

# Parkside Drive Study

**Drop-in Event**

February 1, 2024

# Study Purpose

The City of Toronto is studying Parkside Drive, between Keele Subway Station and Lake Shore Boulevard West, to identify further opportunities to improve safety and mobility for all road users.

## Objectives:

- Develop a **vision for the future** of the corridor
- Identify what **interim improvements**, in addition to those already implemented, can be delivered in advance full reconstruction

The future vision and interim improvements will respond to existing area conditions including changes resulting from the High Park Movement Strategy.

The study is premised on the understanding that full reconstruction of Parkside Drive is not scheduled in the City's Ten-Year Capital Plan for major roadwork.



# Building on Past Efforts

The City has been making continuous improvements to Parkside Drive, with input from the local community.

## In 2021

- Speed limit reductions from 50km/hr to 40km/hr
- Permanent “Watch Your Speed” signs

## In 2022

- Automated speed enforcement camera
- New traffic signal at the Geoffrey Street intersection
- Asphalt sidewalk on the west side of the street between Spring Road and just north of The Queensway underpass

## In 2023

- Improved lighting in the City-owned underpass (The Queensway)
- Paid parking (Green P), in the southbound curb lane between Spring Road and High Park Trail
- New traffic signal at the High Park Trail intersection



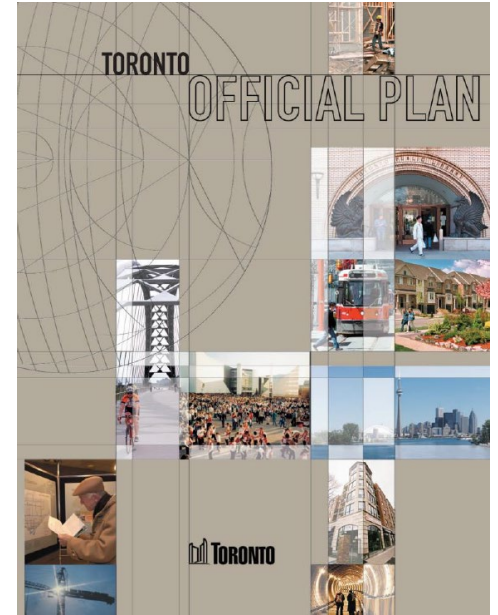
New traffic signal at High Park Trail



"Watch Your Speed" sign

# Policy Direction

- Toronto's **Official Plan** provides the vision for improving mobility for road users of all ages and abilities, and guides Toronto's growth and development to make walking, cycling, and transit increasingly attractive to shift mode share and reduce car use.
- The Parkside Drive Study is informed by and seeks to advance the goals of Toronto's **Vision Zero Road Safety Plan, TransformTO: Climate Action Strategy, Complete Streets Guidelines, and Road to Health: Healthy Toronto by Design.**
- The City's **Cycling Network Plan (2025-2027 Near-Term Program)** is under development and identifies Parkside Drive as a potential route for cycling infrastructure.
- The **High Park Movement Strategy** identified travel network improvements within High Park to better serve park users, improve safety and accessibility and enhance the park's ecological integrity.



# Parkside Drive and Surrounding Area

- A four-lane major arterial road
- A connection to local destinations and neighbourhoods, High Park, the Gardiner Expressway, and major travel routes beyond Toronto's west end
- Serviced by TTC (80 Queensway)
- Truck route for goods movement
- No cycling facilities along Parkside Drive
- Three Bike Share Toronto stations
- Speed limit is 40 km/hr
- Land use is primarily residential on the east side with low to medium density housing



# Pedestrian Environment

## East side

- Continuous sidewalk from Keele Subway Station to the Martin Goodman Trail
- Sidewalk widths range from 1.5m to 1.7m
- Sidewalks have competing uses such as bin storage on waste collection days

## West side

- Sidewalk is not continuous
- Pedestrian waiting space and signalized crossings at all TTC bus stops
- Temporary asphalt sidewalk from Spring Road to High Park Trail
- 1.5m wide sidewalk from High Park Trail to Lake Shore Boulevard West



Sidewalk on the east side near Garden Avenue. Photo taken facing north.



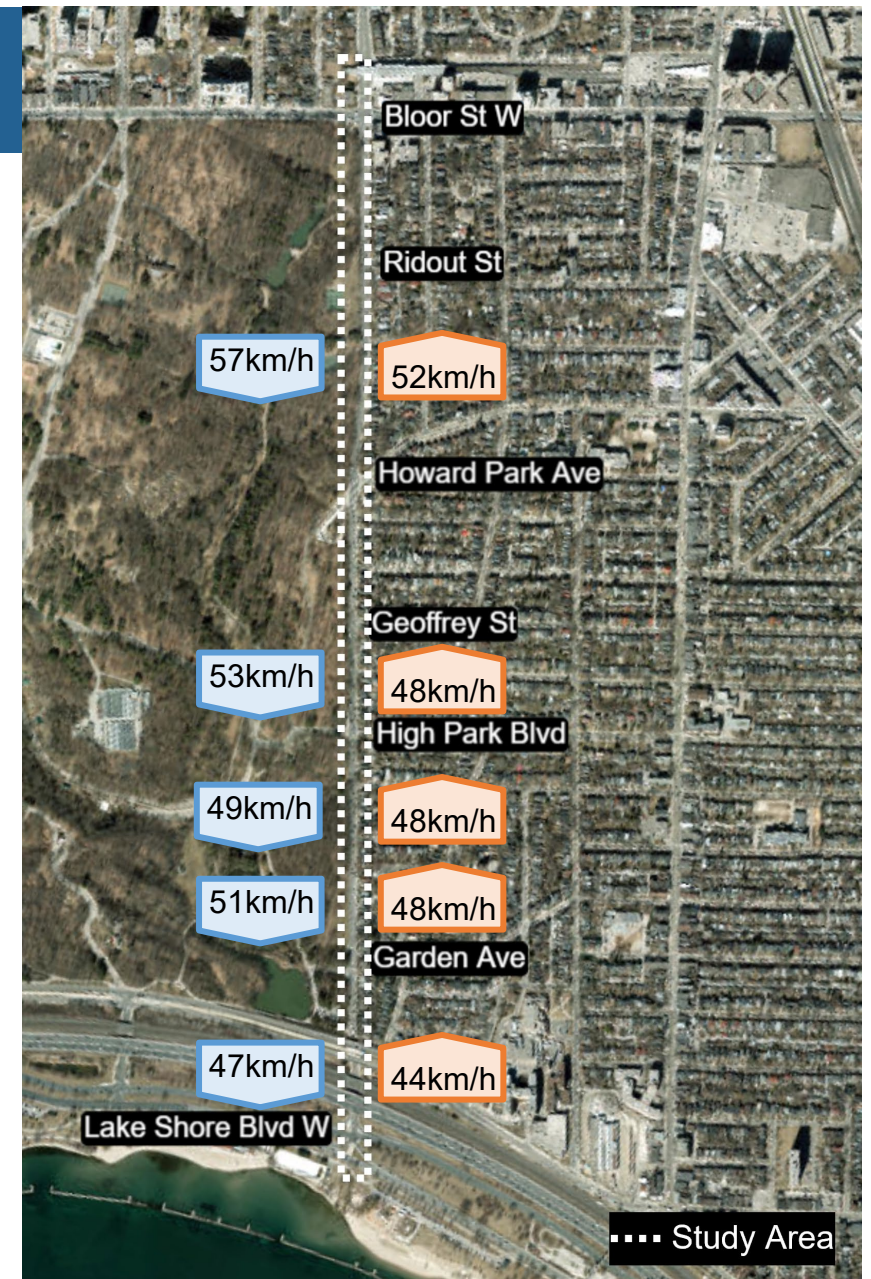
Sidewalk on the west side terminating near Bloor Street West. Photo taken facing south.

# Speed and Volume Review

Speed studies indicate that motor vehicle speeds have decreased since 2021, when community-requested changes were implemented, but are still above the regulatory speed limit (40km/hr).

- In the southbound direction, vehicle speeds decreased by approximately 17%, from 62km/hr to 51 km/hr
- In the northbound direction, vehicle speeds decreased by approximately 13% from 55km/hr to 48km/hr

Vehicle counts indicate that motor vehicle volumes have decreased by approximately 27% since 2017, from 28,000 to 21,000 daily motor vehicles.



2023 operating speeds of motor vehicles along Parkside Drive

# Collision Review

- Total of 1,514 collisions between 2012 and 2022, according to Toronto Police Services records
- Between 2012 and 2022 seven collisions resulted in six serious injuries and three fatalities
- Of the seven collisions resulting in fatality or serious injury, all involved vulnerable road users:
  - Two collisions involved people cycling
  - Two collisions involved pedestrians
  - Two collisions involved seniors in a motor vehicle
  - One collision involved a motorcyclist





# What We Heard

## Summer 2022 Consultation Process

- Issued mailed notices to 27,143 residents and businesses in the study area
- Conducted online survey to understand concerns and priorities (2,013 respondents)
- Collected feedback via phone and project email address ([ParksideDrive@toronto.ca](mailto:ParksideDrive@toronto.ca))
- **Survey Results**
- 7% of respondents live on Parkside Drive and 54% of people live in the neighbourhood adjacent to Parkside Drive
- Top three concerns were excessive speeding, not enough sidewalk space and lack of bikeways
- Top three desired improvements were improving conditions for pedestrians and people cycling, improving safety for all road users, and reducing vehicle speeds
- Full summary available at [toronto.ca/ParksideDriveStudy](https://toronto.ca/ParksideDriveStudy)

# What We Heard

## Core themes emerged through the survey feedback:

- Speeding is a major safety concern
- Pedestrian improvements are important
- Various modes of travel are used on Parkside Drive
- Parkside Drive serves the local community and broader catchment area and as an important north-south arterial route for motor vehicles
- Improvements are needed for pedestrians and traffic flow
- Cycling on Parkside Drive is dangerous

There were also comments on the broader impacts of changes to Parkside Drive:

- Questions about impacts to neighbourhood streets and concerns about congestion
- Changes on Parkside Drive need to be coordinated with the High Park Movement Strategy

# Outcomes of the High Park Movement Strategy

MAP OF HIGH PARK TRAVEL NETWORK AS OF AUGUST 5, 2023



— Car-free route\*

- - - Car-free route\* on weekends and holidays

— Car access at all times

◄ Direction of travel

P Parking lot

Bus Bus Stops

Streetcar Streetcar Stops

TTC Subway

\*authorized vehicles only

The High Park Movement Strategy was a multi-phased planning study co-led by the Parks, Forestry and Recreation and Transportation Services divisions. The outcome of the study is a comprehensive strategy to manage the mobility needs of park users.

The Council-approved strategy features:

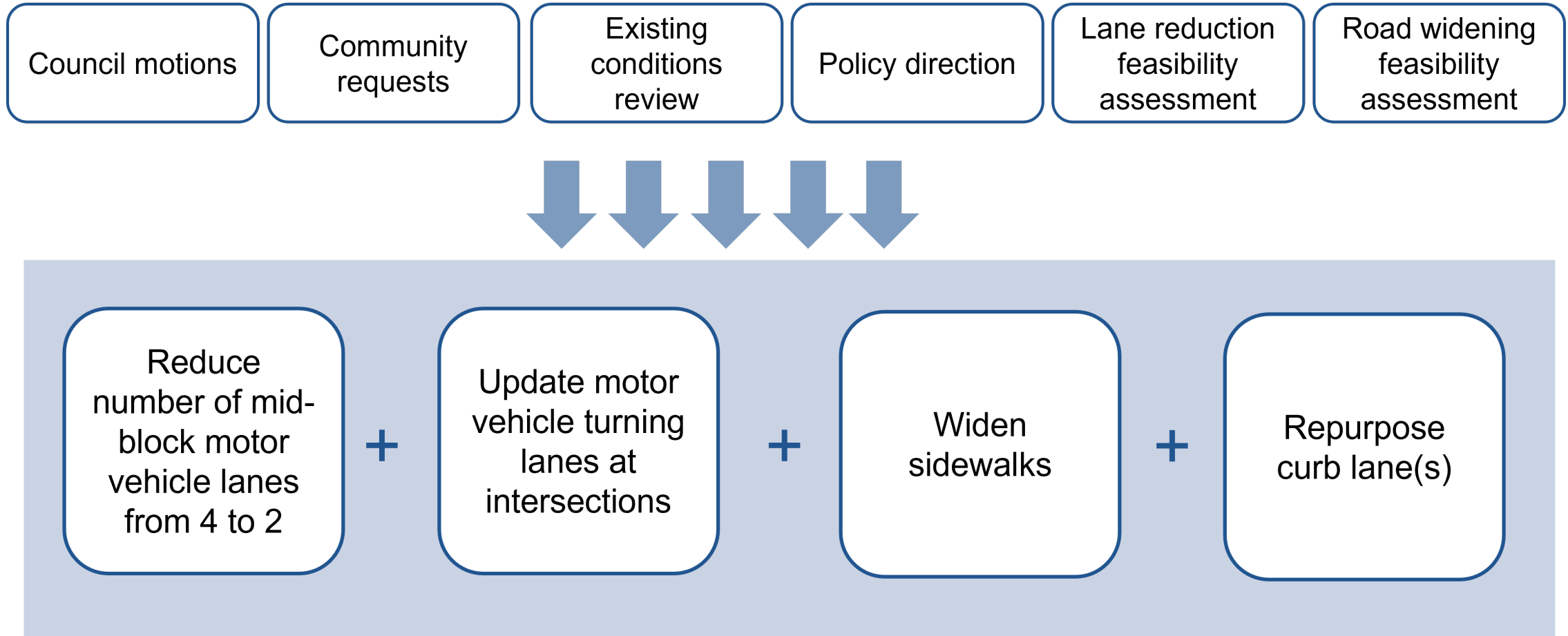
- Road design and bylaw changes
- Permanent, car free routes, and car free weekends and holidays
- Motorized access to key park destinations
- High Park Boulevard as the main motor vehicle entrance
- Predictable and reduced motor vehicle movements
- Traffic calming measures
- Enhanced transit and shuttle service to interior destinations
- Paid parking and reduced parking capacities
- Opportunities to re-naturalize hardscaped space
- Car free park as a long-term goal

More information available at [Toronto.ca/HighParkMove](https://toronto.ca/HighParkMove)

# Long-Term Vision

Study Objective #1: Develop a vision for the future of the corridor to make the road safer for all road users

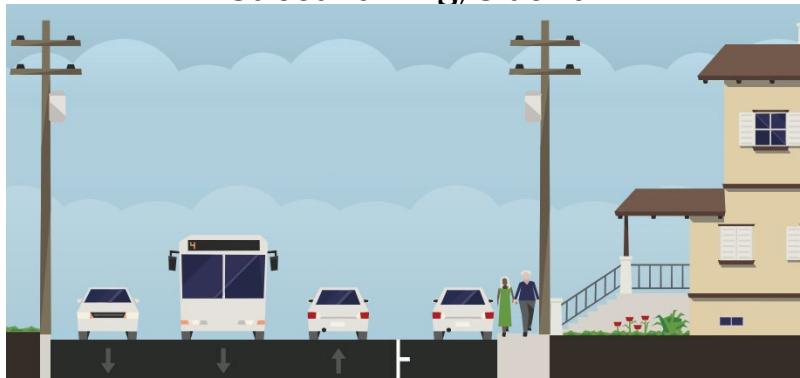
# Principles for Long-Term Vision



# Example Road Reconfiguration Scenarios

Example scenarios to redesign the road to reduce the lanes have been developed. These are potential options that could happen during a full road reconstruction.

Existing Conditions: Three Drive Lanes, On-Street Parking, Sidewalk



Two Drive Lanes, On-Street Parking, Sidewalk, One-Way Cycling Facility



Two Drive Lanes, On-Street Parking, Sidewalk, Two-Way Cycling Facility



Two Drive Lanes, Sidewalks, Trees, On-Street Parking



# Lane Reduction Rationale & Feasibility

## Why is change needed?

Because the current conditions:

- Reflect legacy standards; the sidewalk is mostly limited to the east side of the street and there are no designated cycling facilities.
- Encourage speeding
- Have a history of collisions and community concerns

## What would the impact to motor vehicle traffic be?

- Technical work and traffic analysis, including intersection testing and network analysis, assess the impacts and changes to transportation patterns and broader network

Intersection testing

Network modelling

Road widening  
impact assessment

# Road Widening Impact Assessment

The feasibility of widening Parkside Drive to improve sidewalk conditions was investigated.

## West side

- Sidewalks cannot be installed along the edge of High Park due to:
  - Environmental constraints such as impacts to environmentally sensitive and protected areas with established trees, shrubs, ravines, and other natural features
  - Civil engineering constraints such as grade changes, retaining walls, guard rails, and hydro poles

## East side

- Road widening is not feasible due to:
  - Impacts to space in front of residential properties (e.g. driveways, trees and staircases)
  - Impact to off-street, boulevard parking spaces
  - Civil engineering constraints such as grade changes, retaining walls and hydro poles



Example of existing conditions on west side



Example of existing conditions on east side



# Network Modelling

Analysis was done to assess the potential impact of the proposed changes on motor vehicle travel times and volumes.

The model's starting point was maintaining existing conditions on Parkside Drive (2 southbound lanes, 1 northbound lane and 1 parking lane)

## **Scenario assumptions for changes on Parkside Drive:**

- Reduced to 2 through lanes (one in each direction)
- Speed limit of 40 km/hr

## **Potential impact of lane reduction:**

On Parkside Drive, between Bloor Street West and Lake Shore Boulevard West:

- A 35% reduction in peak hour volumes of motor vehicles
- An increased motor vehicle travel time of approximately one to three minutes during peak hours
- The greatest impact occurs during the AM peak hour in the southbound direction

On Roncesvalles Avenue between The Queensway and Bloor Street West:

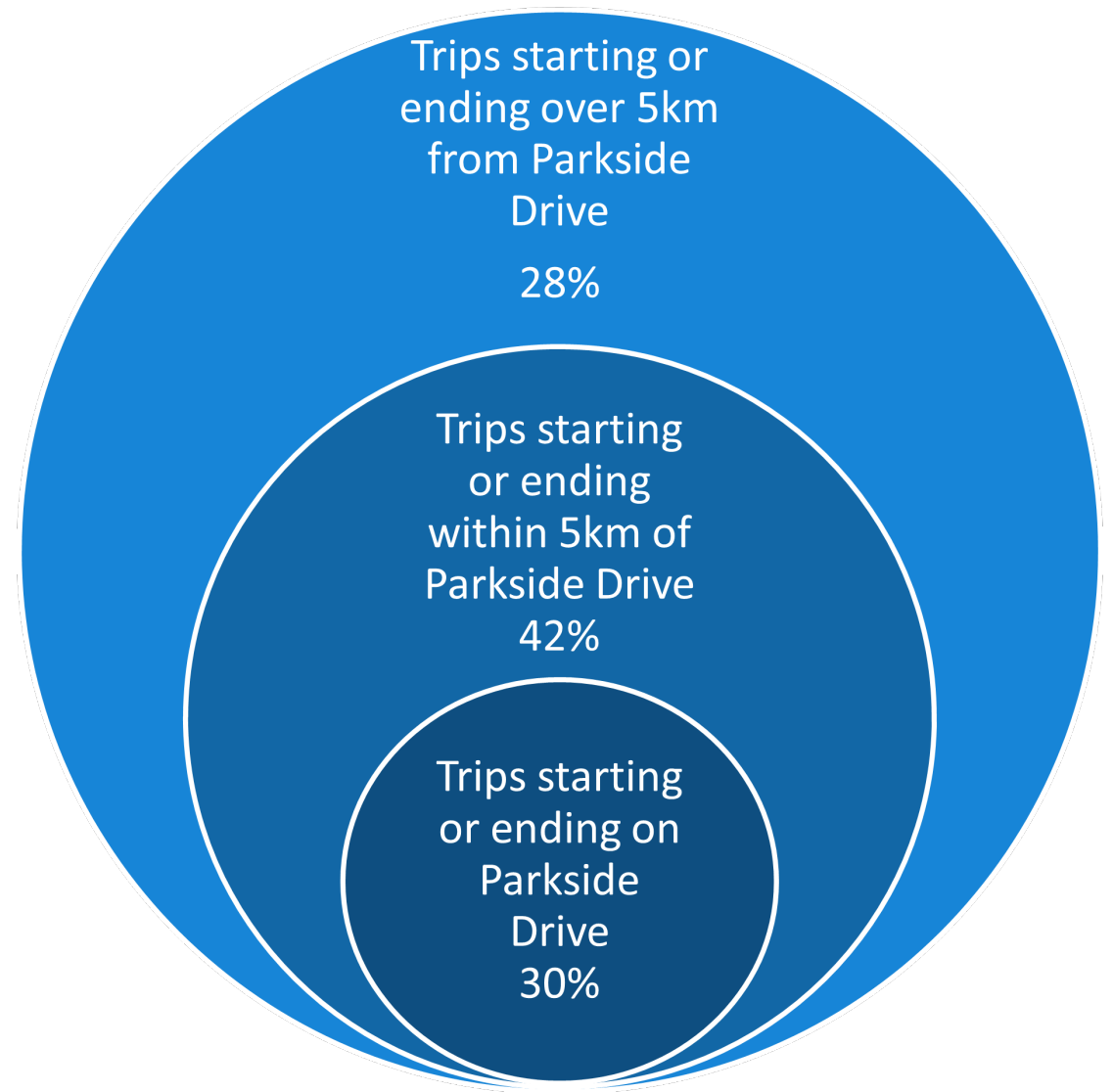
- A 18% increase in motor vehicle volume\*
- A reduction in speed by 2-3 km/hr
- An increased motor vehicle travel time less than one minute

\*The rest of the volume would be distributed throughout various alternate routes or may alter trips all together.

# Network Modelling

## Corridor Users

- The majority of motorists using Parkside Drive are traveling to and from destinations within 5km of the corridor
  - 30% of motor vehicle traffic along the corridor starts or ends their trips on Parkside Drive
  - 42% of motor vehicle traffic starts or ends their trip within 5km of Parkside Drive
- 28% of motor vehicle traffic starts or ends their trip more than 5km from Parkside Drive
- Less than 1% of vehicle traffic on Parkside Drive neither started, nor ended their trip in Toronto



# Intersection Testing

Traffic modelling software is used to analyze intersection operations at intersections in the Study Area.

To date, the project team has developed:

- An “existing conditions” model that represents traffic as it currently exists today, including rush hours.
- A “future conditions” model that represents Complete Street conditions, including changes to the allocation of road space, signal timing and signal phasing.

Level of Service (LOS) represents the overall performance of vehicular traffic through an intersection. The modelling result indicates **an acceptable level of service (LOS) for vehicular traffic**. LOS A is the highest performing, LOS F is the lowest performing.

The future conditions model shows **overall improvements to the conditions for pedestrians and people cycling**.

\*Further work would be undertaken in the detailed design phase to identify opportunities to improve operations at intersections with LOS F.

Signalized Intersection	Existing LOS		Future LOS	
	(AM)	(PM)	(AM)	(PM)
<b>Bloor Street West</b>	D	D	F*	D
<b>Indian Valley Crescent</b>	C	A	C	B
<b>Howard Park Avenue</b>	C	C	B	C
<b>Geoffrey Street</b>	A	A	A	A
<b>High Park Boulevard</b>	C	C	C	D
<b>Spring Road</b>	A	A	A	A
<b>Parkside Drive Trail</b>	A	A	A	A
<b>Lake Shore Boulevard West</b>	D	D	D	D

Estimated LOS at signalized intersections

# Lane Reduction & Moving Curblines

The preferred scenario and future vision for Parkside Drive involves road reconfiguration and moving curblines. Road reconfiguration provides an opportunity to upgrade the corridor to current standards and support multi-modal travel options. It will change the current allocation of right-of-way space and incorporate Complete Streets elements.

## Complete Streets

The Complete Streets Guidelines aim to design streets for people, place-making and prosperity and to serve a multitude of roles, functions and users. A Complete Streets approach will be used to determine the best use of the available space and replace vehicular travel lane(s) with one or a combination of elements:

- cycling facilities
- new and/or widened sidewalks
- street parking
- green infrastructure features

## Moving curblines

Moving existing curblines is only possible during full reconstruction of the road. These are considered **long-term scenarios**, given that Parkside Drive is not scheduled in the City's Ten-Year Capital Program and Budget for major roadwork.

# Potential Interim Improvements

Study Objective #2: Identify interim actions that can be taken to move toward the vision, in advance of full road reconstruction

# Quick Build Transformation of Parkside Drive



Conceptual rendering of potential changes on Parkside Drive

A quick-build transformation of Parkside Drive is a candidate for the Cycling Network Plan (2025-2027 Near-Term Program) which is expected to be reported to City Council for decision and direction in mid- to late-2024.

Key features:

- Two-way cycle tracks on the west side of Parkside Drive adjacent to High Park
- Curb lane car parking on east side and potential reduction in parking capacity
- Raised bus/bike platforms at west side, TTC bus stops
- Designated left-turn lanes
- No change to sidewalks

# What is a “Cycle Track”?

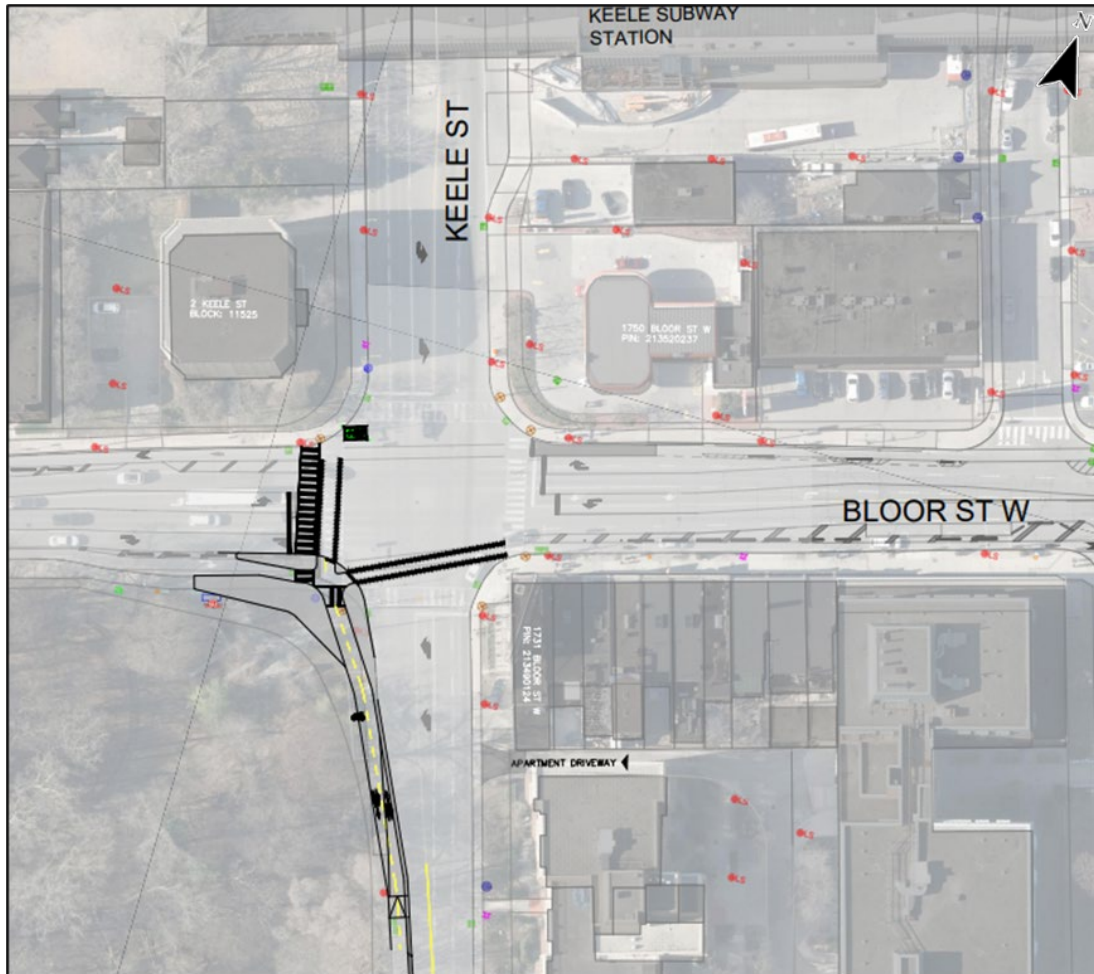
Cycle tracks are bikeways that are separated from vehicle traffic by concrete curbs, planter boxes, bollards, parked cars, or raised from street level.

Cycle tracks can be one-way on each side of the street, or two-way on the same side.



Examples of a two-way, quick build cycle tracks

# Bloor Street West



LEGEND

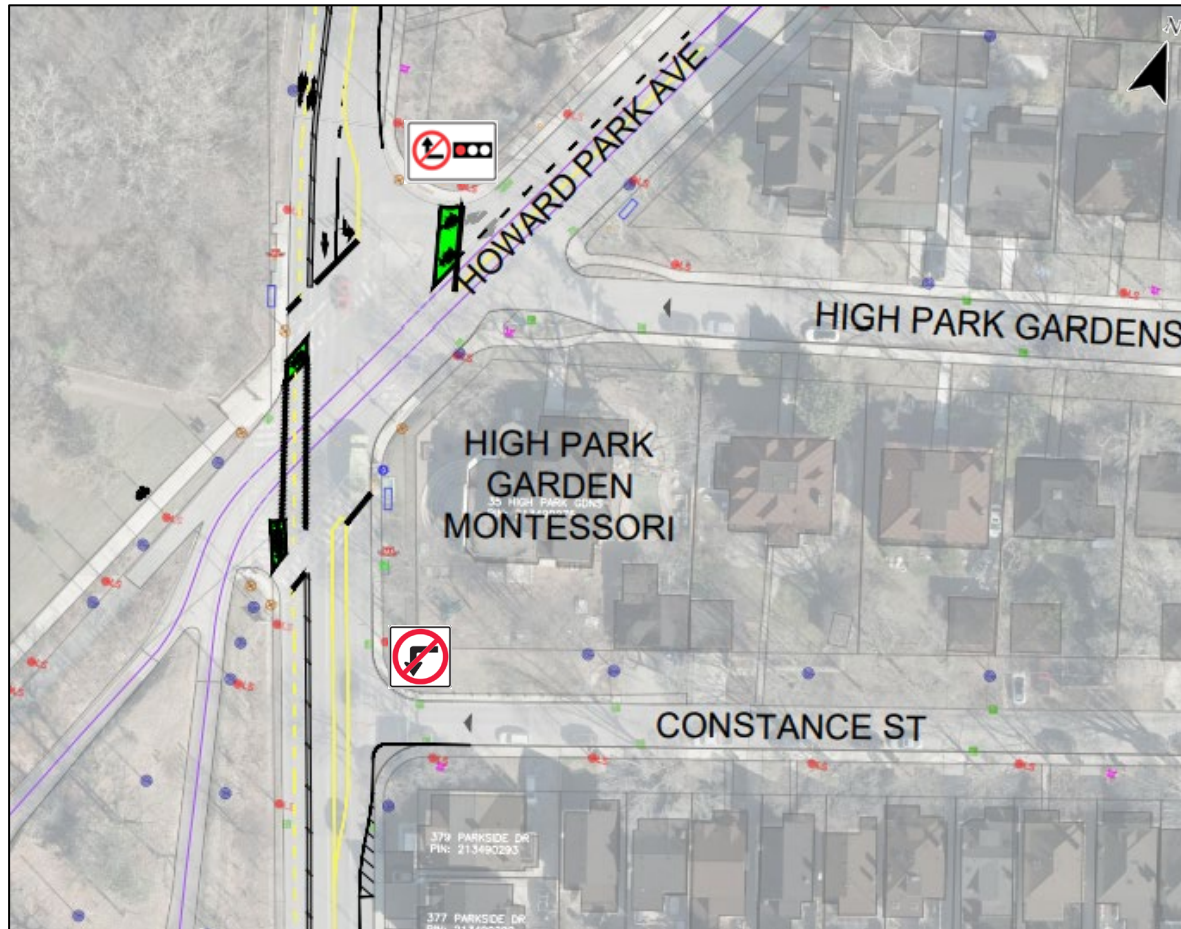
Existing Asphalt	Low Wall Barrier	Bike & Turn Box	Light Standard	LS	Hydrant	Street furniture	Street furniture
New Asphalt	Bus Stop	Tree Point	Traffic Pole	LS	Street Car Track	Bike Share Stations	Bike Share Stations
Existing Driveway	Transit Shelter	Catch Basin	Street light & Traffic pole	Misc. Pole	Misc. Pole		

## Preliminary concept plan:

- Two-way cycle track would commence in the boulevard to maintain two, southbound motor vehicle lanes
  - Cycle track would shift into the curb lane and force motorists to merge into one, southbound lane
- Addition of a protected corner on the south/west side
  - Connects Parkside Drive cycle track to Bloor Street West bicycle lanes
  - Maintains separations between pedestrians and people cycling
- No changes proposed north of Bloor Street West (on Keele Street)
- No changes proposed to the lane configuration on Bloor Street West



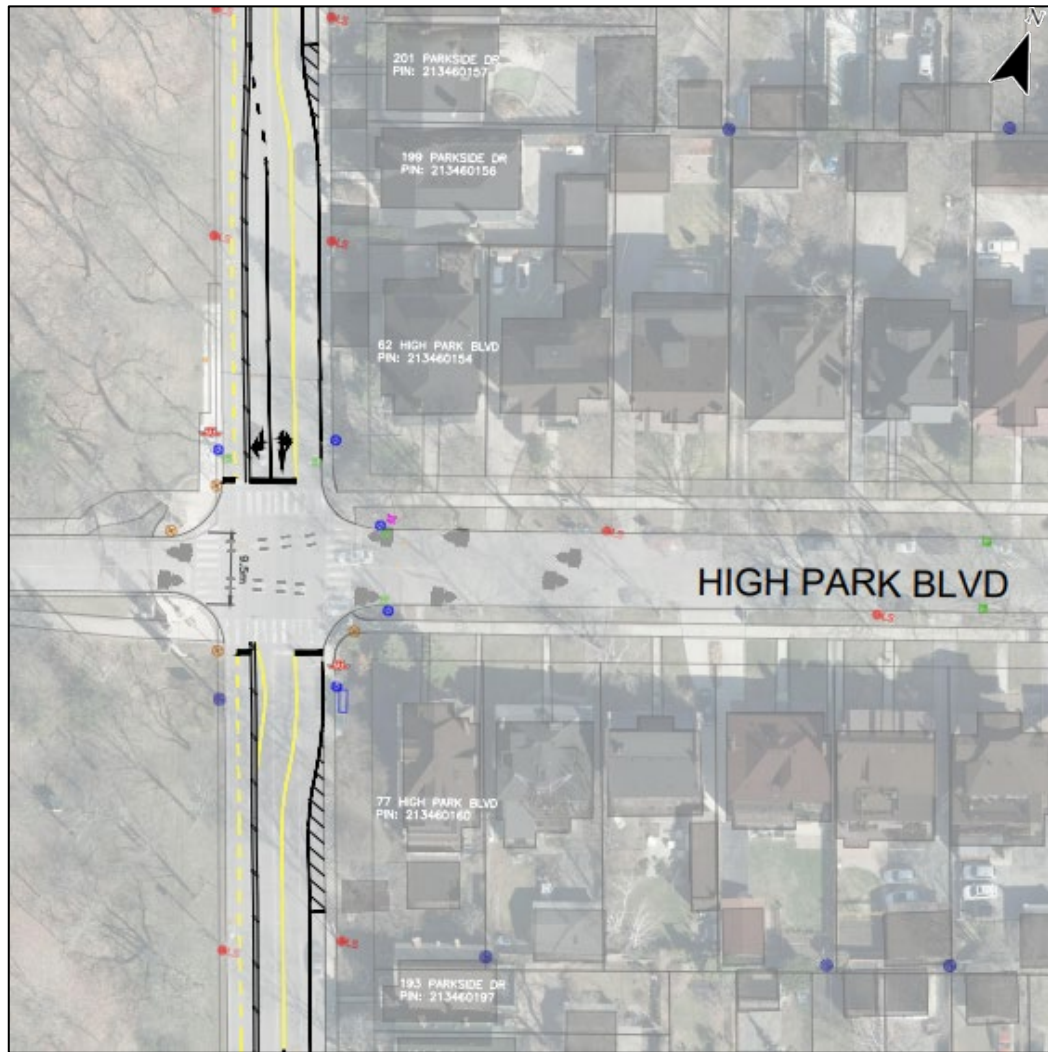
# Howard Park Avenue



## Preliminary concept plan:

- Two-way cycle track on the west side
- Integrated, raised bus/bike stops at southbound TTC stop to improve passenger loading and unloading and safety of people cycling
- Southbound left-turn lane would be added to facilitate southbound traffic movement through the intersection
- Bike boxes would be added to facilitate turning movements for people cycling, connecting Parkside Drive to Howard Park Avenue
  - Location of bike boxes are in draft form; need to be adjusted to ensure they do not interfere with streetcar movements
  - No right turn on red prohibition for westbound, right turns via Howard Park Avenue
- No left turn onto Parkside Drive from Constance Street

# High Park Boulevard



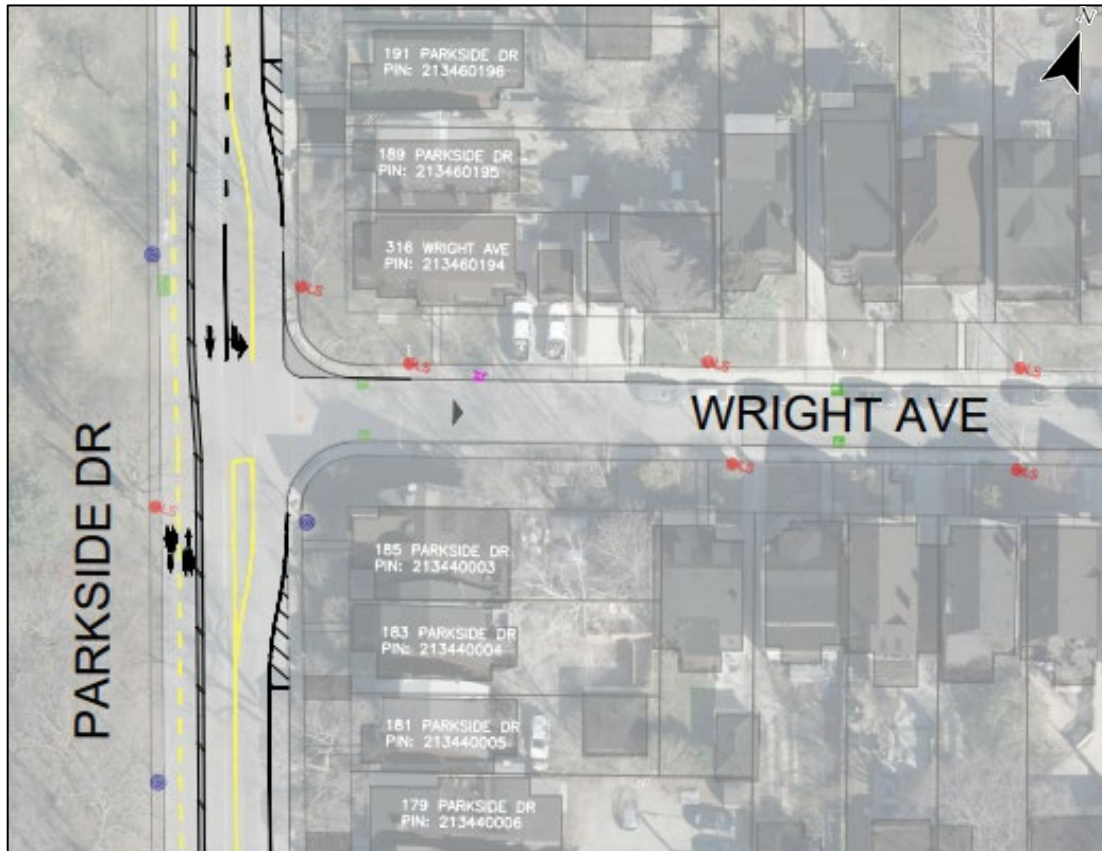
## Preliminary concept plan:

- Two-way cycle track on the west side
- Integrated, raised bus/bike stops at southbound TTC stop to improve passenger loading and unloading and safety of people cycling
- Southbound right-turn lane would be added to facilitate motor vehicle movement into High Park
  - High Park Boulevard is the main motor vehicle entrance into High Park
  - Southbound right turn lane would be critical to intersection operations and to minimize southbound queuing
- Northbound lane would facilitate through, left- and right-turning movements

### LEGEND

Existing Asphalt	Low Wall	Bike & Turn	Light	Hydrant	Street furniture	Street
New Asphalt	Barrier	Box	Standard	Street Car Track	Bike Share	Car Track
Existing Driveway	Bus Stop	Tree Point	Traffic Pole	Misc. Pole	Stations	
	Transit Shelter	Catch Basin	Street light & Traffic pole			

# Unsignalized Intersections (two-way and one-way eastbound)



## Preliminary concept plan:

- Two-way cycle track on the west side
- Addition of a median would provide refuge space and a connection between the two-way cycle track and intersecting streets
- Designated southbound, left-turn lanes would provide queuing space for turning vehicles and uninterrupted, southbound travel
- Northbound traffic would be diverted from centre lane, into the curb-lane
- Maintains one northbound and one southbound through lane
- No new traffic signals are proposed
- Requires some parking removal in the vicinity of intersections (approximately 1-2 spaces)

### LEGEND

Existing Asphalt	Low Wall Barrier	Bike & Turn Box	Light Standard Traffic Pole	LS	Hydrant	Street furniture	Bike Share Stations
New Asphalt	Bus Stop	Tree Point Catch Basin	Street light & Traffic pole	LS	Street Car Track Misc. Pole		
Existing Driveway	Transit Shelter						

# High Park Trail



New signal at High Park Trail

## Preliminary concept plan:

- Potential quick-build transformation of Parkside Drive would provide connection to High Park Trail
- New signal would facilitate eastbound connection through Parkdale
  - Cycling connection through west Parkdale is included in the 2022-2024 Cycling Network Plan
- Connection westbound to Colborne Lodge Drive
  - New road network conditions in High Park have reduced southbound motor vehicle traffic on Colborne Lodge Drive
  - The 2009 Western Waterfront Master Plan (WWMP) envisioned Colborne Lodge Drive between Lake Shore Boulevard West and The Queensway as a car-free route
  - An update of the WWMP is being undertaken and changes to Colborne Lodge Drive are under review

# Lake Shore Boulevard West



Potential intersection improvement project

## Preliminary concept plan:

- Changes to Lake Shore Boulevard West would require additional civil engineering and capital coordination to address the complex design issues
- Proposal is to remove the right-turn channels on north/west and north/east sides
  - Reduces the number of unsignalized crossings between Parkside Drive and the Martin Goodman Trail for pedestrians and people cycling
- Addition of a southbound right-turn lane is required to maintain acceptable intersection performance
- Removal of westbound right-turn lane does not impact intersection performance
- New TTC bus stops
  - Northbound: on Parkside Drive, north of Lake Shore Boulevard West
  - Southbound: on Lake Shore Boulevard West, west of Parkside Drive
- No changes to sidewalks widths through the underpasses

# Transit Service Improvements



Example of integrated raised bus/bike stop

Improvements to public transit infrastructure and service would be pursued through the potential quick-build transformation of Parkside Drive:

- **Raised bus/bike stops:** at-grade stopping locations for buses that accommodate pick-up and drop-off functions, improve accessibility for bus passengers and improve safety conditions for people cycling.
- **New bus stops:** new stops are proposed at the Lake Shore Boulevard West and Parkside Drive intersection. New stops would provide a better connection between the Martin Goodman Trail and Line 2 Subway, via the 80 Queensway bus route.

# Summary of Parking Impacts

There are currently 100 on-street parking spaces on the east side of Parkside Drive and 14 parking spaces on the west side (114 total). Parking permit subscription rates are 58% of available capacity. The proposal would maintain approximately 94 on-street parking spaces. This would result in an estimated reduction of 20 spaces.

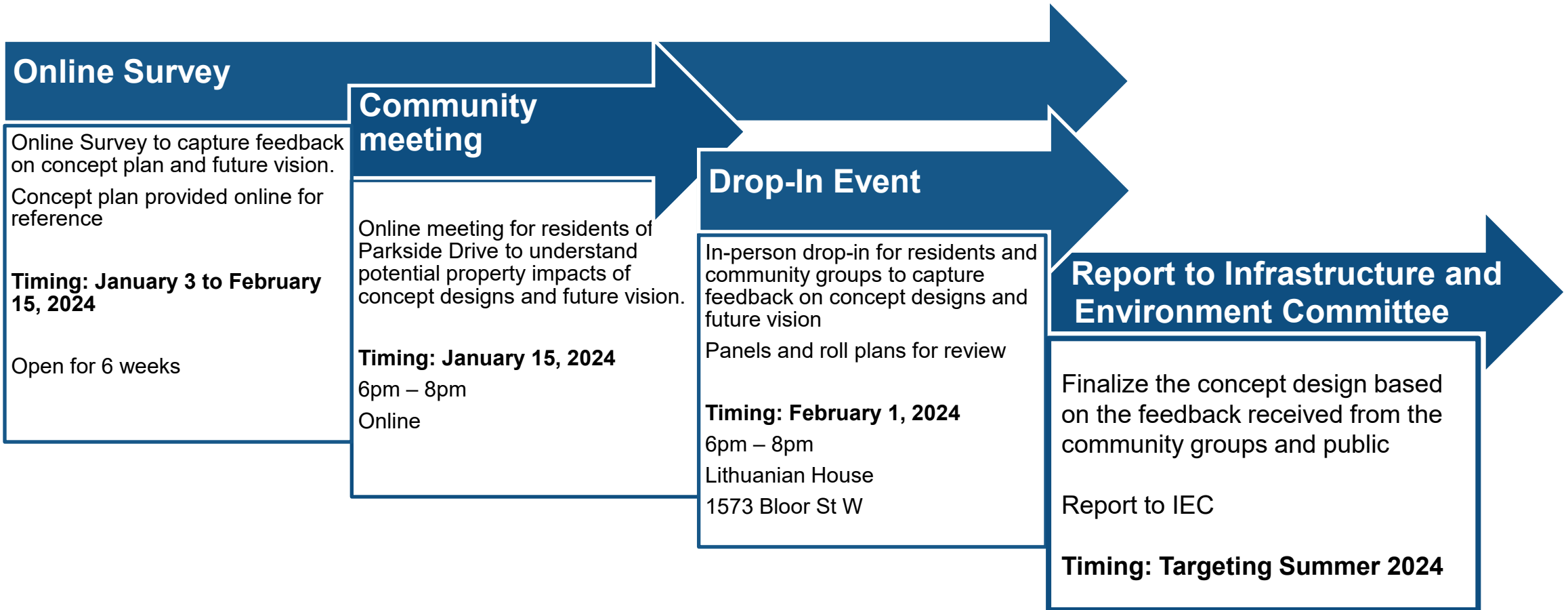
Segment	Permit Holders Registered at Addresses in This Block	Estimated Future Parking Spaces
Bloor Street West to Ridout Street	9	16
Rideout Street to Indian Valley Crescent	5	13
Indian Valley Crescent to Howard Park Avenue	4	20
Howard Park Avenue to Constance Street	0	0
Constance Street to Grenadier Road	5	4
Grenadier Road to Geoffrey Street	2	5
Geoffrey Street to Westminster Avenue	0	4
Westminster Avenue to High Park Boulevard	4	0
High Park Boulevard to Wright Avenue	0	3
Wright Avenue to Algonquin Avenue	5	3
Algonquin Avenue to Garden Avenue	4	18
Garden Avenue to Spring Road	3	0
Spring Road to Lake Shore Boulevard West	17 (east)	8 (east) 0 (west)

# Implementation Considerations

- Parkside Drive is a candidate for the Cycling Network Plan (2025-2027 Near-Term Program)
  - A City Council decision is expected in mid- to late 2024
- Detailed design for the Parkside Drive cycle track would commence pending City Council approval
  - Consultation with impacted community groups and residents could be facilitated in late 2024 to develop and finalize the detailed design
- Availability of funding, resources, and the City's competing priorities may impact delivery timelines



# Next Steps



# Thank you!

Comments and questions:

Pablo Munoz, Senior Public Consultation Coordinator

416-397-0202 [ParksideDrive@toronto.ca](mailto:ParksideDrive@toronto.ca)