

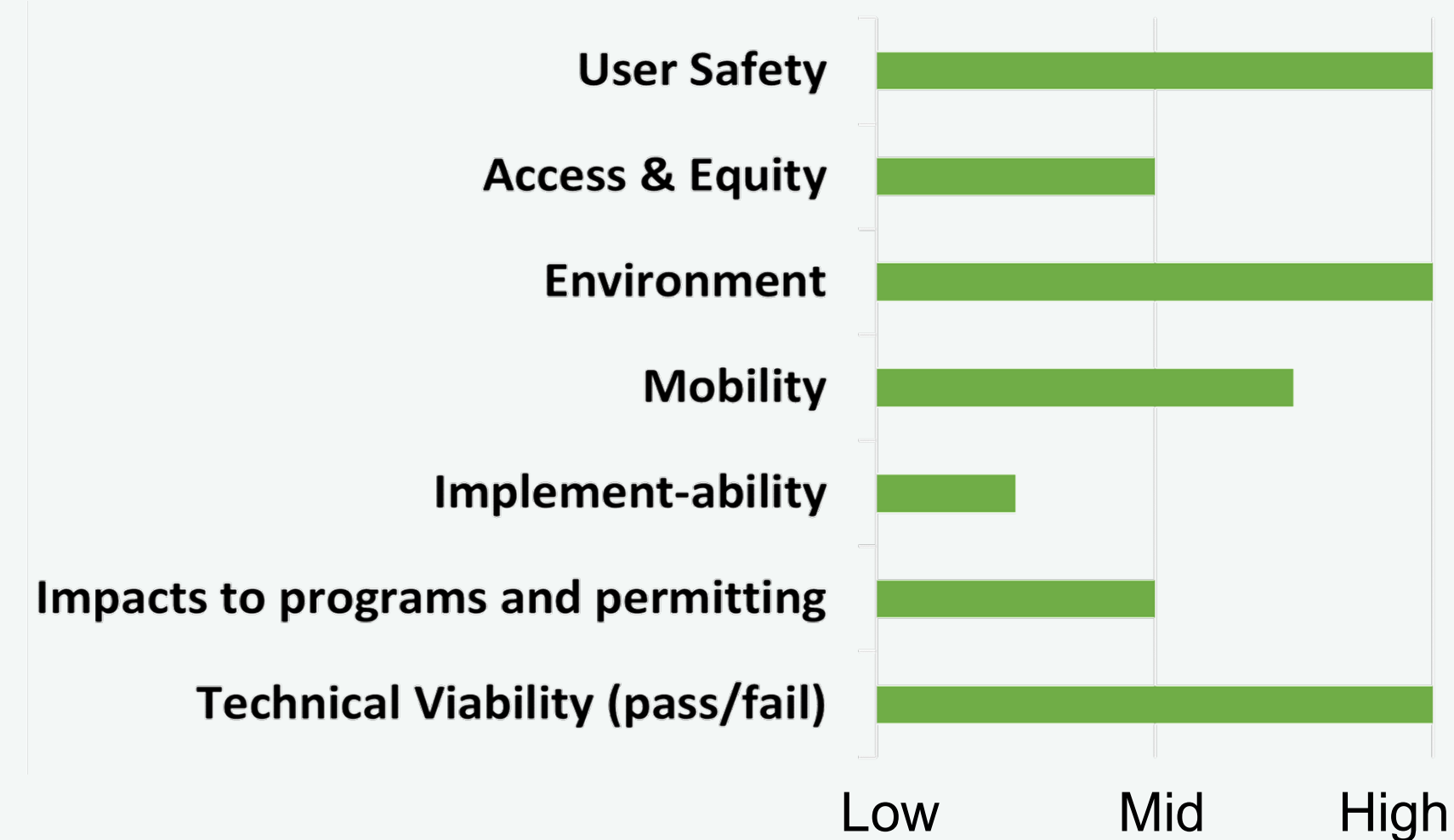
Evaluation Approach

A measurement tool was developed to evaluate the refined strategies. This included 7 criteria groups that reflect priorities expressed by park users, findings from research and analysis, and alignment with established City plans and policies. These criteria were used to quantify, contrast and compare the anticipated outcomes of each strategy. Full details on this approach will be included in the staff report.

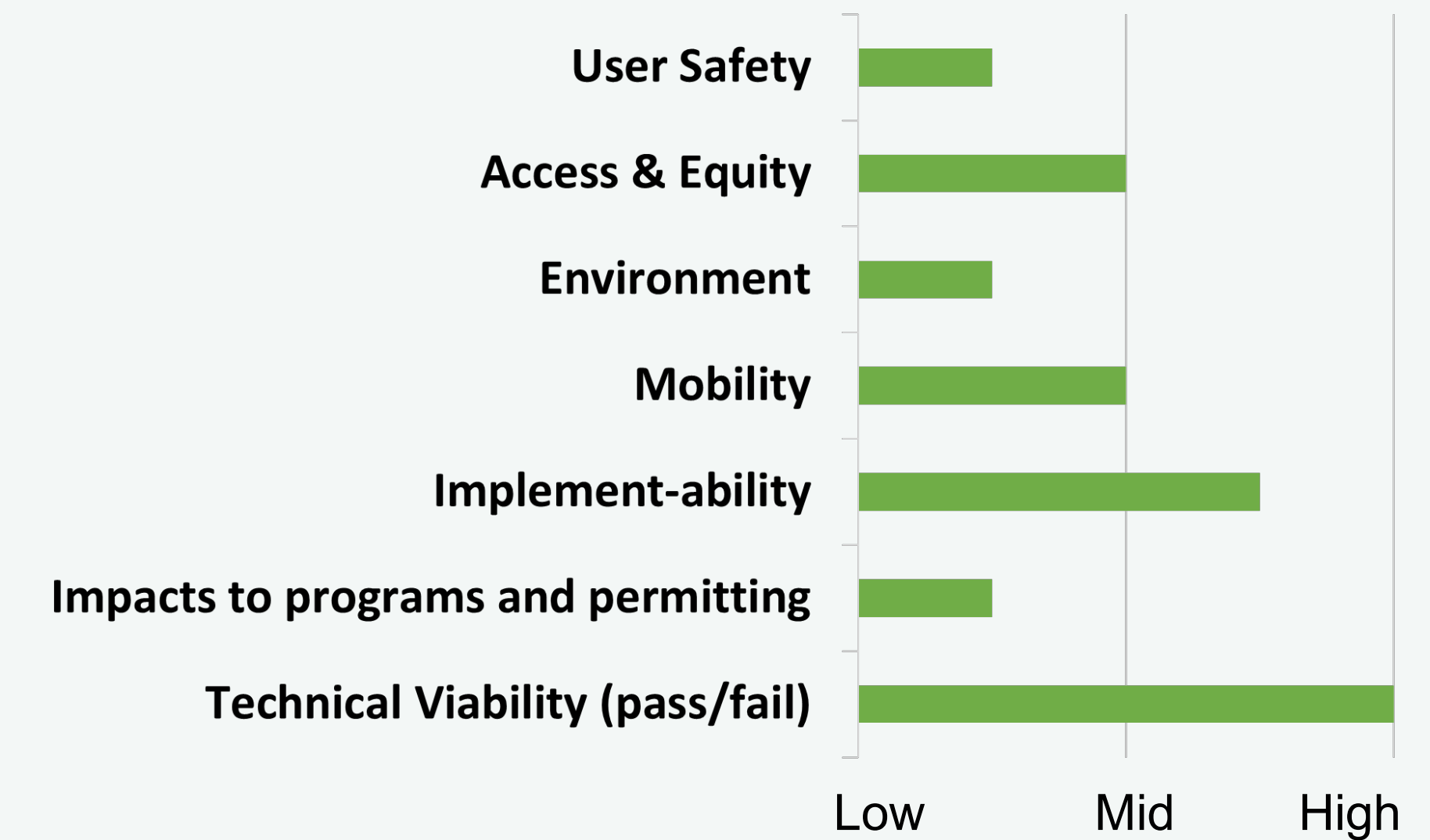
The preferred strategy incorporates elements from the area-based and time-based approaches and upholds full road closures as a desirable and viable long-term option once key conditions are met.

- **User Safety:** focus on vulnerable road users and mitigating conflict between users.
- **Access & Equity:** reducing spatial, economic, cultural, physiological barriers.
- **Environment:** preserving and enhancing naturalized areas.
- **Mobility:** supports travel demand management, minimizes impacts to surrounding areas.
- **Implement-ability:** complexity, timing, and cost to fully deliver.
- **Impacts to Programs and Permitting:** supporting High Park as a destination.
- **Technical Viability:** supporting core operational needs (pass/fail)

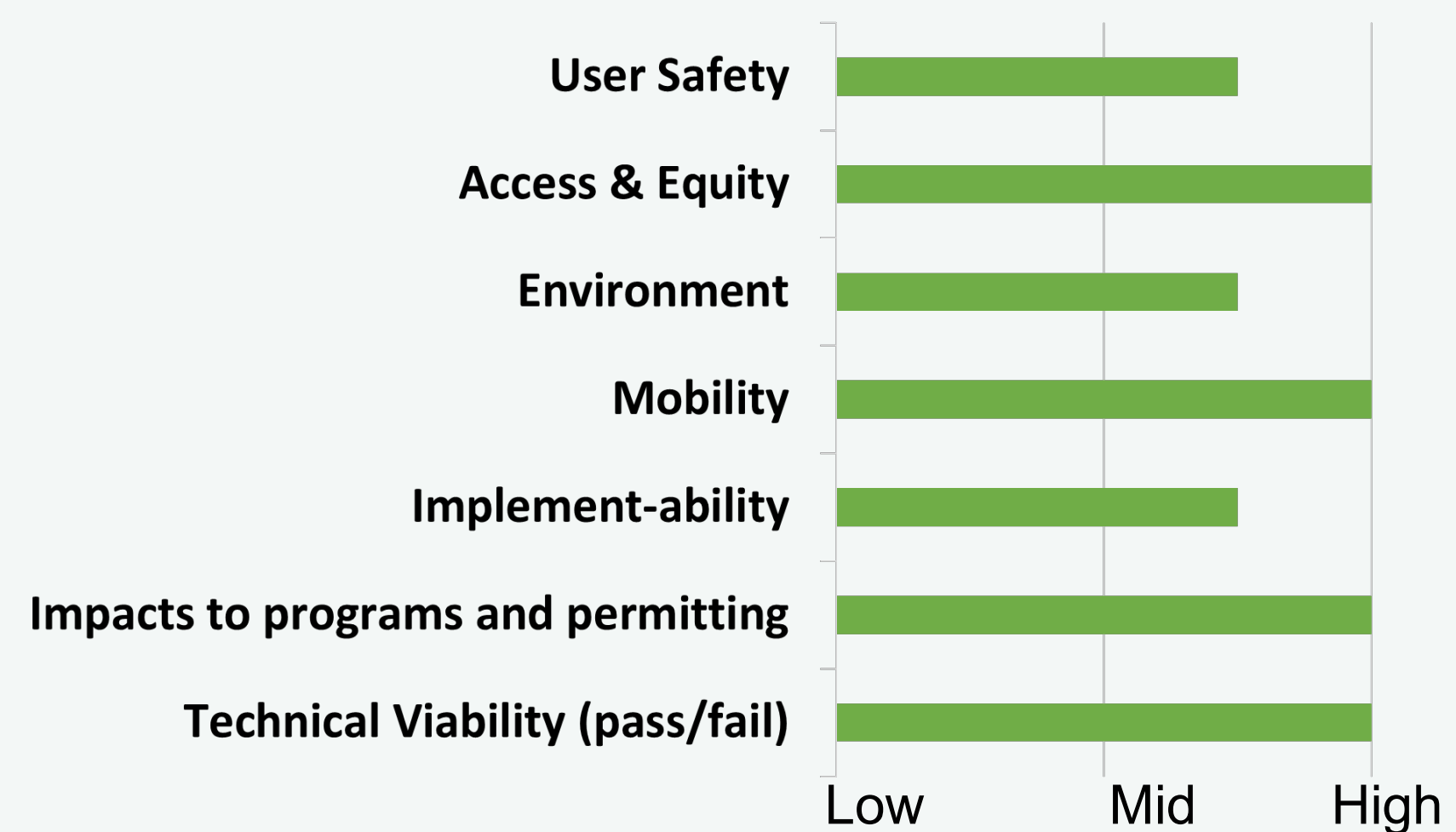
Full Road Closures



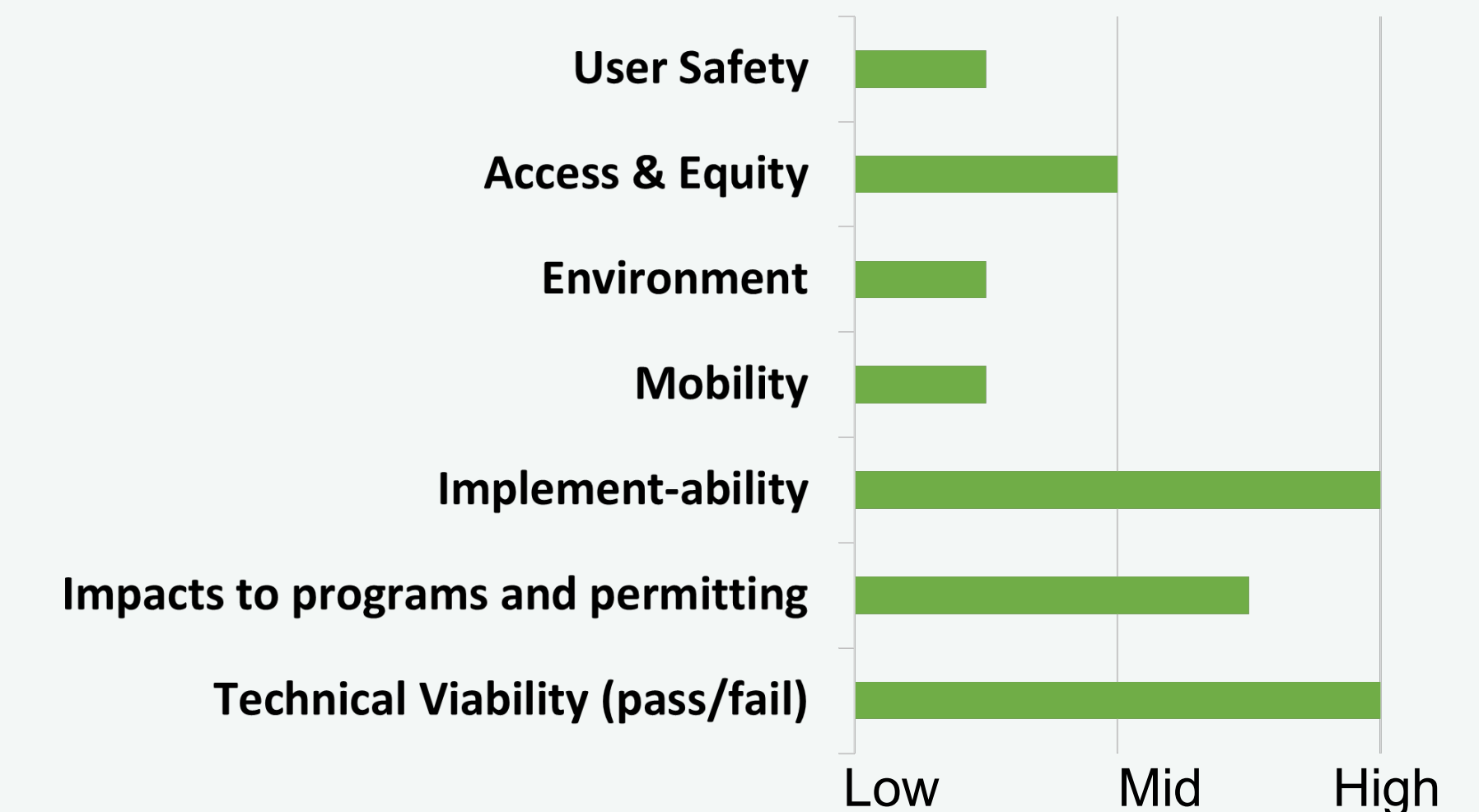
Time-Based Road Closures



Area-Based Road Closures



Full Road Re-Opening



Considerations for Further Road Closures

The option of full road closures also performed well in the evaluation process, and many park users expressed support for a car-free High Park. This approach can be upheld as a long-term goal; key conditions should first be met, specifically implementation of a new shuttle service and expanded transit service.

The preferred strategy presents a significant step towards this transformation but recognizes that change must be sensitive to the current park context. Following the full implementation of the preferred strategy staff recommend reviewing its success and impacts, and consideration given to whether and where additional road closures should be implemented.



Park visitors during a weekend road closure.

Transit and Shuttle Service

- The introduction of a universally accessible, all season and affordable shuttle. A shuttle service would provide direct connection to key destinations in the park, and nearby subway stations. The shuttle would need to provide frequent service with convenient stop locations.
- Expansion of TTC operations to include year-round bus service.
- Completion of the accessibility upgrades at High Park subway station, planned for 2024.

Infrastructure Changes

- Delivery of an effective automated gating solution for service vehicles that responds to day-to-day operational and emergency access needs without relying on active enforcement.
- Coordination with the outcomes of the Parkside Drive Study.
- Implementation of the City's Green Fleet Plan in High Park.
- Reconstruction of pedestrian infrastructure to meet accessibility standards.

Travel Behaviour Changes

- Increased modal shift to non-auto modes like active transportation and transit.
- Reduced demand for motor vehicle parking.
- Alternative options for pick-up and drop-off with a motor vehicle.

Park Programming

- Consideration of impacts to existing facilities and permitted recreation and cultural activities (e.g. rink, outdoor pool, allotment garden)

Public Support

- Strong public support for further road closures, demonstrated through engagement.

What Comes Next?

Committee & Council Decision

Staff will submit recommendations on the preferred strategy through an upcoming staff report.

A final decision on the proposed travel network improvements to High Park will be made through a public process at Infrastructure & Environment Committee and City Council this spring.

Immediate Improvements (2023)

Pending Council approval, a series of immediate improvements will be made this year, starting in summer:

- New pavement markings to implement changes to bicycle lanes, parking spaces and crossing areas
- Installation of temporary traffic control features to implement road closures
- Implementation of traffic calming measures using low-cost, quick build materials
- Shift from weekend road closures to Sunday closures
- Dedicated sport cycling pilot

Dates and details of implementation will be shared on the project website in advance of any works.

Subsequent Improvements

The remaining improvements outlined in the preferred strategy will require further work on detailed design, costing and funding. This work can begin in 2023, with ongoing implementation efforts over the subsequent years:

- Permanent pedestrian and cycling infrastructure
- Reprogramming angled parking spaces and roll out of paid parking
- Introduction of new shuttle service
- Public plaza and wayfinding improvements throughout the park

Review & Revisit

Following the full implementation of the preferred strategy, the travel network in High Park will look and operate much differently than it does today.

Once the preferred strategy has been achieved, its success and impacts should be reviewed, and consideration should be given to whether and where further road closure should be implemented in High Park.



Coordination with the Parkside Drive Study



What is the Parkside Drive Study?

- The Study is being done to identify further changes that could improve safety and mobility on Parkside Drive between Keele Subway Station and the Martin Goodman Trail.
- The focus is on people walking, cycling and other vulnerable road users.
- Study outcome will be an action plan for Parkside Drive that responds to existing conditions as well as new conditions resulting from changes to High Park.
- The Study takes into account the High Park Movement Strategy and, for example, will consider if any changes are needed to the High Park Boulevard and Parkside Drive entrance which will become the main motor vehicle entry point into the park.
- Further community engagement will take place specific to the Parkside Drive Study.

Safety improvements happening alongside the Study

In 2021

- Speed limits were reduced from 50km/hr to 40km/hr between Bloor Street West and Lakeshore Boulevard West
- A permanent “Watch Your Speed” sign

In 2022

- Automated speed enforcement camera
- A traffic signal at the Geoffrey Street intersection
- A temporary asphalt sidewalk on the west side of Parkside Drive between Spring Road and just north of the Queensway underpass

In 2023

- Lighting in the City-owned underpass
- Green P parking in the southbound curb lane between Spring Rd and High Park Trail
- A traffic signal at the High Park Trail intersection (to be completed in 2023)

Get the latest information at
toronto.ca/ParksideDriveStudy