

Attachment-1 St. George's Square Reconstruction Options

Option 1: Standard Intersection Improvements

Summary

St. George's Square continues to occupy the areas on the outside of the intersection, maintaining three distinct public spaces.

Key Features, Pros and Cons

- ✓ **Overall:** Existing configuration with added safety improvements, making it easier to drive, walk & cycle.
- **Pedestrians:** Marked crosswalks at all streets, Douglas Street remains uncontrolled (no stop sign or traffic signal).
- **Cyclists:** Protected bike paths carried through intersection. Crossing at Douglas Street remains uncontrolled (no stop sign or traffic signal).
- ✓ **Roadway:** Similar operations to existing condition but with fewer travel lanes on Wyndham Street, improved geometric design, and optimized signals.
- **Public Realm:** No change from existing condition.
- ✓ **Special:** Existing public space arrangement, slightly larger spaces, opportunity to build upon a familiar design.
- ✓ **Cost:** \$13 million (approx).



Standard Intersection Configuration

Option 2: Realigned Four-leg Intersection

Summary

Realigns Quebec Street and Douglas Street to create a conventional four-leg intersection. St. George's Square continues to occupy the areas on the outside of the intersection, maintaining three distinct public spaces.

Key Features, Pros and Cons

- ✓ **Overall:** Improves multi-modal safety and operations.
- ✓ **Pedestrians:** Marked and controlled crosswalks at all streets.
- ✓ **Cyclists:** Protected bike paths carried through intersection. Controlled crossing at Douglas Street improves safety (traffic signal).
- ✓ **Roadway:** Conventional and predictable intersection operations. Allows for future redirection of Douglas Street, if desired.
- ⊖ **Public Realm:** Requires moderate geometric adjustments to St. George's Square, re-allocating public space to different places.
- ✓ **Special:** Retains similar public space arrangement but improves intersection performance.
- ✓ **Cost:** \$13 million (approx).



Realigned four-leg Intersection Configuration.



Creating a place for everyone.

✓ Pro ⊖ Neutral ✗ Con

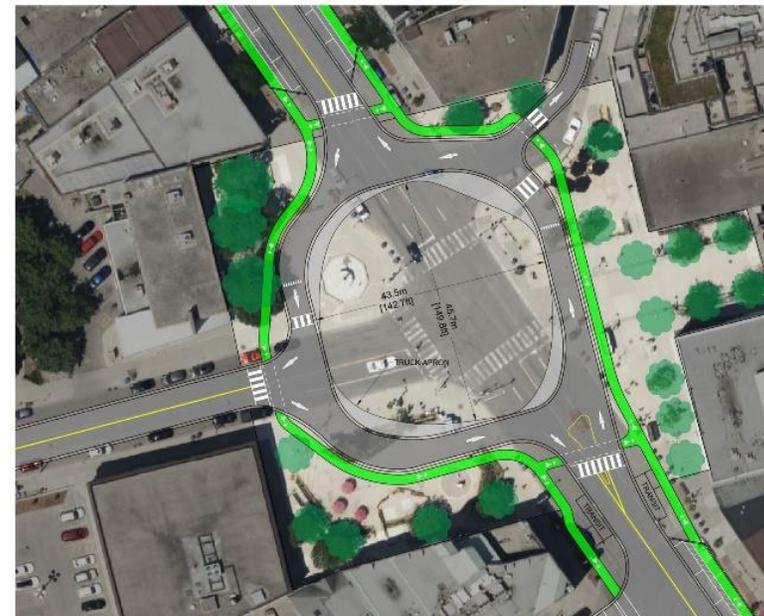
Option 3: Traffic Circle

Summary

This option is similar to the City’s earlier vision for the intersection, as identified in the 2014 Streetscape Manual. Each of the streets intersects with a one-way loop, with all vehicles moving in a counterclockwise direction.

Key Elements

- ✔ **Overall:** Creates consolidated public space that supports a broader range of programming.
- ⊖ **Pedestrians:** Potential safety concerns from pedestrians moving in and out of the public plaza generally mitigated by slower vehicle speeds and location of the crossings.
- ✔ **Cyclists:** Would move around the outer perimeter of the loop, following the same direction as other vehicles.
- ✔ **Roadway:** Slow moving vehicles around the central public space.
- ⊖ **Public Realm:** Reduced area directly in front of businesses for pedestrian activity and parkettes/patios.
- ✔ **Special:** A unique arrangement compared to other downtowns, a large public space that can accommodate gatherings for events
- ⊖ **Cost:** \$16 million (approx).



Central Square Intersection Configuration



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