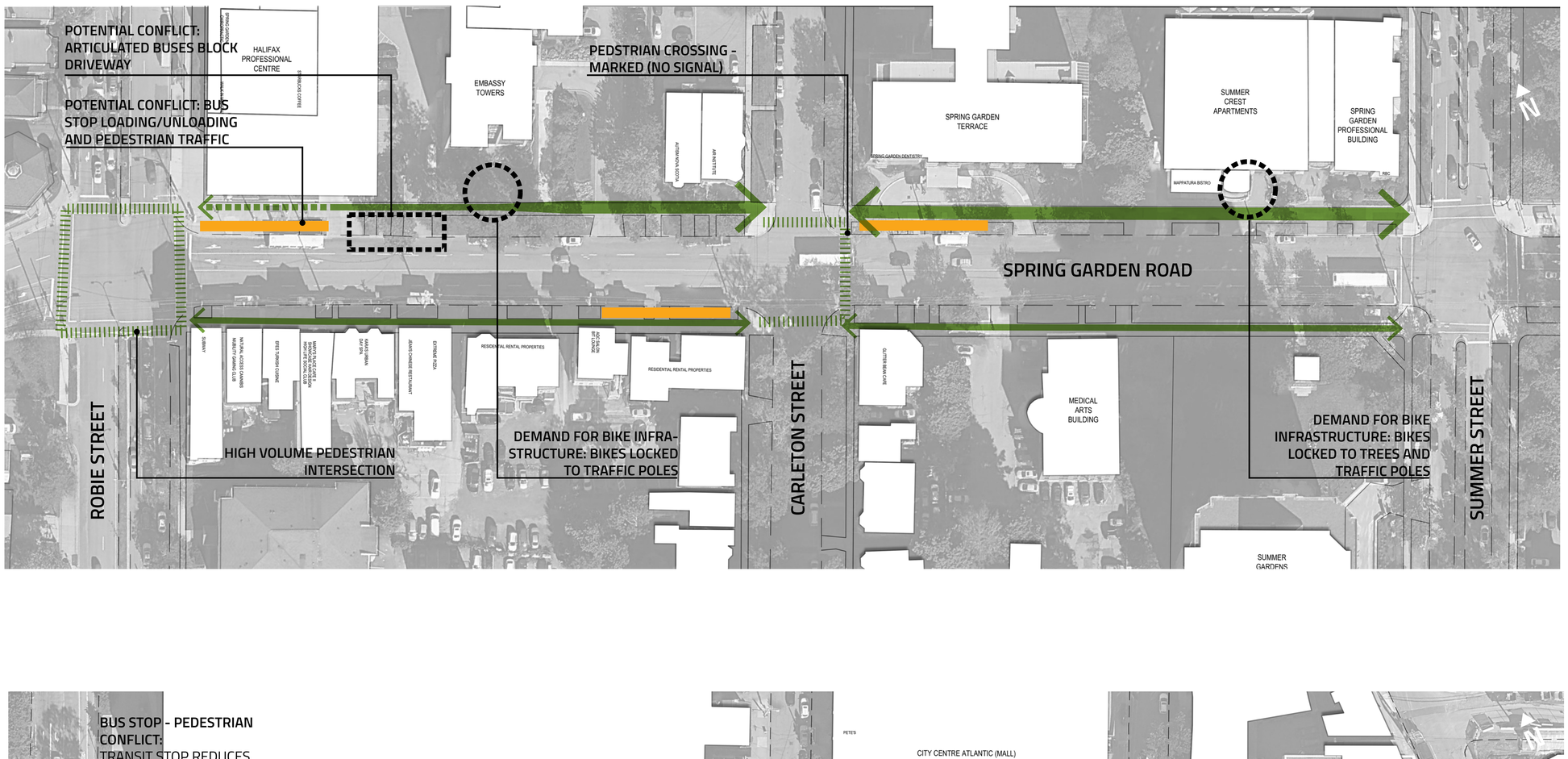
ROBIE STREET TO SUMMER STREET

- Wider 4-lane roadway cross section
- Moderate pedestrian volumes
- Adjacent residential buildings and limited small scale commercial activity
- Wide sidewalks (+2.0m) with landscape buffer
- On-street parking opportunities provide additional buffer zone for pedestrians

SOUTH PARK STREET TO QUEEN STREET

- Narrower 3 to 4-lane cross section
- Very high pedestrian volumes and frequent pick-up/drop-off/loading activity
- Dense commercial/retail land use and some local residential development
- Narrower sidewalks
- Pedestrians & transit users waiting for service must share sidewalk space



TRANSIT

- High volume transit corridor - 15 routes
- Longer travel times on buses than passenger vehicles
- Occasional delays
- High variability in travel time
- Transit provisions range from standard route information (no shelter) to standard bus shelter

PEDESTRIANS

- High volume pedestrian corridor
- Wide vehicle lane widths, poorly defined lanes
- Intersections could be improved to alleviate / provide additional space to accommodate pedestrians
- Leading Pedestrian Intervals (LPI) successful at South Park and Barrington Streets
- High volumes at pedestrian crossings
- Many areas of sidewalk congestion
- Obstacles (poles, signs, street boards, etc.) can occasionally interfere with pedestrian flow

CYCLING

- Spring Garden not considered a priority cycling corridor
- No bicycle provisions along Spring Garden Road
- Cyclists navigate corridor in mixed traffic
- Ample space for cyclists currently exists west of South Park
- Space for cyclists is limited east of South Park
- East-west connections are provided south of Spring Garden Road; north-south connections are available from Spring Garden Road

LOADING

- Frequent loading requirements east of South Park Street
- Many businesses can be accessed from side street loading areas
- Clear and frequent evidence of inappropriate use of existing loading areas