

CITY OF TORONTO

# HIGH PARK MOVEMENT STRATEGY SUMMER 2022 ENGAGEMENT REPORT

NOVEMBER 01, 2022





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# TABLE OF CONTENTS

1	ABOUT THE HIGH PARK MOVEMENT STRATEGY .....	1
2	ABOUT THIS REPORT .....	2
3	SUMMER 2022 ENGAGEMENT ACTIVITIES – EXECUTIVE SUMMARY ....	3
4	TALK TO THE TEAM EVENTS .....	5
4.1	how we engaged.....	5
4.2	who we heard from.....	5
4.3	what we heard.....	5
5	ONLINE OPEN HOUSE .....	7
5.1	how we engaged.....	7
5.2	who we heard from.....	7
5.3	what we heard.....	7
6	ONLINE SURVEY #2 .....	9
6.1	how we engaged.....	9
6.2	who we heard from.....	9
6.3	what we heard.....	12
6.4	other online survey feedback.....	21
7	OTHER COMMUNICATIONS .....	23
7.1	e-updates.....	23
7.2	emails .....	23
7.3	phone calls.....	24
8	NEXT STEPS .....	25
	BIBLIOGRAPHY .....	26

## TABLES

TABLE 1: SUPPORT FOR PROPOSED STRATEGIES BY ALL SURVEY RESPONDENTS .....	18
TABLE 2: OVERALL SUPPORT FOR PROPOSED STRATEGIES BY VULNERABLE ROAD USERS .....	19
TABLE 3: SUPPORT FOR PROPOSED STRATEGIES BY PERSONAL MOTOR VEHICLE USERS.....	19
TABLE 4: FEEDBACK & RESPONSES FROM THE OPEN HOUSE Q&A SESSION ..	33
TABLE 5: COMMENTS RECEIVED BUT NOT DIRECTLY ADDRESSED DURING Q&A THE SESSION .....	38

## FIGURES

FIGURE 1: SUMMER 2022 ENGAGEMENT.....	4
FIGURE 2: HOME LOCATION OF SURVEY RESPONDENTS .....	10
FIGURE 3: AGE STRUCTURE OF HIGH PARK VISITORS (2021) AND SURVEY RESPONDENTS (2022) APPROXIMATED FOR COMPARISON .....	11
FIGURE 4: SURVEY RESPONDENTS OR ANYONE IN RESPONDENT HOUSEHOLDS IDENTIFYING AS A PERSON WITH DISABILITY .....	12
FIGURE 5: MODE OF TRAVEL MOST OFTEN USED BY ALL SURVEY RESPONDENTS TO TRAVEL TO AND FROM HIGH PARK.....	13
FIGURE 6: TIME OF VISIT TO HIGH PARK PREFERRED BY ALL SURVEY RESPONDENTS .....	14
FIGURE 7: REASONS FOR VISITING HIGH PARK ACCORDING TO ALL SURVEY RESPONDENTS .....	15
FIGURE 8: SURVEY RESPONDENTS' PRIORITIES FOR CHANGES IN TRAVEL NETWORK .....	16
FIGURE 9: VARIANCE BETWEEN SUPPORT FOR PROPOSED STRATEGIES BY SURVEY RESPONDENTS.....	18
FIGURE 10: PREFERENCE FOR TIME-BASED VEHICLE RESTRICTIONS IN STRATEGY 2 FROM ALL SURVEY RESPONDENTS.....	20

FIGURE 11: FEEDBACK FROM ALL SURVEY RESPONDENTS ON WHETHER VISITOR VEHICLES SHOULD BE LIMITED TO THE HIGH PARK LOOP .....	21
FIGURE 12: STRATEGY 1: NO VISITOR VEHICLES ALLOWED WITHIN HIGH PARK .....	29
FIGURE 13: STRATEGY 2: NO VISITOR VEHICLES ALLOWED AT SCHEDULED TIMES.....	30
FIGURE 14: STRATEGY 3: NO VISITOR VEHICLES ALLOWED ON CERTAIN PARK ROADS .....	31
FIGURE 15: STRATEGY 4: VISITOR VEHICLES ALLOWED WITHIN HIGH PARK AT ALL TIMES .....	32
FIGURE 16: SLIDO POLL RESULTS .....	40

## APPENDICES

APPENDIX A: OPEN HOUSE AGENDA

APPENDIX B: SUMMARY OF DRAFT TRAVEL NETWORK  
STRATEGIES

APPENDIX C: SUMMARY OF OPEN HOUSE COMMENTS

APPENDIX D: ONLINE SURVEY #2 LIST OF QUESTIONS

APPENDIX E: ONLINE SURVEY #2 PARTICIPANT  
DEMOGRAPHICS

# 1 ABOUT THE HIGH PARK MOVEMENT STRATEGY

The City of Toronto (the City) is undertaking a Movement Strategy, co-led by Parks, Forestry and Recreation and Transportation Services, to explore a broad range of long-term options for managing movement to, from and within High Park, while minimizing impacts to surrounding communities and naturalized areas within High Park.

The High Park Movement Strategy (the Study) will focus on the travel network within the park including existing roads, driveways, parking lots, and paved pathways. The goal is to improve the travel network to better serve park users and the surrounding community, with a focus on safety and accessibility while prioritizing the park's ecological integrity. Other parks planning matters such as land use, conservation practices, and facility maintenance will be not addressed through this study. However, feedback received on matters out of scope will be recorded and directed towards appropriate staff.

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.

The Summer 2022 consultation events are part of a larger engagement plan for the High Park Movement Strategy. The first round of stakeholder engagement occurred from Summer 2021 to Fall 2021 in the form of an online survey to gather information on people's experiences traveling to, from and within High Park. In the remainder of 2021, two meetings were held with internal and external stakeholders, offering a more focused discussion with groups who are most active in High Park including City staff, local business owners and operators, representatives from residents associations, sports leagues, environmental organizations and other volunteer groups within the park. Another external stakeholder meeting was held in April 2022, which focused on mobility and discussion on specific travel network improvements. Following the round of public consultation in the summer 2022 summarized in this report, the project team will be engaging further with stakeholder groups, rights-holders and Indigenous communities to evaluate and refine recommendations for travel network improvements.

## 2 ABOUT THIS REPORT

This report has been prepared by WSP to summarize the engagement activities that were held during the Summer 2022 for the High Park Movement Strategy, including three Talk to the Team events, an online Open House, and an online survey. These activities were supported and promoted through the project website ([www.toronto.ca/highparkmove](http://www.toronto.ca/highparkmove)), in-park signage, emails to project e-update subscribers, and through direct calls and email between park users and the project team. This report provides summaries of these engagement activities, who was engaged and key findings from the feedback and input that were received.

The findings in this report will not be the sole determinant of study outcomes, but will help to inform staff recommendations on the development, evaluation and refinement of a preferred strategy and travel network improvements.



# 3 SUMMER 2022 ENGAGEMENT

## ACTIVITIES – EXECUTIVE SUMMARY

The City of Toronto conducted a series of public engagement events over the summer of 2022 to support the High Park Movement Strategy. This round of engagement focused on gathering input from a broad range of park users on potential improvements to the travel network serving High Park. Specifically, the public were consulted on four possible draft movement strategies. Each strategy presented a distinct approach to managing traffic in High Park, while prioritizing safety, accessibility and the park's natural environment. The draft strategies are listed below and are described in further detail in Appendix B.

1. No visitor vehicles allowed within High Park
2. No visitor vehicles allowed at scheduled times
3. No visitor vehicles allowed on certain park roads
4. Visitor vehicles allowed at all times

A total of five consultation activities were held during the summer engagement period, including three talk to the team events, one online open house, and one online survey. Over 10,500 people were engaged across these events, the majority of whom participated through the online survey. **Figure 1** illustrates the methods as to how park users were engaged. These events were promoted through the project website, the City's social media accounts, online newsletters, and through posters displayed at various locations throughout the park.

A number of common themes can be identified in the public feedback received across the consultation events and through direct calls and emails with the project team.

Key themes raised through public feedback were observed and recorded across the consultation events and through calls and emails received by the project team. Accessibility was a common theme in much of the feedback received, with participants noting that some park users rely on vehicle travel, especially for interior park destinations such as the High Park Zoo, Grenadier Café and for activities that require equipment or supplies like ice hockey or allotment gardens. However, many other participants noted that a car-free environment could provide a safer and more accessible park for some visitors, especially if transit or shuttle service was better integrated into the park. Improved transit service was also suggested as a means of reducing vehicle volumes in the park. Overall, there was general agreement between various user groups on the need to reduce conflict between different modes of travel. Pedestrian safety was widely discussed, with particular concern surrounding the speed and conduct of vehicles, including cars and bicycles. Some participants noted the need for pedestrian realm improvements including better signage and more amenities such as washrooms, fountains and benches. Cyclist safety was also frequently mentioned, with some participants recommending separated bike lanes or dedicated times for sport cycling. Many participants recognized the park's natural environment as a key feature that should continue to be protected under any proposed strategy. Other common topics included concerns regarding by-law enforcement in the park, concerns regarding safety on Parkside Drive, and questions about the study process, timing, and outcomes.

When asked directly about the draft strategies, park users expressed a range of opinions and preferences. Strategy one (no visitor vehicles in High Park) received strong support, especially through the online survey. Many participants believed that this strategy would make the park safer and support the park's natural environment; however, others raised

concerns regarding accessibility and traffic impacts to surrounding neighbourhoods. Participants that prioritized strategy four: visitor vehicles allowed within High Park at all times, expressed their priority in maintaining vehicle access to and within the park, particularly for seniors, families, and individuals with physical disabilities.

Although there were many respondents who expressed strong support and/or opposition for strategies one and four, a frequent point of feedback was the need to provide a flexible solution with appropriate compromises and accommodations to support all park users. Some participants agreed with the current approach of maintaining vehicle free weekends. Others agreed that certain park roads could be closed at all times to provide a car-free experience in some areas of the park while still keeping other roads open. Those who supported this option generally sought to maintain vehicle access to the two main parking lots within the park at Grenadier Café and High Park Zoo.

The feedback gathered through this round of engagement and through earlier consultation events will help guide further refinements to and evaluation of the draft movement strategies. Together with findings from background analysis and further consultation with stakeholder groups, this public input will inform the selection of a preferred approach for travel network improvements in High Park. A final round of public engagement will be offered in early 2023 to present the recommended strategy and share details on the evaluation process. Following this public meeting, staff will prepare a final report to Committee and Council, where members of the public will have an additional opportunity to share their feedback on the study outcomes.

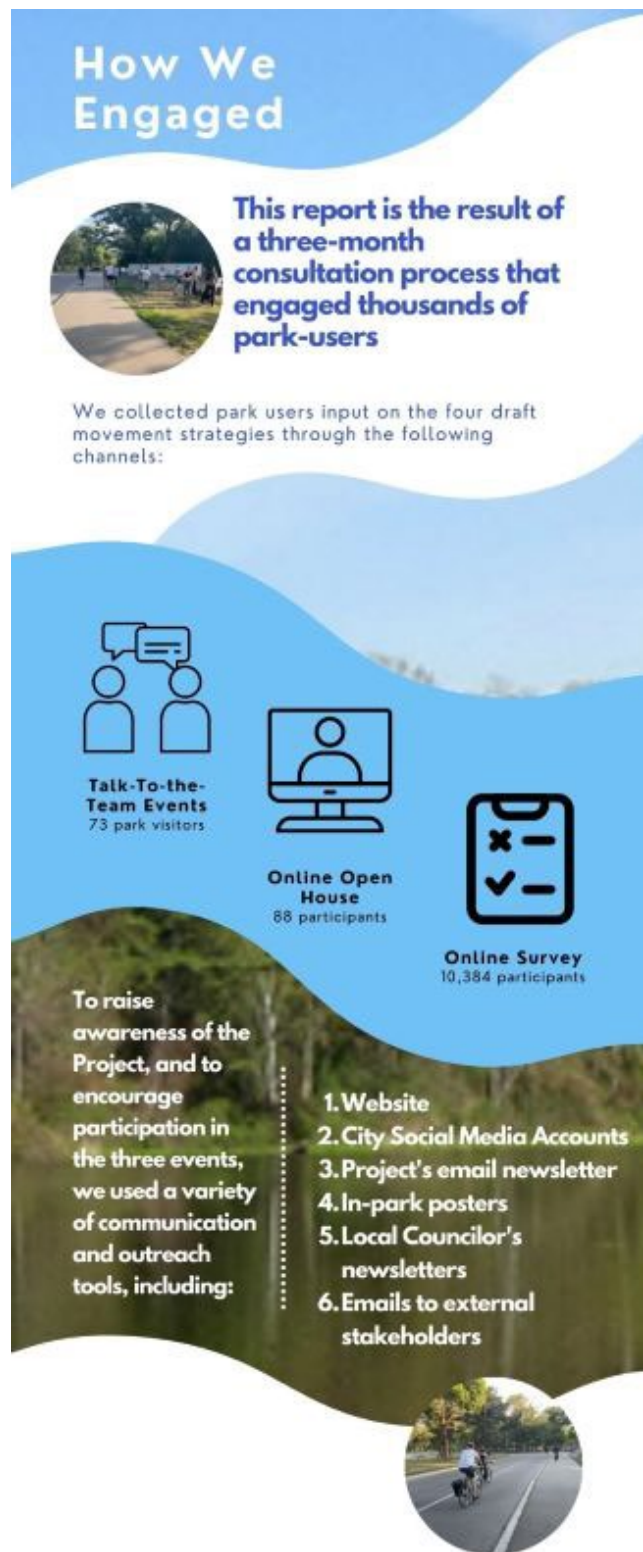


Figure 1: Summer 2022 Engagement Infographic

## 4 TALK TO THE TEAM EVENTS

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### 4.1 HOW WE ENGAGED

Three "Talk to the Team" events were held within High Park in order to intercept park users and reach a broader audience of park users who may have not been able to, or inclined to participate in online events. These pop-up events allowed the project team to engage directly with the public, share information about the study and draft strategies, and promote the online survey. The format of these events were informal, with the project team positioned around an 'information station' and engaging with passersby. Rather than collecting detailed feedback on specific questions, the project team prompted casual conversations about people's experience in the park and their preference for travel network changes. The project team recorded notes on these interactions, and encouraged more detailed feedback to be provided via the online survey. Handouts were given with QR codes to the online survey, and paper copies of the survey were also made available.

The information station was located on West Road, near the Bloor Street West entrance and comprised of five panels that displayed maps and written descriptions of the draft strategies. In addition, a number of posters were located throughout the park to promote the Talk to the Team events and other engagement activities held over the summer. The panels and posters were installed on July 8<sup>th</sup> and were removed on August 20<sup>th</sup>, once the online survey had closed.

The first two events were held on Thursday, July 14<sup>th</sup> from 6pm to 8pm in the evening, and Saturday, July 16<sup>th</sup> from 1pm to 3pm in the afternoon. These events were scheduled on a weekday and weekend in order to gather feedback different user groups within the park, including those who may prefer to drive to High Park and those who may prefer a car-free park experience. The third event was held on Wednesday, August 10<sup>th</sup> from 6 to 8pm near the outdoor swimming pool and baseball diamonds.

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### 4.2 WHO WE HEARD FROM

The project team spoke to approximately 73 park visitors across the three events. The project team noted general demographic observations of visitors, such as whether someone had young children or lived in the area. However, it must be noted that specific demographic questions were not directly asked. The project team spoke to a broad audience during the Talk to the Team events: visitors who live within 5km of the park and visit daily, visitors who live more than 5km away and visit occasionally, first time visitors, individuals representing different interests and organizations within High Park, and visitors on various modes of transportation. About half of visitors who spoke to the project team were estimated to be over the age of 50, and approximately 20% were accompanied by young children.

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### 4.3 WHAT WE HEARD

Participants expressed their support for a variety of the different movement strategies. However, from the people that explicitly stated a preference, strategy one: no visitor vehicles allowed within High Park, was the most common. The other three strategies were relatively equal in preference. For those that preferred strategy one, concerns related to pedestrian safety and environmental integrity were raised in reference to visitor vehicles remaining on high park roads. Participants with this preference also noted that if visitor vehicles are not

allowed within High Park, alternative options need to be considered for park users with limited mobility, such as shuttle buses. Increased public transit, and the integration of electric buses in particular, were also common interests among participants.

Participants that expressed an interest in strategy two: no visitor vehicles allowed at scheduled times, highlighted the need for the park to be safe for pedestrians, specifically children and seniors. Participants interested in strategy three: no visitor vehicles allowed on certain park roads, noted that the roads accessible to visitor vehicles should provide direct access to park destinations like the Grenadier Café, sports facilities and the allotment gardens.

Participants interested in strategy four: visitor vehicles allowed in High Park, highlighted a variety of concerns associated with any vehicle restrictions, including but not limited to accessibility issues for persons with a disability, providing parking options within High Park for people that live far away, the speed of cyclists when non-motorized vehicles are not present, park, and impacts to business within the park.

The majority of participants that highlighted their preference for strategies that involved a degree of restriction to visitor vehicles within the park lived nearby, with some explicitly stating that they walk or bike to the park. Some of the participants that preferred strategy four highlighted their need to access the park via driving, and would therefore experience restricted access with the first three strategies.

Some participants did not voice a preference for a specific strategy, but highlighted general concerns surrounding safety, high motor vehicle volumes and vehicle speeds, including cyclists.

# 5 ONLINE OPEN HOUSE

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## 5.1 HOW WE ENGAGED

The online Open House provided an opportunity for the project team to share feedback and findings gathered to date, summarize the draft strategies, answer questions and collect comments from participants on possible travel network changes. The main focus of this event was to answer questions about the draft network strategies and the overall study process, and to encourage participants to provide their detailed feedback through the online survey.

The Open House was held virtually through the online meeting platform WebEx on Wednesday, July 27<sup>th</sup>, 2022 from 6:00 pm to 8:00 pm. Participants were asked to register in advance, after which a meeting link and call-in information was provided via email.

An agenda for the Open House is included in **Appendix A**. The project team provided introductory and welcoming remarks including a land acknowledgement, summarized the project background and scope, and shared information about consultation feedback and findings from background analysis on existing conditions within the park. The presentation concluded with a detailed description of the draft travel network strategies.

Following the presentation, a Q&A session was held to provide participants an opportunity to ask questions, provide comments or seek clarity on the content of the presentation. The Q&A session ran for a total of one hour and ten minutes. Participants were invited to share their questions or comments verbally or type them through the Q&A function in Webex, and were encouraged to follow up with the Study Team via email if their question was not addressed during the session.

The Open House was promoted through a number of online and print methods including posters within the park, updates on the project website, promotion on City social media accounts and social media advertisements, emails to stakeholder groups and project e-update subscribers, and through the local Councillor's newsletters.

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## 5.2 WHO WE HEARD FROM

In total, there were 88 public participants at the July 27<sup>th</sup> online Open House. Participants represented a broad range of interests, reflecting the variety of activities and attractions offered in High Park. This included area residents, local business owners and operators including commercial dog-walkers, representatives from sports groups including cycling clubs, and representatives from other non-profit and volunteer organization including Friends of High Park Zoo, High Park Nature Centre, Allotment Gardeners Committee and Safe Parkside.

In addition to members of the public, the Project team and other City staff from Parks Operations, Urban Forestry and the Accessibility Unit participated. Staff from the local Ward Councillor's Office were also in attendance.

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## 5.3 WHAT WE HEARD

Key themes were identified through the conversation and dialogue in the Open House. The themes were:



- **Accessibility.** Participants highlighted the importance of ensuring equitable access to and within the park for seniors, families, and people living with disabilities. Participants voiced interest in ensuring that key destinations, such as the Grenadier Café and the Allotment Gardens, would remain accessible either through vehicle access or public transportation, and that wheelchair access would remain open in all four mobility strategies. Participants also noted the accessibility benefits associated with restricting motor vehicle access and movement, like reducing opportunities for conflicts and improved safety conditions.
- **Visitor Vehicle Access.** Participants expressed concerns with the movement strategies that restrict any visitor vehicle access or movement. The desire to park and/or provide vehicle drop-off/pick-up locations was highlighted. Participants expressed that direct vehicle access to key destinations would benefit seniors, families, people living with disabilities, and individuals who require the park for business purposes. Moreover, participants worried that road closures may limit the ability for park users to access amenities, recreations, and events within the park.
- **Safety.** Concerns about excessive speeding, for both motorized and non-motorized vehicles, were expressed. Intersections were identified as areas of concern due to high potential for conflict among the mixed modes and heavy pedestrian, cycling and motor vehicle traffic. Participants suggested reducing speed limits below 20km/hr and introducing traffic calming measures to ensure compliance with the speed limit. Participants expressed that strategies that restrict and/or limit visitor vehicle access in the park would improve safety conditions and reduce the chance of a conflict. Participants expressing concerns about the speeds of people cycling believe the issue would be exacerbated if visitor vehicle access were restricted.
- **Transit integration.** Participants were interested in exploring improved public transportation access and service within the park as a way to mitigate visitor vehicle volumes, and maintain access for people of all ages and abilities if visitor vehicle access is limited or restricted. Strategies focused on restricting visitor vehicles from entering the park were highlighted as favorable by some participants, particularly if this is done in tandem with public transit integration, such as a dedicated bus lane or a free transportation/shuttle service.
- **Project Process.** Questions related to the process of the Project were raised by participants. This included questions surrounding survey methods, consultation events, and decision-making regarding movement strategies.

A detailed summary of all feedback provided during the Q&A session including responses from the project team is included in **Appendix C**.

## 6 ONLINE SURVEY #2

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### 6.1 HOW WE ENGAGED

An online survey ran from July 8<sup>th</sup> to August 19<sup>th</sup>, 2022. This was the second online survey launched as part of the study process, the first of which was run in the Summer of 2021. It was promoted on the project website, through a website link and QR codes on posters within the park, during the Talk-to-the-Team events and was distributed through the external stakeholder email list and the project email newsletter. The survey gathered input from the public on the four draft strategies, and asked targeted questions about park user priorities and preferences for the travel network in High Park. Only one response was allowed per computer and responses were completely anonymous.

The questions asked in the online survey can be found in **Appendix D**. The first section asked participants about their park visits: how participants travel to and from High Park, the time of day and week that participants typically visit, and the type of activity or destination that brings them to the park. The next section asked participants to state their priorities for improvements to the travel network. This was followed by a summary of the four possible strategies and asked for feedback on each. Targeted questions about the accessibility, safety and environmental impacts were asked for each strategy.

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### 6.2 WHO WE HEARD FROM

The online survey received responses from 10,384 individuals and 85% (8,830 respondents) completed all questions in the survey.

The online survey included a set of 12 demographic questions. Responses to these questions were voluntary and anonymous. Respondents were given an option to select 'prefer not to answer' for all demographic questions. The standard demographic questions help the City understand who the survey reached, and whose feedback may be missing. This data is collected in alignment with the [Data for Equity Strategy](#), which was passed unanimously by City Council in November 2020, and is meant to ensure that City programs and services are delivered equitably.

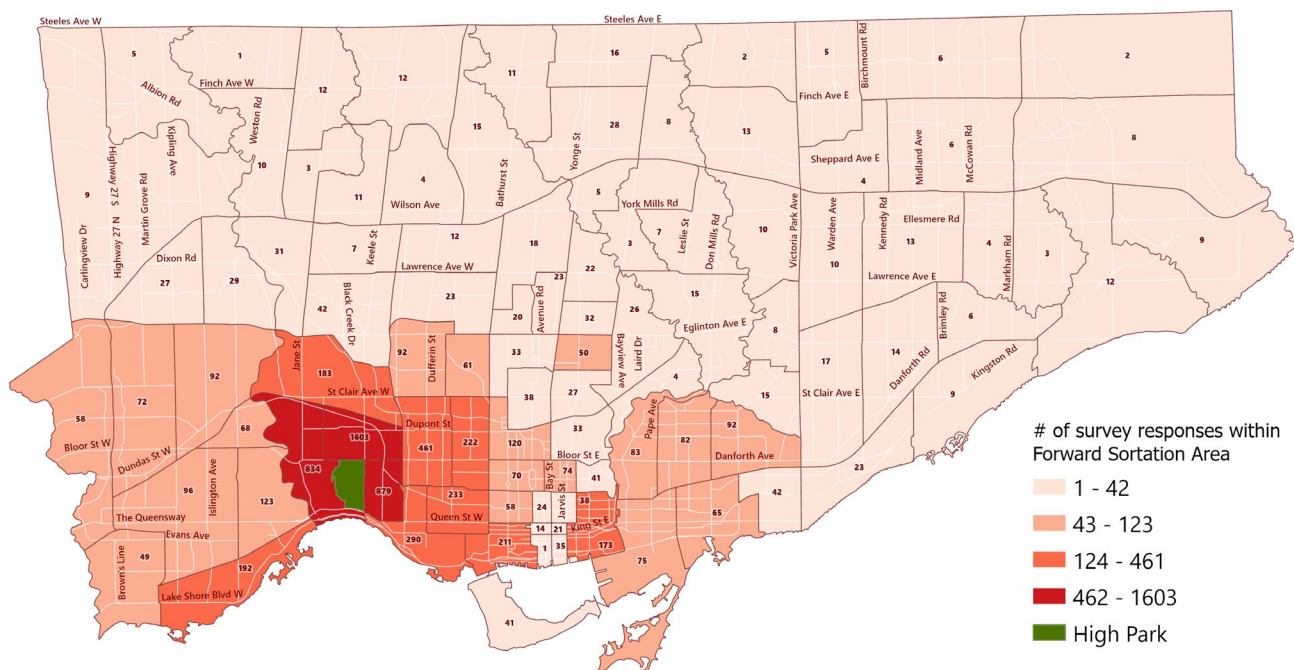
This section highlights the results of the demographic information provided through the survey, and a more detailed summary of responses to demographic questions are included in **Appendix E**.

Demographic data from survey respondents can be compared with local and City-wide census information to draw important observations on who is participating in the survey, to assess if the survey is representative of the general population. Survey respondent demographics can also be compared with park visitor data derived from Environics Analytics MobileScapes dataset, which provides modelled estimates of visits and visitors based on information gathered from mobile devices observed in High Park. Based on the devices' common evening location (the postal code where the device is most commonly observed between 6 pm and 8 am), Environics Analytics infers the visitors' demographic characteristics based on the demographics of the population where they live. The assumption is made that visitors who belong to a postal code have the same distribution of demographic variables as the entire population of that postal code. For example, if 90% of people living in a postal code identify as a visible minority, we assume that 90% of visitors from that postal code identify as a visible minority. MobileScapes data are privacy compliant and anonymized, meaning visitors cannot be personally identified.

Based on the information from respondents who provided the first three digits of their postal code (8,133), it was observed that 41% of survey responses (3,316) were from immediate vicinity of High Park, as seen in **Figure 2**. The top responses to this question were postal codes starting with M6P (20%), M6R (11%) and M6S (10%). These postal codes represent areas immediately bordering High Park to the north, west and east, respectively. MobileScapes data suggests that about 21% of all High Park visitors in 2021 resided within a 3.5km radius of High Park, and therefore survey responses may over-represent feedback from local park users.

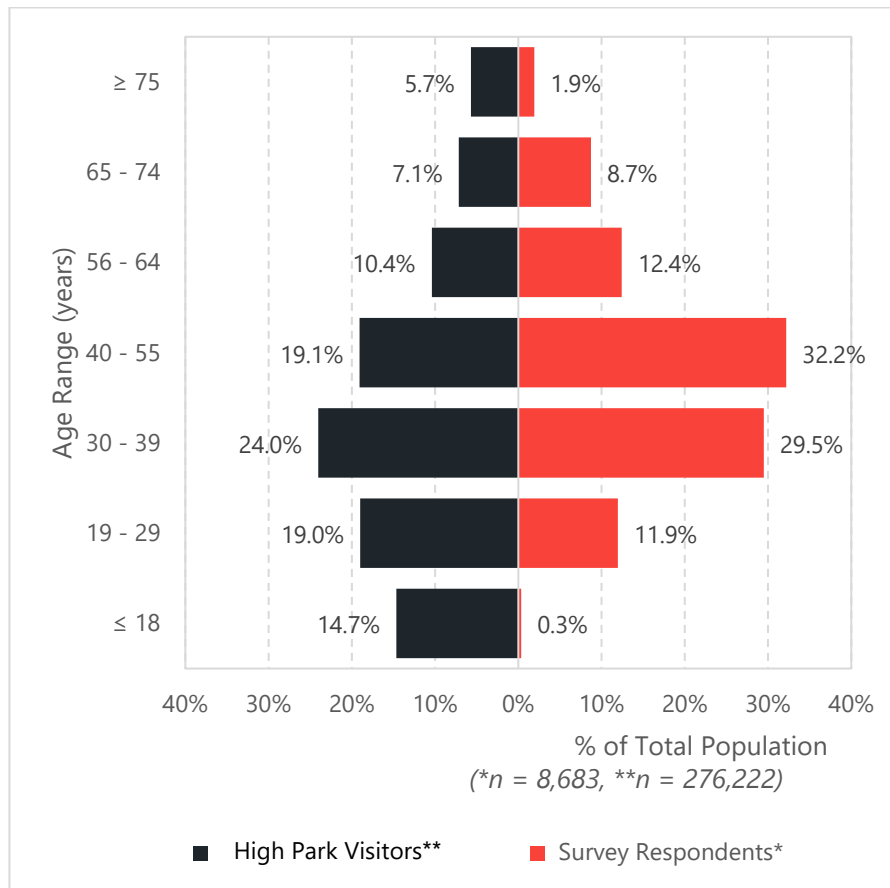
The age ranges of survey respondents and the ranges of all park visitors estimated through MobileScapes data is shown in **Figure 3**. The most common age group for respondents was 40 to 55 years (32%), followed by 30 to 39 years (29%). Only 2% of respondents were over the age of 75, and less than 1% of respondents were under the age of 12. However, the survey also asked whether the respondent's household included children under the age of 12, to which 26% answered yes and 69% answered no. This suggests that although very few children provided feedback through the online survey, their perspectives and interests were represented through family members who participated in the survey.

The average age for a park user based on MobileScapes data is 40 years, which aligns with the most common ranges for survey respondents of 40 to 55 years. However, survey data may over-represent responses from people in the age range of 30 to 55 (62% of all survey responses) compared to the estimated ages for all park users based on MobileScapes data, which suggest that about 43% of park users in 2021 were between 30 to 54 years old (**Figure 3**). Similarly, survey data may under-represent responses from people under the age of 18 (less than 1% of survey response), compared to MobileScapes estimates which suggest 15% of park users are under the age of 19.



**Figure 2: Home location of survey respondents**



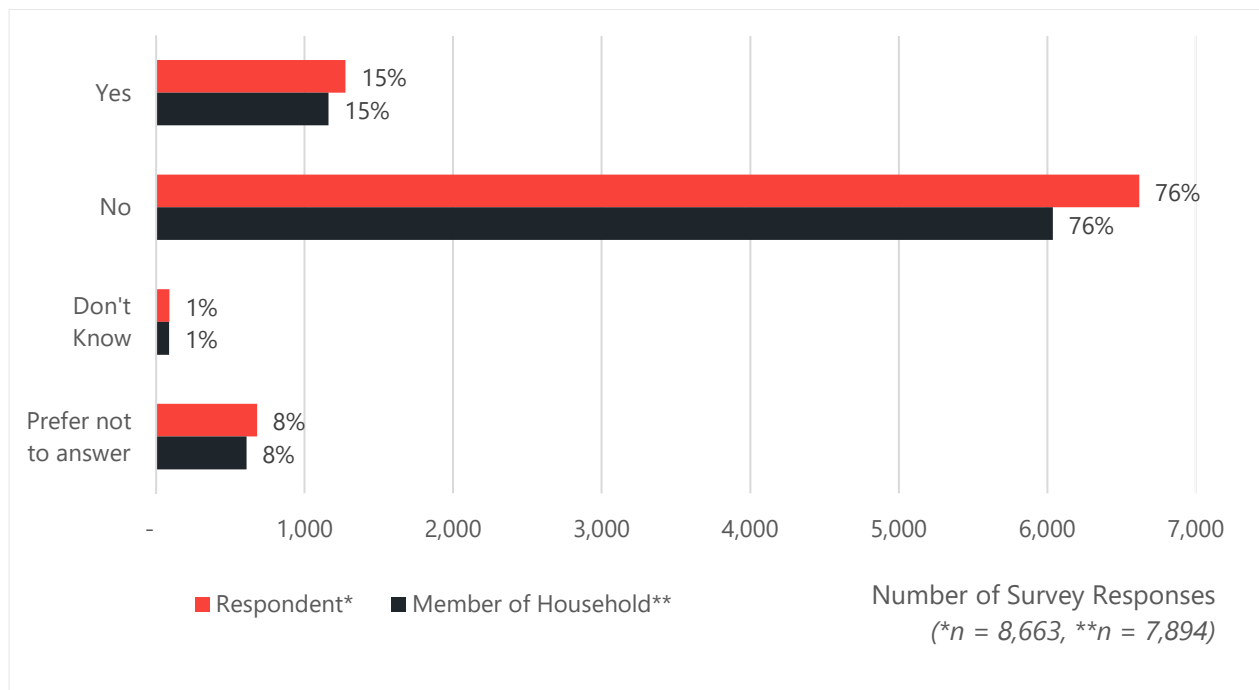


**Figure 3: Age structure of High Park visitors (2021) and survey respondents (2022) approximated for comparison**

When asked about gender identity, the most common responses from survey participants were man (43%) and woman (39%). Another 14% indicated that they preferred not to answer. The remainder identified as non-binary (2%), other (1%), trans woman (<1%), trans man (<1%), and two-spirit (<1%).

When asked about racial background, 67% of respondents indicated that they identified as white. Another 18% indicated that they preferred not to answer. These results suggest that the online survey may under-represent responses from racialized individuals when compared to Environics modelling on racial background for all park users which suggest that 47% of all park users identify as visible minorities. About 2% of survey respondents (148) indicated that they identify as an Indigenous person, which aligns with Environics modelling for all park users.

Survey respondents were asked whether they identified as a person with a disability or whether anyone in their household identified as a person with a disability. Disability is understood as any physical, mental, developmental, cognitive, learning, communication, sight, hearing or functional limitation that, in interaction with a barrier, hinders a person's full and equal participation in society. A disability can be permanent, temporary or episodic, and visible or invisible. Over 1200 respondents indicated that they have a disability (15%), and approximately 1100 respondents (15%) indicated that another person in their household has a disability, as shown in **Figure 4**. A total of 2,030 survey respondents identified as Park users with a disability or living with persons with a disability, hereinafter referred to as Park users with a disability



**Figure 4: Survey respondents or anyone in respondent households identifying as a Person with Disability**

## 6.3 WHAT WE HEARD

### 6.3.1.1 FOCUS ON VULNERABLE ROAD USERS

The analysis considered that social identity and mode of travel are key factors that impact mobility patterns and position some park visitors as vulnerable road users. The analysis considered feedback from all survey respondents and specifically sought to understand different concerns, and priorities of vulnerable road users. A total of 9,063 survey respondents were considered as vulnerable road users based on this definition. The analysis pays attention to responses from identity-based vulnerable road users (4,340) such as families with young children, seniors, and persons with disabilities, as well as users who were vulnerable due to their preferred method of travel (4,723) like walking or cycling. Since respondents could experience multiple types of vulnerability, for instance, be a family with young children who access the park by walking, the analysis considers key responses from each category of vulnerable road users.

### 6.3.1.2 PARK ACCESS

Walking, jogging or, running was the mode of travel most often used when travelling to and from High Park (55%), followed by cycling or other non-motorized devices such as rollerblades and skateboards (48%), personal motor vehicle (37%), and public transit (26%), as illustrated in **Figure 5**. E-bike or other electric-assisted device (3%), mobility aid (e.g., wheelchair, motorized wheelchair, rolling walker) (2%), and taxi and/or ride share (1%) were relatively infrequently used modes of travel to and from High Park for respondents, however, mobility aids were most often used as modes of travel to and from the Park by persons with a disability.

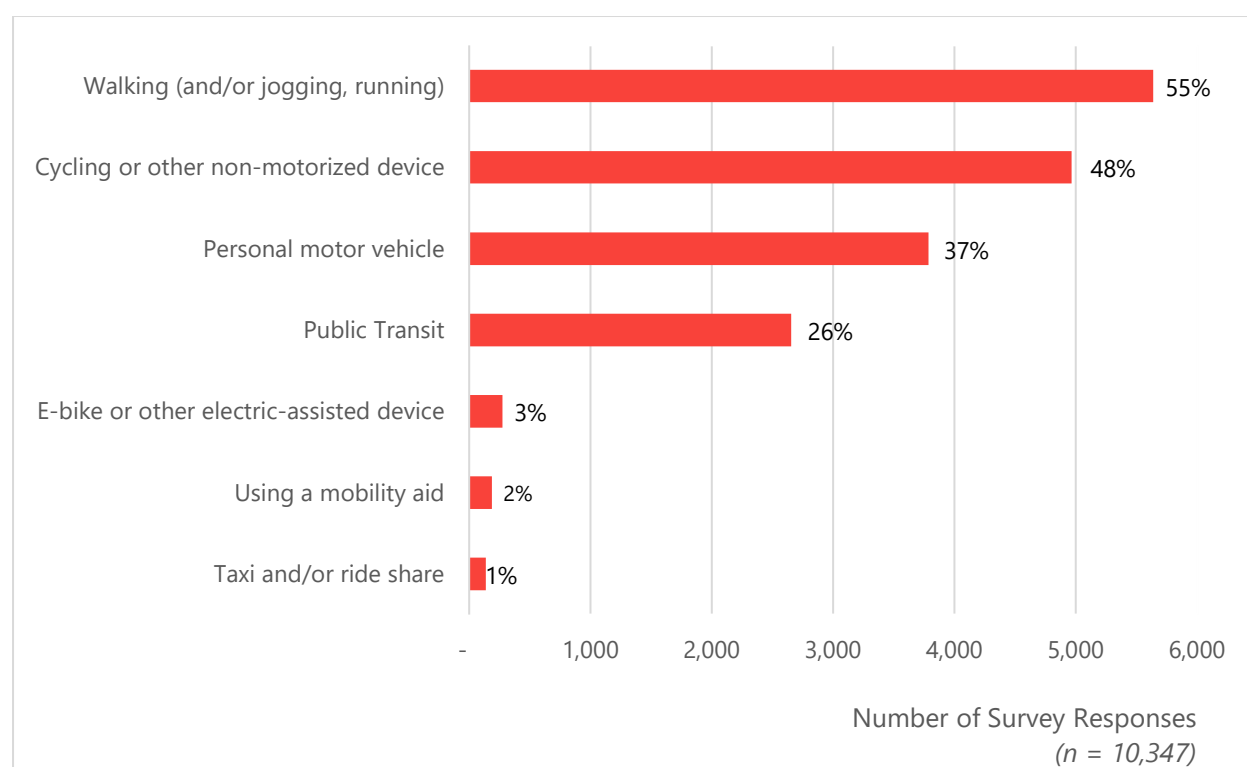
Park users with a disability most often travelled to and from High Park by walking, jogging or running (49%) and personal motor vehicles (47%), while respondents without a disability accessed the Park by walking, jogging or running to a greater extent (56%), followed by

cycling or other non-motorized devices (51%). Park users with a disability least often used e-bikes or other electric assisted devices (4%) and taxi or rideshare (1%) to access the park.

Respondents with children 12 years or younger in their household indicated that walking was the mode of travel most often used when travelling to and from High Park (54%), followed by personal motor vehicle (49%), cycling or other non-motorized device (48%), and public transit (20%). Using E-bike or other electric-assisted device (2%), using a mobility aid (2%), and taxi and/or ride share (1%) were relatively infrequently used modes of travel to and from High Park for this group.

For respondents 65 years or older (hereinafter referred to as seniors) personal motor vehicle was the mode of travel most often used when travelling to and from High Park (51%), closely followed by walking (49%), then followed by cycling or other non-motorized devices (20%), and public transit (14%). Using a mobility aid (5%), e-bike or other electric-assisted device (2%), and taxi and/or ride share (1%) were relatively infrequently used modes of travel to and from High Park for respondents 65 years or older.

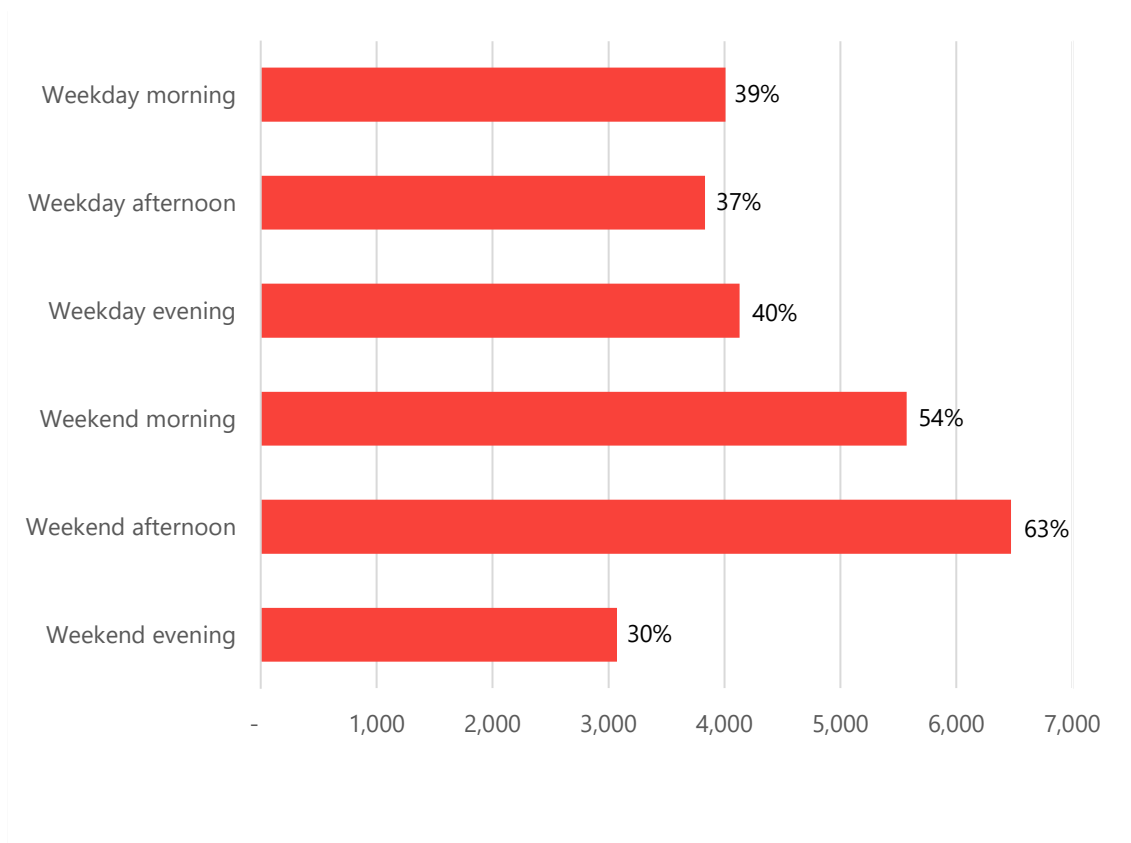
The majority of respondents who lived in immediately surrounding areas including postal codes of M6P, M6R and M6S (hereinafter referred to as local respondents) indicated that they most often traveled to High Park by walking (81%) followed by cycling (48%).



**Figure 5: Mode of travel most often used by all survey respondents to travel to and from High Park**

### 6.3.1.3 PATTERNS OF PARK USE

As illustrated in **Figure 6**, most respondents visit High Park on weekends, with weekend afternoons (63%) and weekend mornings (54%) being the most preferred times followed by weekday evenings (40% or 4,130). Weekday morning (39%), weekday afternoon (37%), and weekend evening (30%) were less common times for respondents to visit High Park.



**Figure 6: Time of visit to High Park preferred by all survey respondents**

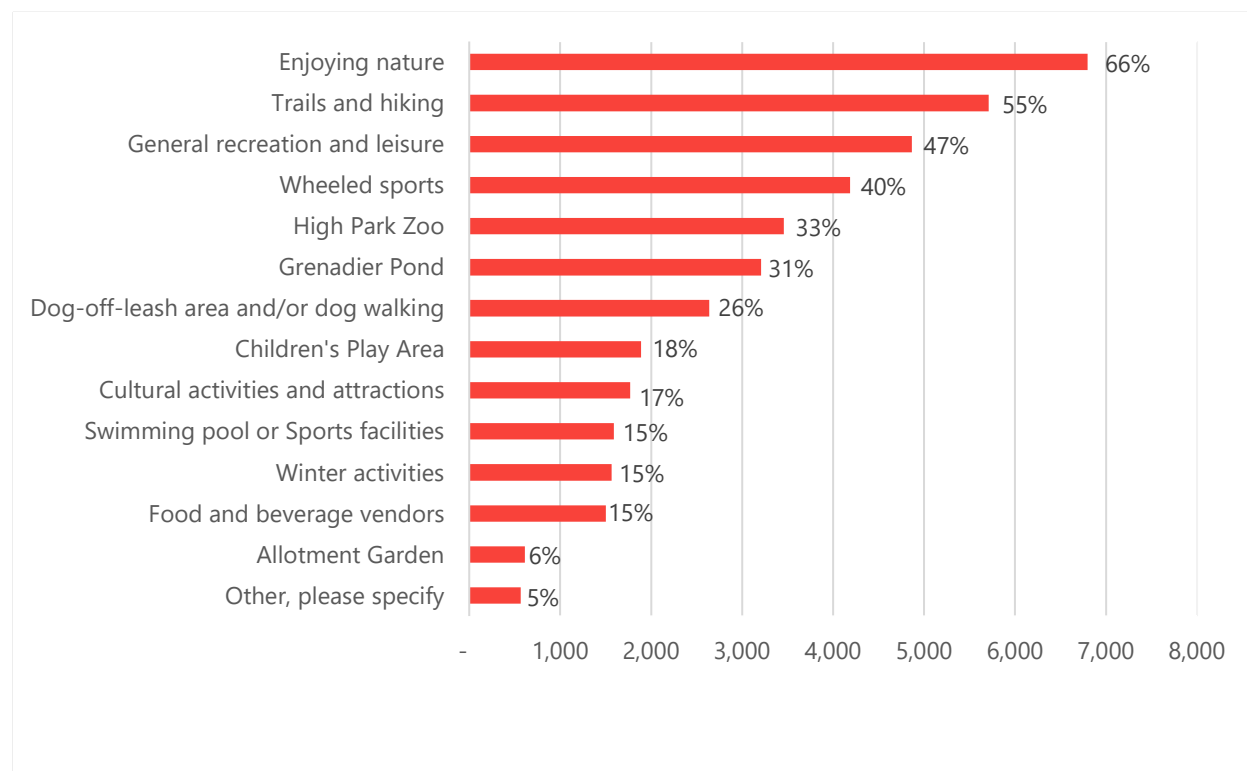
As illustrated in **Figure 7**, respondents indicated that they visit High Park for a variety of reasons, with the most common being to enjoy nature (e.g., gardens, bird watching, fishing) (66%), followed by trails and hiking (55%), general recreation and leisure (e.g. jogging, playing catch, picnics) (47%), and cycling, roller-blading, skateboarding or other wheeled sports (40%). This indicates the importance of High Park as an urban green space providing opportunities for leisure for most Park visitors, regardless of their time of visiting the Park. These trends were consistent across most vulnerable road user groups, the exception being cyclists, who more often came to the park for wheeled sports (77%).

The least common destination or activity that brought respondents to the park was the allotment gardens (6%). Another 5% of respondents indicated other reasons for visiting the park, such as commuting, photography and for visiting with friends outdoors.

Respondents with children 12 years or younger in their household (hereinafter referred to respondents with young children) indicated that they visit High Park for a variety of reasons, with the most common being to enjoy nature (61%), the children's play area (59%) and the High Park Zoo (52%). Respondents with young children most often visited High Park on weekend afternoons (69%), followed by weekend morning (65%), while weekend evening (28%) was the least common time for this group.

The majority of senior respondents indicated that they visit High Park to enjoy nature (72%), followed by trails and hiking (51%). Grenadier Pond was identified as a popular destination with this age group (38%). Seniors reported that they visit High Park most often on weekday mornings (54%) and weekday afternoons (54%) while weekday evening (21%) and weekend evening (13%) were the least common for this group.

About 19% of survey respondents accessed the park exclusively by personal motor vehicles (1,936). This group of respondents most often visited the park to enjoying nature (55%), for trails and hiking (42%) and for the High Park Zoo (42%), indicating the importance of parking management within the park, specifically at destinations like the Zoo.

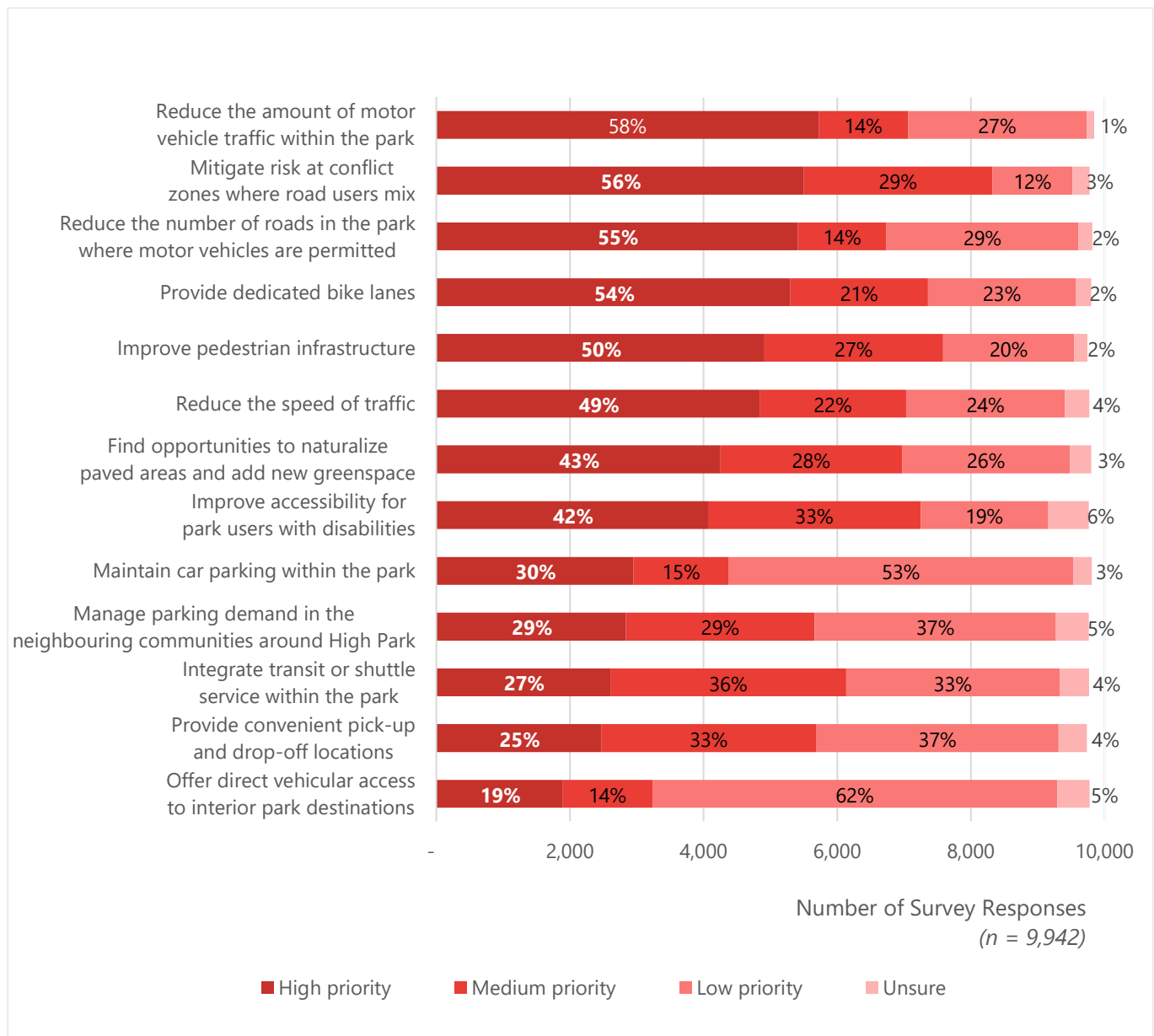


**Figure 7: Reasons for visiting High Park according to all survey respondents**

#### 6.3.1.4 PRIORITIES FOR IMPROVEMENT

To understand priorities for improvements, respondents were asked to rank possible travel network changes as being high, medium or low priority. Respondents placed highest priority on reducing the amount of motor vehicle traffic within the park (58% ranked high priority), mitigating risk at conflict zones where road users mix (56% ranked high priority), reducing the number of roads in the Park where motor vehicles are permitted (55% ranked high priority) and providing dedicated bike lanes (54% ranked high priority). Lowest priority was placed on offering direct vehicular access to interior park destinations (62% ranked low priority) and maintaining car parking within the park (53% ranked low priority). Overall responses on priorities are shown in **Figure 8**.

Similarities and differences in priorities can be observed across different park user groups and compared to the overall responses. Across all vulnerable road users groups, the need to mitigate risk at conflict zones was ranked as a high priority by many, and offering direct vehicular access to interior park destination was ranked as a low priority by many.



**Figure 8: Survey respondents' priorities for changes in travel network**

Respondents with young children placed highest priority on mitigating risk at conflict zones (53% ranked high priority), reducing motor vehicle traffic (52% ranked high priority) and improving pedestrian infrastructure (51% ranked high priority). This group placed lowest priority on offering direct vehicle access to interior destinations (57% ranked low priority) and on maintaining car parking within the park (47% ranked low priority).

Senior respondents placed highest priority on mitigating risk at conflict zones (56% ranked high priority) and reducing speed of traffic (56% ranked high priority), followed by improving accessibility for park users with disabilities (52% ranked high priority). This group placed lowest priority on offering direct vehicle access to interior destinations (45% ranked low priority) and on reducing the number of roads where motor vehicles are permitted (42% ranked low priority).

Park users with a disability placed highest priority improving accessibility for park users with disabilities (59% ranked high priority), mitigating risk at conflict zones (54% ranked high priority) and improving pedestrian infrastructure (53% ranked high priority). Lowest priorities

were identified as offering direct vehicular access to interior destinations (51% ranked low priority) and maintaining car parking within the park (42% ranked low priority).

The priorities of people walking and cycling were largely in alignment. Reducing the amount of motor vehicle traffic within the park and reducing the number of roads in the park where motor vehicles are permitted were the highest priorities for both people walking and cycling, while offering direct vehicular access to interior park destinations and maintaining car parking within the park were the lowest priorities. People walking also placed importance on mitigating risk at conflict zones (60% ranked high priority) reducing the speed of traffic (58% ranked high priority), followed by improving pedestrian infrastructure (56% ranked high priority) and providing dedicated bike lanes (56% ranked high priority). People cycling placed importance on reducing amount of motor vehicle traffic within the park (79% ranked high priority), reducing the number of roads in the park where motor vehicles are permitted (74% ranked high priority), and providing dedicated bike lanes (74% ranked high priority)

Visitors who accessed the park only using personal motor vehicles were most concerned about improving convenience of vehicular access and ranked parking and pick-up/drop-off (PUDO) locations as high priority and ranked vehicular restrictions and improvements to pedestrian and cycling infrastructure as lower priority.

Local respondents indicated priorities that were generally in alignment with overall responses. Of note, the need to manage parking demand in neighbouring communities was not identified as a high priority by this group.

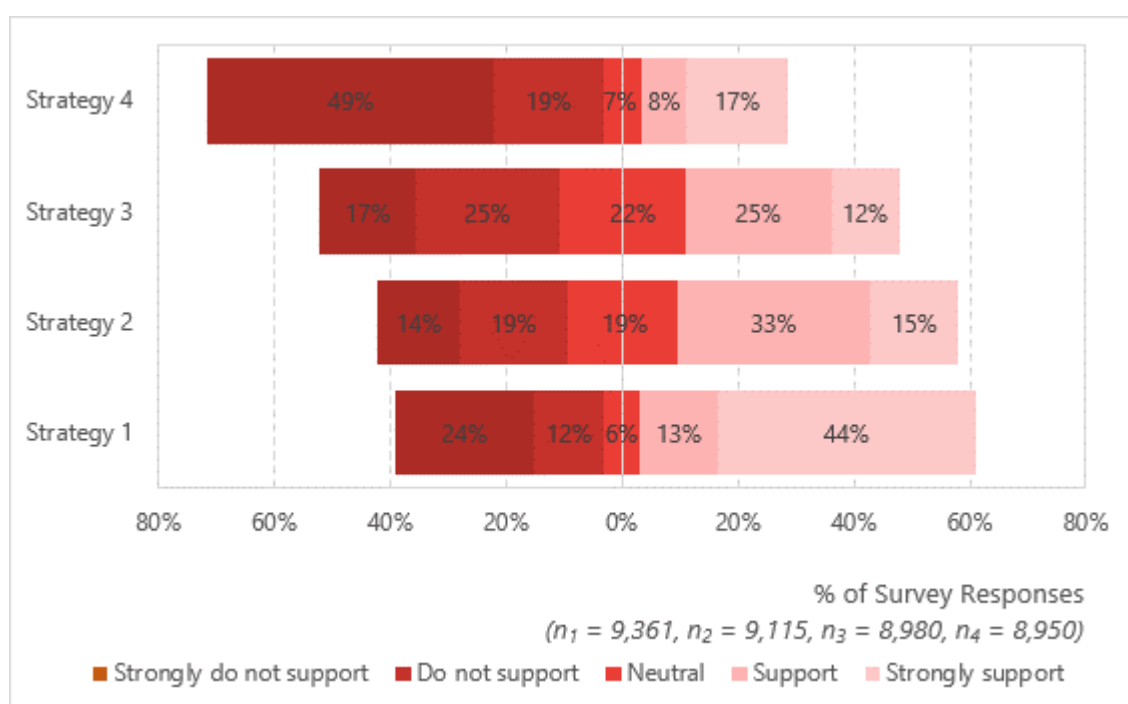
#### 6.3.1.5 FEEDBACK ON DRAFT STRATEGIES

The survey asked for feedback on four draft strategies for travel network improvements, each presenting a unique approach to managing visitor vehicle access in High Park. Strategy details can be found in **Appendix B**. The strategies are:

- Strategy 1: No visitor vehicles allowed within High Park
- Strategy 2: No visitor vehicles allowed at scheduled times
- Strategy 3: No visitor vehicles allowed on certain park roads
- Strategy 4: Visitor vehicles allowed within High Park at all times

The survey provided maps and written descriptions of each strategy, and indicated that all four strategies would include additional traffic management tools that improve safety for vulnerable road users, reduce traffic speeds and reduce conflict between road users.

Comparing feedback on all four strategies, respondents indicated the highest level of support for Strategy 1 (44% strongly support and 13% support). Strategy 4 had the lowest level of support (17% strongly support and 18 % support), and the highest level of opposition (49% strongly do not support and 19% do not support). **Figure 9** indicates the levels of support and oppositions for each strategy.



**Figure 9: Variance between support for proposed strategies by survey respondents**

To better understand overall levels of support and opposition, responses for each strategy were translated into a weighted score out of five: (strongly support = 5; support = 4; neutral = 3; do not support = 2; and strongly do not support = 1), shown in **Table 1**. Based on this weighted analysis, Strategy 1 was identified as the option with the greatest support, with a score of 3.43 of 5, and Strategy 4 as the option with the lowest support, with a score of 2.25 of 5.

In addition to overall support, respondents were asked to what extent they agreed that each strategy would i) make the park safer, ii) make the park more accessible, and iii) improve the park's natural environment. A weighted score was also applied to these responses (strongly agree = 5, agree = 4, neutral = 3, disagree = 2, and strongly disagree = 1), shown in **Table 1** as well.

Respondents agreed most strongly that Strategy 1 would make the park safer, make the park more accessible, and would improve the park's natural environment. Conversely, respondents disagreed most strongly that Strategy 4 would address these improvements. Of note, opinions on which strategy would make the park more accessible were the most varied between responses, which may reflect the way different visitors understand and experience park access.

**Table 1: Support for proposed strategies by all survey respondents**

Strategy	Weighted Score (out of 5)			
	Overall Support	Will Make the Park Safer	Will Make the Park more Accessible	Will Improve the Park's Natural Environment
Strategy 1	3.43	3.78	2.99	3.98
Strategy 2	3.17	3.26	2.95	3.02
Strategy 3	2.91	2.86	2.85	2.77
Strategy 4	2.25	2.06	2.84	1.91



The strength of support for strategies among vulnerable road users indicated similar levels of support and lack of support for Strategy 1 and 4 respectively, except for seniors who expressed support for Strategy 2, as shown in **Table 2**.

**Table 2: Overall support for proposed strategies by vulnerable road users**

Strategy	Weighted Score on Overall Support (out of 5)		
	Families with Young Children	Park users with disabilities	Seniors
Strategy 1	3.16	3.00	2.62
Strategy 2	3.12	2.89	2.94
Strategy 3	2.89	2.81	2.90
Strategy 4	2.52	2.67	2.78

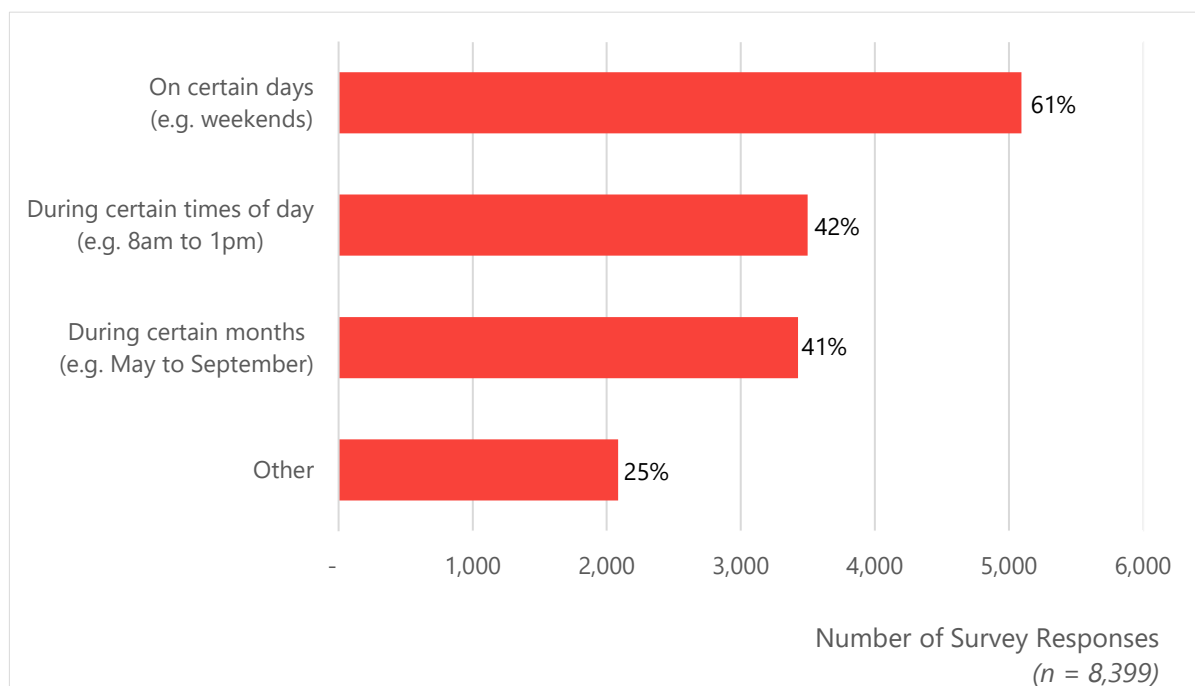
Survey respondents that accessed the park exclusively by personal motor vehicles expressed the most support for Strategy 4, and least support for Strategy 1, as shown in **Table 3**. Similarly, respondents who did not use personal motor vehicles to access the park expressed the most support for Strategy 1 and least support for Strategy 4. Responses from local park users generally aligned with feedback received from overall respondents, with Strategy 1 garnering strongest support and Strategy 4 garnering strongest opposition.

**Table 3: Support for proposed strategies by personal motor vehicle users**

Strategy	Weighted Score on Overall Support (Score out of 5)	
	Exclusively use Personal Motor Vehicles to access park	Do not use Personal Motor Vehicles to access park
Strategy 1	1.64	4.20
Strategy 2	2.31	3.44
Strategy 3	2.69	2.93
Strategy 4	4.01	1.56

Under Strategy 2, respondents were asked about the type of time-based restrictions on visitor vehicle traffic that they would prefer. The majority of respondents (61%) indicated that they would prefer vehicle restrictions on certain days (e.g. weekends), as shown in **Figure 10**. This preference was consistent across vulnerable road user groups as well. Local respondents were especially supportive of vehicle restrictions on certain days (68%). Other responses included suggestions that vehicles should be prohibited at all times or not at all – in the latter case citing accessibility as a reason, prohibiting vehicles without accessibility permits, and during certain times of the year when the park is particularly busy.

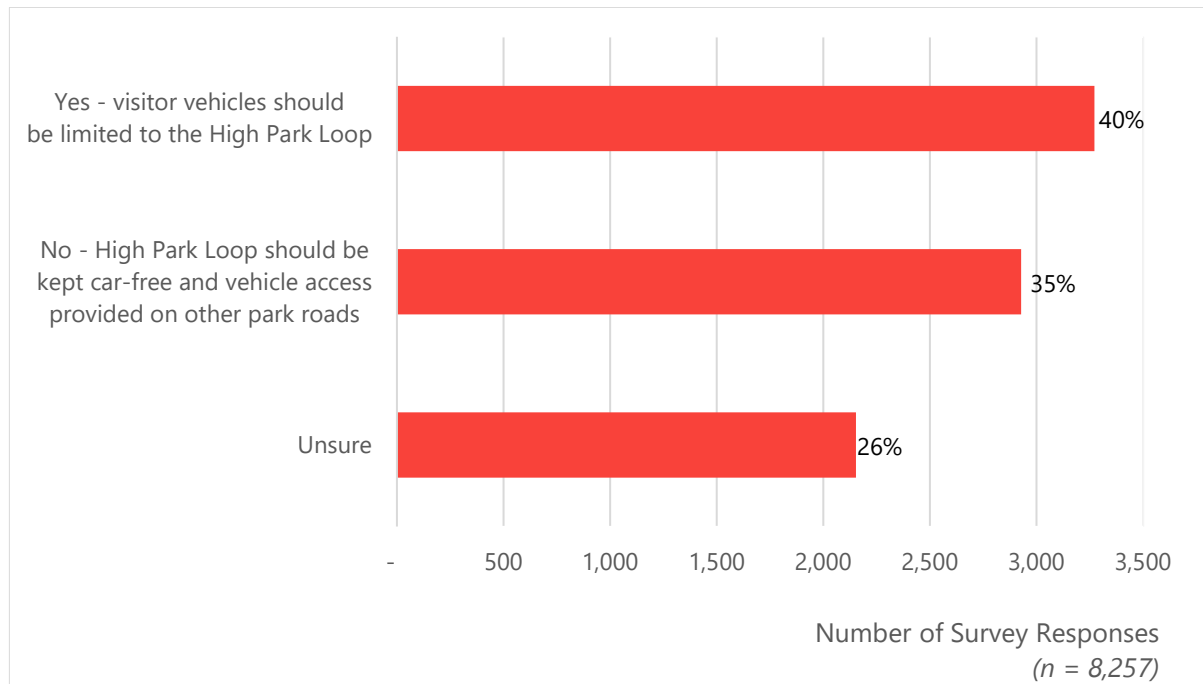
The support for time-based restrictions on vehicles in Strategy 2 may also be influenced by the respondents' mode of park access. Among respondents who exclusively used personal motor vehicles to access the park (1,936), 60% do not support any time-based restrictions on vehicles in High Park. Among the respondents who do not use personal motor vehicles to access the park (6,598 respondents), 73% support at least one option for time-based restrictions on vehicles in High Park.



**Figure 10: Preference for time-based vehicle restrictions in Strategy 2 from all survey respondents**

Under Strategy 3, respondents were asked whether visitor vehicles should be limited to the "High Park Loop" (West Road and Colborne Lodge Drive). Responses were divided on this questions as shown in **Figure 11**, with 40% of respondents agreeing that visitor vehicles should be limited to the "High Park Loop" and 35% indicated that the Loop should be kept car-free and vehicle access should be provided on other park road. Another 26% of respondents were unsure. This preference was generally consistent across vulnerable road user groups. Notably, a significant percentage of senior respondents agreed that visitor vehicles should be limited to High Park Loop (48%).

Opinions on where visitor vehicles should be permitted under Strategy 3 may also be influenced by the mode of park access. Among the respondents who do not use personal motor vehicles to access the park (6,598 respondents), 26% think visitor vehicles should be limited to the High Park Loop while 38% think the High Park Loop should be kept car-free and vehicle access provided on other park roads. Among respondents who exclusively used personal motor vehicles to access the park (1,936), 7% think visitor vehicles should be limited to the High Park Loop.



**Figure 11: Feedback from all survey respondents on whether visitor vehicles should be limited to the High Park Loop**

## 6.4 OTHER ONLINE SURVEY FEEDBACK

Respondents were given the opportunity to provide additional feedback about the travel network within High Park in an open text response. More than 4,000 comments were provided. The most common topics mentioned in the open text responses included issues related to motor vehicles (66%), cycling (49%), accessibility (21%) and pedestrians (21%).

Comments related to motor vehicles reflected varied opinions on road closures. Many comments also noted the need for traffic calming measures within the park, while others drew a connection between accessibility and vehicle permissions.

*"Strongly support a complete ban on all cars at all times. The park has a subway stop on the north end, and streetcar stops on the east and south ends. There's no reason to allow cars in".*

*"I think it is crucial to allow vehicle access to the park because we, being elderly, cannot access it otherwise. This is to say nothing of the needs of the disabled, who need access to the park just as much as the rest of the population".*

Many of the comments related to cycling raised concern about safety of park users due to speed and conduct of some cyclists. In this comments, enforcement and regulation measures for cyclists were frequently mentioned. Other common feedback included support for more cycling infrastructure in the park included separated bike lanes and dedicated times for sport cycling.

*"Bikes need to obey rules of the road. Some of these guys are racing, aggressively passing pedestrians without thought to pedestrian safety, ignore stop signs and speed. They must be policed to get them to obey the rules".*

*"I think there should be dedicated times for road cyclists to use the park. They are just trying to use the park for recreation and fitness like many others. Dedicated times could include weekdays 6-8am, 6-8pm".*

Answers mentioning the accessibility topic mostly highlighted the importance to ensure proper access to the park, especially for families with children, seniors and people with mobility issues. A number of comments also presented alternative ways to access the park for people with mobility issues that do not include private vehicles.

*"Please do not limit vehicle access to the park. It is the only way to enjoy different parts of the park for the elderly or people with disabilities especially walking. It is a large park and difficult for people to walk that far. Only way to enjoy it is if you have a vehicle."*

*"Access to the park for those with mobility issues should be provided by transit or trackless train since cars are not affordable or accessible for many such people and endanger other park users".*

Other topics mentioned in the comments were safety (18%), parking and pick up/drop off areas (18%), transit (15%) and enforcement (9%).

## 7 OTHER COMMUNICATIONS

Other communications efforts were undertaken to support and supplement the engagement events described above. These include e-updates to mailing list subscribers, and direct correspondence with individuals through the project email and over the phone.

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### 7.1 E-UPDATES

The HPMS mailing list has over 600 subscribers who have signed-up to receive project updates via email. A [link](#) to sign-up or unsubscribe from e-updates is provided on the project website. During the summer, two e-updates were sent to subscribers.

The e-update sent on **July 4<sup>th</sup>** provided information about upcoming summer 2022 engagement activities, including the online survey, the online Open House and the Talk to the Team events within the park. It noted that service would be resuming on the TTC 30B High Park Bus, which operated in High Park on weekends and holidays over the summer. It provided a description of the [Staff Report](#) presented to the Infrastructure and Environment Committee on May 25, 2022 and shared a link to access the report. Lastly, it shared information on the [Parkside Drive Study](#), a related study being led by Transportation Services which aims to improve safety and mobility on Parkside Drive with focus on vulnerable road users.

A second e-update was sent on **August 12<sup>th</sup>**. It reminded subscribers about the closing date of the online survey and shared a brief summary of the Online Open House held on July 27<sup>th</sup> with a link to access a [copy of the presentation](#). It also summarized next steps in the study.

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### 7.2 EMAILS

A dedicated project email account ([highparkmove@toronto.ca](mailto:highparkmove@toronto.ca)) was established in Summer 2021 to provide a central inbox for the project team to communicate with members of the public. From July 8<sup>th</sup> to August 26<sup>th</sup>, the project email account received over 60 emails related to the study and the engagement events. Another 20 emails were forwarded to the project email account through the local Councillor's office, the Mayor's office and from other Parks, Forestry and Recreation staff.

Common themes and questions submitted through email include the following:

- Concerns about the impact of visitor vehicle restrictions, specifically for park visitors with mobility needs, including people living with disabilities, seniors, and small children. Others highlighted the issues that road closures may have for sports groups, business operators, permit holders and commercial dog walkers;
- Support for continuing and/or expanding visitor vehicle restrictions in High Park;
- Reported preferences for specific movement strategies and suggestions for refinements, such as recommendations to close the 'loop' and only maintain visitor vehicle access from Parkside Drive to Centre Road within High Park;
- Speed and conduct of sport cyclists in the park and perceived safety risks, and notably wide ranging opinions on the matter of police issuing speeding tickets to cyclists with High Park;
- Requests to better support cycling activity in the park including dedicated training times and areas;

- Desire to reduce cut through traffic in High Park and introduce traffic calming measures such as speed bumps and better crossing opportunities like traffic signals;
  - Comments on transit options with the park including support for expanded public transit services, and suggestion for transit improvements such as better signage and the use of electric vehicles;
  - Compliance and enforcement around dog off-leash areas;
  - Recognition of environmentally significant areas within the park and questions regarding possible impacts to protected areas;
  - General questions on the study process including timelines and outcomes;
  - General questions about summer consultation activities and how to participate.
- 

## 7.3 PHONE CALLS

Phone numbers for the project team are available on the project website so that members of the public can contact staff by phone. Between July 8<sup>th</sup> and August 26<sup>th</sup>, the project team received 4 phone calls from the public.

The questions and comments provided over the phone were similar to those received via email. Several callers expressed concern about the impact of weekend road closures on people living with disabilities, seniors, and younger children. Concern regarding speed and conduct of cyclists was also expressed. Another caller indicated interest in new vendor opportunities that the study may be exploring.

## 8 NEXT STEPS

Feedback received from park users through the summer engagement activities will serve as a key input as the project team refines and evaluates the draft strategies. The preferences and priorities that park users have shared will help to inform recommendations on managing vehicle access in High Park and the specific types of travel network improvements that will be explored under each strategy as part of a comprehensive mobility solution for High Park. Findings from background analysis including traffic and parking studies will also be a key input considered alongside consultation feedback.

The draft strategies will be refined and evaluated based on a set of criteria that reflect the project goals of improving safety, accessibility, and the park's natural environment. This will be an iterative process that is supported by targeted discussions with key stakeholders including City staff who operate and deliver services within the park, the High Park Nature Centre, the High Park Zoo, business operators including the Grenadier Café and commercial dog walkers, sports clubs, local residents association, environmental groups, and other active organizations that make High Park the unique destination it is today.

The project team will develop recommendations for a preferred strategy, which may include various elements from any of the draft strategies. Recommendations will not be solely based on a single point of reference, such as the online survey results. A final round of public engagement will be offered in early 2023 to present the recommended strategy and share details on the evaluation process. Following this public meeting, staff will prepare a final report to Committee and Council, where members of the public will have an additional opportunity to share their feedback on the study outcomes.

Updates will be provided on the project website as these are made available ([www.toronto.ca/highparkmove](http://www.toronto.ca/highparkmove)). This will include findings from the background analysis, summer consultation activities, the selected preferred strategy, and details on the final round of engagement.

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# APPENDIX A: OPEN HOUSE AGENDA

## High Park Movement Strategy - Online Open House

Wednesday, July 27, 2022 | 6:00pm - 8:00pm | Webex

### Webex Meeting Information

Link: <https://toronto.webex.com/toronto/j.php?MTID=mf935680c3f1c8f479d469cef097d4062>

Meeting Number: 2453 643 7480 Password: HPMS2022

Call-in Number: 416-915-6530 Call-in Access Code: 2453 643 7480

### Meeting Purpose

This Online Open House will provide an opportunity for participants to learn about findings and feedback gathered to date, and about the draft movement strategies that are being considered to guide long-term and comprehensive improvements to the travel network in High Park. The High Park Movement Strategy project team, comprised of City staff from Parks, Forestry and Recreation and Transportation Services and consultants from Wood, will answer questions and gather feedback, focusing on the draft movement strategies. The presentation provided will be made available following the meeting on the project website: [www.toronto.ca/highparkmove](http://www.toronto.ca/highparkmove).

### Agenda

#### 1. Welcome & Introductions (10 mins)

#### 2. Presentation (45 mins)

- Project Overview
- What We've Heard
- Highlights from Existing Conditions Review
- Short Break + Participant Poll
- Draft Movement Strategies

#### 3. Q&A and Discussion (50 mins)

#### 4. Next Steps and Wrap up (5 mins)

# APPENDIX

## APPENDIX B: SUMMARY OF DRAFT TRAVEL NETWORK STRATEGIES

Public engagement conducted in Summer 2022 focused on gathering feedback from park users on four possible travel network strategies to guide improvements in High Park. The four possible strategies being considered are:

1. No visitor vehicles allowed within High Park
2. No visitor vehicles allowed at scheduled times
3. No visitor vehicles allowed on certain park roads
4. Visitor vehicles allowed within High Park at all times

All four strategies include traffic management tools that improve safety for vulnerable road users, reduce traffic speeds and reduce conflict between road users. Vehicle access to the Children's Garden and Colborne Lodge (at the south end of Colborne Lodge Drive) and the Spring Road parking lot (in the southwest corner of the park) are maintained in all strategies. Existing pedestrian park roads continue to be car-free. City services such as fire, emergency medical services, solid waste pick-up, and snow clearing will continue as usual.

Strategy 1, illustrated in **Figure 11**, closes roads in High Park to visitor vehicles at all times and creates opportunities for major changes to rebalance and redesign existing roadways and paved areas.

# APPENDIX



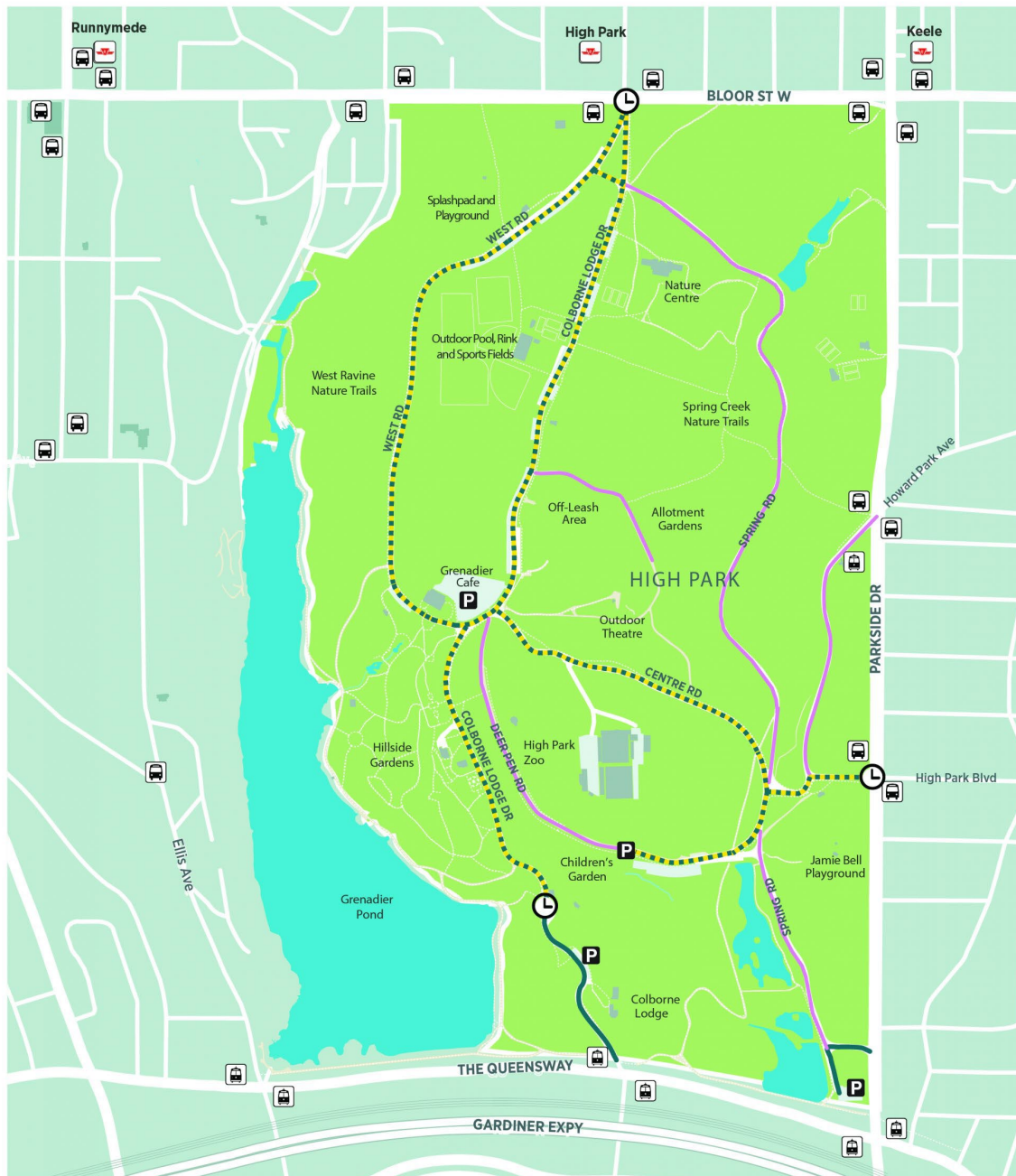
Map Key

- |   |                          |                    |
|---|--------------------------|--------------------|
| <span style="color: yellow;">—</span> No Visitor Vehicle Access       | No Visitor Vehicle Entry | TTC Streetcar Stop |
| <span style="color: green;">—</span> Visitor Vehicle Access Permitted | Parking                  | TTC Bus Stop       |
| <span style="color: purple;">—</span> Pedestrian Park Roads           |                          | TTC Subway Station |










**Figure 12: Strategy 1: No visitor vehicles allowed within High Park**

Strategy 2, illustrated in **Figure 12**, closes the road network in High Park to visitor vehicles at scheduled times and introduces improvements to calm traffic and reduce conflict when park roads are open to vehicles.

# APPENDIX



## Map Key

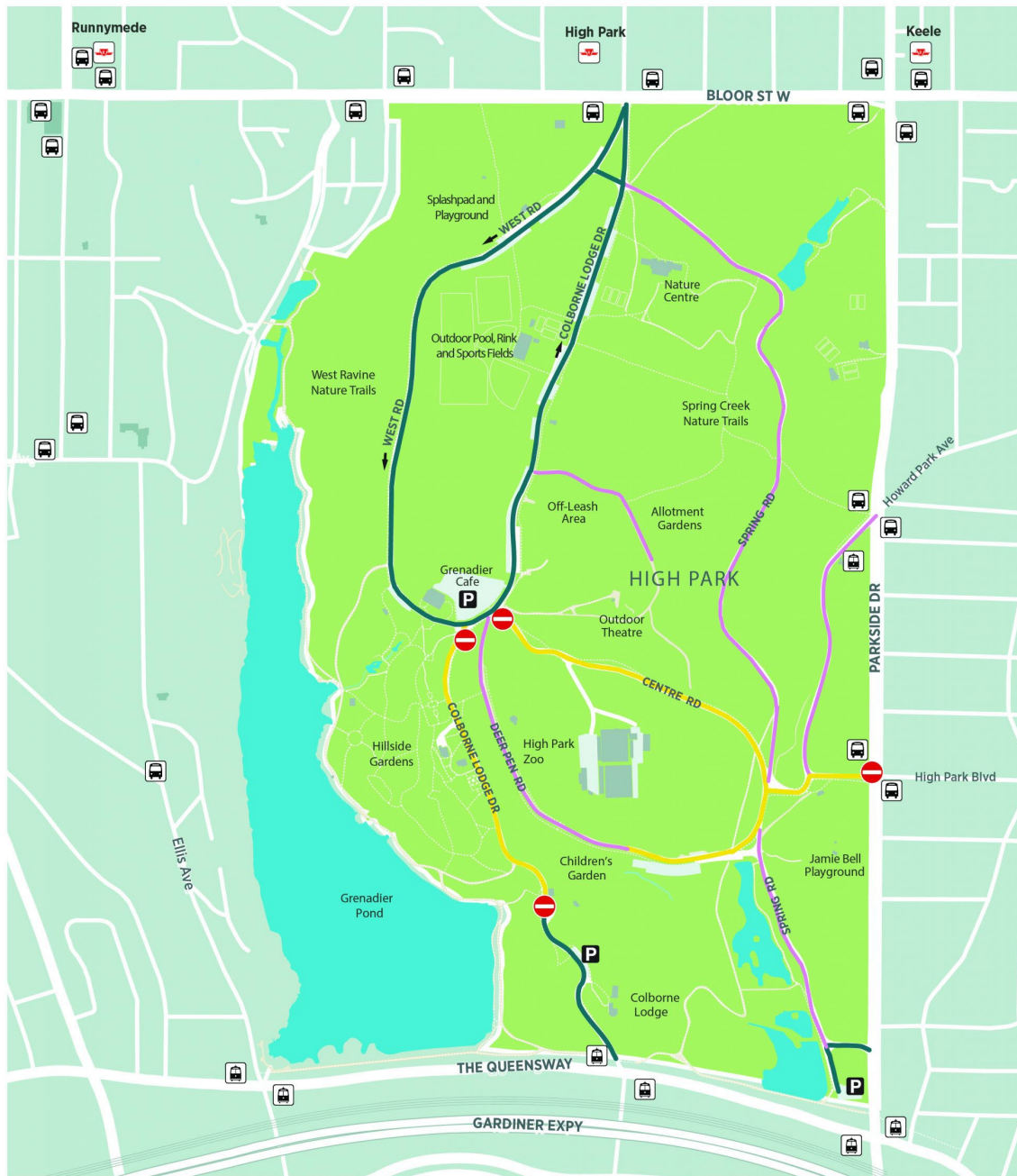
- |   |  |  |   |  |                    |
|---|--|--|---|--|--------------------|
|  | No Visitor Vehicle Access at Scheduled Times |   | No Visitor Vehicle Entry at Scheduled Times |  | TTC Streetcar Stop |
|  | Visitor Vehicle Access Permitted             |   | Parking                                     |  | TTC Bus Stop       |
|  | Pedestrian Park Roads                        |  |   |  | TTC Subway Station |

**Figure 13: Strategy 2: No visitor vehicles allowed at scheduled times**

Strategy 3, illustrated in Figure 13, closes certain park roads to visitor vehicles at all times, introducing traffic calming measures on roads that remain open and creating targeted opportunities for re-balancing, re-programming and re-naturalizing areas that are closed to visitor vehicles.



# APPENDIX



Map Key

- |   |                          |                    |
|---|--------------------------|--------------------|
| <span style="color: yellow;">—</span> No Visitor Vehicle Access           | No Visitor Vehicle Entry | TTC Streetcar Stop |
| <span style="color: darkgreen;">—</span> Visitor Vehicle Access Permitted | Parking                  | TTC Bus Stop       |
| <span style="color: purple;">—</span> Pedestrian Park Roads               |                          | TTC Subway Station |

**Figure 14: Strategy 3: No visitor vehicles allowed on certain park roads**

Strategy 4, illustrated in Figure 14, opens park roads to visitor vehicles in High Park at all times. Existing pedestrian park roads continue to be car-free. Improvements focus on traffic calming measures and reducing conflict in a mixed-traffic environment.

# APPENDIX



Map Key

- |   |                                  |   |                    |
|---|----------------------------------|---|--------------------|
|  | Visitor Vehicle Access Permitted |  | TTC Streetcar Stop |
|  | Pedestrian Park Roads            |  | TTC Bus Stop       |
|  | Parking                          |  | TTC Subway Station |

**Figure 15: Strategy 4: Visitor vehicles allowed within High Park at all times**

# APPENDIX

## APPENDIX C: SUMMARY OF OPEN HOUSE COMMENTS, QUESTIONS AND RESPONSES

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### FEEDBACK AND RESPONSES RECEIVED DURING THE Q&A SESSION

A summary of the feedback received and responses provided during the Q&A session is included in **Table 4**. The content of comments and responses has been summarized and does not necessarily reflect exact wording that was shared.

**Table 4 Feedback & Responses from the Open House Q&A Session**

# APPENDIX

#	Summary of Participant Feedback	Summary of Staff Responses
1	I am curious as to how other cities like the ones in your case study or New York who decided central park would be car free in 2018 have managed access in relation to some of the questions brought up today? We are not the first city to attempt making a public also, will there be a pilot to test the preferred option? Park car free for other users to enjoy. Wondering what lessons or findings we can get from other cities that have implemented these changes? Also, will there be a pilot to test the preferred option?	We are keeping track of similar projects taking place in North America and elsewhere in the world. We know that there are cities considering making changes to park space based on findings from COVID-19 programs. A lot of these cities are in the middle of the study process, similar to Toronto. Many are looking to achieve similar goals of improving safety, accessibility and enhance green space. There is not a one-size fits all for all cities, and to date there has not been a City that has a solution that can be duplicated in Toronto.
2	Is it being considered to use part of High Park to widen Parkside Avenue to make bike lanes?	There are two parallel studies happening, the High Park Movement Study and the Parkside Drive Study. The Parkside Drive Study is exploring possible interventions that could improve safety and mobility along the corridor. Potential design changes are being considered for the existing roadway, the space between the curbs. Road widening and extending Parkside Drive into the Park space is not being considered at this time. Any potential redesign would need to consider the existing available space.
3	if most people who responded to the survey lived within 2 km, then all the people who park nearby have not responded.	The City does not expect feedback from 100% of park users. We try our best to promote the survey through various means, like park signage, newsletters and social media. The response rate to last summer's survey was the highest of all park surveys in 2021. The survey gives a good picture of the subset of people that use the park. It also gives us insight into people that did not participate in the survey and where other outreach methods should be focused.
4	Are the survey results broken down according to demographics, like age, ability, etc.?	Yes, we do collect demographic information as part of the survey and also collected this type of information as part of our first survey. We're able to filter survey responses based on demographic data. For example, we could pull out responses from all respondents who reported to be living with a disability.
5	Could a combo of option 2 and 3 all be considered? Could we inverse option 3 so that the loop is always closed to traffic but the other roads that go to the café are open? My dad isn't very mobile and I love taking him to the	These draft strategies are not finalized. We intend to look at different versions of these strategies, and consider feedback received through consultation. For example, we have heard that some folks are interested in looking at an inverse version of option 3 where we keep the loop, Centre Road and the southern part of



# APPENDIX

	café (by car). And why not continue to have one totally car-free day like Sunday?	Colborne Lodge closed to visitor vehicle traffic. This option is presented as an option in the survey. The loop is where we see a majority of traffic currently, and it is where there are a majority of interior destinations. However, this is something that we can consider, and we are collecting answers on that question specifically.
6	Could there be control (e.g. exception) for those with noted, registered accessibility requirements (e.g. if you have a wheelchair parking permit, you can enter the park). Personally, I think the scheduled times works best, and intersect all major user types and times.	Yes, it depends on the strategy selected. These strategies will also be refined and accommodations will be considered.
7	Have “creative” solutions been considered? There is an organization called “the right to wind in your hair” that have cargo bikes that seniors can sit in and enjoy being ridden around. Has the city considered partnering with this organization (or something similar?) This would allow visitors to enjoy the park in a different way and encourage more active transportation (as in, some folks won’t have to rely on a chartered bus to get around the park).	<p>The study will be looking at ways to support opportunities for creative and active transportation modes. It’s encouraging to see these types of organizations coming forward and we will be considering how to best accommodate different solutions like cargo bikes.</p> <p>We will also note that this project is being led by a multi-disciplinary team with staff from Transportation Services, Parks, Urban Forestry and the Accessibility Unit. We also have an extended work team that consists of a broader group of partners including TTC, Toronto Parking Authority, Bike Share and others. We are working with colleagues to discuss creative solutions that can best accommodate the diverse groups of park users.</p>
8	During lockdown, I was walking a dog and I got hit by a car when entering the park at Bloor. I am a commercial dog parker and I’m concerned on getting hit by cars. The drivers on the streets are not safe. It’s very dangerous	We are sorry to hear about the collision. One of the main priorities of the project are safety. We recognize the Bloor Street entrance and other main gates are heavily used by vulnerable road users, and they are also arterial roads with higher vehicle volumes. The study will consider changes that improve the safety of vulnerable road users and people visiting the park.
9	I am part of High Park Zoo. Have you taken into considerations organizations that provide family fun event? We can’t bring in equipment because we don’t have a storage	Consultation for this Study started in the summer of 2021, with a public survey. Stakeholders who provide services or operate within High Park have been consulted since the Fall of 2021 and were invited to a meeting, which included Friends of High Park Zoo.

# APPENDIX

	building. How can you help us continue to hold these events?	Stakeholders are being consulted throughout all stages of the project to help understand their needs. Right now we are considering four potential strategies and we want to know which strategy resonates with stakeholders and the public the most. We want to hear your priorities and preferences. We are aware of the challenges that your group has faced with the closure of the roads. We understand the impact on groups that use the interior of the park, but we also recognize the impact of the cars on other users. Refining a preferred strategy will take into consideration accommodations that come up through stakeholder and public engagement.
10	I am interested in the strategy that will be implemented – how is it chosen? I live close to the park so I prefer closing the park to cars. However, that is not equitable to everyone else. Who is choosing the strategy? Is it informed by the survey? Will it be part of the municipal election as a referendum question?	<p>This is a complex, multi-phased project, and the final preferred strategy will be selected based on several factors including feedback, research and detailed strategy evaluation. The final strategy will not solely be based on the number of votes received in the survey. The strategies will be analysed and evaluated based on a set of criteria that reflect the project goals of safety, accessibility and environmental integrity. We will also consider cost and implement-ability.</p> <p>The City's legislative process dictates how projects can be approved and implemented. City staff will develop a set of recommendations, or a final strategy. Staff will present the recommendations to City Council through the committee and council meetings. City Councillors are elected to represent residents in their ward and have authority to make decisions for the City on behalf of their constituents. Members of the public can depute items on the agendas and speak publicly about their opinion. City Council has authority to approve recommended changes and provide budgets to have them implemented.</p>
11	Representing Allotment Gardens. Destinations in High Park will not be possible for seniors or for those with mobility issues – it would profoundly change the character and mandate of the park. I am concerned with completely shutting the park to vehicles. It will stop being the destination park, especially for theatre, garden and restaurant.	We have heard that the park does not function well for everyone. We know that some people prefer direct vehicle access to destinations and others prefer no vehicles in the park. Considerations need to be made for accessibility to ensure that there are accommodations for people with different mobility needs.

# APPENDIX

12	Can the proposed strategies be altered?	These are conceptual draft strategies, and these options can be revised. One survey question asks about altering strategy 3, where we ask if certain park roads should remain closed at all times. Right now the High Park loop is where we see the most traffic because it connects to most of the park's interior destinations. Strategy 2 can also be altered – we are gathering feedback on people's preferences for visitor vehicle closures if they were to be done at scheduled times. For example we could consider seasonal closures, like all of summer, hourly closures like 4-6pm, or specific days of the week like Saturdays and Sundays. We can also look at combining the strategies.
13	I use public transit to get to the park. The worst part of the park for me is the cars. It's restricting to use the park and being limited to the sidewalks with cars going by on the side. It's really nice to be in a car-free park.	This project exists is taking into consideration other City-wide strategies that aim to improve the lives of Toronto residents and visitors. Examples are the TransformTO climate action plan and the Vision Zero Road Safety Plan. These are many plans and policies in Toronto that aim to reduce greenhouse gas emissions, improve green space and encourage active transportation.
14	I most frequently bike in the park and feels a lot safer to bike when the park is car free. It is a more enjoyable experience. Having a free service to allow buses to loop in the park would be more equitable, since cars and gas are expensive.	We encourage you to fill out the survey. Different strategies provide different approaches for transit. For example, taking cars off the road can provide the option of providing a dedicated bus lane. High Park isn't working for anyone. High Park will change and we will try to improve experience for vulnerable users.
15	I am visually impaired, relying solely on my right eye for vision. As a consequence of my disease I have difficulty checking for cars behind me or passing me, and can be thrown off balance which is a huge safety concern. I'd be grateful to have a space within the city where I don't have to worry about getting a hit by a car while walking or riding my bike. I want to highlight that there are some disabled groups who will benefits from a car free park. I often used High Park as a place for exercise as a teenaged	<p>Thank you for this feedback. It is very important to hear from people like you, especially from those with disabilities that may not be immediately visible or who have different barriers to accessing the park. We acknowledge that accessibility is not only about car access. Accessibility, will be a specific criteria that we use when we consider any changes. We are working with the Accessibility Unit and an internal group - Parks Forestry and Recreation disability steering committee to help inform decision making. We are also planning to present the preferred strategy to the Toronto Accessibility Advisory Committee later on in 2023.</p> <p>While we may have 16% of people responding to the survey as having a reported disability, all 16% of these are not necessarily in agreement on car access.</p>

# APPENDIX

	but have been nearly hit by cars numerous times.	Important to recognize that those living with disabilities are a varied a group as anyone else with different needs.
16	Local dog walker – we visit the park 2 to 3 times a day. We are very vigilant and see many different users. If we unload dogs from Bloor or Parkside, that would be a huge safety issue (cars could collide, dogs get hit etc.). I also have accessibility issues. We follow leash rules however there will be people that don't follow the leash rules. We also pay certain amount to use the off-leash area. We don't appreciate limiting car use when we pay to use the off-leash area. People also speed cycle through the park and its dangerous. What about emergency vehicles? How will they get in if there is an emergency?	City services such as fire, emergency medical services, solid waste pick-up, snow clearing and parks operations will continue within all four strategies. Conflicts between road users has been cited as a concern by park users. We are looking at ways to mitigate conflict and improve experiences and safety for people in the park. We are going to look at ways to improve conditions for road users, like widening sidewalks and ensure sidewalks are connected throughout the park. We will also explore separated, designated bikeways. We are also investigating traffic calming measures that reduce vehicles speeds and improve compliance at stop signs.

The following comments were shared though the Webex chat feature but were not directly addressed during the External Stakeholder Orientation Session due to time constraints, or were provided to the Project Team via email following the session

**Table 5: Comments received but not directly addressed during Q&A the session**

#	Summary of Participant Feedback
1	I'm having trouble understanding how we can take away access to people that are not able bodied. How do Phases 1-3 plan provide the access for these people? Also to elderly or injured dogs who may not be able to walk into the park to have off leash time?
2	could the option of the loop for cars be removed but roads in an out to the cafe directly remain?
3	Is the team keeping an eye on Social Media commentary. Whenever a news article is posted on Facebook or in a group there are a plethora of personal experiences similar to some mentioned today and mostly complaints about aggressive cyclists with speed and close encounters with pedestrians.
4	My concern as a commercial dog walker is access to the park. Taking away vehicular access would essentially decimate my current business as well as the businesses of my colleagues. As a group who pays insurance and fees to the city of Toronto, how can we be guaranteed continued access? Additionally, I keep hearing about vehicles speeding when truly, the big speeding concern in High Park are the racing bikers. I have seen numerous people injured, as well as nearly having been knocked over and yelled at by that sub group of cyclists. How might that be addressed?

# APPENDIX

5	I use the park every day to walk dogs. Not being able to use the parking would put myself and my dogs at risk. Improving the entry will not solve this. Will dog walkers be permitted to use the parking with our dog walking permit? We pay and hold insurance.
6	Overall it feels like the direction things are heading is that the plan will end up making the park less accessible to Torontonians overall but a better experience for fewer locals. I think overall objective should aim to increase use of High Park.
7	My mother has a disability and neither of us have a car. When we visit together, we arrive by transit and walk across, although the intersection timing at Bloor is not long enough to account for the volume of pedestrians trying to cross as cars creep while turning. She enjoys visiting the park quite a lot, and I also enjoy cycling in the park. However, we both feel concerned about cars entering a green space. I support making High Park completely car free.
8	I too live within a block of the park, but I am handicapped and require a car to go there. I would be happy with limited times for car access and possibly also with limited roads.
9	What is being done about the speed of the bikers that use the park. I've witnessed multiple people being hit. They never stop at the stop signs. If the park is closed to cars won't that get much worse?
10	Did you consider closing part or all of West Road and making Colborne Lodge Dr two-way? This has worked well elsewhere - e.g. Pt Pelee Nat Park.
11	Recently High Park has been an incredibly dangerous location for cyclists of all levels. Armed police are stopping cyclists for 5km over the speed limit when cars regularly go 40 without issue. How does the team respond to this.
12	How do you measure trips and visitors to the park? What methodology is used?
13	Are cyclist speeds and road rules adherence part of the study?
14	Are there modal split surveys related to High Park zoo visitors? How many come by car vs walking vs biking?
15	Thank you so much for collecting data and sharing it with us with such excellent analytics. I am wondering if you have data on how much weekend visits increased/decreased as result of weekend road closures? (My apologies if this was already shared in one of the slides and I missed it.)
16	Does this committee have any statistics on how many people are using the TTC? I was there on a Sunday and every 20 min the bus came in and left. 75% of the time, no one was on it. This was around 2pm.
17	have you considered that options 1 and 3 would make the park more accessible / inclusive for users who are intimidated of the cars and do not use the park for exercise at all, especially during peak traffic hours?
18	I think Friends of High Park and other event organizers (including picnic area patrons) should be easy to please by allowing vehicle access to transport items and materials for their event. Their needs do not justify blanket vehicle access for anyone.
19	How will speeding cyclists be addressed, as this is challenging at times, particularly when the cycling is occurring outside of the bike lane/s, including on trails, not designed for cyclists to use.
20	What kind of facilities are being considered to mitigate cyclist vs pedestrian conflict? There are a few styles of cycling happening in the park (most visually obvious, race training vs casual riding). Some users in both groups act in ways that can be quite scary to pedestrians at crosswalks. Are



# APPENDIX

	ideas coming together about how to keep these diverse cyclists in the park, while putting pedestrian comfort at the forefront?
21	I am a commercial dogwalker who uses High Park's Dog Off leash Area every weekday. The roads being closed to vehicles would mean an end to my current routine. Competing for parking on nearby side streets and then walking my dogs into the DOLA would mean more congestion, possible injury to myself and trampling plants.
22	I have an elderly father who uses a wheelchair and we frequent the park. Not having vehicle access into the park would make these visits impossible.
23	If you close the parking how do dog walker get to use the dog park as it to dangerous to walk dogs on the main street and parking on the street cost money.

## SLIDO POLL

The Open House session used a Slido Poll to populate the participant's prioritizations for their vision of travel network improvements within High Park. Participants were asked the following question:

*What is most important to you when thinking about travel network improvements in High Park?*

The Poll used a Word Cloud to populate key themes identified by participants, shown in **Figure 15**. The Word Cloud depicted words in different sizes, with the bigger or bolder words being the most frequently mentioned by the participants. It is important to note that not all participants may have participated in the Slido Poll, and may have instead participated verbally during the Q&A session.



### Figure 16: Slido Poll Results

# APPENDIX

## APPENDIX D: ONLINE SURVEY #2 LIST OF QUESTIONS

The following is a record of the information presented and questions posed as part of the HPMS Online Survey #2. Demographic questions are included in **Appendix E**.

### High Park Movement Strategy - Summer 2022 Survey

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Thank you for taking the time to fill out the second High Park Movement Strategy survey. This survey asks about your priorities and preferences for the travel network in High Park and what you think about the draft strategies that are being considered.

The City of Toronto is undertaking a study to improve the travel network in High Park to better serve park users and the surrounding community, focusing on the existing travel network including roads, driveways, parking lots and paved trails.

Four draft strategies have been developed based on feedback gathered from initial rounds of community consultation as well as technical studies of traffic conditions and infrastructure in High Park. The feedback collected in this survey will be used to develop the final strategy for improving the travel network in High Park. The survey will take about 10 to 15 minutes to complete.

Your responses are completely anonymous. Please do not include any personal information in your responses. The survey will close on Friday, August 19, 2022.

If you would rather respond to this survey via telephone or paper copy, or require another accommodation, please contact us at [highparkmove@toronto.ca](mailto:highparkmove@toronto.ca) or at 416-338-6798.

About the High Park Movement Strategy

The High Park Movement Strategy (HPMS) will consider the travel network within and around the park including roads, driveways, parking lots, and paved trails. The goal of the study is to improve the travel network to better serve park users and the surrounding community, prioritizing safety and accessibility while preserving the park's ecological integrity. The current weekend road closures within the park are being assessed as part of the study.

The HPMS will focus on mobility. Other important park matters such as land use, conservation and facility maintenance will continue to be addressed through established processes and policies including the Facilities Master Plan, Parkland Strategy and Ravine Strategy.

Feedback collected through this survey will help to shape the development and selection of a preferred strategy. Additional opportunities for engagement will be provided throughout 2022, and a final report identifying a recommended approach is planned for early 2023. More information on the High Park Movement Strategy can be found on the City's website at: [www.toronto.ca/highparkmove](http://www.toronto.ca/highparkmove)

#### Please tell us about your typical visits to High Park

1. How do you most often travel to and from High Park? Select all that apply.

- ☐ Walking (and/or jogging, running)
- ☐ Using a mobility aid (e.g. wheelchair, motorized wheelchair, rolling walker)
- ☐ Cycling or other non-motorized device (e.g. rollerblade, skateboard)
- ☐ E-bike or other electric-assisted device

# APPENDIX

- ☐ Public Transit
- ☐ Taxi and/or ride share
- ☐ Personal motor vehicle

**2. When do you most often visit High Park? Select all that apply.**

- ☐ Weekday morning
- ☐ Weekday afternoon
- ☐ Weekday evening
- ☐ Weekend morning
- ☐ Weekend afternoon
- ☐ Weekend evening

**3. What activity or destination brings you to High Park most often? Select all that apply.**

- ☐ Allotment Garden
- ☐ Children's Play Area
- ☐ Cultural activities and attractions (e.g. Colborne Lodge, Shakespeare in the Park)
- ☐ Cycling, roller-blading, skateboarding or other wheeled sports
- ☐ Dog-off-leash area and/or dog walking
- ☐ Enjoying nature (e.g. gardens, bird watching, fishing)
- ☐ Food and beverage vendors (e.g. Grenadier Café, food trucks)
- ☐ General recreation and leisure (e.g. jogging, playing catch, picnics)
- ☐ Grenadier Pond
- ☐ High Park Zoo
- ☐ Swimming pool or Sports facilities (e.g. sports fields, tennis courts, arena)
- ☐ Trails and hiking
- ☐ Winter activities (e.g. skating, sledding)
- ☐ Other, please specify  
.....

**Please tell us about the travel network improvements that you would like to see in High Park.**



# APPENDIX

## 4. When considering changes to the travel network, what are your priorities?

	1 High priority	2 Medium priority	3 Low priority	4 Unsure
Reduce the speed of traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve accessibility for park users with disabilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve pedestrian infrastructure (e.g. wider sidewalks, more signalized crossings)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provide dedicated bike lanes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduce the amount of motor vehicle traffic within the park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduce the number of roads in the park where motor vehicles are permitted	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mitigate risk at conflict zones where road users mix (e.g. trail crossings and access points)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Offer direct vehicular access to interior park destinations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provide convenient pick-up and drop-off locations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Manage parking demand in the neighbouring communities around High Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maintain car parking within the park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integrate transit or shuttle service within the park (e.g. trackless train)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Find opportunities to naturalize paved areas and add new greenspace	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The next section will describe four possible strategies for travel network improvements and ask for feedback on each. The four possible strategies being considered are:

1. No visitor vehicles allowed within High Park
2. No visitor vehicles allowed at scheduled times
3. No visitor vehicles allowed on certain park roads
4. Visitor vehicles allowed within High Park at all times

All four strategies include traffic management tools that improve safety for vulnerable road users, reduce traffic speeds and reduce conflict between road users. Vehicle access to the Children's Garden and Colborne Lodge (at the south end of Colborne Lodge Drive) and the Spring Road parking lot (in the southwest corner of the park) are maintained in all strategies. Existing pedestrian park roads continue to be car-free. City services such as fire, emergency medical services, solid waste pick-up, and snow clearing will continue as usual. Summaries and maps of each possible strategy are also available on the project website: [www.toronto.ca/highparkmove](http://www.toronto.ca/highparkmove).

A preferred strategy will be developed based on consultation feedback and technical analysis.

# APPENDIX

## Strategy 1: No Visitor Vehicles Allowed Within High Park

Strategy 1 closes roads in High Park to visitor vehicles at all times and creates opportunities for major changes to rebalance and redesign existing roadways and paved areas. This possible strategy:

- Closes roads in High Park to visitor vehicles at all times.
- Stops cut-through traffic.
- Allows major changes of existing roads to expand and improve pedestrian and cyclist spaces
- Creates opportunities for dedicated transit and shuttle service.
- Creates opportunities to permanently re-program or naturalize existing paved areas.
- Does not provide direct visitor vehicle access to the park's interior destinations.
- May increase parking demand in surrounding areas.
- May improve air and noise quality in the park.

(A map of Strategy 1 was also provided).

### 5. Do you support the general approach shown in Strategy 1?

1 Strongly support	2 Support	3 Neutral	4 Do not support	5 Strongly do not support
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### 6. To what extent do you agree with the following statement?

I think Strategy 1 would make the park a safer place to visit.

1 Strongly Agree	2 Agree	3 Neither Agree nor Disagree	4 Disagree	5 Strongly Disagree
---------------------	------------	---------------------------------	---------------	------------------------

### 7. To what extent do you agree with the following statement?

I think Strategy 1 would make the park a more accessible place to visit.

1 Strongly Agree	2 Agree	3 Neither Agree nor Disagree	4 Disagree	5 Strongly Disagree
---------------------	------------	---------------------------------	---------------	------------------------

### 8. To what extent do you agree with the following statement?

I think Strategy 1 would improve the natural environment in the park.

1 Strongly Agree	2 Agree	3 Neither Agree nor Disagree	4 Disagree	5 Strongly Disagree
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## Strategy 2: No Visitor Vehicles Allowed at Scheduled Times

Strategy 2 closes the road network in High Park to visitor vehicles at scheduled times and introduces improvements to calm traffic and reduce conflict when park roads are open to vehicles. This possible strategy:

# APPENDIX

- Closes the road network in High Park to visitor vehicles at scheduled times.
- Regularly scheduled closures could take place seasonally, on certain days or times of day.
- Focuses on improvements to existing roads to calm traffic and reduce conflict between park visitors when roads are open.
- Creates some opportunities to redesign roads to improve pedestrian and cyclist spaces while safely accommodating visitor vehicles.
- Creates some opportunities to improve transit service, which could be coordinated with the timing of road closures.
- Allows for some paved areas to be temporarily re-programmed, but opportunities for permanent naturalization may be limited.
- Provides direct visitor vehicle access to the Park's interior destinations when roads are open.
- May improve air and noise quality in the park, depending on frequency and duration of road closures.

(A map of Strategy 2 was also provided).

## 9. Do you support the general approach shown in Strategy 2?

1 Strongly support	2 Support	3 Neutral	4 Do not support	5 Strongly do not support
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## 10. For Strategy 2, when do you think vehicles should be prohibited? You may select more than one

- ☐ Vehicles should be prohibited on certain days (e.g. weekends)
- ☐ Vehicles should be prohibited during certain times of day (e.g. 8am to 1pm)
- ☐ Vehicles should be prohibited during certain months (e.g. May to September)
- ☐ Other, please specify
- ☐ .....

## 11. To what extent do you agree with the following statement?

I think Strategy 2 would make the park a safer place to visit.

1 Strongly Agree	2 Agree	3 Neither Agree nor Disagree	4 Disagree	5 Strongly Disagree
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## 12. To what extent do you agree with the following statement?

I think Strategy 2 would make the park a more accessible place to visit.

1 Strongly Agree	2 Agree	3 Neither Agree nor Disagree	4 Disagree	5 Strongly Disagree
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# APPENDIX

## 13. To what extent do you agree with the following statement?

I think Strategy 2 would improve the natural environment in the park.

1 Strongly Agree	2 Agree	3 Neither Agree nor Disagree	4 Disagree	5 Strongly Disagree
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## Strategy 3: No Visitor Vehicles Allowed on Certain Park Roads

Strategy 3 closes certain park roads to visitor vehicles at all times, introduces traffic calming measures on roads that remain open and creates targeted opportunities for re-balancing, re-programming and re-naturalizing areas that are closed to visitor vehicles. This possible strategy:

- Limits vehicles to one-way travel on the 'High Park Loop' along West Road and Colborne Lodge Drive, entering and exiting from Bloor Street West.
- Makes traffic more predictable and eliminates cut-through traffic.
- Focuses on improvements to calm traffic and reduce conflict along the High Park Loop.
- Allows targeted changes to certain roads to expand and improve pedestrian and cyclist infrastructure.
- Supports transit service integrated with mixed traffic.
- Creates opportunities to permanently re-program or naturalize some paved areas.
- Provides direct visitor vehicle access to many of the park's interior destinations.
- May improve air and noise quality in some areas of the park, however traffic may be busier on the High Park Loop.

(A map of Strategy 3 was also provided).

## 14. Do you support the general approach shown in Strategy 3?

1 Strongly support	2 Support	3 Neutral	4 Do not support	5 Strongly do not support
-----------------------	--------------	--------------	---------------------	---------------------------------

## 15. For Strategy 3, do you think the 'High Park Loop' is an appropriate route for visitor vehicles?

- ☐ Yes - I think visitor vehicles should be limited to the High Park Loop.
- ☐ No - I think the High Park Loop should be kept car-free and vehicle access provided on other park roads.
- ☐ Unsure

## 16. To what extent do you agree with the following statement?

I think Strategy 3 would make the park a safer place to visit.

1 Strongly Agree	2 Agree	3 Neither Agree nor Disagree	4 Disagree	5 Strongly Disagree
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## 17. To what extent do you agree with the following statement?

I think Strategy 3 would make the park a more accessible place to visit.

# APPENDIX

1 Strongly Agree	2 Agree	3 Neither Agree nor Disagree	4 Disagree	5 Strongly Disagree
---------------------	------------	------------------------------------	---------------	------------------------

## 18. To what extent do you agree with the following statement?

I think Strategy 3 would improve the natural environment in the park.

1 Strongly Agree	2 Agree	3 Neither Agree nor Disagree	4 Disagree	5 Strongly Disagree
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## Strategy 4: Visitor Vehicles Allowed at All Times

Strategy 4 opens park roads to visitor vehicles in High Park at all times. Existing pedestrian park roads continue to be car-free. Improvements focus on traffic calming measures and reducing conflict in a mixed-traffic environment. This possible strategy:

- Opens park roads to visitor vehicles at all times, with access from Bloor Street West, Parkside Drive and the Queensway.
- May not stop cut-through traffic.
- Focuses on calming traffic and reducing conflict between park users in a mixed-traffic environment.
- Creates some opportunities to redesign roads to improve pedestrian, cycling and transit infrastructure while safely accommodating visitor vehicles at all times.
- Offers limited opportunities to permanently re-program or naturalized paved areas.
- Provides direct visitor vehicle access to all of the park's interior destinations.
- May not improve air or noise quality.

(A map of Strategy 4 was also provided).

## 19. Do you support the general approach shown in Strategy 4?

1 Strongly support	2 Support	3 Neutral	4 Do not support	5 Strongly do not support
-----------------------	--------------	--------------	---------------------	---------------------------------

## 20. To what extent do you agree with the following statement?

I think Strategy 4 would make the park a safer place to visit.

1 Strongly Agree	2 Agree	3 Neither Agree nor Disagree	4 Disagree	5 Strongly Disagree
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## 21. To what extent do you agree with the following statement?

I think Strategy 4 would make the park a more accessible place to visit.

1 Strongly Agree	2 Agree	3 Neither Agree nor Disagree	4 Disagree	5 Strongly Disagree
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# APPENDIX

22. To what extent do you agree with the following statement?

I think Strategy 4 would improve the natural environment in the park.

1	2	3	4	5
Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree

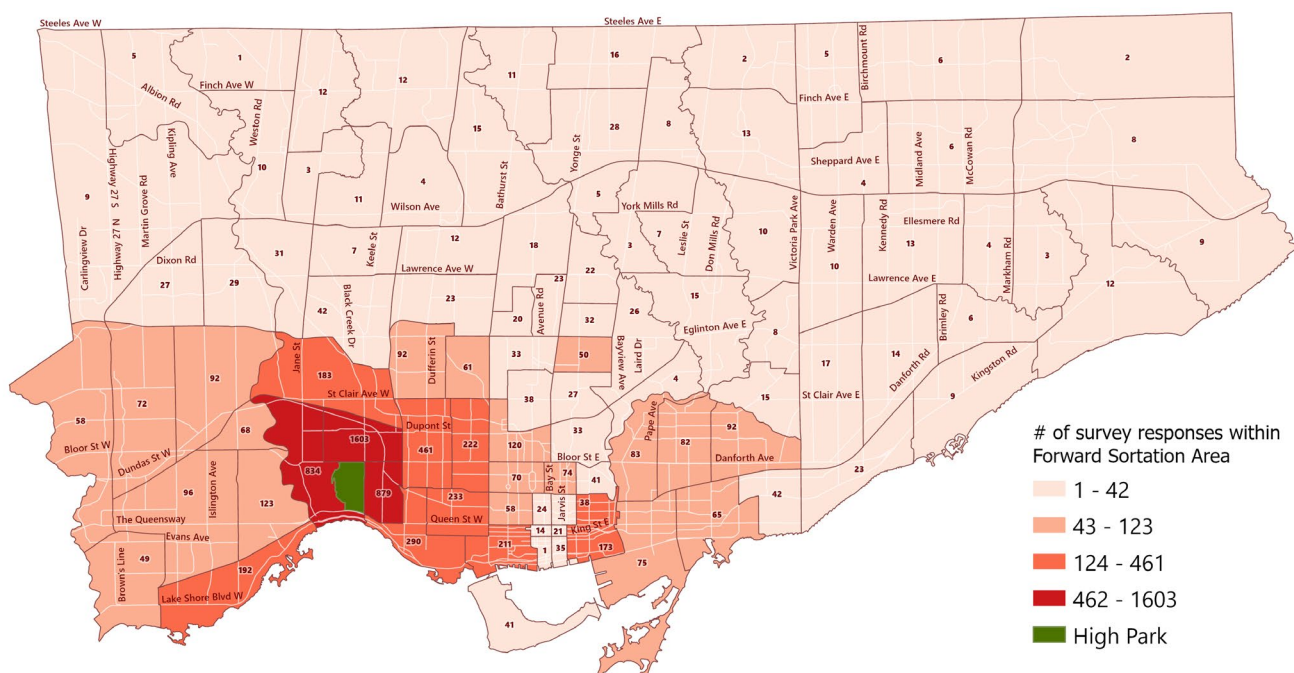
23. Do you have any additional feedback that you have not already shared in this survey about the travel network in High Park?

## APPENDIX E: ONLINE SURVEY #2 PARTICIPANT DEMOGRAPHICS

### DEMOGRAPHIC QUESTIONS

In addition to questions specific to High Park, the online survey included a set of demographic questions at the end. Responses to these questions were entirely voluntary and anonymous. Respondents were also able to select 'prefer not to answer' for all questions. These demographic questions are standard for PFR online surveys and help the project team to understand who the survey reached, and whose feedback we may be missing. This data is collected in alignment with the [Data for Equity Strategy](#), which was passed unanimously by City Council in November 2020, and is meant to ensure that City programs and services are delivered equitably.

24. What are the first three digits (letters and numbers) of your postal code?

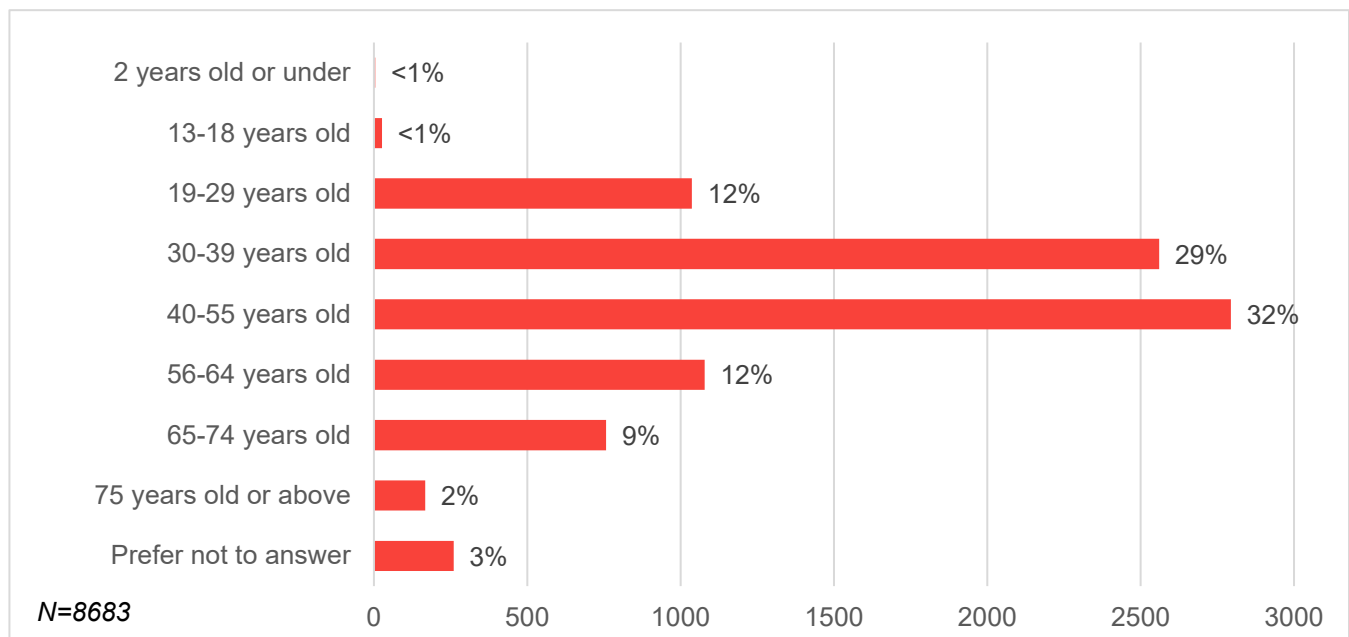


# APPENDIX

## 25. Please tell us about your access to outdoor space at home.

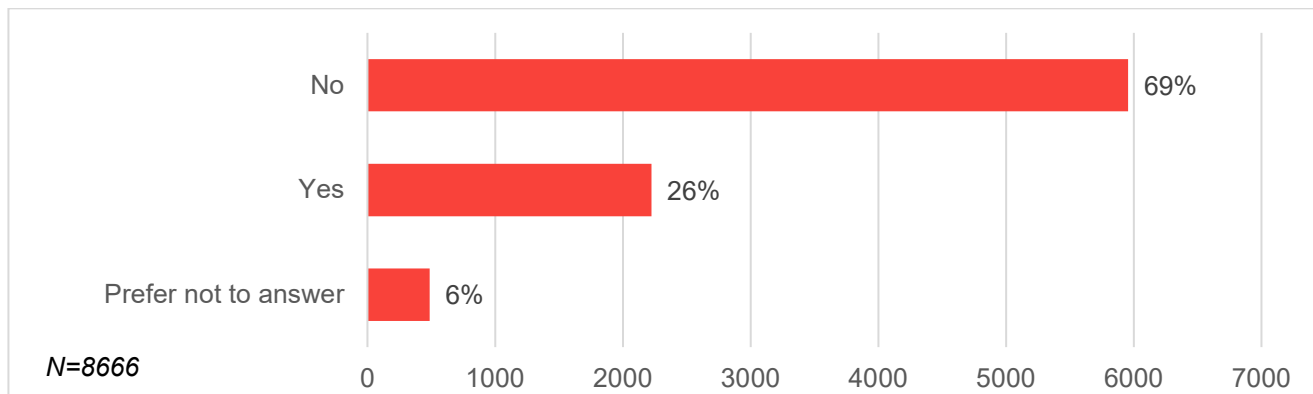


## 26. What is the age of the person filling out this survey?



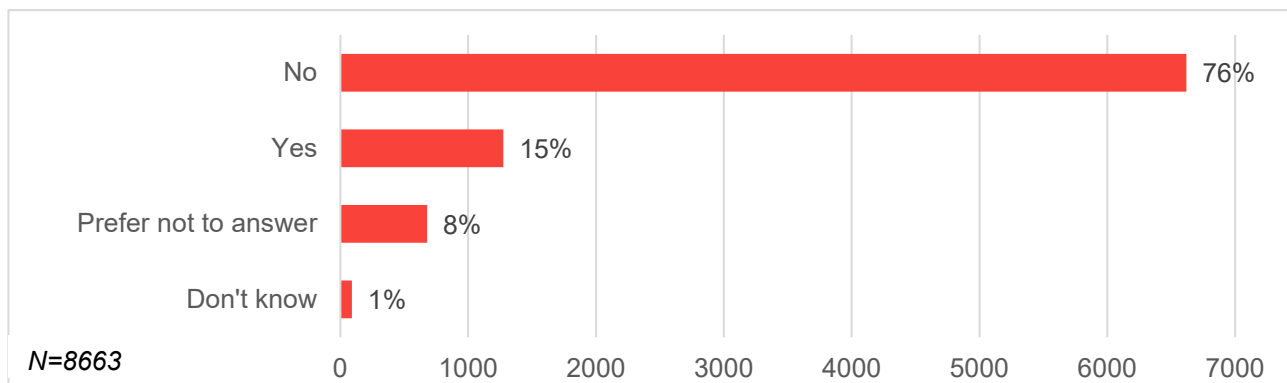
## 27. Do you have children in your household under the age of 12?

# APPENDIX

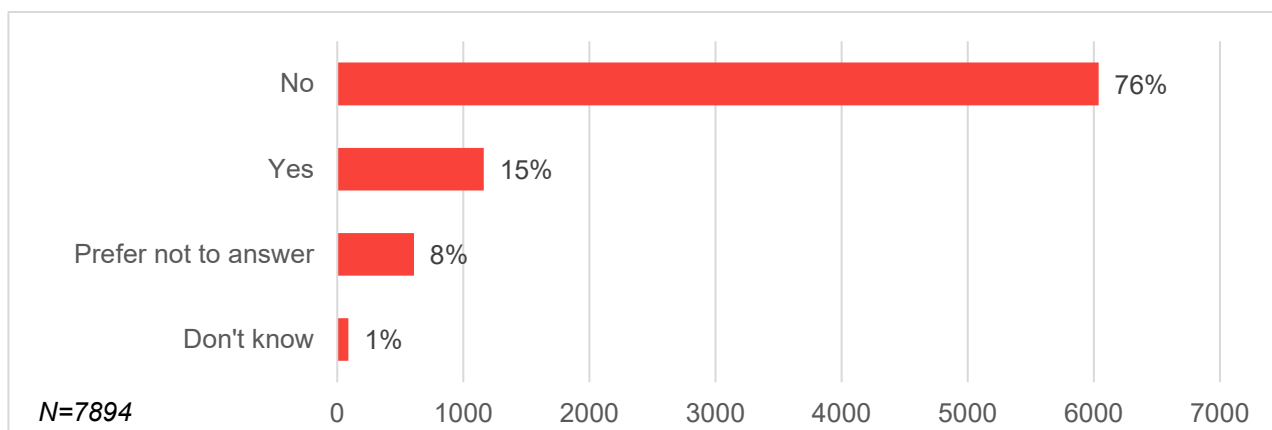


**28. Disability is understood as any physical, mental, developmental, cognitive, learning, communication, sight, hearing or functional limitation that, in interaction with a barrier, hinders a person's full and equal participation in society. A disability can be permanent, temporary or episodic, and visible or invisible.**

**Do you identify as a person with a disability?**



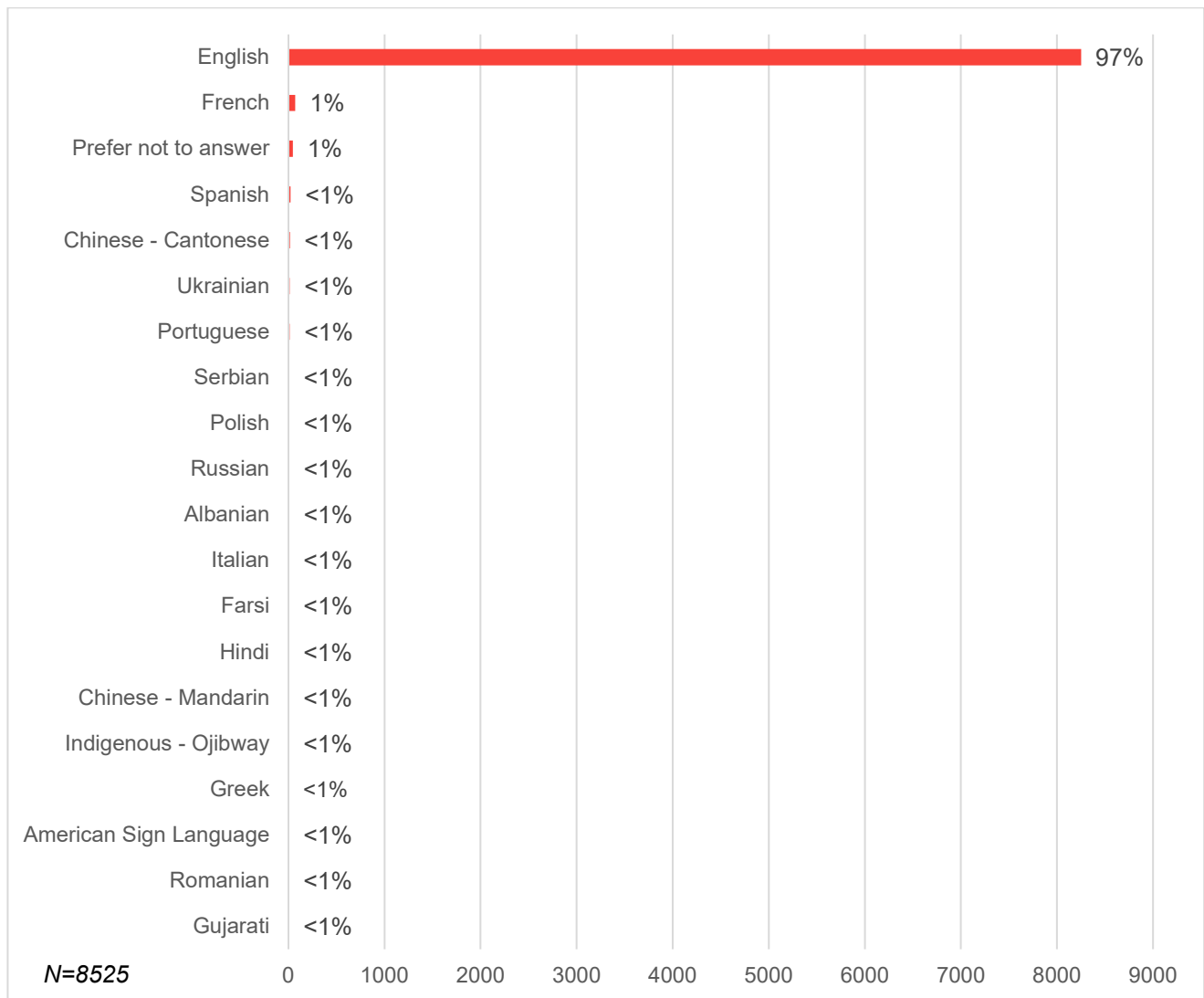
**29. Excluding yourself, does anyone in your household identify as a person with a disability?**



**30. What language do you prefer speaking?**

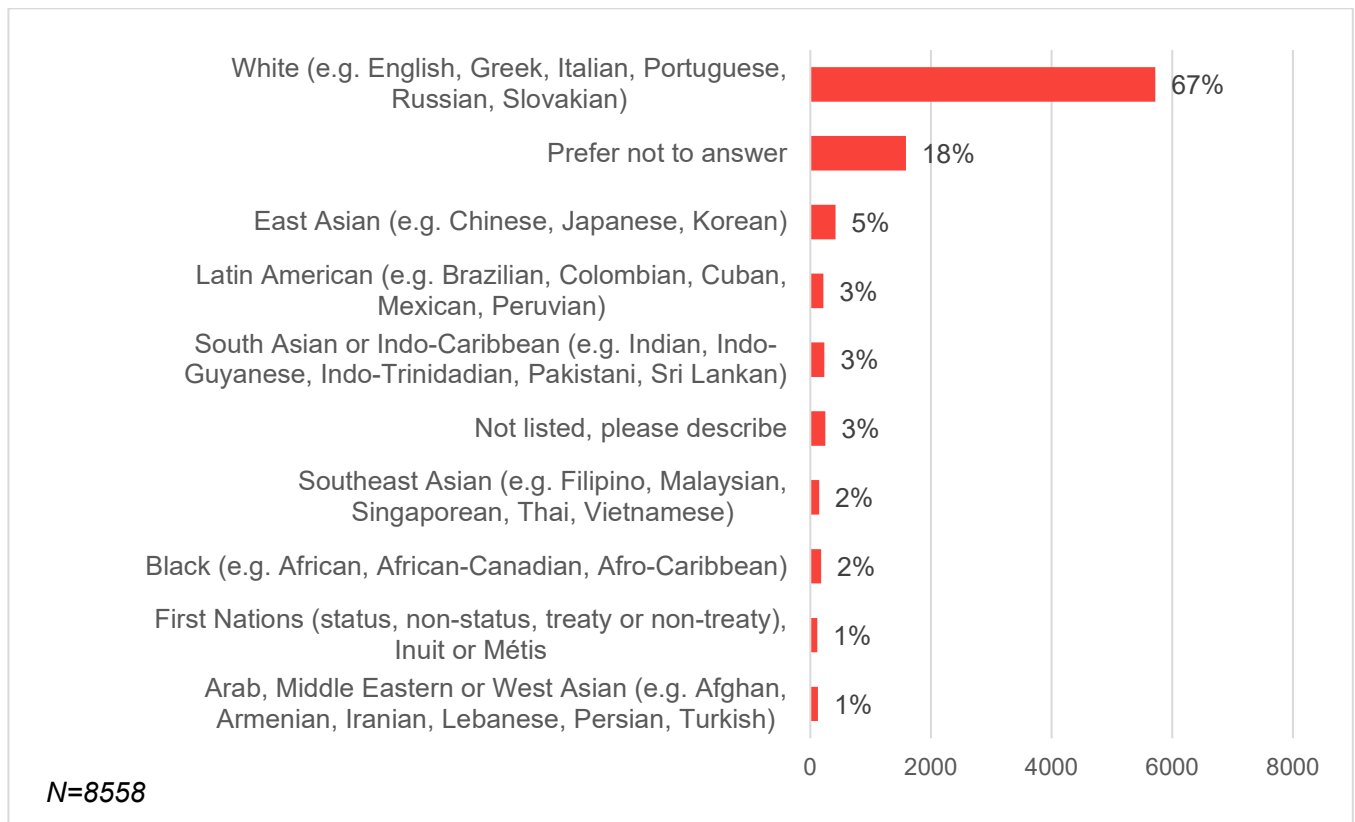


# APPENDIX

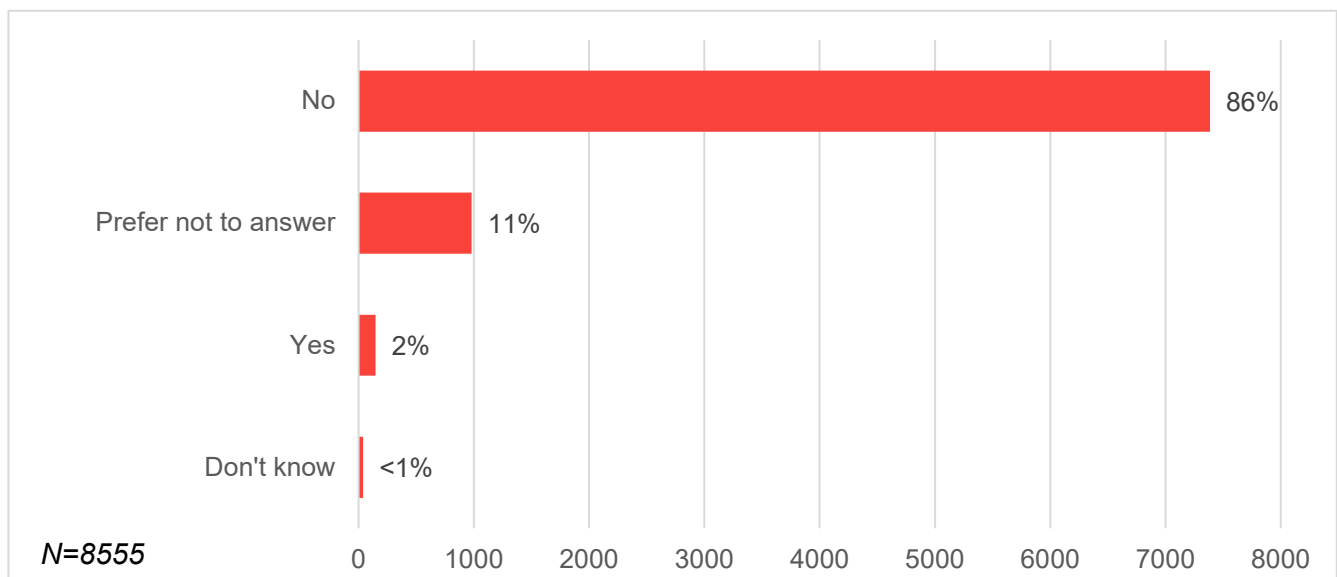


**31. People often describe themselves by their race or racial background. For example, some people consider themselves "Black", "White" or "East Asian". Which race category best describes the person filling out this survey? Select all that apply**

# APPENDIX

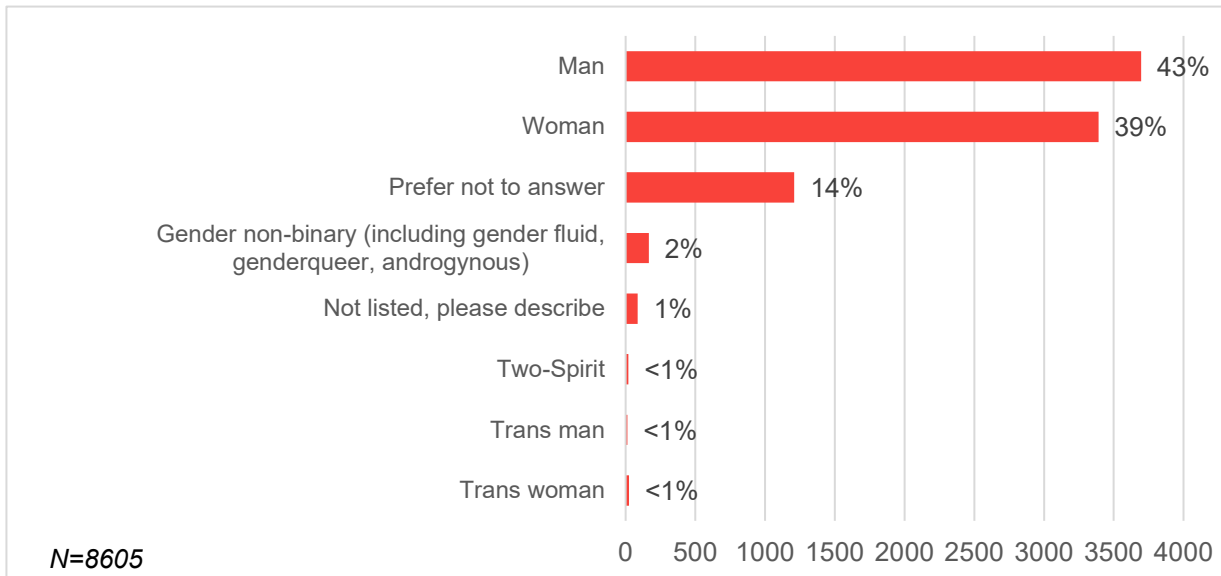


## 32. Indigenous people from Canada identify as First Nations (status, non-status, treaty or non-treaty), Inuit, Métis, Aboriginal, Native or Indian. Does the person filling out this survey identify as Indigenous to Canada?

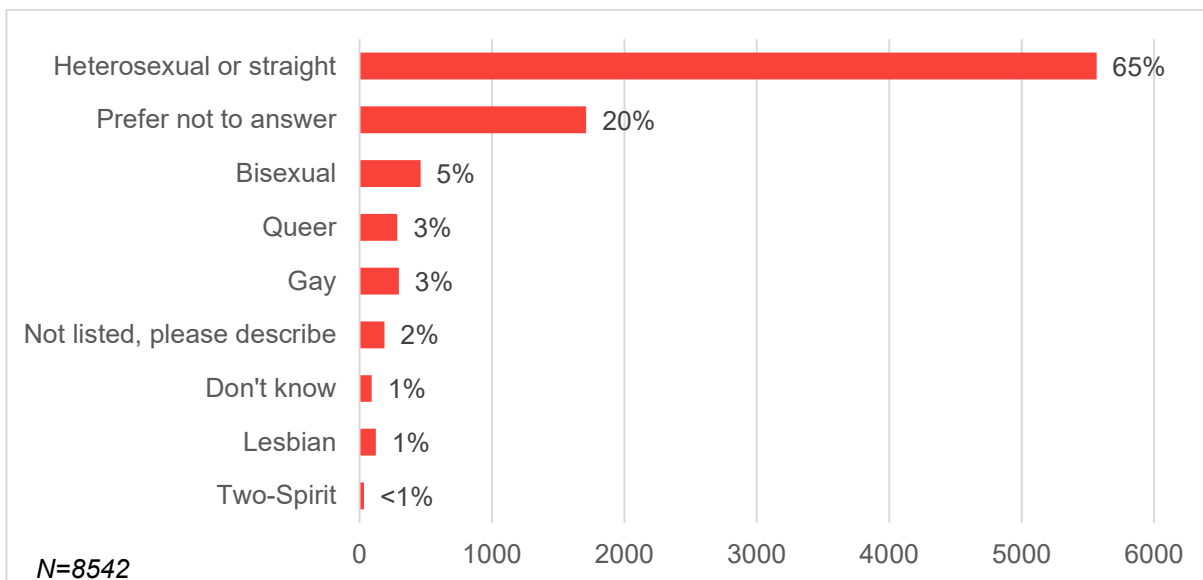


# APPENDIX

**33. Gender identity is the gender that people identify with or how they perceive themselves, which may be different from their birth-assigned sex. What best describes your gender?**



**34. Sexual orientation describes a person's emotional, physical, romantic, and/or sexual attraction to other people. What best describes the sexual orientation of the person filling out this survey?**



**35. How did you find out about this survey? Select all that apply.**

# APPENDIX

