

Online Survey Summary

High Park Movement Strategy Road Redesign

Phase 2: Exploring Options

July 1, 2026

Lindsay Stephens, Senior Public Consultation Coordinator

Katie Black, Project Manager

Lara Herald, Project Officer



Contents

Online Survey Summary	0
Introduction	3
Phase 2: Exploring Options	3
How We Reached People.....	4
Online Survey.....	5
Relationships to High Park	5
Overall responses to improvements	6
Spring Road Intersection	9
Colborne Lodge Drive Recreation Area	15
West Road South.....	23
Colborne Lodge Drive Overall Improvements.....	29
West Road Overall Improvements	34
Who we heard from	36
Conclusion	38
Acknowledgements	39
Community Members.....	39

Introduction

As part of the High Park Movement Strategy, the City is moving forward with design and construction projects to rebalance park roads and support all forms of mobility.

Approved by City Council in May 2023, the Strategy's first changes were introduced in August 2023, including weekend and holiday road closures and adjustments to park roads to enhance walking and cycling.

The road redesign project focuses on implementing permanent road design improvements on Colborne Lodge Drive, West Road and parts of Centre Road. These improvements are guided by the Strategy's long-term vision and informed by a community engagement process on the proposed design.

The scope of work for the detailed road designs includes:

- Intersection and road crossing safety improvements
- Sidewalk expansion and improvements
- Permanent buffered cycle lanes
- Construction of a diverted cycle lane around Grenadier Café
- Considerations for ecologically sensitive areas, existing trees and ongoing stewardship initiatives

Work along Centre Road is limited to pedestrian improvements along the walkway.

Previous engagement in Phase 1 focused on gathering feedback from community members and local Indigenous groups about their experiences on Colborne Lodge Drive, West Road and some sections of Centre Road. This input was shared with the road design consultant to inform the draft road designs. Summaries of Phase 1 feedback including a public life study and an interactive mapping activity can be found on the project web page under "Phase 1 Engagement: Gathering Information and Identifying Issues."

Phase 2: Exploring Options

In this phase of the project, the City sought feedback on design options for Colborne Lodge Drive and West Road. This phase included a user groups meeting, an Indigenous sharing circle, a public meeting and a virtual survey (this report).

How We Reached People

Print Media

Signage On-Site

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

Digital Media

Project Webpage

The survey link was available on the project webpage: toronto.ca/HighParkMove

Email Blasts

An email was sent to project update subscribers to notify them of survey dates and how to access it.

Social Media and Digital Ads

The City of Toronto used its Facebook and Instagram accounts to promote the public meeting on the Parks and Recreation division's [Facebook](#), [Instagram](#), and [LinkedIn](#) accounts. The campaign was active from April 7 to April 21, 2026.

Online Survey

From April 1 to April 21 an online survey collected responses to design options

2.7K

Respondents

presented for the park roads. The survey shared overall safety, accessibility, and natural environment enhancements that are proposed throughout the project area and asked for feedback on these overall changes. The survey also presented two design options for five key road areas: Spring Road Intersection, Colborne Lodge Drive Recreation Area, West Road South, Colborne Lodge Drive Overall Improvements, and West Road Overall Improvements.

Relationships to High Park

Respondents were asked about how they use High Park.

When asked how far respondents travel to get to the park

- 18% travelled less than 0.5 km
- 15% travelled 0.5 to 1 km
- 41% travelled 1 to 5 km
- 25% travelled more than 5 km
- 1% preferred not to answer

When asked how they travel to High Park (multiple responses allowed)

- 65% biked
- 56% walked
- 34% took TTC
- 33% drove
- 14% ran
- 3% other
- 1% mobility device

When asked how often they visit High Park

- 10% visit daily
- 29% visit a few times a week

- 13% visit once a month
- 20% visit a few times a month
- 11% visit once a month
- 18% visit a few times a year or less

When asked what activities they do in High Park (multiple responses allowed)

- 70% Walk
- 58% Visit sites (cherry blossoms, animal display, Grenadier Pond, hillside gardens, etc.)
- 54% Cycle
- 52% Visit with family and friends
- 25% Sports and recreation
- 24% Run
- 21% Dog walk
- 18% Go to the playground or splash pad
- 14% Other
- 8% Do ceremony or cultural events
- 2% Gardening

Overall responses to improvements

The survey shared several improvements proposed throughout the project area which are designed to enhance safety, accessibility and the natural environment. It asked for participants response to these changes.

When asked about the proposed safety enhancements 81% were supportive or very supportive

- 54% were very supportive
- 27% were supportive
- 8% were neutral
- 4% were somewhat opposed
- 5% were strongly opposed

When asked about the proposed accessibility enhancements 84% were supportive or very supportive.

- 56% were very supportive

- 28% were supportive
- 9% were neutral
- 2% were somewhat opposed
- 3% were strongly opposed

When asked about the proposed natural environment enhancements 86% were supportive or very supportive

- 64% were very supportive
- 22% were supportive
- 8% were neutral
- 2% were somewhat opposed
- 3% were strongly opposed

Thirty-seven percent of respondents opted to provide additional comments (1000) on the overall improvements. These are shared from most to least common below, except where comments in opposition to each other are grouped together.

- Comments expressed concern with fast cyclists (188) and others expressed support for cycling in the park (61).
- There was almost equal preference for fewer cars in the park (168) as there were requests for increased car access (162).
- There were concerns with accessibility (118) for those with mobility limitations, seniors, families, people accessing amenities and dog walkers. Some requests were made for car access but also requests for better transit options, differently timed access, or access for specific groups.
- Specific design suggestions (93) [these are shared with the design consultants]
- Many more comments requesting additional parking (67) than requesting a retention (5) or reduction (4) of parking.
- More comments expressing general support for the designs and direction (57), than expressing general opposition (22).
- Comments requesting the prioritization of nature and wildlife in the park (54) including slowing fast moving vehicles, more permeable surfaces and careful selection of plantings.
- Comments about transit (49) including requests for a free shuttle and complaints about the TTC service, frequency and disruption of park atmosphere. Concerns that Wheel-Trans is not available to everyone.
- More support for speedbumps and raised crossings (36) than opposition (15). Positions on this differ based on whether the concern was to slow cyclists or protect cyclists traveling at a faster pace.

- Higher preference for physical separation of modes of travel (like Option 1) (32) than for a shared space approach (1).
- Comments about the diverted cycle lane (41) with the largest number being questions or confusion (18), some opposition (13) and some support (10).
- Comments about wildlife crossings (27) including questions or doubts about their effectiveness (13), support (10) and opposition (4).
- Comments about dogs in the park (19), including concerns about off leash dogs and requests to consider dogs more in the design.
- Comments expressing general safety concerns including vehicle speed, lighting, isolation (17).
- Comments about directional signs (16) including calls for more, calls for less with more physical cues and requests for signage to compliment the feeling of the park.
- Suggestions about timed separation of modes rather than only spatial separation (11).
- Comments about runners needing more attention in the plan (7).
- Other comments: Concern about e-bikes, opposition to stop signs, wanting the park for people before nature, wanting better washrooms.

Spring Road Intersection

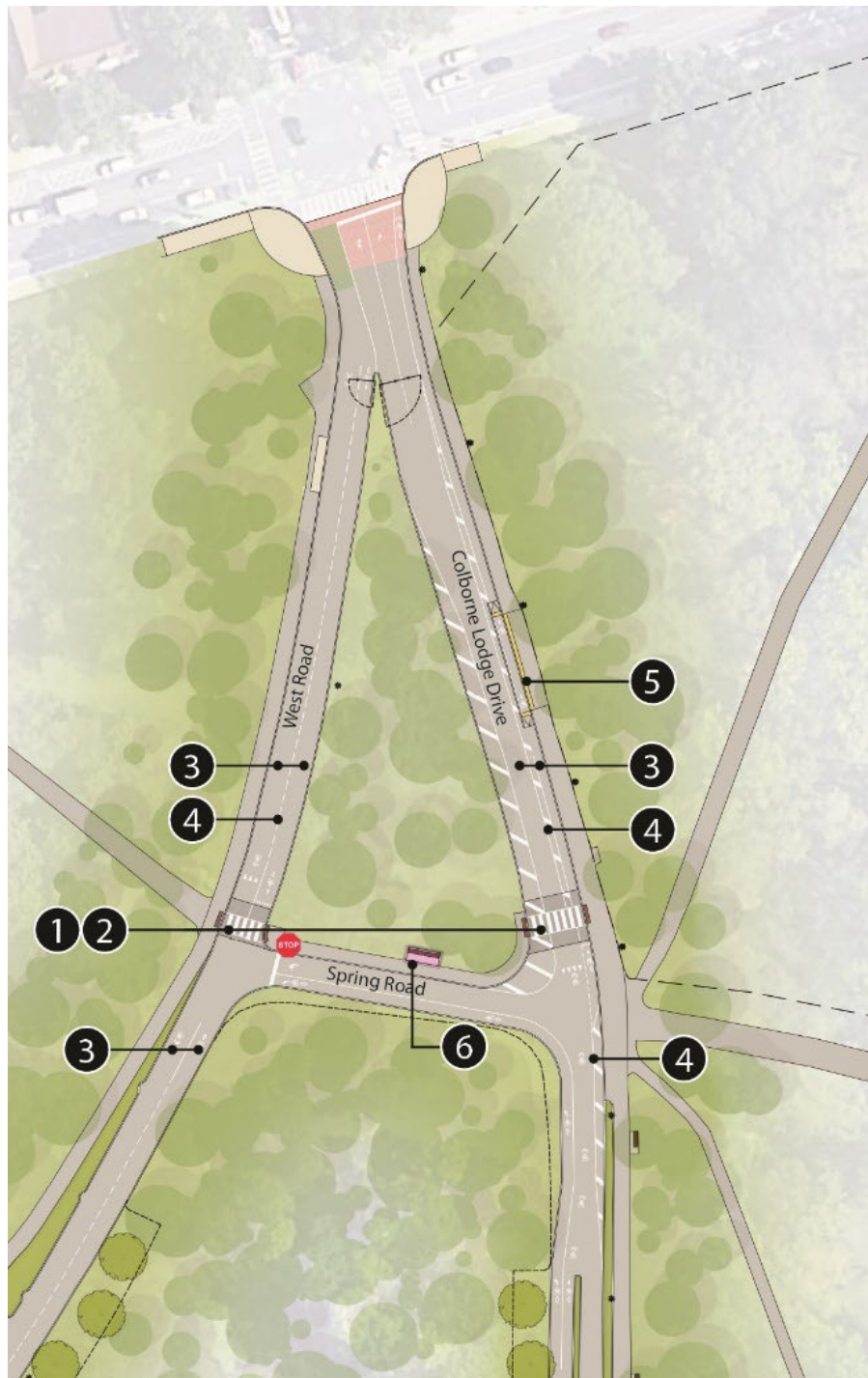
The survey collected feedback on two options for changes proposed to the West Road, Spring Road, and Colborne Lodge Drive Intersection.



Sixty-seven percent of respondents chose to provide feedback on this area.

Option 1

Option 1 emphasizes simplified crossings and clear paths of travel. There is one pedestrian crossing on Colborne Lodge Drive and one on West Road and both are just north of Spring Road. The site plan for Option 1 is shown below.



Safety Enhancements

1. Reduced and simplified pedestrian crossings through the intersection
2. Raised pedestrian crossings with signs and push-button lights
3. Dedicated space for cycling and vehicles
4. Clear pavement markings to guide pedestrians, cyclists and vehicles
5. Bike lane is raised at the bus platform to slow cyclist speed

Accessibility Enhancements

6. Covered bench seating near trackless train stop
 - Minimum 2.1m wide pedestrian path
 - AODA compliant pedestrian crossings

Environmental Enhancements

- Reduced paving through road narrowing

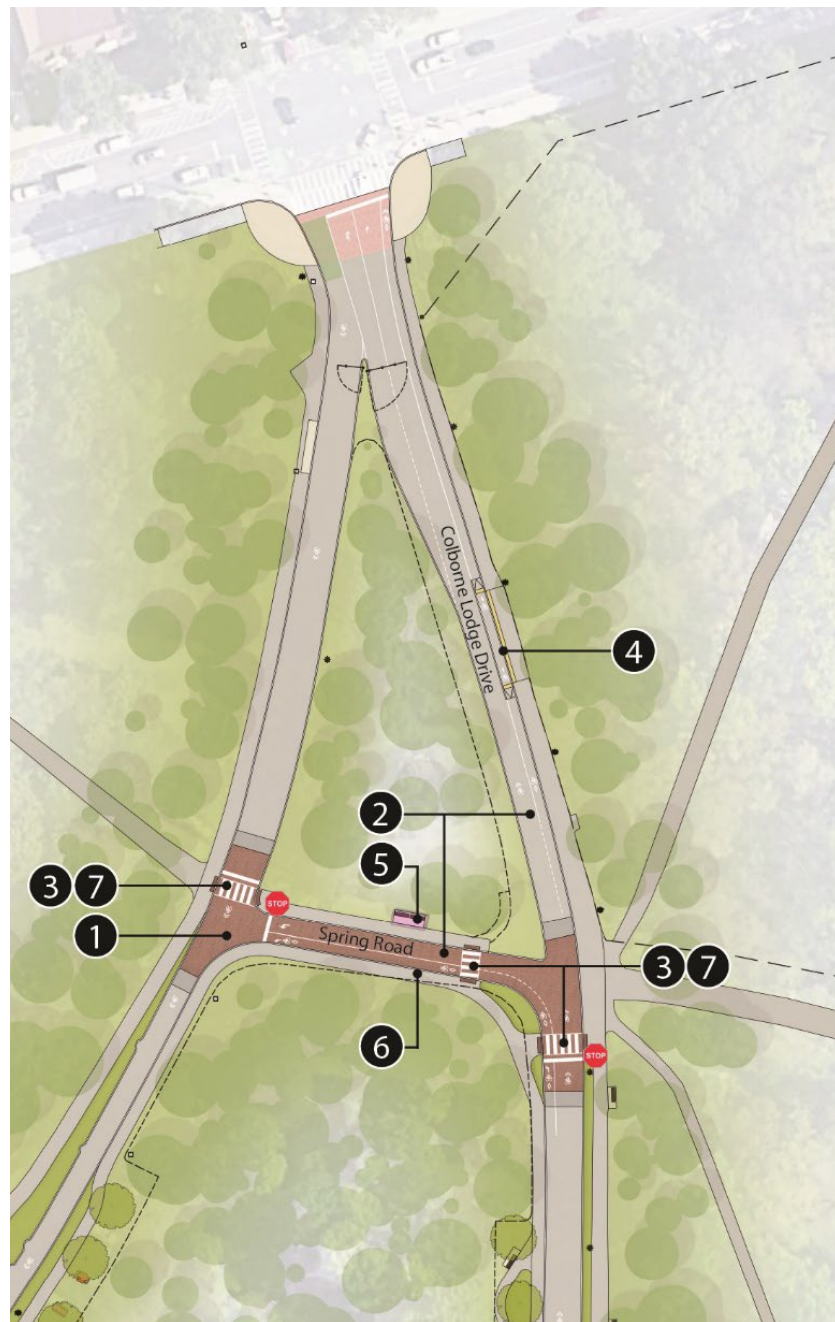
Feedback on Option 1

When asked about Option 1 for the Spring Road intersection

- 82% liked the separate, dedicated space for cyclists, vehicles and pedestrians
- 60% liked raised pedestrian crossings with signs and push-button lights
- 40% liked fewer pedestrian crossings to get from Colborne Lodge Drive to West Road

Option 2

Option 2 takes a shared spaces approach with a slower raised shared cycle and vehicle intersection with raised textured pavement throughout. There are three pedestrian crossings. On Colborne Lodge the crossing is south of Spring Road. There is a north-south crossing on Spring Road and the West Road crossing is north of Spring Road. The site plan for Option 2 is shown below.



Safety Enhancements

1. Raised, textured roadway for slowing vehicle and cycling speeds
2. Narrowed Spring Road and Colborne Lodge Drive to slow traffic
3. Pedestrian crossings realigned, for shorter crossing distances, with pavement markings and signs
4. Bike lane is raised at the bus platform to slow cyclist speed

Accessibility Enhancements

5. Covered bench seating near trackless train stop
6. New continuous sidewalk on the interior loop
7. Step free, level movement at pedestrian crossings
 - Minimum 2.1m wide pedestrian path
 - AODA compliant pedestrian crossings

Environmental Enhancements

- Reduced paved areas through road narrowing

Feedback on Option 2

When asked about Option 2 for the Spring Road intersection

- 63% liked separated right hand cycle lane after the stop sign to exit to Bloor Street
- 60% liked the addition of a new interior sidewalk
- 42% liked raised pedestrian crossing with signage only
- 36% liked the location of the pedestrian crossings
- 37% liked the shared vehicle and cycling roadway with raised, textured paving while 41% opposed

Feedback on both options

When asked about changes included in both options

- 72% liked covered bench seating
- 64% liked how Spring Road is narrowed to slow speeds, indicate no left vehicle turns, and reduce paving
- 53% liked the raised bike lane platform at the bus stop

Thirty-six percent of respondents opted to leave additional comments (536) for the Spring Road intersection. These are shared below from most to least common except where directly opposing ideas are shared together.

- More support for the car free park (71) than for the presence of cars in the park (47).
- Concerns with fast cyclists (67), that they won't follow rules and the designs don't do enough to curb this behaviour, especially at Spring Road in the left turn area.
- Comments in support of fast/sport cycling (27) with requests to support this in the design, remove pedestrian/conflict points from the loop, and not slow cyclists with raised pavement as it is the only place for these cyclists to ride at a faster pace
- Specific design suggestions (57).
- Comments on the pedestrian crossings (52) including comments that recognize both sides. Support for having the single pedestrian crossing north of Spring Road to reduce conflict with cyclists (31) but also comments that this prioritizes fast cyclists, there should be more crossings not fewer, and they should match pedestrian desire lines (21).
- Comments about how pedestrians should have priority (46), such as being able to move freely using the shortest path of travel, have other vehicles yield, and that push buttons and limited crossings prioritize other mobility forms.
- Calls for the separation of all modes of travel especially using clear or physical separation (38) also comments asking for separation specifically of cars and cyclists (13).
- Comments about the left turn onto Spring Road from Colborne Lodge Drive (33) including requests to ensure that cars don't turn left here, and comments that this turn is important to the bike loop and should either be smoother for bikes or have more friction to reduce speeds.
- More opposition (28) than support (8) for pushbutton lights for a range of reasons, including that pedestrians should be prioritized and that they won't be obeyed.
- More preference for Option 1 (28) than Option 2 (9) primarily due to the location of crossings and the clearer separation of modes. Some calls for a hybrid option that also includes the raised textured pavement.
- Some comments about the Bloor Street entrance (16) including keeping cars out, letting cars back in, using Spring Road as a drop off loop, getting a proper gate.
- More support for textured pavement (15) than opposition (4).
- Equal support (14) and opposition (14) for narrowing the roads.
- More support (7) than opposition (2) for speed bumps.
- Almost equal support (6) as opposition (5) for the interior sidewalk.
- Concern with the cycle lane crossing other modes of travel (7).
- Other comments to prioritize nature (5), widen sidewalks (4) and consider runners (3).

Colborne Lodge Drive Recreation Area

The survey collected feedback on two options proposed for the Colborne Lodge Drive recreation area.



Sixty-two percent of respondents opted to provide feedback on this area.

Option 1

Option 1 takes the approach of separated modes of travel for clarity between users. The site plan for Option 1 is shown below. It is broken into three sections for greater visibility. The numbers on the site plan correspond to the following elements.

Safety Enhancements

1. Cycle and vehicle lanes separated by planted and concrete medians
2. Narrowed cycle lane to reduce cyclist speed
3. New raised pedestrian crossings with textured paving, signs and push-button lights
4. Planted boulevard or railing to buffer pedestrian path of travel

Accessibility Enhancements

5. New sidewalk in front of rink and pool
 6. Increased pick-up/drop-off spaces
 7. Clearer bus stop location
 8. More places to sit
 9. Increased bike parking and relocated Bike Share
 10. Parallel parking with accessible spaces in front of tennis courts
 11. Wheel-Trans Pick-up/Drop-off
- Minimum 2.1m wide pedestrian path

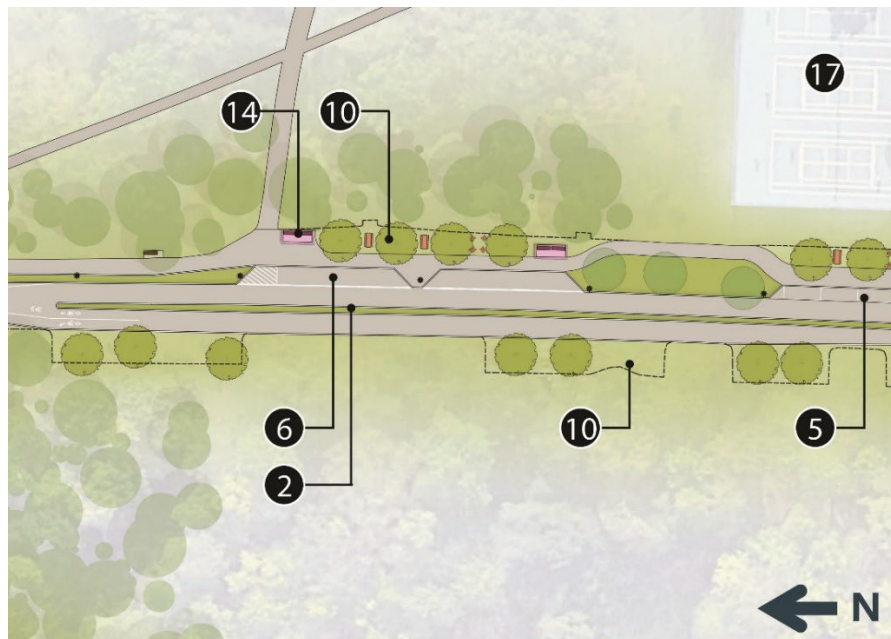
Community Enhancements

12. Outdoor fitness
13. Social seating in front of pool and ball diamond

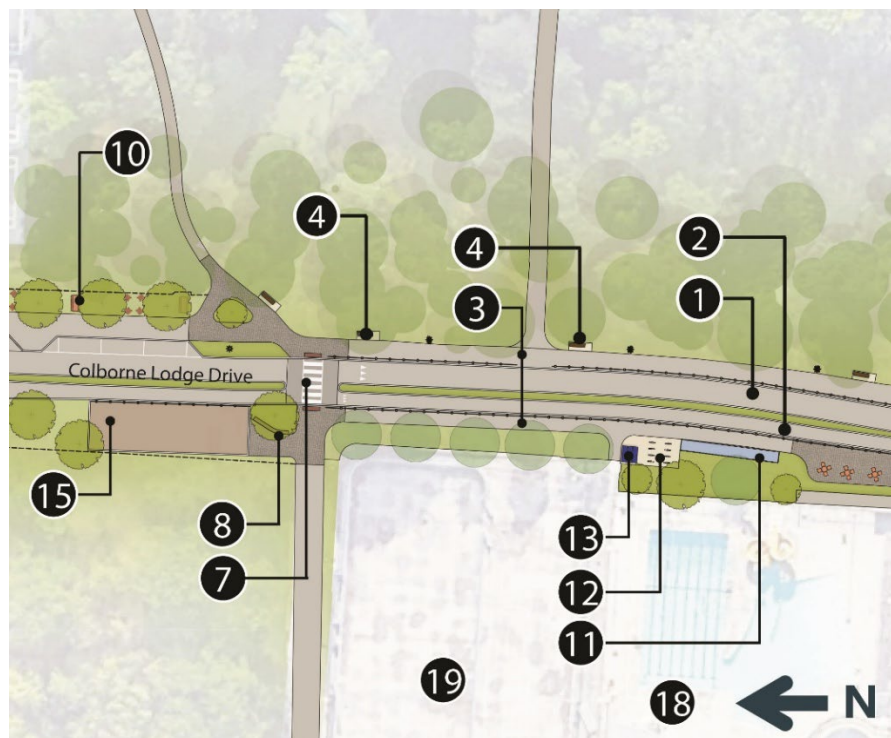
Environmental Enhancements

- Reduced paving and expanded green space
- New tree plantings

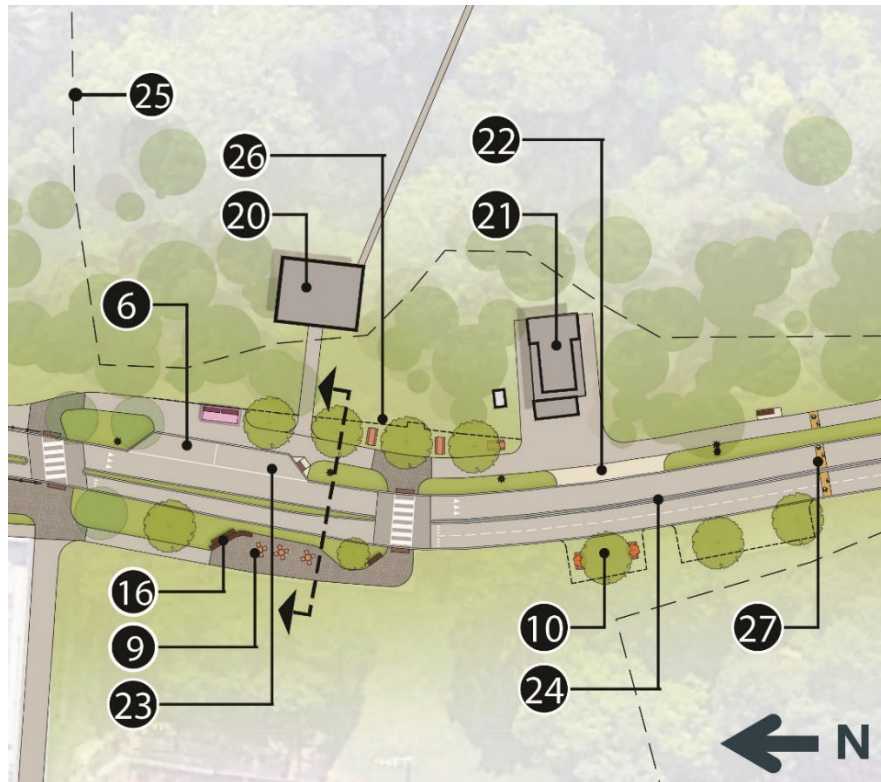
Option 1: North section of Colborne Lodge Drive recreation area (section 1 of 3)



Option 1: Mid section of Colborne Lodge Drive recreation area (section 2 of 3)



Option 1: South section of Colborne Lodge Drive recreation area (section 3 of 3)



When asked about Option 1

- 72% liked cycle and vehicle lanes separated by planted and concrete medians
- 71% liked railings and planted boulevards to buffer pedestrian path of travel
- 62% liked raised pedestrian crossings with textured paving, signs and push - button lights
- 46% of people liked increased pick-up/drop-off spaces (enough loading for approx. 5-8 cars, one Wheel-Trans vehicle and one school bus) and 21% opposed

Option 2

Option 2 takes a pedestrian priority approach with shared roads including large sections of raised and textured pavement. The site plan for Option 2 is shown below. It is broken into three sections for greater visibility. The numbers on the site plan correspond to the following elements.

Safety Enhancements

1. Raised, shared pedestrian priority road with textured paving in front of rink, pool and ball diamonds
2. Shared vehicle and cycle lane to reduce speeds
3. New pedestrian crossings with pavement markings and signs
4. Planted boulevard or bollards to buffer pedestrian path of travel

Accessibility Enhancements

5. New sidewalk in front of rink and pool
6. Increased pick-up/drop-off spaces
7. Clearer bus stop location
8. More places to sit
9. Increased bike parking and relocated Bike Share
10. Parallel parking with accessible spaces in front of tennis courts
11. Wheel-Trans Pick-up/Drop-off
 - Minimum 2.1m wide pedestrian path

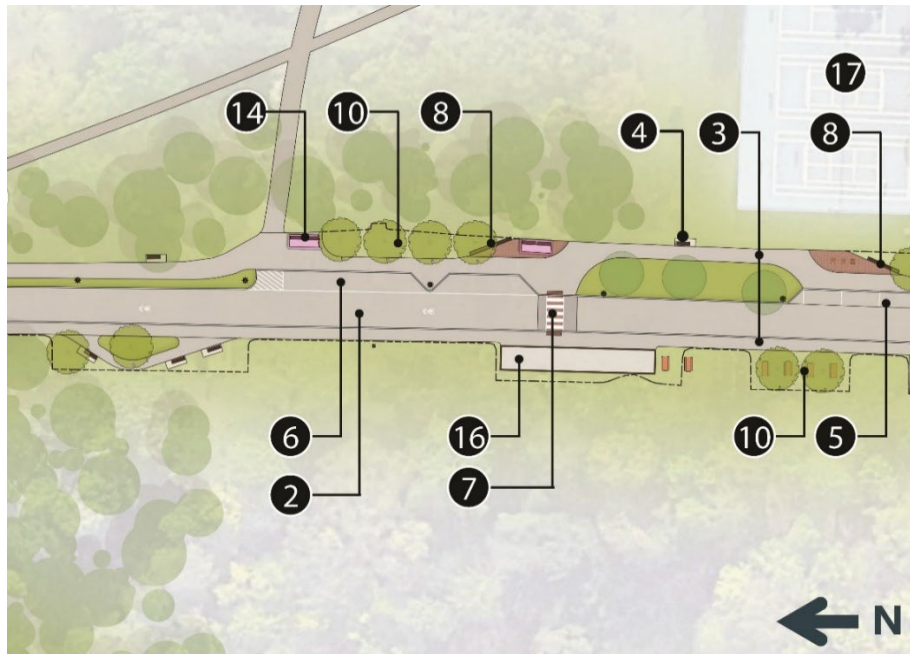
Community Enhancements

12. Outdoor fitness installation
13. Bocce ball and corn hole
14. Social seating

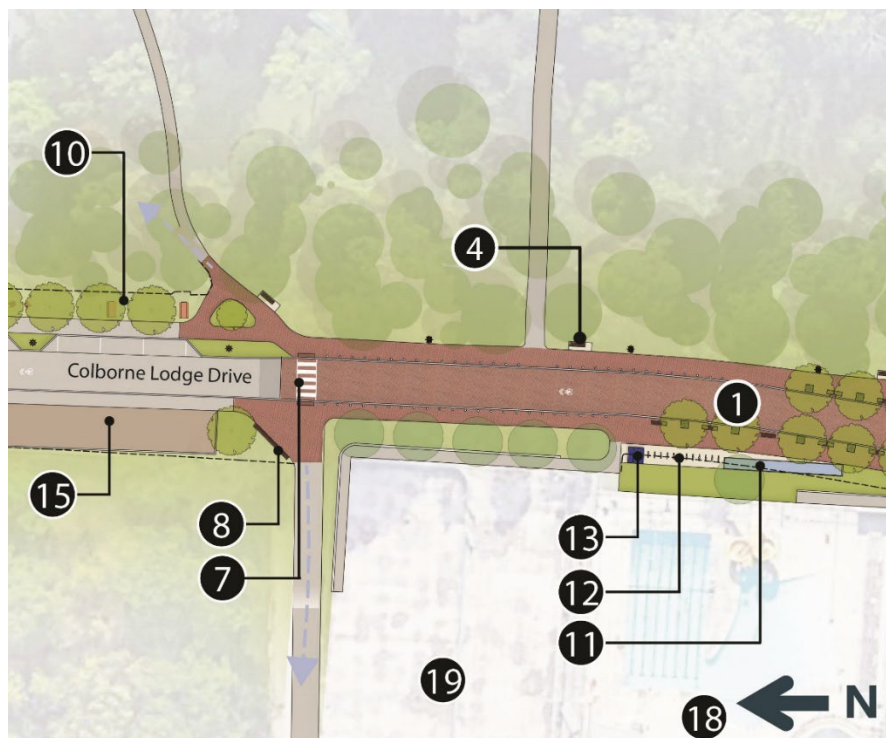
Environmental Enhancements

- Reduced paving and expanded green space
- New tree plantings

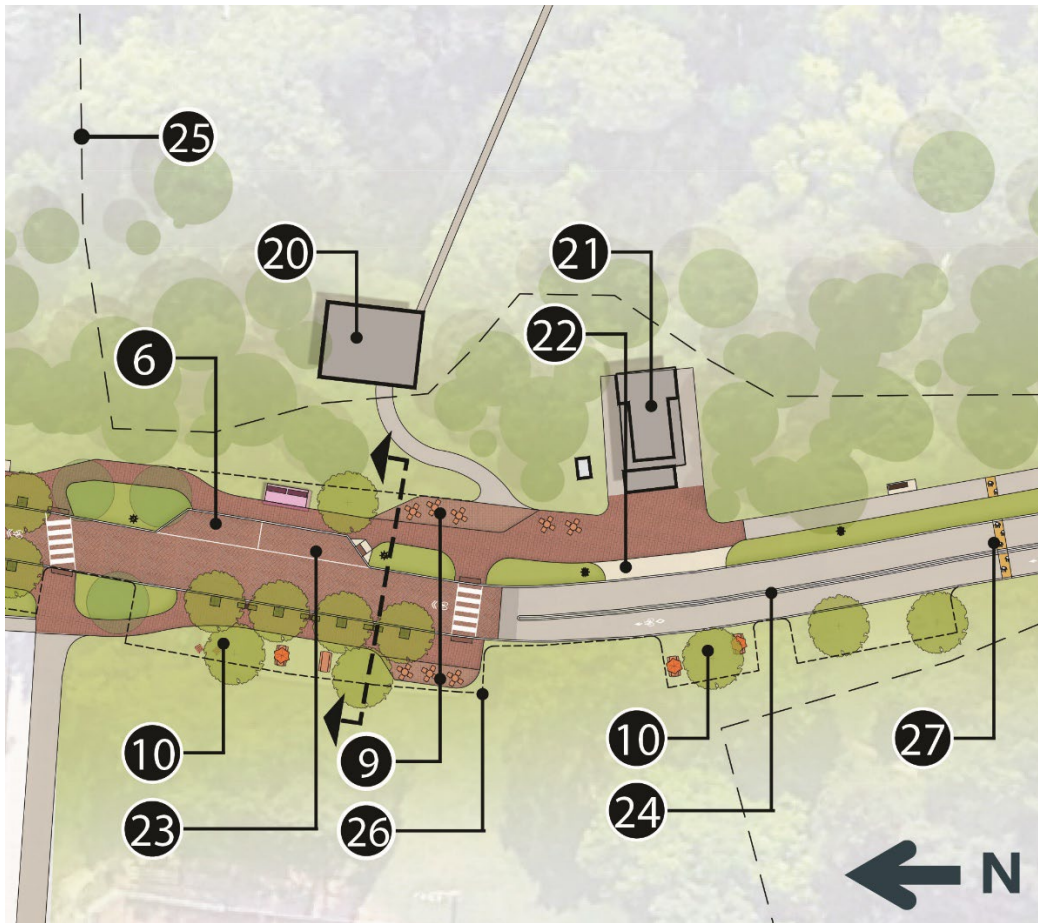
Option 2: North Section of Colborne Lodge Drive recreation area (section 1 of 3)



Option 2: Mid section of Colborne Lodge Drive recreation area (section 2 of 3)



Option 2: South section of Colborne Lodge Drive recreation area (section 3 of 3)



Feedback on Option 2

When asked about Option 2

- 66% liked bollards and planted boulevards to buffer pedestrian path of travel
- 41% liked increased pick-up/drop-off spaces (enough loading for approx. 4-7 vehicles, 1 bus, and 1 Wheel-Trans) and 25% opposed
- 38% liked corn hole and bocce ball and 16% opposed
- 49% opposed raised, pedestrian priority road with shared vehicle and cycle lanes and 31% supported

Feedback on both options

When asked about the improvements that were similar in Option 1 and Option 2

- 82% liked more places to sit
- 73% liked the new sidewalk in front of the rink and the pool
- 72% liked the reduced paving and expanded green space (10% opposed)
- 70% liked the increased bike parking
- 69% liked the clearer bus stop location
- 67% liked the outdoor fitness area north of the rink
- 47% liked the narrowed cycle lane near pool, rink, and softball fields to reduce cyclists' speeds (31% opposed)
- 33% liked the parallel parking near the tennis court (32% opposed)
- 24% liked the relocated Bike Share station (72% neutral)

Forty-three percent of respondents opted to leave additional comments (542) on the Colborne Lodge Drive Recreation Amenities area. These are shared below from most to least common except where directly opposing ideas are shared together.

- There were 133 specific design suggestions. These comments include suggestions for speed bumps, wider cycle lanes, considerations for runners, and many more.
- Concerns about narrowing the bike lane were the second most frequent theme (79 responses). Many worry that a narrower cycle lane would increase conflict between faster and slower cyclists.
- Desire to retain parking received 77 responses. These comments came mostly from those who rely on vehicle access to reach the recreation amenities who identified that parking was important to families with young children, camp users, and people with disabilities.
- Opposition to vehicles in the park was also strong (74 responses).
- Concerns about cyclists (54 responses). Especially concerns around speed and behaviour of sport/training cyclists and calls for stronger enforcement or physical measures to slow them down.
- Option 1 was more frequently disliked than preferred (53 dislike vs. 33 prefer) Opposition focused on the concrete planted medians reducing flexibility, visibility, and space. Where Option 1 was preferred, it was largely in support of physically separating the cycle lane from vehicle traffic.
- Option 2 was also frequently disliked (51 responses). Concerns expressed around mixing cyclists with vehicle traffic in a shared lane.
- Safety concerns (53 responses) including conflicts between cyclists and pedestrians. visibility issues that could be created by solid barriers.

- Support for designated drop-off spaces (20 responses). Especially for Wheel-Trans, camp drop-offs, and families with young children. Several respondents flagged that drop-off for genuine accessibility needs should be distinguished from general vehicle access.
- Prioritizing nature and wildlife/greenery (20 responses) e.g. through reduced paving and native plantings.

West Road South

The survey collected feedback on two options proposed for West Road South.



Seventy-three percent of respondents provided feedback on this area.

Option 1

Option 1 features a pedestrian priority plaza and diverted cycle lane. The intersection at Centre Road and Colborne Lodge Drive is a yield controlled mountable mini round about. The site plan for Option 1 is shown below.



Safety Enhancements

1. Diverted Cycle Lane north of Grenadier Café to re-direct cycle traffic away from new pedestrian-oriented plaza
2. Pedestrian Oriented Plaza Space with narrowed authorized vehicle lane to encourage reduced speeds
3. Yield controlled mini-roundabout intersection at Centre Road
4. Accessibility Enhancements
5. Formalized sidewalk on the south side of West Road and
6. Additional pedestrian crossings to reduce dead-end pedestrian routes
 - Increased accessible seating
 - AODA compliant pedestrian crossings

Community Enhancements

7. Programming Opportunities – Food Trucks and Markets

8. Social seating on top of Cherry Blossom Hill

Environmental Enhancements

- Wildlife exclusion measures
- Wildlife crossings
- New tree plantings

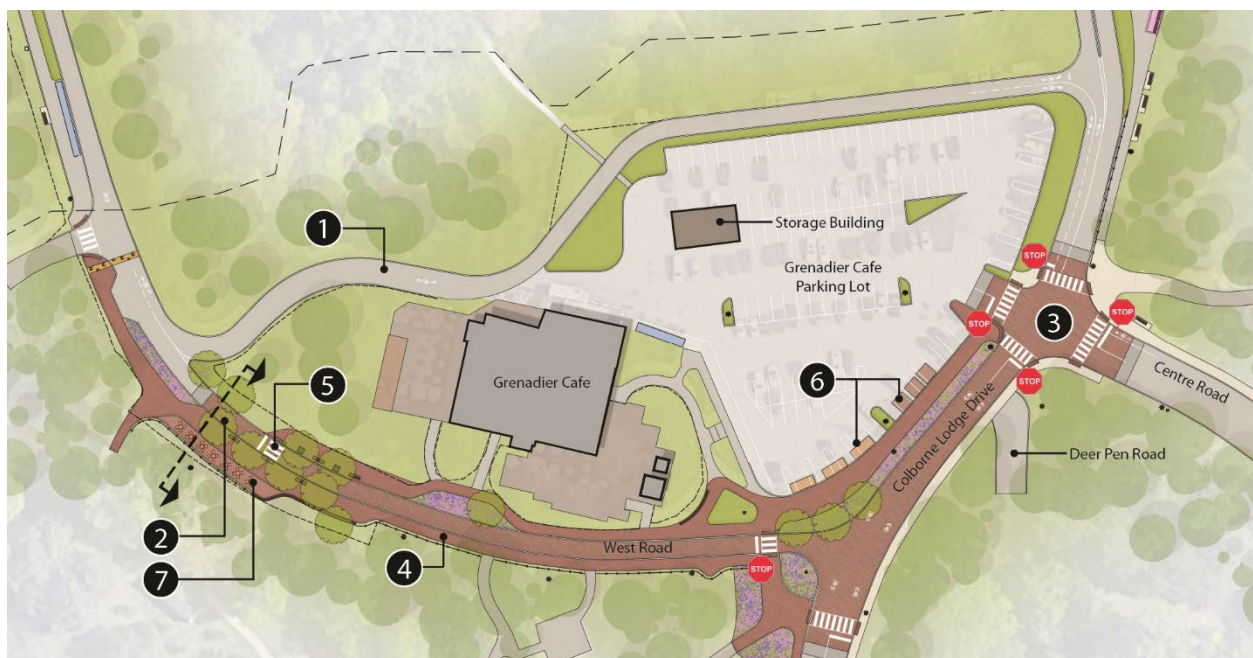
Option 1 feedback

When asked about Option 1

- 66% liked the raised shared pedestrian area along West Road
- 61% liked the yield-controlled mini-roundabout intersection at Centre Road and Colborne Lodge Drive (19% opposed)
- 58% liked the location of food trucks and market space at pedestrian plaza
- 54% liked the yield-controlled merge at West Road and Colborne Lodge Drive

Option 2

Option 2 also features a shared pedestrian plaza and diverted cycle lane. In this option there is raised textured paving throughout, and the Centre Road and Colborne Lodge Drive intersection is stop controlled.



Safety Enhancements

1. Diverted Cycle Lane north of Grenadier Café to re-direct cycle traffic away from new pedestrian-oriented plaza
2. Pedestrian Oriented Plaza Space with narrowed authorized vehicle path of travel to encourage reduced speeds
3. Raised, textured stop controlled intersection at Centre Road

Accessibility Enhancements

4. Formalized sidewalk on the south side of West Road and
5. Additional pedestrian crossings to reduce dead-end pedestrian routes
6. Increased accessible seating
1. AODA compliant pedestrian crossings

Community Enhancements

7. Programming Opportunities – Food Trucks and Markets
8. Social seating on top of Cherry Blossom Hill

Environmental Enhancements

- Wildlife exclusion measures
- Wildlife crossings
- New tree plantings

Option 2 feedback

When asked about Option 2

- 56% liked the raised shared pedestrian area along West Road and Colborne Lodge Drive
- 53% liked the location of seasonal food trucks and market space in existing parking lot
- 46% liked the raised, textured stop-controlled intersection at Centre Road and Colborne Lodge Drive (27% opposed)
- 42% liked the Stop controlled intersection at West Road and Colborne Lodge Drive (30% opposed)

Feedback on both options

When asked about improvements in both options

- 89% liked new tree plantings
- 86% liked Turtle nesting area protection through seat walls and railings
- 80% liked wildlife crossings on West Road
- 74% liked social seating on the top of Cherry Blossom Hill
- 72% liked new formalized sidewalk on the south side of West Road
- 71% liked the pedestrian oriented plaza space along West Road
- 70% liked the diverted cycle lane north of the Grenadier Café (12% opposed)

Thirty-eight percent opted to leave additional comments (554) on West Road South. These are shared below from most to least common except where directly opposing ideas are shared together.

- Support for diverting cyclists (65) was stronger than opposition (33). Respondents generally supported the idea of separating faster cyclists from the pedestrian plaza area and reducing conflict near the Grenadier Café. Some responses included concerns that the diversion would be a significant rerouting for cycling clubs and regular cyclists who rely on West Road, and that the new route may create its own conflicts.
- There were many caveats and questions about the cyclist diversion (50). Many responses communicated uncertainty about how the diversion would work in practice (e.g. whether higher-speed cyclists would use it, and whether it would create new conflicts elsewhere).
- Concerns about cyclists (55) focused on speed and behaviour of training/sport cyclists, and the safety risks they pose to pedestrians. Many suggested stronger physical measures to slow cyclists rather than solely relying on signage.
- Specific design suggestions were common (46) including raised crossings, path widths, signage, and traffic calming measures.
- Vehicle access sentiment was divided (44 opposed, 20 supported). Those opposed to vehicle access wanted the park to be car free, while supporters of vehicle access mentioned accessibility needs and that the park should be open to all modes of travel.
- Preference for yields and roundabouts (43). Many argued that yield-controlled intersections better manage the high volume and mix of users in this area. Opposition to yields was small (7). Preference for stop signs received 15 comments and opposition 13.
- Safety concerns (43) including cyclist speed and pedestrian-cyclist conflicts
- Desire to retain parking (32).

- Prioritizing nature and wildlife (30 responses) including support for reduced paving, native plantings, and protection of the ESA.
- Food truck sentiment was divided (21 opposed, 17 supported). Opposition was primarily due to concerns about competition with the Grenadier Café and generator noise. A small number (3) specifically supported relocating food trucks away from the parking lot.
- Stop sign preferences were divided (16 preferred, 13 opposed). Opposition preferred yield controls or physical calming measures like speed bumps instead.

Colborne Lodge Drive Overall Improvements

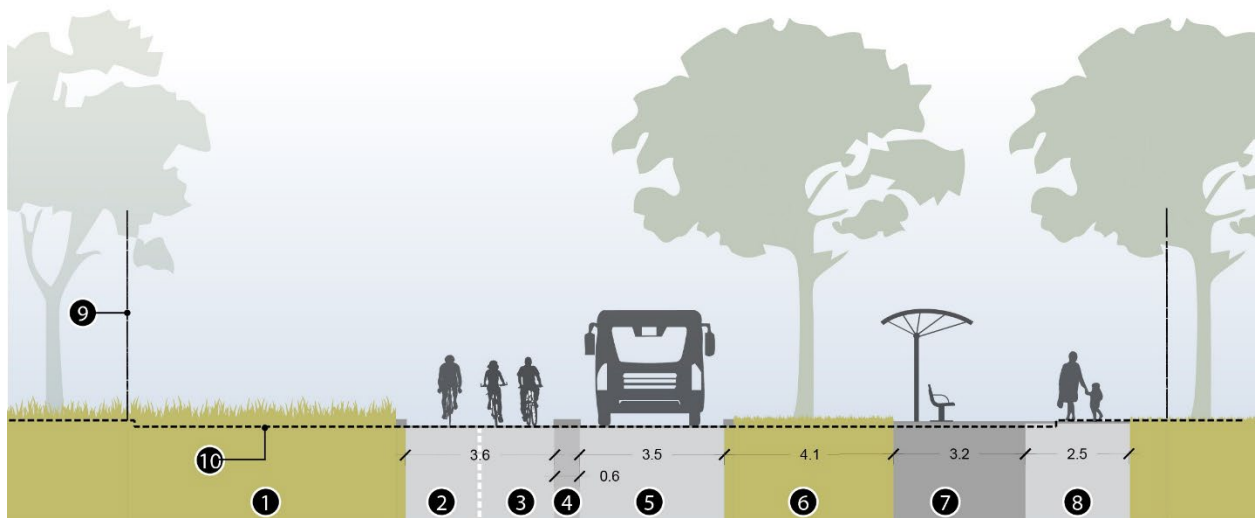
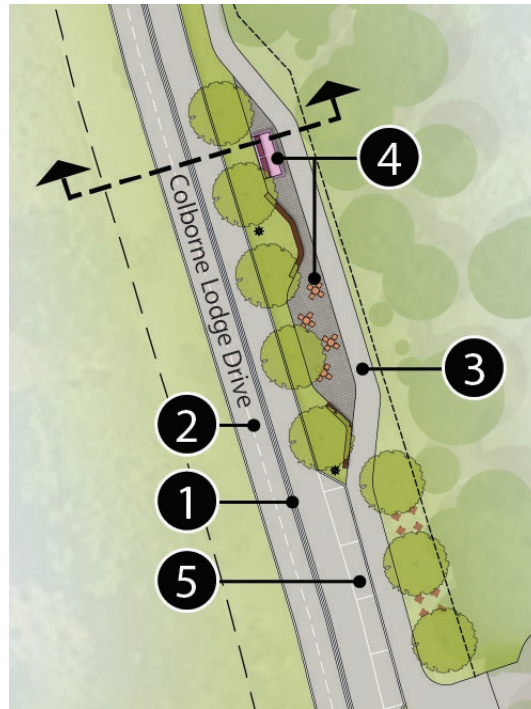
The survey collected feedback on two options proposed for the overall treatment of Colborne Lodge Drive.



Sixty percent of respondents chose to provide feedback on these proposed improvements.

Option 1

Option 1 features a two-lane cycle lane with one lane for passing or faster cyclists. This is separated from vehicular traffic by a concrete barrier. Pedestrian paths are widened and are complemented by activation spaces such as shade shelters with seating.



Safety Enhancements

1. Cycle and vehicle lanes separated by concrete median
2. Wider, two-lane cycle lane to allow for passing

Accessibility Enhancements

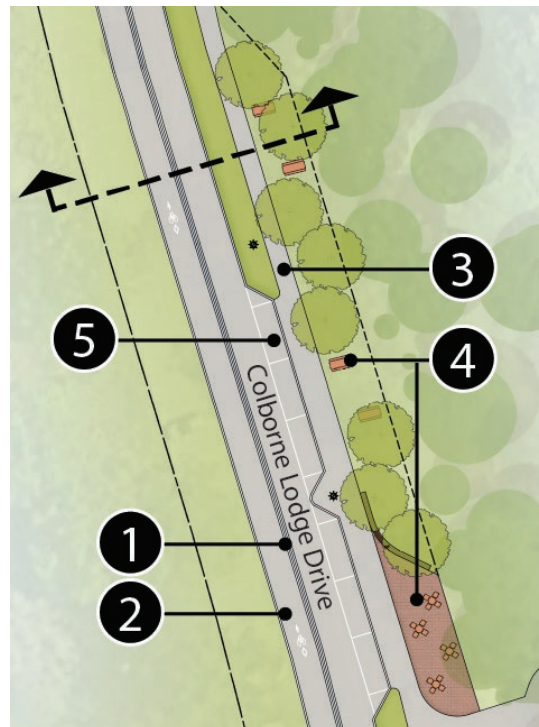
3. Buffered minimum 2.1m wide pedestrian path
4. More seating including covered shaded benches bistro tables
5. Parallel parking provided (one accessible, four standard)

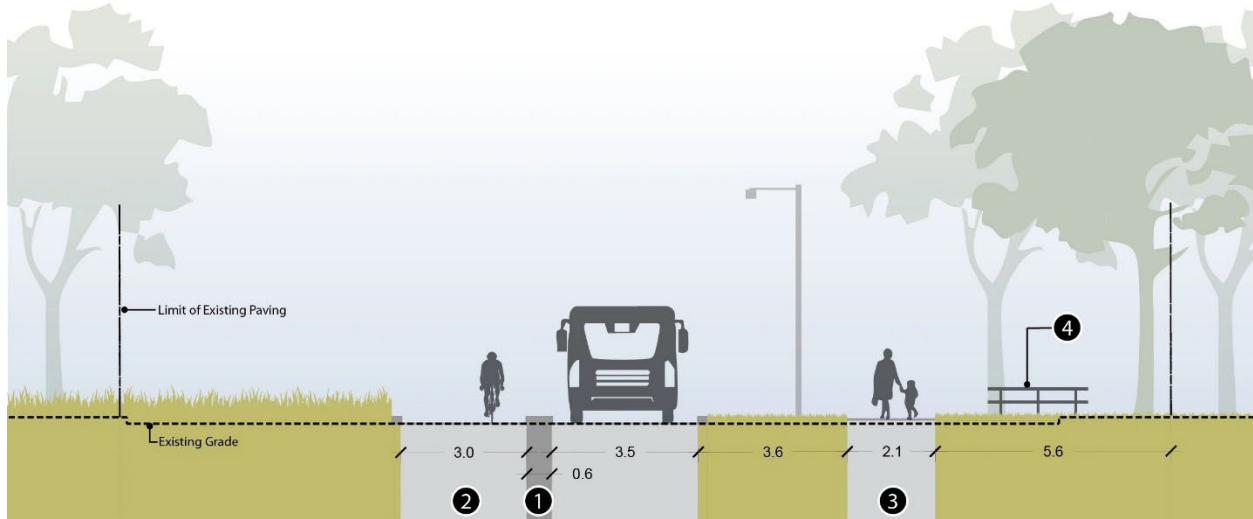
Environmental Enhancements

- Reduced paving
- New tree plantings

Option 2

Option 2 features a protected cycle lane. This is separated from vehicular traffic by a concrete barrier. Pedestrian paths are widened and are complemented by activation spaces such as shade shelters with seating.





Safety Enhancements

1. Cycle and vehicle lanes separated by concrete median
2. Single cycle lane

Accessibility Enhancements

3. Buffered minimum 2.1m wide pedestrian path
4. More seating including picnic tables, benches, and bistro tables
5. Parallel parking provided (two accessible, four standard)

Environmental Enhancements

- Reduced paving
- New tree plantings

Feedback on both options

When asked about differences in the options

- 72% liked the inclusion of a passing cycle lane vs 28% didn't like it
- 69% liked Option 1 with less parallel parking and 31% liked Option 2 with more parallel parking

When asked about similar improvements in both options

- 90% of people liked new tree planting
- 83% liked accessible shaded seating, bistro seating, benches and picnic tables
- 81% liked the expansion of Environmentally Sensitive Areas
- 80% liked the pedestrian buffer area
- 72% liked the cycle and vehicle lanes separated by a concrete median

Sixty percent of respondents opted to provide (355) additional comment on the overall improvements to Colborne Lodge Drive. These are shared below from most to least common except where directly opposing ideas are shared together.

- Option 1 was more frequently preferred than disliked (33 prefer vs. 23 dislike). Support was largely for the separation of cyclists from vehicle traffic and for cycle passing lanes. Opposition to Option 1 centered on the concrete planted medians, which many felt would reduce flexibility, block sightlines, and require maintenance the city may not provide.
- Option 2 saw very few comments (5 preferred it and 2 disliked).
- Specific design suggestions (111) included a broad range of ideas such as pedestrian and cycle path width, placement and surface materials, signage, barrier types, running infrastructure and pedestrian crossing placement, among many other things.
- Concerns about cyclists (50 responses) focused primarily on the speed and behaviour of sport and training cyclists, and the safety risks they create for pedestrians and slower recreational cyclists. Many respondents called for stronger physical measures to enforce slower speeds.
- More people opposed vehicle access (45) than supported it (15). Those opposing vehicles argued for a car-free park experience. Supporters primarily expressed concerns around accessibility needs.
- Desire to retain or restore parking (45) had more support than desire to reduce parking (17). Desire to retain parking emphasizes access needs for families, seniors, and people with disabilities. Those wanting to remove parking argue that parking space could be better used for cycling or pedestrians.
- Process concerns (30) including criticism that cyclists were inadequately consulted, that the survey question was difficult to understand, and that the proposed changes may not effectively solve the problems they aim to address.
- Concerns about the concrete median (29). Respondents argued that solid barriers reduce visibility for pedestrians, cyclists and drivers, create maintenance challenges, and remove the flexibility of the current bollard system.
- Prioritizing nature and wildlife (16 responses).

West Road Overall Improvements

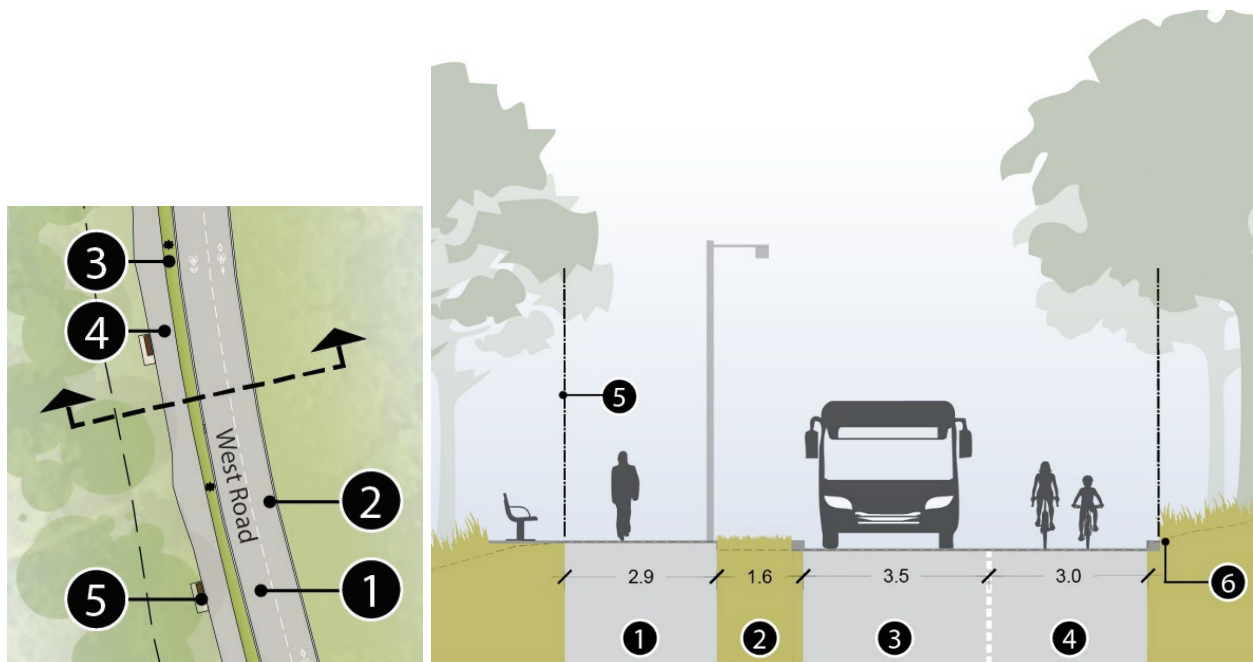
The survey collected feedback on two options proposed for the overall treatment of West Road.



Sixty percent of respondents chose to provide feedback on these changes.

Option 1

Option 1 includes a pedestrian clearway and a planted boulevard. It features a separated passing cycle lane and a shared vehicular and cycle lane.



Safety Enhancements

1. Shared cycle and vehicle lane
2. Additional marked lane for cyclist passing
3. Planted boulevard to buffer pedestrian path of travel

Accessibility Enhancements

4. Minimum 2.1m wide pedestrian path
5. Bench seating provided every 30 meters

Environmental Enhancements

- Reduced paving
- New wildlife crossings

Feedback on both options

When asked about differences in the options

- 68% liked the inclusion of a passing cycle lane vs 32% didn't like it
- 76% liked the expansion of the ESA vs. 24% didn't like it

When asked about similar improvements in both options

- 82% liked the accessible benches
- 79% liked the planted pedestrian buffer area
- 77% liked the new wildlife crossings

Sixty percent of respondents opted to leave additional comments (331) for West Road

- Option preferences were closely split. Option 2 was slightly preferred (38) more than Option 1 (33). Option 2 support was driven by its simpler shared lane approach given the lower vehicle volumes on West Road, and the expanded ESA. Option 1 support came primarily from those who appreciated the dedicated passing cycle lane for safety.
- Specific design suggestions (110) included comments on lane widths, surface materials, barrier types, passing lane placement, signage, and pedestrian crossing locations.
- Opposition to vehicles in the park was stronger (50 responses) than support for vehicles (33).
- Process concerns were prominent (39 responses), with respondents saying they didn't understand what the options were describing especially what "shared vehicle and cycle lane" meant in terms of the presence of private vehicles on West Road.
- Opposition to shared lanes (30 responses). Many raised concerns that mixing cyclists with vehicles (even transit and maintenance vehicles) creates safety risks, particularly on a downhill stretch where cycling speeds are higher.
- Concerns about cyclists (29 responses) focused on speed and the perception that West Road functions as a velodrome for cyclists.

Who we heard from

As part of the City's commitment to equity, we gather demographic information about survey respondents. This helps us understand who we are hearing from and who's voices maybe missing.

- Language: 97% were English speakers

- Race: 65% were White, 18% chose not to answer, 5% were East Asian, other groups were under 3% each. 2% were Indigenous
- Disability: 16% of respondents identify with a disability
- 17% say a member of their household has a disability
- Gender: 44% identified as men and 38% women, 16% prefer not to answer 2% gender nonbinary
- Sexual orientation: 64% heterosexual, 26% prefer not to answer, 5% bisexual, 3% Gay, 3% Queer, 1% not listed, 1% lesbian, 1% two spirit
- Housing: 57% homeowners, 31% renters
- Outdoor space: 45% have a yard, 26% balcony, 19% only access to public spaces, 13% access to semi private outdoor space
- Income: 35% over \$150,000, 25% chose not to answer, 16% between \$100,00 and \$150,000, 11% between \$70,000 and \$99,000. 11% below \$69,000

Conclusion

Overall, survey findings demonstrate strong support for the road redesign, with more than 80% of respondents indicating support for the proposed overall improvements to safety, accessibility, and the natural environment.

At the same time, the quantitative results and more than 1,000 open ended comments highlight several important and at times competing priorities that will need to be carefully balanced as the design advances. Across all areas of the survey, many of the open ended comments on the overall improvements spoke to the continuing concern for conflicts with fast cyclists, as well as interactions between different modes of travel. There were also specific design suggestions based on how individuals experience the park, concerns about parking and access to activities, concern for protecting nature in the park, as well as comments about transit and various elements of the design.

In most cases when presented with options, survey respondents favored the increased separation shown in Option 1 over the shared space approach of Option 2. However, in some cases like West Road, Option 2 was slightly preferred and in many cases an element of Option 2 was identified as desirable despite overall preference for more separation. The design team will consider these variables and preferences and how a revised design might capture the best of the preferred design options.

Next Steps:

This feedback is being considered as the design team moves towards a preferred design. There will be a virtual public meeting to share the preferred design when it is complete.

Acknowledgements

Community Members

We appreciate all the community members who engaged with us during the survey. Your questions, insights, and feedback have been invaluable in refining our materials and enhancing the overall experience for all participants.

To learn more about the project, visit [Toronto.ca/highparkmove](https://toronto.ca/highparkmove).