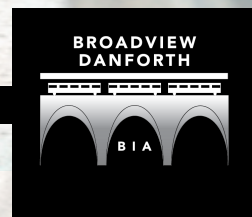


**THRILL OF SUMMER TRAVELS
A COMPLETE STREET EXHIBITION**
SATURDAY, JUNE 20, &
SUNDAY, JUNE 21, 2020



THRILL OF SUMMER TRAVELS

On the first weekend of Summer 2020 (**Saturday, June 20th & Sunday, June 21st**) the Broadview Danforth Business Improvement Area (BIA) will exhibit a complete street design including bikeways, raised loading areas, mid-block crossings and other improvements running along Danforth Avenue from Broadview to Chester Avenue.

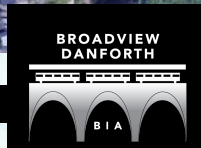
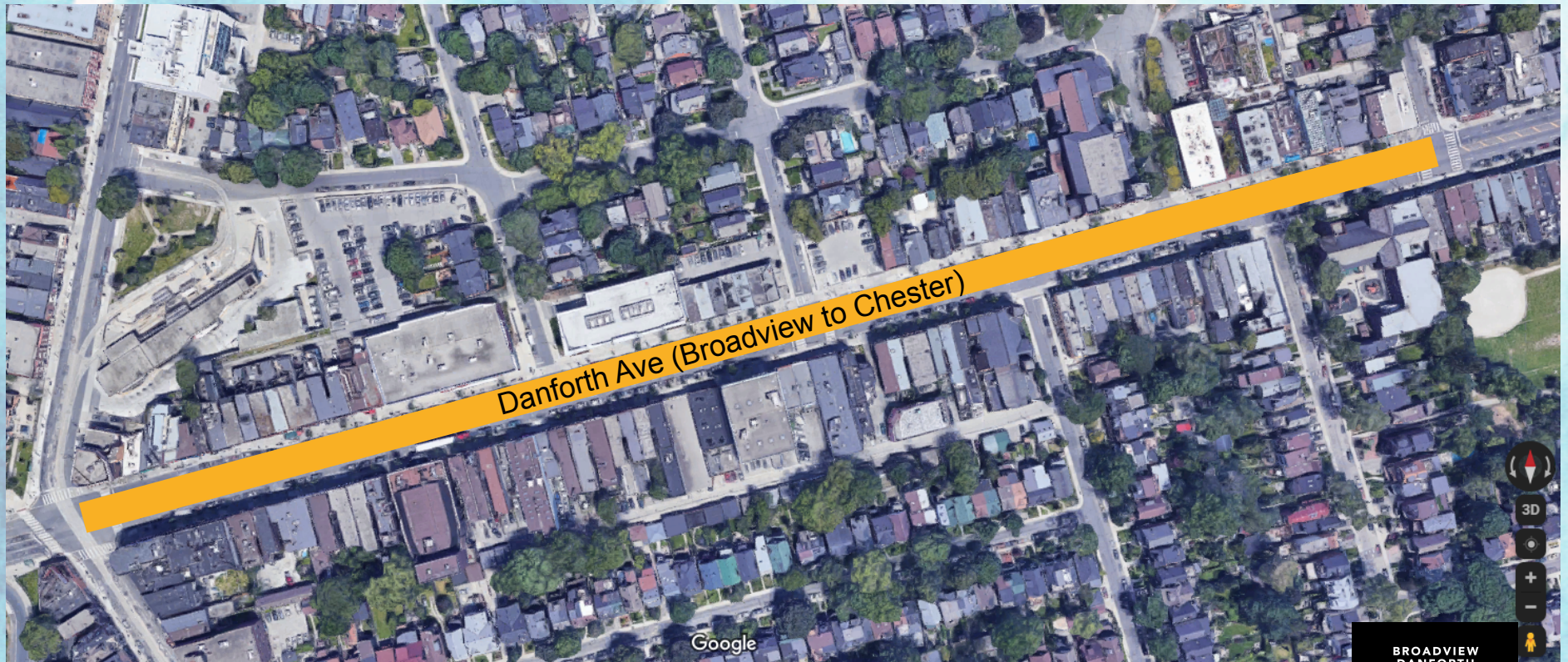
The Thrill of Summer Travels will span the full 1,804 feet between Broadview Avenue and Chester Avenue. Adding to the “thrill” of this exhibition will be live music, summer bbq samples created by local chefs, and sidewalk lounge areas.

Why: In 2019, Toronto City Council approved the Cycling Network Plan. Danforth Avenue was identified as a major city-wide bikeway corridor and the plan included a study to install a complete street design along Danforth Avenue.

The Broadview Danforth BIA believes that a menu of complete street improvements and innovations, including bike lane options, needs to be considered to address the “one size doesn’t fill all” challenges. The BIA would like to engage the public to get feedback on this innovative exhibit.

- **50-56 % of people are interested in cycling**, but not comfortable cycling with higher speed vehicles. Separation will increase their comfort level. But these numbers show there is opportunity for innovations in bike lane design.

THRILL OF SUMMER TRAVELS EXHIBIT AREA



ACTIVATION #1: MID-BLOCK CROSSINGS

A desirable mid-block crossing location will be selected and a temporary safe crossing for people walking will be created with planters and paint.



ACTIVATION #2: PROTECTED CYCLE TRACKS

Protected cycle tracks on both sides of the street will be installed using rented planters with plants. Gaps will be left to have people parking be able to access their side doors.



ACTIVATION #3: TEST LOADING AREAS

A temporary raised loading area will be installed to test interactions between loading vehicles and the curbside bike lane. This would enable the bike lane to be protected by parked cars, but also for loading to happen at curb height. It would also mean people unloading and loading would have priority and people cycling would need to yield to loading activities.



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