SAFE PARKSIDE

Solutions to save lives

Making Parkside Complete Today

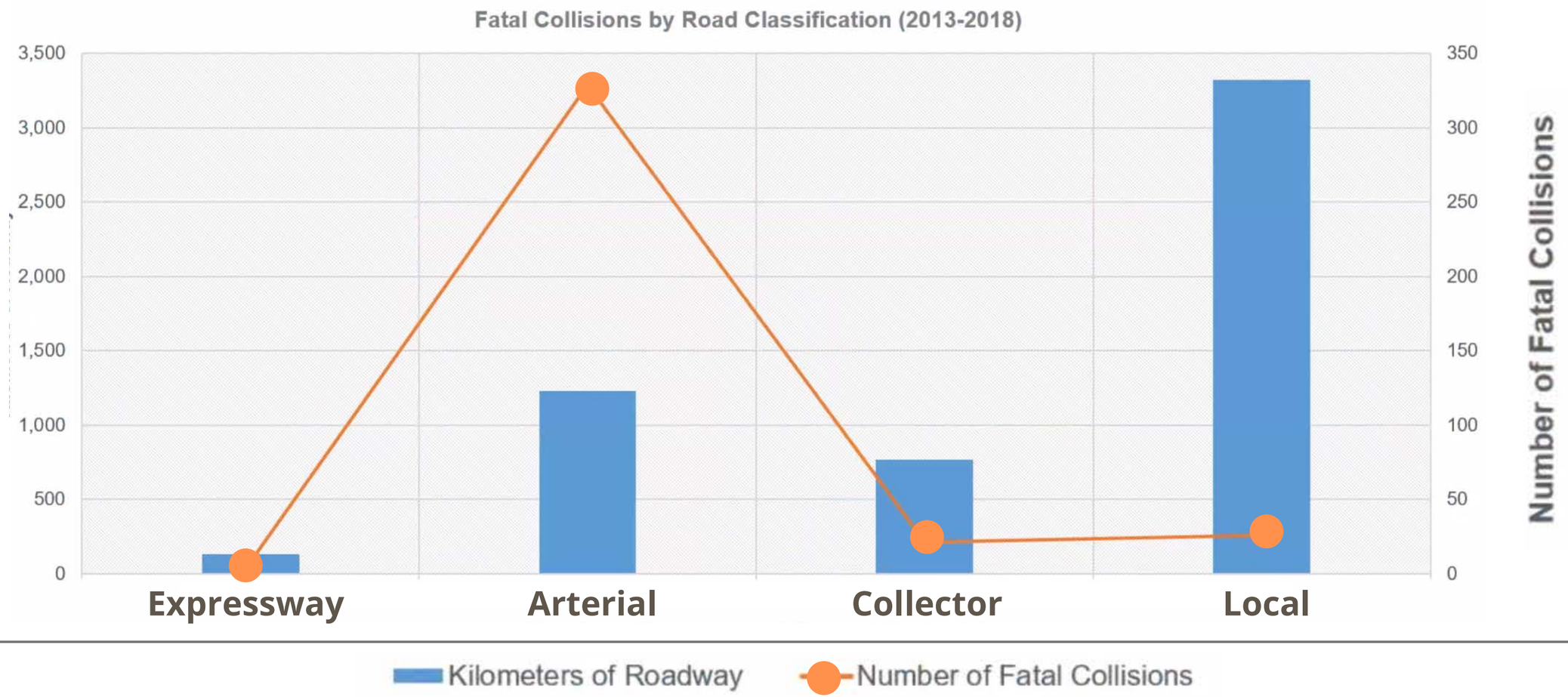
Updated March 14, 2023

"Human life should be prioritized over all other objectives within all aspects of the transportation system."

CITY OF TORONTO'S VISION ZERO 2.0

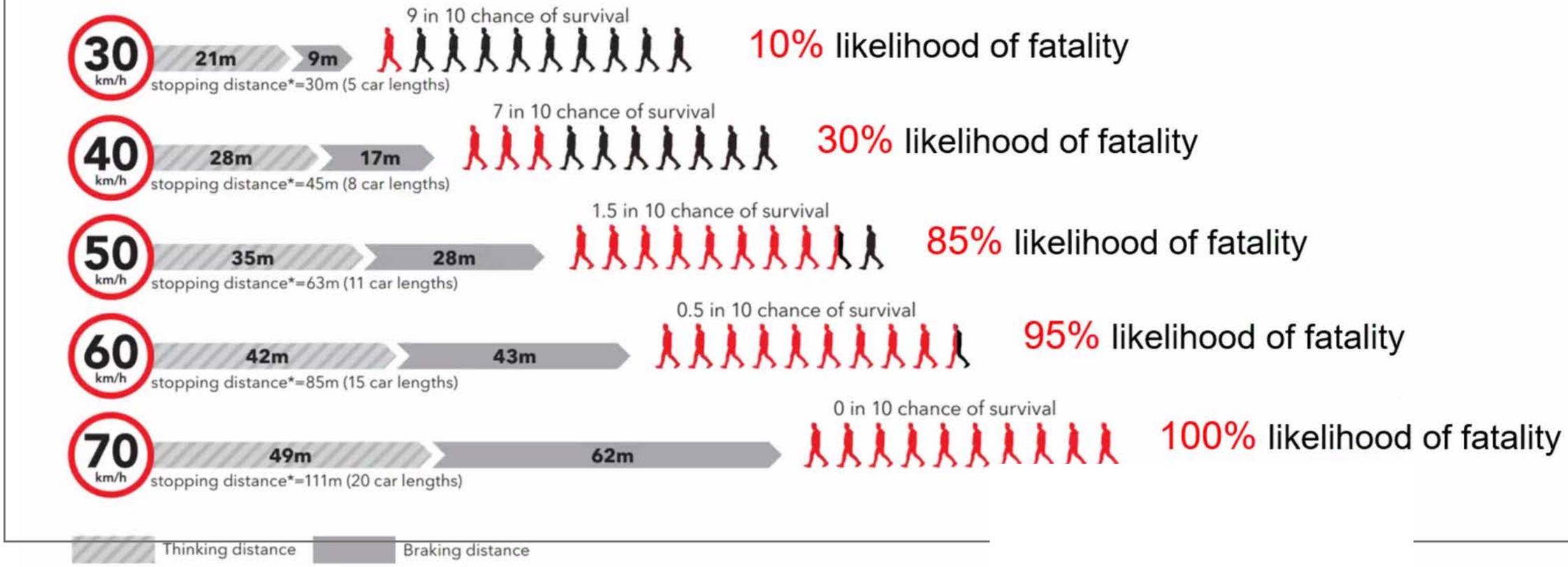
Although only 21% of roads are arterial, they account for 83% of KSIs (killed or seriously injured).

GRAPH FROM THE CITY OF TORONTO'S VISION ZERO



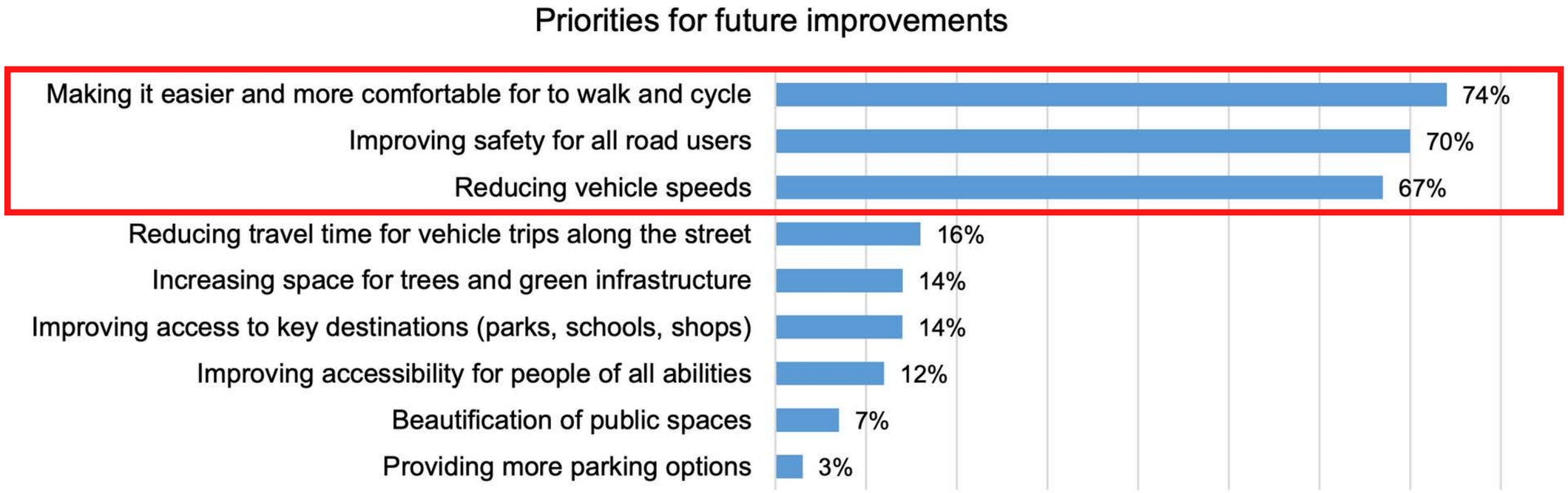
Parkside's speed camera results clearly illustrate that, despite the lowered speed limit, speeding is still a major concern. That's because Parkside's existing design is focused on speed. Speed kills.

INFOGRAPH FROM CITY OF TORONTO'S VISION ZERO

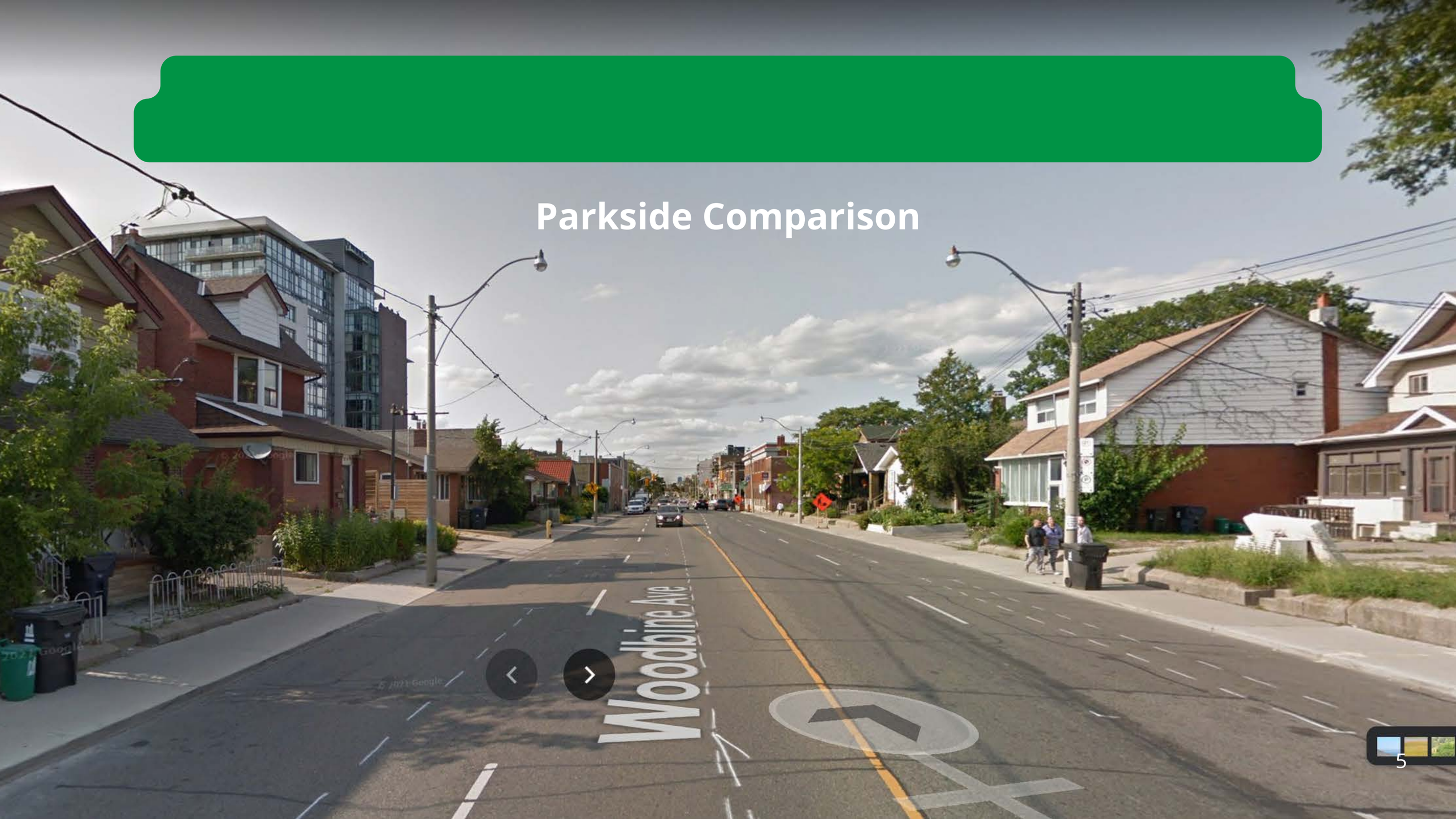


The City of Toronto's Parkside Drive Study survey shows 70%+ support for improving safety and making it easier and more comfortable for people to walk and cycle on Parkside.

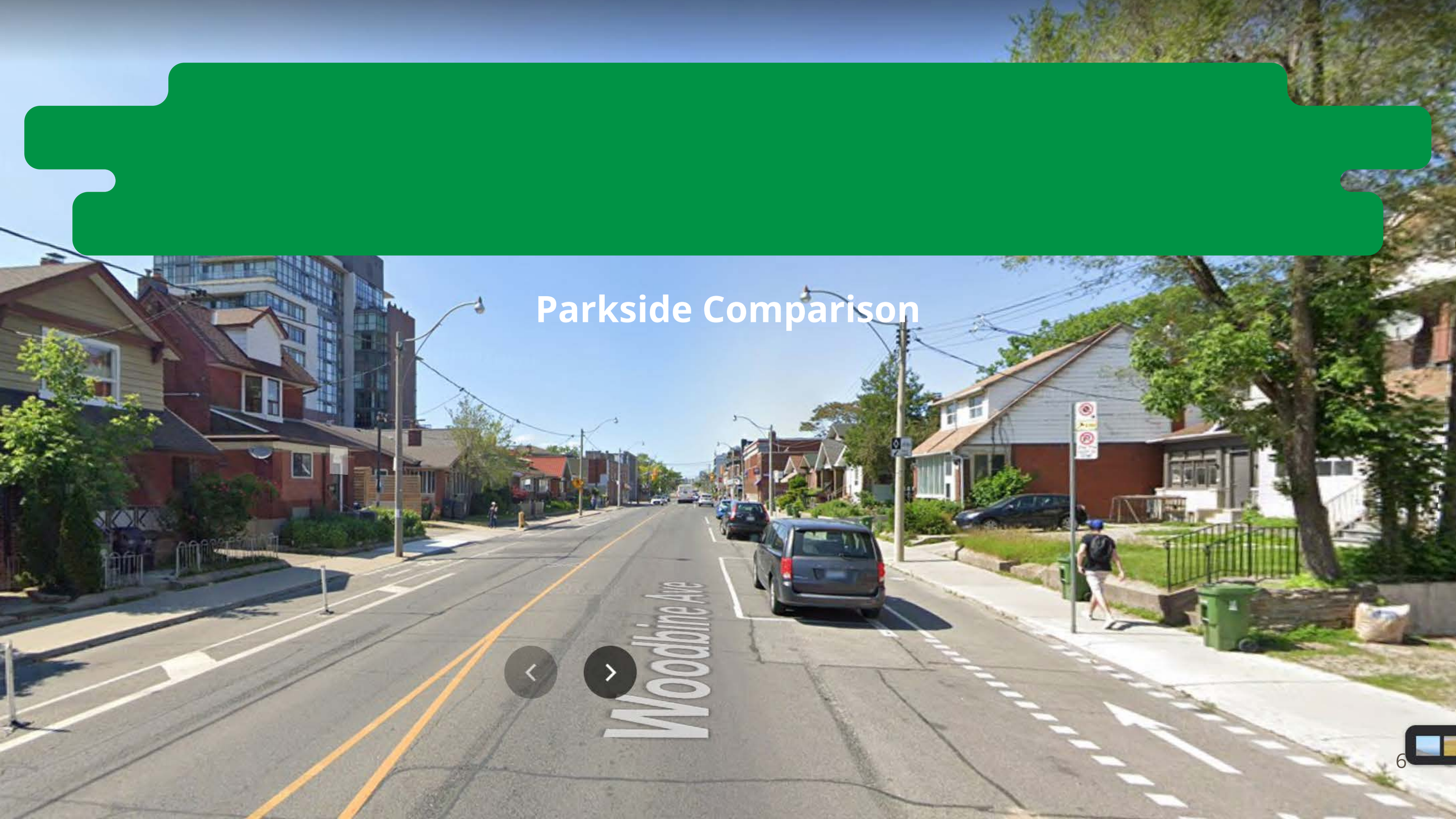
GRAPH FROM CITY OF TORONTO'S PARKSIDE DRIVE STUDY



Parkside Comparison

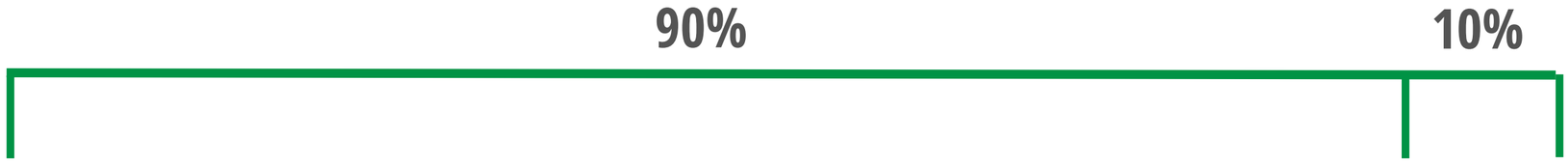


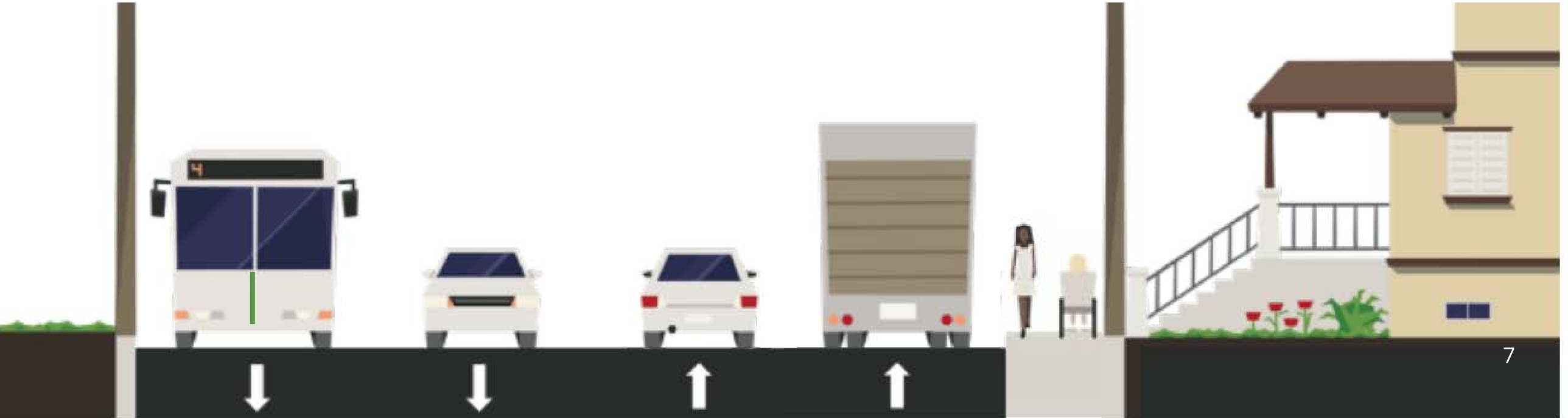
Parkside Comparison



Parkside's existing design has 90% of the road allocated to cars and trucks, leaving only 10% for pedestrians and zero for cyclists

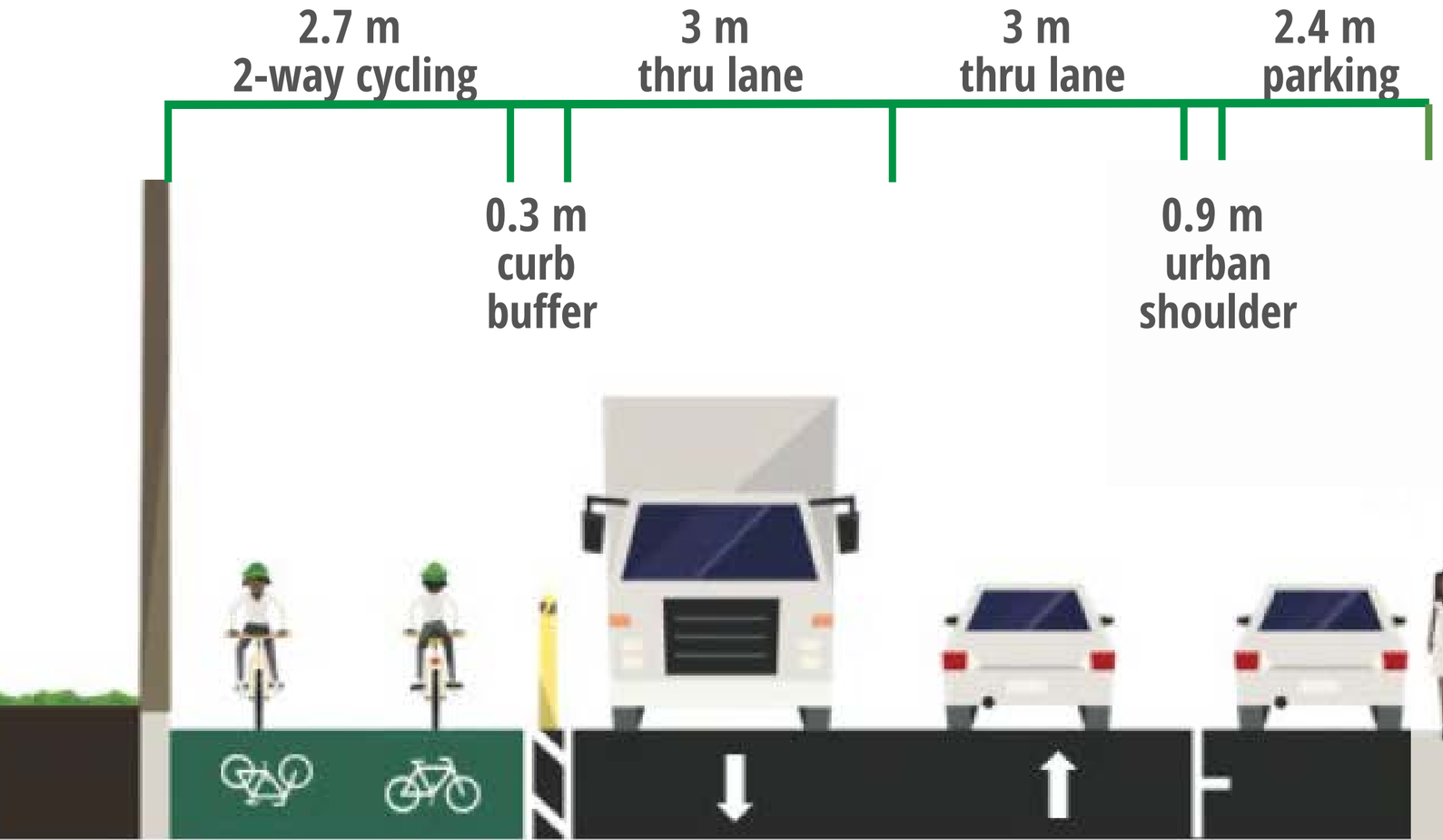
THE INEQUITIES OF PARKSIDE DRIVE





This is Parkside transformed into a Complete Street today without the need for reconstruction by simply reallocating the existing road space. At 70%, the majority of the road will still be allocated to cars, 10% for pedestrians and 20% for cyclists

AN EQUITABLE AND SAFE PARKSIDE DRIVE USING THE EXISTING ROAD SPACE

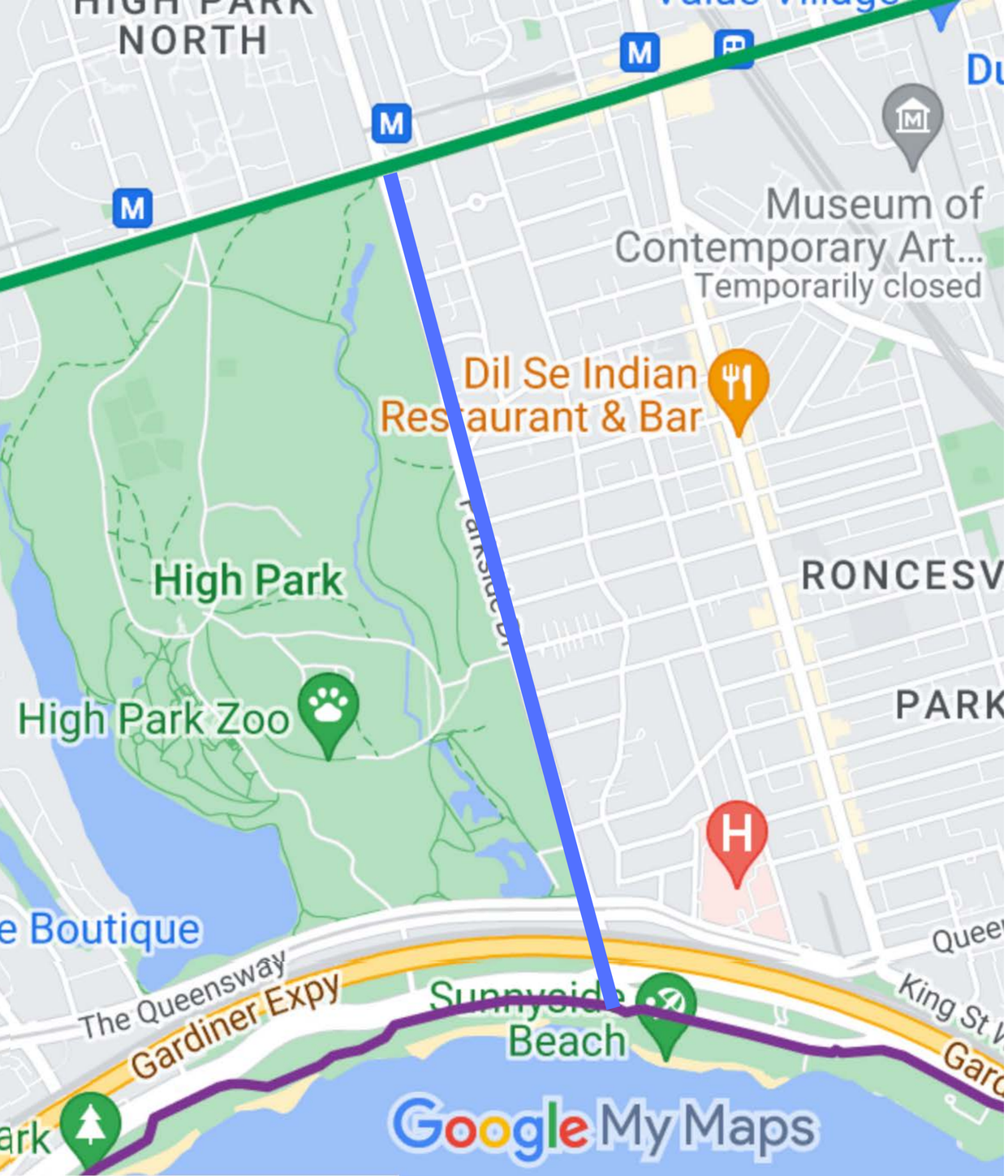


These dimensions are per the City of Toronto Road Engineering Design Guidelines, the Accessibility Design Guidelines, and the Book 18 Ontario Traffic Manual – June 2021 Cycling Facilities.

The City of Toronto's Cycling Network Plan states:

"Every street in Toronto should be considered for bikeways and other cycling upgrades."

Parkside Drive is ranked as **high priority** for bike lanes by the City of Toronto.

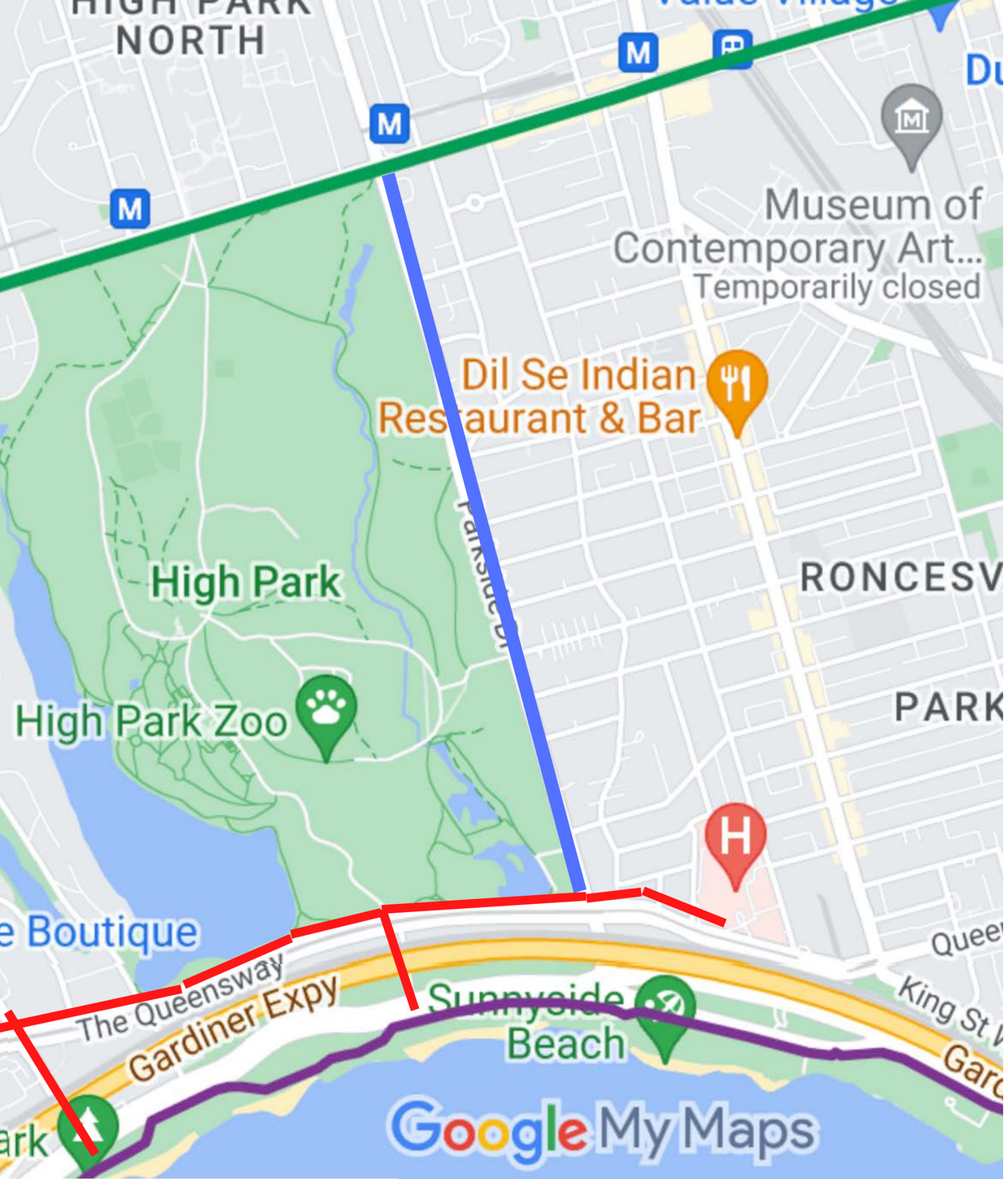


Parkside Bike Lanes

Option 1

This option would create a direct and flat commuter bike lane, connecting the Bloor St bike lanes with the Martin Goodman Trail. Currently there is no direct connection between these 2 very popular cycling routes.

In the future, this new bike lane could be extended north up Keele St. to meet with the Annette St. bike lanes, and beyond.

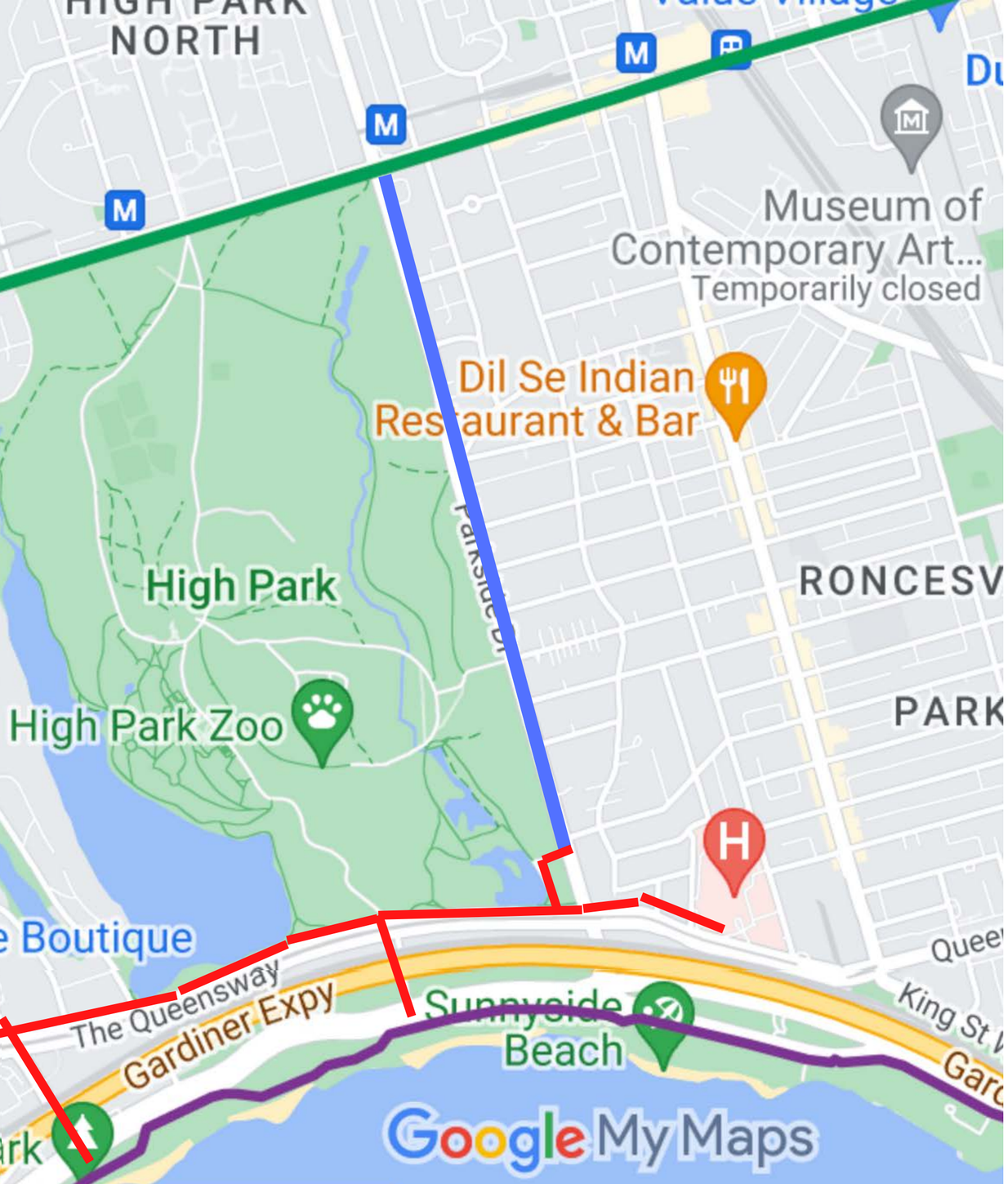


Parkside Bike Lanes

Option 2

If option 1 is not possible today, the Parkside bike lane could end at The Queensway Path (marked in red). Scarlett Rd is one example of when bike lanes have ended because of a bridge and safety concerns. Woodbine Ave at Queen St provides another example of bike lanes ending.

The Queensway Path connects the Hospital with High Park and beyond, and is set to be extended 2km east to connect with the Brock St bike lanes. Furthermore, a traffic light will be installed at Parkside and The Queensway Path in 2023 to serve both pedestrians and cyclists.



Parkside Bike Lanes

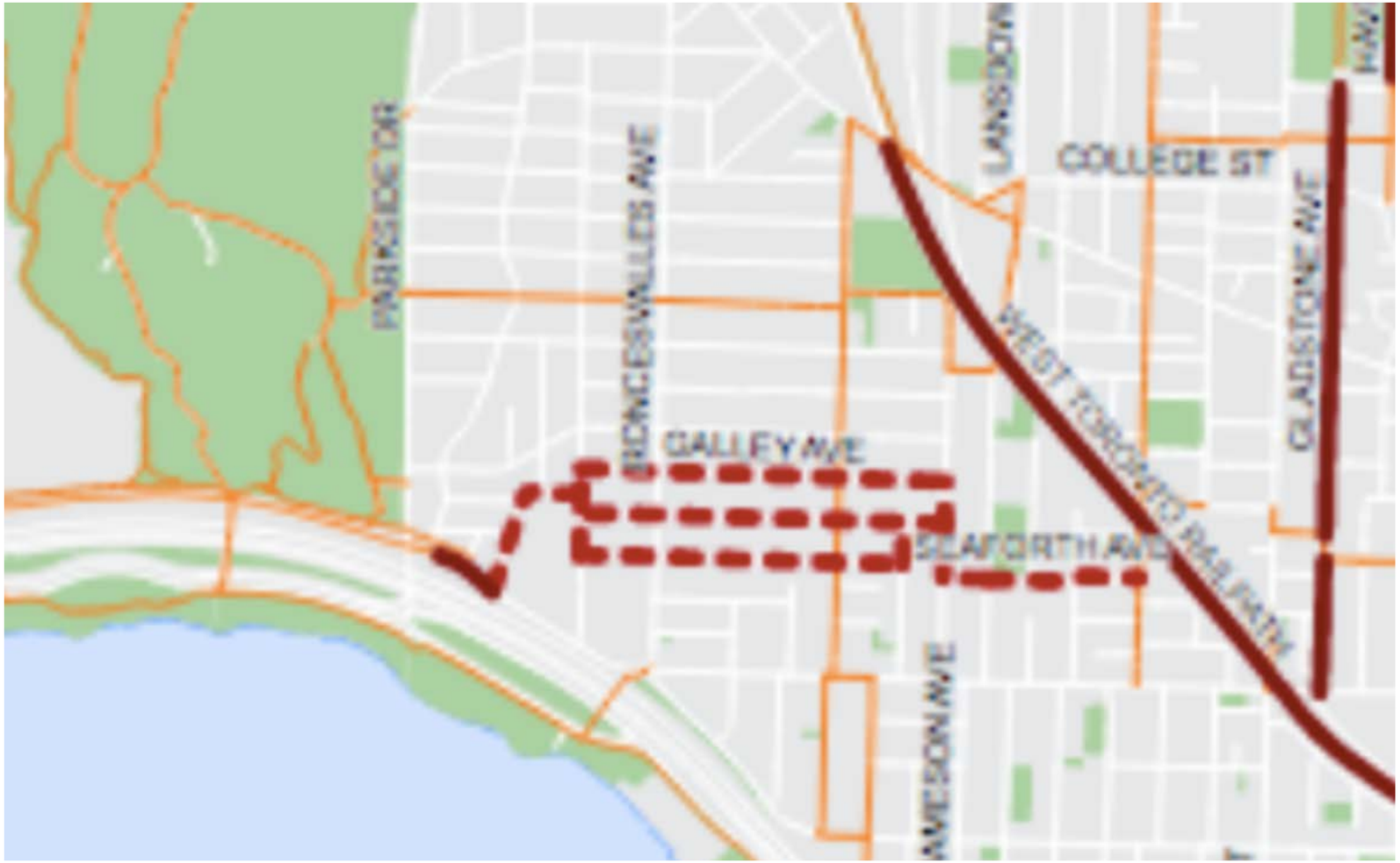
Option 3

Option 3 would maintain the Green P parking set to be installed just south of Spring Rd. The bike lane would take cyclists through Spring Rd and down to The Queensway Path.

All 3 route options will not only provide safe passage for cyclists, but will also keep them off the narrow sidewalk thus providing more space for pedestrians. Cyclists riding on the sidewalk out of self-preservation is very common on Parkside.

The Queensway Path is slated to connect with a new bike route that will extend 2km east to the Brock St bike lanes in the near future

THE QUEENSWAY PATH FUTURE CONNECTION



Bikeshares along Parkside Drive

There are a total of 4 Bike Shares running along Parkside Drive, totalling over 60 available bikes:

- Parkside Dr/Bloor St. W
- Parkside Dr/Howard Park Ave
- Parkside Dr/High Park Blvd
- Parkside Dr/Martin Goodman Trail

Bike lanes along Parkside Drive will allow safe passage for these Bike Share users.

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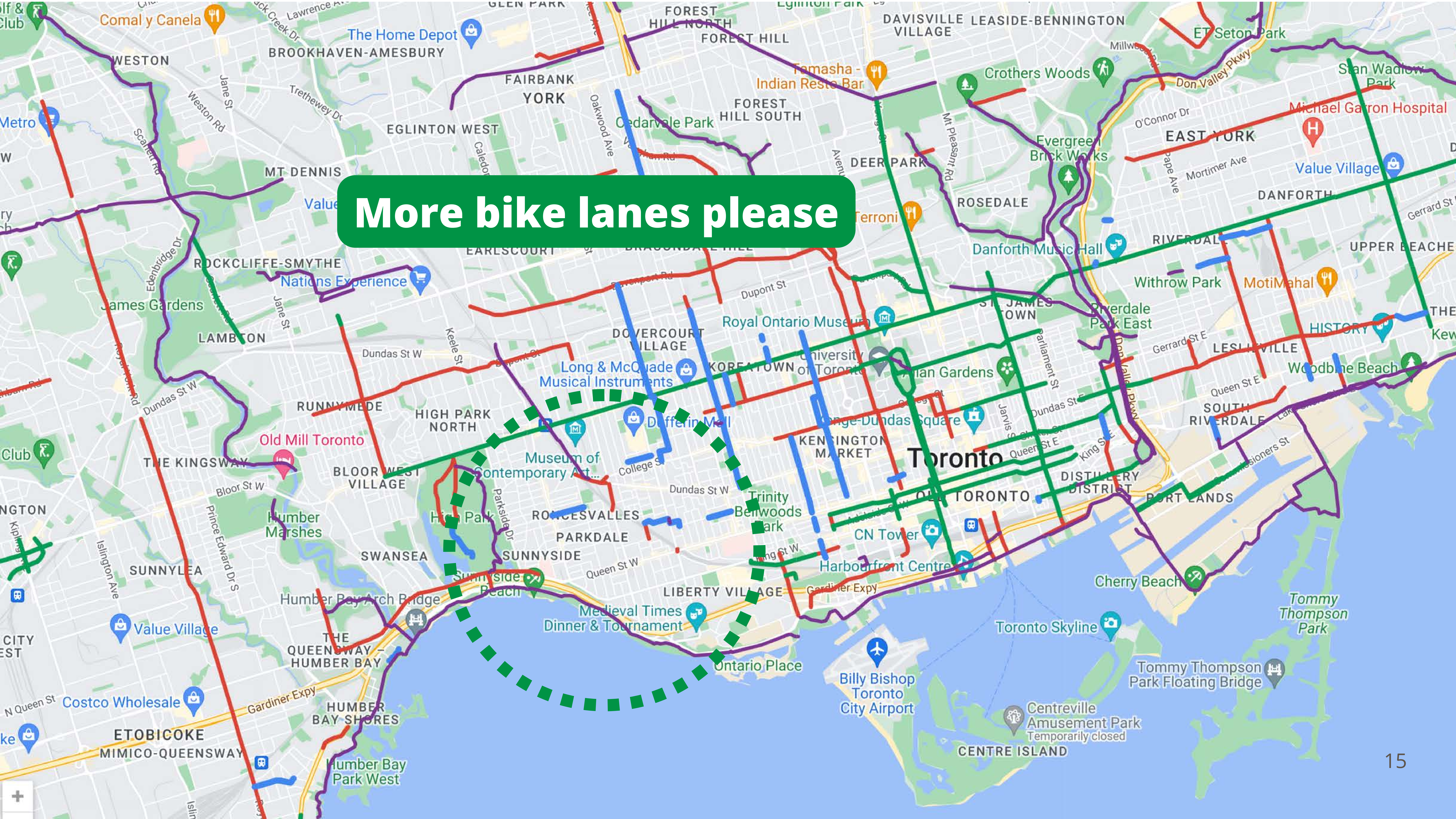
More bike lanes please




600+ cyclists on Parkside calling for safe streets on Aug 2022
BOSTON
HUB ON WHEELS
POC