

## **Highlights from Open House Survey Forms and e-mails**

Great to have soft running trail AND hard bike trail

Would prefer it not be paved to discourage skateboarding and motorcycles

Don't like lighting, if it stays on after dark (late)

Very concerned about public safety after dark

Consider specified hours similar to Point Pleasant Park

Not sure it needs this level of development

Please be sure the railway access is not converted to truck access for the port  
!! Air pollution will be a detriment to those using this space!

Makes excellent use of linear green corridors and helps retain more trees in urban area. Provides trails for residents to use for exercise, healthy living. Therefore great mix of recreation and ecological preservation in urban area

Multi-use trail could use more variation to reduce straight portions – more curvilinear

Like CONSERVATION AREAS

FOOTBRIDGE SHOULD BE ONLY ADDED IF FUNDS PERMIT

ENSURE CONSERVATION AREAS ARE ENSHRINED TO PREVENT BUILDINGS AT EDGE OF RAILWAY LINE (e.g. Southwood Drive) IT IS CN LAND BUT HRM GIVES PLANNING PERMISSIONS!

Not long enough! Make trail longer!

It's about time for more trails & foot paths in the city. We like the plan

Will not be a a very nice place to walk if the cut is paved for truck traffic!

Would like to see this in relation to other HRM walks & greenways

Graphics re lighting, changes of trail elevation, etc. would be helpful.

I absolutely support it and can't wait to see it happen!

We need more trails for runners, cyclists etc. I want to get to Point Pleasant Park without being on the street.

-Plant trees along it

-there isn't much space between trail and road, there is a lot of traffic on some roads, and many cars go very fast on these streets (Beaufort, Pine Hill)

-consider traffic calming measures (speed bumps)

Amount of paving/asphalt in residential areas

Concerned about not having enough trees planted on Pine Hill Dr./Harbourview.

Don't like as designed & not at tax dollar expense.

Like potential for family walking. Hard surface unnecessary & out of keeping with space.

Don't like Wide paved road. Cost.

Like Walking, running – non-paved portion, yes. Paved section, no.

Recreational use of green space in unobtrusive way would be fine. Paving a 9-10' strip makes it an expensive black-way

Restrict by design to walking, running, cycling, ski. Avoid potential for other use.

Like -that it's happening! It's the first stage of a real trail project for Halifax. The city needs to catch up in this regard!

Like that existing trails are maximized

-not a clear picture of protocol for “fast” (bikes) and “slow” (walking) moving traffic

-concerns that a pedestrian bridge might one day be “upgraded” to a vehicle bridge and this would be a bridge from Robie to Pine Hill

-an excellent plan for moving cyclists across roads at intersections is needed. let’s start planning this now.

-please ensure an access point (no curb) for bikes from on Beaufort onto the bridge (fast bikes won’t use the trail)

Like: Cleared in winter so that if you can use car, you can use bike crossing by Tower Road Bridge will be so difficult.

Is there a soft shoulder for running ?

too wide, traffic will be too fast, may encourage cars or motorbikes from end of Beaufort

needs a line to divide traffic, help especially children to know where to go at night, provides a visual guide when darker

don’t want lights, there is enough ambient light from SMU field, cars, street lights, container piers

why the bridge ? Is it to be the showpiece, the front picture on brochure ? We don’t need expense. Opportunity to vandalize bridge or trains running below. Use Rodgers Drive, or behind it.

Mark distances in ½ km.’s in both directions on short wooden poles, distance burned on both sides. Starting point ? Where will maps be posted ? Any natural interpretation

Re Francklyn Street: If a simple sidewalk was in the proposal with a bike lane added to the street ( by basically painting a line) I'd be more inclined to support the idea. Paving over a grassy path seems like over kill.

We have serious doubts about the wisdom of the proposed greenway in general, but even if the proposal is adopted, Francklyn St. is not Beaufort Ave. No changes, except perhaps painting a lane on the street for cyclists to use, are needed here. Please act to preserve the green spaces on Francklyn St. as they are.

I understand that the trail is to be nine feet wide , which will virtually abut the houses adjacent to it on Francklyn Street, seriously devaluing those properties and those nearby.

Traffic from this proposed trail will drastically alter the character of Francklyn Street and the surrounding neighbourhood , from a quiet residential area to one a whole lot less desirable.