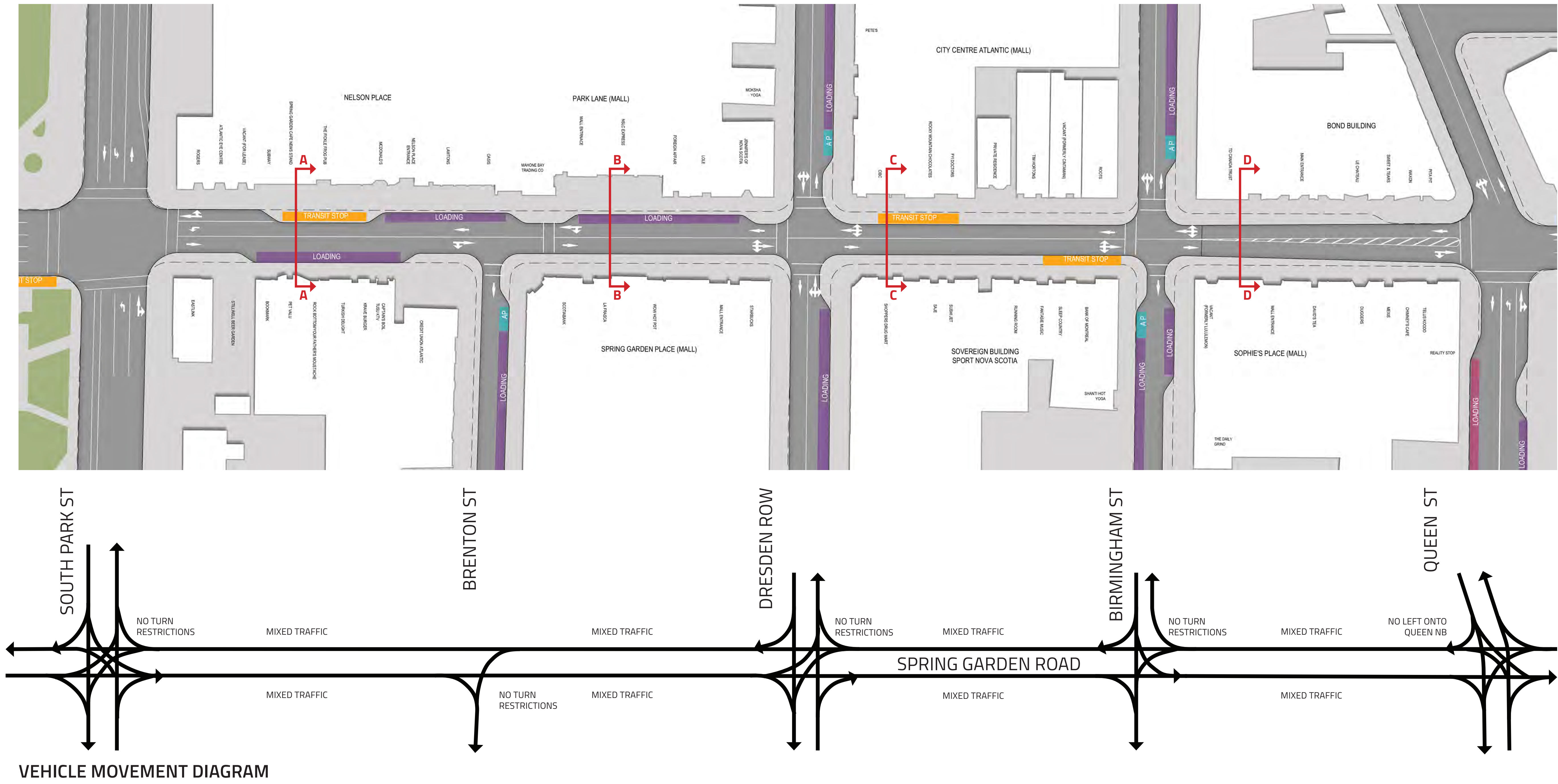


1

OPTION 1

TRANSIT PRIORITIZED VEHICLE THOROUGHFARE

- Maintains Spring Garden road as a vehicular thoroughfare (connecting Barrington to South Park)
- Sidewalk extensions and bumpouts introduced for greater pedestrian amenity and shortened crosswalks
- Some vehicle turn restrictions to increase transit efficiency and safer pedestrian crossings
- Maintains some on-street loading on Spring Garden Road
- Most similar to existing conditions but with clearer definition of vehicle and pedestrian movements
- Transit stops mostly located on sidewalk extensions or bumpouts

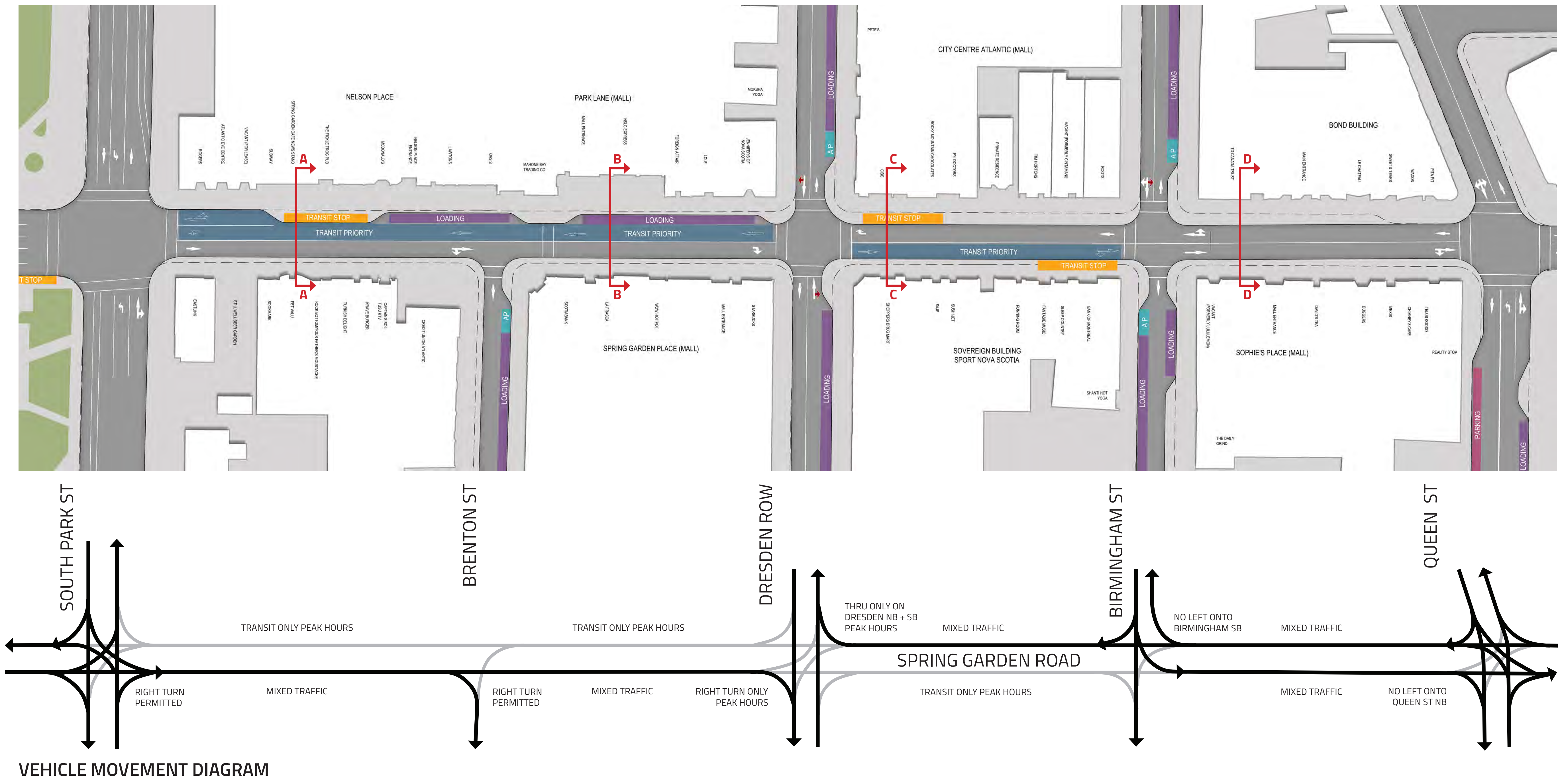


2

OPTION 2

TURN RESTRICTED TRANSIT PRIORITY

- Restricts most left turn movements reducing the potential delay to buses and pedestrian conflicts
- No vehicular thoroughfare during the day on select blocks and in certain directions (except buses)
- Sidewalk extensions and bumpouts introduced for greater pedestrian amenity and shortened crosswalks
- Limits roadway widths to reduce pedestrian exposure at intersections
- Some on-street loading permitted
- Transit stops mostly located on sidewalk bumpouts or extensions



3

OPTION 3

DAYTIME TRANSIT CORRIDOR

- No vehicular thoroughfare during the day on select blocks and in certain directions (except buses)
- Vehicle through movements at Dresden Row are restricted, limiting “commuter” traffic along Spring Garden Road during the day. Buses are permitted to travel through the corridor at all times
- Vehicles pushed to north/south movements and parallel routes (eg. Sackville Street & Morris Street)
- Sidewalk extensions and bumpouts introduced for greater pedestrian amenity and shortened crosswalks
- No on-street loading permitted
- North block of Birmingham Street converted to one-way to increase on-street loading capacity

