

# Social Pinpoint Summary

High Park Movement Strategy Implementation Road Redesign

Phase 1: Gathering Information and Identifying Issues

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I agree!

Needs shade

INSIGHTS

TRENDS

COMMUNITY VOICE

NEXT MOVES

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# Introduction

In May 2023, City Council approved the High Park Movement Strategy, which takes a phased approach to improving how park visitors access and move around High Park, with a long-term, Council-approved goal of moving toward full road closures at all times within the park by 2027.

Since the adoption of the Strategy in 2023, the following changes have been made to major travel routes:

- One-way car traffic on Colborne Lodge Drive
- Bloor Street gates as exit-only for private vehicles (vehicles can enter the park from Parkside Drive, Spring Road and Colborne Lodge Drive)
- Weekend and statutory holiday closures to private vehicles
- Creation of separated bike lanes on Colborne Lodge Drive and West Road
- Closure of parking spaces along Colborne Lodge Drive and West Road, with some transitioning to parallel parking and others repurposed to extend park uses into these spaces, including picnic tables, bike parking and ping pong tables

Further improvements will include permanent changes to park roads, including widened sidewalks and dedicated cycling infrastructure. These changes will involve community engagement, detailed design and a plan to minimize disruption to the park during construction. Road design and improvements will align with environmental policies that protect High Park's ecological integrity and wildlife movements.

Phase One of community engagement focused on gathering information and identifying issues that could be shared with the road designers to inform the design options.

Activities included in this phase were:

- a Social Pinpoint activity (which is summarized in this report)
- [a public life study](#)
- meetings with local Indigenous groups
- a presentation to the Parks & Recreation Disability Community Advisory Committee

This report summarizes insights and feedback collected from the community through Social Pinpoint. The Social Pinpoint platform provided an interactive online map of the study area that enabled participants to leave comments on the map and read other participants' comments. Participants were encouraged to share comments and suggestions within four categories:

- Everyday anchors and connections
- Points of confusion
- Points of conflict, and
- Supportive spaces and places

The social pinpoint activity was made available to the public from September 25 to October 9, 2025, through a link posted at [toronto.ca/highparkmove](https://toronto.ca/highparkmove). In total 506 people participated in the activity making 1848 contributions.

## How We Reached People

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### Print Media

#### Signage On-Site

Notice boards placed throughout the park displayed information about the project, detailed instructions about participating in the activity and guidance on accessing additional information on the project webpage.

### Digital Media

#### Project Webpage

A webpage [toronto.ca/highparkmove](https://toronto.ca/highparkmove) was set up to act as a communications portal, hosting up to date information regarding the project.

#### Email Blasts

Email notification was sent to 1404 project e-update subscribers sharing the launch of the mapping activity. The correspondence included a hyperlink to access the activity.

#### Social Media and Digital Ads

From September 25 to October 9, 2025, The City of Toronto used its Parks and Recreation Facebook and Instagram accounts to promote the activity with organic posts and a paid advertisement campaign.

# Mapping Experiences

The Social Pinpoint activity allowed participants to provide location-specific feedback on areas of High Park including Colborne Lodge Drive, West Road, and some parts of Centre Road. Participants placed pins on an interactive map to highlight and comment on the following areas:

- Everyday anchors and connections
- Points of confusion
- Points of conflict
- Supportive spaces

To review participant feedback, visit the [interactive map](#) on Social Pinpoint.

## Engagement Snapshot

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**1848**  
**Total pins placed on the interactive map**

***Points of Conflict***  
**Most frequently used marker**

***Suggestions for Improvements & Concerns with Fast Cyclists***  
**Most recurring themes**



# Feedback By Theme

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Across the mapping activity, 506 participants made 3038 comments in 1848 individual pins placed on the map (one pin might contain multiple comments). Each of these comments were then coded to better understand trends and themes.

The most common comments were suggestions for improvement (616). Details of these suggestions are described in the zone-specific sections of this summary as they are often connected to the features of the areas in which they were offered.

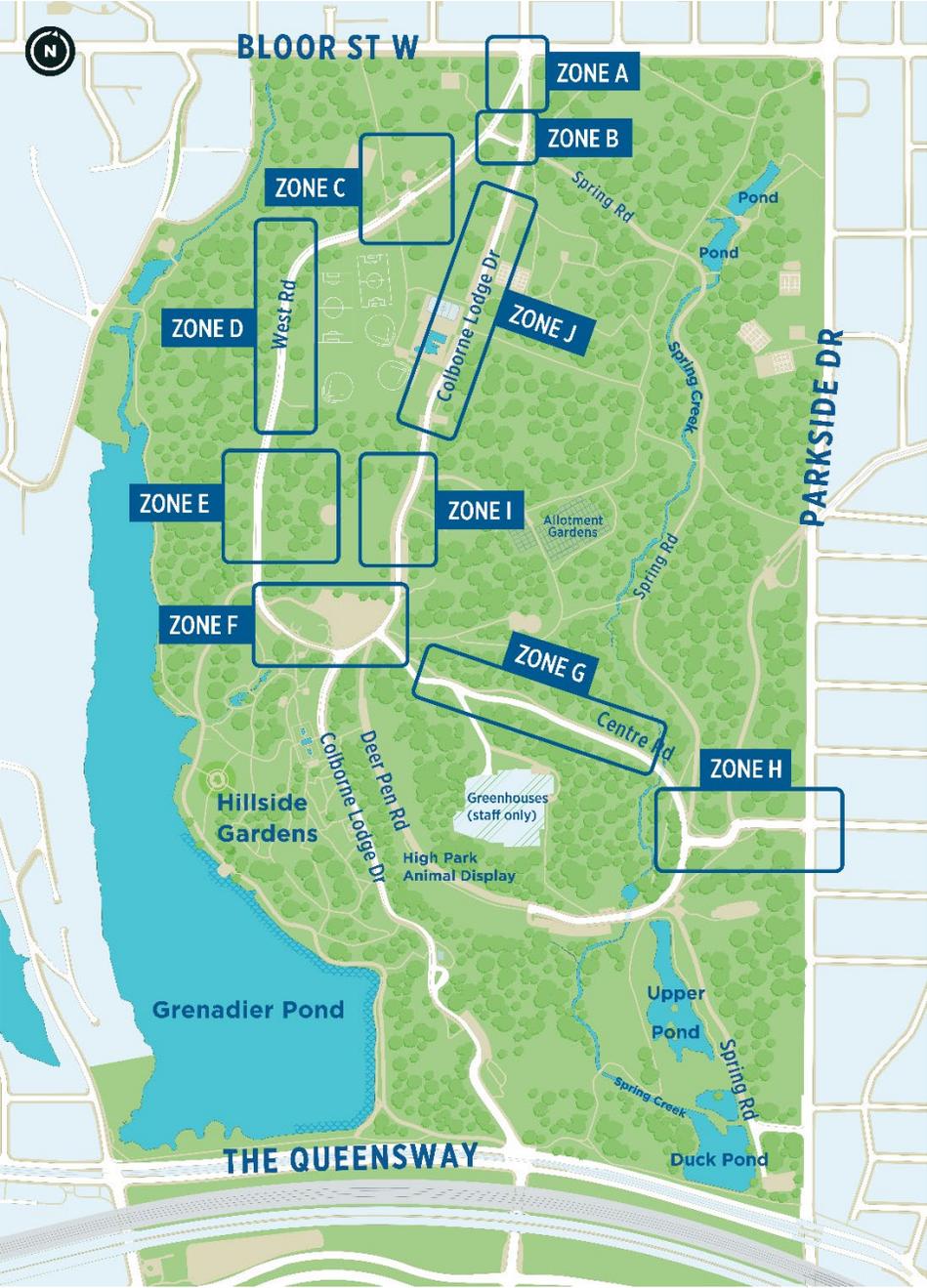
After comments providing specific suggestions for improvement, the **nine most common themes** are listed below ranked from most to least common:

- Concerns with fast cyclists (494)
- Safety concerns (288)
- Concerns about accessibility (222)
- Appreciation for the car free park (222)
- The importance of car access (127)
- Concerns about access to activities (133)
- Requests for more parking (119) (45 in Zone J connected to the concerns about access to activities)
- Desire to return to the old movement patterns (79)
- Calls for a better separation of modes of travel (70)

There were other less common thematic comments, and they are described below in the zones in which they arose.

# Insights by Zones

Insights were grouped into ten zones based on clusters of pins and features such as intersections or activity areas that matter for road design. As shown on the map below, these zones help illustrate how visitors move through and use different parts of the park.



# Pin Activity by Zone

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The zone that drew the most pins was Zone F (483 pins). This is the area around the Grenadier Café where West Road intersects Centre Road.

The next most populated zone was Zone J (380 pins), the stretch of Colborne Lodge Drive where the tennis courts, pool, rink, and Forest School are located.

The third most active zone was Zone A (213 pins). This is the Bloor Street entrance to the park at High Park Avenue.

Zone B (158 pins) and C (141 pins), which cover West Road, also received a lot of feedback followed by Zone H (114 pins), which is the area surrounding the Parkside Drive entrance to the park.

The least active zones for feedback were Zones D (96 pins), E (66 pins), G (78 pins), and I (99 pins). These are relatively straight stretches of road with few or no intersections and less proximity to key park activities.

The sections below highlight the most common observations in each zone grouped by the type of pin that participants chose to make their comments. The reporting ensures a balanced analysis that reflects participant engagement themes, quantitative data, and sample comments.

In the summaries of each section, numbers are used to indicate the number of similar comments on a topic. The number of comments does not add up to the number of pins as one pin may contain multiple comments or may contain comments that are not relevant to the road redesign. Then in the detailed descriptions, findings are considered qualitatively with the goal of representing the diversity of opinion and highlighting insightful and potentially helpful insights.

## Zone A: 213 Pins

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Zone A is the northmost entrance to the park. It is an entrance for bicycles, pedestrians, transit and parks vehicles. As part of the first phase of the Movement Study implementation this gate was closed to private vehicles for entry to the park but permits TTC vehicle entrance. A high volume of pedestrians and cyclists access the park through this gate. Private vehicles also exit the park through this gate.

Zone A received 213 pins, making it the third most-commented on zone in the Social Pinpoint activity. Comments focused on issues with entering and exiting the park across modes of travel and different park users. Some of the suggestions are outside the scope of this project as they lie outside the park boundary on Bloor Ave.

### Everyday anchors and connections: 35 Pins

**Summary:** The largest theme in this category was comments about appreciating the car free park (10). This was followed closely by comments discussing the importance of car access (7) and concerns about accessibility (7). Those who entered as pedestrians liked this entrance, those discussing the importance of car access wanted this gate reopened to cars.

- Suggestions for improvements included:
  - adjust traffic lights so pedestrians and cars have different timing
  - add a wagon or wheelchair lending station, bike taxis or accessible trolley
  - mark the importance of this as a significant, clear, and welcoming
  - entrance including clear signage, road markings and even art

"It should be impressive, welcoming, creating a sense of pride and preservation of this wonderful park."

### Points of confusion: 44 Pins

**Summary:** After specific suggestions for improvements (29) the next most common comment was about the need for improved signage (12). This is a key location where changes around car access are noticed, and comments discussed the importance of car access (8). There were also comments about problems with fast cyclists (5).

- Suggestions for improvements included:
  - add permanent and improved features for ensuring this is not a car entrance
  - consider making the front of the park a pick-up and drop-off area
  - pedestrian initiated signals need improvement
  - add loop for cars to leave
  - separate modes of travel
  - address left turns (cars in and bikes out)
- Areas of confusion included a lack of adequate signage, confusion about the entrance off Bloor Street and cars entering here when not permitted.
- Safety concerns included conflicts between cars and bikes, cars driving in when not allowed, and concerns about the safety of parking on Bloor.

“I'd like to see the access arrangements made more permanent. For example, a raised pavement across the entrance exit from High Park; possibly bollards on what might be mistaken for the entrance lane, or, very aggressive speed bumps on that side to indicate wrong way.”

## Points of conflict: 96 Pins

**Summary:** There were 43 suggestions for improvements in this area. Additionally, 20 comments were made describing concerns with accessibility, 16 about problems with fast cyclists and 15 describing feeling concerned with safety. 12 comments respectively describing the importance of car access and a desire to return to old movement patterns. 11 comments were made appreciating the car free park. 8 comments described difficulty accessing activities and 5 comments each called for better separation of modes of travel and requesting additional parking. 6 comments discussed problems with parking on Bloor Street and 6 comments discussed concerns with the overall movement strategy including calls for further study to understand its impacts.

- Concerns with accessibility included how fewer accessible parking spots and parking on busy streets made it more difficult to access the park as a senior, someone with a mobility impairment, or as a family with young children.
- Safety concerns included:
  - pedestrians not obeying signals
  - feeling uncomfortable with the presence of police
  - drivers entering from Bloor Street, or turning from Colborne Lodge Drive onto West Road
  - concerns with unloading cars and kids on Bloor Street

- conflicts between cyclists, cars and pedestrians crossing over lanes in this area
- Comments about parking on Bloor Street describe the difficulty of unloading strollers or wheelchairs in the narrow space available, the difficulty finding a spot, and concerns about the cost.
- Suggestions for improvements included:
  - add speed bumps
  - return to allowing cars
  - make travel behavior at the entrance clearer to all users, including directing cars to where they should go
  - add short-term wheelchair rentals
  - create a safe drop-off zone in this area
  - add disabled and family parking
  - clarify the bike lane and avoid having the bike lane change sides of the road

“Conflict between cyclists changing lanes to go right on Bloor and drivers changing lanes to go left on Bloor. Safe area for transition not clear. Lots of pedestrian crossover happening as well. Make the area safer for vulnerable road users.”

## Supportive spaces and places: 38 Pins

**Summary:** Support for the park being car free was clustered in this category (23). There were also 8 suggestions for improvements, 6 comments about the shuttle or TTC, 4 comments about safety, and 3 requests for more seating.

- Comments about appreciating the car free park include discussion of feeling safer without cars, and that the park is quieter and more enjoyable now.
- Concerns about accessibility included the need for disabled parking spaces a drop-off, and a barrier free shuttle.
- Safety concerns described how some people feel safer without cars in the park
- Suggestions for improvements included:
  - improve signage about park closure to cars
  - have barrier free parking and accessible shuttle
  - add seating
  - remove police officer
  - better separate modes of travel

“Car free weekends are hugely beneficial for myself and family. My young kids feel safe to explore the park on their bikes without the fear of speeding cars, well done!”

## Zone B: 158 pins

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Zone B sits south of the Bloor Street entrance. It includes a short segment of Spring Road that runs between Colborne Lodge Drive and West Road, creating two intersections within the zone. This stretch of Spring Road also forms part of an internal loop frequently used by cyclists.

### Everyday anchors and connections: 14 Pins

**Summary:** Comments in this category included suggestions about improvements (6), appreciation for the car free park (5), concerns about accessibility and safety concerns (2).

- Suggestions for improvements included:
  - add disabled parking
  - eliminate or improve the process of switching sides for bikes
  - consider fewer rules (speed limits and stop signs)

### Points of confusion: 20 Pins

**Summary:** There were 19 suggestions for improvement in this category and 3 comments about signage. There were 2 comments each about the importance of car access and concerns about fast cyclists.

- Most common area of confusion was the bike lane that crosses from one side of the street to another, causing confusion for a variety of users.
- Suggestions for improvements included:
  - consider allowing 2-way cycle traffic
  - clarify or remove the way the cycle and car lanes switch sides of the road

“It's difficult here if you are biking in the cycle track, which is on the left hand side of the road, but you aren't looping in the park around to the left, you want to go straight and exit the park - you have to cut across traffic to move over to the bike lane on the right.”

## Points of conflict: 110 Pins

**Summary:** Points of conflict was the most used pin in Zone B. There were 59 suggestions for improvements and 54 comments describing problems with fast cyclists. There were also safety concerns (18) and comments discussing the question of bicycles stopping vs yielding (15).

- Concerns about fast cyclists describe how cyclists use this section of the road as a loop and don't slow their speed despite heavy pedestrian traffic in this area. Most comments distinguish between people cycling and cyclists racing with the latter being a cause of major concern. Comments express concern that cyclists don't stop at the stop sign.
- Safety concerns include concerns about cars turning down West Road, and concerns about conflicts with fast cyclists through this section of Spring Road.
- Stop vs Yield: Commenters noted that cyclists are not stopping at stop signs. There is disagreement about what should be done about this; commenters suggested either enforcing stop signs to improve safety or redesigning and changing the expectation to stop to reduce conflict.
- Suggestions for improvements included:
  - find ways to slow cyclists, suggestions included speed bumps
  - add lights or elevated crossings for pedestrians
  - improve/change the bike lane crossing from one side of the street to the other
  - stop cars from driving down West Road

“Issues with right of way between bikers and pedestrians. Pedestrians are supposed to have the right of way, but that is not the case in practice. Redesign to road to force bikers to yield (S - chicanes, road blocks, etc..) or make it clear that bikers have the right of way.”

## Supportive spaces and places: 14 Pins

**Summary:** Comments in this category were about liking the park car free (6) and specific suggestions about design (9).

- Suggestions for improvements included:
  - paint the bike lane fully green for clarity
  - move pedestrian crossing to north side of Spring Road
  - add no stop left turn for cyclists

“The bike lane should be fully painted green so that there is a clear distinction between where cyclists should go and other park users (walkers, runners) there is enough space to have a dedicated runner path like other major cities parks have (Central Park in NYC)”

## Zone C: 141 pins

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This zone covers the northern section of West Road near the playground, splash pad, and Black Oak Café. There are no intersections here, but there is a street crossing that connects directly to the playground and splash pad.

### Everyday anchors and connections: 30 Pins

**Summary:** The most common comments in this category were about concerns with fast cyclists (6), concerns about accessibility (6) and comments about alternative transit in the park (6).

- Suggestions for improvements included:
  - a two-way bike and pedestrian path to the pool and baseball diamond
  - a good place to add water fountains and for access to the playground
  - add wheelchair rentals
  - the trackless train is important but needs to be upgraded to be less polluting

“Upgrade the diesel train with a less polluting eco friendly and larger version, and add a route to High Park subway station so disabled people and people with reduced mobility have easy access to the park once more.”

### Points of confusion: 12 Pins

**Summary:** There were few pins categorized as Points of Confusion in this zone. Comments made were about fast cyclists (3) and safety concerns (2) along with specific suggestions for improvements (6).

- Suggestions for improvements included:
  - add a pedestrian pathway to the playground, rink and pool from this area
  - add lights and improved crossings for pedestrians
  - add “wait for the gap” signs for pedestrians crossing cycle and car path

## Points of conflict: 75 Pins

**Summary:** Most comments categorized as Points of Conflict were concerns about fast cyclists (39). There were also other safety concerns including worries about lack of lighting at night. Many of the comments focused on pedestrian issues (11) including narrow sidewalks and parents with children or strollers feeling unsafe at the pedestrian crossing.

- Concerns with fast cyclists most often described cyclists not stopping at the crosswalk.
- Suggestions for improvements included:
  - rework the sidewalk to make it more accessible
  - add a raised crosswalk to slow cyclists

“I come to the park 3 to 4 times a week and I rarely see a cyclist slowing down or yielding to pedestrians at this or at any other crosswalk. I feel unsafe as a pedestrian crossing here. Consider adding a texture surface to the crosswalks across the entire park to force cyclists to slow down.”

## Supportive spaces and places: 24 Pins

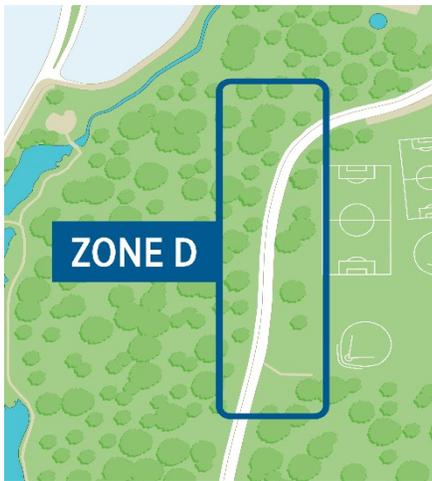
**Summary:** This category was used to identify some valued locations (8) in this area including the treed area with new picnic tables and table tennis, gazebos for family gathering and liking car free times (5). Comments described this as a well used and safe feeling area.

- Suggestions for improvements included:
  - the park should have specific times for faster lap cycling
- Commenters noted the concrete barriers used here work to reduce conflict in this area

“The addition of the benches, the concrete barriers, the table tennis tables, and the corn hole playground make this place feel so much more welcoming and inviting to use.”

## Zone D: 96 pins

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This Zone is the middle stretch of West Road, which slopes from north to south and is relatively straight. There are no intersections in this Zone.

### Everyday anchors and connections: 11 Pins

**Summary:** Not a highly used category in this zone, comments in this category were about the importance of car access (5) concerns about accessibility (3), and access to activities (2).

- Suggestions for improvements included:
  - more equally divide the road between walking and cycling
  - add times for lap riding for cyclists
  - find ways to slow down speeding cyclists; this stretch lends itself to high speeds

“Vehicle access and parking spots on the weekend for youth playing sports at the sports facilities are needed.”

### Points of confusion: 4 Pins

**Summary:** There were minimal comments in this category, all of which were suggestions for improvements (4).

- Suggestions for improvements included:
  - add speed bumps
  - address confusion from having cycle path on the right, not intuitive

### Points of conflict: 62 Pins

**Summary:** The dominant issue described in this category was concerns with fast cyclists (36). These comments indicate that this stretch of road has cycle speeds that are very high and cause stress and near collisions. Several comments (9) request better separation of modes of travel. Some comments in this category also describe

preference for the park before the movement strategy changes (8) and express concerns with accessing activities (7). There were 5 comments about wildlife and ecology concerns especially in relation to fast cyclists.

- Suggestions for improvements included:
  - add speed bumps
  - better separate modes of travel

“Speed bumps should be installed on West Road to slow the speeding cyclist down. The park roads are posted as 20KM/H but they are doing 40-50KM/H.”

## Supportive spaces and places: 19 Pins

**Summary:** The dominant idea in the comments in this theme is appreciation for the car free park (9) including improved family cycling and more a peaceful park. There were also comments about wanting more seating (5) in this area.

- Suggestions about improvements included:
  - widen pedestrian paths
  - add seating

“Fantastic to have a place to ride a bike without having to compete with cars for space and dodging potholes every block.”

## Zone E: 66 pins

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This Zone is the stretch of West Road just north of the Grenadier Café. It is a relatively straight and slopes from north to south. There are no intersections in this zone.

## Everyday anchors and connections: 8 Pins

**Summary:** This was not a highly used category in this zone. Participants commented on liking the car free park (3), wanting better separation of modes (2 comments) and a wider sidewalk (2).

- Suggestions about improvements included
  - better separate modes of travel
  - widen sidewalks

## Points of confusion: 8 Pins

**Summary:** There were some suggestions about road design (6) including a desire for better mode separation. There were also concerns about flooding on the westernmost path in this area.

- Suggestions about improvements:
  - make 2-way bike traffic
  - widen sidewalks
  - slow cyclists

## Points of conflict: 34 Pins

**Summary:** The dominant comments in this category involved concerns with fast cyclists (17). There were also specific suggestions about improvements (10) and comments about problems with the movement strategy decision making process (6) and some comments about returning to the old movement pattern in the park (4).

- Comments about fast cyclists include concerns about crossings and lack of enforcement of speed limits.
- Comments about the process include concerns that not enough research has been done on the impact of the movement strategy on vulnerable user groups as well as questions about the current use of police in the park.
- Suggestions about improvements:
  - add speed bumps or rumble strips
  - raise crosswalks
  - restore car parking
  - better and more equally separate lanes of travel for different modes
  - widen sidewalk

“Cyclists racing through here at nearly double the posted speed limit are a hazard to pedestrians and families - why aren't there speed bumps or enforcement of the posted speed limit?”

## Supportive spaces and places: 16 Pins

**Summary:** This category was used to share appreciation for the car free park (7) comments about protecting wildlife through eliminating cars (4) and adding seating (2).

- This area is good for cycling and families.
- Suggestions about improvements:
  - this area is good for cycling

“As a family with young kids, we love visiting the park on the weekend when it is closed to cars! It feels much safer letting our son ride his bike.”

## Zone F: 483 pins

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Zone F is the area around the Grenadier Café and parking lot. There are multiple intersections in this zone including entrances and exits from the Grenadier Café parking lot. The road in this section is on a curve and is at the bottom of the hill that loops back up north at the eastern edge of this zone.

### Everyday anchors and connections: 69 Pins

**Summary:** The dominant theme for comments in this area were comments about the café (23), with other comments making suggestions about improvements (16), expressing concern with fast cyclists (12), and expressing concerns about accessibility to this area (13).

- Comments about the café predominantly expressed concern that this spot was important and needs to be accessible, especially to seniors.

- Suggestions for improvements:
  - raise the intersection to reduce cycle speed and clarify crossing points
  - slow the speeds of all moving vehicles in this area

“The restaurant is an important gathering place for people of all ages and abilities, many of whom need a car to access it.”

## Points of confusion: 51 Pins

**Summary:** There were many suggestions for improvements in this area (39). There were also 15 comments specifically about signage in this area.

- Areas of confusion include:
  - who has the right of way
  - changing lane widths and who is supposed to travel in different spaces
  - cycle lanes switching sides
  - the transition from car free to hybrid roads
- Areas of disagreement include
  - whether cyclists should stop or have yield signs
- Suggestions about improvements:
  - address the narrow road squeeze
  - improve/change the 4-way stop which is confusing
  - clarify who has the right of way
  - add dedicated pedestrian crossing with crosswalk light
  - better separate modes and indicate this more clearly
  - make a cycle bypass to reduce conflict in this area
  - improve sight lines for cars coming out of the parking lot

“Who has the right of way here? Cyclists or people? What does watch for the gap mean if people cannot see the cyclist zooming around. Clearly post signs on who has right of way and the confusion and near misses should be taken care of.”

## Points of conflict: 314 Pins

**Summary:** This was a heavily used pin in this area. The dominant theme was overwhelmingly concerns with fast cyclists (170) with 67 additional comments on safety concerns and 110 suggestions for improvements in this area. There were also 20

comments about the café and 28 comments expressing concerns about accessibility. 18 comments addressed whether cyclists should stop vs yield at stop signs.

- Many comments about fast cyclists included:
  - this is the most dangerous area/intersection in the park
  - this behavior is dominating this part of the park
  - this speed of cycling is not compatible with other park uses
  - many strong feelings about how dangerous the cycle speeds feel for other users
  - that fast cyclists are more dangerous than cars given speed, failure to obey traffic rules and being quieter than cars and thus not as noticeable to crossing pedestrians
- Additional concerns about safety (67) include comments ranging from concerns about cars not obeying rules, to a concern about getting an injured animal out of the park without cars, to the volume and speed of all types of traffic in this area creating risks, fear crossing the road, and concerns about police.
- Concerns about accessibility often focused on accessing this area and activities in the park for seniors, Disabled people or with senior family members.
- There were some comments about the importance of car access (14) and a desire to return to the previous movement practices (9), while 13 comments specifically mention liking the car-free park.
- Suggestions for improvements:
  - improve area by the Children’s Garden as it is dangerous due to the slope, corners, and speed of cyclists
  - change the road surface to slow cyclists
  - add speed bumps, rumble strips, slalom poles or gates
  - clarify which side of the road different users should be on
  - widen the sidewalk
  - elevate the intersection
  - add pedestrian initiated signaled crossing
  - recognize the slope (speed) and curve (visibility) in redesign plans
  - address the narrowing of the road
  - resolve the cycle stop vs yield issue (opinions mixed)

“This is a busy intersection with high pedestrian traffic, the only car parking area and speeding cyclists. Please add some sort of raised intersection to slow everyone down.”

## Supportive spaces and places: 49 Pins

**Summary:** Comments in this category included specific suggestions for improvements (16), comments about the café (11) and the importance of car access to this area (7).

- Comments about the café agree on the importance of this venue but also make suggestions for improvements ranging from additional benches to improved menu or patio. Some feel it is harder to access this location now.
- Suggestions about improvements:
  - some like the painted lanes in this area
  - make stop sign 2-way not 4-way
  - add bike parking near Deer Pen Road
  - give timed access to fast cyclists

" This area has so much potential as a meeting/connection point, but if you tell people to meet you at the cafe, it's awkward/unsafe to wait in the parking lot, and it's easy to be waiting at opposite side of the cafe if people are coming from different directions. The cafe also doesn't have a clear 'front' and the outdoor patio isn't welcoming so I never spend any time here. Creating a general meeting/bench area here would make it easier to at least say 'meet me at the café'."

## Zone G: 78 Pins



Zone G covers the primary stretch of Centre Road. This segment is hilly and includes a single intersection, where the Greenhouse access road meets Centre Road.

### Everyday anchors and connections: 4 Pins

**Summary:** Most comments in this category reflected on liking the car free park.

- Comments describe liking this road for walking when there are no cars in the park.
- One comment suggested a preference for more parking.

## Points of confusion: 7 Pins

**Summary:** Comments in this category make suggestions for improvements (5) and describe the importance of car access (3).

- Some comments refer to wanting the park open to cars on the weekend for access to activities.
- Suggestions for improvements:
  - make Center Road 2-way again
  - bike lane is narrow here

## Points of conflict: 53 Pins

**Summary:** There were some safety concerns in this area (14) along with concerns about accessibility (11) and suggestions for improvements (11). There were comments about problems with fast cyclists (9), concerns about loss of visitors (5) pedestrian specific concerns (5) the importance of car access (3) and wanting to return to the previous park movement (4). There were 3 comments about widening the sidewalk.

- Safety concerns included concerns with cars and bikes going too fast on the hill. Cars driving the wrong way down Centre Road and difficulty crossing this road. Other safety concerns were about lighting, issues walking alone and wildlife.
- Suggestions about improvements:
  - add pedestrian crossing
  - add speed calming to hill
  - add signage to clarify conflict points (pedestrians and dog walkers path intersecting Centre Road)
  - make Center Road two-way
  - better separate bikes from cars
  - widen the sidewalk

“Crossing Centre Road when there is traffic can sometimes feel a little unsafe. A cross-walk where the walking path crosses might help to prioritize pedestrians.”

## Supportive spaces and places: 14 Pins

**Summary:** This category was primarily used for expressing appreciation for the car free park (9 comments) but also includes calls to make Centre Road two-way.

- Suggestions about improvements:
  - make Centre Road 2-way
  - protect vegetation and keep road narrow
  - add benches for pedestrians climbing this area

“When cars are banned in the park, it’s a dream. I actually taught my kids how to ride bikes here as every other place in the city is overrun with cars.”

## Zone H: 114 Pins



This zone includes the entrance to the park at Parkside Drive, and the easternmost section of Centre Road. On days when private vehicles are permitted this is the entrance that is used. There are several intersections including the gates at Parkside Drive and High Park Boulevard, and the intersection of Spring Road, High Park Boulevard and Centre Road.

### Everyday anchors and connections: 7 Pins

**Summary:** This section included suggestions for improvements (7).

- Suggestions for improvements
  - improve welcoming and wayfinding signage
  - refresh the gates and entrance

### Points of confusion: 13 Pins

**Summary:** Comments in this category discuss the importance of car access (4), make suggestions about signage (4) and other suggestions for improvements (7).

- Comments about wanting car access refer to the challenges with driving, parking, and walking along Parkside Drive, which is described as unsafe. They also mention accessing amenities like the zoo on the weekend.
- Suggestions for improvements:

- clear signage marking entrance and wayfinding in the park
- suggestions about the cycle path include eliminating fast cycling in this area and eliminating the stop sign for eastbound cyclists

“Clear signage to indicate weekday access to key points like High Park Nature Centre”

## Points of conflict: 72 Pins

**Summary:** There were several safety concerns mentioned in this area (23) along with specific suggestions about improvements (22) and concerns about accessibility (16). There were an equal number of comments about adding parking (10) and liking the car free park (10). Some comments noted concerns with fast cyclists (8) and some spoke about the importance of car access (7).

- Safety concerns included:
  - concerns about the entrance from Parkside Drive, noting that cars travel too fast and don't comply with the light and that cars stop in front of the gate
  - poor pedestrian and cycle infrastructure on the west side of Parkside Drive
  - concerns about emergency vehicle access when gates are shut
  - cars and bikes not stopping at the stop sign, and pedestrians feeling unsafe walking along this stretch of Centre Road
  - some comments in this area were about the entrance at Parkside drive
- Suggestions about improvements:
  - more crosswalks on Parkside Drive for pedestrians
  - improve signage and marking for cars turning off Parkside Drive
  - clarify entrance for pedestrians
  - add sidewalk on west side of Parkside Drive
  - add automated gates at entrance
  - add parking at the entrances

“If possible, it would be helpful to have a sign indicating how many parking spaces are available (like at Yorkdale mall) and also within the park indicating if more spaces are available further within the park.”

## Supportive spaces and places: 22 Pins

**Summary:** Comments in support of the car free park were made here (7) as well as identifying valued locations (3). Suggestions for improvements (8), comments about signage (3), and concerns about accessibility (3) were also identified.

- Valued locations included appreciation for the Howard Memorial Gate at Parkside Drive, and support for recreational skateboarders who sometimes use this area.
- Suggestions for improvements:
  - add a loop for drop-offs here
  - add benches and art
  - redesign as a 2-way cul-de sac to Grenadier Cafe
  - add longer lights at Parkside Drive for pedestrians

## Zone I: 99 Pins

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This zone includes the stretch of Colborne Lodge Drive north of the Grenadier Café. This road currently permits one way car travel north on weekdays and includes a separated bike lane.

### Everyday anchors and connections: 15 Pins

**Summary:** Comments in this category were spread across many areas including importance of car access (3), issues with fast cyclists (2) concerns with accessibility (2), comments about dogs and dog walking (3), and suggestions for improvement (2).

- Concerns about accessibility and the importance of car access included challenges accessing the park for seniors with mobility issues or difficulties bringing equipment or dogs into the park without a car.
- Suggestions for improvements
  - speed bumps

“I walk my dog here all the time even when its car free. It's better without the cars. No need to make it more accessible to vehicles.

Allow WheelTrans access though so seniors can still access this area even without a car.”

## Points of confusion: 10 Pins

**Summary:** Feedback in this category included concerns with accessibility (2) and access for activities (2), problems with fast cyclists (2), A desire for more parking (2), and calls to separate modes of travel (2).

- Accessibility concerns included trouble with access at night (after the Dream in High Park) or access to the playground and the zoo, especially for those with mobility issues or those carrying gear for children.
- Suggestions for improvements:
  - clarify lanes for different users
  - add parking

## Points of conflict: 67 Pins

**Summary:** Comments in this category included safety concerns (21), accessibility concerns (19), concerns with fast cyclists (15), the importance of car access (11) and a desire to return to previous movement patterns (7). There were also calls to add parking (14) concerns about access to activities (6), dog walking (7) and access to the allotment garden (4).

- Comments about dogs include concerns about off leash dogs or conflict with dogs, and concerns about parking access to the dog park.
- Safety concerns included the challenges crossing in this area, especially for children, given the cyclists and cars.
- Specific concerns with fast cyclists describe bikes going far above the speed limit and making crossing or sharing the road dangerous. They feel the speed cyclists make the park extremely unsafe for other users and that they don't look out for others.
- Comments about accessibility and the importance of car access include strong feelings that the park can no longer be used by people with mobility issues. Many comments describe the loss of multigenerational trips given difficulty bringing both seniors and children with picnic gear. Access concerns included concerns about access to activities like Dream in High Park.
- Some comments describe a recent increase in off leash dogs.
- Suggestions for improvements:
  - add speed bumps or rumble strips
  - add pick-up and drop-off zone for activities

- add one way or do not enter signs facing north

“There has to be pick up and drop off zones at the diamonds/pool/tennis court/playing fields for sport leagues, maintenance, WheelTrans, TTC, the proposed shuttle, and other vehicles. This requires restoration of parking.”

## Supportive spaces and places: 7 Pins

**Summary:** Comments in this category include liking the car free park, suggestions about improvements and a comment about re-naturalizing the decommissioned parking spaces.

- Suggestions about improvements:
  - re-naturalize the parking areas
  - widen the sidewalks
  - add running lane

“Can we make the roads narrower, the sidewalks wider and add other features to slow down traffic from both bicycles and cars? Use gravel instead of concrete where feasible?”

## Zone J: 380 Pins



Zone J is the stretch of Colborne Lodge Drive adjacent to several sporting facilities in the park including the baseball diamond, skating rink, pool, and tennis courts, as well as the entrance to the Nature Centre. It is a key access area for activities and drop off and pick up of children and equipment.

## Everyday anchors and connections: 76 Pins

**Summary:** Comments in this category included concerns about accessibility (12) access for activities (10), the importance of car access (11), and the importance of parking (15). There were also comments about liking the car free park (13), suggestions about the shuttle (5), comments about food services (3), dog walking (3) widening the sidewalk (2) and washrooms (2).

- Concerns about accessibility, access to activities and the importance of car access primarily focused on access to activities (sports, Nature Center camps) with children and equipment as well as a reduced ability for elderly friends and family to attend children’s activities. Comments suggest a reduction in participants and spectators (especially grandparents) for sporting events
- Suggestions for improvements:
  - create accommodation for sport teams with equipment and spectators
  - add storage for sports teams’ equipment
  - add parking for participants and spectators
  - add a free, quiet, low floor electric vehicle for transportation through the park

“Consider adding more storage boxes for the baseball league so coaches can leave equipment, particularly at the diamond used by West Toronto.”

## Points of confusion: 39 Pins

**Summary:** Comments in this area focused on access for activities (14) adding parking (14), the importance of car access (8), and suggestions for improvement (11).

- Comments about car access, access to activities and parking describe difficulty dropping off children and equipment for sport activities due to parking limitations. Many of these comments’ express disagreement with the removal of parking in this area and frustration with the impact of that.
- Specific suggestions about improvements:
  - add parking
  - have closed loop traffic up and back from Bloor with no cut through
  - clarify that pick-up drop-off area is not parking
  - improve pedestrian crossing
  - improve lane delineation

“People seem to be confused that the kiss n ride drop off is NOT a parking spot!”

## Points of conflict: 207 Pins

**Summary:** The dominant category for comments in this group were concerns with fast cyclists (75). There were also many comments about access for activities (50), adding parking (30), safety concerns (42), concerns about accessibility (22), returning to the old movement patterns (23), and suggestions for improvements (45). There were also comments about the process (6).

- Comments about fast cyclists describe the park as having become a cycle racetrack and express strong disagreement with this use of the park. Many people say they have seen collisions or near collisions, especially between cyclists and children and describe crossing the road as unsafe for pedestrians. Cyclists' behavior towards other park users is described in strong language as illegal and inconsiderate.
- Comments about access to activities describe some events and games being moved out of the park due to lack of access. Others describe dropping off kids for sporting activities as unsafe under the current conditions. People use the drop-off for parking and crossing the road after drop-off is unsafe.
- Some comments about parking say the parallel parking feels unsafe.
- Comments about the process say further consultation with permit holders and sports organizations are needed.
- Suggestions about improvements:
  - improve pedestrian crossing, elevate and/or add signalized crossing
  - add speed bumps
  - move the drop-off to the west side, add drop-off spots and enforce time limits
  - increase dialog with sports organizations to resolve issues of equipment and access

“Difficult to unsafe dropping kids off for sports all summer. No parking makes things difficult for sports families especially with young children.”

## Supportive spaces and places: 58 Pins

**Summary:** Comments in this category include liking the car free park days (15) suggestions for improvements (15), concerns about access to activities (12), comments

about seating (9), suggestions about the decommissioned parking spaces (6). 5 comments described needing additional parking and comments were about reducing parking.

- Comments about liking the car free park describe how it feels more peaceful and safer without as many cars.
- Comments about access to activities are about getting kids, gear and people with mobility challenges to the sporting areas.
- Suggestions about improvements:
  - swap the sides of the lanes to reduce the need for pedestrians to cross and improve drop-off (one comment against)
  - add benches and additional bike racks
  - add parking or improve the drop-off spots

“This whole stretch is much nicer on the days cars are restricted from accessing the park. Please continue to provide preference to pedestrians and cyclists! Makes the park feel more like a safe and calming escape.”

## Not captured in Zones: 20 Pins

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There were 20 pins that were not captured in the zone boundaries. These comments mirror the overall comments, including concerns about fast cyclists (4), requests for more seating (2), concerns about access to activities (1), concerns about loss of visitors (1), off leash dogs (1), suggestions about transit in the park (1) and suggestions for improvements (4).

# Conclusion

Many experiences, both positive and negative, were shared about moving through High Park through the Social Pinpoint activity and provide interesting and varied suggestions for the road designers to consider. The most common suggestion across a wide range of park users focused on finding ways to slow fast cyclists. There was also an emphasis on protecting pedestrians, clarifying movement patterns, and improving access to activities especially for disabled park users, those with younger children, or people who need to bring equipment into the park.

Feedback remains divided between those who appreciate the car-free park days and those who use private vehicles to access park programs, reach amenities, or support children's sports and recreational activities. Many participants expressed that improved access, clearer movement patterns, and additional mobility support such as better mode separation, safer crossings, designated drop-off points, could help bridge this divide.

As the project moves into the next phase, these insights will help guide the development of design options that balance safety, accessibility, and the diverse ways people use High Park. Continued engagement with park visitors, sport and recreation groups, seniors, disability advocates, and local communities will remain essential to ensuring that future road designs reflect both the technical requirements of the Movement Strategy and the lived experiences of the people who rely on the park every day.

# What's Coming Up

The next phase of engagement for this project will take place in Winter and Spring of 2026. In the next phase design options will be shared with the community. The activities in the next phase will include:

- Indigenous sharing circle
- focus groups with local organizations
- virtual public meeting
- online survey