

# Parkside Drive Study

# Phase One Consultation Report

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November 16, 2022

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# Table of Contents

- Executive Summary ..... 2
- Project Overview ..... 3
  - Map of study area..... 3
- Activities and Communications ..... 4
- Feedback Summary ..... 4
  - Survey responses..... 6
  - Survey participant demographics ..... 26
  - Comments received through phone and email..... 28
- Consultation Next Steps..... 29

## Executive Summary

The Parkside Drive Study aims to identify interventions that could improve safety and mobility along the corridor with a focus on pedestrians, people cycling and other vulnerable road users.

The study includes two phases of public consultation and is being carried out in conjunction with the High Park Movement Strategy. This report summarizes phase one consultation feedback on existing conditions, concerns, and priorities for a future vision of Parkside Drive between Keele Subway Station and the Martin Goodman Trail. Feedback during phase one was received through a public survey that was open from July 8 to August 29, 2022, via email and telephone. Over 2000 respondents completed the survey and 18 comments were received via email and telephone.

Parkside was identified as both an important north-south arterial road for the city's west-end and an important local access road for the community. Respondents use Parkside Drive to access amenities within the immediate area as well as to access the Gardiner Expressway and Lakeshore Boulevard West.

The primary concerns identified by participants were related to road user safety and the need for the corridor to better serve people using various active modes of travel. Excessive speeding was identified as a top concern by survey respondents (74%), followed by not enough sidewalk space (58%) and lack of bikeways (54%).

The top three priorities for future improvements to the corridor respond directly to the concerns. These are: making it easier and more comfortable for people to walk and cycle (74%); improving safety for all road users particularly the most vulnerable (70%); and reducing vehicle speeds (67%). Many respondents commented on the need for pedestrian improvements to address sub-standard conditions of the existing sidewalk and the lack of sidewalk on the west side of the street.

While there is overall support for improvements on Parkside Drive, there are concerns about the impact of design changes, particularly lane reductions, on traffic congestion and potential traffic infiltration through local neighbourhood streets, leading to new safety concerns. Some respondents acknowledged the competing needs of different road users and limited space in the roadway.

Respondents also reported a disconnect between the character of Parkside Drive and the adjacent High Park. Feedback identified the lack of placemaking and connection to this iconic Toronto park, which has city-wide significance for many people.

During the next phase of public consultation, a future vision including potential design options for Parkside Drive will be presented for public feedback. Phase one will inform the future vision.

## Project Overview

The City of Toronto is studying Parkside Drive between Keele Subway Station and the Martin Goodman Trail to identify interventions, in addition to those that were introduced in the last year, that could improve safety and mobility along the corridor with a focus on people walking, cycling and other vulnerable road users.

In consultation with the community, the study is exploring possible design changes to Parkside Drive to better serve all road users and develop a future vision of the corridor. Full reconstruction of Parkside Drive is forecasted to take place more than ten years from now; the study will inform future work and will determine whether further improvements can be made in the interim period.

The Parkside Drive study is a companion to the High Park Movement Strategy, and any changes contemplated for Parkside Drive will be considered in parallel with the recommendations of the High Park Movement Strategy ([www.toronto.ca/highparkmove](http://www.toronto.ca/highparkmove)).

This report summarizes consultation feedback received during phase one consultation, which took place from July 8 to August 29, 2022.

## Map of study area



## Activities and Communications

Stakeholders and the public were informed of the study and invited to provide feedback through the following channels:

Activity	Date	Details
Public Notice	July 14, 2022	27,143 notices distributed through Canada Post
Stakeholder email	July 26, 2022	Emails distributed to 42 stakeholder groups and organisations
Website	Live July 11, 2022	<a href="http://www.toronto.ca/ParksideDriveStudy">www.toronto.ca/ParksideDriveStudy</a>
Survey	Open July 8 – August 29, 2022	2013 survey responses completed
Email/Phone	Phase 1 comment period closed August 29, 2022 Communication is on-going	18 comments received
High Park Movement Strategy website	Link to survey published on July 12, 2022	<a href="http://www.toronto.ca/HighParkMove">www.toronto.ca/HighParkMove</a>

## Feedback Summary

### **Parkside drive serves the local community and as an important north-south arterial route**

Respondents noted that Parkside Drive is used to travel within the community and is an important north-south arterial route for the west-end of Toronto. Parkside Drive provides an important connection to nearby recreational facilities like High Park, the Martin Goodman Trail and Lake Ontario.

### **Respondents use various modes of travel to get around**

Most of the respondents use multiple modes of travel. When feedback was isolated to singular modes of travel, concerns and preferences remained consistent.

### **Speeding is a major safety concern**

All types of road users, including those who travel by car, identified motor vehicle speed as a major safety concern. Respondents expressed concerns with the impacts of speeding at intersections, specifically the safety of left turning motor vehicle movements. Respondents also noted that speeding negatively impacted their level of comfort when cycling or using the sidewalk.

### **Pedestrian improvements are important**

Pedestrian concerns were prioritised and communicated with a focus on the narrow sidewalk on the east side and the absence of a sidewalk on the west side of Parkside Drive. Respondents noted that transit riders who use TTC bus stops on the west side of Parkside Drive are forced to wait in and/or exit into a space with no sidewalk or passenger waiting area.

The absence of a sidewalk on the west side contributes to a sense of disconnection between High Park and the surrounding area. Suggested pedestrian improvements include additional pedestrian crossing opportunities and greater connectivity to the Martin Goodman Trail.

### **Cycling on Parkside Drive is dangerous**

Safety for people cycling on Parkside Drive is a concern, and the installation of bikeways is considered a priority by survey respondents. There are diverse views on whether improved cycling infrastructure within High Park would satisfy the need for better cycling connectivity in

the area, with several respondents acknowledging competing needs of different road users and roadway constraints. Demand for bikeways on Parkside Drive is slightly greater among respondents who do not live on Parkside or in an adjacent neighbourhood.

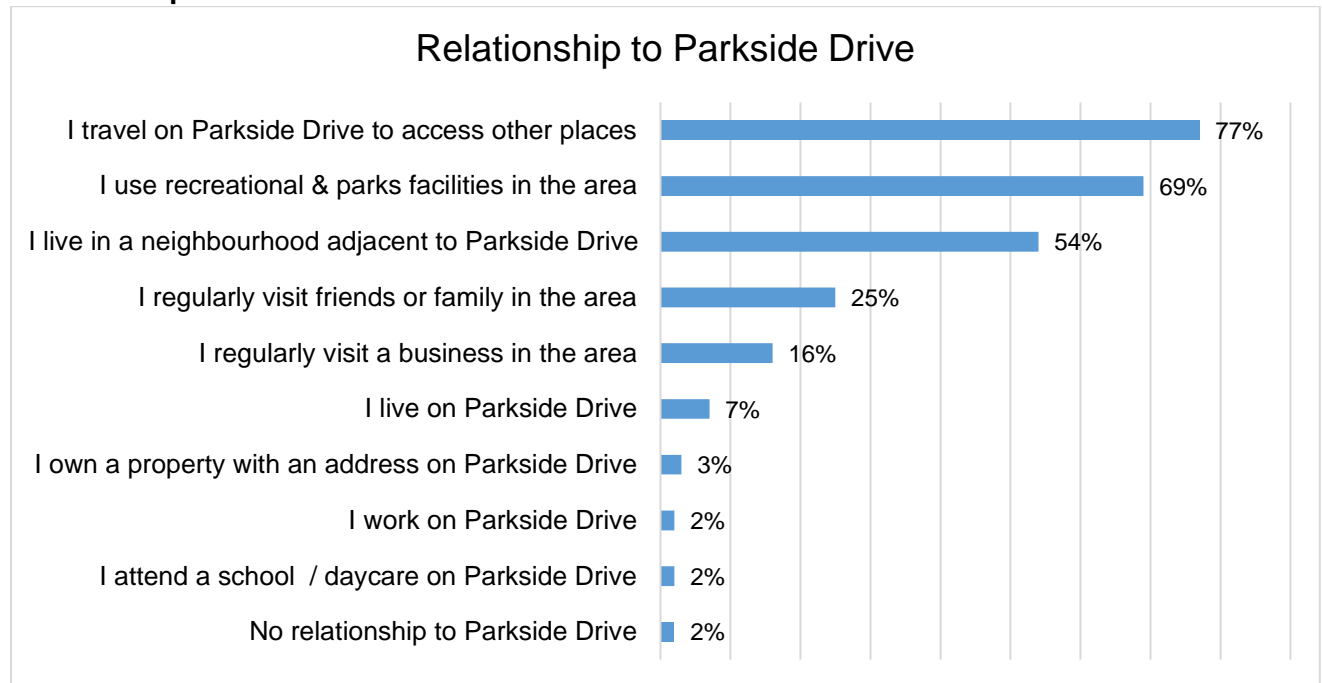
**Congestion on neighbourhood streets is a concern**

Several respondents shared concerns about current motor vehicle volumes on nearby local streets. Respondents also shared concerns about the potential impacts of design changes on Parkside Drive and possibility of increased congestion, longer travel times and more traffic infiltration. Respondents were concerned that increased motor vehicle volumes on local streets would create new safety concerns.

## Survey responses

The survey received 2,013 responses, which are summarized in this section.

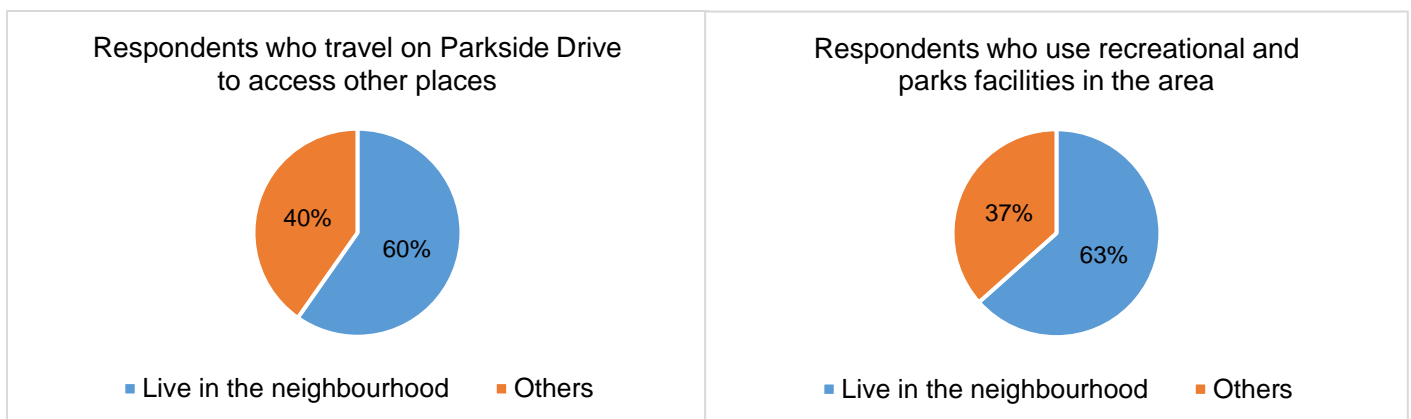
### Relationship to Parkside Drive



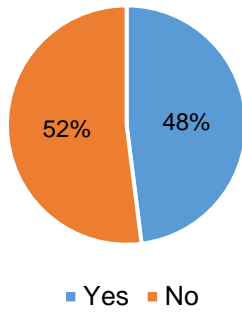
**Question:** Which of these options best describes your relationship to Parkside Drive? Select all that apply.

Parkside Drive, like many roads in Toronto, is used for travel, is linked to a destination and identifies a neighbourhood where people live.

- More than half of survey respondents (61%) live in the area of Parkside Drive, with 7% reporting that they live on Parkside Drive and 54% reporting that they live in a neighbourhood adjacent to Parkside Drive.
- Seventy-seven percent (77%) travel on Parkside Drive to access other places, of these, 40% do not live in the area and are therefore use Parkside Drive as a thoroughfare.
- Sixty-nine percent (69%) use recreational and parks facilities in the area. Of these, 37% respondents do not live in the neighbourhood



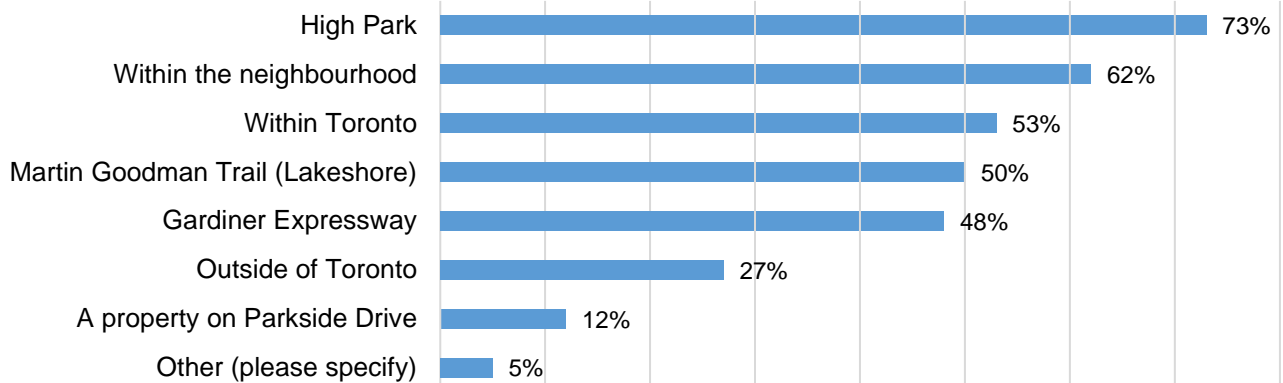
Completed the High Park Movement Strategy survey



Recognising the concurrent High Park Movement Strategy, forty-eight percent (48%) of respondents had completed the High Park Movement Strategy survey.

Question: When travelling along Parkside Drive, where is typically your destination? Select all that apply.

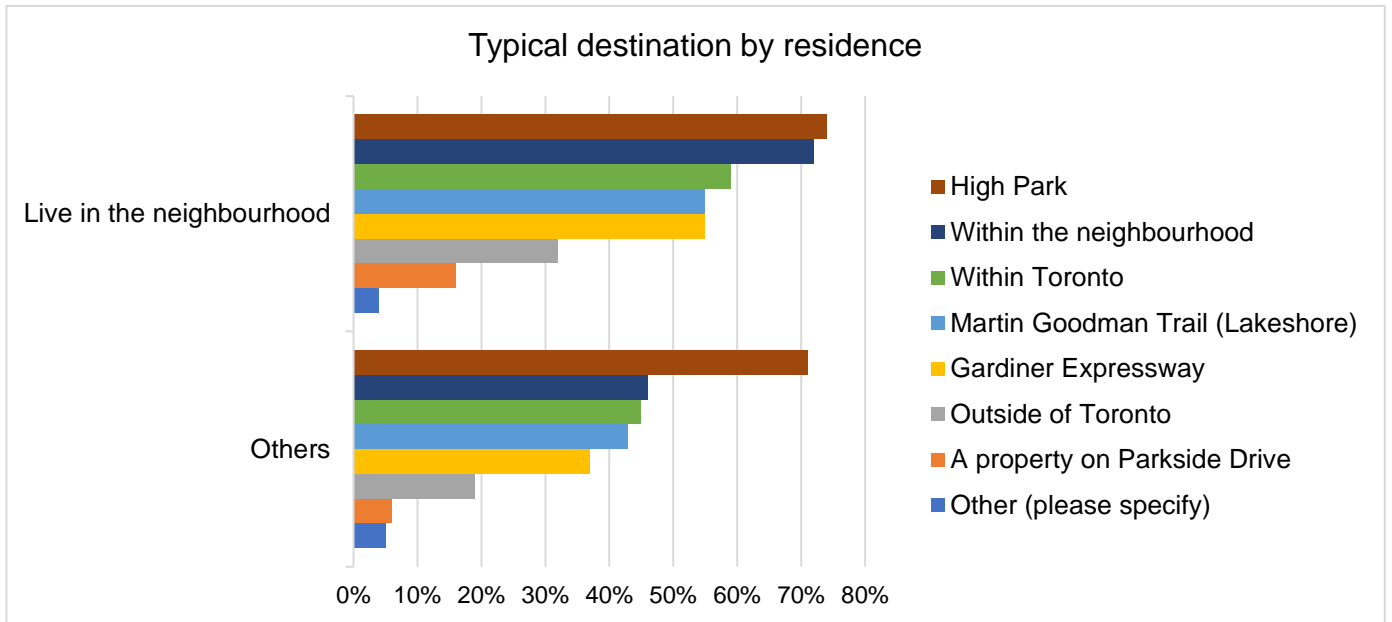
Typical destination



Majority of respondents use Parkside Drive to access places within the Parkside Drive area: High Park (73%); a place within the neighbourhood (62%); a property on Parkside Drive (12%).

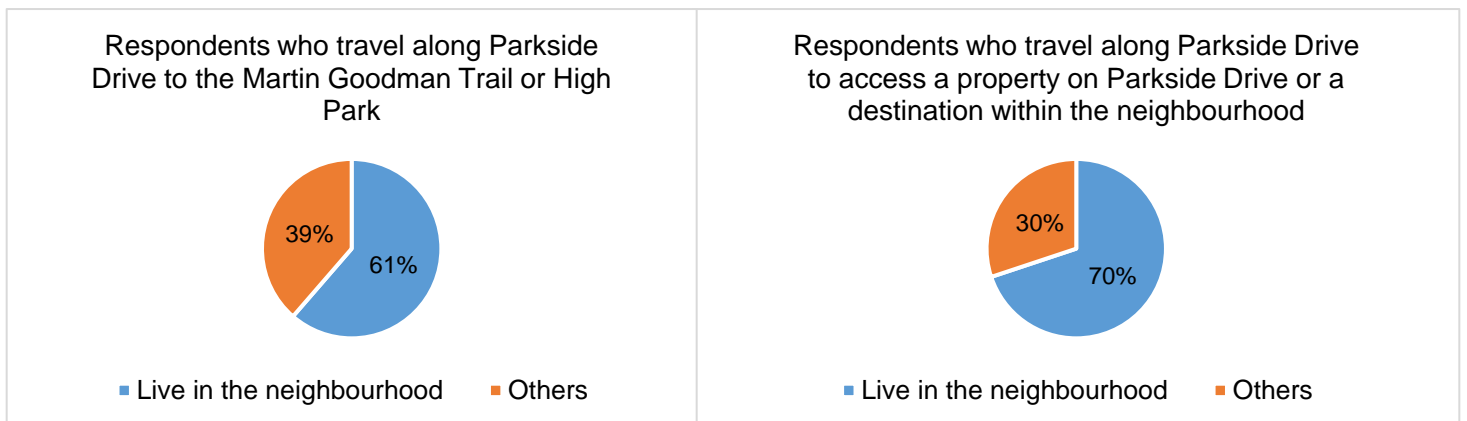
When typical destination is measured against data from the previous question that identifies those who live in the neighbourhood, High Park is a consistent destination among all respondents travelling along Parkside Drive.





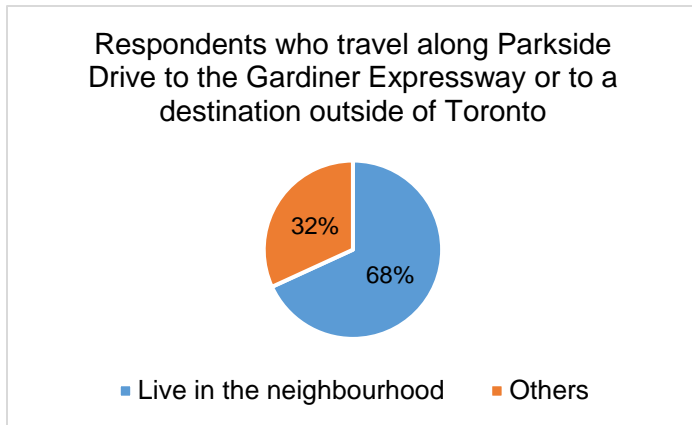
High Park is the most common destination for all respondents travelling along Parkside Drive. Parkside Drive is an important route for respondents travelling to destinations within the neighbourhood.

For respondents who live on Parkside Drive or in an adjacent neighbourhood, travel along Parkside Drive is considered local travel. For respondents classified as "others" (living outside the neighbourhood), Parkside Drive is used to access places within the Parkside Drive neighbourhood, although less frequently.



Eighty percent (80%), of respondents travel along Parkside Drive to access High Park or the Martin Goodman Trail. Of these respondents, 61% live in the neighbourhood

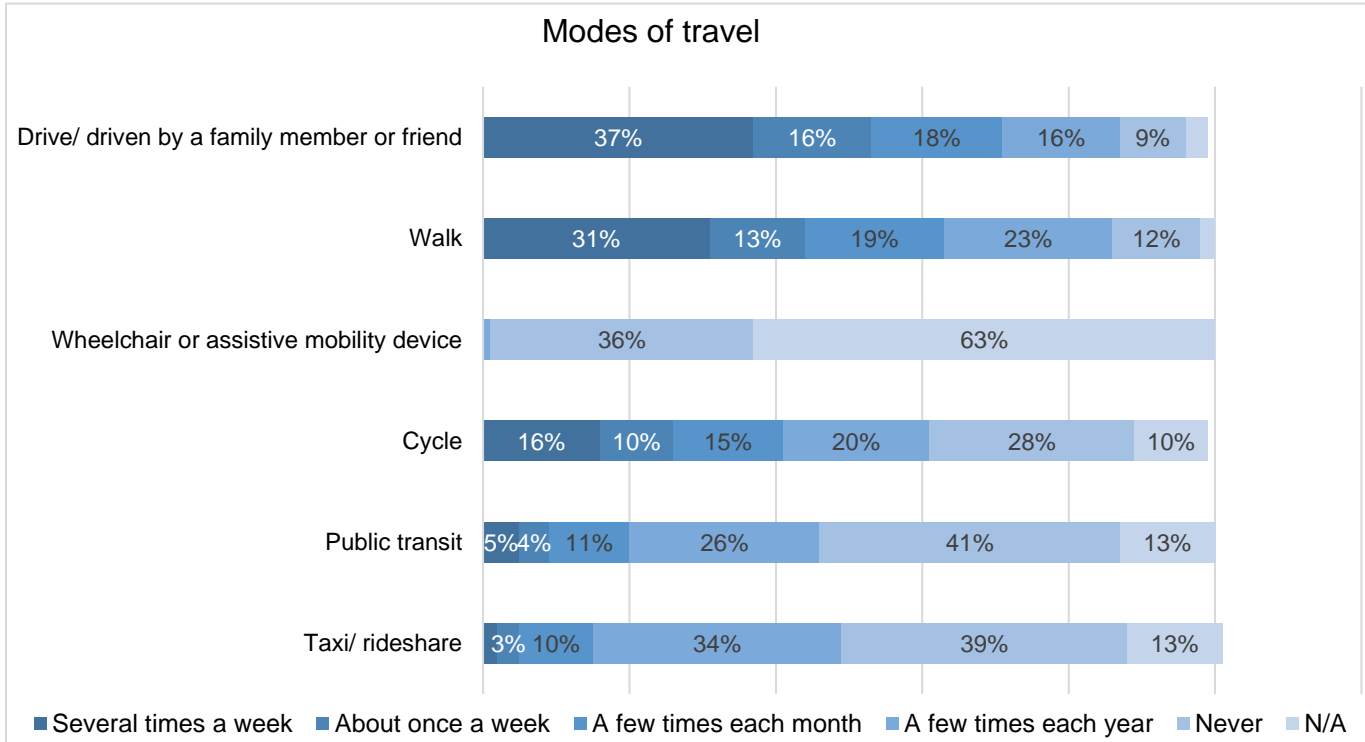
Sixty-five percent (65%) of respondents travel along Parkside Drive to access a property on Parkside Drive or a destination within the neighbourhood, of these respondents, 70% live in the neighbourhood



Fifty-two percent (52%) of respondents travel along Parkside Drive to access the Gardiner Expressway or a destination outside of Toronto, of these respondents, 68% live in the neighbourhood.

## Travel Mode

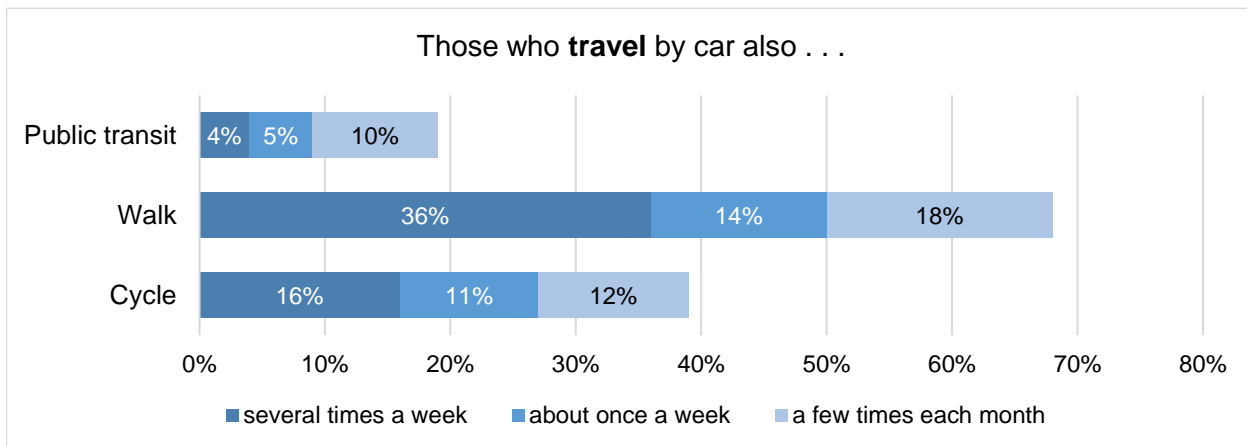
Question: What modes of travel do you use along Parkside Drive?

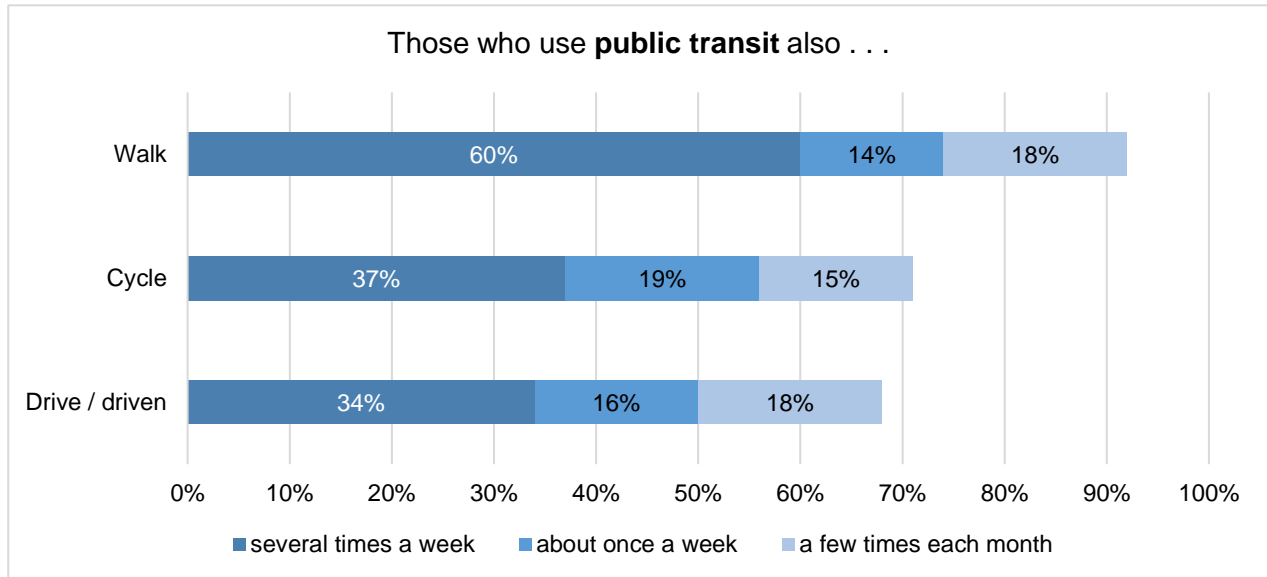
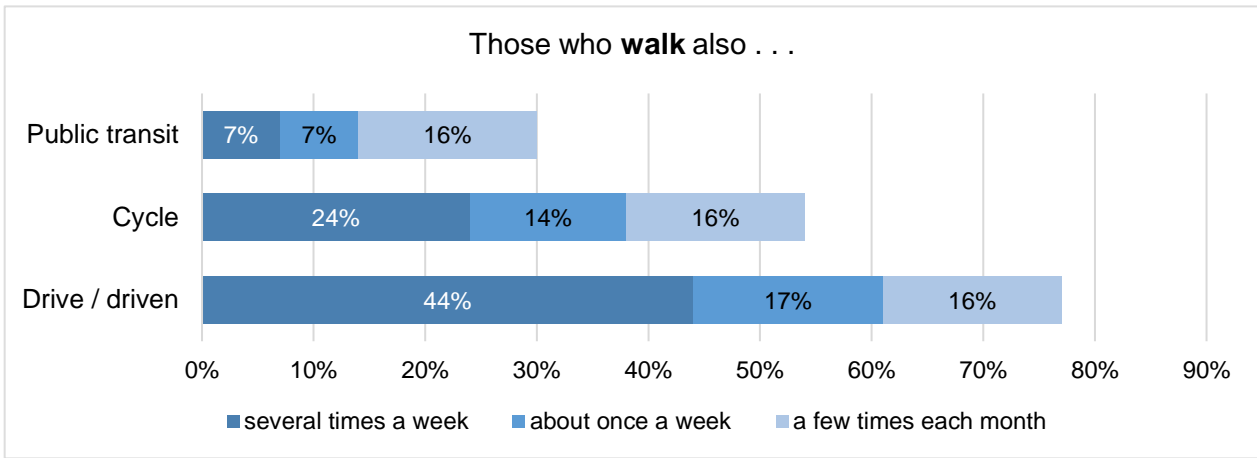


Travel by car is the most common mode of travel for respondents, followed by walking.

- Fifty-three percent (53%) of respondents drive or are driven one or more times a week
- Forty-four percent (44%) of respondents walk one or more times a week
- Twenty-six percent (26%) of respondents cycle one or more times a week
- Nine percent (9%) of respondents take transit one or more times a week
- Less than two percent (<2%) of respondents use a wheelchair or assistive mobility device to travel along Parkside Drive at any frequency

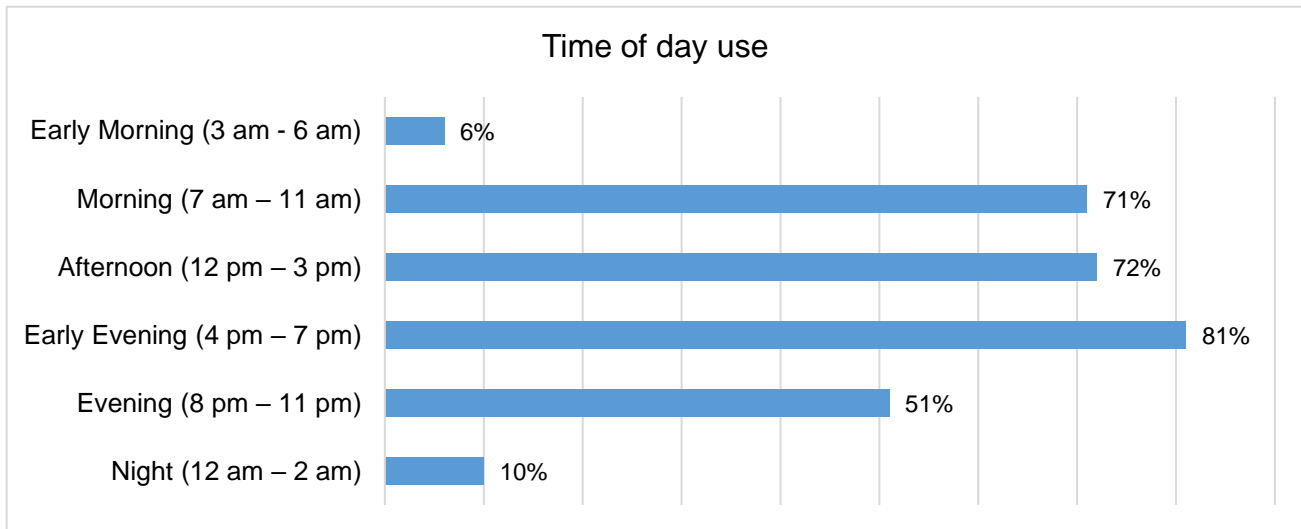
Survey data also showed that respondents are multi-modal; those who drive also walk and cycle and those who cycle also walk and drive.





## Time of day use

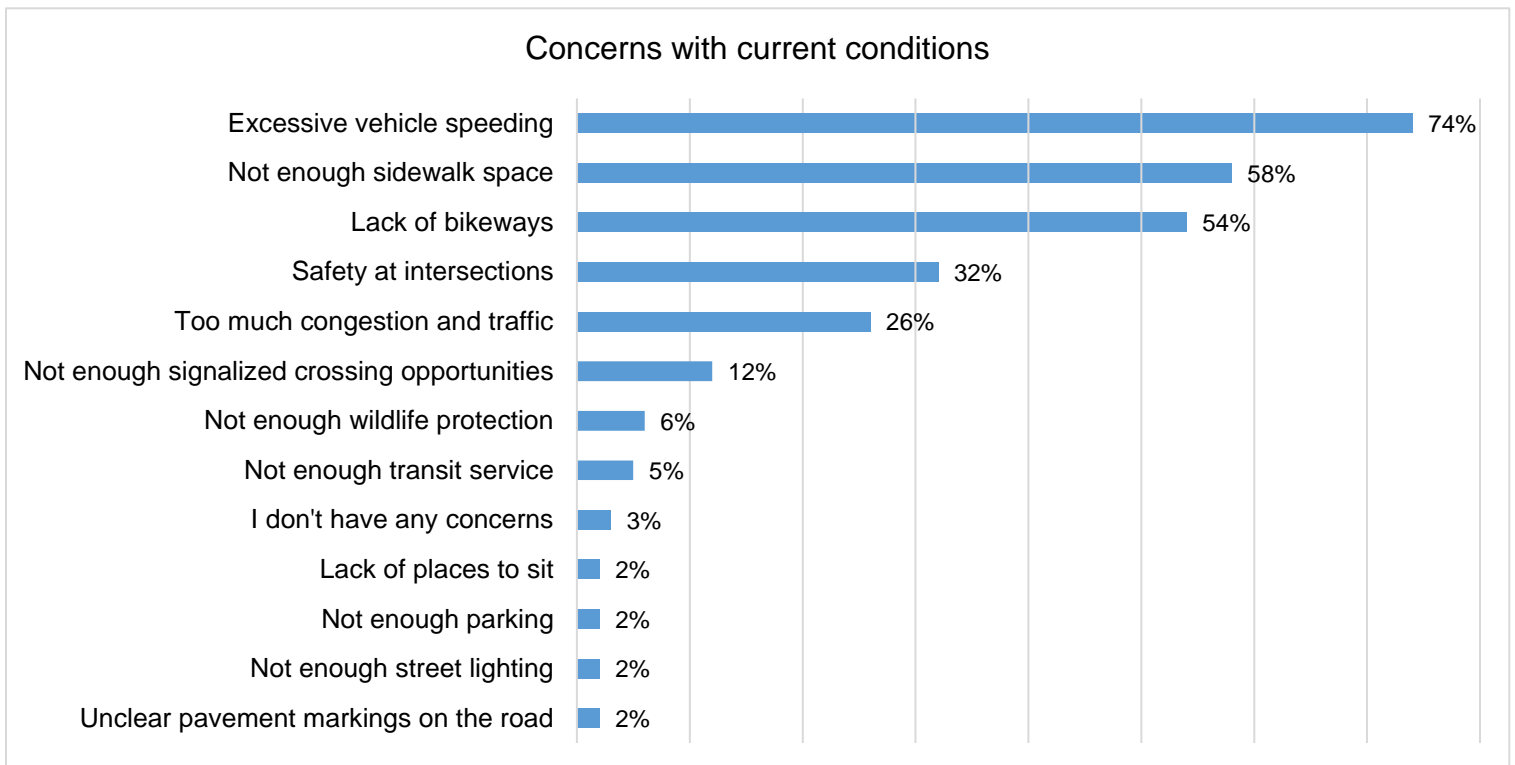
Question: What times of day do you typically use Parkside Drive? Select all that apply.



Reported time of day use for all modes of travel is highest between 7 am and 7 pm, with an increase of people travelling in the early evening. Traffic studies will be considered along with public survey data in the assessment of the corridor.

## Concerns and Priorities

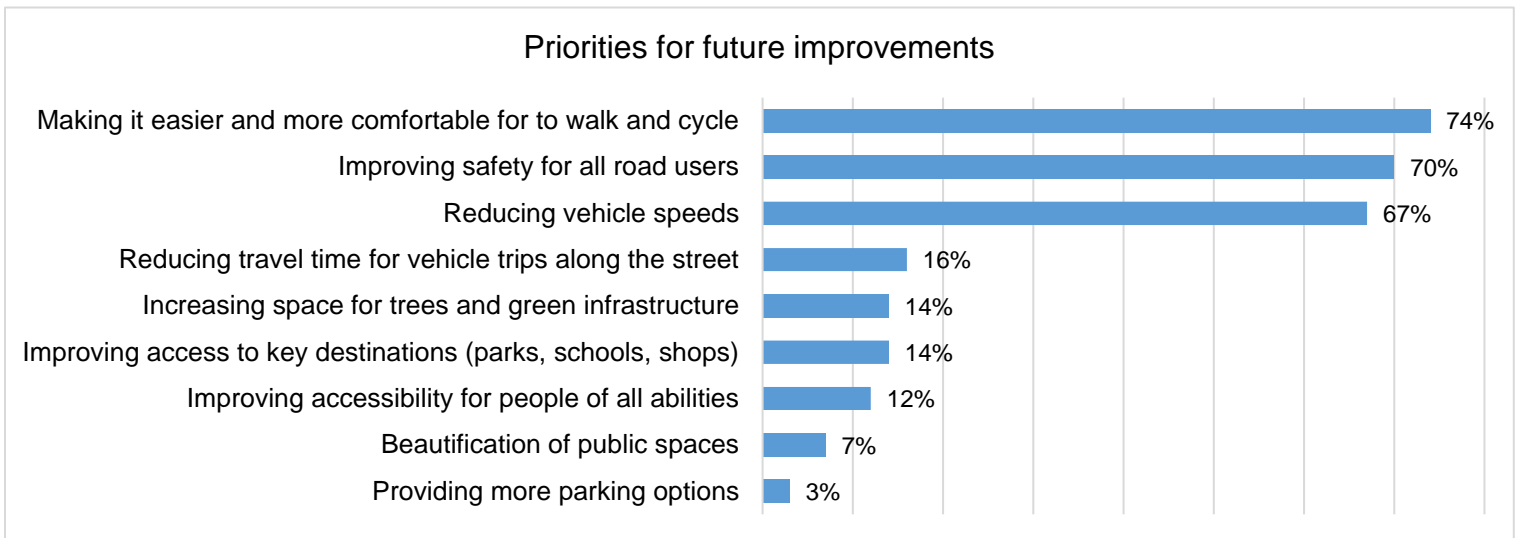
Question: Community members have raised the following concerns with the current conditions of Parkside Drive. Select your top 3 concerns.



The top three concerns collectively identified by survey respondents are:

- Excessive speeding (74%)
- Not enough sidewalk space (58%)
- Lack of bikeways (54%)

Question: What priorities do you consider most important in identifying future improvements to Parkside Drive? Select your top 3 priorities.



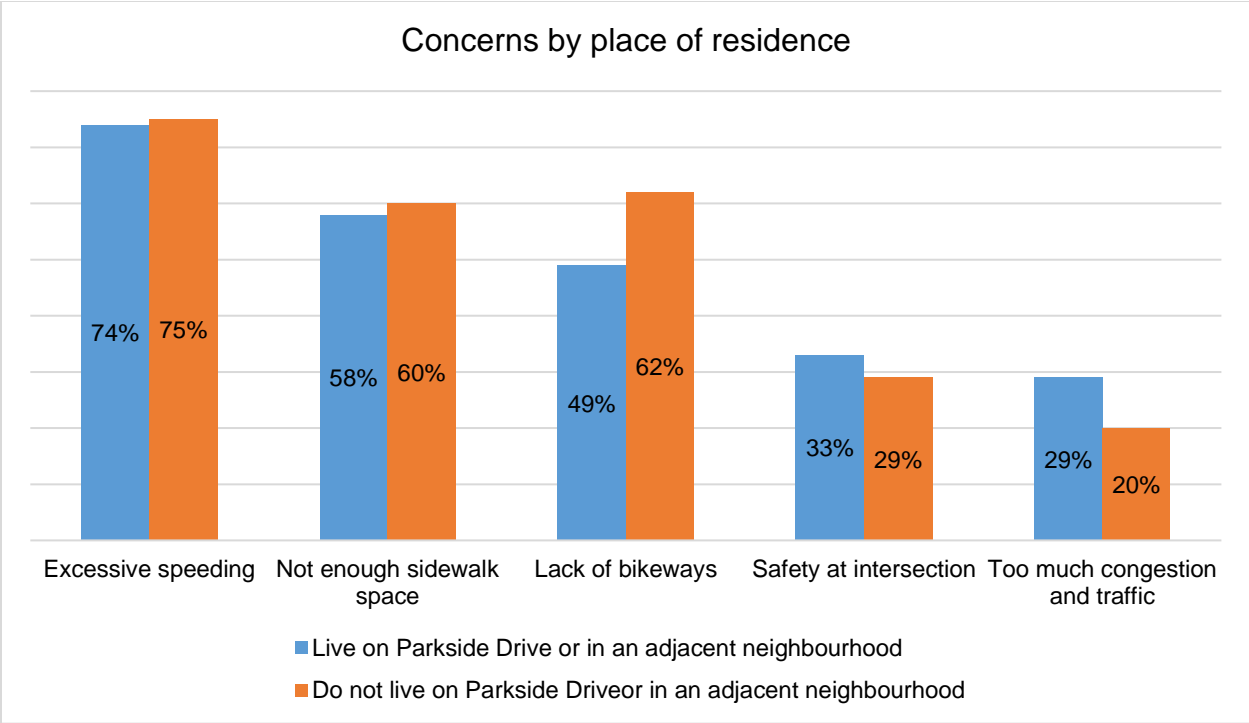
The top three priorities for future improvements, identified by survey respondents, are:

- Making it easier and more comfortable for people to walk and cycle (74%)
- Improving safety for all road users, particularly the most vulnerable (70%)
- Reducing vehicle speeds (67%)

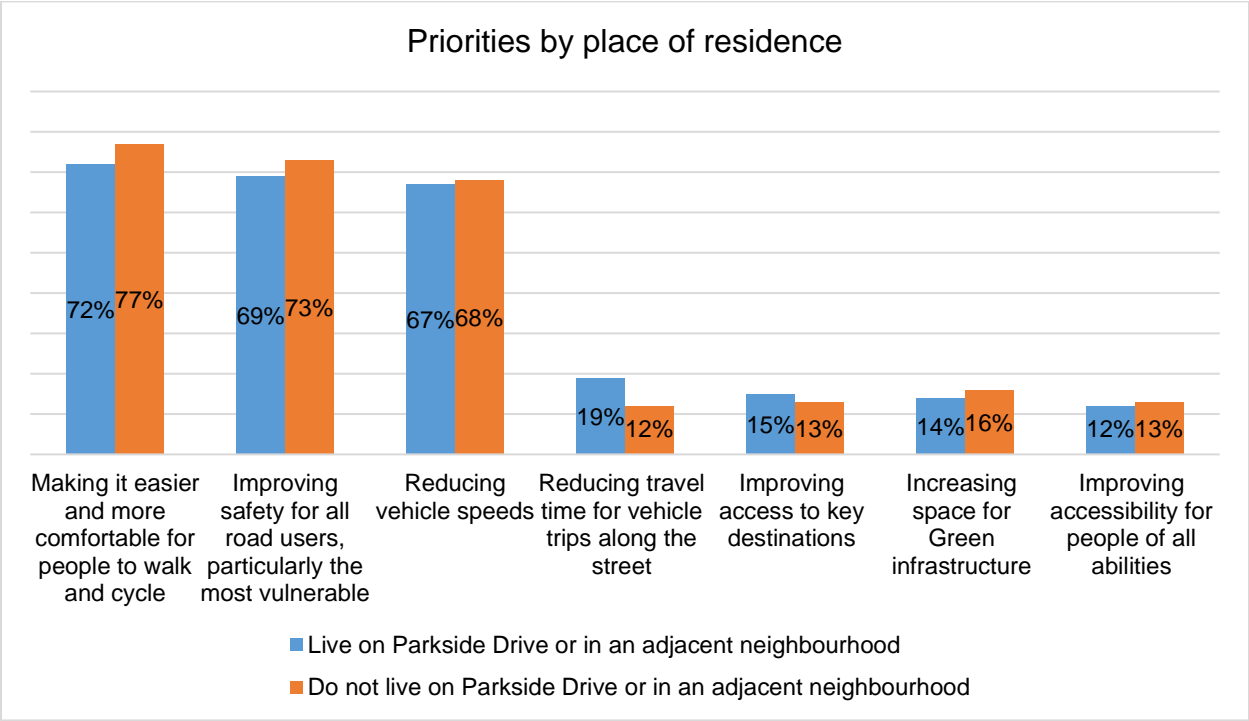
### **Influence of geography and mode of travel on concerns and priorities**

**Geography** - Parkside Drive is used as thoroughfare but is also an important part of the neighbourhood road network. We isolated those living in the neighbourhood based on "Relationship to Parkside Drive" to see how the concerns and priorities changed.

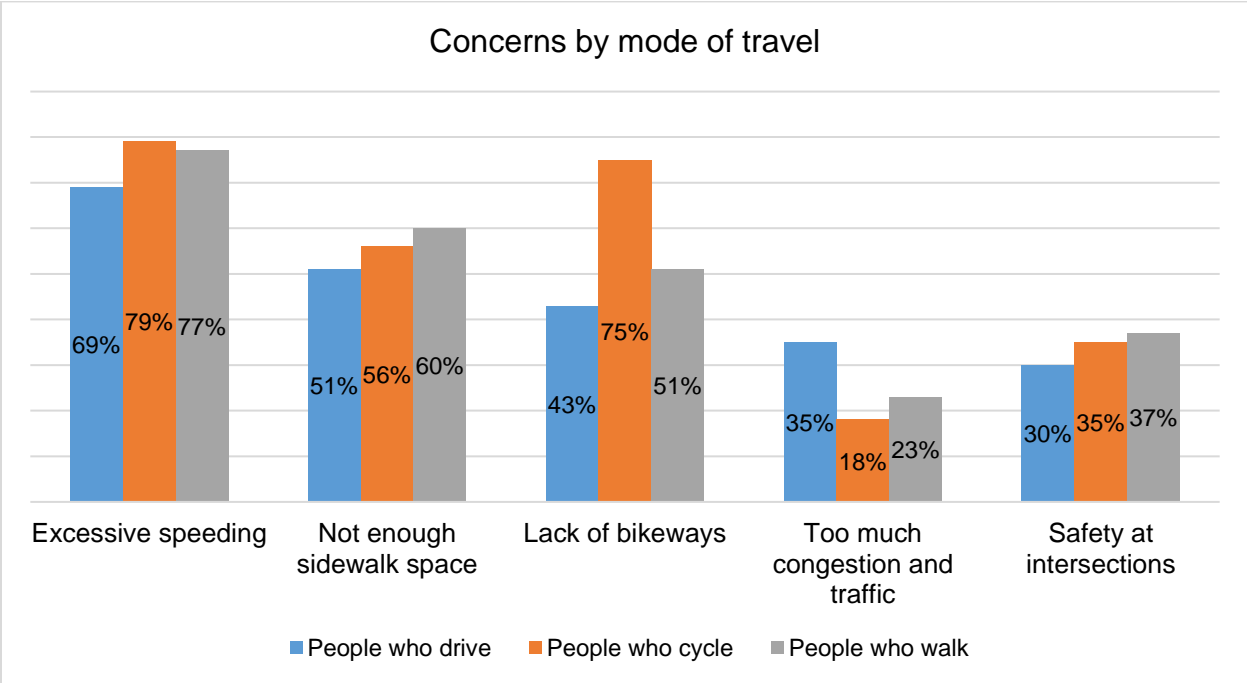
**Mode of travel** - Respondents used various modes of travel. We isolated for modes of travel that respondents used "several times a week" or "once a week" to see how the concerns and priorities changed.



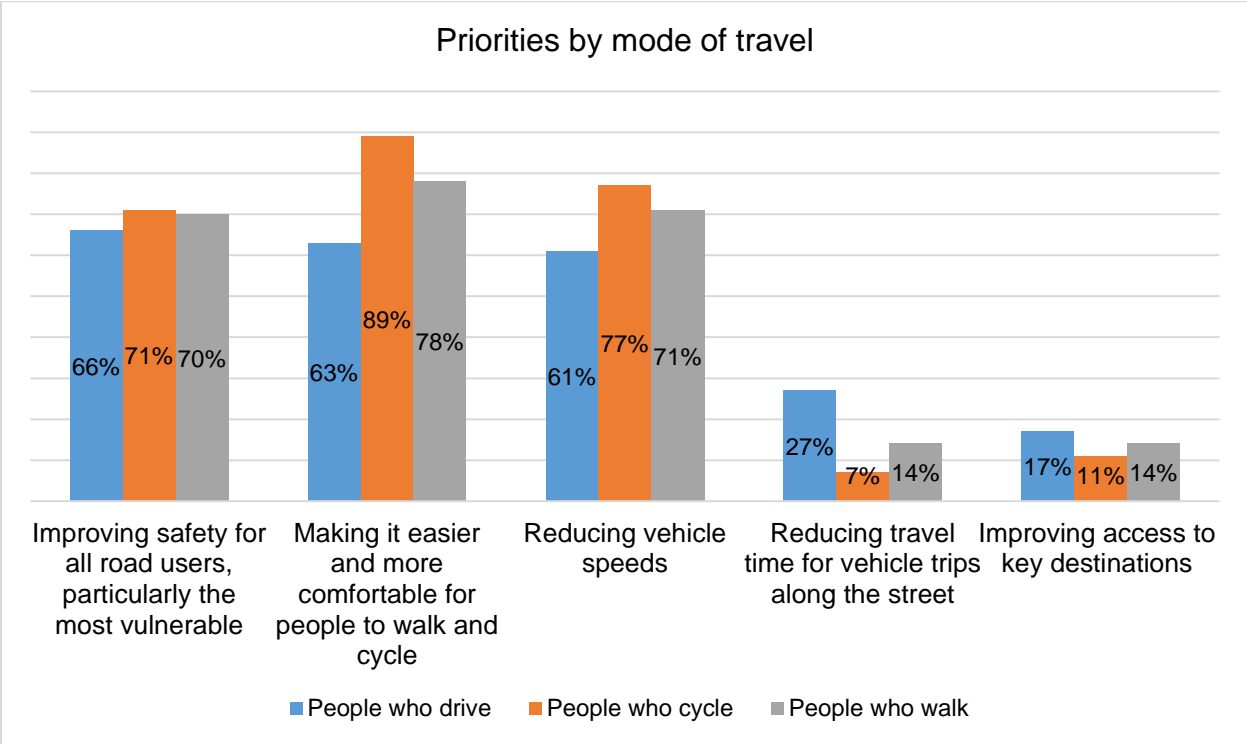
The top three concerns are consistent among those who live in the neighbourhood and those who do not. Respondents who do not live in the neighbourhood are somewhat more concerned with the lack of bikeways than respondents who live in the neighbourhood. Looking at the top five concerns, those who live in the neighbourhood are somewhat more concerned with congestion and traffic than those who do not live in the neighbourhood.



The top three priorities for future improvements are consistent among those who live in the neighbourhood and those who do not.



The top three concerns are consistent among respondents who travel by motor vehicle, by bicycle and those who walk. Those who drive were most concerned with speeding. Those who cycle had greater concern with the lack of bikeways compared to other road users, but their primary concern was also speeding.



The top three priorities for future improvement are consistent among respondents who travel by motor vehicle, by bicycle and those who walk. Those who walk and those who cycle have the same order of priorities.



## Additional Comments

Over 800 comments were received through the survey. Survey respondents provided details on a range of topics, expressed support for and opposition to potential changes, provided observations on the current status of the road, and ideas and suggestions for the future vision. The comments have been summarised by theme and presented below.

Category	Character of Parkside Drive
Road Use	<ul style="list-style-type: none"> <li>• Parkside Drive moves traffic through several neighbourhoods: Parkdale, High Park, Bloor West Village, High Park North, Swansea, Roncesvalles, Junction, Junction Triangle, West Bend, Stockyards and to access Lake Shore Boulevard West.</li> <li>• It's used as a major north-south artery to and from the 400/ 401, Lake Shore Boulevard West and Gardiner Expressway via Keele Avenue, Weston Road, Black Creek Drive and is treated as a highway (like the Allen Expressway),</li> <li>• Parkside Drive is one of the few north-south arterial roads for community residents and needs to be maintained as a vehicle thoroughfare</li> <li>• Provides key access to St Joseph's Hospital (and emergency vehicles)</li> <li>• There is heavy truck traffic</li> </ul>
Active Transportation (vulnerable road users)	<ul style="list-style-type: none"> <li>• There is not enough sidewalk space</li> <li>• Parkside Drive is very dangerous for people cycling, there is not enough space and cars are often speeding</li> <li>• People cycling currently use the sidewalk</li> <li>• There are speeding cyclists on the sidewalk</li> </ul>
Design	<ul style="list-style-type: none"> <li>• Parkside Drive is adjacent to one of Toronto oldest and biggest parks but does not create a welcoming environment</li> </ul>

## Future Use

Category	Future Use
Visions for Use and Safety	<ul style="list-style-type: none"> <li>• Parkside Drive needs to be efficient and safe for cars, bicycles, and pedestrians.</li> <li>• Respondents indicated that they would use Parkside Drive more if: <ul style="list-style-type: none"> <li>○ The road was safer for people walking and biking</li> <li>○ TTC bus service was more frequent and safer to access</li> </ul> </li> </ul>
Planning and Growth	<ul style="list-style-type: none"> <li>• Concerns about the impact of new development and increasing population densities on traffic flow and congestion</li> </ul>
Road Design & Traffic Operations	<ul style="list-style-type: none"> <li>• Design changes are needed to support reduced speed limits and improve safety</li> <li>• Parkside Drive should be built for pedestrians and wildlife</li> </ul>
City Policies	<ul style="list-style-type: none"> <li>• "Reducing travel time" as an option is at odds with Vision Zero and climate goals</li> <li>• Support for Vision Zero and climate initiatives</li> </ul>

**Issues and Concerns with Parkside Drive (current conditions)**

Category	Issues and Concerns with Parkside Drive (current conditions)
Speeding	<ul style="list-style-type: none"> <li>• Speeding and car racing on Parkside Drive is a major concern and has resulted in collisions and fatalities</li> <li>• Road design and traffic operations contribute to and encourage speeding, for example: straight and long blocks, few intersections, and aligned signals that don't force motor vehicles to stop</li> <li>• Rescind the recent reduction of speed to 40km/hr and reinstate the original speed (50km/per hour)</li> <li>• Reducing the speed limit has adversely affected those who obey the rules while not making an impact on those who speed</li> </ul>
Safety Concerns	<ul style="list-style-type: none"> <li>• The current road design does not support a safe, shared use road</li> <li>• The current design and character of Parkside Drive makes it dangerous for road users, particularly vulnerable road users</li> <li>• Respondents reported that they avoid Parkside Drive when walking or cycling because it is unsafe</li> <li>• Parents are afraid to walk and cycle with children, afraid to use narrow sidewalk with stroller or to cross the street with children due to aggressive driving</li> <li>• Difficulty walking dogs along the narrow sidewalk</li> <li>• Hydro poles / buttons for pedestrian crossing are very close to the road making it dangerous to use</li> <li>• Several respondents shared anecdotes of accidents and 'near-miss' situations</li> <li>• The paint used for the crosswalk at Parkside Drive and High Park is slippery when wet</li> <li>• Safety concerns for pedestrians: <ul style="list-style-type: none"> <li>○ Sidewalks are narrow and do not meet current standards</li> <li>○ Sidewalks do not offer any buffer between the road and pedestrian space, pedestrians are too close to fast cars</li> <li>○ There is no sidewalk on the west side</li> <li>○ There are not enough pedestrian crossing opportunities</li> <li>○ Several respondents shared anecdotes of collisions and 'near-miss' situations</li> <li>○ Intersections are dangerous</li> </ul> </li> <li>• Safety concerns for people cycling: <ul style="list-style-type: none"> <li>○ Lane widths are narrow and vehicle drivers don't share the road</li> <li>○ There is no dedicated infrastructure to keep people on bikes safe</li> </ul> </li> <li>• Safety concern for drivers <ul style="list-style-type: none"> <li>○ There is a lot of jay-walking reported</li> <li>○ Vehicle speeds are too fast and dangerous</li> <li>○ Left turning vehicle create dangerous situation for other back up cars and impatient drivers, and are dangerous to make</li> <li>○ Parked cars and turning vehicles require drivers to weave in and out of lanes</li> </ul> </li> </ul>
Enforcement	<ul style="list-style-type: none"> <li>• Not enough police enforcement</li> <li>• Drivers do not comply with road regulations</li> </ul>
Traffic infiltration in neighbourhoods	<ul style="list-style-type: none"> <li>• There is current traffic infiltration originating from Bloor Street West, motorists are using Indian Road to bypass Parkside Drive</li> </ul>

Traffic light signal operations	<ul style="list-style-type: none"> <li>• Drivers run reds and do not obey signals</li> <li>• Discontentment with signal timing: <ul style="list-style-type: none"> <li>○ Lengthy distance between lights and sequencing promotes speeding</li> <li>○ Short traffic light cycles cause traffic back-ups</li> </ul> </li> <li>• Light sensors are non-responsive to cyclists</li> <li>• Left turns are difficult to make and dangerous, they hold up traffic and force cars to weave in and out of lanes</li> </ul>
Parking	<ul style="list-style-type: none"> <li>• Parking on the east side during rush hour makes traffic congestions worse</li> <li>• Remove parking during rush hour, discontentment that changes were made to parking during COVID</li> <li>• Parking reduces number of vehicle travel lanes and slows down traffic</li> <li>• Parked cars are a welcome safety barrier by pedestrians</li> </ul>
Other concerns	<ul style="list-style-type: none"> <li>• The timeline for implementation is unacceptable, changes are needed now</li> <li>• Parkside Drive is already congested and busy</li> <li>• Noise from trucks, motorcycles, speeding vehicles</li> <li>• Littering is a problem</li> <li>• Pollution from vehicles and from increased congestion is bad</li> <li>• Access for emergency vehicles needs to be ensured</li> <li>• The park is a wildlife and protected area, the ecosystem needs to be preserved</li> <li>• The transition from Lakeshore turning on to Parkside Drive creates a bottleneck</li> </ul>

**Feedback on potential changes**

Category	<ul style="list-style-type: none"> <li>• <b>Feedback on potential changes</b></li> </ul>
Support for change	<ul style="list-style-type: none"> <li>• There needs to be greater urgency for the implementation of safer more accessible road for all users</li> <li>• Changes would create a viable route along Parkside Drive for pedestrians and cyclists of all ages</li> <li>• Support for lane reductions</li> <li>• Support for speed reduction</li> <li>• Support for parking in the west side</li> <li>• Request to prioritise pedestrian improvements over bikeways</li> <li>• Better connections to High Park would make the park more accessible</li> <li>• City should leverage opportunity to improve Parkside Drive with changes to High Park</li> <li>• Some respondents would prefer walking or cycling if safety improvements were made</li> <li>• Implement pilot study with widened sidewalks, public place to sit (like Cabbagetown) with bike infrastructure and reduced speeds</li> <li>• Model cities: Hoboken, Montreal, Paris, Barcelona, Edmonton</li> </ul>
Concerns with change	<ul style="list-style-type: none"> <li>• Changes to Parkside Drive are not needed</li> <li>• Changes will create barriers for neighbourhood access</li> <li>• Lane reductions should not be pursued, the road is already congested– keep two lanes in each direction to maintain traffic flow</li> <li>• Concern that vehicle lane reduction would increase traffic infiltration to neighbourhood streets: Indian Road, Sunnyside Avenue, Wright Avenue</li> <li>• Previously ‘safe’ routes and residential streets will become dangerous if lane reductions are implemented</li> <li>• Other lane reduction concerns: <ul style="list-style-type: none"> <li>○ Increased motor vehicle travel times</li> <li>○ More pollution</li> <li>○ Impeded access for emergency vehicles</li> </ul> </li> <li>• Bike lanes are not needed, they will not be used</li> <li>• Parkside Drive is key north-south route and lane reductions will lead to increased congestion for local residents and those using the route from the 401 / Keele</li> <li>• There should not be any parking on the west side; it would be dangerous as there is no sidewalk and no pedestrian crossing</li> <li>• Limit parking near the bridge</li> </ul>
Bike lanes	<ul style="list-style-type: none"> <li>• Support <ul style="list-style-type: none"> <li>○ Protected bike lanes are needed on Parkside Drive</li> <li>○ Protected bike lanes should be installed alongside Parkside Drive, but within the park space</li> <li>○ Bike lanes along Parkside Drive are needed to connect to the Martin Godman Trail and Lakeshore Drive</li> </ul> </li> <li>• Design preference <ul style="list-style-type: none"> <li>○ Protected /separated cycling facilities</li> <li>○ Bi-directional bike lanes on Parkside Drive</li> <li>○ Build overpass to cross Lakeshore and connect Parkside Drive to the Martin Goodman Trail</li> <li>○ Build underground walkways and cycle paths so as not to disturb traffic flow on Parkside Drive</li> </ul> </li> <li>• Objection to bike lanes</li> </ul>

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	<ul style="list-style-type: none"> <li>○ Bike lanes are not necessary, the roads and multi-use trail within High Park can be used to access Bloor Street and Lakeshore Boulevard West</li> <li>○ Bike lanes will reduce the number of vehicle lanes and slow down traffic</li> <li>○ Pedestrian improvements should be prioritised over bike lanes</li> </ul>
Pedestrian improvements	<ul style="list-style-type: none"> <li>• Pedestrian improvements needed: <ul style="list-style-type: none"> <li>○ Wheelchair accessibility</li> <li>○ Wider sidewalks on both sides, consideration for hydro and utility poles</li> <li>○ More pedestrian crossings along the road</li> <li>○ Improved intersection designs</li> <li>○ Protected, buffered and physically separated sidewalk to counter vehicle speed and proximity</li> <li>○ Lighting under the bridge</li> </ul> </li> </ul>

Category	<ul style="list-style-type: none"> <li>• <b>Feedback on potential changes</b></li> </ul>
Support for change	<ul style="list-style-type: none"> <li>• There needs to be greater urgency for the implementation of safer more accessible road for all users</li> <li>• Changes would create a viable route along Parkside Drive for pedestrians and cyclists of all ages</li> <li>• Support for lane reductions</li> <li>• Support for speed reduction</li> <li>• Support for parking in the west side</li> <li>• Request to prioritise pedestrian improvements over bikeways</li> <li>• Better connections to High Park would make the park more accessible</li> <li>• City should leverage opportunity to improve Parkside Drive with changes to High Park</li> <li>• Some respondents would prefer walking or cycling if safety improvements were made</li> <li>• Implement pilot study with widened sidewalks, public place to sit (like Cabbagetown) with bike infrastructure and reduced speeds</li> <li>• Model cities: Hoboken, Montreal, Paris, Barcelona, Edmonton</li> </ul>
Concerns with change	<ul style="list-style-type: none"> <li>• Changes to Parkside Drive are not needed</li> <li>• Changes will create barriers for neighbourhood access</li> <li>• Lane reductions should not be pursued, the road is already congested– keep two lanes in each direction to maintain traffic flow</li> <li>• Concern that vehicle lane reduction would increase traffic infiltration to neighbourhood streets: Indian Road, Sunnyside Avenue, Wright Avenue</li> <li>• Previously ‘safe’ routes and residential streets will become dangerous if lane reductions are implemented</li> <li>• Other lane reduction concerns: <ul style="list-style-type: none"> <li>○ Increased motor vehicle travel times</li> <li>○ More pollution</li> <li>○ Impeded access for emergency vehicles</li> </ul> </li> <li>• Bike lanes are not needed, they will not be used</li> <li>• Parkside Drive is key north-south route and lane reductions will lead to increased congestion for local residents and those using the route from the 401 / Keele</li> <li>• There should not be any parking on the west side; it would be dangerous as there is no sidewalk and no pedestrian crossing</li> <li>• <u>Limit parking near the bridge</u></li> </ul>
	<ul style="list-style-type: none"> <li>• Improved safety for pedestrian crossings needed for: <ul style="list-style-type: none"> <li>○ Bloor Street West</li> <li>○ The crossing at the Martin Goodman Trail and under the bridge (at Parkside Drive)</li> <li>○ Near TTC stops</li> <li>○ Lake Shore Boulevard West</li> <li>○ Howard Park (an island was recently removed)</li> <li>○ The Queensway (and the bus stop)</li> <li>○ Spring Road, suggestions about enforcement and other design improvements</li> </ul> </li> </ul>
Safety improvements	<ul style="list-style-type: none"> <li>• Suggestions to reduce vehicle speed by design: <ul style="list-style-type: none"> <li>○ More on-street parking</li> <li>○ Speed bumps</li> <li>○ More traffic lights</li> <li>○ Roundabouts</li> </ul> </li> </ul>

Category	<ul style="list-style-type: none"> <li>• <b>Feedback on potential changes</b></li> </ul>
Support for change	<ul style="list-style-type: none"> <li>• There needs to be greater urgency for the implementation of safer more accessible road for all users</li> <li>• Changes would create a viable route along Parkside Drive for pedestrians and cyclists of all ages</li> <li>• Support for lane reductions</li> <li>• Support for speed reduction</li> <li>• Support for parking in the west side</li> <li>• Request to prioritise pedestrian improvements over bikeways</li> <li>• Better connections to High Park would make the park more accessible</li> <li>• City should leverage opportunity to improve Parkside Drive with changes to High Park</li> <li>• Some respondents would prefer walking or cycling if safety improvements were made</li> <li>• Implement pilot study with widened sidewalks, public place to sit (like Cabbagetown) with bike infrastructure and reduced speeds</li> <li>• Model cities: Hoboken, Montreal, Paris, Barcelona, Edmonton</li> </ul>
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	<ul style="list-style-type: none"> <li>• Lane reductions (one lane each direction) to make space for pedestrian and cycling facilities as well as slow traffic down</li> <li>• Lights need to cycle without pedestrian request buttons to create a break in speed and opportunity for people on bike</li> </ul>
Vehicle operations	<ul style="list-style-type: none"> <li>• Requests for improved signal operations along the corridor</li> <li>• Requests for "No Right Turn on Red" regulation at: <ul style="list-style-type: none"> <li>○ Indian Valley Crescent</li> <li>○ Howard Park</li> <li>○ High Park</li> <li>○ Northbound on Parkside Drive at Lakeshore road</li> </ul> </li> <li>• Requests for left turn prohibitions at all non-signalised intersections</li> <li>• Include dedicated left turn lanes on Parkside Drive for vehicles to improve safety for drivers and to reduce queuing</li> <li>• Add double left turn lanes for vehicles at Lakeshore Drive to increase capacity and improve traffic flow</li> </ul>



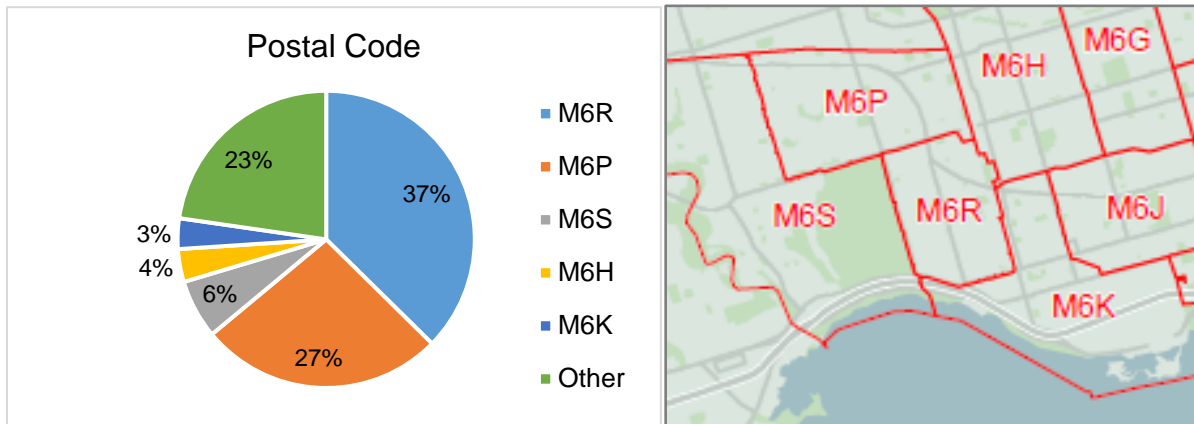
Category	<ul style="list-style-type: none"> <li>• <b>Feedback on potential changes</b></li> </ul>
Support for change	<ul style="list-style-type: none"> <li>• There needs to be greater urgency for the implementation of safer more accessible road for all users</li> <li>• Changes would create a viable route along Parkside Drive for pedestrians and cyclists of all ages</li> <li>• Support for lane reductions</li> <li>• Support for speed reduction</li> <li>• Support for parking in the west side</li> <li>• Request to prioritise pedestrian improvements over bikeways</li> <li>• Better connections to High Park would make the park more accessible</li> <li>• City should leverage opportunity to improve Parkside Drive with changes to High Park</li> <li>• Some respondents would prefer walking or cycling if safety improvements were made</li> <li>• Implement pilot study with widened sidewalks, public place to sit (like Cabbagetown) with bike infrastructure and reduced speeds</li> <li>• Model cities: Hoboken, Montreal, Paris, Barcelona, Edmonton</li> </ul>
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	<ul style="list-style-type: none"> <li>• Widen Parkside Drive to make more space for sidewalks and bike lanes</li> <li>• Add right turn signals for vehicles</li> <li>• Curb radii reductions</li> <li>• Consider converting neighbourhood streets to one-way traffic to promote traffic calming and diversion for neighbourhood infiltration</li> <li>• Build a tunnel for commuter vehicles and keep above ground for local traffic, transit, parking, bike lanes, sidewalks</li> <li>• Build alternate routes for vehicles to access Lakeshore Drive / the Gardiner Expressway</li> </ul>

Categories	• Other Suggestions
High Park	<ul style="list-style-type: none"> <li>• Respondents acknowledged that future changes to Parkside Drive should align with the High Park Movement Strategy</li> <li>• Parkside Drive should accent High Park through design and better connections</li> <li>• Connection to High Park on the south end is dangerous with minimal sidewalk space and crossing areas</li> <li>• Accessing the east side of the park with children is dangerous because of Parkside Drive</li> <li>• Better connection from Parkside Drive to High Park and the waterfront is needed</li> <li>• Some respondents suggest removing all parking in High Park, others want to create more parking in High Park</li> <li>• If High Park is closed to vehicles, parking should be added to Parkside Drive</li> </ul>
Trade-offs	<ul style="list-style-type: none"> <li>• Open an extra lane going north bound during afternoon rush hour the lane, like on Jarvis Street</li> <li>• Reduction in vehicle travel time would be accepted if there are separated bike lanes and sidewalks</li> <li>• Pedestrian improvements are a greater priority as there are some alternatives for people cycling (though High Park or detour on residential streets)</li> <li>• If sidewalks or bike lanes are installed space should be taken from High Park, not the existing Parkside Drive travel lanes</li> </ul>
Transit	<ul style="list-style-type: none"> <li>• Transit frequency should be improved, it is currently a deterrent</li> <li>• The bus stops on the west side are dangerous as there is no sidewalk on the west side (or crossing) and infrequent service leads to people walking in unsafe conditions</li> </ul>
Connections	<ul style="list-style-type: none"> <li>• Improved connection to Lake Shore Boulevard West is important for all road users</li> <li>• Add capacity for motor vehicles during rush hour</li> <li>• Additional routes to and from the Gardiner Expressway and Lake Shore Boulevard is needed</li> <li>• Parkside Drive is an important route to Keele Subway Station for pedestrians and people cycling</li> <li>• Consider the impacts of the Bloor Street West changes before changing Parkside Drive</li> </ul>
Parking	<ul style="list-style-type: none"> <li>• Build a multi-level Green P parking lot to replace street parking</li> </ul>
Enforcement	<ul style="list-style-type: none"> <li>• Multiple requests for enhanced enforcement to manage: <ul style="list-style-type: none"> <li>○ Speeding</li> <li>○ Running red lights</li> <li>○ Car racing after hours</li> <li>○ Driving through neighbourhood during prohibited hours</li> <li>○ People on bike who ride on sidewalk and through pedestrian crossings</li> <li>○ Driving the wrong way on one-way streets on roads adjacent to Parkside Drive</li> </ul> </li> </ul>

## Survey participant demographics

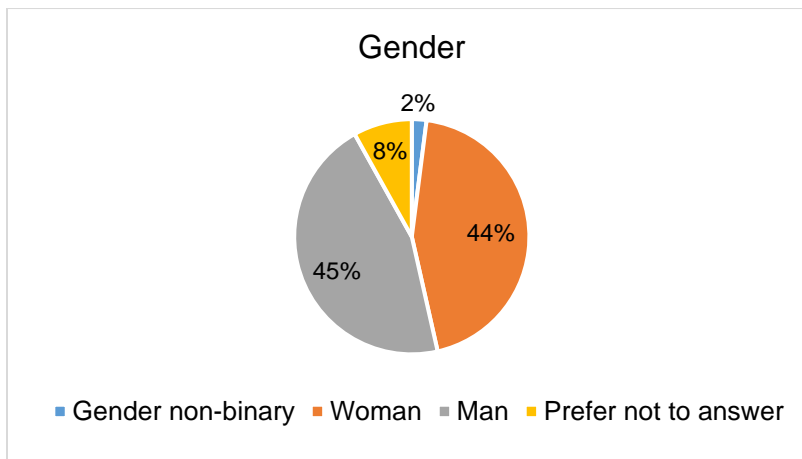
Information gathered through the following questions provide insight on who completed the survey and whose feedback we may be missing. Responses were optional.

**Question:** What are the first 3 digits of your postal code?

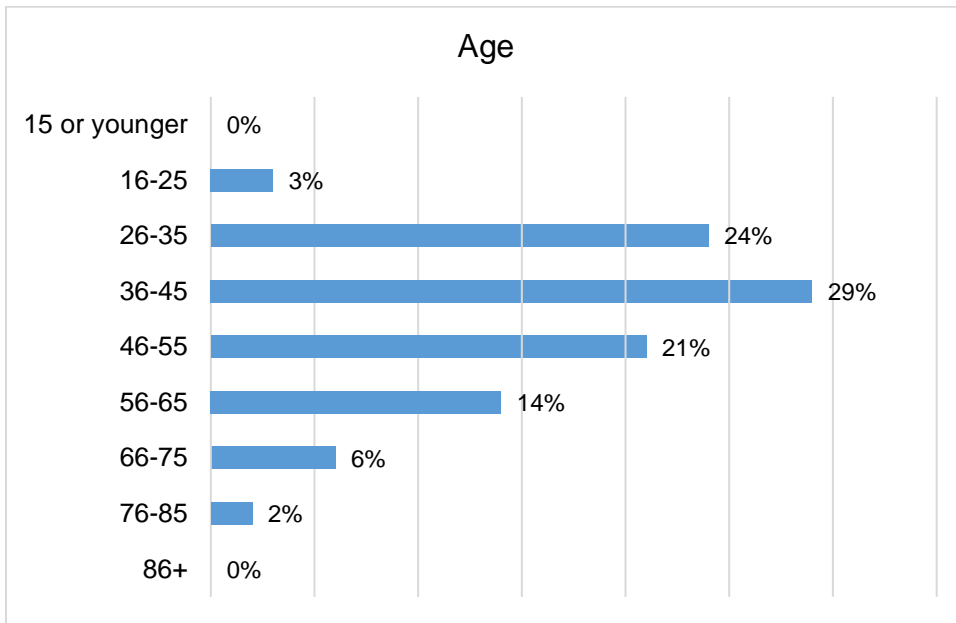


Parkside Drive is in the M6R postal code area. Approximately seven-hundred and fifty-one (37%) respondents identified that their postal code is in the M6R area. Other frequently appearing postal codes are M6P, M6S, M6H, M6K. Respondents were from over 50 unique postal codes.

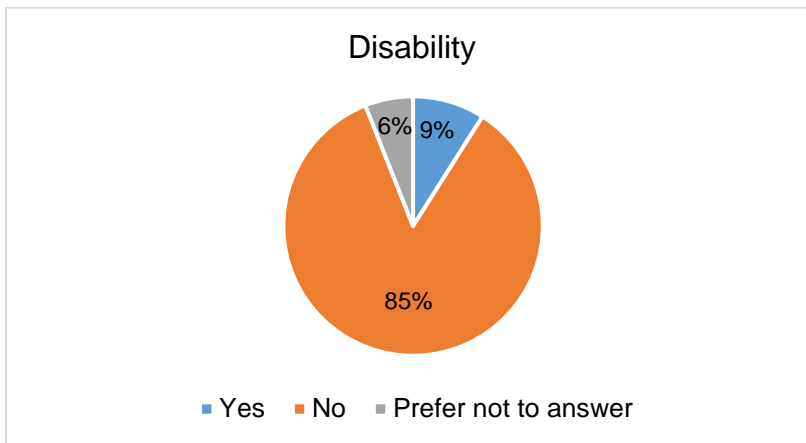
**Question:** Please identify your gender:



Question: Please select your age category:

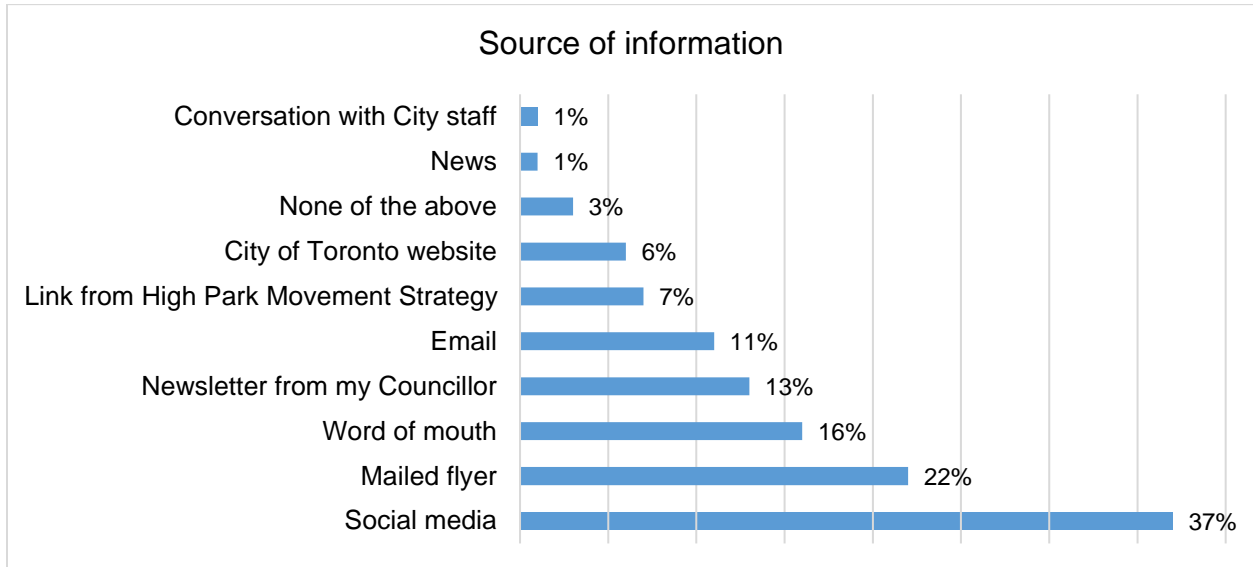


Question: Do you identify as a person with a disability?

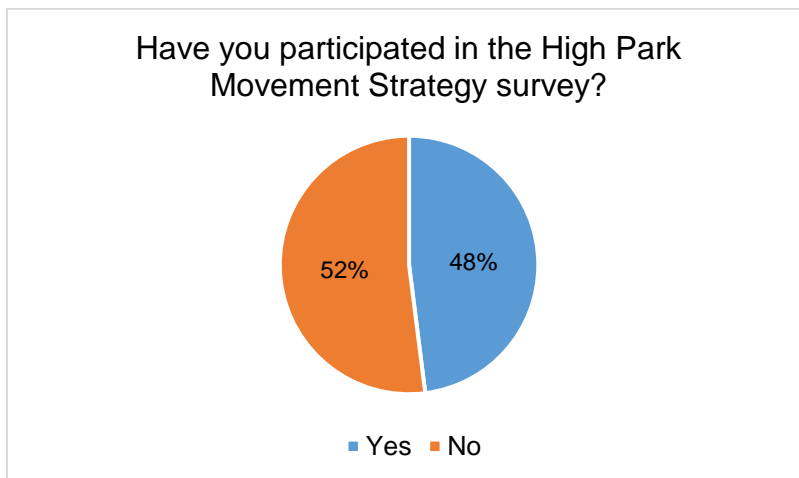


## Reach and participation

Question: How did you hear about the Parkside Drive Study?



Question: Have you participated in the High Park Movement Strategy survey?



## Comments received through phone and email

Comments received via email and telephone were similar to those received through the survey.

- Safety improvements are needed to improve sidewalks and intersection conditions
- Speeding on Parkside Drive and on neighbourhood street (Howard park and Indian Grove) is a concern
- Maintaining traffic flow and access for motor vehicles must be considered. Parkside Drive is one of the few routes that provides direct motor vehicles access to Lake Shore Boulevard West and the Gardiner Expressway
- Consideration should be made to help accommodate increased vehicle capacity during rush hour
- Both support and oppositions to bike lanes:
  - Improved safety for people cycling is needed

- There are alternatives routes, dedicated cycling facilities on Parkside Drive are not needed
- Not enough people cycle to warrant the installation of bike lanes
- More people would cycle if there were bike lanes
- Recent changes and increased density make traffic congestion worse which leads to increased driver aggression and traffic infiltration into the neighbourhood
- Consider the equity impacts of proposed changes (lower incomes, different modes of travel)
- Support for data and evidence-based decision-making

## Consultation Next Steps

The participation of road users, local community members and other stakeholders in the study is essential to identifying appropriate and effective improvements for Parkside Drive.

This report concludes phase one consultation for the Parkside Drive Study, exploring the problems, opportunities, and priorities of the Parkside Drive corridor.

During phase two consultation, a future vision for Parkside Drive, aligned with proposed plans for the High Park Movement Strategy, will be presented to the public. The public will have an opportunity to provide feedback on the vision and recommended design

Final reporting on the preferred vision for Parkside Drive is targeted for 2023.