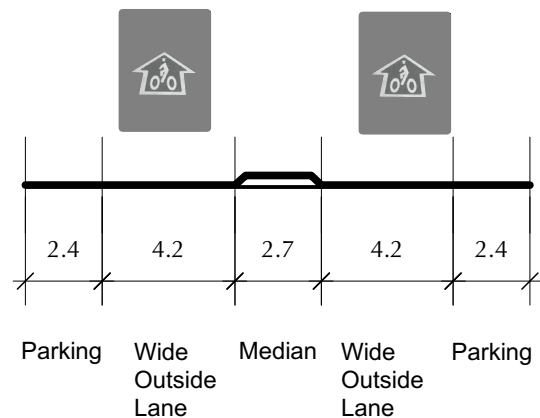


# Retrofit of an Urban Arterial

## Case Study of Robie Street

### Part I: Robie between St. Mary's University and Cunard Street



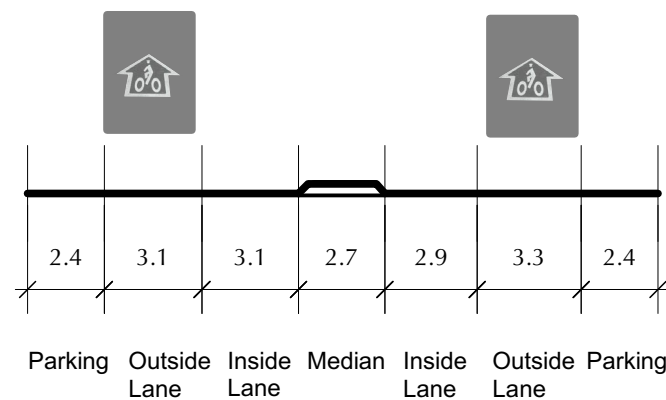
#### South end of Robie

**Existing:**  
Wide outside lane and parallel parking on each side of the street. Road width curb to curb = 16.0m including 2.7m wide median

**Potential:**  
From the south end of Robie Street to Inglis Street, add bicycle stencils in right half of outside lanes. Install bicycle route and share the road signing.



Looking North at Roxton



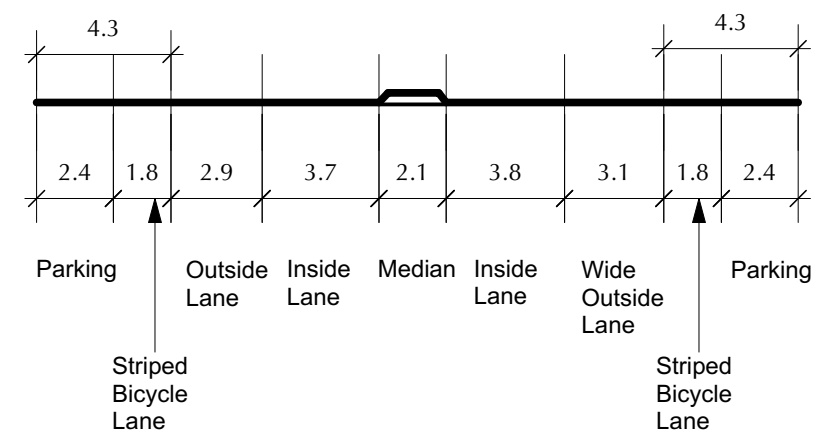
#### Robie Street south of College Street

**Existing:**  
Two travel lanes and parallel parking lane on each side of the street. Road width curb to curb = 20m including 2.7m wide median.

**Potential:**  
Between Inglis and Cherry streets, add bicycle stencils in right half of outside lanes. Add bicycle route and share the road signing.



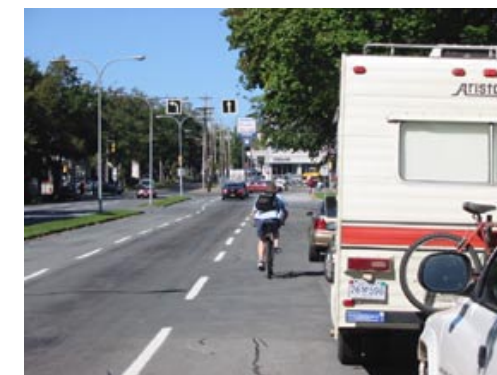
Looking North at College



#### Robie Street between Williams and Welsford Streets.

**Existing:**  
Two travel lanes and wide parallel parking lane on each side of the street. Road width curb to curb 24.2m including 2.1m wide median.

**Potential:**  
Between Cherry and Cunard streets, install 1.8m wide bicycle lane on each side of the street adjacent to 2.4m wide parallel parking lanes. Install related pavement markings and signing.



Looking North toward Cunard at Halifax Common

MINI STUDY B:  
RETROFIT OF URBAN  
ARTERIALS:  
ROBIE ST.

Prepared for:  
**HALIFAX**  
REGIONAL MUNICIPALITY

Date:  
Oct/02

Prepared by:  
**EDM**  
ENVIRONMENTAL DESIGN  
AND MANAGEMENT LIMITED

**alta**  
PLANNING + DESIGN

**B**

Sheet 3 of 4