

Public Meeting Summary

High Park Movement Strategy Road Re-design

Phase 2: Exploring Options

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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, a public meeting (this report) and a virtual survey.

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 public meeting, and guidance on accessing additional information on the project webpage.

Digital Media

Project Webpage

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

Email Blasts

An email was sent to project update subscribers to notify them of the public meeting and the process of registering for the meeting.

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 March 23 to April 7, 2026.

Meeting Summary

The virtual meeting took place on Tuesday April 7th, 2026 from 6:00 - 8:00 pm.

Seven City staff and three members of the consultant team were in attendance, as was the local Councillor and his executive assistant.

375 members of the public attended the meeting.

The meeting was designed to be primarily an information sharing meeting with the intention that feedback on the design could be gathered through the survey that was running simultaneously. Attendees were able to ask questions and share opinions through the meeting Question and Answer function (Q&A). 126 participants left a total of 399 comments in the Q&A and an additional 6 participants had an opportunity to provide their comments verbally. City staff did their best to answer all Q&A questions but were unable to due to the volume of questions. As such, this report includes an appendix with Q&A responses from the project team.

The meeting agenda was as follows.

1. **Welcome and Introductions**
2. **Introduction to the Project Scope**
3. **Design Goals**
4. **Design Options Presentation**
5. **Closing Remarks**
6. **Take the Survey**

Summary of Meeting Polls

There were 4 polls in the meeting, the responses are shared below.

- 1) What is your favorite reason to visit High Park?
 - 37% Nature
 - 25% Cycling
 - 19% Being with family or friends
 - 17% Exercise
 - 14% Dog Walking
 - 10% Visiting sites (cherry blossoms, the pond, hillside gardens, etc.)

- 6% Sports
 - 5% Other
 - 4% Going to a playground or splash pad
 - 2% Gardening
 - 1% Ceremony or cultural activities
- 2) What is your preferred way of moving through the park?
- 74% Walking
 - 56% Cycling
 - 36% Driving
 - 12% Other
 - 8% Transit
 - 3% Rolling (assisted mobility device)
- 3) Considering the goals of the Movement Strategy, which are you most interested in?
- 36% Safety for all Park Users
 - 29% Protecting the Natural Environment
 - 28% Improved Accessibility
 - 7% Others
- 3) Having learned more about the two different design options, do you have a preferred approach?
- 59% Separated modes of travel
 - 15% I don't know enough yet
 - 14% Shared spaces
 - 10% I like neither
 - 3% I like both

Discussion Highlights (by Theme)

Below is a summary of themes of the verbal and chat comments in the meeting along with frequency of comments in that category. The first section captures comments that are related to the road design. This is followed by a section which captures comments that are on issues beyond the scope of the road design.

Detailed Design Comments (56)

- Can Option 1 align the pedestrian crossover on Colborne Lodge Drive with the trails at Spring Road
- Support for textured pavers
- Concern with textured pavers for small-wheeled vehicles (skateboards, rollerblades, mobility devices)
- Request for textured treatments for visually impaired park users
- Concern with zippered merge for safety
- Suggestion of limiting cars by route but having seven-day access up Colborne Lodge Drive
- Support for physical barriers on Colborne Lodge Drive
- Comments about ensuring cars don't drive down West Road
- Support for drop-off area near High Park Nature Centre
- Comments that a shared street approach requires socialization
- Suggestion that area 2, Option 1 have narrower vehicle lanes and wider cycle space (use flexiposts)
- Support for stop signs also being used for Option 1
- Support for Option 2 near Grenadier Café, but Option 1 elsewhere
- Suggestion to reinstate older traffic calming measures
- Support for raised intersections
- Question about what happens if users don't comply (all options)
- Request for diverted cycle lane to be straighter for better cycle speed
- Request for better separation down West Road from fast cyclists
- Comments about needing improved gate at Bloor Street West

Cycling – Speed and Behaviour (55)

- Requests to discourage or ban the use of the park for high-speed cycle training
- Safety concerns and conflicts with high-speed cyclists
- Comments about the 20 km/h speed limit and how it should be respected
- Comments that cyclists won't respect a speed limit
- Comments about creating a place for cyclist speed training somewhere else in the city
- Comments about reconsidering the cycling pilot project to allow dedicated time for cyclists, or to adjust park access based on time of day/seasonality
- Comments that there is a lot of hostility towards cyclists, and cyclists are not safe elsewhere in the city

- Comments that the current designs seem to encourage or continue to permit high-speed cycling (e.g. the cycle bypass at the Grenadier)
- Concerns that recreational “slow” cyclists are being grouped with faster cyclists but their needs are very different

Cycling – Infrastructure and Design (38)

- Many requests for speedbumps and discussion that they are not dangerous if cyclists are not going fast
- Question if the cycle lanes can be bi-directional for getting to activities and calming speeds
- Preference for design that uses structures for compliance over signage or enforcement
- Comments appreciating the separation of cyclists and pedestrian crosswalks
- Concern about other users crossing the diverted cycle lane to get to the labyrinth, or pedestrians crossing to get to the south end of the park
- Concern that the diverted cycle lane should not impact Hawk Hill
- Concern that the diverted cycle lane means further reductions in parking
- Concerns that if cycle path is too narrow then slower cyclists will have conflict with faster cyclists
- Some comments that the design privileges a cycle loop and fast cycle speeds

Accessibility (35)

- Comments that there are people with some degree of mobility impairment who don’t qualify for Wheel-Trans
- Comments that Wheel-Trans can be difficult to access and cumbersome to use
- Concerns that the redesign does not adequately address the needs of disabled users
- Concerns about impact of textured surfaces for mobility devices or other small-wheeled vehicles
- Desire for weekend access for those who work and use a mobility device
- Concern for having enough Wheel-Trans drop-off spots

Parking (21)

- Concerns about the impact of park parking on neighbouring areas
- Requests for reinstating not reducing parking for accessibility reasons

- Comments that drop-off doesn't work for families who can't drop off kids unsupervised or people who are alone and can't walk into the park
- Questions about whether the parking needs of the people using the sports facilities have been considered in the plan.

Other Mixed Comments (18)

- Questions about the project team
- Questions about time vs. geography closures, can timed uses solve some problems?
- Request to consider children more
- Request to improve washroom access
- Comments about seating and recreational spaces (move outdoor fitness away from the road, what is "lounge seating")
- Questions that were unclear

Environment and Wildlife (15)

- Request for an eco-centric design
- Concerns that the diverted cycle lane is not compatible with an Environmentally Sensitive Area
- Concerns about this process causing damage to Hawk Hill and the birds and ecosystems there
- Question about whether wildlife will use the crossings provided
- Concerns about idling food trucks

Dog Walking (11)

- Concerns about safety for dogs and dog walkers, especially crossing the road
- Concerns about access for dog walkers who can't take transit
- Desire for more parking for dog walkers
- Request for dog walkers to be an authorized vehicle working in the park
- Request that dog crossings also be addressed

Like Option 1 - Separation (8)

- Comments in favour of separated modes of travel

- Concern about shared space not providing enough safety especially for walkers and bikes
- Desire for cars to also be separated from bikes
- Concern that the shared space approach introduced along Queens Quay in 2015 has been confusing and dangerous

Concerns about Runners (6)

- Confusion about where runners are supposed to travel
- Comments that runners don't know whether to use the cycle lane or the pedestrian paths

General Safety (5)

- Concerns about cars on West Road
- Questions about whether High Park is unsafe and why safety is a goal
- Concerns about safety when walking a long distance to parking at night
- Concern about emergency vehicle access

Gardening (2)

- Comments that gardeners are concerned about access to the community gardens without cars

Like Option 2 – Shared Space (2)

- Comments liking shared space and saying this works in Europe

Beyond the Road Redesign

Many questions and comments provided related to the overall implementation of the High Park Movement Strategy and were beyond the scope of this road redesign. These are shared below.

Car Access And Mobility (35)

- Questions about seasonally or otherwise staggered timing for car access given TTC is seasonal and ice skating is gear-heavy and predominantly in winter
- Comments suggesting removing car access is detrimental for seniors and disabled people and calls for reinstating car access on weekends
- Comments hoping to retain car access in the park
- Comments about how TTC and Wheel-Trans don't work for everyone, and car access is the only option for some
- Comments about access to the park in emergencies either for emergency service vehicles or for emergencies that might not require emergency services
- Concerns about car access for allotment gardeners
- Concerns about access to activities like the pool and other facilities
- Concerns about reduction in park users with less car access and parking

Data, Costs and Governance (27)

- Comments about wanting to understand how/if the project is informed by data on attendance and participation in activities
- Comments about needing more data informed decision making and questions about what the metrics are that would measure success and where these can be seen
- Questions about the project budget and concerns about costs relative to other City needs
- Disagreement with spending on various aspects of this project
- Suggestion that spending in High Park should be on washrooms and general maintenance
- Comments on data on collisions or injuries in the park

Meeting Process and Consultation (23)

- Concerns about questions not being answered in the chat and not finding this format good for gathering input
- Suggestion to meet with additional groups (those who don't use the park now due to access, immediate neighbours)
- Preferences for meetings where people can speak or have questions answered verbally
- Requests for access to all the reports including the HPMS report to support an informed consultation

- Questions on the petition in favour of cars in the park and if it is being considered
- Some concerns about the survey saying it was hard to complete or that it didn't ask all the questions people wanted
- Questions about transparency around who is being engaged and how
- Comments that a 48-hour public life study is not enough

Like Car Free (14)

- Comments expressing support for a car-free park
- Support for pedestrian priority on the park roads
- Concerns about cars being on the roads where they shouldn't be (West Road)
- Support for the elimination of cut through traffic

Transit (13)

- Comments that Wheel-Trans does not fill the accessibility gap. People feel they do not qualify yet still have mobility issues, they can't travel with family or friends, and it is cumbersome to access (book ahead etc.)
- Some comments that transit is time-consuming and unhelpful for families or those traveling with gear
- Some comments that people should be less resistant to transit
- Calls for a free transit service in the park
- Comments that the buses should be electric
- Comments that the buses are loud and invasive for a car-free area

Against the HPMS (10)

- Comments that the reduction in cars primarily impacts disabled and elderly people
- Comments that the problem in the park is the reduction in cars and the old movement patterns were fine and didn't need fixing
- Comments that this is unnecessary spending

Questions about Full Closure (10)

- Questions about how people can provide feedback for the report to council
- Confusion about the future possibility of full closure of the park to vehicles

- Suggestions about looking to Central Park for a car free model
- Concern about the Grenadier Café if full closure happens
- Questions about engagement on the issue of closure of the park to cars

Conclusion

The public meeting provided a valuable opportunity for the project team to hear a wide range of perspectives on the proposed road design options and the broader High Park Movement Strategy. Participants shared detailed comments, questions, and suggestions reflecting strong interest in park safety, accessibility, and overall user experience. While the volume of input made it challenging to address all questions during the session, the feedback collected through both verbal contributions and the Q&A will help inform design refinements and ongoing project work.

There was a repeated concern about the speed of cyclists in the park, and what speed of cycling the roads are being designed for. There was also concern about access to amenities especially for less mobile park users or those with equipment. These issues are being carefully considered both by the road redesign team and the wider High Park Movement Strategy team. Related to this, there is also concern about a loss of parking near amenities; the team is reviewing parking options and trade-offs and these will be clearly shared in the revised design.

Finally, there were a number of questions that were outside the scope of the road design project. These are related to the broader movement strategy goals and metrics, transit options, car access, and overall park usage. While they may not have a direct influence on this design these comments are being shared with the broader HPMS team and are appreciated as related feedback that will help shape future engagement on the movement strategy report back.

Next Steps

Feedback from the public meeting, along with input collected through the survey and other engagement activities, will be used to develop of a preferred road redesign.

Once a preferred design has been developed, it will be presented at a future virtual public meeting, where community members will have another opportunity to learn about the project, ask questions, and provide feedback before the design is finalized.

Acknowledgements

Community Members

We appreciate all the community members who engaged with us during the public meeting. 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).

Appendix 1: Q and A with Responses

This Q and A has been developed based on questions asked in the Public meeting on April 7th 2026. To improve clarity repeated or similar questions have been consolidated and some questions have been adjusted to improve readability.

Questions About Design

Q1. How is the City supporting pedestrians and recreational uses in the road redesign?

A1. The design options support recreational uses and pedestrians through improving pedestrian pathways, prioritizing pedestrians by creating safe and clear crossings to recreational uses such as the ice rink, tennis courts, and playgrounds, and by providing protected cycle lanes.

Q2. Can the options be mixed and matched?

A2. In some cases, elements of the options can be combined. In other cases, the different approaches are not compatible. Where they are compatible and desired, some elements from different options can be combined in the final design.

Q3. Can you point to the evidence that supports different decisions being good for safety etc. (stop vs. yield, etc.)?

A3. In the case of stop signs vs yield signs, stop signs have an increased level of control over yield signs according to the Ontario Traffic Manual. However, the primary contributors to the success of these intersection controls are:

- i) driver and cyclist compliance to the traffic controls (stop, yield, etc.); and
- ii) compliance to the posted speed.

Reference documents used in the development of these designs include; Ontario Traffic Manual Book 18, City of Toronto on Street Bikeway Design Guidelines, City of Toronto Multi-use Trail Design Guidelines, City of Toronto Complete Streets Guidelines, Global Design for Shared Streets, National Association of City

Q4. How effective will the wildlife crossings be?

A4. The wildlife crossings were developed based on recommendations from the Toronto and Region Conservation Authority (TRCA) and reflect approaches that have been effective in other locations. Features such as curb cuts and low fencing are designed to create a path of least resistance to guide turtles and other small wildlife toward designated crossing points. This helps reduce random crossings and increases the likelihood that drivers and park users will anticipate and respond safely at these locations. Educational signage is intended to increase park user awareness of the animals in the park and their predicted movements.

Q5. What is the criteria for evaluating the options?

A5. The preferred option is being developed based on feedback from technical experts at the City and TRCA, previewers and public engagement.

Q6. Since intersections are being raised, will this mean continuous same level pedestrian paths?

A6. Yes, the raised intersections allow for pedestrian paths to maintain the same grade and decrease grade changes at crossings. In addition, the raised crossing functions as a traffic-calming measure by encouraging lower vehicle speeds, which enhances pedestrian visibility and safety while crossing.

Q7. Will bike lanes be added to High Park Blvd?

A7. Currently there are shared lane indicators on High Park Boulevard within the park. Painted bike lanes may be considered as part of the preferred design option.

Q8. What are you doing about the entrance at Bloor Street?

A8. Both Option 1 and Option 2 show gated entrances at Bloor Street West to manage vehicular entrances and exits to the park. The preferred design will provide more detail regarding these planned improvements at the Bloor Street West entrance.

Q9. How will you prevent cars from turning where they shouldn't? For example, turning right when exiting the Grenadier parking lot, or left at Spring Road and Colborne Lodge Drive?

A9. A combination of wayfinding and road design will be used to make vehicular travel patterns clear and improve safety. For example, at Spring Road, both options propose roadway narrowing and pavement markings to indicate the closure of Spring Road to vehicles. At the exit to the Grenadier Parking lot, pavement markings and signage will indicate the vehicular exit more clearly.

Q10. Will Colborne Lodge Drive between Children's Garden and Grenadier Cafe remain car free?

A10. Yes. The proposed road redesign will maintain current travel patterns through the park, and therefore Colborne Lodge between the Children's Garden and Grenadier Café will remain car free.

Q11. Why are you not just putting speed bumps back in?

A11. Speed bumps are not included in the design as they are primarily designed to slow motor vehicle speeds not cyclist speeds and could potentially pose a safety risk to cyclists. Alternate treatments such as raised crosswalks, textured pavers, and narrowed travel lanes have been recommended to improve safety based on the mixture of users in High Park including cars, bicycles and pedestrians.

Q12. How are you slowing cars in Area 2, the Colborne Lodge Drive Recreation Area?

A12. In Area 2, Option 1 slows vehicles by including raised pedestrian crossings to key recreation amenities. Option 2 slows vehicles by providing a shared pedestrian/cycle/vehicular space with textured paving. Option 2 also includes marked pedestrian crossings to key recreation amenities.

Q13. Where should runners go in this plan? Do they use the diverted cycle lane? The widened sidewalks are intended for use by runners and pedestrians.

A13. In Option 2 can the vehicle lanes be narrowed and keep the flexiposts to create more space for cycling? Our project team will consider this suggestion while developing the preferred design.

Q14. How can a "shared space" approach ensure vulnerable road users are safe?

A14. As with any transportation design or control intervention, effectiveness depends on the appropriate combination of posted speeds, design tools, clear communication of expected behaviours and user compliance.

The shared space approach is one design approach that has been successful in achieving slower speeds and improving safety to support accessibility and the safety of vulnerable road users. With this approach, vulnerable road users are prioritized by maintaining a designated pedestrian path and pedestrian crossings. The pedestrian path is delineated using contrasting paving, bollards, and tactile walking surface indicators to communicate the limits of the shared vs designated pedestrian zone. Guiding surface indicators are used to connect the pedestrian pathways to pedestrian crossing where typical crossing controls are in place. For further protection a furnishing and planting zone that includes site furnishing or planting can be placed between the shared lane and pedestrian walkway.

Reference material for shared space components can be found in the City of Toronto Complete Streets Guidelines: Chapter 2, Global Design for Shared Streets, National Association of City Transportation Officials (NACTO) and Global Designing Cities Initiatives – Designing for Safe Speeds & Global Street Design Guide

Q15. How much does each option rely on user compliance?

A15. No option can entirely eliminate the need for user compliance, but both aim to reduce reliance on individual behaviour and are an improvement on the existing condition.

Both design options have been developed using established road design approaches that are aimed to reduce reliance on individual user behaviour by incorporating physical and visual design elements that slow speeds.

Both design options include proven traffic-calming measures intended to lower vehicle speeds, improve driver awareness, and enhance pedestrian visibility and comfort. Features such as road width and turning angles, raised crossings, adjacent streetscapes, raised and/or narrowed areas are designed to create a safer environment.

The physical separation between cyclists and vehicles in Option 1 provides the least reliance on user compliance. However, this benefit is specific to cyclist–vehicle interactions and does not eliminate the need for user compliance at locations where cyclists and pedestrians interact, such as crossings and intersections.

Q16. With the diverted cycle route can bikes go south on Colborne Lodge Dr. or travel farther south to the lake?

A16. Yes, there is a 2-way cycle lane on Colborne Lodge Dr. south between the diversion and the intersection at Colborne Lodge Dr. and West Rd.

Q17. Where is narrowing of roadways happening? Which lanes are being narrowed?

A17. Along Colborne Lodge Drive there are some areas of reduction and a move to greater consistency in cycle lane width (with the exception of the pinch point at Colborne Lodge Drive Recreation Area).

There is also a reduction in vehicle lane width north of Spring Road and on both West Road and Spring Road there is a reduction in authorized vehicle lane width

Q18. Is "traffic calming design" for cars or bikes or both?

A18. Traffic calming is designed for both bikes and cars. In some cases the design solutions are different but both bikes and cars are planned for through these design options.

Q19. Will the diverted cycle lane impact Hawk Hill or the Environmentally Significant Area (ESA)?

A19. The diverted cycle lane will be created in the existing paved area in the parking lot, and will not infringe on or impact the Environmentally Significant Area or Hawk Hill.

Q20. Does the plan still permit fast cycling and if not, how does it prevent this?

A20. The road designs recognize that people cycle at different speeds and aim to reduce conflicts by providing clearer space and expectations for everyone. All cyclists are expected to ride at safe speeds and follow posted speed limits and traffic rules in a park setting where a range of users are present.

Q21. With the diverted cycle lane, how will pedestrians cross over to the centre of the park near the labyrinth etc?

A21. Staff appreciate the feedback requesting further detail on the diverted cycle lane. Additional details on this including the pedestrian crossing, will be provided as part of the preferred design.

Q22. Are there more design choices that could better support the ecosystem and wildlife?

A22. Measures have been taken to support the wildlife and ecosystems including; placement of proposed trees to not impact the existing black oak savannah,

proposed wildlife crossings and inclusion of wildlife exclusion fencing. The wildlife crossing and exclusion fencing are recommendations from the TRCA High Park Wildlife and Road Mortality Monitoring – Assessing Cycling and Roadway Impacts Report (2025)

The design development phase will include opportunities to support wildlife and ecosystems. The planting design is one example where we will work with City staff, and Indigenous groups to develop a plant palette that is appropriate to the site's ecological, cultural, and operational context.

Q23. Could the diverted cycle lane be straighter to allow for more speed?

A23. The diverted cycle lane is currently oriented to ensure that it does not encroach on the adjacent Environmentally Significant Area, and to stay within the existing paved area of the park. Dedicated cycling lanes are intended to improve safety and reduce conflicts by clearly separating different movements. They are not meant to increase cycling speeds, and the existing speed limit in the park (20 km/h) will be maintained.

Q24. Which parts of the design will improve access to the centre of the park, for example families accessing playing fields while carrying equipment?

A24. Pickup and drop-off areas, TTC accessible bus stops, Wheel-Trans stops, and accessible parking are provided in both options adjacent to the sports field areas to allow for easier access to the playing fields.

Q25. Can cyclists ride side by side in option one?

A25. Yes – both Option 1 and Option 2 provide enough width for cyclists to travel side by side. 2.1 m is the recommended width for comfortable side by side cycling.

Option 1 proposes cycle lane widths ranging from 3.0m – 3.6m wide Option 2 proposes cycle lanes from 3.0m – 3.5m wide (shared street). The exception: In both options the cycle width reduces to 2.0m for around 60m at the Colborn Lodge Drive Recreation Area.

Q26. Won't narrowing cycle lanes create more conflict for slower cyclists including children?

A26. The narrowed cycle lane is proposed in areas where there is a high volume of pedestrians and recorded conflicts between cyclists and pedestrians. The intent of narrowing the cycle lane at this location is to encourage slower cycling speeds offering more time for user reaction.

A 2.0m wide cycle lane remains within the range of accepted bikeway widths, and the narrowing will be gradual. It is accompanied by raised, textured paving that further provides visual and physical cues to slow cycling speeds.

Q27. Why is the diverted cycle lane in both options?

A27. The diverted cycle lane is included in both options as it is a recommendation within the Council-approved High Park Movement Strategy that is being implemented through the road-redesign. The diverted cycle lane is intended to reduce conflicts at the southern end of West Road where there is a high volume of reported safety concerns.

Q28. Can you add a barrier between cyclists and pedestrians on West Road?

A28. Our project team will consider this suggestion while developing the preferred design.

Q29. What is the evidence that raised pedestrian crossings reduce cycling speeds without harming safety?

A29. Published guidance from the City of Toronto, National Association of City Transportation Officials (NACTO), Global Designing Cities Initiatives and the Ontario Traffic Manual supports the use of raised crossings as a traffic-calming measure. Raised crossings increase pedestrian visibility, improve yielding behavior, and create a safer pedestrian crossing environment that reduces motor vehicle speeds. While the direct evidence from the above standards and guidelines points to motor vehicle speeds the design logic can reasonably be applied to cyclists. A raised crossing introduces a vertical and visual cue that signals a change in priority, increases the visibility of the crossing, and encourages users approaching the crossing, including cyclists, to proceed more cautiously. This is consistent with Global Designing Cities Initiative guidance noting that cycle-track designs at pedestrian interaction points must include strategies to encourage cyclists to yield to pedestrians.

Raised crosswalks are designed with a gentle slope to balance cycling safety while encouraging slower speeds. The raised crossing is designed with gradual approach and departure ramps that are intended to slow users comfortably rather than create an abrupt obstacle.

In addition, the raised crosswalks are being combined with other complementary speed management design tools such as paving material changes, pavement markings, curb extensions and signage.

Q30. Can you sharpen the turns to slow cyclists?

A30. Park roads require specific turning radii to accommodate large vehicles including buses and fire trucks, meaning that in many cases sharper turns are not feasible, however our design team will investigate if there are any adjustments to turning that would still accommodate larger vehicles.

Q31. Can you add a cycle bypass at Spring Road for left turns too?

A31. For both design options Spring Road is only accessible to bicycles and operational and emergency vehicles such as Wheel Trans and the trackless train. A separated cycle lane may be considered on Spring Road as part of the preferred design.

Q32. How should disabled park users who don't qualify for Wheel-Trans access the park?

A32. TTC route 203 services the 'High Park Loop' providing an accessible transit option to access the centre of the park. There are five stops including stops adjacent to the sports fields and pool. The service connects directly to the accessible High Park Station.

Q33. Can there be more than one Wheel-Trans drop off spot?

A33. There are currently multiple Wheel-Trans drop off locations in the park: The three stops within this road re-design scope of work will be maintained.

- i) Snack Bar and Picnic Area 2 and 3 (220 West Rd.)
- ii) Grenadier Café (200 Parkside Dr.)
- iii) High Park Training Centre (142 Colborne Lodge Dr.)
- iv) Colborne Lodge (11 Colborne Lodge Dr.)
- v) Outdoor Swimming Pool (300 Colborne Lodge Dr.)

Q34. How (if at all) might features like textured road surfaces and raised crossings impact users of smaller micromobility devices (scooters, skateboards) and children cycling on bikes with smaller wheel diameters?

A34. Textured road paving will still meet all accessibility requirements of both the Toronto Accessibility Design Guide (TADG) and Accessibility of Ontarians Disability Act (AODA). The chosen paving will be designed to provide a

comfortable and accessible route for all users, including individuals using mobility devices and children cycling through the area.

Q35. Are people using the park in different ways at different times of day? Can the design consider this?

A35. Yes, we understand that the park is used differently at different times of day and at different times of the year. The design is intended to accommodate safe travel through the park at all times of day and all seasons.

Q36. When widening the sidewalk are you using the existing paved area?

A36. Yes, the road redesign is working within the footprint of the existing paved area.

Q37. Have emissions from idling food trucks been considered?

A37. City Council directed staff to undertake work on a comprehensive food and beverage strategy for parks. High Park will follow this strategy. We will share this question and feedback with the team responsible for preparing that strategy.

Q38. Will planted boulevards be high planter boxes or at ground level/mounds. Will native species be planted?

A38. Depending on the location in the roadway, planted medians would include higher planter boxes between the vehicular lane and the cycle lane, or ground level boulevards when located between the vehicular lane and the sidewalk. The existing plant communities are being considered in the development of the proposed planting.

Q39. Can you add shade to the entrance of the pool?

A39. The Movement Strategy work does not include the footprint of existing amenities such as the pool and ice rink.

Q40. What is lounge seating?

A40. Lounge seating refers to non-standard seating opportunities to provide park users with a variety of seating options.
Some reference examples are shown below.



Q41. What do AODA crossings do that is not currently being done?

A41. Accessibility for Ontarians with Disabilities Act (AODA) and the Toronto Accessibility Design Guidelines provide specific recommendations and design guidelines for accessible intersections, including requirements for curb ramps, line painting, and tactile warning strips at crossings. While crossings on Colborne Lodge Drive and West Road currently include curb ramps (transitions which allow persons using mobility devices to overcome the transition between the curb and street level at road crossings), tactile warning strips have not been installed. Additionally, the TADG guidelines provide specific dimensions, widths, slopes, and placement requirements to be integrated in the design of curb ramps and tactile warning strips.

Q42. Is it possible to pilot changes and see if they create new conflict areas?

A42. The proposed road redesign options maintain current travel patterns through the park and as such are not expected to create any new conflict areas. The redesign aims to address and improve existing areas of conflict.

Q43. How do first responders and emergency vehicles access the area?

A43. Emergency vehicles are allowed to access all park roads at all times. Emergency vehicles can access West Road through the Bloor Street entrance and can also access the park via the Parkside Drive and Queensway (Colborne Lodge Drive) entrances.

Q44. Can the bike shuttle model in Downsview park be implemented in High Park? (<https://downsviewpark.ca/events/cycling-without-age>)

A44. This is outside the scope of the road redesign project, however, the High Park Movement Strategy team will take this comment under advisement for consideration.

Questions About Decision Making and Budget

Q45. What are the metrics to evaluate the success of changes to the park? Can we see this on the project web site?

A45. Through approval of the High Park Movement Strategy, Council directed staff to undertake ongoing monitoring of the preferred strategy for travel network improvements, and report back to Committee and Council in 2027. Council's direction was not specific in terms of KPIs and metrics to measure success.

In April of 2026, staff coordinated the installation of people counters that will provide data and insights on the number of park visitors and how people move through the park.

We also plan other types of data collection, studies, and/or engagement to understand how the park is being used. This will inform recommendations and next steps for the 2027 report. We will provide updates on these actions once available.

Q46. Can you share the expertise on the consultant team?

A46. The consultant team includes (but is not limited to) landscape architects, transportation engineers with specialty in pedestrian and cycling design, environmental consultants, arborists, ecologists, and geotechnical consultants.

Q47. What are the studies that have been done to inform these decisions, and can you share them including the WSP and the TRCA report?

A47. Studies and background information that informed the High Park Movement Strategy can be found on the project web page. Under "Background Information" you can find the Council Decision IE3.7 – High Park Movement Strategy – Final Report.

Q48. Can space outside High Park be explored for high-speed cycling?

A48. This is outside the scope of the road redesign project, however, the High Park Movement Strategy team will take this comment under advisement for consideration.

Q49. Why weren't the changes to enhance accessibility made before the park closed to cars on weekends?

A49. Accessibility improvements were planned for and implemented as part of the broader High Park Movement Strategy, which was adopted by Council in 2023. Since adoption of the Strategy, a number of measures have been implemented to support accessibility, including additional accessible parking spaces, increased TTC service through the park, and other improvements to enhance access for people with mobility needs.

Q50. Are you measuring park attendance and has there been a decline in park usage since the Movement Strategy?

A50. As part of the overall Movement Strategy work, people counters have been installed to better understand park visitation and usage patterns in High Park. This data and other engagement efforts will help us understand how park usage is impacted by implementation of the Movement Strategy.

Q51. Are the Rick Hansen Foundation Guidelines on accessibility being considered?

A51. While the Rick Hansen Foundation Accessibility Certification (RHFAC) guidelines are not a formal requirement for City projects, their principles align closely with the Accessibility for Ontarians with Disabilities Act (AODA) and the City of Toronto Accessibility Design Guidelines, which are being applied to this project. The design will follow these standards, and detailed plans will be reviewed by an accessibility specialist to help ensure they meet or exceed best practices in accessible design. In addition, WSP has engaged with an accessibility consultant who has provided review and comment on the designs.

Q52. Has there been consideration of expanding TTC service south?

A52. Expanding TTC service to the south is not currently being considered. The High Park Movement Strategy Team will take this comment under advisement for further consideration.

Q53. What is the proposed budget for the road improvements?

A53. The approved budget for the overall High Park Movement Strategy, which includes the road redesign and other initiatives, is \$10,229,000, as noted in the Parks & Recreation 10-year Capital Budget & Plan.

Q54. Does the budget for the road design take away funding for other park improvements or maintenance?

A54. No, the budget for the road redesign does not take away funding from other park improvements or maintenance. Capital projects (like road redesign) and operating budgets (for maintenance and day-to-day upkeep) are separate funding streams within the City's budget, each with its own allocation process. Funding for this project does not reduce the resources available for regular park maintenance or other improvements.

Q55. Why is so much money being spent on this?

A55. High Park is one of Toronto's largest and most heavily used parks, serving visitors from across the city year-round. The investment reflects the scale and importance of the park, as well as the need to improve safety, accessibility, and infrastructure conditions. This project is being delivered in accordance with Council direction and an approved budget within the City's Capital Plan, ensuring the work aligns with broader City priorities and long-term planning.

Q56. Who is in charge and who should we contact if we are unhappy with things?

A56. Inquiries may be directed to the High Park Movement Strategy team at highparkmove@toronto.ca.

Questions About Cars in the Park

Q57. Can the park be open to cars one day on the weekend?

A57. The current car access pattern was set in the 2023 Council decision. Changes to this movement schedule or pattern would need to be approved by Council which will happen when they review the report back in 2027.

Q58. Is the reduction of car use in the park part of the scope of this project?

A58. The reduction of car use in the park was part of the Council's 2023 direction on the Movement Strategy. The current road redesign work furthers implementation of that direction by making changes safer and more permanent.

Q59. I thought the park was closing to cars, why are they still being considered in the design?

A59. The road redesign project is focused on improving safety, condition, and day-to-day functionality based on the current travel patterns established through the

High Park Movement Strategy. Rather than assuming a fully car-free park at this stage, the design reflects the existing conditions that are now in place.

In the event the park does close to cars, vehicle such as TTC buses, parks operation vehicles, and emergency services will still need to access the park, therefore vehicular travel lanes will still be required.

Q60. What is happening with cars in the park? Are cars going to continue to be allowed during the week? Will the park be closing to vehicles in 2027?

A60. Cars can currently access the park on weekdays via Parkside Drive and can exit the park via Colborne Lodge Drive at Bloor Street West. The road redesign is being designed with these current travel patterns in mind and the park will continue to operate with these travel patterns.

Staff have been directed to report back to Council in 2027 on the implementation of the High Park Movement Strategy, including the road redesign measures and the results of monitoring and community engagement. The report will allow Council to consider whether any further travel network changes and improvements are appropriate for the future.

Q61. What lessons from other jurisdictions are informing the decision about cars in High Park? (e.g Central Park)

A61. As part of the 2023 Movement Strategy report, staff looked at several case studies both locally and more broadly of examples of public parks with limited vehicular access. Examples in Toronto include Riverdale East, Christie Pits, Earlscourt and Trinity Bellwoods parks. Other references include Beacon Hill Park in Victoria, BC, and the Royal Parks in London, UK.

Questions About Parking

Q62. How many parking spaces are being lost?

A62. Design Option 1:

- i) Reduction of 39 parking spaces in Grenadier Café
- ii) Reduction of 16 parallel parking spaces along Colborne Lodge Drive are being lost

Design Option 2:

- iii) Reduction of 40 parking spaces in Grenadier Café
- iv) Reduction of 14 parallel parking spaces along Colborne Lodge Drive are being lost

Based on feedback to date the preferred design will consider the feasibility of maintaining existing parking while not compromising the goals and objectives of the road re-design.

Q63. Where is the dog park parking?

A63. Both Options 1 and 2 provide parking spaces adjacent to the off leash area.

Q64. Is an increase in parking spaces being considered? Can parallel parking be returned to angled parking?

A64. An increase in parking spaces is not being considered as part of the road redesign works. The Movement Strategy adopted by Council recommends conversion of parking spaces on Colborne Lodge Drive to parallel parking format.

Q65. If there is a market at The Grenadier, will it further reduce parking?

A65. If there were a market in the parking lot, it could be hosted on weekends when private vehicles are restricted.

Q66. Will the diverted cycle lane cause a reduction in parking and if so how much?

A66. The diverted cycle lane will reduce the amount of parking spaces in the Grenadier Café parking lot by approximately 40 spaces.

Based on feedback received to date the preferred design will look for further efficiencies in the parking lot design to minimize loss of parking, while not compromising the goals and objectives of the road redesign.

Q67. If cars are still allowed in the current plan why is parking reduced?

A67. The amount of parking has been reduced in both options to accommodate additional pick-up and drop-off areas and bring the parking spaces up to City of Toronto standard sizes.

Questions About the Engagement Process

Q68. Who is being consulted (which categories and which specific groups) and how can I get involved?

A68. In addition to the public meeting and survey hosted in Phase 2, engagement has included:

- i) A meeting with permit holders and user groups including the Annette Baseball Association, Friends of High Park Zoo, High Park Little League, High Park Nature Centre, High Park Natural Environment Committee, Cycle TO, Canada Running Series, Climate Action Partnership, Community Bikeways, George Bell Community Hockey Association, High Park Hockey Club, Paws for Parks, High Park Professional Dog Walkers Association, High Park Allotment Gardens. Other stakeholders were invited but were unable to attend.
- ii) Two Indigenous Sharing Circles
- iii) Two meetings with the Parks and Recreation Disability Steering Committee.

If you are a member of a key user group in High Park, you are welcome to contact us at highparkmove@toronto.ca to discuss joining a stakeholder meeting. If you are a general member of the public, we value your input on our public engagement platforms or via email at the above address.

Q69. How were the interim changes considered in the Public Life Study?

A69. The Public Life Study documented how people were using the park in spring/summer 2025. By that point, the Council-approved vehicle restrictions from the High Park Movement Strategy were already in effect. The study was not designed to evaluate or inform those interim changes.

Q70. Why did the Public Life Study not include cars as a mode of travel?

A70. Public Life Studies, in Toronto and internationally, focus on people rather than vehicles. Their purpose is to observe how people move, gather, and spend time in public spaces, and to document the quality of public life. Vehicle counts fall outside the scope of this methodology. The study therefore recorded pedestrian, cyclist, and stationary activity, which are the core elements of Public Life Study practice worldwide.

Questions About Safety

Q71. What data suggests that High Park is currently unsafe?

A71. Through the Interactive Mapping Activity held in Phase 1 of the road redesign project, we received 288 comments relating to concerns about safety within the project area. These comments ranged from concerns from pedestrians feeling unsafe to cross certain crosswalks, to conflicts between pedestrians, vehicles, and fast cyclists, to vehicles travelling the wrong way down both West Road and Colborne Lodge Drive, to feeling uncomfortable about police presence in the park.

Q72. How can you improve safety for people walking alone at night?

A72. The road redesign will consider improvements in lighting throughout the project area. In addition, designs are being prepared using Crime Prevention Through Environmental Design (CPTED) principles, which aims to reduce crime through effective design of the built environment.

Q73. What speed limit will be enforced in the park?

A73. The current 20 km/h speed limit in High Park will remain in place.

Other Questions

Q74. Are dog walker's vehicles considered authorized vehicles?

A74. No, vehicles operated by dog walkers are not considered authorized vehicles. However, dog walkers may enter the park with their vehicles as visitors during permitted times.

Q75. Will gardeners continue to have car access?

A75. Gardeners will continue to have car access during permitted times for visitor vehicles.

Q76. Are people expected to drop off passengers, then go find parking and walk back into the park?

A76. Yes heavy equipment or mobility reduced passengers can be driven close to their destination and then a driver who is able, can park farther away and walk back into the park or take the TTC or trackless train. For drivers who are mobility restricted there are accessible parking spots and wheel trans services to get into the park.

Q77. Are dog walkers supposed to take transit?

A77. Dog walkers should refer to TTC's Service Animals and Pets Policy for information regarding travelling with animals on the transit system.

Dog walkers have the option of driving into the park during permitted times for visitor vehicles.

Q78. Is there still a possibility of having timed access for different users like fast cyclists?

A78. In 2024, the City led community engagement on the launch of a Recreational Cycling Pilot in High Park. Through that engagement, the City heard concerns from groups operating in the park that the proposed Recreational Cycling Pilot could affect animals moving through the park. The Recreational Cycling Pilot was put on hold while staff and the Toronto and Region Conservation Authority completed a road ecology study to monitor animal movements across roads in High Park. The new road design will consider the needs of all cyclists who travel through the park and how design can also support movements of animals like turtle hatchlings across park roads.