward extension of Keele Street, a major north-south arterial in the city that provides a direct connection to Highway 400 and 401. Parkside Drive is used as a primary highway access route to and from the Queen Elizabeth Way via the Gardiner Expressway for motorists in the catchment area to the north and east of High Park.

## **Project Goals**

As directed by Council, Transportation Services studied Parkside Drive to find opportunities to improve safety and mobility along the corridor with a focus on pedestrians, people cycling and other vulnerable road users. The Parkside Drive Study is premised on the understanding that full reconstruction of Parkside Drive is not programmed in the City's Ten-Year Capital Plan for Transportation Services. As such, the study focuses on changes that can be implemented in advance of a full road reconstruction of the corridor, subject to availability of funding, resources, and Council direction.

There is a history of community advocacy for change on Parkside Drive. Narrow and missing sidewalks, lack of bikeways, excessive vehicular speeds and aggressive driving, and a history of collisions resulting in fatality or serious injury are frequently heard concerns. Council's decision to expand the scope of the High Park Movement Strategy to include initiation of the Parkside Drive Study was made soon after a motor vehicle collision on November 12, 2021 that resulted in two fatalities on Parkside Drive, near Spring Road.

## **Existing Conditions**

Parkside Drive between Bloor Street West and Lake Shore Boulevard West is a major arterial roadway. Approximately 21,000 motor vehicles and 1,000 transit passengers travel daily on Parkside Drive. The posted speed limit is 40 kilometres per hour and motor vehicle operating speeds range from 48 to 51 kilometres per hour. TTC Bus Route 80 Queensway operates along Parkside Drive, on its route between Keele Subway Station and Sherway Gardens shopping centre in Etobicoke. Additionally, the western terminus of the TTC Streetcar Route 506 is on Parkside Drive, offering transit service between High Park and Main Street Subway Station primarily along College Street and Gerrard Street.

The existing design of Parkside Drive does not meet current guidelines and standards for sidewalk widths, motor vehicle lane width, nor protection for people cycling. Priorities for design improvement include: narrow sidewalk widths on the east side; missing

sidewalks on the west side; no designated bikeways; and wide motor vehicle lanes that can enable speeding. The paved portion of the street, from curb to curb, is approximately 12.8 metres wide and has four motor vehicle travel lanes. The northbound curb lane accommodates all-day motor vehicle parking (residential on-street permits and pay-and-display) as well as loading and unloading activities. The southbound curb lane is used for motor vehicle movement, with the exception of the segment between Spring Road and High Park Trail, where parking is permitted at all times. There are TTC Bus stops on both sides of the street.

Over the ten-year period between August 2014 and August 2024 there have been 1487 collisions on Parkside Drive between Bloor Street West and Lake Shore Boulevard West. Of the collisions, five resulted in serious injuries and two resulted in fatalities. All seven collisions resulting in a fatality or serious injury involved vulnerable road users: two collisions involved people cycling, two collisions involved pedestrians, two collisions involved seniors in a motor vehicle, and one collision involved a motorcyclist. An additional 47 collisions involved vulnerable road users but did not result in serious injuries or fatalities; 19 of those collisions involved pedestrians, and 28 involved people cycling.

### **Improvements to Parkside Drive**

Over the last few years, as a result of ongoing advocacy from many members of the community and support from the local Councillor, several improvements have been made to traffic management and road geometry along Parkside Drive to improve safety of vulnerable road users and reduce motor vehicle speeding. Changes include:

- Upgrades to the Howard Park Avenue and Parkside Drive intersection: removal of the eastbound right-turn channel, reduction of the pedestrian crossing distance on the east leg, improved pavement markings and increased pedestrian standing area on the north/east corner.
- Speed limit reduction from 50 kilometres per hour to 40 kilometres per hour on Parkside Drive between Bloor Street West and Lakeshore Boulevard West;
- Permanent "Watch Your Speed" signs;
- Permanent Automated Speed Enforcement camera;
- Traffic signal on Parkside Drive at Geoffrey Street;
- Temporary, asphalt sidewalk on the west side of Parkside Drive between Spring Road and just north of The Queensway underpass;
- New parking area on the west side of Parkside Drive between Spring Road and High Park Trail;
- Lighting improvements in the City-owned underpass at southern end of corridor;
- Pedestrian head start signals at Indian Valley Crescent, Howard Park Avenue, Geoffrey Street, and High Park Boulevard; and
- Traffic signal on Parkside Drive approximately 100 metres south of Spring Road at High Park Trail to allow for safe pedestrian crossing to the TTC bus stop.

### **Road Widening Feasibility Assessment**

In 2022, Transportation Services investigated the feasibility of widening Parkside Drive to improve sidewalk conditions. The goal of the feasibility study was to identify options for a formal, continuous path of travel for pedestrians on both sides of the street.

Currently, the west side of Parkside Drive contains informal paths (e.g. dirt paths) and minimal formal pedestrian facilities (i.e. sidewalk segments and some asphalt or concrete surfaced areas at signalized intersections and bus stops). The sidewalk on the east side of the street ranges from 1.5 to 1.7 metres wide, below the City's minimum standard of 2.1 metres. Other temporary and permanent features, like residential waste bins, snow windrows, and street signs, may obstruct sidewalk widths and create narrower clearances for pedestrians.

Findings from the study identified environmental and civil engineering constraints that severely limit the potential for road widening on both the west and east sides. Sidewalks cannot be installed on the west side of Parkside Drive from Bloor Street West to Spring Road along the current alignment behind the street light poles due to impacts to environmentally sensitive and protected areas with established trees, shrubs, and other natural features. Additional topographic features such as grade changes and retaining walls pose additional engineering constraints. Sidewalk widening behind the existing curb on the east side of Parkside Drive is not feasible due to impacts to space in front of residential properties like trees, staircases and driveways, and retaining walls that are in place to manage grade changes between street level and ground floor level of homes and other buildings.

## **Traffic Analysis**

A feasibility assessment was undertaken to study the operational impacts of reallocating road space to accommodate cycle tracks. Traffic modelling techniques, using EMME and Synchro modelling tools, were used for both network impact assessment and intersection performance testing to assess scale of impact to travel times and to identify potential mitigation measures. Actual traffic volume counts were collected between 2021 and 2023 and were used as the baseline dataset for traffic modelling.

Network impact assessment modelling work compared the existing motor vehicle travel capacity of Parkside Drive to an alternative scenario to estimate potential impacts to travel times and vehicle volumes along the corridor. For the purpose of the model, existing conditions were defined as: three motor vehicle lanes (two southbound lanes, one northbound lane and one parking lane) and 40 km/h speed limit on Parkside Drive. The alternative scenario for Parkside Drive was two motor vehicle travel lanes, a third lane at intersections for dedicated turning lanes where feasible, and speed limit of 40 km/h.

Network modelling forecasted:

- An increased motor vehicle travel time of approximately 1-3 minutes during peak hours on Parkside Drive between Bloor Street West and Lake Shore Boulevard West;
- A 35% reduction in peak hour volumes of motor vehicles on Parkside Drive;
- An increased motor vehicle travel time of less than 1 minute, reduction in speed by 2-3km/hr and an 18% increase in motor vehicle volumes during peak hours on Roncesvalles Avenue between Bloor Street West and The Queensway; and
- The greatest impact on Parkside Drive would occur during the morning peak hour in the southbound direction.

Intersection testing was used to understand block-by-block operational needs and constraints along the length of Parkside Drive and inform designs that aim to improve safety conditions, reduce traffic infiltration on local streets and optimize traffic operations. Intersection testing indicated an acceptable level of service for motor vehicle traffic and overall improvements to the conditions for pedestrians and people cycling. The only exception to acceptable service levels are motor vehicle movements in the southbound direction at the Bloor Street West and Parkside Drive intersection, where current modelling indicates a Level of Service F. Level of Service is a measurement tool used to quantify motor vehicle movements and traffic flow. A score of "F" indicates the worst operating conditions with unstable traffic flows and a potential bottleneck. Mitigation options like signal timing and signal phasing changes, and a designated southbound right-turn lane are being considered. Potential signal changes could alter the time allocated to various intersection movements and intervals in a cycle that are assigned to independent traffic movements or a group of movements. A designated southbound right-turn lane would organize turning movements, create additional queuing space and streamline southbound through traffic into the centre lane. Feasible options would be advanced alongside as part of the detailed design of the bikeway in the final design phase leading into implementation.

## **Proposed Design**

Based on traffic analysis, corridor conditions, and public feedback, the study recommends road safety changes including a bikeway, intersection safety improvements at Lake Shore Boulevard West and Bloor Street West, new and updated Toronto Transit Commission bus stops, and designated turning lanes at intersections. Conceptual plans for a redesign of Parkside Drive, including cross-sections and intersection designs, were presented to the public in February 2024 and remain available to view on the [project website](#). Select intersection designs are available below. The proposed changes balance the space requirements for proposed cycle track, motor vehicle travel lanes, and curb lane parking, fitting within the existing curb to curb space.

Staff are seeking City Council endorsement of, in principle, two-way cycle tracks on the west side of Parkside Drive between Bloor Street West and Lake Shore Boulevard West, with the provision of full-time parking and loading opportunities on the east side where feasible. Cycle tracks would improve the comfort and safety of all road users, particularly people cycling and pedestrians. The proposed two-way cycle tracks require a reduction in the number of mid-block motor vehicle travel lanes from three to two and inclusion of a third lane at intersections where needed to accommodate designated left-turn lanes at all intersecting streets that permit eastbound movements. The capacity for motor vehicle traffic at the intersection of Bloor Street West and Parkside Drive would remain unchanged with four motor vehicle lanes and dedicated left-turn lanes to help manage motor vehicle traffic flow, minimize queuing and discourage motorists utilizing local neighbourhood streets to avoid the intersection.

The proposed design would support speed management by narrowing motor vehicle travel lanes to current standards. Slower motor vehicle speeds would improve safety conditions for pedestrians and people cycling and are an integral component of the Vision Zero Road Safety Plan's key focus action to implement a Speed Management Strategy.

### *Proposed Design - Mid-Block Conditions*

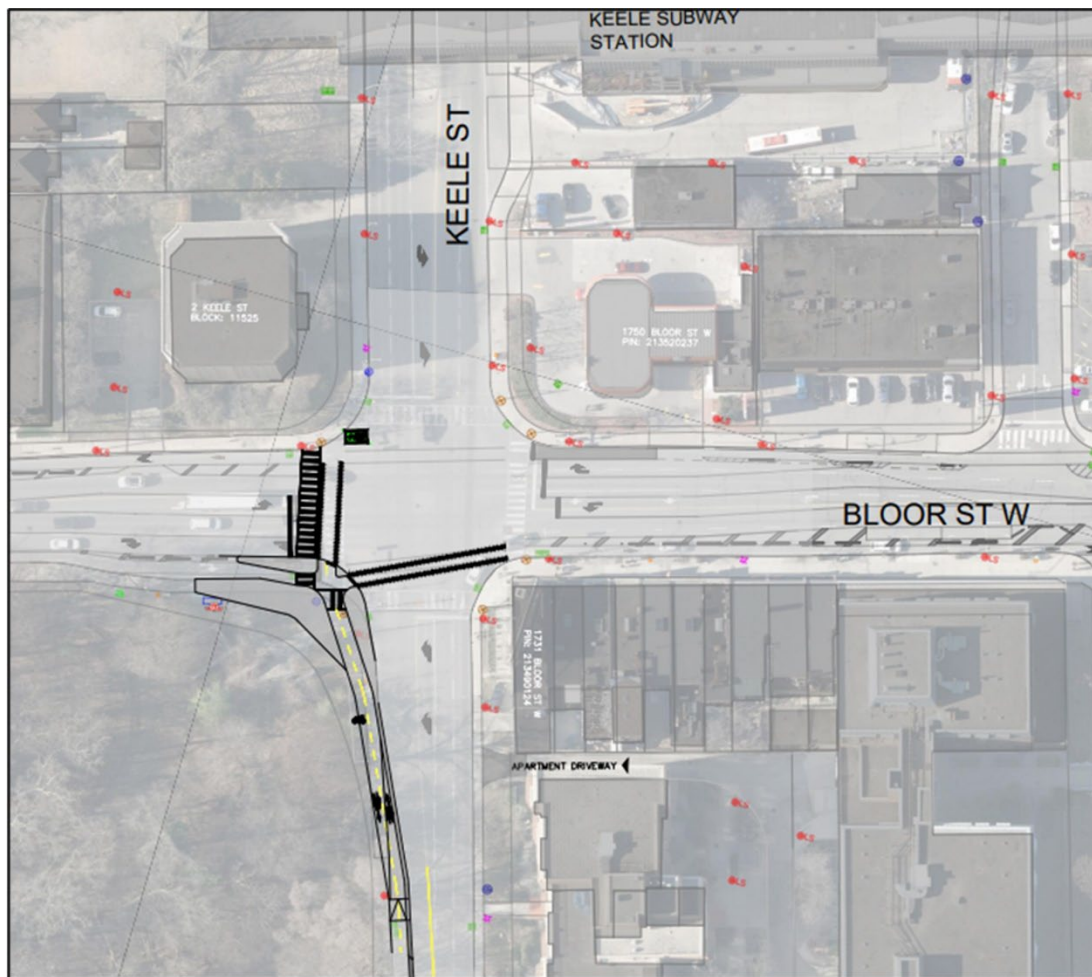
In mid-block segments, the following is proposed:

- Two-way, on-street cycle track on the west side of the street (painted buffer with physical separation where possible);
- Reduction of motor vehicle lanes from three (two southbound and one northbound) to two (one southbound and one northbound);
- Full-time on-street parking on the east side; and
- No changes to sidewalks.

### *Proposed Design - Bloor Street West and Parkside Drive Intersection*

- Two-way cycle track would commence in the boulevard to maintain two southbound motor vehicle lanes;
- Two-way cycle track would transition onto the street approximately 20 metres south of the intersection (painted buffer and physical separation where possible);
- Two northbound motor vehicle lanes would be maintained for motorists approaching Bloor Street West;
- Addition of a protected corner on the south/west side to connect the Parkside Drive cycle track to the Bloor Street West bikeway;
- No changes proposed north of Bloor Street West (on Keele Street); and
- No changes proposed to the lane configuration on Bloor Street West.



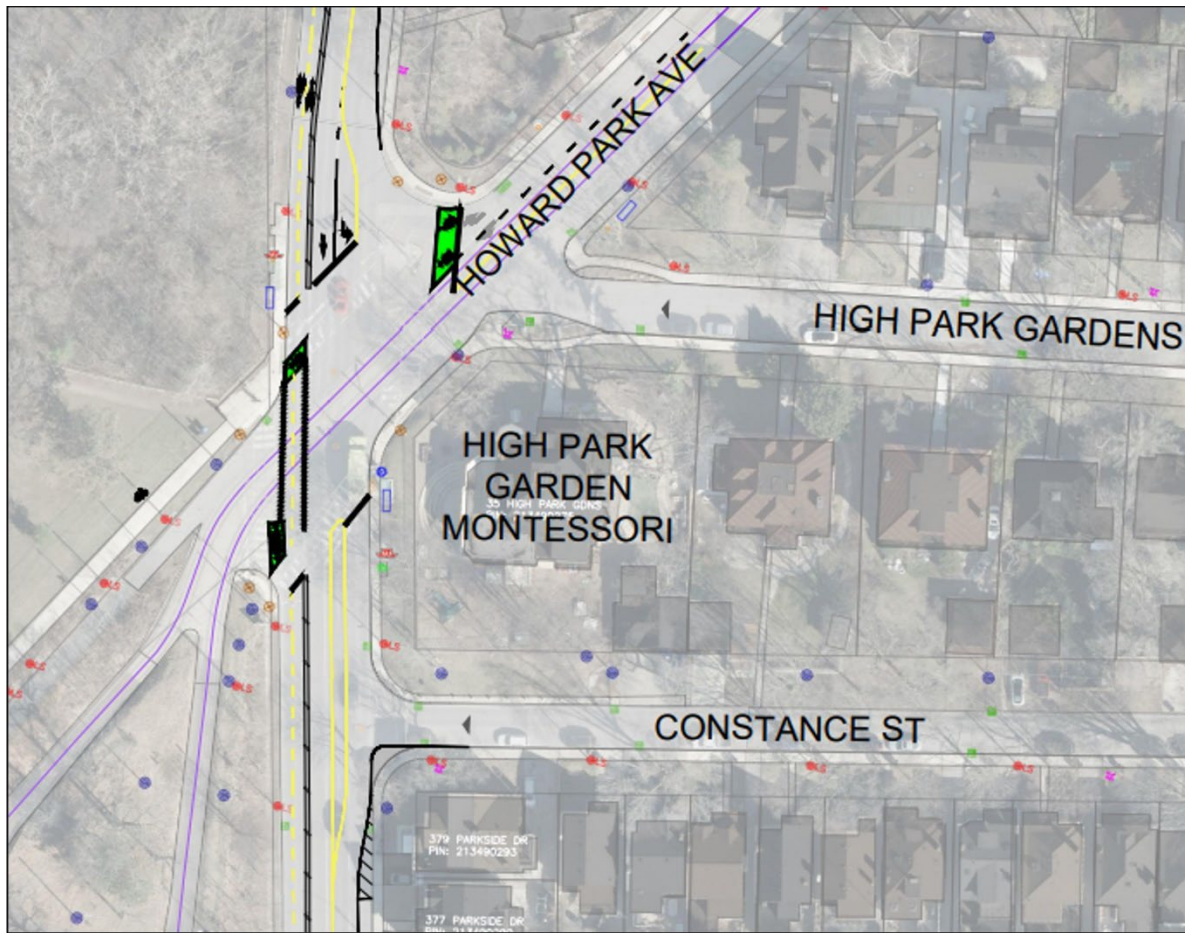


LEGEND

Existing Asphalt	Low Wall	Bike & Turn	Light	LS	Hydrant	Street furniture
New Asphalt	Barrier	Box	Standard	LS	Street	Bike Share
Existing Asphalt	Bus Stop	Tree	Traffic	LS	Car Track	Stations
Existing Driveway	Transit Shelter	Point	Pole	LS	Misc. Pole	
		Catch Basin	Street light & Traffic pole			

**Proposed Design - Howard Park Avenue and Parkside Drive Intersection**

- Two-way, on-street cycle track on the west side of the street (painted buffer with physical separation where possible);
- Addition of a southbound left-turn lane;
- Bike boxes on the northeast, northwest and southwest sides;
- No right-turn on red prohibition for westbound right-turns via Howard Park Avenue;
- No left-turn onto Parkside Drive from Constance Street; and
- Integrated, raised bus/bike stop on the northwest side (for the southbound bus).

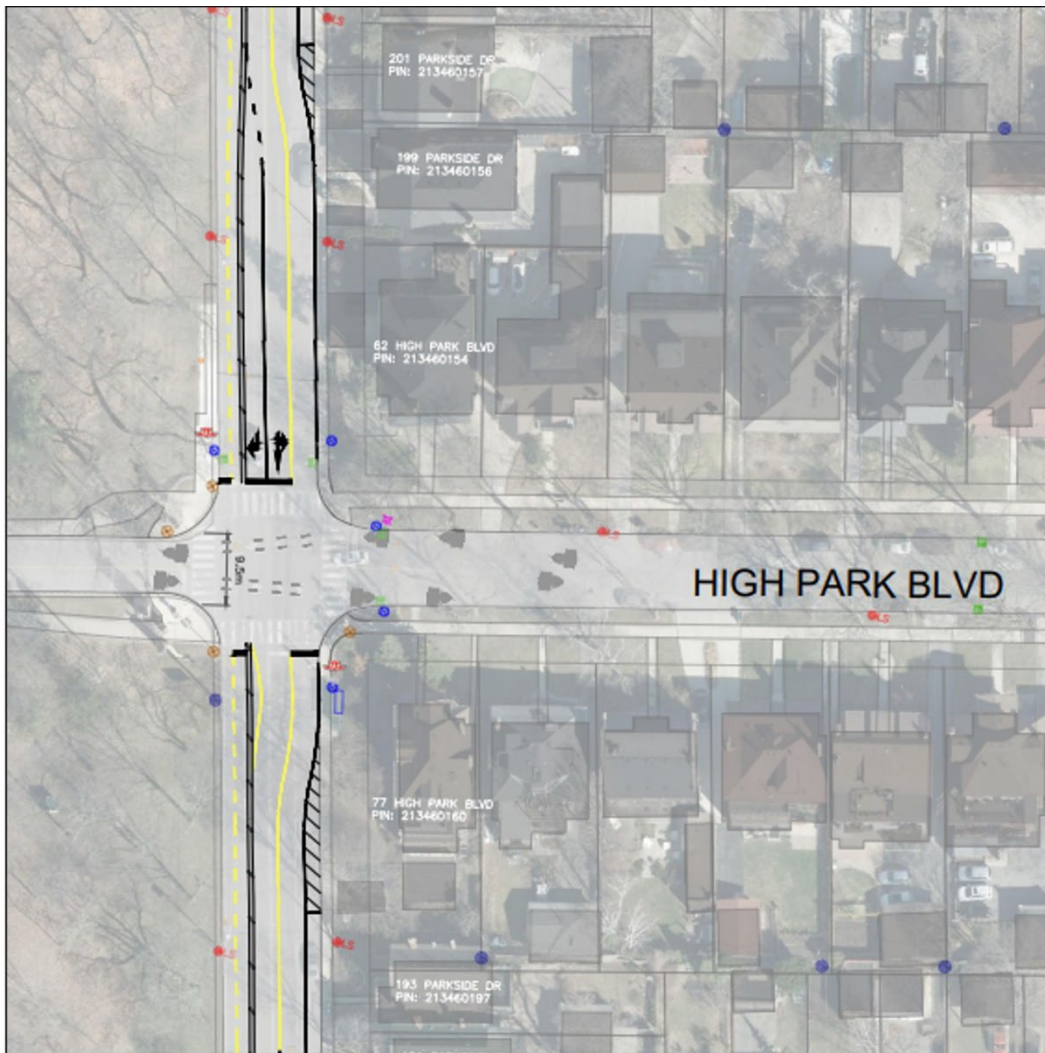


LEGEND						
Existing Asphalt	Low Wall Barrier	Bike & Turn Box	Light Standard Traffic Pole	LS	Hydrant	Street furniture
New Asphalt	Bus Stop	Tree Point	Street light & Traffic pole	Car Track	Street Car Track	Bike Share Stations
Existing Driveway	Transit Shelter	Catch Basin		Misc. Pole	Misc. Pole	

**Proposed Design - High Park Boulevard and Parkside Drive Intersection**

- Two-way, on-street cycle track on the west side of the street (painted buffer with physical separation where possible);
- Designated southbound right-turn lane to facilitate movements into High Park; and
- Northbound shared through and left-turn lane.





Existing Asphalt	Low Wall	Bike & Turn	Light Standard	LS	Hydrant	Street furniture
New Asphalt	Barrier	Box	Traffic Pole	Street Car Track	Street Car Track	Bike Share Stations
Existing Driveway	Bus Stop	Tree Point	Street light & Traffic pole	Misc. Pole	Misc. Pole	Bike Share Stations
	Transit Shelter	Catch Basin				

**Proposed Design - Lake Shore Boulevard West and Parkside Drive**

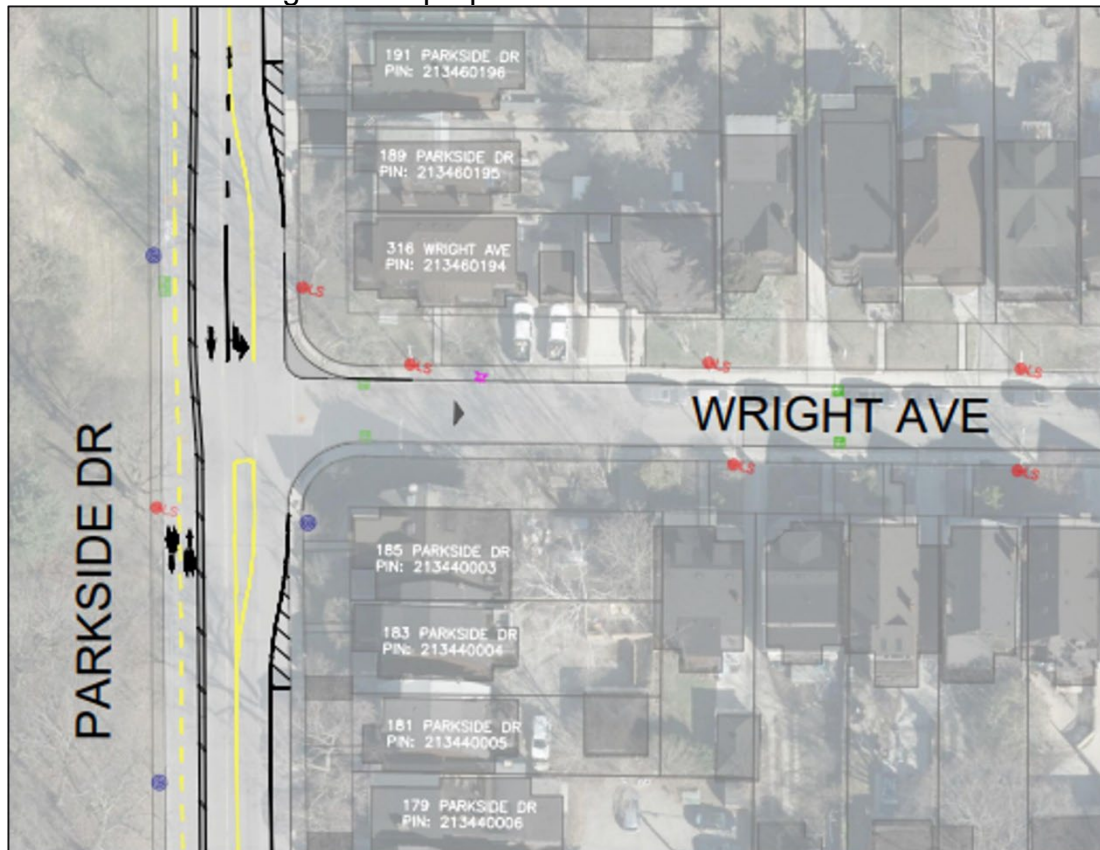
- Removal of the right-turn channels on the north/west and north/east sides;
- Addition of a designated southbound right-turn lane to replace the right-turn channel;
- Reconfiguration of the intersection to connect the on-street cycle track to Lake Shore Boulevard West;
- New TTC bus stops in both the northbound and southbound directions, on the north/east and south/east sides, respectively; and
- No changes to sidewalk widths through the underpasses.

Note that changes to Lake Shore Boulevard West would require additional civil engineering and capital coordination to address the complex geometric and operational design issues.

**Proposed Design - Unsignalized Intersections (two-way and one-way eastbound)**

- Two-way, on-street cycle track on the west side of the street (painted buffer with physical separation where possible);

- Designated southbound left-turn lanes;
- Refuge island that provides a location for people cycling to wait for a gap in traffic when cycling between Parkside Drive and non-signalized, intersecting streets;
- Maintains one northbound and one southbound through lane at every intersection;
- Removal of parking spaces in the vicinity of intersections (approximately 1-2) to facilitate installation of the southbound left-turn lanes; and
- No new traffic signals are proposed.



LEGEND	
Existing Asphalt	Low Wall Barrier
New Asphalt	Bus Stop
Existing Driveway	Transit Shelter
	Bike & Turn Box
	Tree Point Catch Basin
	Light Standard Traffic Pole
	Street light & Traffic pole
	Hydrant
	Street Car Track Misc. Pole
	Street furniture Bike Share Stations

### Parking Impacts

There are currently 100 on-street parking spaces on the east side of Parkside Drive and 14 parking spaces on the west side (114 total). On-street residential permit parking and pay-and-display parking is available. Parking permit subscription rates are at 58% of the available capacity. Parking is available at all times.

The recommended redesign would maintain approximately 94 full-time permit and pay-and-display on-street parking spaces. This would result in a net reduction of approximately 20 parking spaces. The majority of spaces that would be removed are located on the west side of Parkside Drive. Some east side parking spaces would be removed to accommodate the space required for left-turn lanes.

Many residential units on the east side of Parkside Drive utilize front-yard/boulevard parking; these off-street spaces are located on City property. An off-street parking

permit is required if residents wish to park on the City boulevard. A review of the front-yard parking facilities on Parkside Drive identified that the majority of spaces are not licensed. Transportation Services will work to add these spaces into the [list of locations licensed for residential off-street parking](#), and ensure residents apply for necessary permits in order to park on City property.

## **Public Consultation**

From Summer 2022 to Winter 2024 Transportation Services conducted public consultation on the Parkside Drive Study to collect feedback and input from residents and community interest groups. The two objectives of the public consultation were to enrich the study team's understanding of transportation concerns and opportunities on Parkside Drive, and to understand the extent to which the proposed near-term actions and long-term vision were supported by the community. The feedback gathered through this consultation informed staff recommendations, along with technical considerations and City policies and guidelines.

Various outreach methods were used to notify the public of the consultation activities, including a project webpage, over 14,000 flyers distributed through Canada Post, mailed meeting invitations to residents of Parkside Drive, e-notifications to the project's mailing list, and notices in the local Councillor's newsletter. Consultation activities included:

- An online survey launched on July 8, 2022 that remained open until August 29, 2022. The survey asked respondents to identify their concerns and priorities for the Parkside Drive corridor. Over 2000 respondents completed the survey and 18 comments were received via email and telephone.
- A drop-in meeting for the High Park Movement Strategy was held on April 3, 2023. Information about the Parkside Drive Study was presented and staff were present to answer questions.
- A constituents' meetings on December 19, 2023, organized by the Ward 4 Office to provide updates and address questions about the study.
- A residents' meeting on January 15, 2024 held virtually. The meeting was attended by 19 participants. Participants were presented with background information on the study, proposed road safety improvements, and given the opportunity to ask questions of staff.
- An online survey launched on December 30, 2023, and was open until February 15, 2024. The survey asked for feedback on the components of the road safety improvements, overall support for the near-term approach and the long-term vision. 3,500 participants completed the survey. Approximately 49% of respondents came from neighbourhoods adjacent to or very near Parkside Drive.
- A drop-in event was held on February 1, 2024, at the Lithuanian Centre on Bloor Street West. Participants were provided with opportunity to review the detailed project materials and roll plans of the proposed road safety improvements, discuss the materials and provide feedback to staff. The event was attended by 128 people.
- A dedicated Parkside Drive Study phone number and email address ([ParksideDrive@toronto.ca](mailto:ParksideDrive@toronto.ca)) provided residents with an opportunity to submit feedback. Fifty-four comments provided from December 2023 to February 20, 2024, are reflected in this report.

Phase One consultation helped shape the study priorities. The most common concerns



identified by participants were the speed of motor vehicle traffic, insufficient sidewalk space, and the lack of bikeways. The top three priorities for future improvements to the corridor responded directly to the concerns. These were: making it easier and more comfortable for people to walk and cycle; improving safety for all road users, particularly the most vulnerable; and reducing vehicle speeds. Survey responses suggested overall support for improvements on Parkside Drive, but many concerns about the impact of design changes were identified, specifically the potential increase in motor vehicle travel times and traffic congestion on Parkside Drive and potential traffic infiltration through local neighbourhood streets, and concerns this could lead to new safety conflicts.

The concerns and priorities identified in the first phase of consultation guided the proposal that was shared with the public during Phase Two consultation. Phase Two consultation provided an opportunity for the public to review the proposed near-term actions and long-term vision and provide feedback on the preliminary design.

Feedback collected throughout Phase Two consultation activities identified a general acknowledgement that the current road configuration of Parkside Drive does not adequately serve all road users and contributes to collisions. However, there is disagreement in the types of changes that should be pursued to improve the roadway conditions.

Participants who supported the recommended changes agreed that the proposed transformation of Parkside Drive would improve road safety conditions. They emphasized concerns about the current conditions of Parkside Drive, such as narrow sidewalks, excessive speeding, presence of vulnerable road users and need for urgent changes that reduce vehicle speeds and increase space for vulnerable road users. These participants expressed that the proposed actions would enhance safety for vulnerable road users such as children and seniors, provide traffic calming benefits, improve connections to the waterfront and High Park, strengthen Toronto's cycling network and support Toronto's climate and Vision Zero goals, by promoting active transportation modes like walking and cycling.

Conversely, participants who opposed the proposed changes disagreed with the reduction of travel lanes and were concerned with potential impacts to traffic congestion and travel times. Participants expressed concerns about potential displacement of motor vehicle traffic onto local roads and the potential for associated safety impacts. Some participants expressed that the proposed changes were unnecessary since High Park has an existing cycling route. It was noted that Parkside Drive is an arterial road that provides access to the Gardiner Expressway and other major thoroughfares, emphasizing the need to prioritize cars to address traffic congestion. Respondents also expressed concerns with the study boundaries and requested traffic calming measures on roads adjacent to Parkside Drive, such as Indian Road, to improve traffic operations.

Detailed information about the public consultation activities and findings are available in the [Phase One](#) and [Phase Two](#) consultation reports.

## Implementation Approach

Subject to Council endorsement, detailed design of the road safety changes would commence, with implementation targeted to begin in 2026, at the earliest, with consideration for the potential for the project to be delivered in two phases, subject to approval from City Council.

The first phase of implementation could potentially include the delivery of cycle tracks and associated linear changes on Parkside Drive between Bloor Street West and High Park Trail. It could also include the partial reconstruction of the southwest corner of the Bloor Street West and Parkside Drive intersection to provide a seamless connection between the Bloor Street West and Parkside Drive bikeways. Subject to capital infrastructure coordination and advancing detailed design with Engineering and Construction Services, the partial reconstruction of the Bloor Street West intersection, and cycle track between Bloor Street West and High Park Trail could potentially be completed in advance of the reconstruction of the Lake Shore Boulevard West intersection.

Advancing the implementation of the cycle track for the section between Bloor Street West and High Park Trail would improve safety conditions for all road users on Parkside Drive, as the roadway redesign and removal of a southbound motor vehicle travel lane would provide speed management along the corridor. The installation of turn lanes and reduction of through lanes would maintain motor vehicle flow, reduce conflicts between road users, and promote more orderly and safe vehicular manoeuvres along the corridor.

A phased approach is under consideration because the construction of cycle track between Bloor Street West and High Park Trail would provide an important connection to the cycling network and other recently constructed cycling facilities, such as the Bloor Street West Complete Street Extension project and the West Parkdale Cycling Connections project. In 2023, a signal was installed at High Park Trail, the potential interim southern terminus of the Parkside Drive cycle track, to facilitate east/west pedestrian and cycling movements; it connects to the neighbourhood cycling routes in West Parkdale to the east and Colborne Lodge Drive to the west. These east/west routes would provide alternate connected and designated cycling facilities in the interim period and during reconstruction of the Lake Shore Boulevard West intersection.

In the phased approach under consideration, the second phase of implementation would include continuing the cycle track southward to the Lake Shore Boulevard West intersection. It is likely that full reconstruction of the intersection of Parkside Drive and Lake Shore Boulevard West would be required to address complex design issues, providing a continuous cycling connection to the Martin Goodman Trail, increasing pedestrian space to improve accessibility, removing right-turn channels to reduce motor vehicle turning speeds and improve pedestrian safety, moving traffic control signals and light standards, and adding new TTC bus stops. Reconstruction is targeted to be programmed for no earlier than the 2027 capital program, subject to capital infrastructure coordination and advancing detailed design with Engineering and Construction Services. Coordination of these projects would seek to provide efficiencies in project delivery and minimize potential construction impacts like lane closures and diversions.

## Operational Monitoring

If approved for installation, Transportation Services would initiate a monitoring plan to track travel patterns and traffic behaviours on Parkside Drive and on surrounding neighbourhood streets. Data would be collected to monitor travel times, turning movement counts and multi-modal traffic speed and volume studies. Following installation, traffic studies would be conducted bi-annually and be made available either on a dashboard on the project website, or on the City's Open Data portal. Baseline data for this monitoring was conducted in 2024. Engagement with local interest groups and the public would continue throughout installation and post-installation to share feedback from both data monitoring and neighbourhood experience perspectives and discuss appropriate solutions to any issues that may arise.

Through the monitoring plan, staff would track:

- Traffic impacts and possible signal timing modifications, turn restriction, or addition of turning lanes;
- Identification and mitigation of possible traffic infiltration issues on local streets;
- Modifications for curbside uses as they may arise, in consultation with impacted properties; and
- Observations of pedestrian and cycling impacts.

## Next Steps

Subject to City Council endorsement, Transportation Services would commence the detailed design of the road safety improvements and transformation of Parkside Drive between Bloor Street West and High Park Trail, as well as advance the more detailed geometric and signal design required for the Lake Shore Boulevard West intersection and continuation of the cycle track southward. Further public engagement would be facilitated to collect feedback on the detailed design elements. Review and engagement with partners (e.g. TTC) would continue. Once detailed design has advanced, Transportation Services would report to Infrastructure & Environment Committee and City Council to seek authority for implementation, as appropriate.

A traffic calming report will be considered at the Toronto and East York Community Council on October 24, 2024, recommending the implementation of speed humps on neighbourhood streets adjacent to the Parkside Drive Study. Traffic calming was considered on five streets:

- Indian Road
- Ridout Street
- Geoffrey Street
- High Park Boulevard
- Wright Avenue

Subject to Toronto and East York Community Council approval, the installation of speed humps would be completed within one to two construction seasons.

Further details on the project, including public consultation materials and summaries, can be found at [toronto.ca/ParksideDriveStudy](https://toronto.ca/ParksideDriveStudy).

The Ward Councillor has been advised of the recommendations in this report.



## **CONTACT**

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## **SIGNATURE**

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## **ATTACHMENTS**

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Attachment 1: Parkside Drive Study Area Map

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