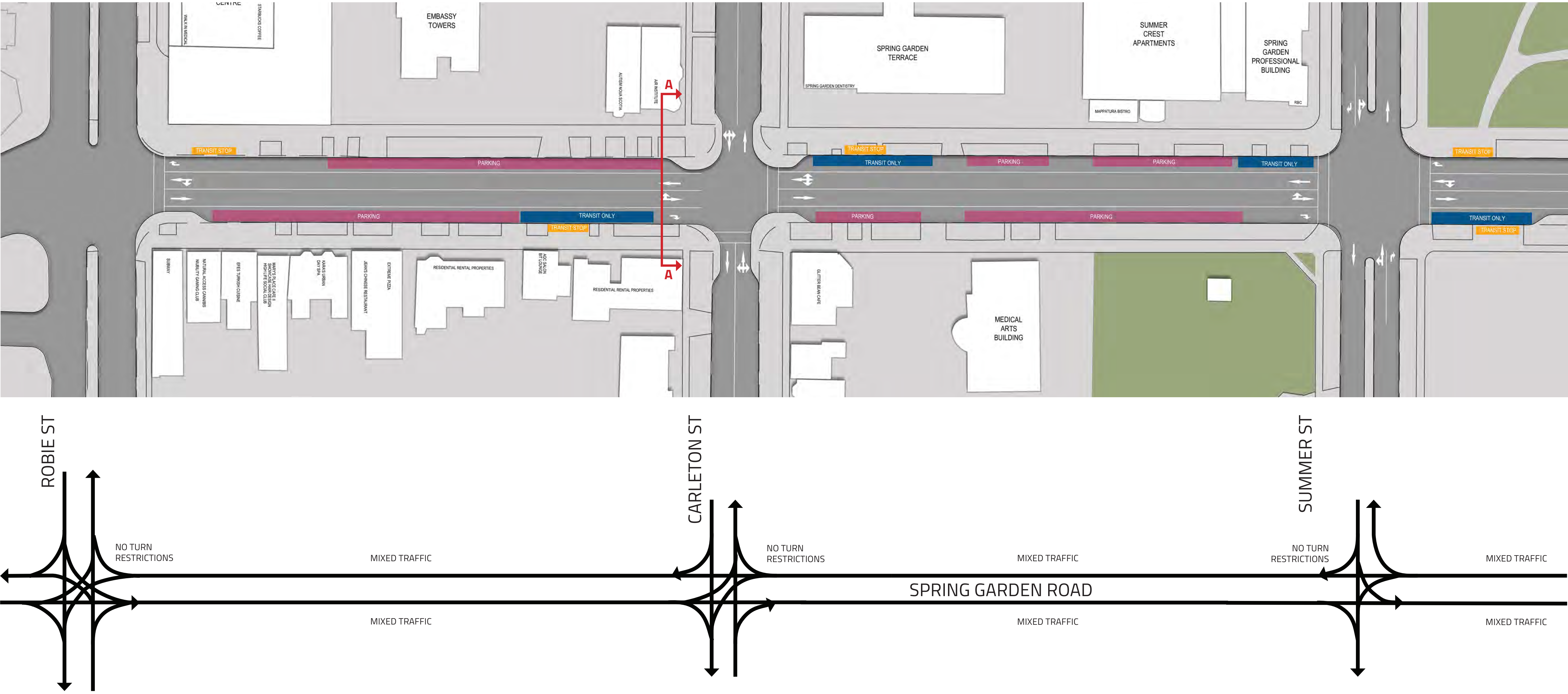


1

OPTION 1 BUILT FORM IMPROVEMENTS

- Improves driver guidance and reduces lane use ambiguity
- Roadside environment and access points remain similar to today
- Adequate space within the roadway to accommodate all users, including cyclists
- Relatively low cost to implement
- Provides flexibility at intersections to accommodate various turn movements and transit operations

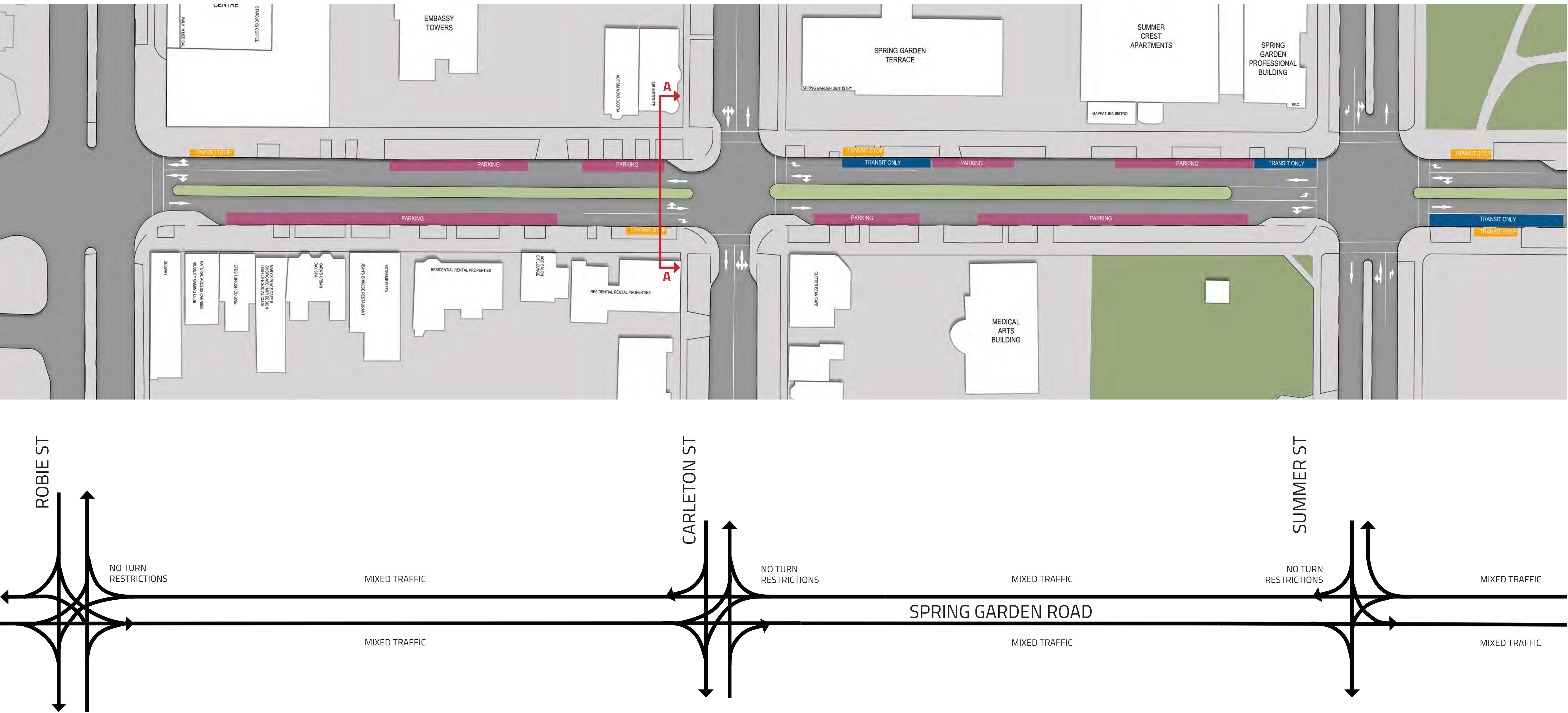


VEHICLE MOVEMENT DIAGRAM

2

OPTION 2 CENTRE BOULEVARD

- Reduces lanes widths providing better driver guidance and less ambiguity
- Provides separation between opposing traffic streams
- Provides opportunities to implement access management strategies along the corridor
- Accommodates protected left turn lanes at intersections and at driveways where required
- Provides a pedestrian refuge area for people crossing Spring Garden Road reducing pedestrian exposure
- Similar to many other streets in the Commons area (Summer, University, Cogswell, Robie, etc.)

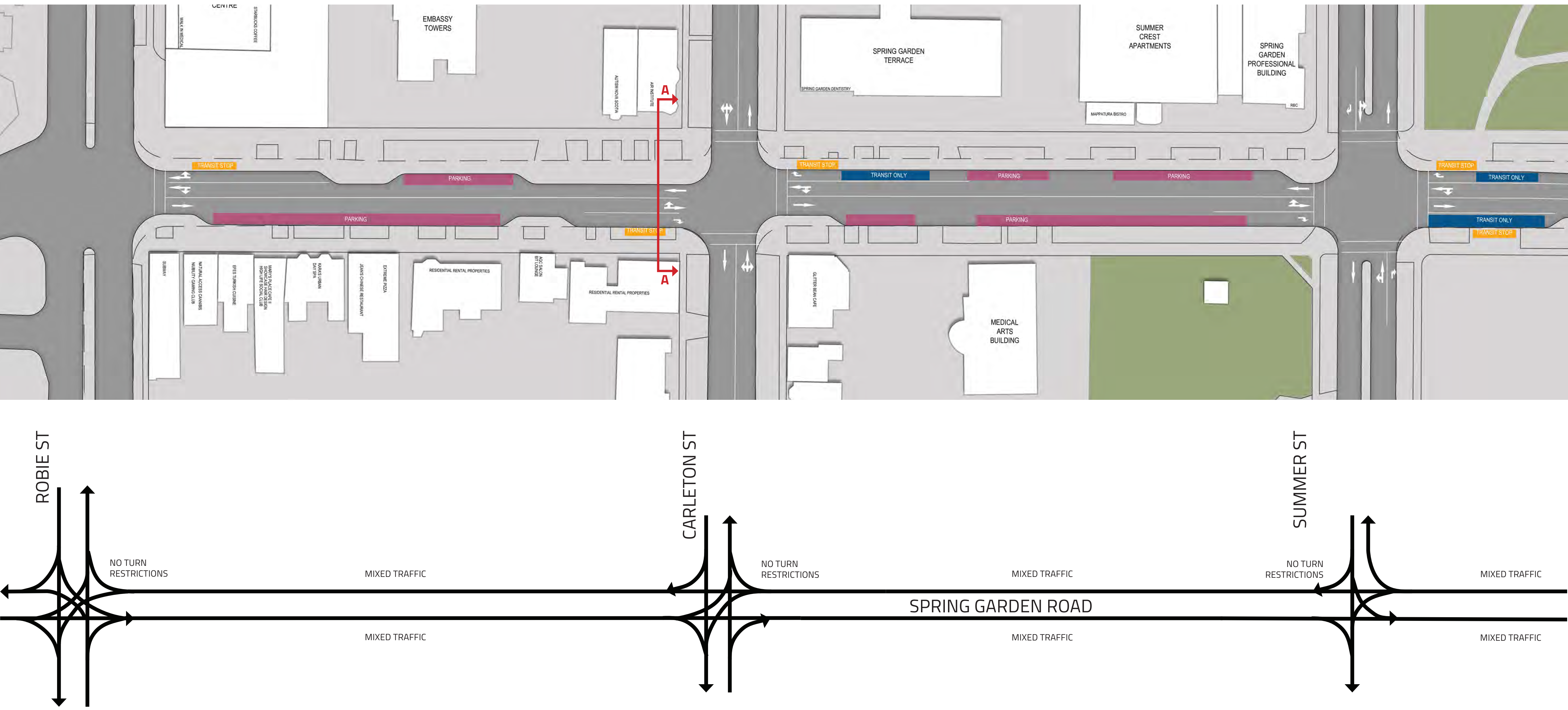


VEHICLE MOVEMENT DIAGRAM

3

OPTION 3 WIDER SIDEWALKS

- Minimizes roadway width and favours increased roadside amenity or green space
- Narrow cross section helps reduce speeds and minimize pedestrian exposure
- Minimizes unused pavement areas
- Provides opportunities for higher level off-road active transportation facilities
- Provides clear definition of parking, loading and transit areas



VEHICLE MOVEMENT DIAGRAM