

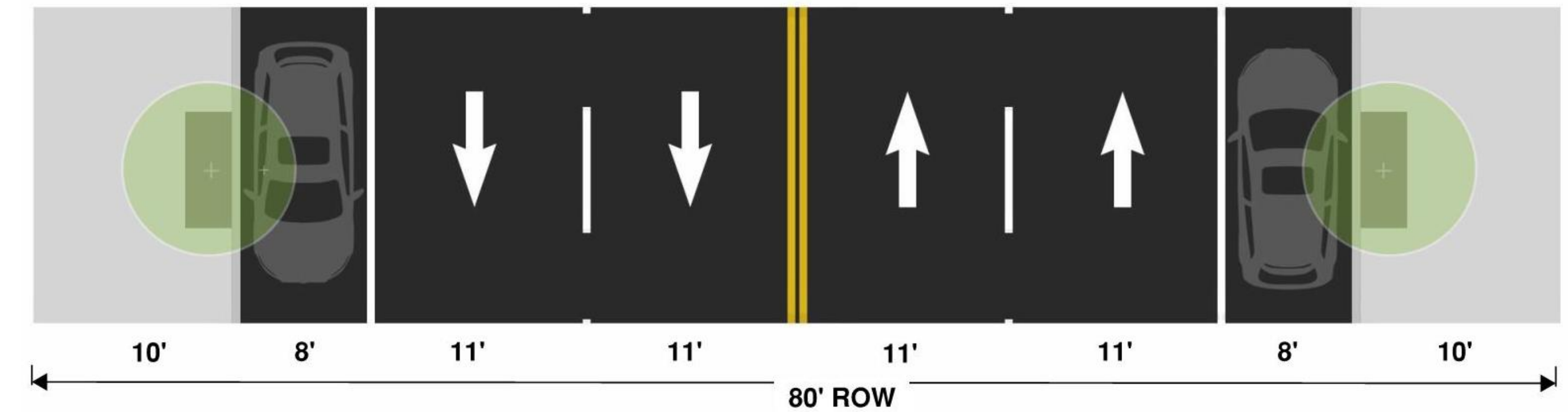
Concept No. 1 – Four Lanes With Median

Advantages

- ✓ Improved Bus Stops
- ✓ New Street Lighting
- ✓ New Street Trees

Dis-Advantages

- No Speed Reduction
- Long Crosswalks
- No Bicycle Facility



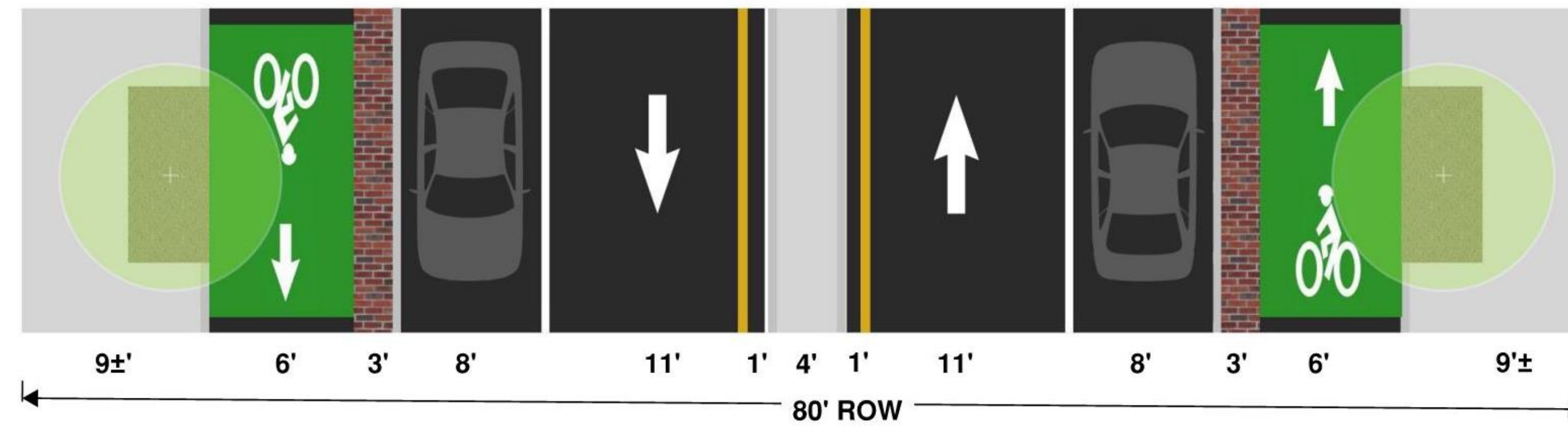
Concept No. 2 – Four Lanes Without Median

Advantages

- ✓ Improved Bus Stops
- ✓ New Street Lighting
- ✓ New Street Trees

Dis-Advantages

- No Speed Reduction
- Long Crosswalks
- No Bicycle Facility



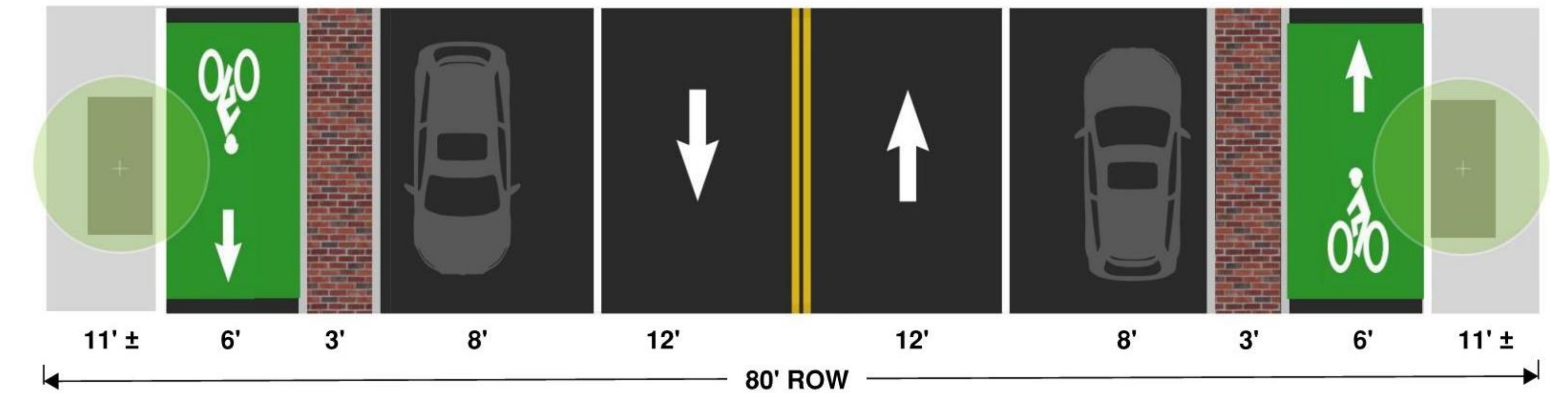
**Concept No. 3 – Two Lanes
With Median**

Advantages

- ✓ Less turning conflicts due to median

Dis-Advantages

- Higher vehicle speeds
- Narrower sidewalks
- Longer crosswalks
- Emergency vehicles may be stuck behind vehicle queue
- Snow removal more difficult



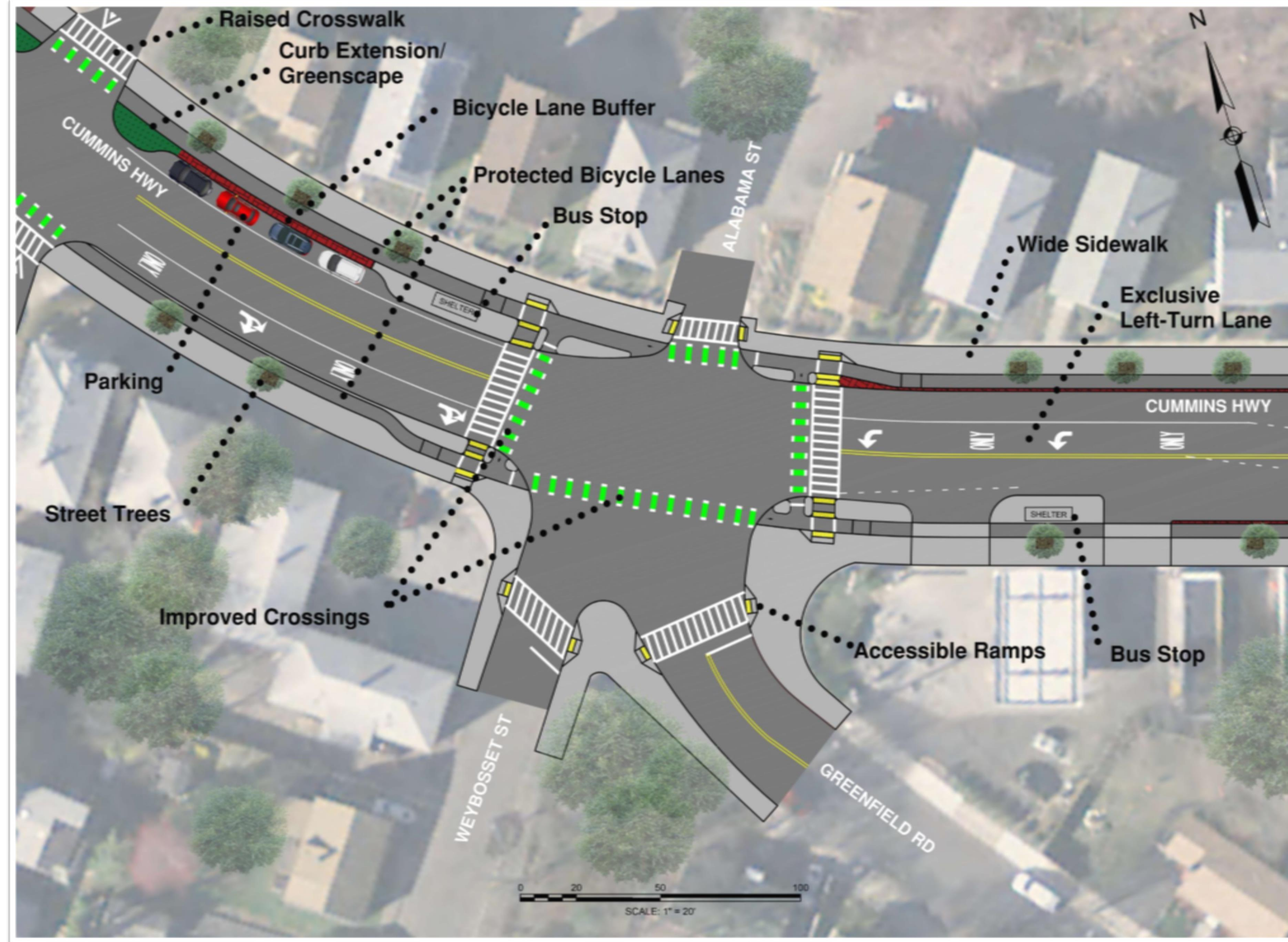
**Concept No. 4 – Two Lanes
Without Median**

Advantages

- ✓ Reduced Vehicle Speeds
- ✓ Wider Sidewalks
- ✓ Shortest Crosswalks
- ✓ Better Emergency Vehicle Access
- ✓ Easier Snow Removal

Dis-Advantages

- Full access to driveways creates more conflicts with vehicles



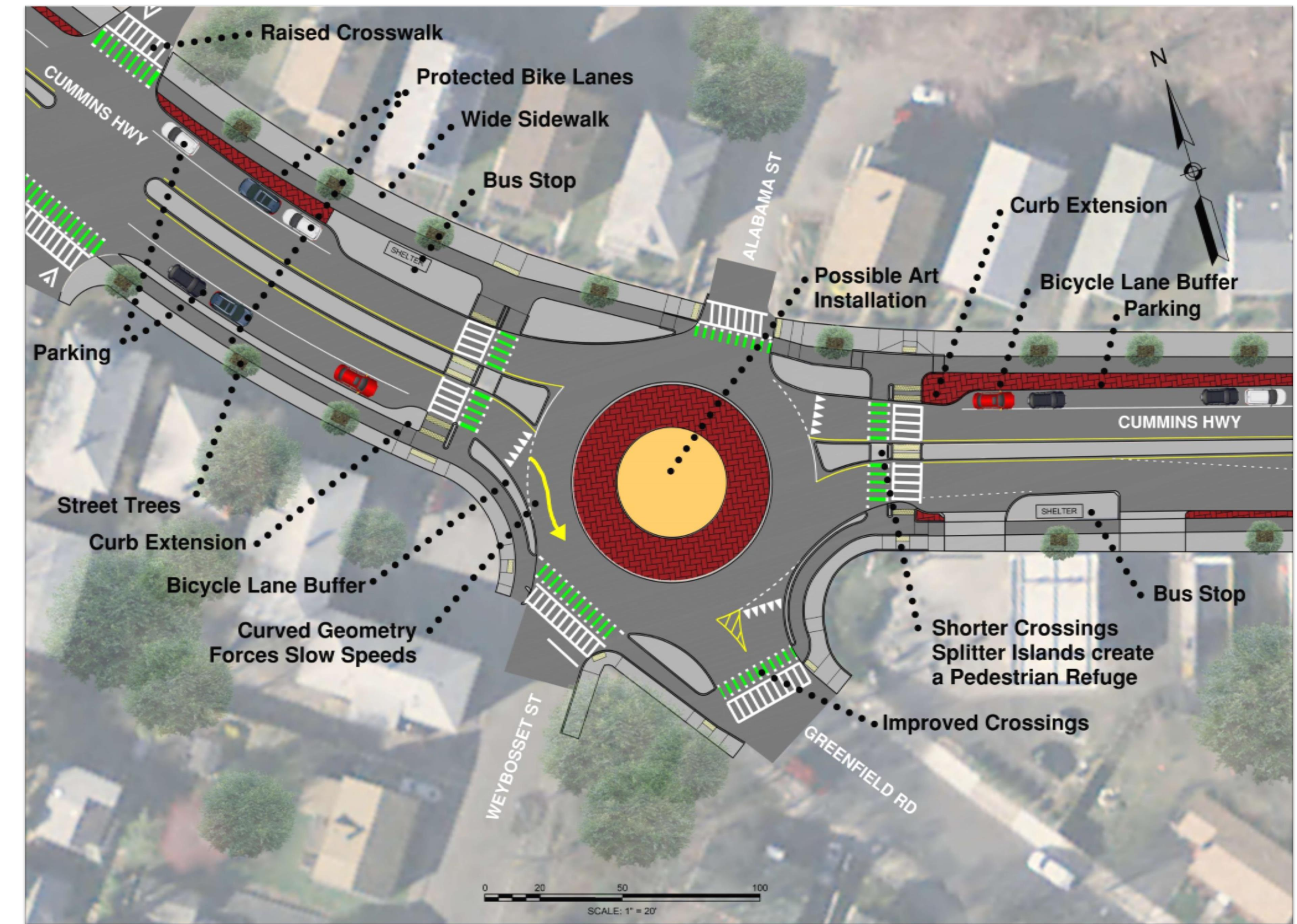
**Cummins Highway / Greenfield Road
Traffic Signal**

Advantages

- ✓ Pedestrian signal gives clear indication when to cross
- ✓ Bicycles have more direct crossing

Dis-Advantages

- Higher vehicle speeds
- No traffic calming off-peak
- Longer crosswalks
- Signal maintenance and power costs
- More vehicle conflicts



**Cummins Highway / Greenfield Road
Roundabout**

Advantages

- ✓ Reduced Vehicle Speeds
- ✓ Continuous traffic calming during “off peak” periods
- ✓ Shortest Crosswalks
- ✓ Less Delay for Pedestrians
- ✓ Lower maintenance costs
- ✓ Less vehicle conflicts

Dis-Advantages

- Pedestrians use judgement to cross during gaps in traffic
- Bicycle crossing slightly longer