

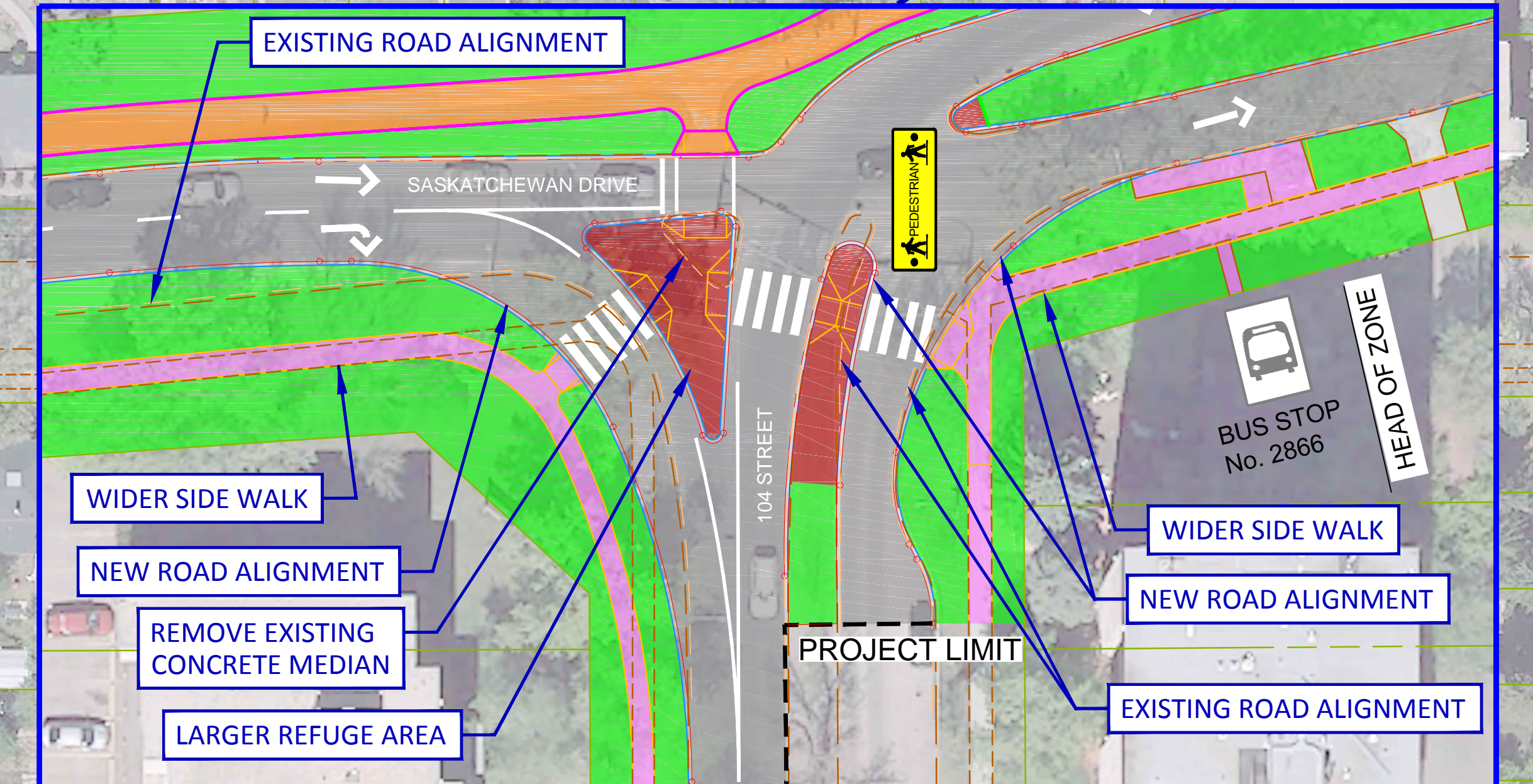
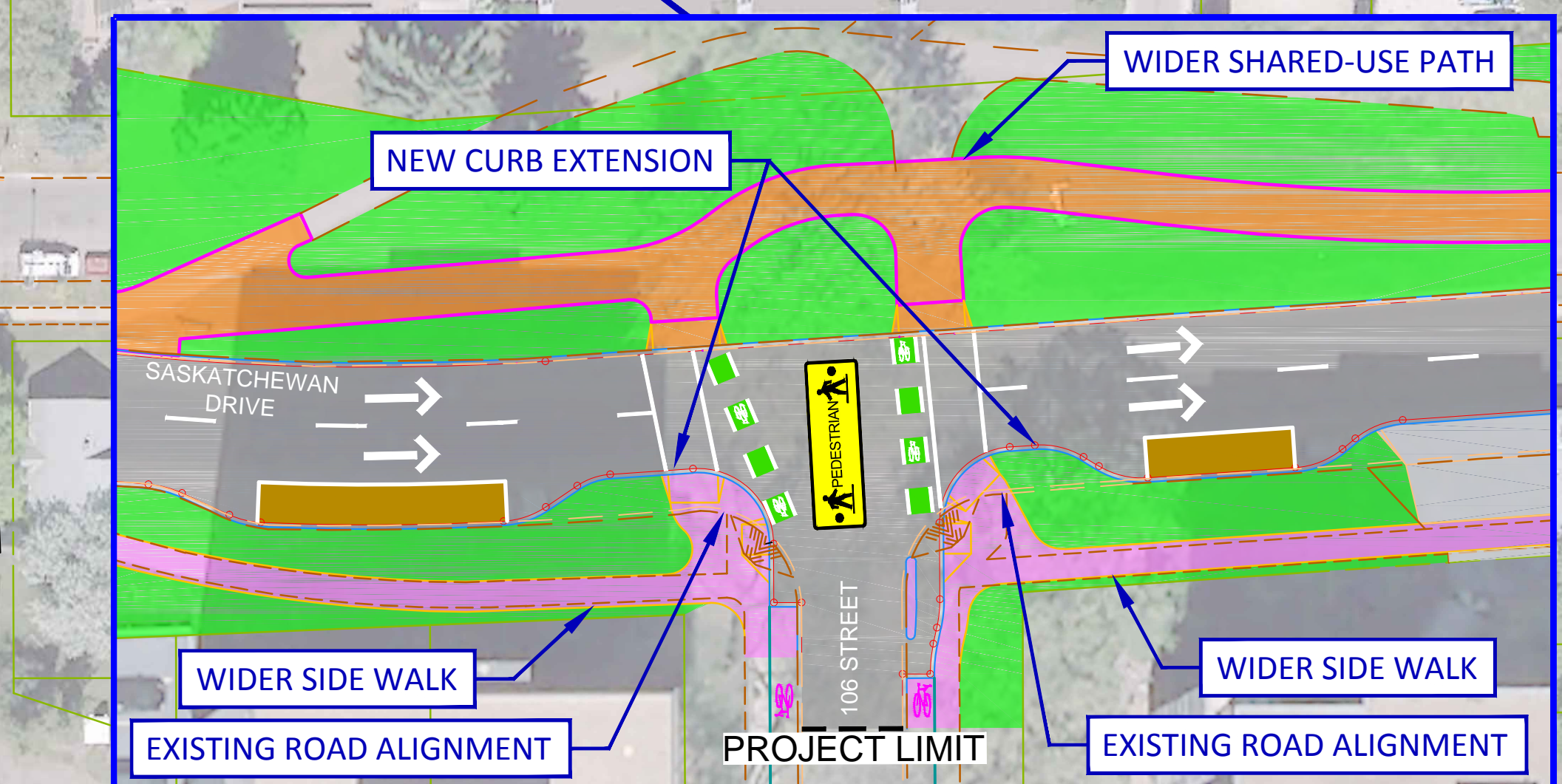
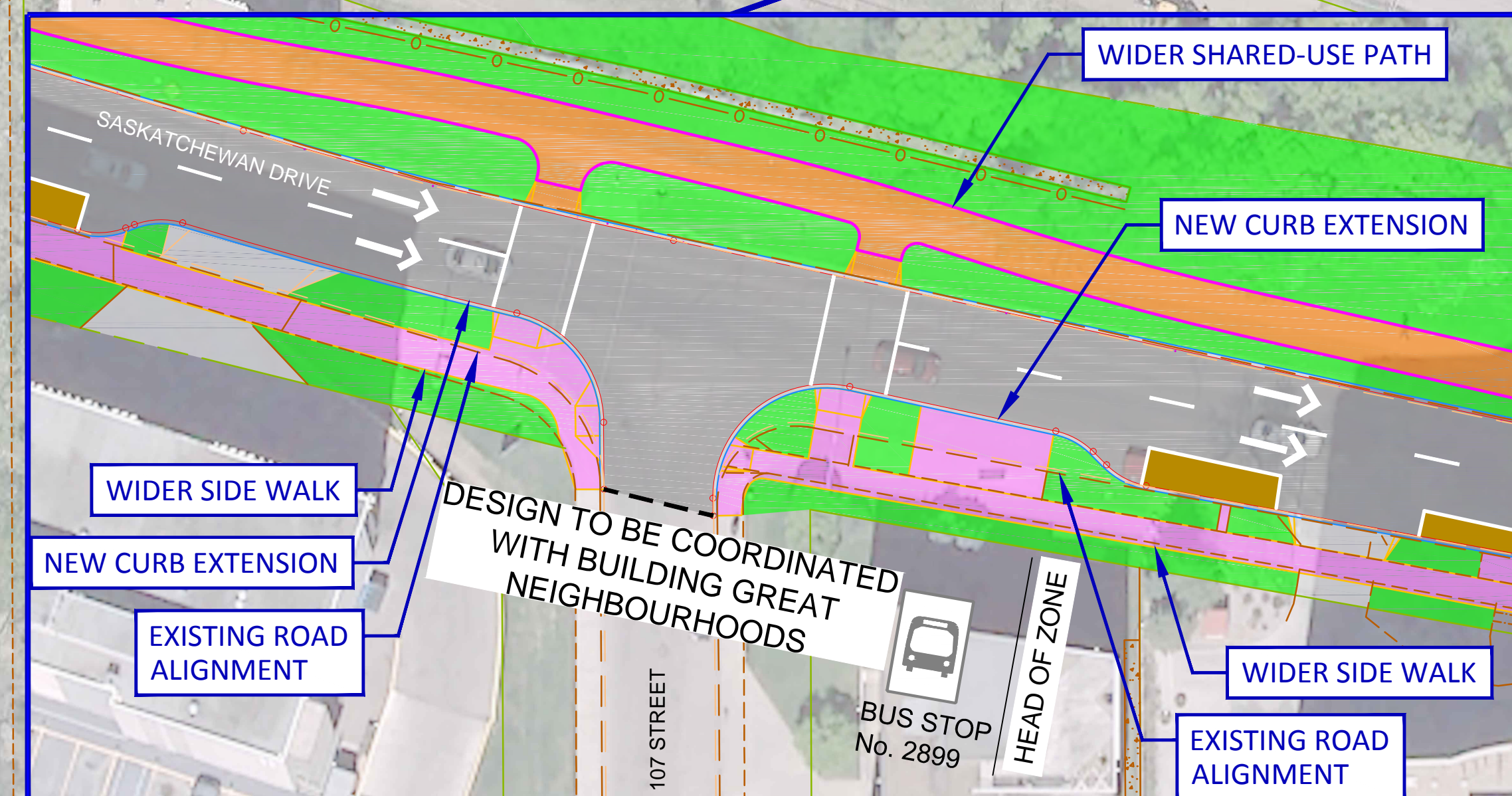
- LARGER REFUGE AREA FOR PEDESTRIANS AND CYCLISTS
- SHORTER CROSSING DISTANCE
- SOUTH CURBLINE ADJUSTED

EXISTING RETAINING WALL TO REMAIN

- CURB EXTENSIONS
- REDUCE PEDESTRIAN CROSSING DISTANCE
- IMPROVE DRIVER AND PEDESTRIAN SIGHT DISTANCE AND VISIBILITY
- ENCOURAGE PEDESTRIANS TO CROSS AT BULB-OUT LOCATION
- PROVIDE WIDER WAITING AREA AT CROSSWALK
- PROVIDE OPPORTUNITY FOR LANDSCAPE ELEMENTS

- IN COORDINATION WITH BUILDING GREAT NEIGHBOURHOODS
- PEDESTRIANS AND CYCLISTS CROSSINGS WITH SIGNALS
- CURB EXTENSIONS PROVIDE SHORTER CROSSING DISTANCE
- BETTER VISIBILITY OF PEDESTRIANS, CYCLISTS AND VEHICLES

- LARGER MEDIAN REFUGE AREAS FOR PEDESTRIANS AND CYCLISTS
- FREE FLOW RIGHT TURN ISLAND SHAPE
- SHORTER CROSSING DISTANCES



LEGEND	
EXISTING CURB & GUTTER	---
150mm CURB & 250mm GUTTER	---
SHARED-USE PATH	---
CANTILEVER CONCRETE SHARED-USE PATH	---
CONCRETE SIDEWALK	---
ACCESS / APPROACH	---
CONCRETE MEDIAN	---
PARKING	---
EXISTING NO PARKING	---
LOADING ZONE	---
LANDSCAPE	---
BICYCLE LANE	---
BICYCLE CROSSING	---
EXISTING TRAFFIC SIGNAL	---
PEDESTRIAN CROSSING SIGNAL	---

NOTE: ANY COMMENTS AND/OR ISSUES THAT HAVE BEEN IDENTIFIED THAT FALL OUTSIDE OF THE SASKATCHEWAN DRIVE PROJECT LIMITS HAVE BEEN NOTED AND PASSED ON TO THE APPROPRIATE PROJECT TEAM

FOR CONTINUATION SEE PLAN NO. SASK CIB 102