



Final Report, Railway Cut Investigation Study, February 2004

4.3.2 Relationship to the Greenway Proposal

The options all use the physical expanse of the rail corridor more extensively. The options would preclude the Greenway trail from passing under the major road bridges, because of the limited horizontal clearance under the bridges. However, it is understood that the Trail is only expected to pass under Quinpool Road. It is also possible that the presence of trucks together with trains in the corridor could be regarded as incompatible with the concept of the Greenway as a "river of greenery" (as described on the Greenway website).

7.0 SUMMARY AND CONCLUSIONS

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Relationship to the Halifax Urban Greenway Proposal

Most of the concepts discussed in this report require utilization of the second, unused rail track in the corridor. That would preclude the Greenway trail from passing under the bridges which span the rail corridor. (It is understood that the trail is currently foreseen to only pass under Quinpool Road.) However, our review of the corridor indicates that in some sections of the corridor, it would be possible to make these connections via the local street network. Thus the Greenway could be developed as a corridor combining on-street and off-street sections.

Also, based on our on-site observations, it should be noted that in some locations, it is believed that the steepness of the rock cut could preclude the introduction of the Greenway within the rail corridor property. This would require a detailed investigation, once a decision has been reached with respect to the preferred alternative for managing truck and/or commuter bus traffic.