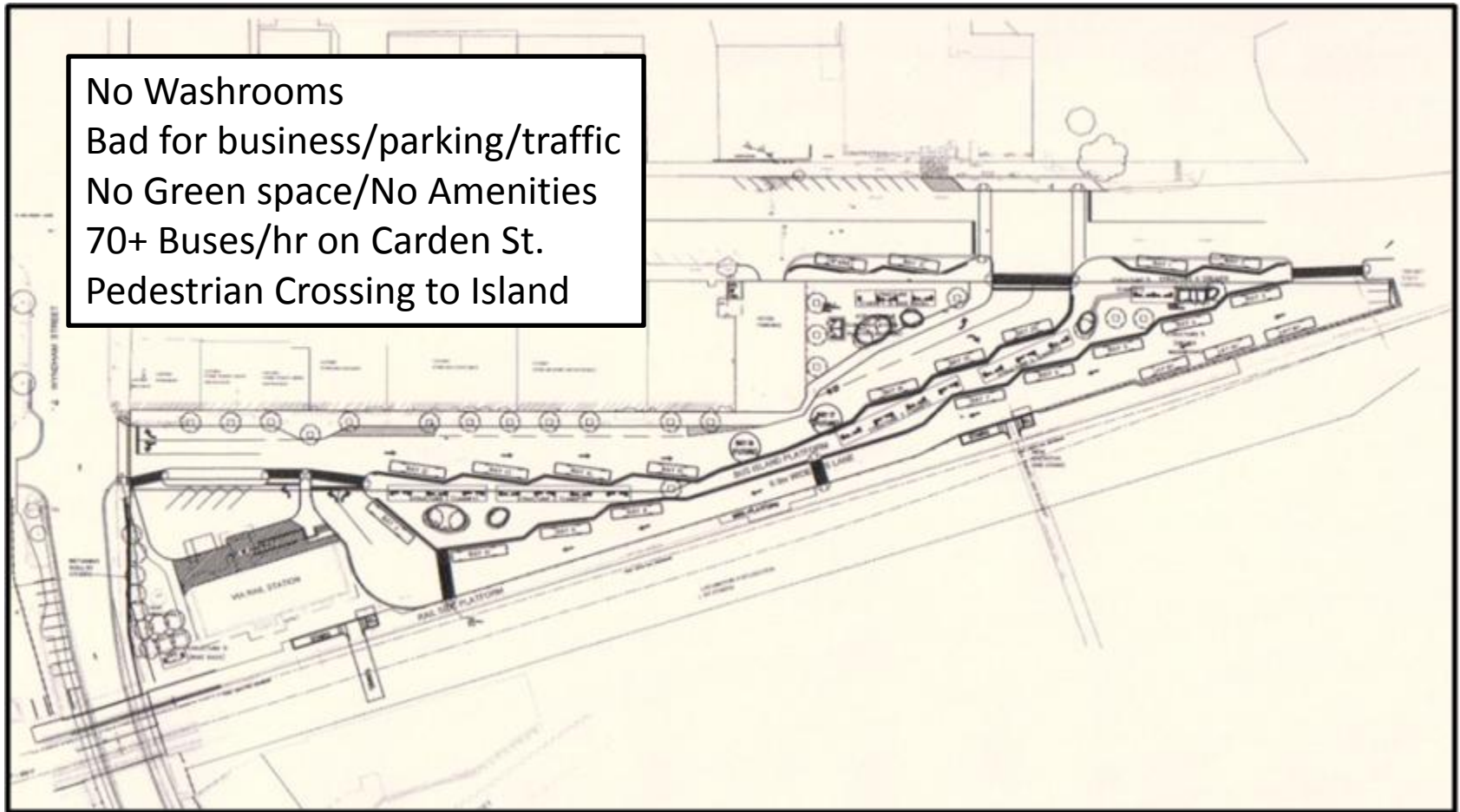


Existing Design Shortcomings

- 70+ buses/hr. idling, driving, and turning on Carden St.
- No washrooms for transit users
- No heated area for transit users to keep warm in winter
- Confusion between City Transit and Greyhound bus bays
- Closure of Carden to cars, business will suffer
- Carden St. will be noisy and smelly, not a good streetscape
- Expropriation required to meet 22 bay target
- Loss of parking for hotel and businesses
- Pedestrian/Bus conflicts at Go Station with island crossing
- Little support from Downtown merchants

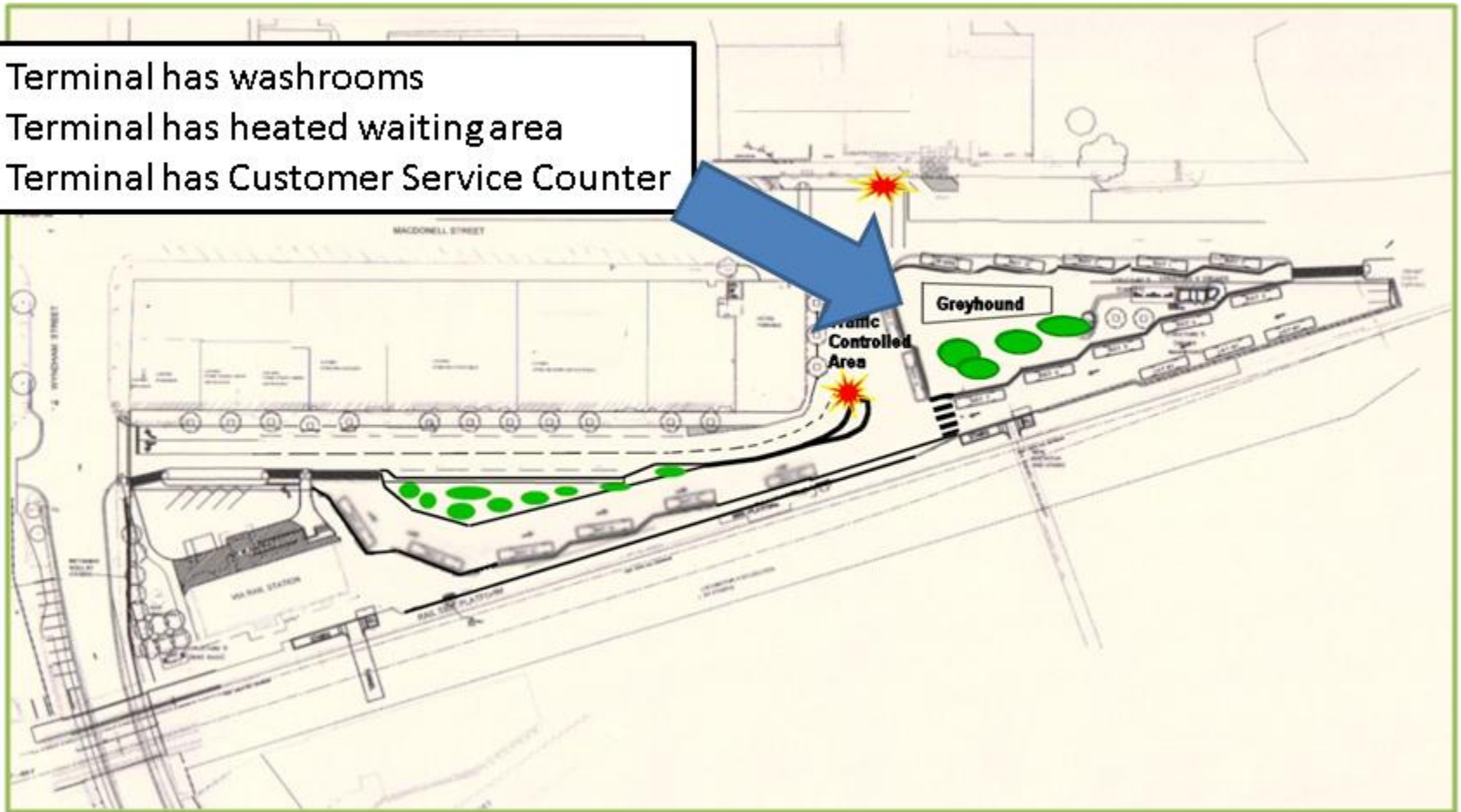
Existing 22 Bus Bays Design

No Washrooms
Bad for business/parking/traffic
No Green space/No Amenities
70+ Buses/hr on Carden St.
Pedestrian Crossing to Island



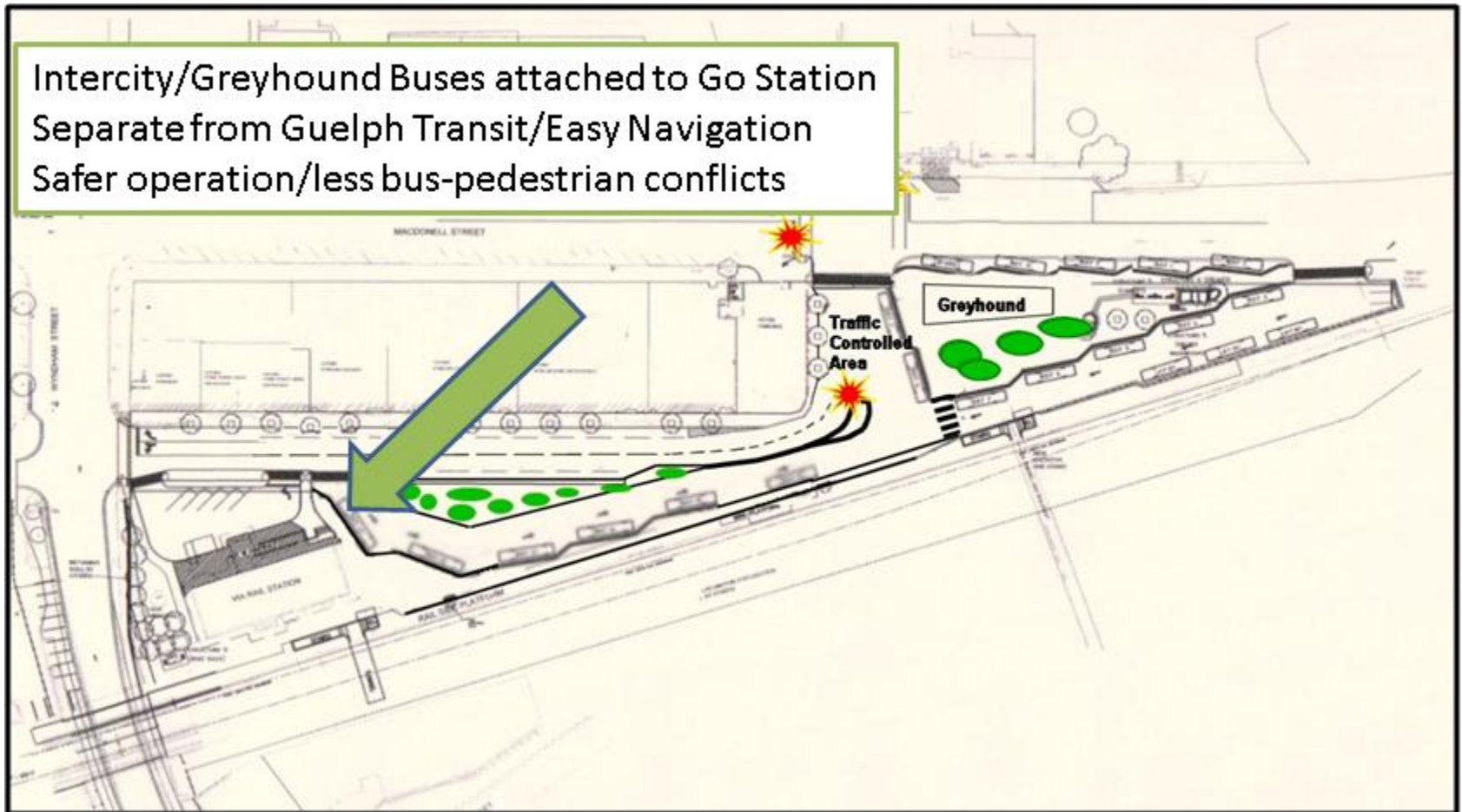
Retain Greyhound Station for City Buses

Terminal has washrooms
Terminal has heated waiting area
Terminal has Customer Service Counter

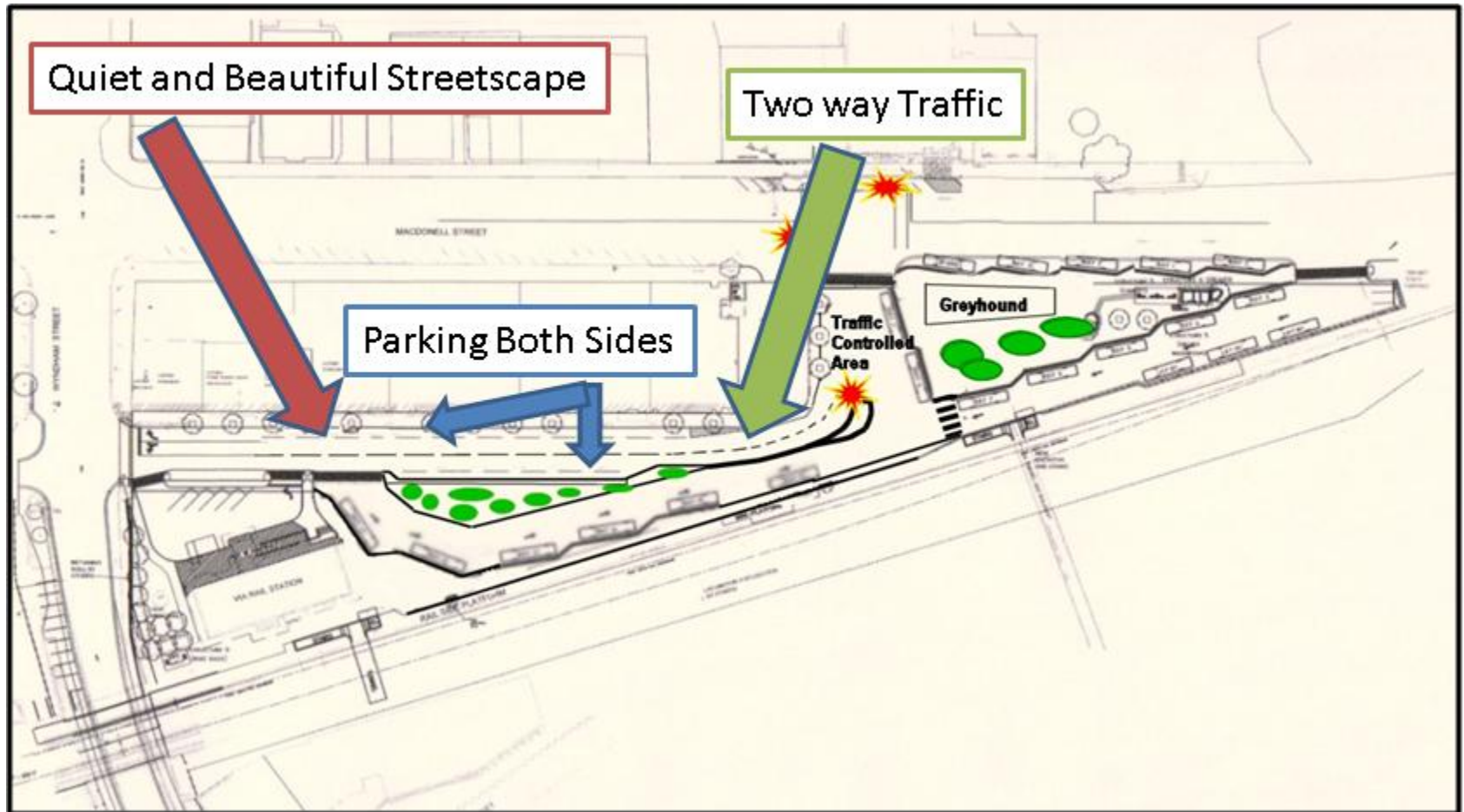


Greyhound Bays Relocated

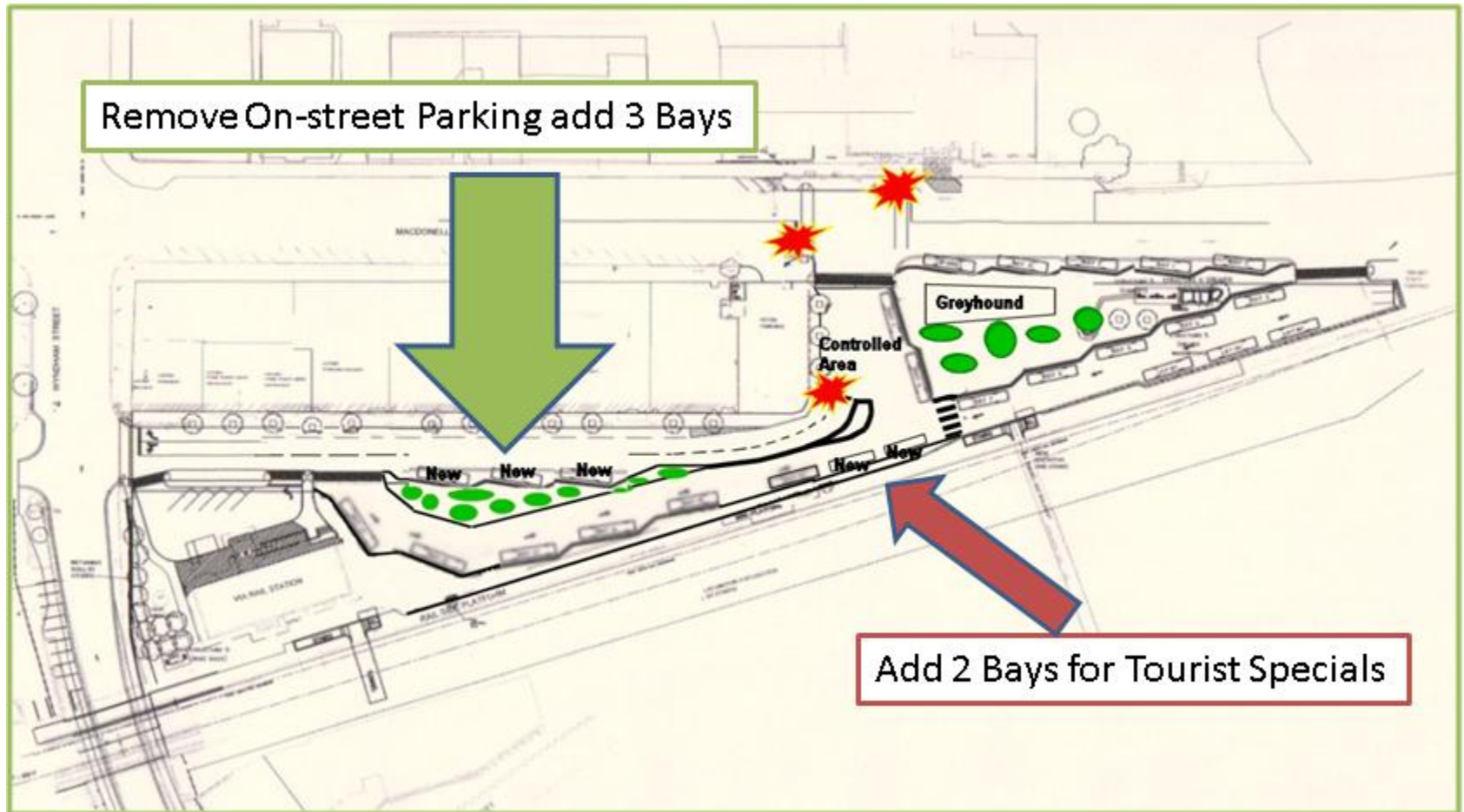
Intercity/Greyhound Buses attached to Go Station
Separate from Guelph Transit/Easy Navigation
Safer operation/less bus-pedestrian conflicts



No Buses on Carden St.



Room to Expand to 23 Bays Later



Planned Construction Phasing

3 phases remain unchanged from original contract
Only the last construction phase has changes
Greyhound station remains in operation thru winter



Corrective Action

THAT the current transit hub project be referred to the PEES Committee to consider an alternative design that would include:

- 18 bus bays instead of the 22 previously approved;
- The re-opening of Carden Street to vehicular traffic; and
- The inclusion of public washrooms in the facility;