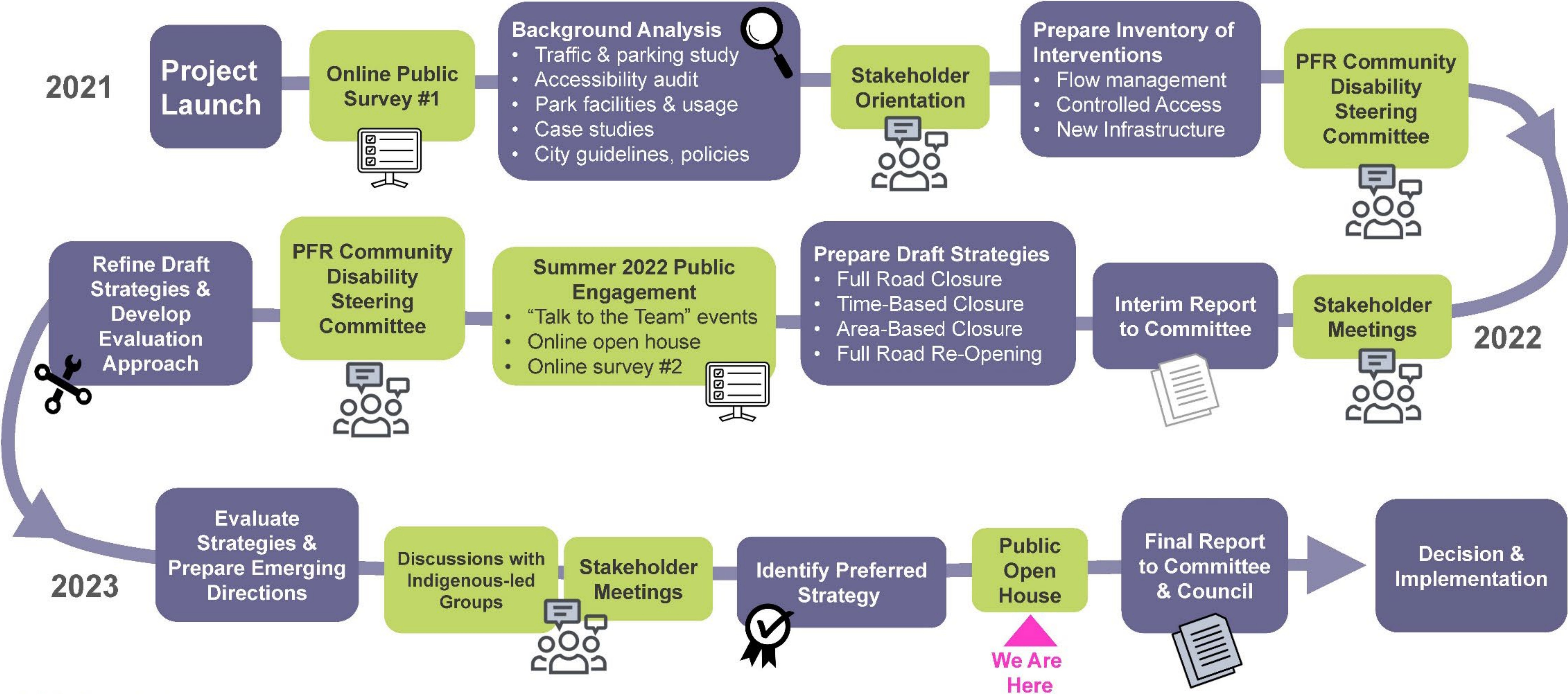


# Study Timeline

## How Did We Get Here?



# How Did We Engage?

The High Park Movement Strategy was supported by a multi-phased engagement plan that reached thousands of park users through online and in-person engagement events.



"Talk to the Team" event in High Park.

## Who did we reach?

Engagement events reached a broad audience including the local community surrounding High Park and residents from across the city. Participants expressed differing mobility needs, preferences and priorities for change.

A series of meetings with external stakeholder groups was held, including environmental groups, resident associations, local business owners and operators, recreational groups and sports leagues, and other groups that permit space in High Park. Discussions were held with rights-holders and Indigenous-led groups who are active in High Park.

Coordination meetings were also held internally with City divisions and agencies to hear from staff who support High Park's operations.

More information on the groups reached can be found on the project website



# What We've Heard

## Key Themes



### Pedestrian Safety & Conflict Mitigation

Many park users are concerned about the speed of vehicles in High Park. Some would like to see more traffic calming measures, safer pedestrian crossing areas and better delineation between modes of travel. Others support more enforcement measures. The intersection of Grenadier Café was identified as a problematic area in need of redesign.



### Road Closures & Parking

There is strong public support for road closures to reduce the impact of motor vehicles and discourage cut-through traffic. Opinions differ on where and when road closures should occur. Many express conditional support for closures if access accommodations are made. General support for paid parking was observed. Spill-over parking was a noted concern, especially during cherry blossom season.



### Access

The importance of reducing barriers to access the park was noted by many. For some, this means improved sidewalks, rest areas and signage. Others advocate for direct vehicle access and accessible parking spaces or drop-off areas. The need for accessible and affordable transit options was commonly highlighted.



### Transit & Shuttle Service

There is general agreement on the need to improve transit and shuttle service in the park. Better service frequency, accessible design, affordable fare and green technology were recommended. Many spoke to the need to deliver these improvements as a condition of road closures to address accessibility.



### Cycling Improvements

High Park is a popular destination for recreational and commuter cycling but many feel that safety measures and designated infrastructure are needed. Many suggest that designated cycling times and "fast" lanes should be provided for recreational cycling. Participants agreed that vehicle parking spaces should be reconfigured to avoid reversing into live bicycle lanes.



### Environment

The chance to enjoy nature was noted by many as a main reason that they visit High Park. There is strong public support for changes that would reduce emissions, and present opportunities for greening of paved areas. Some participants expressed concern that changes would increase park usage which may negatively impact sensitive areas if not managed appropriately.

*"Dedicated and separated bike lanes, clearly marked pedestrian crossing zones or traffic signals, and other very simple and inexpensive interventions will create a better experience for users of the park."*

2022 survey respondent

*"Vehicle access is essential for sports, young children, families, elderly, mobility limited. If cars are restricted then street parking needs to be reassessed and free transit needs to be provided within park boundaries."*

2022 survey respondent

*"The Oak Savannah ecosystem is one of the most endangered in Canada. We need to protect it by minimizing the amount of traffic, exhaust and fumes. Let's follow the example of other cities around the world. Let's favour pedestrians, cycling and transit instead of cars for a change. Especially in the 'lungs' of Toronto."*

2022 survey respondent

*"I feel very strongly that the park is better off without cars. The only problem is that when the park is closed to cars, pedestrians walk on the roads, including in bike lanes. (...) As a pedestrian I feel safer without the cars, but as a cyclist I actually feel less safe because pedestrians take over the road and don't pay attention to bike traffic."*

2022 survey respondent

# What Informed the High Park Movement Strategy?

## City Plans, Policies and Objectives



- Cycling Network Plan
- Green Streets Technical Guidelines
- Multi-Year Accessibility Plan 2020-2025
- Parks and Trails Wayfinding Strategy
- Official Plan
- Parkland Strategy
- Parks and Recreation Facilities Master Plan
- Ravine Strategy
- Reconciliation Action Plan
- Toronto Accessibility Design Guidelines
- TransformTO Climate Action Plan
- RecoveryTO
- Resilience Strategy
- Vision Zero Road Safety Plan
- ...and more!

## Research and Analysis



- Transportation assessments including traffic operations, parking studies and accessibility audits
- Park usage data including permitting information and visitor counts
- Case studies of similar projects

## Engagement Feedback



- General public
- Stakeholder Groups
- Indigenous Community
- Parks, Forestry and Recreation Community Disability Steering Committee
- City staff who operate in the park
- Other City agencies, boards, and committees
- Local Councillor

## High Park Movement Strategy

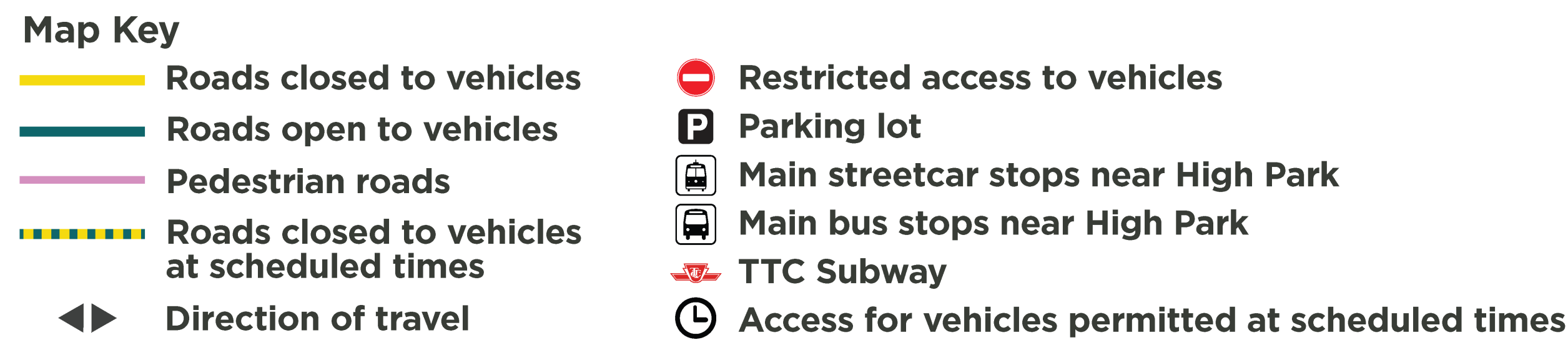
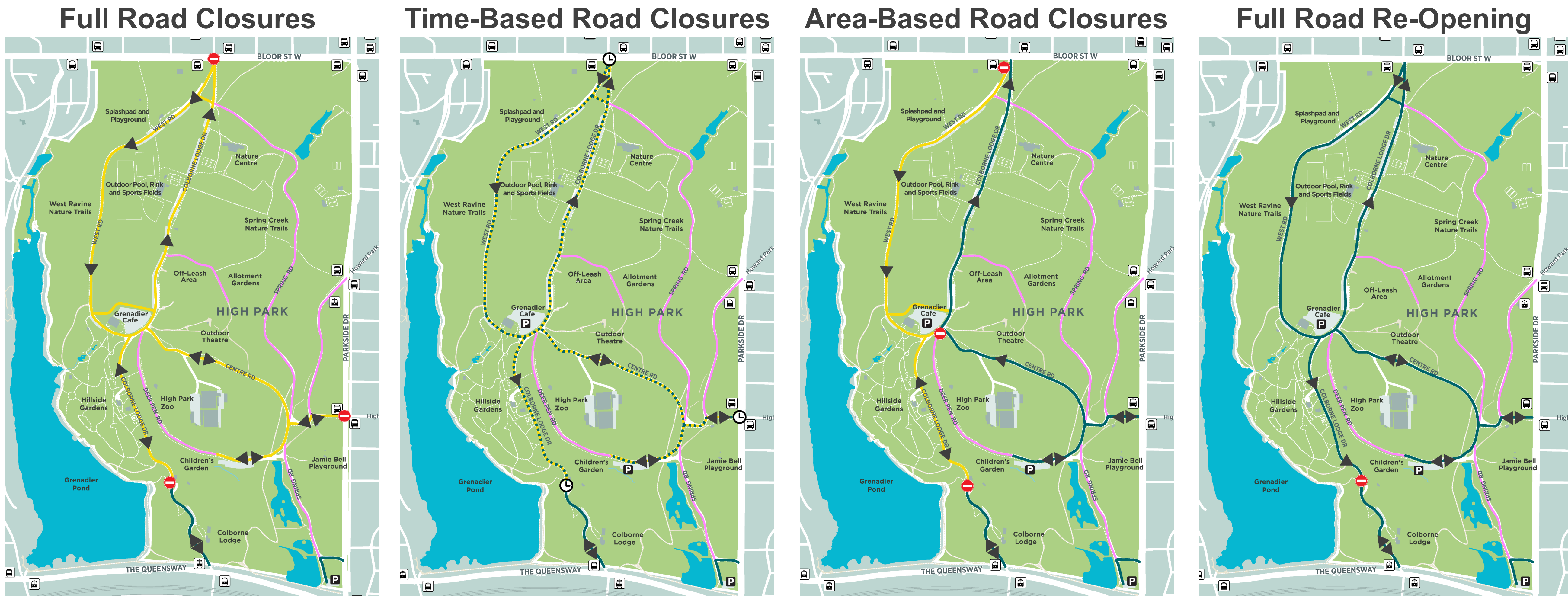
More information on the elements that informed the HPMS can be found on the project website



# Developing and Refining Strategy Options

## Strategy Options

Four strategies were developed and refined based on technical findings and consultation feedback. The refined strategies are summarized in maps below. Each presents a unique approach for managing travel within High Park, while addressing the project goals of improving **safety**, **accessibility** and the **environment**. The preferred strategy could incorporate elements from one or more option.



## Common Conditions

Certain conditions would be achieved under all strategies:

- traffic calming measures
- expanded transit and shuttle service
- removal of angled parking and implementation of paid parking
- continued access for authorized vehicles (examples: ambulances, TTC and Parks operational vehicles)
- maintained vehicle access to the Children's Garden and Colborne Lodge Drive via the Queensway and Spring Road Parking Lot via Parkside Drive