

Preferred Strategy

The preferred strategy reflects the many roles that High Park plays as a legacy park, responds to diverse mobility needs of different user groups, and takes bold actions to transform the travel network to better serve park users and the surrounding community. It presents a solution that can be implemented in the immediate term to improve safety, accessibility and the park's natural environment.

The preferred strategy features:

- Permanent, car-free spaces on West Road & Colborne Lodge Drive
- Car-free Sundays
- Sidewalk improvements and enhanced pedestrian crossing areas
- Traffic calming measures such as textured pavement and speed cushions
- Separated bike lanes and a dedicated cycling by-pass route north of Grenadier Café
- Dedicated sport cycling pilot during some off-peak, early morning hours
- Enhanced transit and shuttle service to interior destinations
- Changes to parking including pick-up/drop off areas and paid parking
- Public realm opportunities including a pedestrian plaza and re-naturalization of some parking spaces

Once this phase of work is fully implemented, consideration will be given to further road closures in High Park. Key conditions to support access and operational activity must be met.



- Roads Closed at All Times
- - - Roads Closed on Sundays
- Roads Open at All Times
- Pedestrian Park Road (no change)
- ▲ Direction of vehicle travel
- P Main parking area
- No Entry



Conceptual rendering of proposed changes along West Road



Conceptual rendering of proposed changes along Colborne Lodge Drive



Conceptual rendering of proposed changes at Bloor Street West

Vehicle Access

Proposed Changes

- West Road and the portion of Colborne Lodge Drive between Centre Road and the Children's Garden would be closed to visitor vehicles at all times.
- Centre Road would become a one-way route for motor vehicles, permitting westbound travel movements.
- The main motor vehicle entrance would be located on Parkside Drive and the main motor vehicle exit on Bloor Street West.
- Visitor vehicle access would be maintained at all times to the Children's Garden and Colborne Lodge via the Queensway, and to the Spring Road parking lot via Parkside Drive.
- There would be no change to park roads that do not currently allow vehicle access including Spring Road and Deer Pen Road.
- Full road closures would continue on Sundays, year-round.
- During Sunday road closures, there would be limited vehicle access to the Children's Garden and the Spring Road parking lot.
- Services vehicles (for example: ambulances, waste removal, and operations vehicles) would have access to all car-free roads to support required operations and maintenance activities, and emergencies.
- Programmed closures for special events like Cherry Blossom season and prescribed burns will continue.



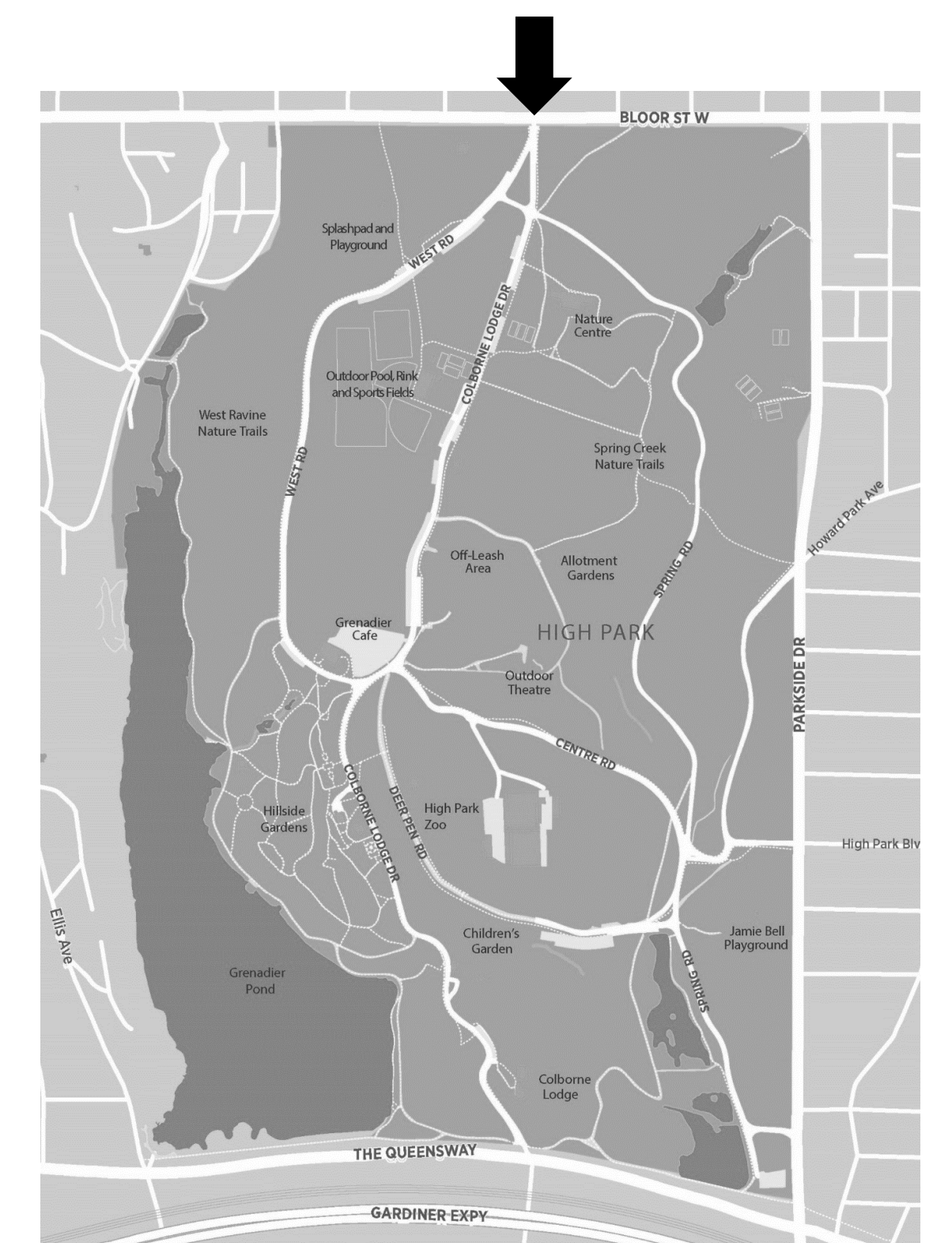
Map Key

- | | | | | | |
|--|--------------------------------|--|--------------------------|--|--------------------|
| | No Visitor Vehicle Access | | No Visitor Vehicle Entry | | TTC Streetcar Stop |
| | Visitor Vehicle Access Mon-Sat | | Parking | | TTC Bus Stop |
| | Pedestrian Park Roads | | Direction of travel | | TTC Subway Station |

Conceptual Rendering Bloor Street and Colborne Lodge Drive



Bloor Street West would become the main exit for motor vehicles. People cycling would still be able to enter the park via Bloor Street West, the southbound lane would be used only by people cycling. Sidewalks would be widened, where possible.



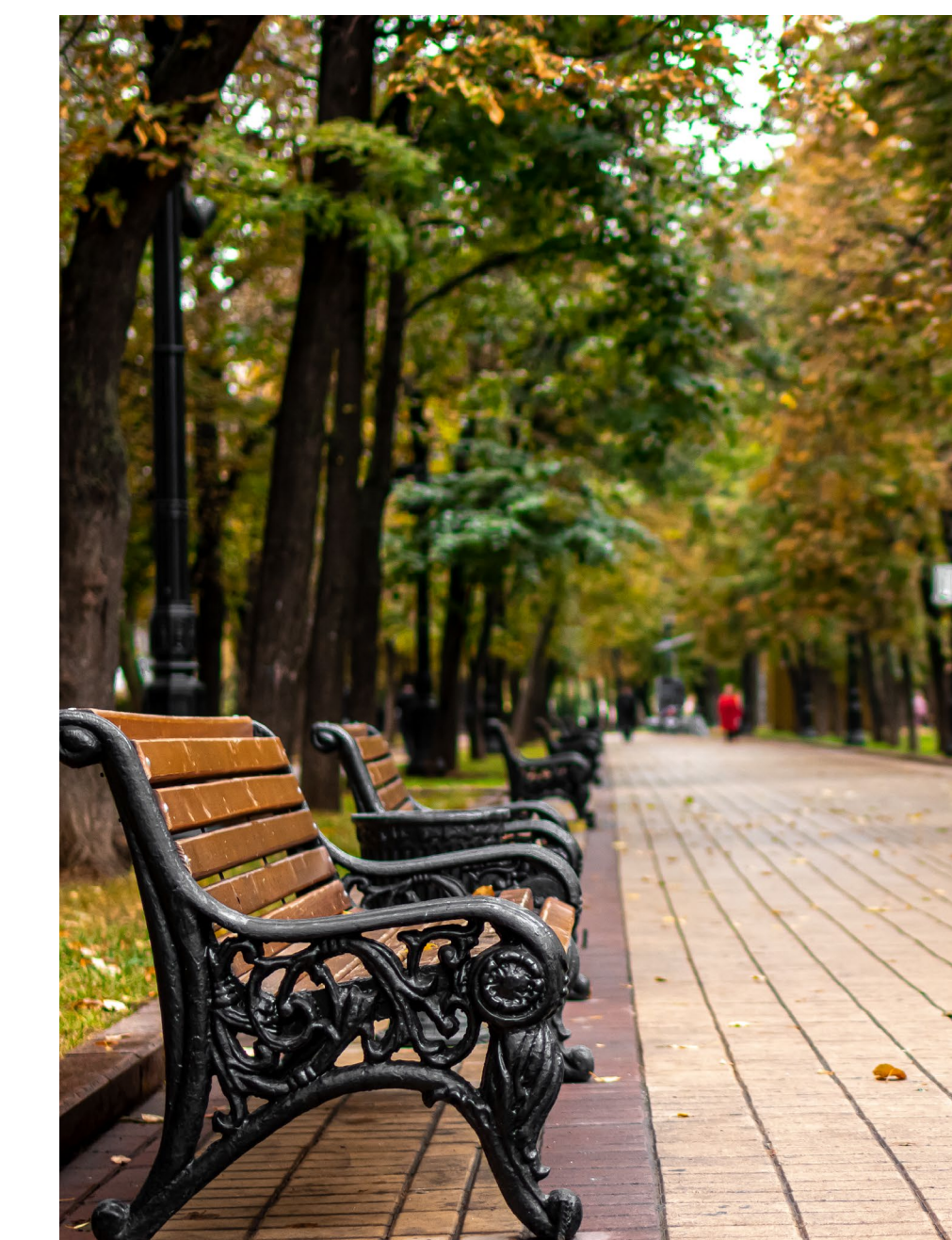
Pedestrian Improvements & Traffic Calming Measures

Proposed Changes

- All existing sidewalks within the park will be considered for widening.
- Where sidewalks are missing, new connections would be contemplated. These changes would only be implemented where there are no negative impacts to adjacent natural areas.
- In areas where visitor vehicles are not permitted, including West Road, sidewalks would be widened and could accommodate boulevard plantings and pedestrian amenities, including rest areas.
- Improved pedestrian crossing areas would be implemented at key locations to reduce conflict among road users, give pedestrians the right of way, and slow down all traffic.
- Changes may include pedestrian crossovers, signage, pavement markings, raised or textured pavement, and road narrowing.



Textured pavement and markings at Garrison Crossing.



Rest areas along a park road.



Pedestrian crossing signals.

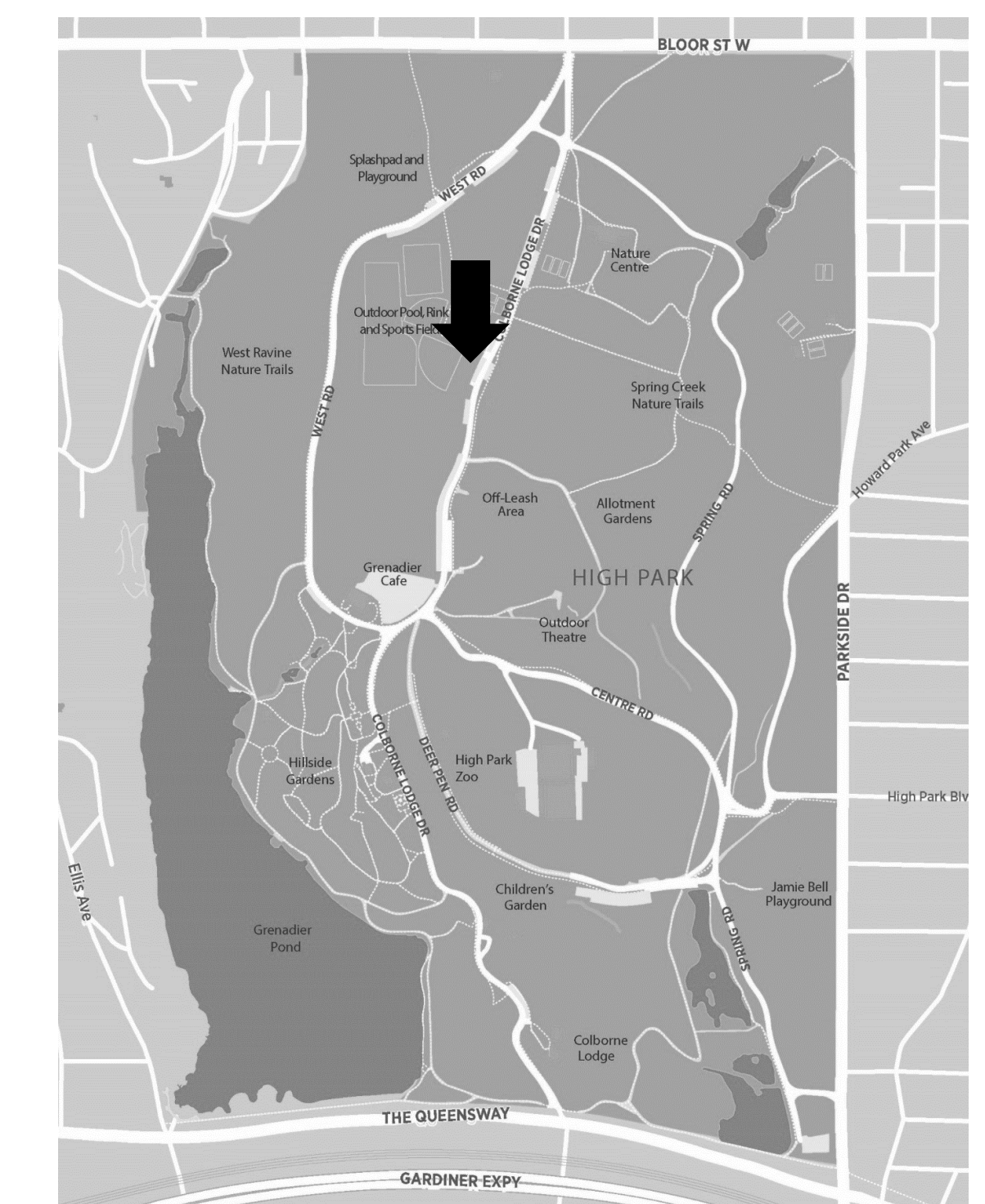
Conceptual Rendering Colborne Lodge Drive at the Outdoor Pool



Dedicated cycling facilities would be available on roads with mixed traffic to provide a separate space for people cycling.

Pedestrian crossing points would be equipped with signage and lighting, raised crosswalks, textured surfaces, and reduced crossing distances to improve safety and visibility of pedestrians.

Designated spaces for pick-up and drop-off activities will be available at key destinations.



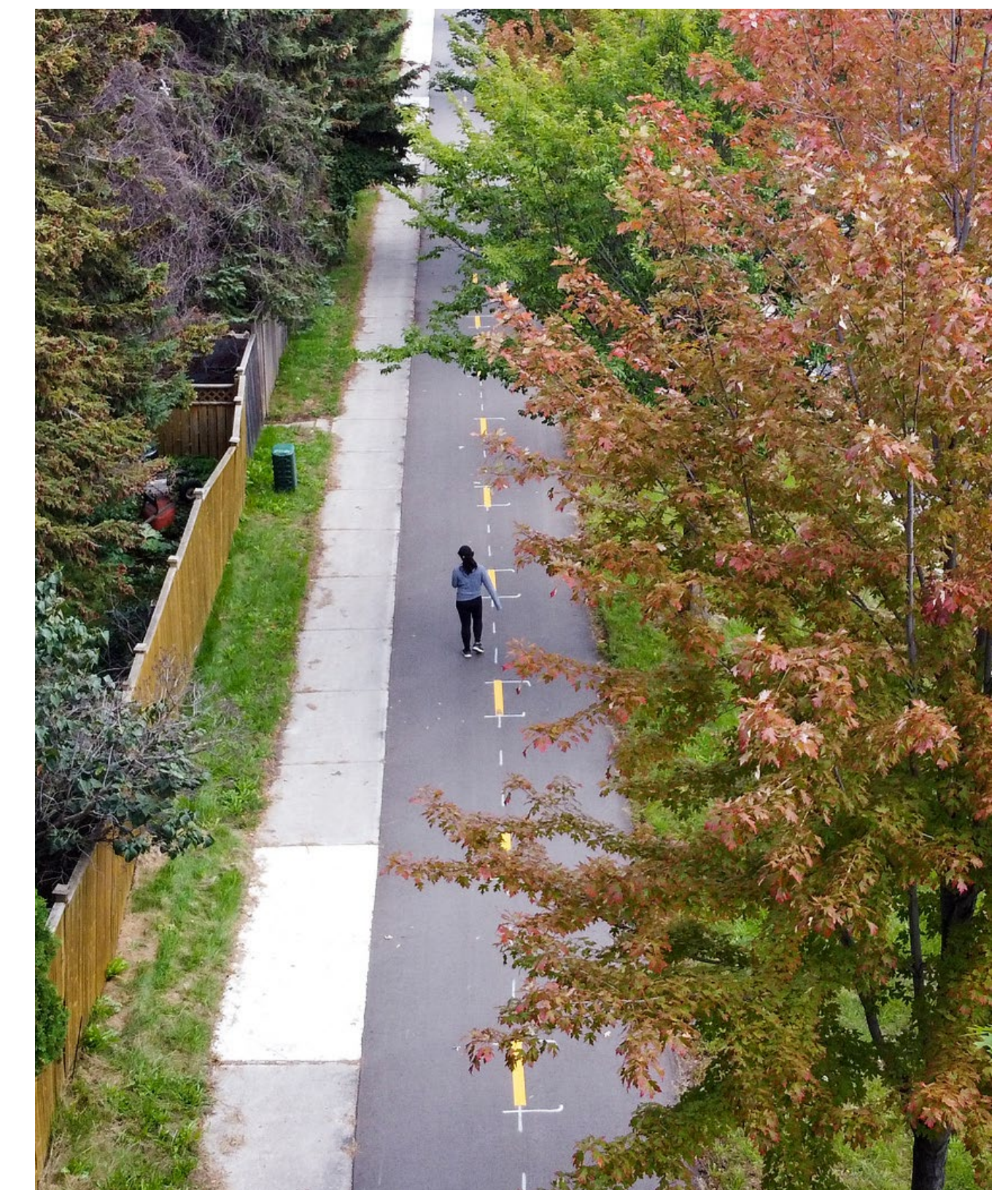
Cycling Improvements

Proposed Changes:

- Active transportation-only routes on West Road and Colborne Lodge Drive between Centre Road and the Children's Garden. A passing lane would be provided where road widths allow.
- A cycling by-pass north of Grenadier Café would provide a continuous travel route for people cycling and would mitigate conflict among road users at the Grenadier Café intersection.
- Separated bike lanes on Colborne Lodge Drive and on Centre Road would provide a designated travel space for people cycling.
- The bike lane on Colborne Lodge Drive would permit one-way, northbound travel. The bike lane on Centre Road would permit two-way travel.
- Shared travel lanes would be maintained on Colborne Lodge Drive between the Children's Garden and The Queensway. Sharrows would be added to Spring Road where there is mixed traffic near the Zoo parking lot.
- A recreational cycling pilot is being developed for some early morning, off-peak hours.



Don Valley Brick Works. Photo: City of Toronto



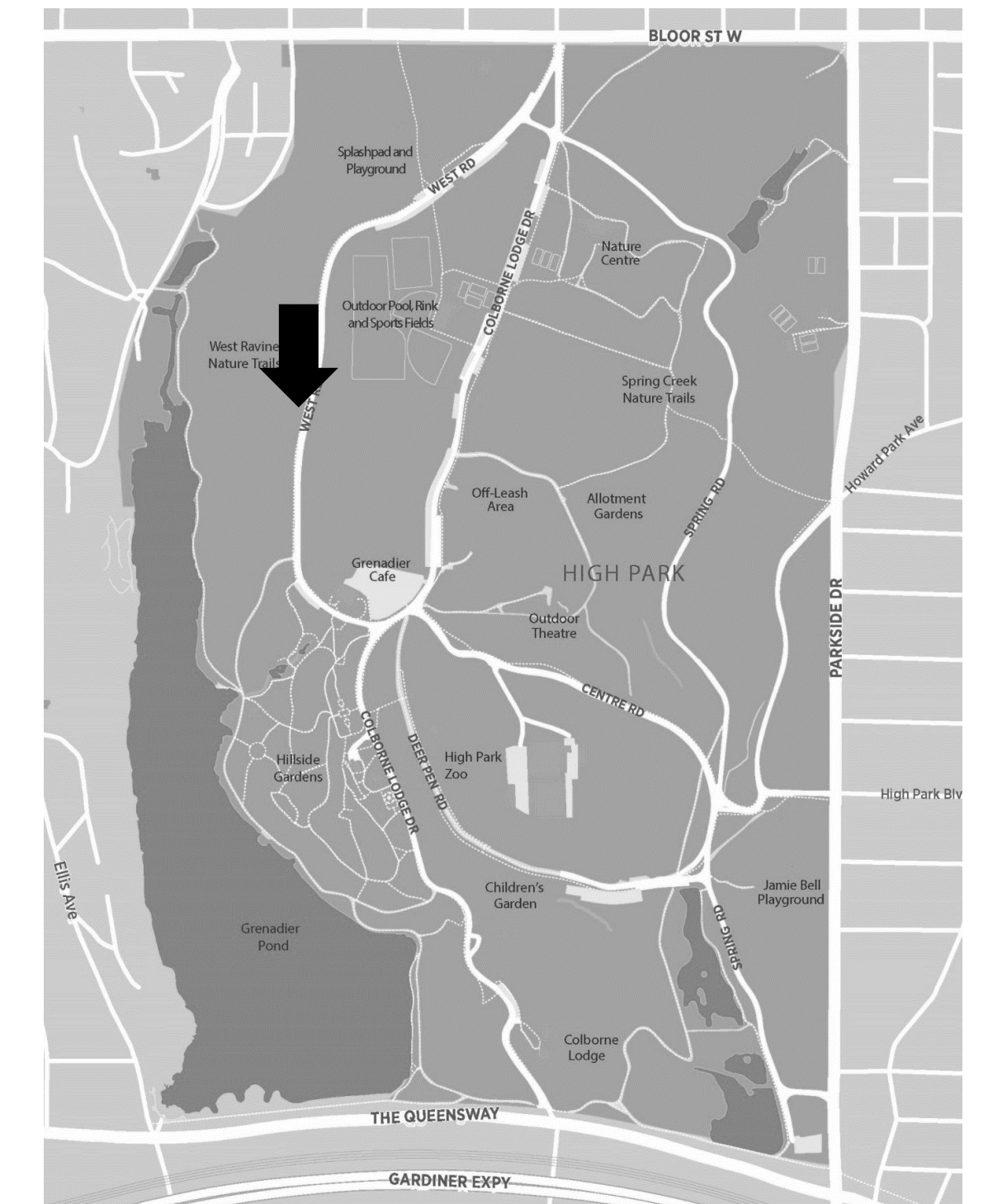
Ellesmere Road Multi-Use Trail. Photo: City of Toronto

Conceptual Rendering West Road



West Road will be repurposed into an active-transportation-only route, with dedicated space for people who walk, run, or roll. There are new opportunities for tree planting and rest areas. People of all ages and abilities would be accommodated with the widened bicycle lanes; and one could be used for passing.

Access for service vehicles would be maintained.



Parking Changes

Proposed Changes

- All angled parking spaces on West Road and the west side of Colborne Lodge Drive would be removed and reprogrammed for other uses.
- The angled parking on the east side of Colborne Lodge Drive would be reconfigured to accommodate parallel parking or pick-up/drop-off (PUDO) areas.
- The parking lots at Grenadier Café, High Park Zoo and on Spring Road would be maintained.
- The Grenadier Café parking lot would be reconfigured to accommodate a cycling bypass and to optimize the safe flow of motor vehicle travel.
- The High Park Zoo parking lot would be reconfigured to accommodate a PUDO area.
- Additional accessible and family-priority spaces would be added at key destinations in the park.
- Paid parking is proposed to be implemented for all public parking spaces within High Park.










Parking spaces converted into a creative seating area.



Existing angled parking spaces along Colborne Lodge Drive.



Map Key

	Parallel Parking		Parking Lot		TTC Streetcar Stop
	Angled Parking Removed		Pick-Up /Drop-off Area		TTC Bus Stop
					TTC Subway Station

Transit & Shuttle Service, Public Realm Opportunities

Proposed Changes

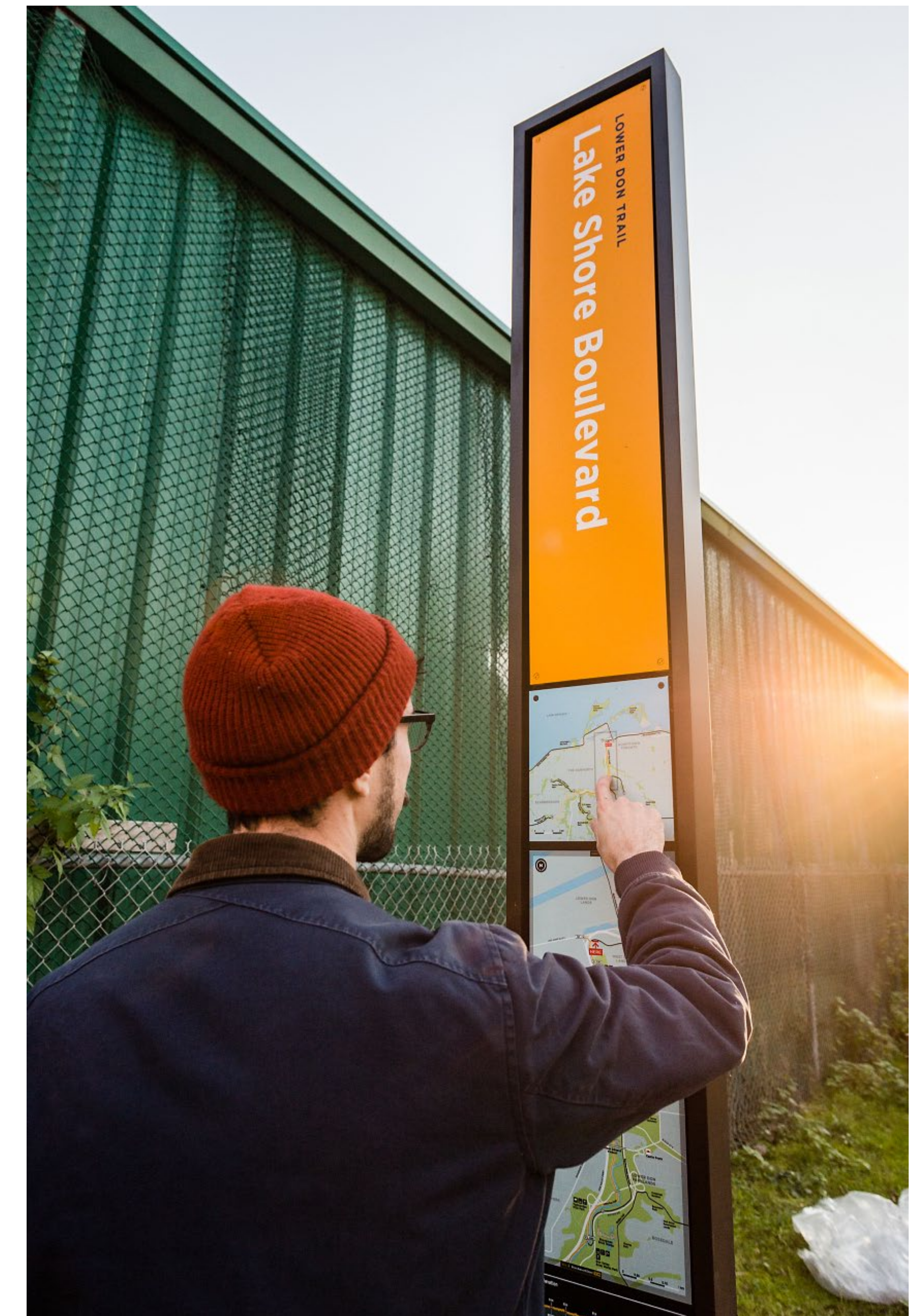
- A new shuttle service would be introduced to improve access to park destinations and facilities. The goal is for the shuttle to be affordable, universally accessible and support all-season service.
- Opportunities for expanded transit service are being explored to provide daily and year-round bus service.
- Updated, unified signage and mapping system would be posted throughout the park to provide consistent wayfinding information and create a more walkable and welcoming place.
- The TTC will continue to offer seasonal bus service in High Park on Saturdays and Sundays in the summer of 2023.
- The current trackless train service will continue to operate in the summer of 2023.



TTC bus in High Park.



Trackless Train in High Park.



Wayfinding map on the Lower Don Trail.

Conceptual Rendering Public Plaza South of the Grenadier Café



The road space south of the Grenadier Café would be redesigned into a pedestrian plaza. The space could accommodate community and cultural activities like farmers markets, small-scale performances, and public art displays. It could also provide opportunities for public realm enhancements like bike parking, and seating.

