



Artists rendering of potential changes to Parkside Drive

Parkside Drive Study

Public Consultation Report
June 2024



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Consultation Summary

The Parkside Drive Study will identify opportunities to improve safety and mobility for all road users, by developing a vision for the future of the corridor and identifying interim improvements, in addition to those already implemented and can be delivered in advance of full road reconstruction. Consultation for Phase Two (of two) of the study, conducted between December 2023 and February 2024, gathered qualitative feedback and insights from the public regarding proposed changes. This report outlines the consultation activities and feedback received from participants in Phase Two. Phase One of consultation for the Parkside Drive Study was held in Summer 2022. The feedback collected in Phase One and more information about the project can be found at [Toronto.ca/ParksideDriveStudy](https://toronto.ca/parkside-drive-study).

Various outreach methods were used to notify the public of the consultation activities, including a project webpage, over 14,000 flyers distributed through Canada Post, mailed meeting invitations to residents of Parkside Drive, e-notifications to the project's mailing list, and notices in the local Councillor's newsletter. Consultation activities included:

- A residents' meeting on January 15, held virtually on the WebEx platform. The meeting was attended by 19 participants. Participants were presented with background information on the study, proposed quick-build transformation, and given the opportunity to ask questions of staff.
- An online survey launched on December 30, 2023, and was open until February 15, 2024. The survey asked for feedback on the components of the quick-build transformation, overall support for the near-term approach and the long-term vision. 3,500 participants completed the survey. Approximately 49% of respondents came from neighbourhoods adjacent to or very near Parkside Drive.
- A drop-in event was held on February 1, 2024, at the Lithuanian Centre on Bloor Street West. Participants were provided with opportunity to review the detailed project materials and roll plans of the proposed quick-build transformation, discuss the materials and provide feedback to staff. The event was attended by 128 people.
- A dedicated Parkside Drive Study phone number and email address provided residents with an opportunity to submit feedback. Comments provided from December 2023 to February 20, 2024, are included in this report.
- A constituents' meetings on December 19, 2023, organized by the Ward 4 Office to provide updates and address questions about the study.

Feedback collected throughout the consultation activities identified a general acknowledgement that the current road configuration of Parkside Drive does not adequately serve all road users and is prone to collisions. However, there is disagreement in the types of changes that should be pursued to improve the roadway conditions.

Participants who supported the proposed changes agreed that the quick-build transformation of Parkside Drive would improve road safety conditions. They emphasized concerns about the current conditions of Parkside Drive, such as narrow sidewalks, excessive speeding, presence of vulnerable road users and need for urgent changes that reduce vehicle speeds and increase space for vulnerable road users. There was a feeling that the proposed actions would enhance safety for vulnerable road users such as children and seniors, provide traffic calming benefits, improve connections to the waterfront and High Park, strengthen Toronto's cycling network, and support Toronto's climate and Vision Zero goals, by promoting active transportation modes like walking and cycling.

Conversely, participants who opposed the proposed changes disagreed with the reduction of travel lanes and were concerned with potential impacts to congestion and travel times. Participants expressed concerns about potential displacement of motor vehicle traffic onto local roads and the associated safety impacts. Some participants felt that the proposed changes were unnecessary since High Park has an existing cycling route. It was noted that Parkside Drive is an arterial road that provides access to the Gardiner Expressway and other major thoroughfares, emphasizing the need to prioritize cars to address congestion. Respondents also expressed concerns with the study boundaries and requested traffic calming measures on roads adjacent to Parkside Drive, such as Indian Road, to improve traffic operations.

The feedback gathered through this consultation, along with technical considerations and City policies and guidelines, will inform staff recommendations to City Council.

Project Overview



In consultation with the community, the City is identifying design changes to Parkside Drive, from Keele Subway Station to the Martin Goodman Trail, to improve safety and mobility on the corridor with a focus on pedestrians, people cycling and other vulnerable road users. The Study will develop a future vision of the corridor which builds on the changes introduced over the last two years and coordinates with the Council-approved High Park Movement Strategy.

Full reconstruction of Parkside Drive is forecasted to take place more than ten years from now; the Study will 1) inform future reconstruction work and 2) determine whether further improvements can be made in the interim period, subject to availability of funding, resources, and the City's competing priorities.

The Parkside Drive Study is a companion to the High Park Movement Strategy, and any changes contemplated for Parkside Drive will be considered in parallel with the recommendations of the [High Park Movement Strategy](#).

In November 2021, City Council directed staff to undertake the Parkside Drive Study to address concerns from many residents about Parkside Drive, including road user safety, the speed of traffic, sidewalk space and the lack of bikeways.

This report outlines the activities and feedback received during the second phase of public consultation held between December 2023 and February 2024.

The types of actions being proposed include:

- **Two-way cycle tracks** separated with barriers at road level on the west side of Parkside Drive. They would provide a north-south connection and link between Bloor Street West and Lake Shore Boulevard West.
- **Designated left-turn lanes** on Parkside Drive to facilitate left-turning movements to intersecting streets.
- **Medians** at unsignalized intersections to promote safe vehicle turning movements and to facilitate cyclist access to the two-way cycle track.
- **Intersection improvements** at major arterials to improve safety and efficiency of movements by all road users and connections between planned and existing cycling infrastructure.
- **Public transit improvements** to improve frequency of bus stops and accessibility at stop locations.

Overview of Communications and Consultation Activities

Communication Activities

A variety of methods were used to notify people of the study and opportunities to participate:

- Project web page toronto.ca/Parkside (5,731 unique visits)
- Notice delivered through Canada Post (14,353 addresses in the study area)
- Mailed meeting invitations to residences directly on Parkside Drive (398)
- E-notification to study subscribers (139 contacts)

Consultation Activities

Public and community input about the study was received through the following consultation and engagement activities:

Activity	Date	Participation
Residents Meeting	January 15, 2024	19 attendees (398 households invited)
Drop-In Public Event	February 1, 2024	128 attendees
Online Survey	December 30 2023 – February 15 2024	3,500 responses
Email/Phone	December 30, 2023 – February 15, 2024	54 comments received

What We Heard

Key Feedback Themes:

Participants acknowledged that the current conditions of Parkside Drive do not provide safe conditions for all road users, however feedback about the proposed changes were mixed. The most common reasons for supporting the proposed changes were related to the safety improvements they would provide, reduced vehicle volumes on Parkside Drive and environmental benefits. The most common reasons for not supporting the proposed changes were concerns related to increased congestion, challenges accessing the neighbourhood by car, traffic displacement and perceived ineffectiveness of the proposed changes. Some respondents expressed mixed feelings; acknowledging the benefits of proposed changes but raising concerns about the potential impacts to other roads and requesting additional traffic calming measures on neighbouring streets.

Public Consultation Drop-in Event:

Mixed feedback about the proposed changes was provided at the drop-in event. There was support from attendees for cycle tracks and raised bus stops to improve safety and accessibility. Concerns about traffic congestion, displacement of vehicles onto residential streets, and increased pollution due to idling were raised. There were calls for more holistic traffic studies that included adjacent streets east of Parkside Drive to Roncesvalles Avenue, traffic calming measures on local roads and prioritizing emergency vehicle access.

Parkside Drive Residents Meeting Feedback:

There was general support for the proposed changes and additional measures to improve safety. Concerns about traffic congestion and traffic flow at specific intersections were raised. Requests for better separation of pedestrians and active vehicle travel lanes were made, including opportunities to formalize the parking lane on the east side of the street and removal of a turning lane from Lake Shore Boulevard East. Concern about heavy vehicle use of the corridor and noise was shared. Concerns about parking and the impact of bike lanes on street parking capacity, especially on the south end of the corridor, were expressed.

Email and Telephone Feedback:

Mixed feedback about the proposed changes were received via email and telephone communications. Concerns about increased congestion on Parkside Drive, traffic diversion onto residential streets and impacts on emergency vehicle access and travel times were raised. Support for lane reduction, measures that reduce motor vehicle speeds on Parkside Drive and traffic calming measures on neighbourhood streets were also expressed. Requests for broader traffic studies, increased enforcement of speed limits, and infrastructure to improve pedestrian and cycling safety were made.

Public Consultation Drop-in Event

A public, in-person, drop-in event was held on February 1, 2024, at the Lithuanian Hall at 1573 Bloor Street West, and was attended by approximately 128 people. The event included information panels providing background information about the study, explanations of the proposed changes and roll plan maps of the potential quick-build transformation of Parkside Drive. Staff were available to collect feedback and answer questions.

Participants comments are summarized below:

Topic	Location	Comment Summary
Traffic	Entire Study Area	<ul style="list-style-type: none"> - Worries about traffic rerouting onto residential streets and higher vehicle volumes on local roads - Concerns about emergency vehicle response times and ability to travel uninterrupted along the corridor - Suggestions to address issues on local roads and improve public transportation to ease congestion in advance of cycle track implementation - Concerns about pollution caused by congestion - Desire to keep traffic moving on major arteries but calming traffic on local roads
	Parkside Drive and Bloor	<ul style="list-style-type: none"> - Concerns about traffic congestion at key intersections like Bloor/Parkside/Keele
	Parkside Drive and Ridout Street	<ul style="list-style-type: none"> - Concerns about emergency vehicle access
	Parkside Drive and Ridout Street	<ul style="list-style-type: none"> - Requests to implement left-turn prohibitions to manage traffic flow and prevent congestion - Change Ridout Street from Indian Grove to Parkside to one-way, westbound street to deter people from using it as a shortcut to Indian Road - Suggestions for time-based turn restrictions - Concern about congestion and vehicles entering the neighbourhood since it is the first intersection where traffic can turn left if heading south from Bloor Street West
	Howard Park Avenue and Parkside Drive	<ul style="list-style-type: none"> - There is an elevation change that causes a blind spot for motorists - Request to change the turning radius on the northeast corner to improve safety and shorten pedestrian crossing length - Drivers constantly run the northbound red signal. There is a need for advanced notice of red signal further south - Addition of an advanced green for southbound left-turn to travel eastbound on Howard Park could reduce the number of people who use Ridout Street to bypass Howard Park Avenue

Topic	Location	Comment Summary
Traffic cont'd	Parkside Drive and Wright Avenue	<ul style="list-style-type: none"> - Concern that left-turn lanes will encourage traffic onto local roads - Wright Avenue goes all the way through to Roncesvalles Avenue making it a shortcut for motorized vehicles
	Garden Avenue and Indian Road	<ul style="list-style-type: none"> - Traffic calming on Indian Road needed - Garden Avenue and Indian Road intersection is very narrow. Vehicles using Indian Road to bypass the congestion of Parkside has caused several near-misses between vehicles and pedestrians
	Parkside Avenue and Lake Shore Boulevard West	<ul style="list-style-type: none"> - Removing the slip lanes will increase traffic on Parkside Drive and on Lake Shore Boulevard West. - Concerns about traffic backing up onto Lakeshore Drive and the Gardiner.
	Parkside Drive and Garden Avenue	<ul style="list-style-type: none"> - Motorized vehicles turn here onto local roads to avoid congestion on Parkside Drive during rush hour.
Road Safety and Active Transportation	Entire study area	<ul style="list-style-type: none"> - Requests for additional crossing opportunities to connect High Park with neighbourhood east of Parkside Drive - Support for protected bike lanes - Desire for separated bike lanes and raised bike lanes at bus stops - Concerns about slippery yellow strips on raised bus stops, especially when wet - Overall excitement about the project - Desire for safer pedestrian and cycling options, especially for children and families - Concerns about speeding and enforcement of traffic rules for people cycling - Residents worried about traffic spillage onto residential streets such as Indian Road, and safety implications caused by increased vehicle volumes. - Requests for holistic studies considering broader neighborhood impacts - Requests for traffic calming measures on Indian Road - Previous actions to reduce speeding on Parkside Drive have increased traffic on residential streets, impacting safety, particularly on Indian Road - Suggestions to improve public transit access - Suggestion to increase frequency of the 80 bus service on Parkside Drive

Topic	Location	Comment Summary
Road Safety and Active Transportation cont'd	Parkside Drive and Bloor Street West	<ul style="list-style-type: none"> - The intersection should be made safer for people cycling - Requests for extending the bike lanes northward on Keele Street - Suggestions to install bike signal heads - Suggestion to reduce intersection width - Requests for a speed camera. - Concerns raised about the visibility of "no right turns on red" signs and the need for better signal timing to reduce idling - Support a corner island and signal priority for pedestrians and people cycling.
	Parkside Drive and Ridout Street	<ul style="list-style-type: none"> - Include a painted median at unsignalized intersections as a crossing point for bikes and install bollard barriers to create an island. - Install a trail entrance - Suggestion to add a traffic signal at this intersection to improve crossing conditions
	Parkside Drive and Wright Avenue	<ul style="list-style-type: none"> - Concern about the speed of traffic at this intersection.
	Indian Road and Howard Park Avenue	<ul style="list-style-type: none"> - Install a traffic light here.
	Parkside Drive and Constance Street	<ul style="list-style-type: none"> - Concern about bikes not stopping when pedestrians cross to enter the park.
	Parkside Drive and High Park Boulevard	<ul style="list-style-type: none"> - Install a bike box or curb extension (bump out) to give space for turning bikes.
	Parkside Drive and Grenadier Road	<ul style="list-style-type: none"> - Make sure to accommodate people cycling who want to turn into the neighbourhood in the design
	Parkside Drive and High Park Boulevard	<ul style="list-style-type: none"> - Implement no right turn on red regulation - This intersection is particularly dangerous. - Suggestions to install a dedicated left turn here for southbound motor vehicles. - Opposition to dedicated left turn because it will push traffic onto Wright Avenue.
	Parkside Drive and Algonquin Avenue	<ul style="list-style-type: none"> - Elevation change here creates blind spots.
	Parkside Drive and Spring Road	<ul style="list-style-type: none"> - Change the corner radius to improve safety and discourage vehicle speeding when making turns.
	Parkside Drive and The Queensway	<ul style="list-style-type: none"> - Install rails through the underpass to separate pedestrians and active vehicle lanes.
	Parkside Drive and Lakeshore Boulevard	<ul style="list-style-type: none"> - Remove right-turn channels to make this intersection safer. - Concern about ability for trucks and larger vehicles to turn if right-turn channels are gone.

Topic	Location	Comment Summary
Parking Management	Entire study area	<ul style="list-style-type: none"> - Varying opinions on the reduction of parking spots to accommodate cycling infrastructure and safety improvements. - Some suggest implementing pavement markings around parking areas to formalize them and distinguish them from travel lanes. - Calls for more bike racks across the study area
	Parkside Drive and Geoffrey Street	<ul style="list-style-type: none"> - Add planter boxes to mark no parking zones and make street look nicer.
	Parkside Drive and The Queensway	<ul style="list-style-type: none"> - Street parking on the west side of Parkside Drive south of Spring Road needs to be painted to communicate parking zone.
Street Environment	Parkside Drive and Garden Avenue	<ul style="list-style-type: none"> - Install a continuous sidewalk here.
Other		<ul style="list-style-type: none"> - Some feel there has been a lack of consultation and biased survey design. - Emphasis on the importance of community input in decision-making.

Residents Meeting Feedback

A virtual residents meeting was held on January 15, 2024, and was attended by 19 people. The event started with a presentation providing background information about the study and details about the proposed changes. Participants were invited to ask questions and make suggestions.

The comments are summarized below:

Topic	Location	Comment Summary
Traffic	Parkside Drive (general comments)	<ul style="list-style-type: none"> - Participant expressed satisfaction with progress on Parkside Drive after suggesting changes 10 years ago. - Concern about the proposed plan pushing traffic toward the curb side, potentially endangering pedestrians and people cycling.
	Lakeshore Boulevard and Parkside Avenue	<ul style="list-style-type: none"> - Participant raised concerns about potential traffic backups due to the proposed changes. - Suggestion to revisit the traffic flow at Lake Shore Boulevard to prioritize pedestrian and people cycling safety. - One participant asked if it's possible to remove one of the two left-turn lanes (eastbound traffic flow onto Parkside Drive) to be consistent with the lanes on Parkside Drive.

Topic	Location	Comment Summary
Road Safety & Active Transportation	Parkside Drive (general comments)	<ul style="list-style-type: none"> - General support for the study and initiatives to make the street safer for pedestrians vulnerable road users. - Concern about heavy vehicles sharing the road with pedestrians and people cycling on Parkside Drive. Requests to investigate infrastructure changes that reduce vibrations in nearby properties. - Concerns about speeding drivers near the east sidewalk and suggested that barriers be installed to prevent cars from using the parking lane as a passing lane. - Concern about the enforcement of the no trucks after 7:00 p.m. bylaw. - Better signage or barriers could help prevent cars from using the curb-lane as a speed lane. - Better signage is needed to remind drivers they are in a residential area. - Importance of good road design over reliance on signage - Requests to encourage zipper merging and courteous driving behavior. - Suggestion to add interim speed humps in the northbound curb-lane to encourage slower driving beside the sidewalk.
	Westminster Avenue and Geoffrey Avenue	<ul style="list-style-type: none"> - Concerns about cars speeding on these local streets.
Parking Management	Parkside Drive (general comments)	<ul style="list-style-type: none"> - Participant expressed concerns about parking and the impact of bike lanes on street parking capacity. - Many residents explained that they rely on street parking and don't have access to private driveways or garages
Street Environment	Parkside Drive and Lakeshore Boulevard	<ul style="list-style-type: none"> - Widen sidewalk under the bridges to create a more comfortable pedestrian experience.

Additional Feedback

The comments received through phone and email are summarized by theme below:

Topic	Location	Comment Summary
Traffic	Parkside Drive (general comments)	<ul style="list-style-type: none"> - Concerns that changes will lead to increased congestion and limit motorized vehicle access to residences on streets nearby - Concerns about diverting traffic onto residential streets creating unsafe conditions - Parkside Drive is an important arterial road that provides access to the highway - Desire to keep four lanes of traffic open on Parkside Drive - Requests for broader traffic studies that encompass local roads - Concern about response time of EMS vehicles if changes increase traffic - Concerns about increased traffic leading to increased idling, poor air quality and pollution
	Parkside Drive and High Park Boulevard	<ul style="list-style-type: none"> - The traffic light is too short for motorized vehicles turning left onto Parkside Drive
Road Safety & Active Transportation	Parkside Drive (general comments)	<ul style="list-style-type: none"> - Support for lane reduction and traffic calming measures to address safety issues - Concerns about safety and well-being of residents and pedestrians due to speeding - Emphasizing the urgency in implementing changes on Parkside Drive to improve safety - Need for increased enforcement of speed limits and traffic calming measures - Observation of increased traffic volume and speed on residential streets - Support for elements that advance Vision Zero - Requests for Dutch-style protected intersections instead of bike boxes - Extend the cycle track north onto Keele Street. - Concerns with people cycling unsafely, not following road regulations and not using bike lanes
	Howard Street and Indian Road	<ul style="list-style-type: none"> - Dangerous conditions intersection at Howard and Indian Road
	Parkside Drive and Lakeshore Boulevard	<ul style="list-style-type: none"> - Provide safe access for pedestrians and people cycling to the waterfront
	Indian Road	<ul style="list-style-type: none"> - Concerns about traffic displacement onto Indian Road creating unsafe conditions for vulnerable road users - Requests for speed humps and traffic calming measures

Topic	Location	Comment Summary
Road Safety & Active Transportation cont'd	Parkside Drive and Lakeshore Boulevard	- Concerns/requests for protective barriers for pedestrians, especially under bridges and overpasses
Parking Management	Parkside Drive (general comments)	- Concerns about lack of parking in the area
	Parkside Drive (between Constance Street and Howard Park)	- Remove parking so that vehicles can turn right. Currently one parked car is creating a bottleneck
Street Environment	Parkside Drive (general comments)	- Widen sidewalks. Current sidewalks are too narrow and unsafe.
	Parkside Drive and Geoffrey Street	- Provide access into the park at Geoffrey Street to reduce the number of people crossing at High Park Boulevard.
Other		- Concerns with consultation process not reaching all community members and survey being misleading - Belief that the consultation process won't change the outcome of the study

Survey Summary

The Parkside Drive Study survey was available online via Medallion (formerly CheckMarket). It presented a study overview and information about the proposed actions before asking respondents about their level of support. Copies of the background materials made available to respondents can be found on the project web page, www.toronto.ca/ParksideDriveStudy.

A total of 3,500 respondents completed the survey. All questions were optional, and participants were allowed to skip questions, therefore the number of responses on each question varies.

Participation in the survey was anonymous, and optional demographic questions were included at the end of the survey. See **Appendix A** for the survey participant profile. Responses received to each question are presented in this section.

Proposed Action: Two-way Cycle Track

A two-way cycle track is proposed on the west side of Parkside Drive between Bloor Street West and Lake Shore Boulevard West, adjacent to High Park. Cycle tracks are bikeways that are separated from vehicle traffic by concrete curbs, planter boxes, bollards, parked cars, or raised from street level.

Do you support the proposed cycle track on Parkside Drive?

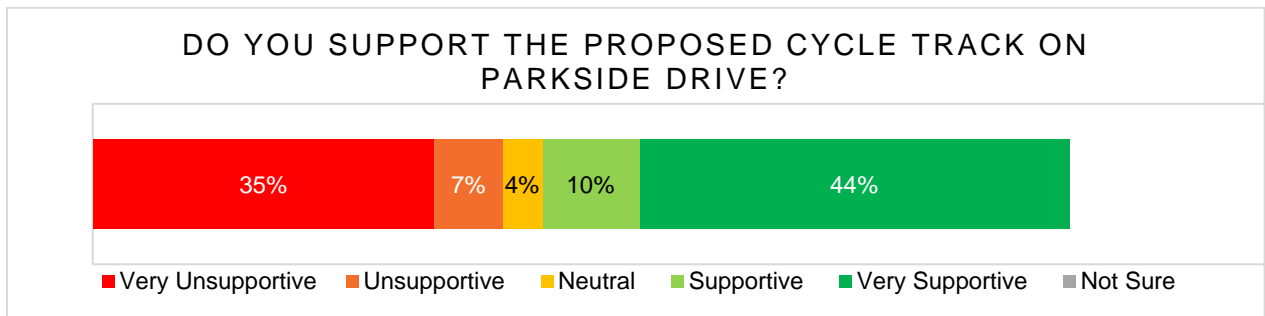
Feedback about the cycle track was mixed.

The most common reasons for supporting the proposed cycle track on Parkside Drive were:

- Improves road safety for vulnerable road users like pedestrians, seniors, people cycling and children by reducing the speed of motor vehicles and providing designated bikeways
- Reduces motor vehicle volumes on Parkside Drive
- Encourages greater uptake of cycling by providing designated cycling infrastructure
- Supports City strategies and goals to lower greenhouse gas emissions, improve air quality and eliminate traffic-related fatalities and serious injuries
- Improves connection to nearby cycling routes like the Bloor Street bike lanes and the Martin Goodman Trail, and park spaces like High Park and the waterfront

The most common reasons for not supporting the proposed cycle track on Parkside Drive were:

- Impacts of lane reduction on congestion and traffic flow, neighbourhood access and belief that Parkside Drive should be prioritized as a route for motor vehicles, especially given its proximity to Lake Shore Boulevard West and the Gardiner Expressway
- Concerns about displacing traffic onto Indian Road and other neighbouring streets, and the potential safety impacts associated with higher motor vehicle volumes from non-local traffic
- Negative environmental impacts from vehicles idling due to congestion
- Necessity of the proposed change given the presence of bike routes in High Park and on Roncesvalles Avenue
- Belief that cycling infrastructure is only used in warm months and space should be maintained for motor vehicles
- Impact to emergency services, especially ambulance services given the proximity to St. Joseph's Hospital
- Cost of the project and opportunities to allocate funds to projects that support housing or other City priorities



There were 3,200 responses to this question. 54% replied “very supportive” or “supportive” 42% of respondents replied “very unsupportive” or “unsupportive”, 4% replied “neutral”.

Proposed Action: Designated Turning Lanes

To maintain traffic flow at intersections along Parkside Drive, designated left-turn lanes are proposed. These lanes would facilitate turning movements from Parkside Drive onto intersecting streets while ensuring continuous movement for through traffic.

Do you support the proposed designated left-turn lanes on Parkside Drive?

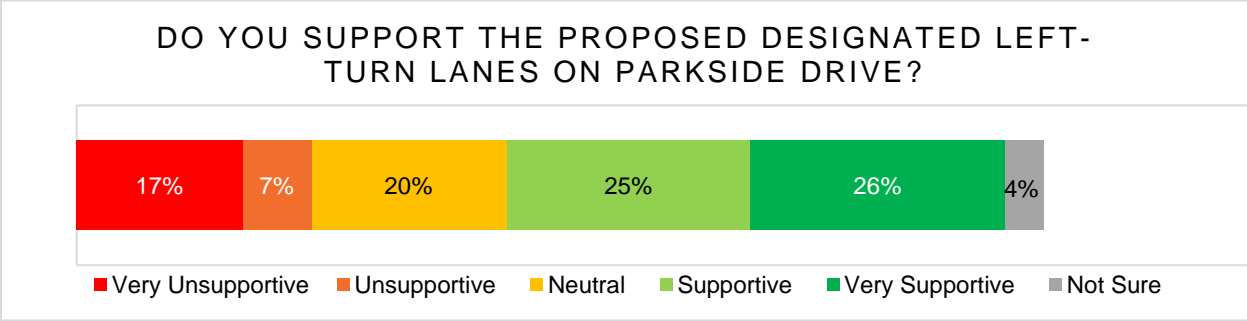
Feedback about the proposed designated left-turn lanes was mixed.

The most common reasons for supporting the designated left-turn lanes were:

- Belief that designated left turn lanes would improve safety for pedestrians and people cycling by reducing conflicts with turning vehicles.
- Improves traffic flow by providing designated space for left-turning vehicles and through movements, and discouraging sudden lane changes
- Belief that left turn lanes would discourage cut-through traffic into residential areas.
- Improves motorist safety; concern about existing conditions and belief that left-turn lanes would make the conditions safer
- Reduced congestion caused by queuing behind left-turning vehicle
- Improves traffic conditions during rush/peak hours

The most common reasons for not supporting the designated left-turn lanes were:

- Reduces ease of access to properties in the neighbourhoods east of Parkside Drive
Concerns that left turn lanes would create bottlenecks and increase congestion on Parkside Drive
Increase instances of reckless driving and sudden lane changes
- Belief that left turn lanes would slow down through traffic, especially if there is only one through-lane in each direction.
- Uncertainty about whether left turn lanes would improve traffic flow or safety
- Questions about whether there is sufficient space in the roadway for left turn lanes.
- Preference for other traffic management solutions like traffic lights, advanced greens or roundabouts to manage left turns and improve traffic flow
- Belief that the status-quo is adequate and adding left turn lanes is unnecessary since few motor vehicles turn left off Parkside Drive
- Belief that left-turn lanes prioritizes motor vehicles over pedestrians and people biking and does not align with safety objectives



There were 3200 responses to this question. 51% of respondents are “supportive” or “very supportive” of designated turning lanes while 24% are “unsupportive” or “very unsupportive”. 18% of respondents are “neutral”.

Proposed Action: Bike Boxes

Bike boxes are proposed at signalized intersections to facilitate turning movements for people cycling. Bike boxes designate a space for people cycling to wait in front of cars at red lights, allowing them to proceed first when the light turns green. Motor vehicles must stop at the stop line behind the bike box during red lights, prohibiting right-hand turns on red for vehicles.

Do you support the proposed bike boxes at the signalized intersection?

Feedback about the proposed bike boxes was mixed.

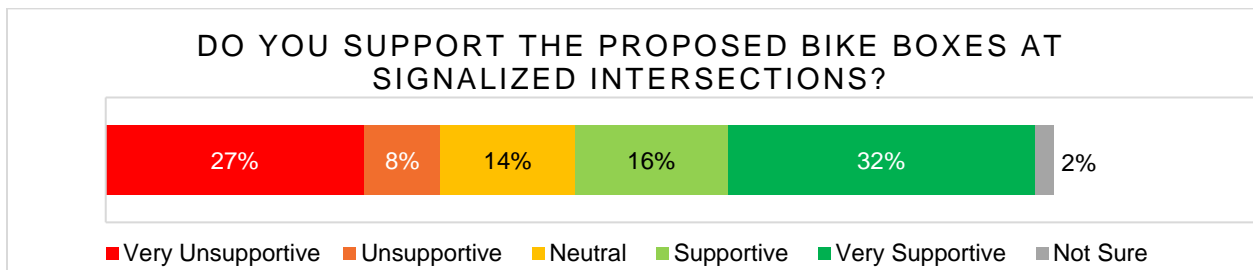
The most common reasons for supporting the bike boxes at signalized intersections were:

- Improves safety for people cycling at intersections by making them more visible to drivers, reducing the risk of collisions and encouraging drivers to slow down at intersections.
Reduces conflicts between people cycling and motorists at intersections by providing designated queuing space for both modes
- Encourages greater uptake of cycling by providing safer intersection designs, and will reduce the number of motor vehicles on the road
- Belief that presence of bike boxes would increase compliance of road regulations at intersections
- Overall support for design changes that make streets safer for people cycling

The most common reasons for not supporting the bike boxes at signalized intersections were:

- Belief that they would impact traffic flow and frustrate drivers, potentially leading to more congestion and unsafe driving behaviors
- Concerns about the turn restrictions associated with bike boxes, and how it could impact traffic flow
- Lack of understanding about how to use bike boxes correctly, which could lead to confusion and potential safety issues. Some respondents noted that there needs to be better education about how to use these.
- Doubts about the effectiveness of bike boxes, citing concerns about road user behaviors and the city's ability to enforce rules related to bike boxes

- Preference for Other measures that provide better protection for people cycling like physical barriers, Dutch style or protected intersections.
- Belief that all street design elements should prioritize motorists instead of people cycling
- Belief that there are not enough people cycling in the area to justify the addition of bike boxes



3200 people replied to this question. 48% of people who replied to this question are “supportive” or “very supportive” of adding bike boxes while 35% are “very unsupportive” or “unsupportive”. 14% of respondents are “neutral”.

Proposed Action: Lake Shore Boulevard West and Parkside Drive

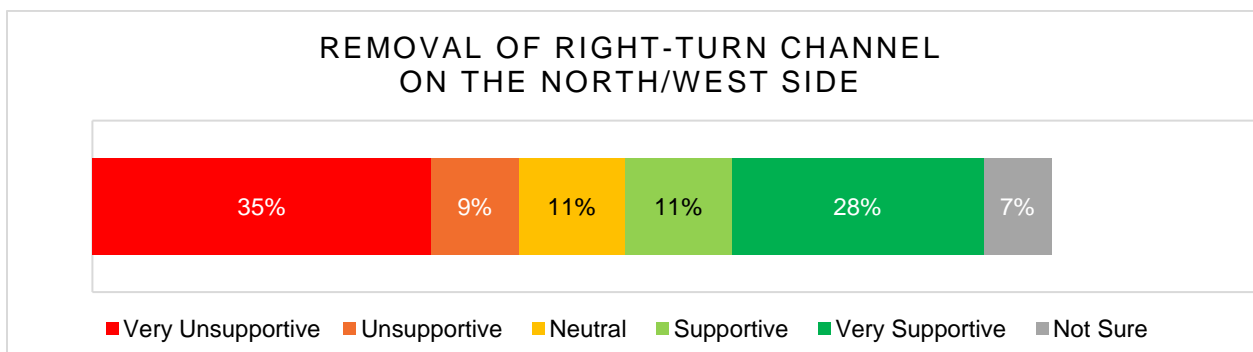
The removal of the two right-turn channels connecting Parkside Drive and Lake Shore Boulevard West is proposed. Removing the right-turn channels would reduce the number of unsignalized crossings between Parkside Drive and the Martin Goodman Trail and improve crossing conditions for vulnerable road users like pedestrians and people cycling.

The addition of a southbound right-turn lane is required to maintain acceptable intersection performance and must be coordinated with the removal of the right-turn channel on the north/west side. The removal of the right-turn channel on the north/east side does not impact intersection performance.

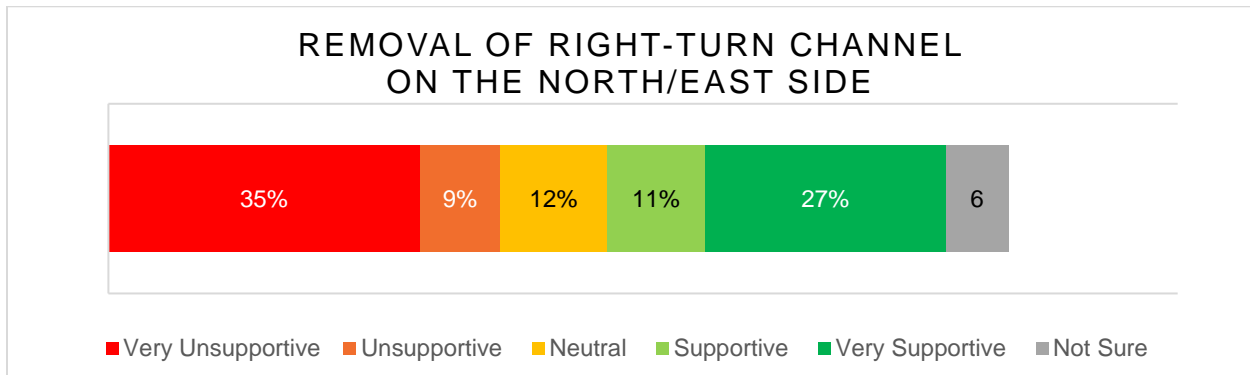
Staff are investigating opportunities to add new bus stops at this intersection to improve the connection between the Martin Goodman Trail and the Line 2 Subway via the 80 Queensway. Potential TTC bus stops could be located:

- Northbound direction: on Parkside Drive, north of Lake Shore Boulevard West
- Southbound direction: on Lake Shore Boulevard West, west of Parkside Drive

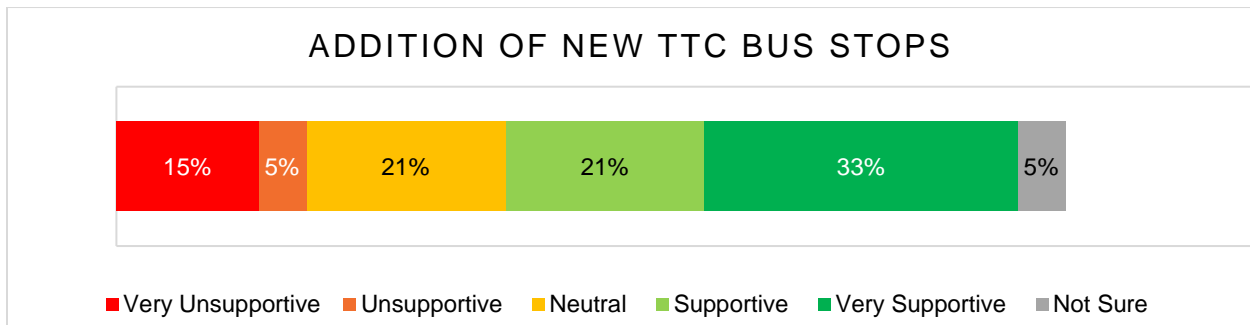
Do you support the proposed actions at Lake Shore Boulevard West? 3200 people responded to these questions.



Regarding the removal of the right turn channel on the north/west side: 39% of respondents are “supportive” or “very supportive”, 44% are “unsupportive” or “very unsupportive”, 11% are “neutral” and 6% are “not sure”.



Regarding the removal of the right turn channel on the north/east side: 38% of respondents are “supportive” or “very supportive”, 44% are “unsupportive” or “very unsupportive”, 11% are “neutral” and 6% are “not sure”.



Regarding the addition of new TTC bus stops: 54% of respondents are “supportive” or “very supportive”, 20% are “unsupportive” or “very unsupportive”, 21% are “neutral” and 5% are “not sure”.

The most common reasons for supporting the proposed actions at Lake Shore Boulevard West were:

- Removal of right-turn channels would improve safety
 - Motorists would travel slower both at the intersection, and on Parkside Drive as they approach the intersection
 - Any change is welcome, the intersection is not safe for vulnerable road users
 - Proposed actions would improve walkability and access to the waterfront (Martin Goodman Trail, Sunnyside Pool, the beach)
- Potential to reduce motor vehicle infiltration from Lake Shore Boulevard onto Parkside Drive
- Belief that it would improve traffic flow at the intersection
- Better transit connections and prioritizing transit over private vehicles
- The changes support Toronto’s climate goals

The most common reasons for not supporting the proposed actions at Lake Shore Boulevard West were:

- Removal of right-turn channels would increase traffic congestion and queuing at the intersection. It would exacerbate traffic on the Gardiner Expressway and Lake Shore Boulevard West, especially during peak hours
- Concerns that increased traffic congestion would create frustration among drivers, leading to more dangerous conditions and queuing on Parkside Drive.
- Necessity of the southbound, right-turn channel for traffic operations and safe merging onto Lake Shore Boulevard West
- Costly changes are unjustified and unnecessary. Funds could be better allocated on other city projects
- Belief that increasing congestion at the intersection would create more pollution
- Request for further data collection and study of traffic patterns in advance of making changes
- Belief that the changes prioritize pedestrians and people cycling over cars
- Belief that the current intersection design is functional and doesn't need changes

Proposed Action: Raised Bus/Bike Stops

Raised bus/bike stops are proposed at the bus stops on the west side of Parkside Drive to create at-grade stopping locations for buses. Raised bus/bike stops accommodate pick-up and drop-off functions, improve accessibility for bus passengers and improve safety conditions for people cycling.

Do you support the proposed raised bus stops on the west side of Parkside Drive?

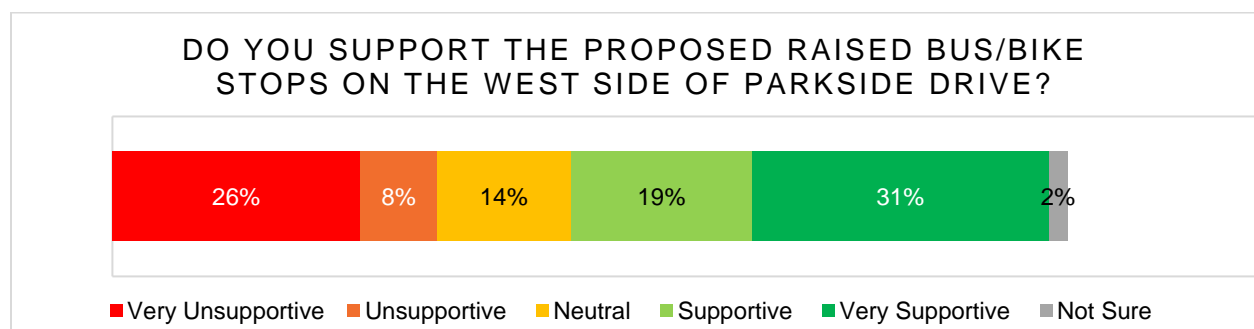
Respondents shared mixed feelings about the raised bus/bike stops, acknowledging the potential benefits but also expressing concerns about their implementation, winter maintenance and suitability for all locations.

The most common reasons for supporting the raised bus/bike stops were:

- Enhanced safety for pedestrians, people cycling, and transit users since raised platforms provide a dedicated space for buses to load and unload, reducing the risk of collisions
- Improves accessibility at bus stops, especially for seniors, parents with strollers, and people with disabilities, by providing an at-grade boarding space
- Potential improvements to traffic flow by easing loading and unloading activities and reducing delays caused by buses
- Compliance with Accessibility for Ontarians with Disabilities Act (AODA) is required, and current bus stops do not meet standards

The most common reasons for not supporting the raised bus/bike stops were:

- Potential impact of raised bus stops on traffic flow; reducing lanes for vehicles to accommodate the raised platforms could worsen congestion, especially during peak hours
- Confusion about how they improve accessibility and concerns that conditions will worsen during construction and maintenance periods
- Concerns all-season maintenance and ensuring they are clear of obstacles
- Concerns about the design and markings to ensure they clearly communicate who has the right-of-way
- Questions about the cost-effectiveness of raised bus stops, suggesting that there may be more affordable ways to improve public transit and pedestrian safety



There were 3200 responses to this question. 50% of all respondents replied “supportive” or “very supportive”, 34% replied “very unsupportive” or “unsupportive”, 14% were “neutral” and 2% were “not sure”.

Proposed Action: Parking Changes

In order to accommodate the proposed interim actions, preliminary estimates show a net reduction in parking spaces on Parkside Drive. There are currently 100 on-street parking spaces on the east side and 14 parking spaces on the west side of the street (114 total). Permit parking subscription rates are 58% of available capacity. Preliminary estimates show that the proposal would maintain approximately 94 on-street parking spaces. This would result in an estimated net reduction of approximately 20 spaces.

Are you supportive of the proposed parking changes in order to introduce complete street elements?

Just over half of all survey respondents were supportive of the proposed parking changes.

The most common reasons for supporting the parking changes were:

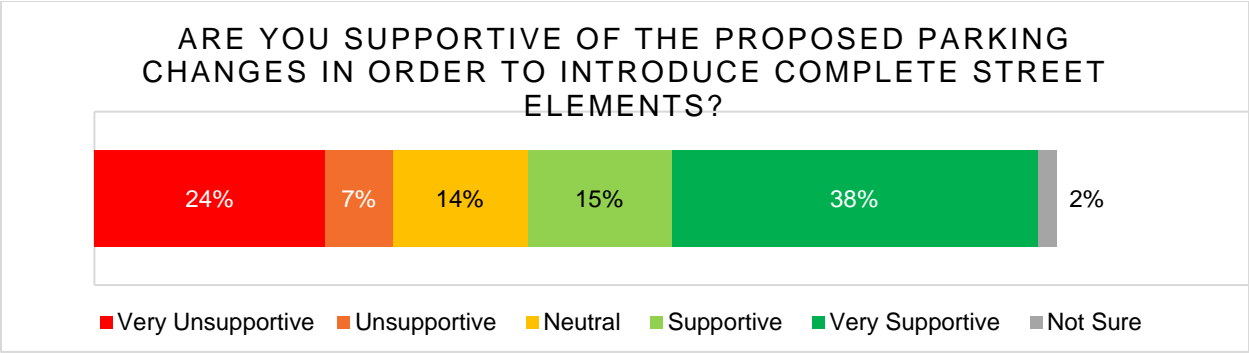
- Willingness to make the trade-off in order to implement safety improvements. Reducing parking availability could improve visibility for pedestrians, people cycling, and motorists
- Belief that reducing parking would discourage non-local vehicles from using Parkside Drive and make it less desirable as a shortcut, making the area safer and more pleasant for residents
- Belief that reducing parking will improve traffic flow along Parkside Drive, reducing delays and making the road safer for all users
- Encourages the use of alternative modes of transportation, such as cycling, walking, and public transit, by reducing parking availability, which can help reduce emissions and improve air quality
- Opportunity to utilize the space for other purposes, such as wider sidewalks, bike lanes, or green space

The most common reasons for not supporting the parking changes were:

- Concerns about difficulty finding parking spaces in proximity to homes, businesses, and amenities along Parkside Drive. Respondents noted that some properties rely on on-street parking since they do not have driveways or garages
- Impact to visitors of High Park, especially since parking in the park has been reduced and is not available on weekends
- Concerns about residents competing for parking spaces, especially during peak times, like weekends
- Worry that reducing parking on Parkside Drive would lead to increased congestion on surrounding streets as drivers look for parking alternatives. This is an existing issue that could be exasperated
- It is already challenging to acquire an on-street parking permit, and reducing parking capacity will exacerbate this issue

Some respondents requested the removal of all parking spaces on Parkside Drive. They suggested that removing all parking could:

- Create more space for alternate uses like a bike lane on the west side of the street and an enhanced public realm
- Be utilized as a second northbound motor vehicle lane, similar to how it was pre-2020 (before street parking was permitted during daytime hours)
- Improve safety since parking next to live traffic is not an ideal condition

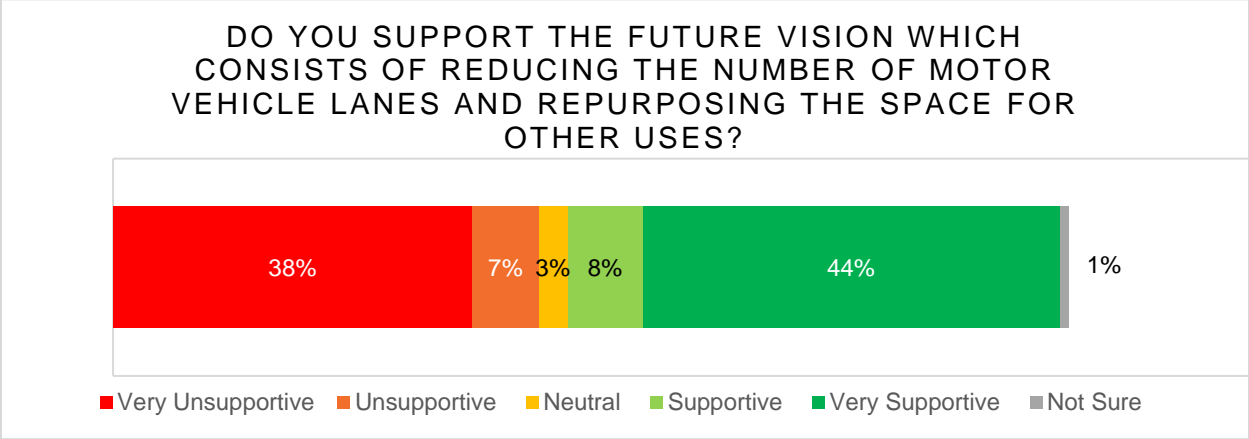


Out of the 3200 people who replied to this question, 53% are “supportive” or “very supportive”, 31% are “very unsupportive” or “unsupportive”, 14% are “neutral” and 2% are “not sure”.

Future Vision

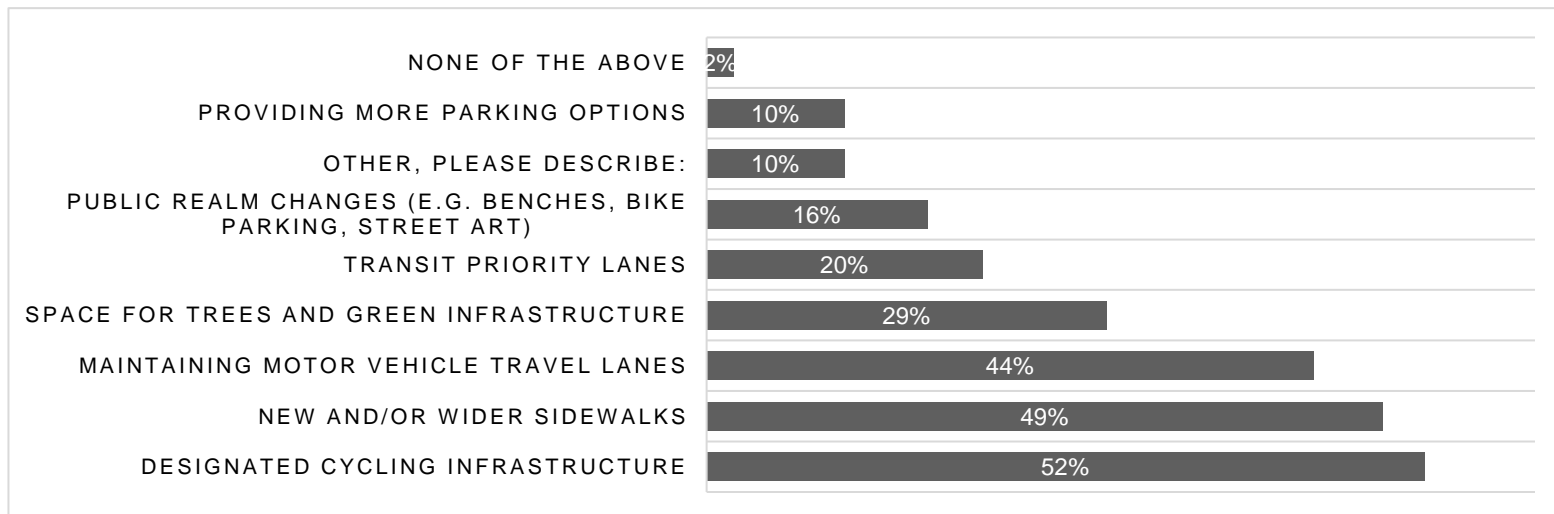
Survey respondents were asked about the future vision for Parkside Drive. It was noted that moving existing curblines is only possible during full reconstruction of the road. Changes that involve moving curblines are considered long-term scenarios, given that Parkside Drive is not scheduled in the City’s Ten-Year Capital Program and Budget for major roadwork.

Do you support the future vision which consists of reducing the number of motor vehicle lanes and repurposing the space for other uses?



Out of the 3200 people who replied to this question, 52% are “supportive” or “very supportive”, 45% are “very unsupportive” or “unsupportive” and 3% are “neutral”.

What Complete Streets elements do you consider the most important for the future design of Parkside Drive? (Select up to 3).



3,200 people replied to this question. Just over half (52%) identified “designated cycling infrastructure as the most important, followed by new and/or wider sidewalks (49%) and maintaining motor vehicle lanes (44%).

Do you have any other comments regarding the Parkside Drive Study?

At the end of the survey respondents were invited to provide final comments. Comments captured the following themes:

- **Urgency of actions:** There is a strong sense of urgency for immediate action to address safety concerns, including collisions and speeding. Recommendations include improving the Parkside/Bloor/Keele intersection, reducing the number of motor vehicle lanes, and implementing measures to enhance safety and traffic flow.
- **Desire to provide multi-modal transportation opportunities:** support for options that provide designated space for people cycling and pedestrians, and improving road conditions to make it safer and more comfortable for all road users.
- **Vulnerable road user safety:** Many support changes to make Parkside Drive safer for pedestrians, cyclists, and drivers, believing the current configuration poses risks and contributes to collisions.
- **Reducing vehicle volumes:** Reducing lanes could discourage drivers from using Parkside Drive as a thoroughfare, improving safety and quality of life in the neighbourhood.
- **Traffic impacts and neighbourhood infiltration:** Concerns were raised about the impact of proposed changes on traffic volume, flow, and site access for local residents on streets adjacent to Parkside Drive. Respondents were concerned that the changes would adversely affect people who rely on their private vehicles to travel. Some worry about increasing demand for parking on adjacent streets. Concerns were raised about the lack of viable alternatives for vehicles if Parkside Drive is changed, especially regarding access to Lakeshore and the 400.
- **Enforcement and alternative solutions:** Requests for increased enforcement of traffic laws and speed limits were made, in lieu of physical changes to the road. Several suggested alternative solutions including: adding more traffic lights, adding more speed

cameras, removing parking, having a centre lane that switches direction at rush hour, adding speed humps among others.

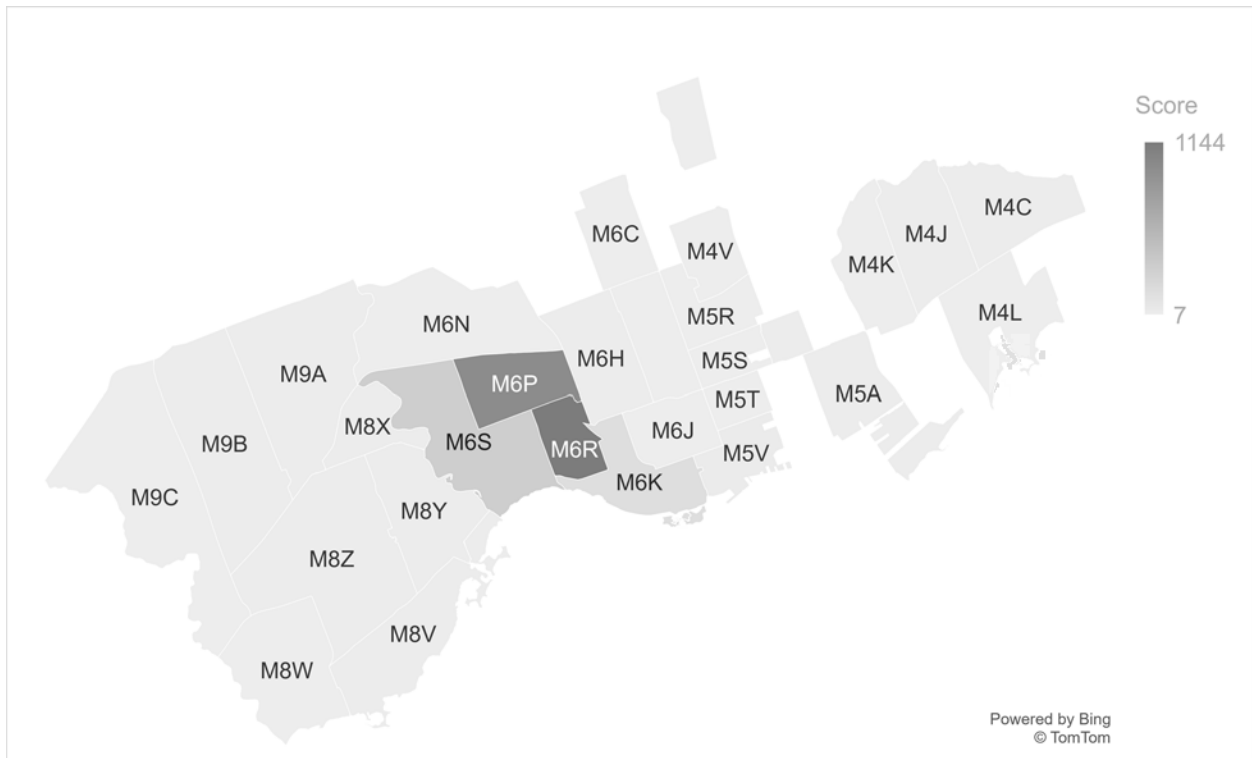
- **Infrastructure and design suggestions:** Suggestions include adding more safe crossing locations for pedestrians, creating dedicated bike lanes on the east side of the street, and re-zoning homes along Parkside for high density residential or commercial uses.
- **Public transit and budget priorities:** Some feel that Toronto lacks efficient public transit and a clear plan for the future. Some questioned the need for changes without a comprehensive transportation strategy.
- **Frustration about City-wide transportation conditions:** Many express frustration and dissatisfaction with the current state of traffic and transportation in Toronto.

Appendix A: Survey Participant Profile

A total of 3400 people replied to the demographic questions.

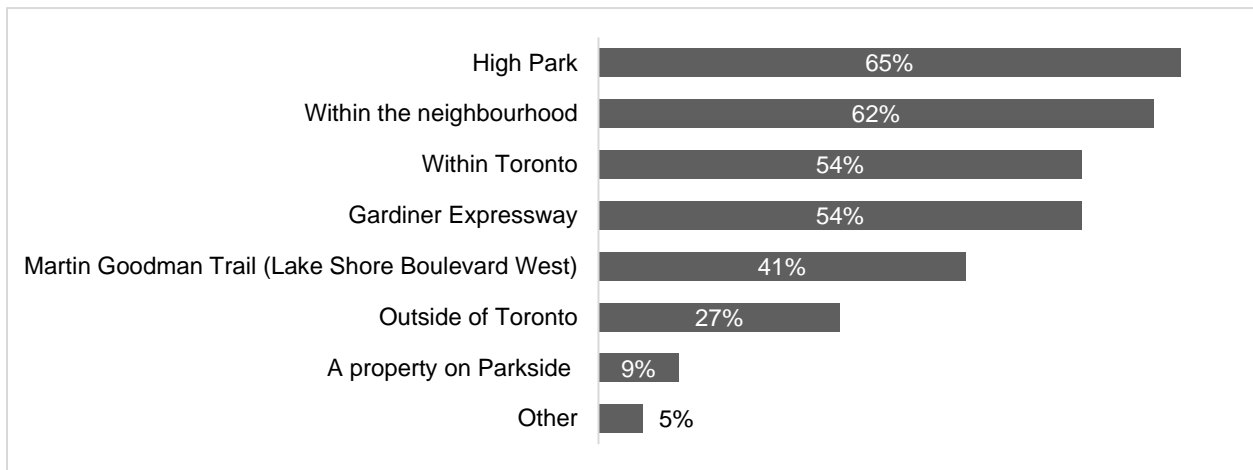
Postal Code

The majority of survey respondents live near the study area. Most (33%) live on M6R followed by M6P (26%) and M6S (9%).



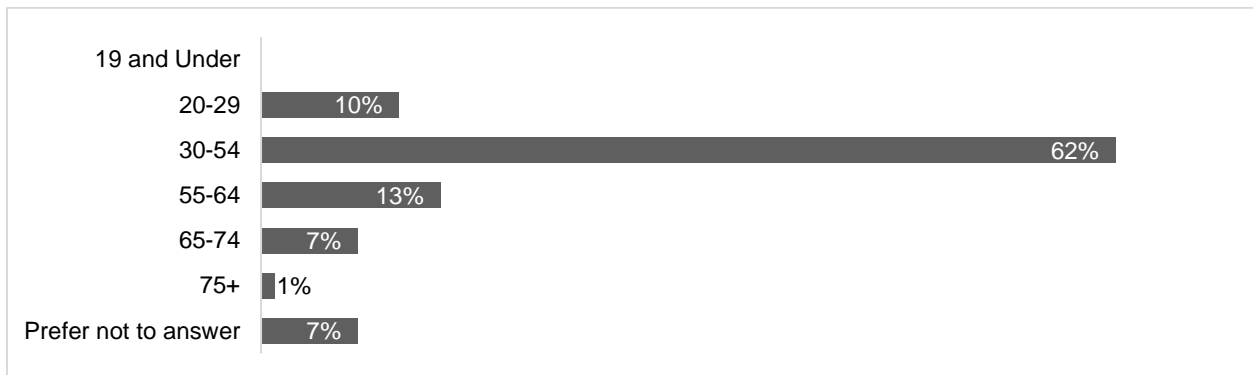
Destination

When asked to identify where survey respondents regularly travel when using Parkside Drive, most people replied High Park and within the neighbourhood. Survey respondents were able to select multiple responses.



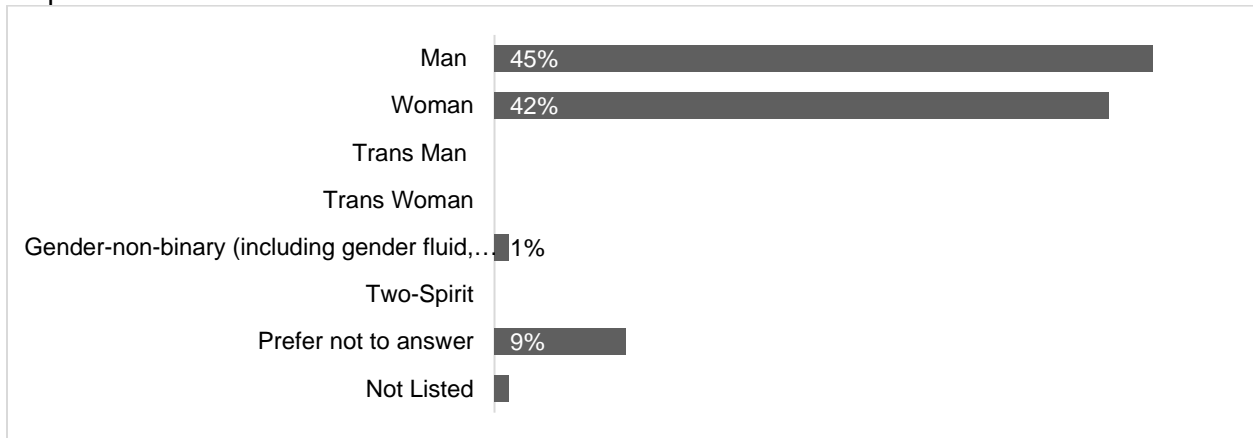
Age

When asked to identify their age, most survey respondents (62%) replied 30-54, followed by 55-64 (13%).



Gender

When asked to identify their gender there was a marginal difference between survey respondents who selected “man” and those who selected “woman”.



Relationship to Parkside Drive

When asked to identify their relationship with Parkside Drive, most people said they “regularly travel on Parkside Drive” (70%), followed by “I regularly visit recreation and parks facilities in the Parkside Drive area” (58%) and “I live on a street adjacent to or near Parkside Drive” (45%). Survey respondents were able to select multiple responses.

