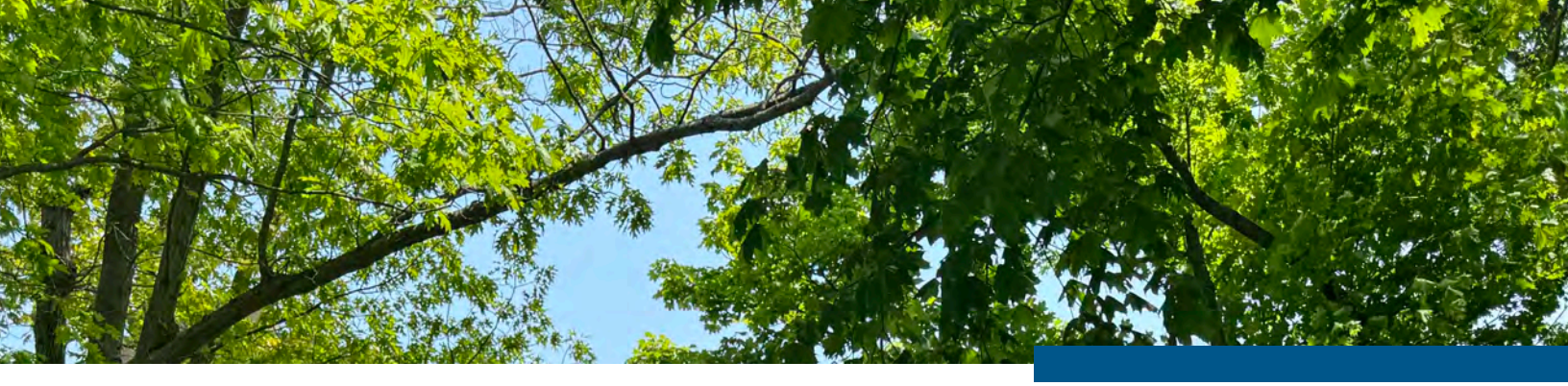


Halifax Urban Greenway & Active Transportation to Point Pleasant Park

What We Heard Report



HALIFAX

January 2026

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Halifax Regional Municipality

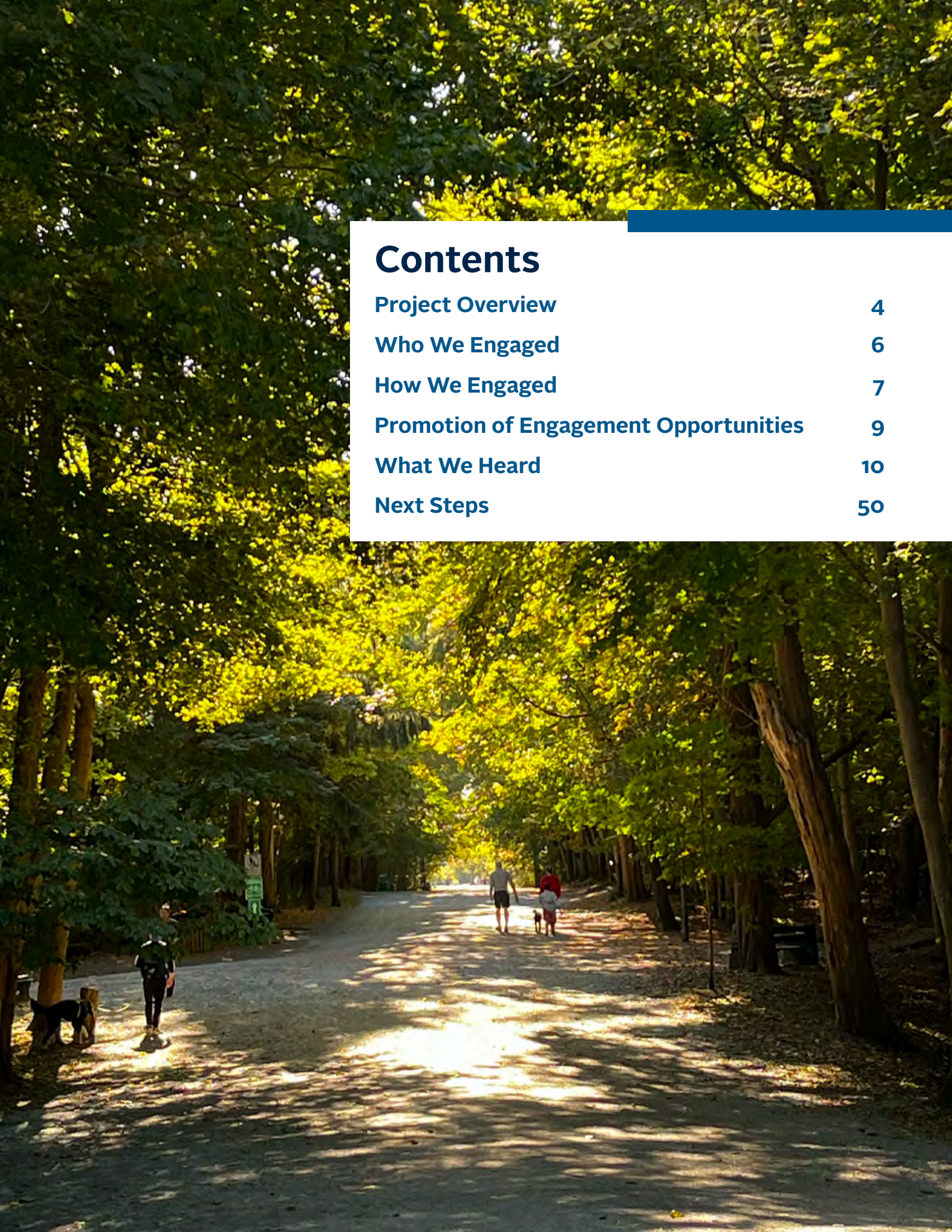
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Project Overview

The Halifax Urban Greenway is an off-road, multi-use pathway accessible for users of all ages and abilities including people walking, cycling, and rolling, providing an important active transportation and recreational corridor. The greenway currently extends from South Street and Beaufort Avenue to the intersection of Bellevue Avenue and Beaufort Avenue.

Halifax Regional Municipality (the municipality) is working to fill a gap in the active transportation network. Right now, the Halifax Urban Greenway ends at Beaufort Avenue and Bellevue Avenue. We are reviewing two options to connect to Sainy Mary's University (SMU), including extending the greenway through the Oaks, a SMU-owned property, and a Local Street Bikeway along Roxton Road. In addition to the greenway extension, we are also looking at options to create an active transportation connection from the university to Point Pleasant Park.

Project Objectives

Key objectives of this project include:

- Improving active transportation connectivity within the peninsula's south end, enhancing access to recreation opportunities as well as key destinations and facilities.
- Creating safe, accessible, and enjoyable spaces for all active transportation users, whether walking, rolling, or cycling.

Project Timeline

This project is being completed over five phases. We have now completed Phase 3: Public Engagement and will be incorporating what we heard from community members to identify and refine the preferred design options in preparation for presenting to Council for approval.



Project Study Area

The study area is shown below with the greenway extension and proposed options for an active transportation route to Point Pleasant Park.



Who We Engaged

Community Engagement

Community input is an important part of the design process. Ensuring their needs and concerns are reflected in the final Plan is critical. Through the engagement process, we heard from residents of the South End, students, and members of the broader Halifax community.

Interest Group Engagement

To kick off engagement, the project team met with key interest groups to inform them about the project, gather input on challenges in the study area, and get feedback on the proposed design options. Those who were unable to attend the meeting were invited to provide feedback via email. Interest groups invited to participate and provide feedback included:

- Accessibility Advisory Committee (AAC)
- Active Transportation Advisory Committee (ATAC)
- Saint Mary's University
- Halifax Utilities Coordinating Committee (HUCC)
- Halifax Cycling Coalition
- Cycling Nova Scotia
- Walk n Roll Halifax
- Ecology Action Centre
- CNIB
- Crosswalk Safety Society of NS
- Members of the former Halifax Urban Greenway Association
- Hospice Halifax
- Atlantic School of Theology
- Point Pleasant Park Advisory Committee



How We Engaged

Interest Group Engagement

Key interest groups were invited to participate in a meeting held on September 17, 2025 to review concept options and solicit their feedback. Halifax Hospice provided feedback to the project team via email.

A concept review presentation was also held with the Accessibility Advisory Committee on September 15, and with the Active Transportation Advisory Committee on September 18.

The project team has met with Saint Mary's University several times as they are landowners within the project study area.

Online Survey and Interactive Map

An online survey and interactive map was open to community members to share their feedback on the proposed design options.

Dates: The survey and interactive map were live from Wednesday, September 24 to Sunday, October 12, 2025.

Number of survey responses: 204

Number of interactive map comments: 190

Community Pop-ups

The project team set up a pop-up table at SMU and at Point Pleasant Park to engage community members directly in the study area. These events helped to raise awareness about the project, encourage participation in the online activities, and provided community members with the opportunity to ask questions and share feedback directly to the project team.

Dates: Thursday, October 2, 2025 at Saint Mary's University in the Loyola Colonnade; Saturday, October 4, 2025 at Point Pleasant Park near the Tower Road Parking Lot.

Number of people engaged: Approximately 150 people over both events



Public Open House

An drop-in style open house was held to engage with community members in-person. Attendees were able to review and share their feedback on each of the design options. Project team members from HRM and the consultants were present to answer questions and address any concerns about the proposed routes.

Date: Thursday, October 9, 2025

Time: 4:30pm to 8:00pm

Venue: Dauphinee Centre Arena – Barbara Homes Warming Centre – 934 Towner Road (Saint Mary's University)

Number of attendees: Approximately 53

Email Feedback

Community members were able to send additional feedback via email. Several residents also shared their feedback with their local Councillor who forwarded all feedback to the project team.

Number of emails received: 13

Follow-up Survey: Roxton Road

Based on what we heard through the first survey and in-person events, a second survey was open to gather feedback on a new alternative to the Halifax Urban Greenway. The survey was advertised through a mailout to properties abutting the Local Street Bikeway, emails to participants who signed up for project updates, and HRM's social media accounts.

Dates: The second survey was live from Friday, December 5, 2025 to Sunday, January 11, 2026.

Number of survey responses: 92

Promotion of Engagement Opportunities

Engage Halifax Webpage

The dedicated Engage Halifax webpage (formerly known as Shape Your City) served as a central hub for project information, including detailed background information, project timelines, and engagement opportunities.

Number of page views: 3,484

Direct Mailout

A targeted mailout was sent to residents within and around the study area to ensure broad awareness and inclusivity. The mailout included information about the project and details for online and in-person engagement activities.

Notices mailed: 2,110

Social Media

Online engagement activities and in-person events were promoted through HRM's Facebook and Instagram pages to engage a diverse and digitally connected audience. Social media posts resulted in 1,566 click-throughs to the project website.

What We Heard

The following section summarizes input received through all engagement activities. All feedback received is valuable and will contribute to identifying preferred design options to recommend to Council. While participation was strong both online and in-person, the results presented are not statistically representative of the broader population and may include overlapping feedback from individuals who participated in more than one engagement activity.

Community input is a critical component of the planning process; however, it is not the sole factor guiding decision-making. Community feedback is considered alongside a range of technical and policy-based criterion, including pedestrian and cyclist movement and safety, transit service accommodation, vehicular traffic and parking, health and environmental considerations, and overall feasibility.

Key Takeaways

The following pages share the details of what we heard through all activities throughout the consultation process. There were some key themes that emerged through the analysis.

- Options that received the greatest support were Option 2 and Option 1, both of which include a new active transportation bridge and active transportation infrastructure on Francklyn Street (Option 2 being a multi-use path on Francklyn, and Option 1 being a Local Street Bikeway and sidewalks).
- Supporters of Option 1 and 2 like that Francklyn Street is a quieter street and would have less impact to the flow of motor vehicle traffic. Others are concerned about how increased pedestrian and cycling traffic will impact the neighbourhood, especially residents and visitors of the hospice.
- Option 3 (multi-use path on Gorsebrook Avenue and Tower Road) was the next most supported route. Respondents like that it would connect them to the Tower Road entrance of Point Pleasant Park and that it would utilize existing infrastructure (i.e., Tower Road bridge).
- Option 4 (Local Street Bikeway on Rogers Drive and Tower Road) is the least supported option. While respondents like that it uses existing infrastructure and would connect them to the Tower Road entrance of Point Pleasant Park, they also note that this option does not adequately improve safety for active transportation users.
- There are many respondents who are concerned about routes along Tower Road, noting that it is a busy and narrow road with motor vehicles, buses, and heavily used on-street parking.
- Option 5 (Local Street Bikeway on Southwood Drive and Separated Bike Lanes on Young Avenue) received more opposition than support. While respondents like that this route would use the existing bridge on Young Avenue and could connect to the South Park Street bike lanes, many respondents shared concerns about the impact to the character of this historic street. Strong opinions were expressed against removing the median or on-street parking on Young Avenue.

- While there are many respondents who are excited for the project and are supportive of creating new active transportation connections, there are others who feel the project is unnecessary and strongly suggest that HRM focus their efforts on projects that they feel are needed, not just "nice to have".
- Through the online and in-person activities, respondents shared their concerns about the cost to implement the project. Some respondents were supportive of options that were lower cost, while others felt HRM should focus the funds on other projects (not active transportation related).
- There are mixed opinions about the Halifax Urban Greenway extension through the Oaks. While there are respondents who are excited for a trail to be paved through the woods, there are others who do not want to see a paved trail added or any trees removed.
- An alternative route for the greenway was suggested by the public through both online and in-person activities. It was suggested that HRM explore a local street bikeway along Roxton Road that would connect to Robie Street and then Gorsebrook Avenue or Rogers Drive.
- The follow-up survey focused on comparing the Halifax Urban Greenway extension to an alternate route that would include a Local Street Bikeway on Roxton Road. While preferences were divided, more respondents were supportive of the greenway route through the Oaks. Participants like that this route is scenic and would be accessible for people of all ages and abilities.
- Those who prefer the Local Street Bikeway option like that it would be less expensive to implement, uses existing infrastructure, and would have a reduced environmental impact.

Option 1: Active Transportation Bridge with Sidewalk and Local Street Bikeway on Francklyn Street

Design Details

Francklyn Street South of Pine Hill Drive

- proposed 1.8 m sidewalk on the west side of the street
- bicycles and motor vehicles share the road
- on-street parking is maintained on the west side of the street
- traffic calming



Francklyn Street South of Point Pleasant Drive

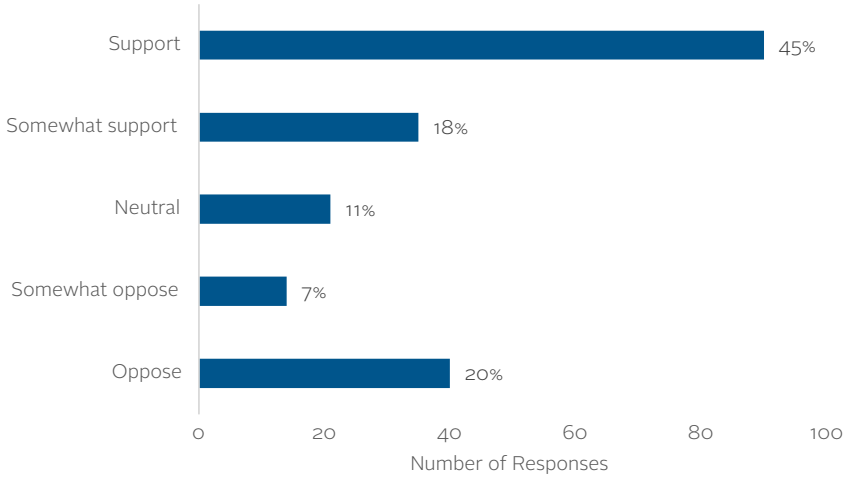
- proposed 1.8m sidewalk on the west side of the street
- maintain existing 1.5m asphalt sidewalk on the east side of the street
- bicycles and motor vehicles share the road
- on-street parking is maintained on the west side of the street
- traffic calming



Online Survey Feedback

What is your level of support for Option 1? (200 responses)

63% of survey respondents support or somewhat support Option 1. 27% of respondents said that they oppose or somewhat oppose this option.



What do you like about Option 1? (134 responses)

Survey respondents were asked to share specifics about what they like about Option 1. All responses were analyzed and themed. Key themes are described below:

Direct and Logical Route

- Many respondents see Option 1 as a straightforward and efficient route that is a natural extension to the Halifax Urban Greenway.
- Respondents said that this option provides a continuous connection to the park and minimizes detours.

Quiet and Safe Environment

- Francklyn Street is seen as a low-traffic, calm, and pleasant route for walking and cycling.
- Respondents like that this option separates active transportation users from busier roads (i.e., Tower Road and Young Avenue).
- Many respondents indicated they often walk along Francklyn with their families and would appreciate the addition of a sidewalk.

Active Transportation Bridge

- The active transportation bridge is one of the most frequently liked elements of Option 1.
- Respondents feel the bridge will provide a unique and safe connection while also being an attraction for people visiting the peninsula.
- Respondents believe that the active transportation bridge would encourage more walking and biking and provide a direct route to Point Pleasant Park from the existing greenway.

Improvements to Pedestrian Safety

- Many respondents like the addition of a sidewalk along Francklyn Street.
- Option 1 is seen to improve accessibility for people of all ages and abilities.
- Some respondents indicated that having a sidewalk on one side of the street would be sufficient and would help reduce project costs. The proposed design option includes a second sidewalk south of Point Pleasant Drive, but this is an optional feature.

Traffic Calming and Neighbourhood Benefits

- Respondents appreciate the inclusion of traffic calming measures.
- Option 1 is seen as requiring less construction and being less disruptive to motor vehicle traffic compared to other options.

Approximately 20% of responses to this question shared that there is nothing they like about Option 1 and that they feel the project is not necessary.

What do you dislike about Option 1? (192 responses)

Survey respondents were also asked what they dislike about Option 1. All responses were analyzed and themed. Key themes are described below:

Cost and Use of Public Funds

- Respondents are concerned about the costs of building an active transportation bridge.
- Some respondents feel the bridge is unnecessary and not an efficient use of resident tax dollars.
- The active transportation bridge is seen as a luxury or "nice-to-have", and respondents feel money would be better spent elsewhere (i.e., addressing housing and affordability challenges).

Perceived as Unnecessary

- The current sidewalks, streets and on-street biking conditions are seen as sufficient.
- Francklyn is viewed as already being a safe place to walk and bike, so any improvements are unnecessary.

Safety and Design Concerns

- Respondents do not like that cyclists would still be sharing the road with motor vehicles.

Environmental and Neighbourhood Impacts

- There is a lack of support for any option that would remove trees.
- Concerns about increasing traffic and disrupting residents and visitors of the hospice.
- Some respondents believe this project will take away from the character of the neighbourhood by encouraging more people to travel along Francklyn Street.

Connectivity and Practicality Issues

- Some respondents feel this route is indirect and inconvenient.
- Most people enter Point Pleasant Park via Tower Road, therefore Option 1 is not as convenient as other options.

Approximately 10% of comments said that they don't dislike anything about Option 1.

What We Heard

Option 2: Active Transportation Bridge with Multi-use Path on Francklyn Street

Design Details

Francklyn Street South of Pine Hill Drive

- proposed multi-use pathway on the east side of the street
- on-street parking removed

Francklyn Street South of Point Pleasant Drive

- proposed multi-use pathway on the east side of the street, replacing existing sidewalk
- on-street parking is maintained on the west side of the street OR a wider boulevard is provided to replant trees

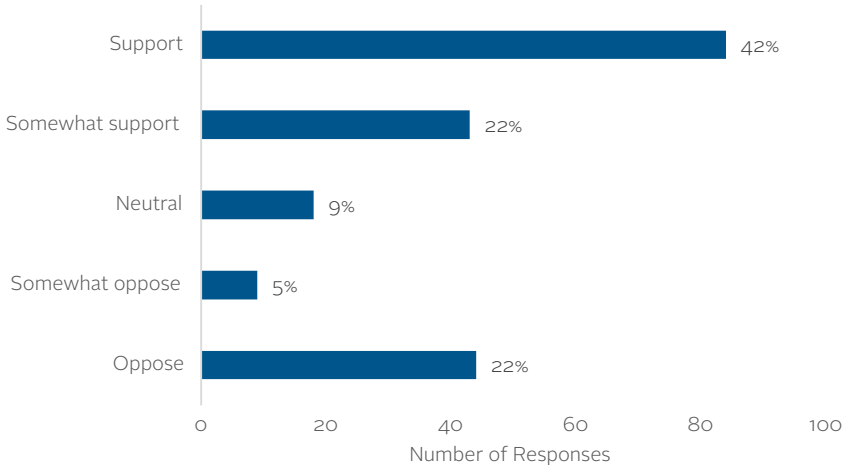




Online Survey Feedback

What is your level of support for Option 2? (198 responses)

64% of survey respondents support or somewhat support Option 2. 27% of respondents said that they oppose or somewhat oppose this option.



What do you like about Option 2? (136 responses)

Survey respondents were asked to share specifics about what they like about Option 2. All responses were analyzed and themed. Key themes are described below:

Separated Multi-use Pathway

- Respondents like the multi-use pathway option. It is viewed as the safest option for all road users and is more family-friendly than a sidewalk.
- Option 2 is viewed as being consistent with the existing Halifax Urban Greenway infrastructure and many respondents believe it will encourage more people to walk and bike in the neighbourhood.

Direct and Logical Route

- Option 2 is seen as a straightforward and efficient route that is a natural extension to the Halifax Urban Greenway.
- This option provides a continuous connection to the park and minimizes detours.
- Respondents like that Option 2 avoids busier streets (i.e., Tower Road and Young Avenue).

Active Transportation Bridge

- The active transportation bridge is one of the most frequently liked elements of Option 2.
- Respondents feel the bridge is a key link for improving safety and accessibility when walking and biking in the study area.
- The active transportation bridge would make walking and biking to Point Pleasant Park easier and faster.

Prioritizes Safety and Comfort of Active Transportation Users

- Option 2 is considered the safest option for cyclists and pedestrians by many respondents.
- Respondents like that cyclists would not need to share the road with motor vehicles.
- This option is also seen as being safer for families, kids, and seniors.

Aesthetic and Neighbourhood Benefits

- Respondents noted that Option 2 would encourage walking and biking as it is a more scenic route.
- Some respondents feel that this option could activate the area around the hospice by encouraging more people to walk and bike along Francklyn Drive.

Several respondents said they prefer Option 1 and are concerned about the costs associated with the multi-use pathway.

Approximately 25% of responses to this question shared that there is nothing they like about Option 2 and that they feel the project is not necessary. Many of these respondents are also concerned about the loss of parking and the cost of building an active transportation bridge.

What do you dislike about Option 2? (104 responses)

Survey respondents were also asked what they dislike about Option 2. All responses were analyzed and themed. Key themes are described below:

Perceived as Unnecessary

- Many respondents to this question shared that they feel the project is unnecessary. Francklyn Street is viewed by respondents as a safe street for walking and cycling.

Loss of Street Parking

- Respondents shared concerns about removing street parking on Francklyn, especially around the hospice.
- Some respondents said that parking is already limited in the neighbourhood and shared the need to maintain what exists.

Project Costs

- Respondents are concerned about the costs of building an active transportation bridge.
- Many respondents feel the project is unnecessary and not a responsible use of resident tax dollars.

Removal of Trees and Vegetation

- Respondents are opposed to the removal of mature trees and are concerned about disruptions to the front of their properties (i.e., gardens and other landscape encroachments within the right-of-way).

Pedestrians and Cyclists sharing a Pathway

- Some respondents are concerned about pedestrians and cyclists sharing a multi-use pathway because of conflicts between cyclists and pedestrians.
- There is a preference for separate lanes for pedestrians and cyclists, or keeping cyclists on the road as it is a quiet street.

Approximately 8% of comments said that they like everything about Option 2 and there is nothing they dislike.

Additional Context

Loss of Street Parking: We heard from participants that parking is limited in the neighbourhood. Parking data was collected as part of the technical analysis, and while there is demand for parking, particularly near the Halifax Hospice, for the Atlantic School of Theology, and for SMU, occupancy data collected shows that the parking supply is far greater than the demand.

Option 3: Multi-use Path on Gorsebrook Avenue and Tower Road

Design Details

Gorsebrook Avenue

- maintain existing 1.5 m sidewalk on south side of the street
- proposed 3 m multi-use pathway on north side of the street
- on-street parking is retained on the south side of the street
- two-way motor vehicle lanes

Tower Road

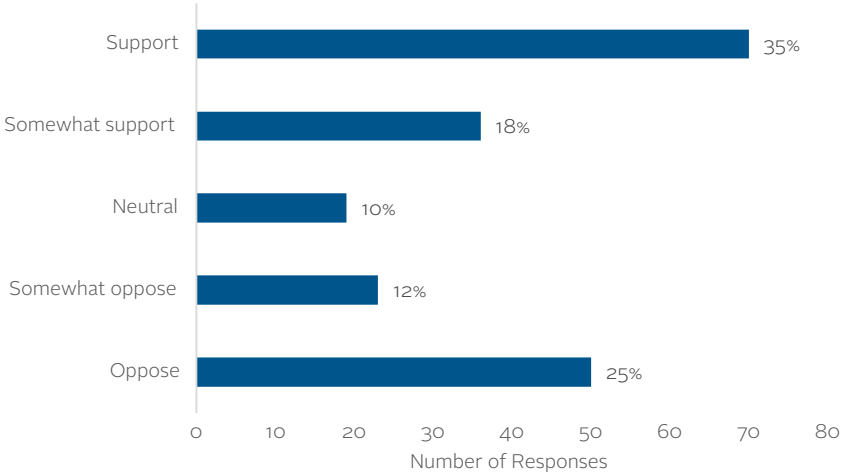
- proposed 3 m multi-use pathway on west side of the street
- maintain existing 1.5 m sidewalk on the east side of the street
- two-way motor vehicle lanes
- on-street parking removed



Online Survey Feedback

What is your level of support for Option 3? (198 responses)

53% of survey respondents support or somewhat support Option 2. 37% of respondents said that they oppose or somewhat oppose this option.



What do you like about Option 3? (125 responses)

Survey respondents were asked to share specifics about what they like about Option 3. All responses were analyzed and themed. Key themes are described below:

Direct and Familiar Route

- Respondents shared that this route makes the most sense as Tower Road is the preferred entrance to Point Pleasant Park.
- Many pedestrians and cyclists already use this route, so it is seen as comfortable and familiar to many respondents.

Uses Existing Infrastructure

- Respondents like that Option 3 would use existing streets, bridges, and sidewalks. They feel there would be less construction and disruption to the neighbourhood.
- Option 3 is seen as being less expensive and easier to implement.

Multi-use Pathway

- The multi-use pathway is a highlight for many respondents who prefer cyclists not need to share the road with motor vehicles.
- Respondents see the multi-use pathway as safer and more comfortable for all active transportation users.

Cost-effective and Practical

- Many respondents feel Option 3 is more cost-effective, especially compared to Options 1 and 2. They also believe Option 3 will be able to be implemented sooner because it does not include an active transportation bridge.

Connectivity to Key Destinations

- Several respondents noted Option 3 connects well to key destinations, including SMU, Gorsebrook Park, schools, bus routes, and the main entrance to Point Pleasant Park.

Approximately 15% of respondents to this question said they do not like anything about this option, with some feeling no improvements are needed.

Additional Context

Cost-effective: We heard from participants that Option 3 is seen as a more cost-effective approach. While Option 3 does not include an active transportation bridge, it would still involve significant costs. At this stage of the project (10% conceptual design), detailed cost estimates are not yet available; however, Option 3 is expected to require substantial investment due to the construction of a new multi-use pathway, relocation of utility poles, and relocation of the existing curb.

What do you dislike about Option 3? (112 responses)

Survey respondents were also asked what they dislike about Option 3. All responses were analyzed and themed. Key themes are described below:

Traffic and Safety Concerns

- Many respondents said that Tower Road is too narrow and busy with motor vehicle traffic. There is not enough space to accommodate additional infrastructure.
- Respondents do not feel this would be a safe route for people walking and biking.

Loss of Street Parking

- Respondents are concerned about the loss of parking and the impact it would have on residents and students.

Perceived as Unnecessary

- Many respondents to this question shared that they feel the project is unnecessary.
- Some respondents feel that the existing infrastructure works well as people already walk and bike this route.

Pedestrians and Cyclists sharing a Pathway

- Some respondents are concerned about pedestrians and cyclists sharing a multi-use pathway. They feel multi-use pathways are not a safe option because of potential conflicts between pedestrians and cyclists.

Removal of Trees

- Respondents do not support removing trees on Gorsebrook Avenue or Tower Road.

Approximately 10% of responses to this question expressed no dislikes to Option 3, some saying they believe it is the best option.

Additional Context

Removal of Trees: While tree removals would be required on Tower Road for this concept, trees on Gorsebrook Avenue would not require removal.

Option 4: Local Street Bikeway on Rogers Drive and Tower Road

Design Details

Rogers Drive

- bicycles and motor vehicles share the road
- on-street parking on both sides of the street is retained
- maintain existing 1.5 m sidewalk on north side of the street
- proposed short multi-use pathway to connect Rogers Drive to Tower Road

Tower Road

- bicycles and motor vehicles share the road
- on-street parking is retained on the west side of the street
- maintain existing 1.5 m sidewalks on both sides of the street
- traffic calming

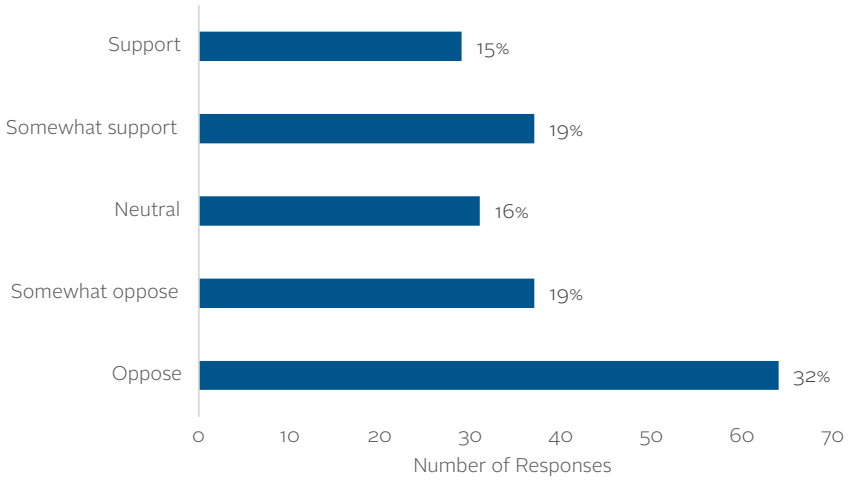




Online Survey Feedback

What is your level of support for Option 4? (198 responses)

34% of survey respondents support or somewhat support Option 2. 51% of respondents said that they oppose or somewhat oppose this option.



What do you like about Option 4? (96 responses)

Survey respondents were asked to share specifics about what they like about Option 4. All responses were analyzed and themed. Key themes are described below:

Uses Existing Infrastructure

- Respondents like that Option 4 uses existing roads and paths, avoiding the costs associated with new infrastructure.

Direct and Practical Route

- Option 4 is seen as a direct and straightforward route for connecting people to Point Pleasant Park.
- Respondents noted that this is already a common route for many cyclists and pedestrians.
- Some respondents like that this is a shorter and more direct route than other options.

Maintains Street Parking

- Respondents appreciate that Option 4 maintains more street parking than other options.

Quick and Simple to Implement

- Respondents said that they like that this option would involve less construction and could be implemented quickly.

Approximately 30% of respondents to this question said that they don't like anything about Option 4, with several noting that this option does not improve safety for cyclists on a busy road.

What do you dislike about Option 4? (130 responses)

Survey respondents were also asked what they dislike about Option 4. All responses were analyzed and themed. Key themes are described below:

Does not Improve Safety for Active Transportation Users

- Cyclists sharing the road with motor vehicles was a top concern for respondents. Many said that Tower Road is too busy, too narrow, and unsafe for cyclists to share lanes with cars and buses.
- Respondents feel that shared lane markings are inadequate and do not provide any protection.

Impacts to Motor Vehicle Traffic and Parking

- Many respondents noted that Tower Road is already a busy road with motor vehicles and a bus route. Respondents feel that adding active transportation infrastructure would negatively impact motor vehicle traffic and restrict access for emergency vehicles.
- Respondents are also opposed to removing or reducing on-street parking on Tower Road.

Environmental and Neighbourhood Impacts

- Some respondents were concerned about the impact this route would have on quieter residential areas. Some view this route as intrusive and damaging to the neighbourhood's character.

Perceived as Unnecessary

- Many respondents to this question shared that they feel the project is unnecessary.
- Some respondents feel that there is not an existing problem to solve and that the existing infrastructure is sufficient.

Inconvenient and Indirect Route

- Several respondents said that Option 4 is not as direct as others and has poor connectivity to the existing greenway.
- Respondents also feel that this option adds unnecessary distance, especially when they see other route options as more direct.

Less than 5% of respondents to this question expressed no dislikes to Option 4.

Additional Context

Improving Safety for Active Transportation Users: We heard from participants that they feel Option 4 does not improve safety for active transportation users. This concern is supported by traffic data and field investigations. Through a technical analysis, it was determined that Tower Road is at the upper limit of acceptable for traffic volumes for a local street bikeway. Traffic calming would need to be integrated as part of the design for this option to ensure user safety.

Option 5: Local Street Bikeway on Southwood Drive and Separated Bike Lanes on Young Avenue

Design Details

Young Avenue North of Ogilvie

2 design options are being considered for this corridor:

A) Uni-directional Bike Lanes, Removing Centre Median

- proposed protected uni-directional bike lanes on both sides of the street.
- on-street parking is retained on one side of the street.

OR

B) Uni-directional Bike Lanes, Removing Street Parking

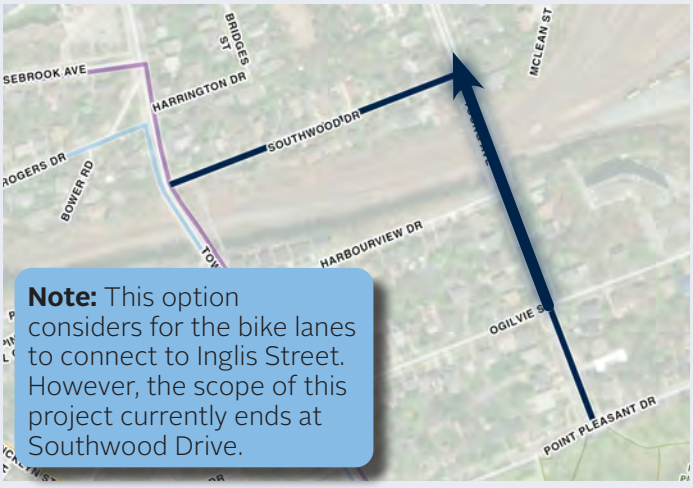
- proposed protected uni-directional bike lanes on both sides of the street.
- centre median is retained

Young Avenue South of Ogilvie

- proposed protected uni-directional bike lanes on both sides of the street.
- on-street parking is retained on the west side of the street

Southwood Drive

- bicycles and motor vehicles share the road
- on-street parking is retained on both sides of the street
- maintain existing 1.5 m sidewalk on the north side of the street
- traffic calming



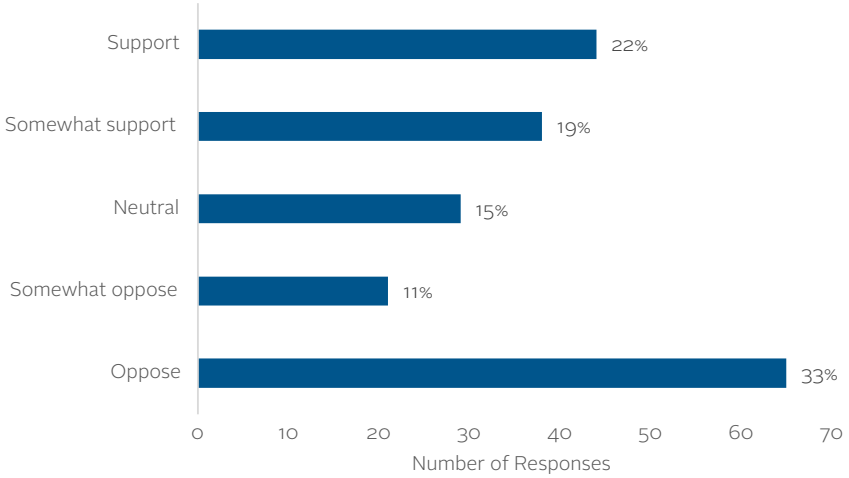




Online Survey Feedback

What is your level of support for Option 5? (197 responses)

41% of survey respondents support or somewhat support Option 2. 44% of respondents said that they oppose or somewhat oppose this option.



What do you like about Option 5? (107 responses)

Survey respondents were asked to share specifics about what they like about Option 5. All responses were analyzed and themed. Key themes are described below:

Convenient route and connects with existing routes

- Many respondents see Option 5 as the most logical route and are excited for the opportunity to extend the South Park Street bike lanes to Point Pleasant Park.

Lots of space for all road users

- Young Avenue is a wide road and respondents feel it is the most suitable route for adding bike lanes while also maintaining parking and street trees.

Safe and Comfortable

- Respondents shared their support for protected, separated bike lanes. These facility types are seen as the most comfortable for families and seniors.

Complements Existing Character

- Respondents said that Young Avenue is a beautiful and scenic route. Some respondents believe that adding protected active transportation infrastructure would enhance the area even further.

Uses Existing Bridge

- Some respondents like that Option 5 utilizes the existing bridge and would therefore reduce the project costs.

Approximately 30% of respondents to this question said there is nothing they like about Option 5, noting that Young Avenue is already a popular route for pedestrians and cyclists.

What do you dislike about Option 5? (121 responses)

Survey respondents were also asked what they dislike about Option 5. All responses were analyzed and themed. Key themes are described below:

Impact to the Character of the Neighbourhood

- Many respondents feel strongly that removing the median or altering Young Avenue would destroy the street's historic charm.
- Respondents emphasized that Young Avenue is a beautiful and historic street and feel any changes would negatively impact the character of the area.

Removal of On-street Parking

- Respondents are not supportive of removing on-street parking, which is heavily relied upon by residents and visitors.
- Some respondents shared concerns about accessibility for service vehicles, deliveries, and people with mobility challenges.

Unnecessary and Costly Project

- Many respondents to this question feel that the project is unnecessary and too expensive.
- Respondents said existing sidewalks and roads already adequately serve pedestrians and cyclists.

Traffic and Safety Concerns

- Respondents feel Young Avenue is too busy for safe cycling.
- Some respondents were concerned about emergency vehicle access if lanes were narrowed.

Approximately 15% of comments on this question were supportive of Option 5, saying there is nothing they dislike.

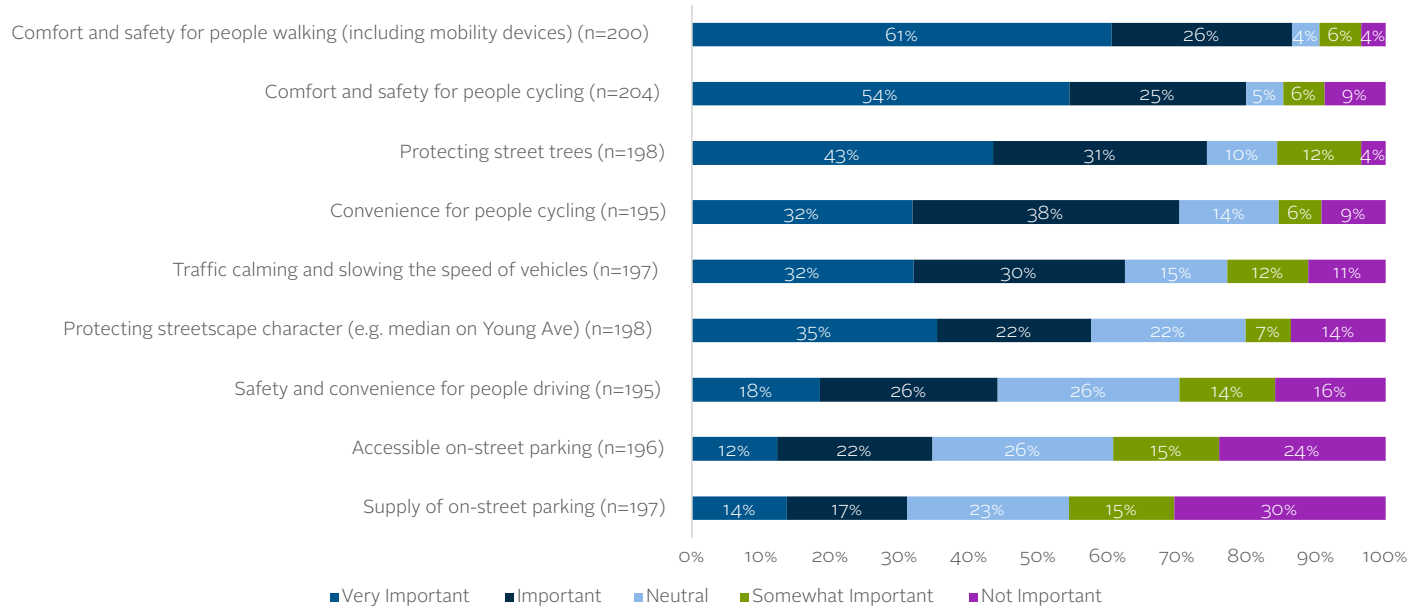
Additional Context

Removal of On-street Parking: Respondents shared their concerns about removing on-street parking, noting it is heavily relied upon by residents and visitors. Based on the parking data collected for this project, having on-street parking on only one side of the road would provide enough parking to serve the demand.

Comparing the Options

What are the most important factors to you when evaluating the proposed active transportation changes to these streets?(203 responses)

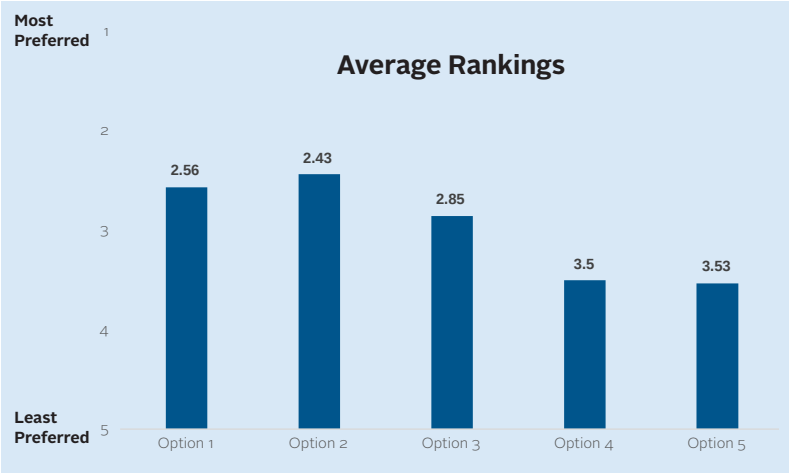
The most important factors to survey respondents were comfort and safety for people walking (87%), the comfort and safety for people cycling (79%), and protecting street trees (74%). Supply of on-street parking and accessible on-street parking were identified as the least important factors.



Please rank the proposed route options from one (1) - most preferred - to five (5) - least preferred. (152 responses)

Based on survey responses, the route options were ranked as follows:

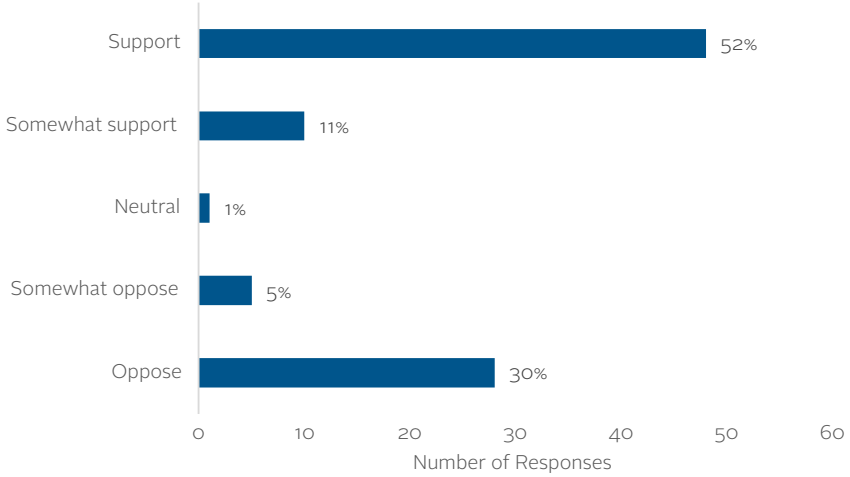
1. **Option 2: Active Transportation Bridge & Multi-use Path on Francklyn Street** (average ranking of 2.43)
2. **Option 1: Active Transportation Bridge & Sidewalk and Local Street Bikeway on Francklyn Street** (average ranking of 2.56)
3. **Option 3: Multi-use Path on Gorsebrook Avenue and Tower Road** (average ranking of 2.85)
4. **Option 4: Local Street Bikeway on Rogers Drive and Tower Road** (average ranking of 3.5)
5. **Option 5: Local Street Bikeway on Gorsebrook Avenue and Uni-Directional Bikeways on Young Avenue** (average ranking of 3.53)



Online Survey Feedback

What is your level of support for the proposed Halifax Urban Greenway extension through the Oaks? (92 responses)

63% of survey respondents support or somewhat support the Halifax Urban Greenway extension through the Oaks. 35%% of respondents said that they oppose or somewhat oppose this option.



What do you like about the greenway option? (81 responses)

Survey respondents were asked to share specifics about what they like about the Halifax Urban Greenway extension through the Oaks. All responses were analyzed and themed. Key themes are described below:

Safe and comfortable

- Respondents like that the greenway provides a route for pedestrians and cyclists that is separated from motor vehicles. They like that the greenway avoids busy roads and view this route as the safer option for people walking and biking.
- Respondents specifically mention liking that the Greenway would provide an All Ages and Abilities facility, and that it would extend the current greenway.

More direct and a scenic route

- Respondents like that the greenway goes through the Oaks and provides a wooded and scenic trail that is accessible for all users.
- Respondents also noted that the greenway is a more direct route for accessing Point Pleasant Park.

Approximately 20% of respondents to this question said there is nothing they like or they do not support extending the Greenway.

What do you dislike about the greenway option? (77 responses)

Survey respondents were also asked what they dislike about this option. All responses were analyzed and themed. Key themes are described below:

Unnecessary and Costly Project

- Respondents feel that the project is unnecessary and expensive.
- Respondents shared that they find the current walking path easy to use and the neighbourhood is already easy and safe to bike in.

Environmental Impacts

- Respondents shared concerns about how the greenway would impact the natural environment.
- Respondents are not supportive of removing trees or developing the Oaks.

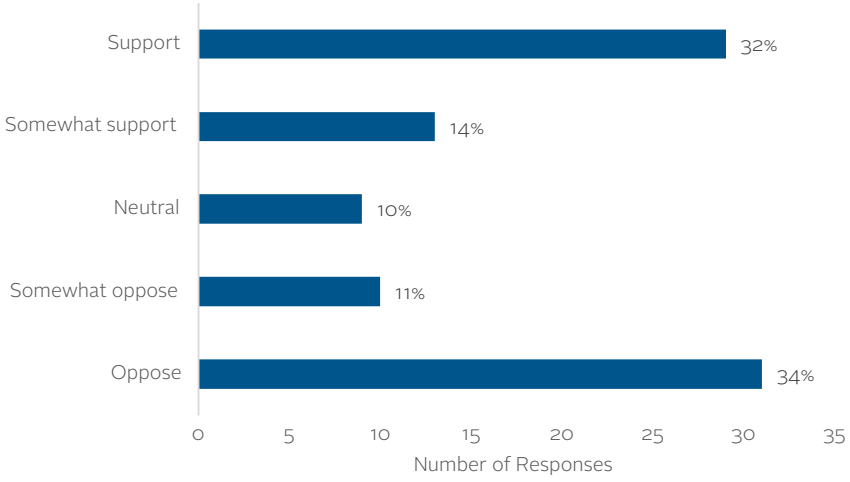
Shared Pathway

- Respondents do not like that pedestrians and cyclists would be sharing the same pathway. They shared concerns about potential conflicts between people walking and those walking or using e-bikes and e-scooters.

Approximately 22% of comments on this question were supportive of the greenway extension, saying there is nothing they dislike.

What is your level of support for the proposed Local Street Bikeway along Roxton Road and Robie Street? (92 responses)

46% of survey respondents support or somewhat support the proposed Local Street Bikeway along Roxton Road and Robie Street. 45% of respondents said that they oppose or somewhat oppose this option.



What do you like about the Local Street Bikeway option? (72 responses)

Survey respondents were asked to share specifics about what they like about the Local Street Bikeway option along Roxton Road and Robie Street. All responses were analyzed and themed. Key themes are described below:

Less Expensive Option

- Respondents like that the Local Street Bikeway would be less expensive to implement.
- This option is viewed as being relatively inexpensive because it uses existing infrastructure.

Easy and Direct Route

- Respondents feel that it is a direct route. Several respondents noted that they already use this route when biking and find the neighbourhood easy to bike in.
- Some respondents feel that the Local Street Bikeway provides better connections to key destinations.

Reduced Environmental Impact

- Respondents feel that there is less impact to the natural environment as the route would use existing infrastructure and not develop the Oaks.

Approximately 30% of respondents to this question said there is nothing to like about the Local Street Bikeway. Some respondents said a Local Street Bikeway is "better than nothing" but prefer the greenway option.

What do you dislike about the Local Street Bikeway option? (81 responses)

Survey respondents were also asked what they dislike about the Local Street Bikeway. All responses were analyzed and themed. Key themes are described below:

Does Not Improve Cycling Conditions

- Respondents do not like that bikes and cars will continue to share the road.
- Respondents feel that a Local Street Bikeway does not improve the road and does make biking safer.
- Respondents also feel that this option will not reduce the speed or number of motor vehicles on the road.

Unnecessary and Costly Project

- Respondents feel that the project is unnecessary and expensive. They note that they feel the neighbourhood is already easy to bike in and they use the route along Roxton Road as is.

Prefer Protected Bicycle Infrastructure

- Respondents shared that they prefer the greenway option and facilities that support all ages and abilities.

Approximately 14% of comments on this question were supportive of this option, saying there is nothing they dislike.

Final Comments

Do you have any additional comments or suggestions about the Halifax Urban Greenway Extension and the active transportation connection from the University to Point Pleasant Park route options? (107 responses)

Survey respondents were asked to share any additional feedback on the project. Most respondents used this opportunity to reiterate comments made throughout the survey. All responses were analyzed and themed. Key themes are described below:

Concerned about Costs

- The top concern amongst respondents is the cost for the project. Many respondents felt this project is a waste of taxpayer money.
- Some respondents feel that they could not provide feedback without knowing the cost implications of each option.

Project is Unnecessary

- Approximately 20% of respondents to this question feel that the project is not necessary and that the existing infrastructure is sufficient for anyone walking and biking in the area.
- Respondents feel there are other areas of Halifax that should be prioritized for active transportation improvements.

Concerned about Environmental Impacts

- There is strong opposition to removing trees and paving a trail through the Oaks.
- Some respondents are concerned about the environmental impacts of the project and feel that the greenway extension through the Oaks does not align with HRM's climate goals.

Concerns about Impacts to Motor Vehicle Traffic and On-Street Parking

- Respondents shared concerns about the impact to the flow of motor vehicle traffic and loss of on-street parking.

Support for Completing the Halifax Urban Greenway and Creating More Active Transportation Connections

- Some respondents to this question reiterated their support for the project and enthusiasm for completing the greenway and extending safe and comfortable connections to Point Pleasant Park.
- Respondents said they see value in creating a continuous, high-quality active transportation connection to the park.

Support for the Active Transportation Bridge

- Respondents shared their support for the active transportation bridge. The bridge is seen as essential for connectivity.
- Respondents understand that this would be an expensive investment and would like to see HRM explore cost-sharing or more cost-efficient options.

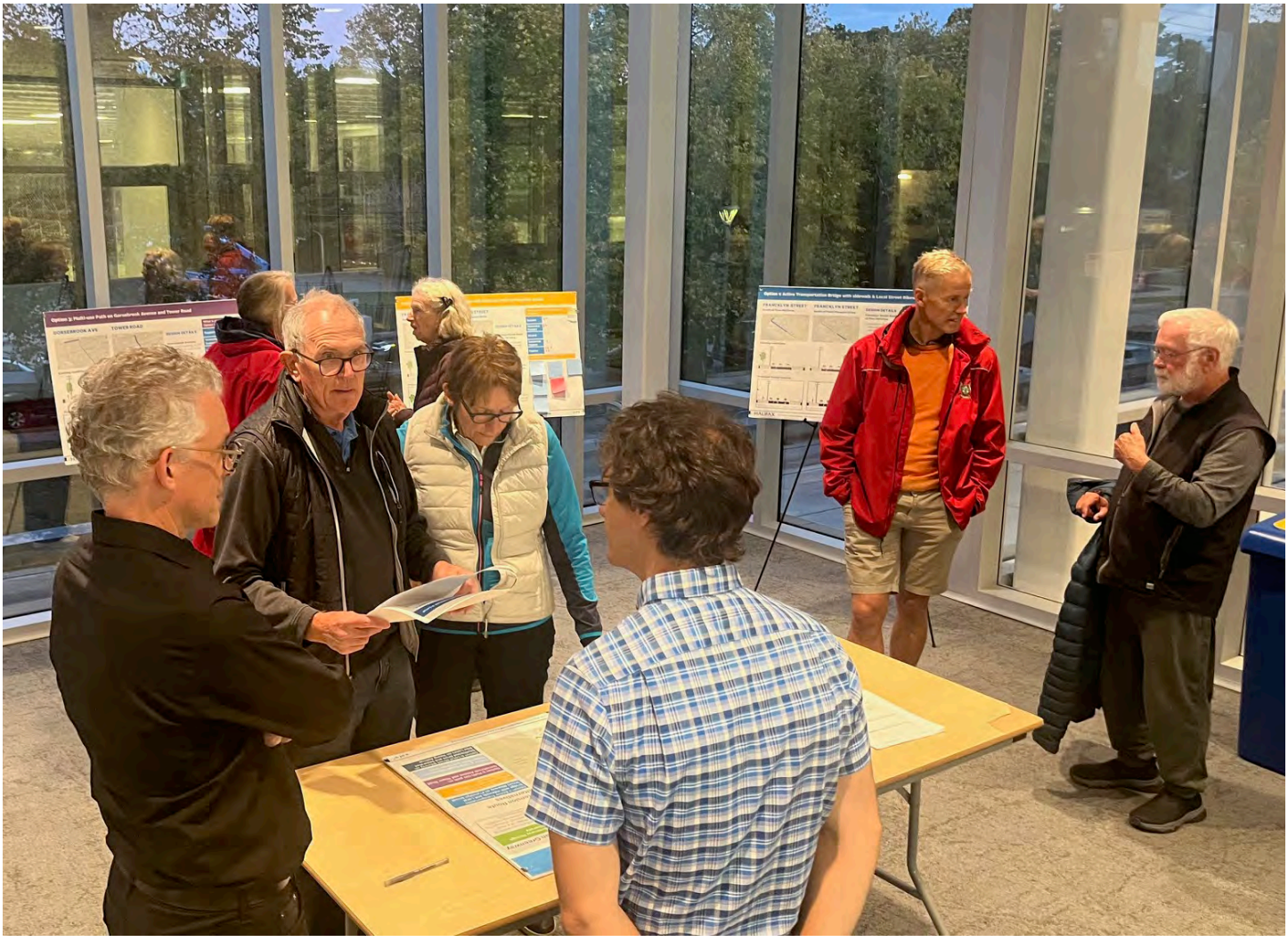
Alternate Route Suggestion

- Many respondents proposed alternative routes to the greenway extension, specifically along Roxton Road. Respondents who are supportive of Roxton Road said it would be more cost efficient than building the greenway through the Oaks, and believe it means the Oaks would remain as they currently are.

Additional Context

Impacts to the Oaks: Throughout the survey, respondents raised concerns about building a pathway through the Oaks. The Oaks is privately owned by Saint Mary's University, and its future is influenced by the University's plans and priorities, such as those identified in the SMU Campus Master Plan.

While tree removal would be required to construct a multi-use pathway, minimizing impacts to existing mature trees is an important consideration in determining the pathway alignment.

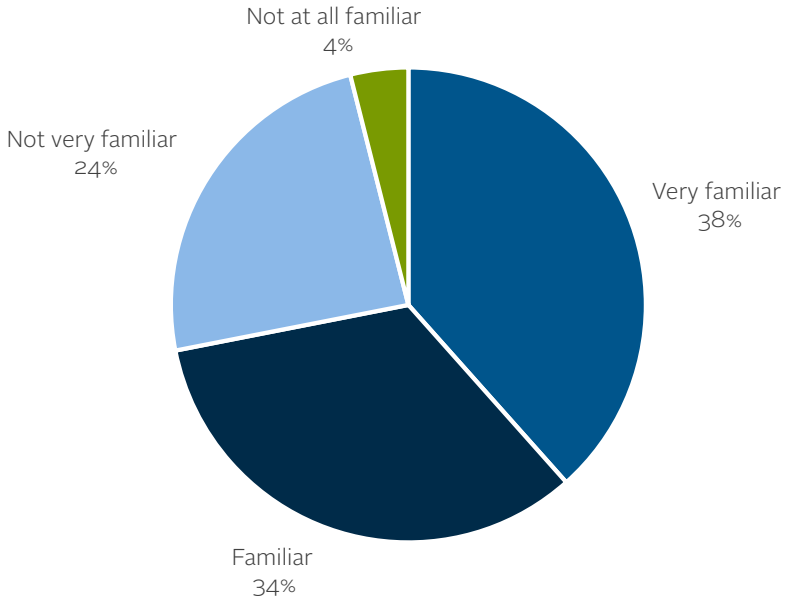


Halifax Urban Greenway Usage and Demographics

Awareness

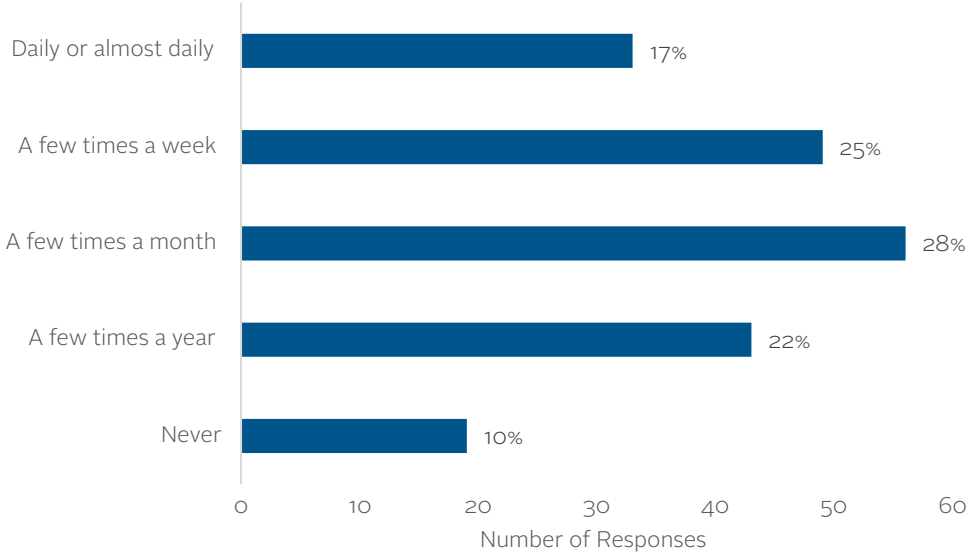
Before today, how familiar were you with the Halifax Urban Greenway? (203 responses)

72% of survey respondents said that they were familiar or very familiar with the Halifax Urban Greenway.

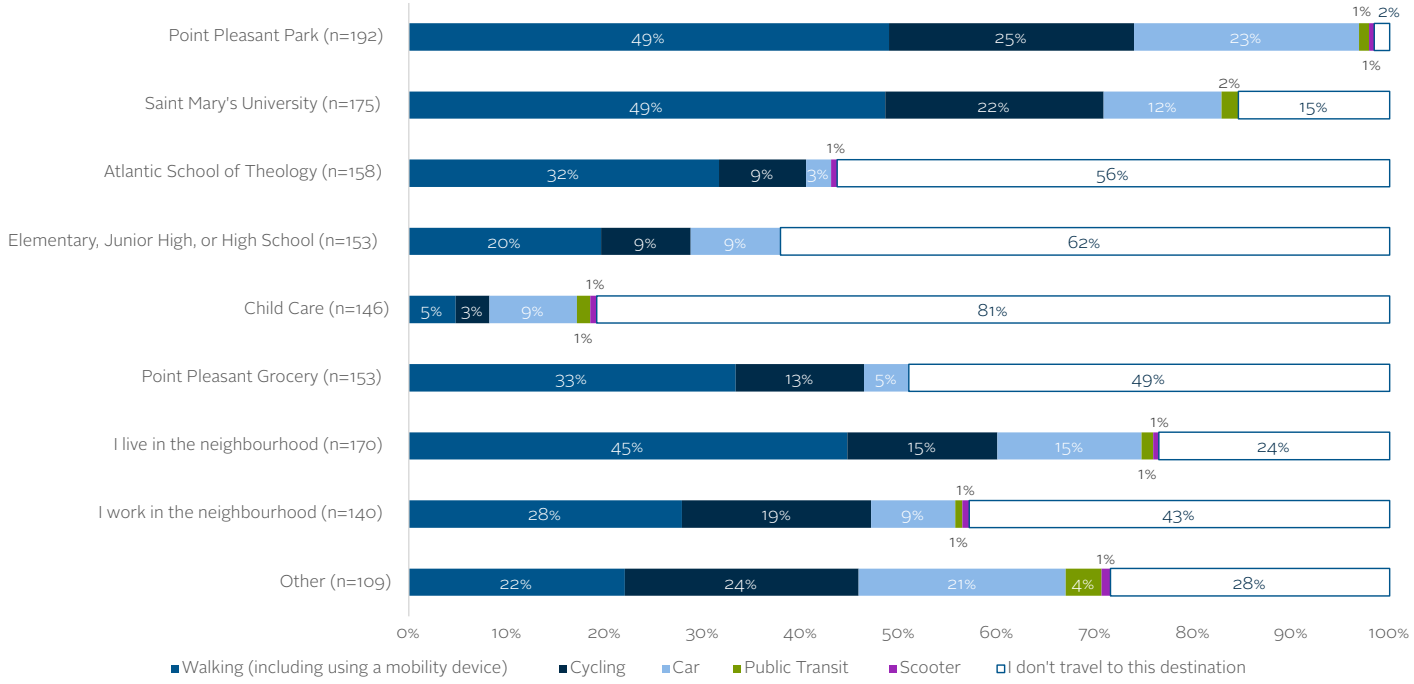


How often do you currently use the Halifax Urban Greenway? (200 responses)

42% of survey respondents indicated they use the Halifax Urban Greenway at least a few times a week. 10% of survey respondents have never used the Greenway.

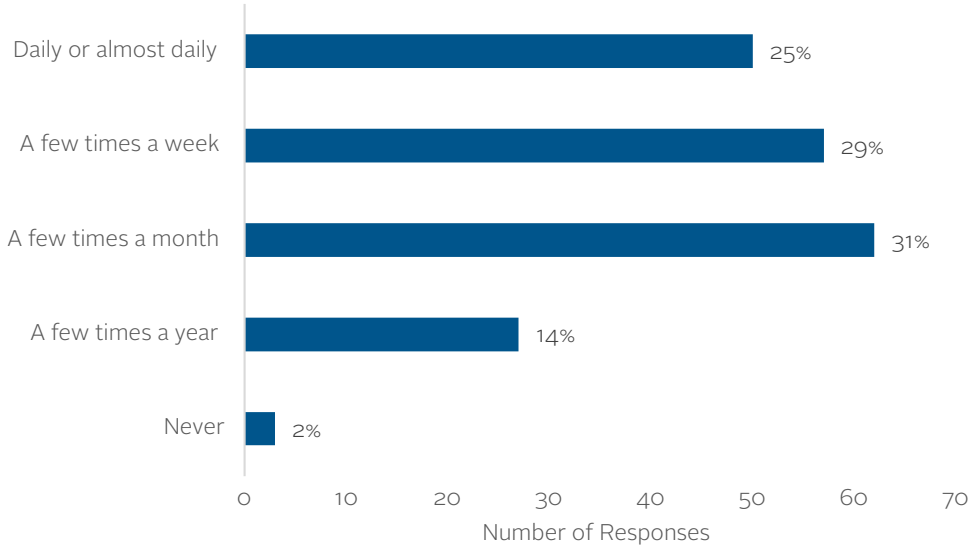


When you travel within this neighbourhood, where are you going and what is your typical travel mode? (200 responses)



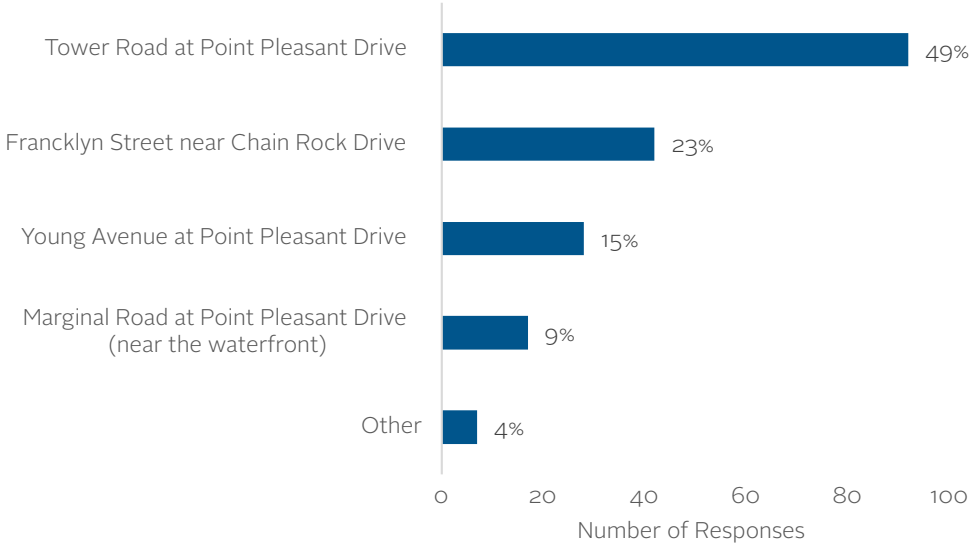
How often do you currently use Point Pleasant Park? (199 responses)

54% of survey respondents visit Point Pleasant Park at least a few times a week, and 31% visit a few times a month. 2% of survey respondents indicated that they never use Point Pleasant Park.



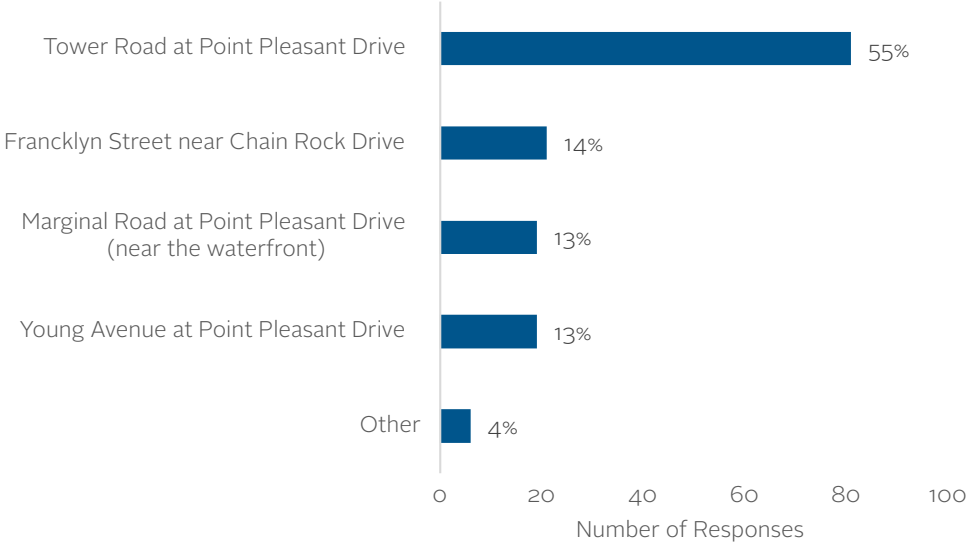
If walking (includes using a mobility aid), which entrance to Point Pleasant Park do you prefer to arrive at? (186 responses)

Nearly 50% of survey respondents indicated that Tower Road at Point Pleasant Drive is their preferred entrance to the park when walking, followed by Francklyn Street (23%). Respondents who selected "other" indicated their preferred entrance depended on where they were travelling from.



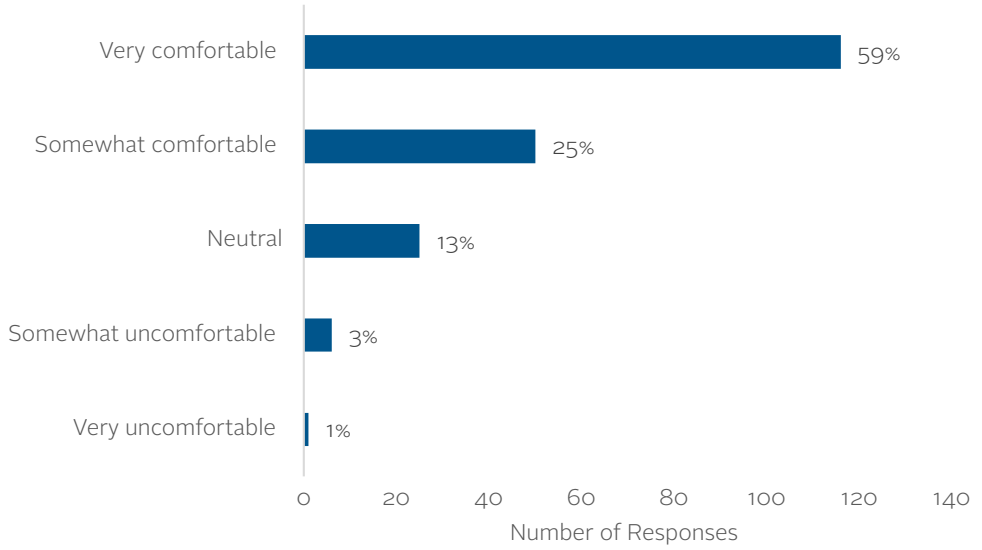
If cycling, which entrance to Point Pleasant Park do you prefer to arrive at? (146 responses)

More than half of respondents (55%) indicated that Tower Road at Point Pleasant Drive is their preferred entrance to the park when cycling. Respondents who selected "other" indicated that they do not bike to the park or their preferred entrance depends on where they are travelling from.



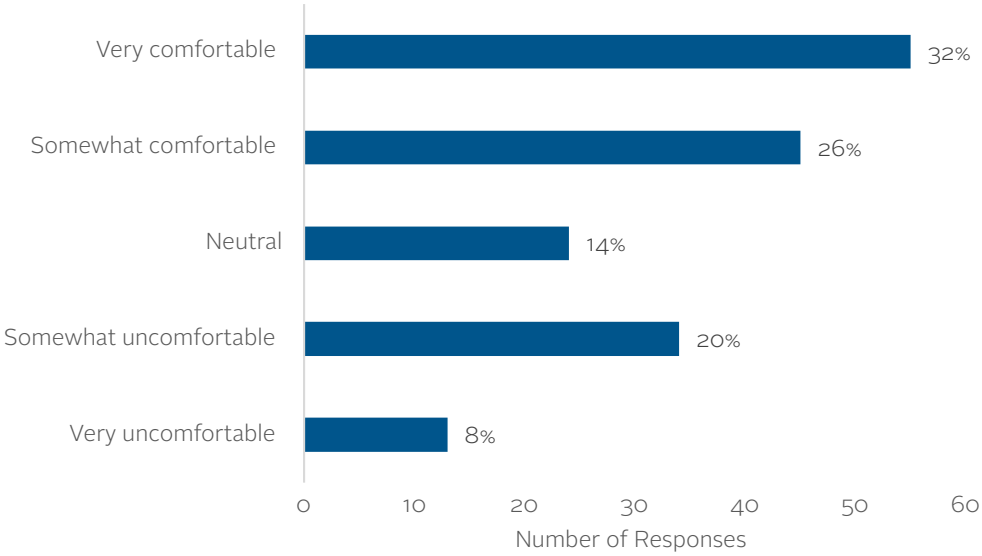
How comfortable do you feel when walking to Point Pleasant Park? (198 responses)

Most survey respondents (84%) indicated that they feel somewhat or very comfortable when walking to Point Pleasant Park. 4% of respondents said that they feel somewhat or very uncomfortable.



How comfortable do you feel when cycling to Point Pleasant Park? (171 responses)

More than half of respondents (58%) said that they feel somewhat or very comfortable when cycling to Point Pleasant Park, and 28% of respondents said that they feel somewhat or very uncomfortable.



What would make you feel more comfortable when walking or cycling in this neighbourhood? (158 responses)

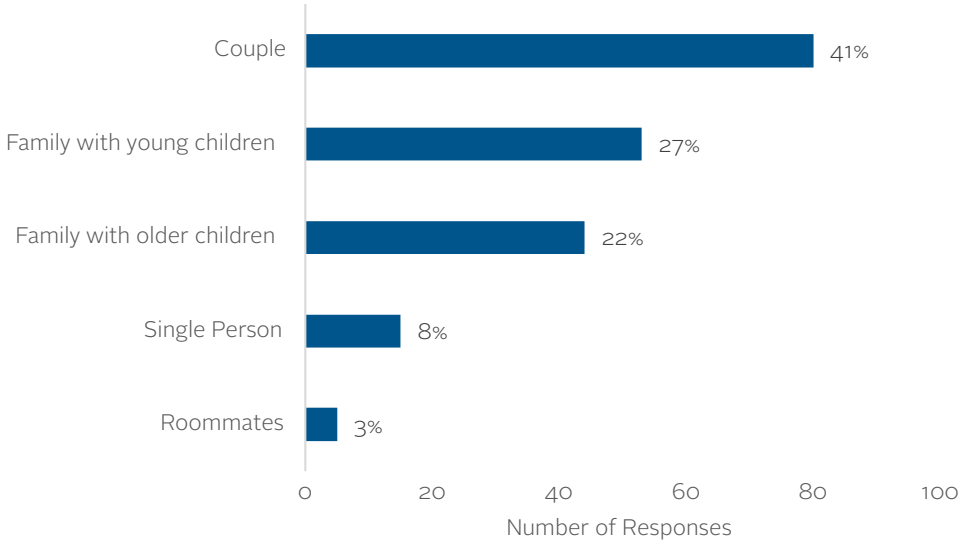
Respondents were asked to share what would make them feel more comfortable using active transportation in this neighbourhood. All responses were analyzed and themed. Top themes are shared below:

- Dedicated bike lanes.
- Improved sidewalks, with some respondents specifying wider sidewalks.
- Traffic calming.
- Dedicated walking and cycling lanes.
- Concerned about pedestrians sharing the sidewalk with e-scooters. Some respondents would like to see regulations to limit where e-scooters can travel.
- Build walking and cycling routes away from busy motor vehicle routes.
- Walking and cycling routes that are separated from motor vehicle traffic, but follow the same routes.

Approximately 17% of survey respondents shared that there is no need for improvements in the neighbourhood and they feel the project is unnecessary.

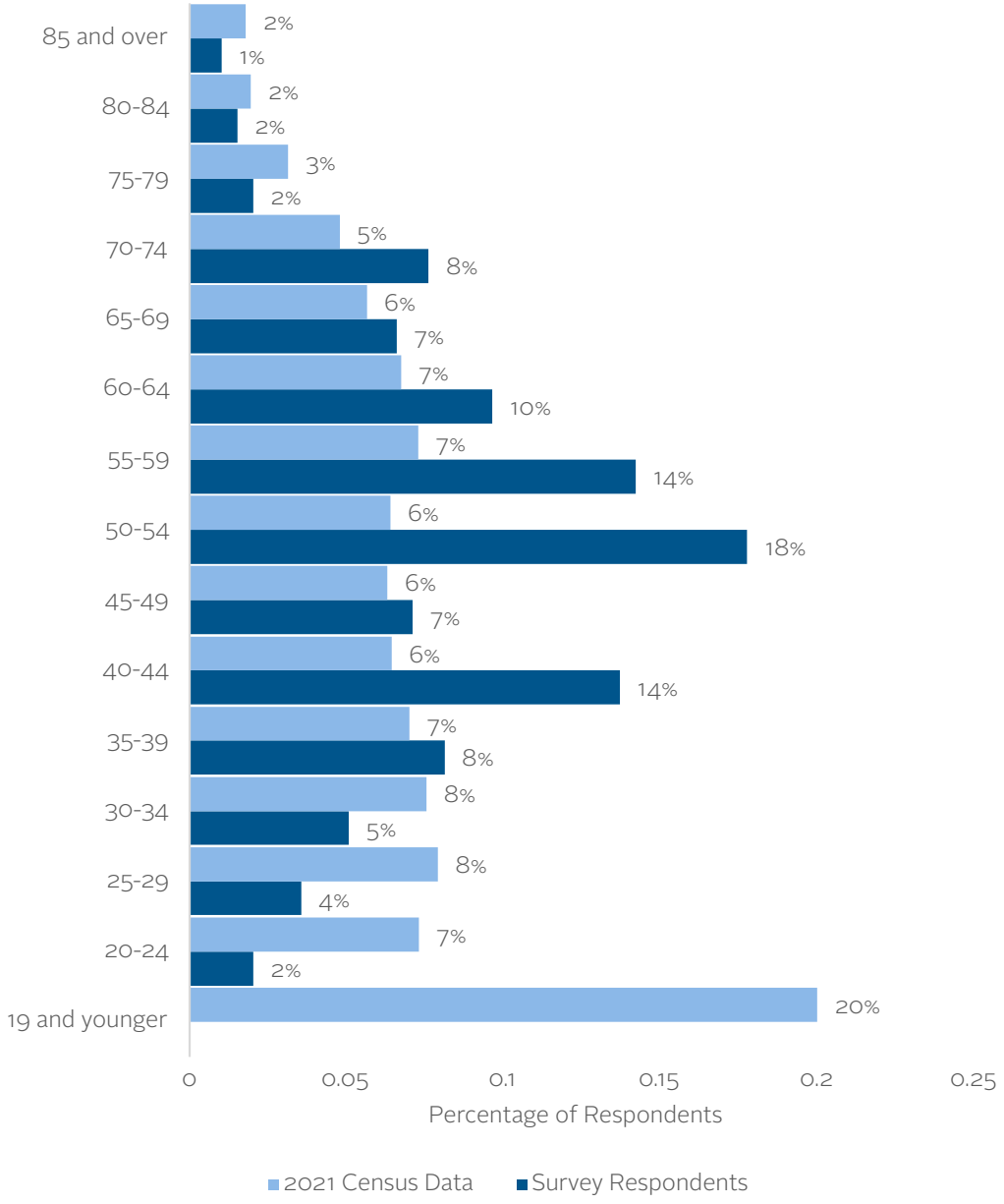
Demographics (Initial Survey)

How would you characterize your household? (197 responses)



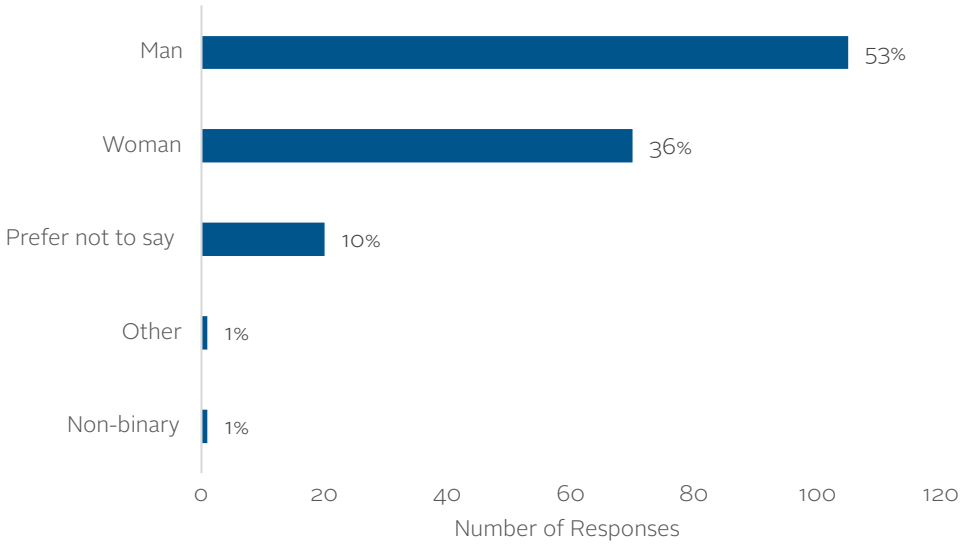
Age (197 responses)

Based on data from the Statistics Canada 2021 Census, there are gaps in representation from residents under the age of 35, especially those under the age of 25. There is also an over representation of survey respondents between the ages of 40 to 59.



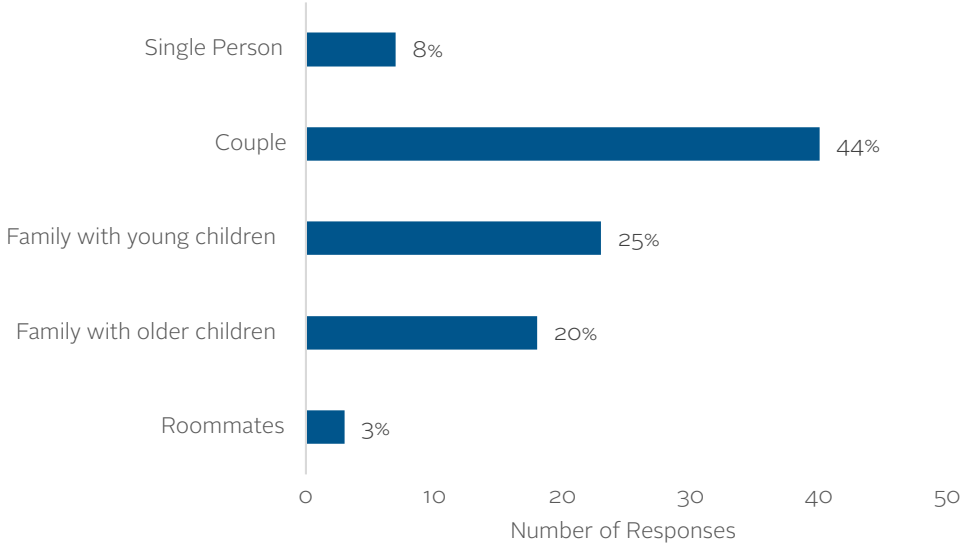
Which gender do you most identify with? (197 responses)

Compared to 2021 Census data, men are overrepresented in our survey responses and women are underrepresented.



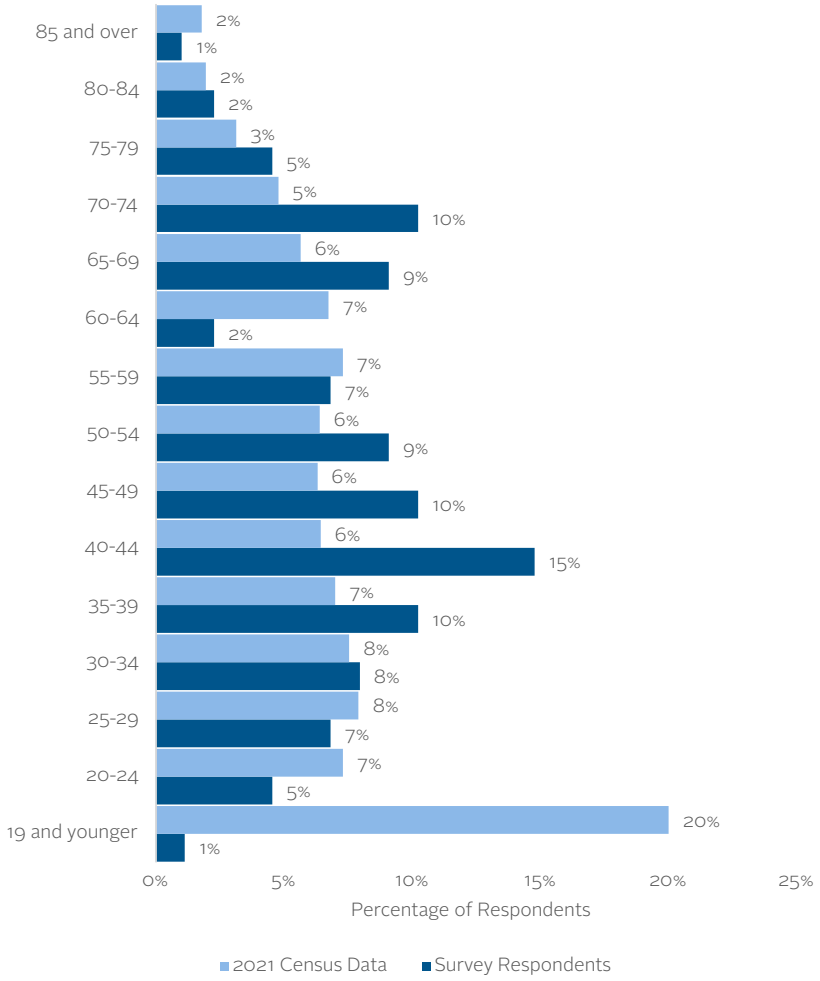
Demographics (Follow-up Survey)

How would you characterize your household? (91 responses)

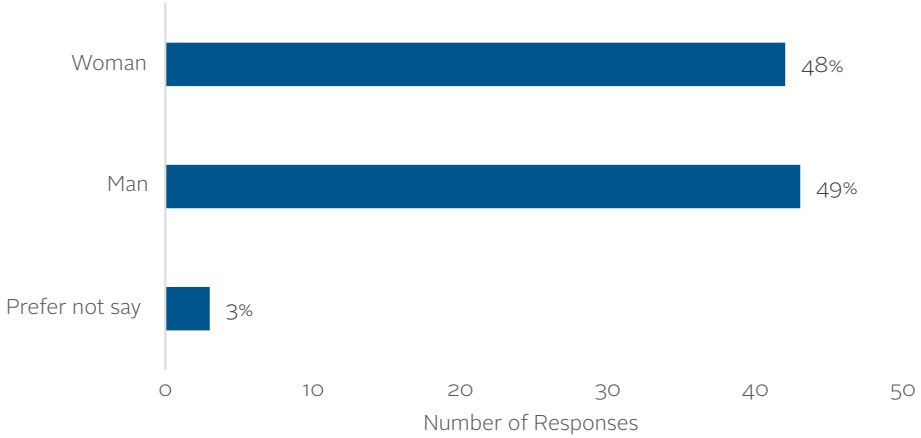


Age (88 responses)

Based on data from the Statistics Canada 2021 Census, there are gaps in representation from residents under the age of 20. There is also an over representation of survey respondents between the ages of 40 and 49 and 70 to 74.

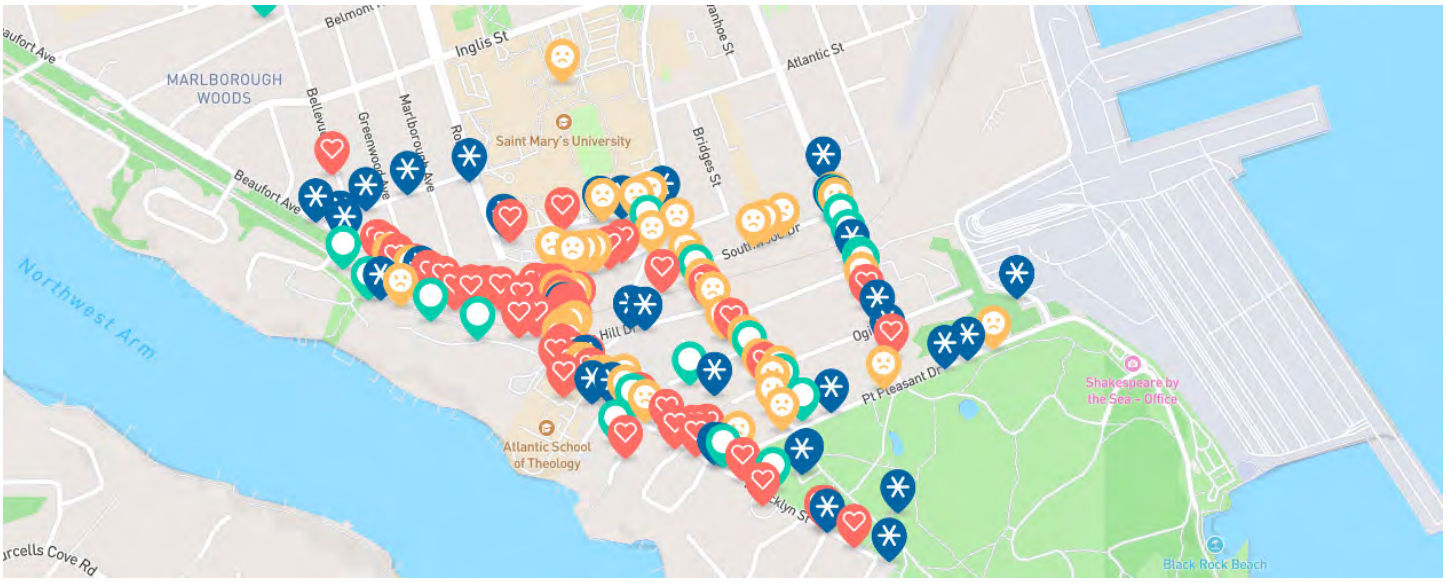


Which gender do you most identify with? (88 responses)



Location-Specific Feedback

Included on the Engage Halifax page was an interactive map that allowed respondents to place location-specific comments. A total of 190 comments were placed on the map by 92 contributors. Responses have been summarized by street below.



Beaufort Avenue / Bellevue Avenue (4 comments)

- Respondents would like to see intersection upgrades at Beaufort Avenue and Bellevue Avenue to improve safety for pedestrians and cyclists.
- The current trail through the Oaks should be upgraded to be accessible for people on bicycles and using mobility devices.
- Suggestion to expropriate land from CN to create a trail to Point Pleasant Park.
- Suggestion to use the existing Marlborough Bridge and build a trail on the south side of the rail cut.

Additional Context

Making the Oaks more accessible: The greenway route intends to make the footpath through the Oaks accessible for people of all ages and abilities.

Expropriating Land from CN: HRM has no ability to expropriate land from CN.

Marlborough Bridge: This route was considered by the project team, but would require significant private property acquisition and has grading constraints that would make an accessible trail impractical to build. Following the existing informal trail under the utility corridor is not possible as this is CN owned and CN has indicated an unwillingness to include any new trail within their right-of-way.

Francklyn Street (39 comments)

- Respondents shared strong support for the proposed options along Francklyn Street. They feel it would be a "great addition" to the existing greenway.
- Pedestrian infrastructure is seen as essential for Francklyn Street as there is currently no sidewalk north of Point Pleasant Drive.
- There is support for separated cycling infrastructure instead of cyclists sharing the road.
- Respondents value the quiet, residential character of Francklyn Street and want to make sure any infrastructure improvements match that context.
- Some respondents shared concerns about removing trees.
- There are concerns about the proximity of the pathway to the hospice, with a preference to avoid increased traffic and noise near the facility.
- Some respondents also proposed alternative routes, specifically using Roxton or the existing Marlborough Bridge and Maplewood Lane, to avoid the need for a new bridge.

Additional Context

Increased Traffic on Franklyn Street: Respondents shared concerned about a new sidewalk creating more traffic along Francklyn Street and disrupting hospice guests and visitors. While the new sidewalk will make Francklyn Street safer and more accessible for people walking in the neighbourhood, it is not expected to increase motor vehicle traffic in the area. Through the online survey and in-person events, we heard that many people are already walking along Francklyn, either on the shoulder or in the road.

Gorsebrook Avenue (8 comments)

- Respondents feel improvements on Gorsebrook Avenue are unnecessary as there is not much traffic along this road.
- Some respondents said Gorsebrook is a logical connection point to Saint Mary's University, Tower Road, and Young Avenue, and will integrate well with the existing active transportation network.
- There are concerns about needing to cut down trees to construct active transportation improvements.

Additional Context

Tree Removal: The concept plan proposed for Gorsebrook Avenue would not impact any trees.

Maplewood Lane and Marlborough Woods Bridge (6 comments)

- Respondents suggested using Marlborough Woods Bridge and the existing trail on the south side of the rail cut rather than building new infrastructure. There are concerns about the cost of building a new bridge.
- Some respondents said that a route along Marlborough and Maplewood Estates would not create convenient connections to key destinations compared to other options.

Additional Context

Marlborough Bridge: As noted above, this route was considered by the project team, but would require significant private property acquisition and has grading constraints that would make an accessible trail impractical to build. Following the existing informal trail under the utility corridor is not possible as this is CN owned and CN has indicated an unwillingness to include a trail within their right-of-way.

Marginal Road (2 comments)

- Respondents said they would like to see a future project extend active transportation facilities from the north east end of Point Pleasant Park, along Marginal Road and to the Halifax Waterfront.

Pine Hill Drive (37 comments)

- There is strong support for building an active transportation bridge. Respondents describe it as a safe, direct, and scenic connection to key destinations.
- Many respondents like that the active transportation bridge would be for pedestrians and cyclists only and is a future-oriented improvement.
- Respondents feel that keeping pedestrians and cyclists away from busy roads (i.e., Tower Road and Young Avenue) will help to promote active transportation.
- Some respondents raised concerns about the costs and feasibility of building the active transportation bridge. They suggested using one of the existing bridges to reduce costs.
- Some respondents also shared concerns about increased pedestrian and cyclist activity around the hospice.
- Some respondents also proposed Pine Hill Drive as an alternative route and would not require building a new active transportation bridge. The proposed route would follow Rogers Drive to Tower Road and onto Pine Hill Drive.

Point Pleasant Drive (10 comments)

- Several respondents suggested a multi-use pathway along Point Pleasant Drive would be a logical extension of the Greenway.
- However, others note that this is a steep hill and people are more likely to use the trails through the park.
- Some respondents suggested implementing both Option 2 and Option 5 and adding bike infrastructure along Point Pleasant Drive to further connect and extend the active transportation network.

Rogers Drive (19 comments)

- Many comments along Rogers Drive opposed the project, describing it as unnecessary and expensive.
- Several respondents said that the south end is already a safe place to walk and bike and they would like to see active transportation improvements focused on connecting to areas off the peninsula.
- Respondents suggested that HRM explore a route along Roxton Road instead of putting a path through the Oaks.
- Respondents indicate that accessing Rogers Drive from the greenway is difficult and inconvenient as Rogers Drive does not connect to SMU.
- Some respondents noted that they do not feel safe at the intersection of Tower Road and Rogers Drive.
- Some respondents shared concerns that this option would increase in traffic on Rogers Drive.

Roxton Road (3 comments)

- Respondents suggested Roxton Road be considered as an alternate to paving a trail through the Oaks. This route is already used by cyclists and is seen as being more cost effective than the greenway extension.

Additional Context

Roxton Road: Based on what we heard through the survey and in-person engagements, the project team hosted a follow-up online survey to explore community interest in a route along Roxton Road as an alternative to extending the Halifax Urban Greenway through the Oaks. Results are described above on page 28.

Southwood Drive (4 comments)

- Respondents do not support the design option along Southwood Drive.
- Respondents feel that bike infrastructure is unnecessary and a waste of money on Southwood Drive as it is a quiet street that is safe to bike on.

Additional Context

Southwood Drive: The Local Street Bikeway concept does not include dedicated bike infrastructure. A Local Street Bikeway could include road treatments such as traffic calming, signage, and painted sharrows.

Tower Road (20 comments)

- Many respondents said that Tower Road is a busy road that is already too narrow. They do not support adding new active transportation infrastructure.
- Several respondents shared concerns about visibility, especially around the bridge and intersections along Tower Road, including Southwood Drive, Rogers Drive, and Gorsebrook Avenue.
- Respondents are also concerned about removing on-street parking. Removing the on-street parking would negatively impact residents, students, and visitors.
- Respondents suggested that routes along Francklyn Street and Young Avenue will be better able to accommodate active transportation infrastructure.
- Some respondents said they appreciate that routes along Tower Road provide a direct connection to Point Pleasant Park.

Young Avenue (15 comments)

- There is strong support for extending the South Park Street bike lanes down Young Avenue. Respondents described this as a missing link in the network that would improve commuter and recreational access.
- Several respondents describe Young Avenue as a safe and convenient route, but note that it would likely be unpopular among abutting residents.
- Some respondents shared concerns about the impacts to the flow of motor vehicle traffic and loss of on-street parking.
- Respondents are also concerned about the impact to the historic character of Young Avenue.
- Young Avenue is described as a busy street, and some respondents would like to see pedestrian and cycling infrastructure focused on quieter streets that will have less impact on motor vehicles.

HUG Extension Through the Oaks (17 comments)

- Respondents shared excitement for the greenway to be extended, describing it as being long overdue.
- Several respondents said they will be glad to have an accessible pathway through the woods within the city.
- There is a strong desire to maintain the natural feel of the existing footpaths and the Oaks property.
- Some respondents are opposed to developing the trail through the Oaks, sharing concerns about removing trees and destroying natural habitat. Some respondents felt that a 3m paved trail with lighting will alter the natural character of the Oaks.

Additional Context

Impacts to the Oaks: While tree removal would be required to construct a multi-use pathway, minimizing impacts to existing mature trees is an important consideration in determining the pathway alignment.

In-person Event Feedback

The project team interacted with approximately 200 people through the in-person pop-up events and public open house. Below is a summary of key themes we heard throughout these events.

Route Preferences

- We heard about specific routing preference from participants. Option 1 and Option 2 were frequently supported by participants.
- Many respondents were excited and supportive of the active transportation bridge, however others shared concerns about the feasibility of construction of the active transportation bridge (i.e., concerned about cost and working with CN Rail).
- Tower Road routes received mixed reviews, with some participants appreciating a direct route to their preferred park entrance but others were concerned about how busy and narrow Tower Road already is.
- Some respondents shared their support for active transportation improvements along Young Avenue regardless of the Halifax Urban Greenway to Point Pleasant Park connection. They would like to see the South Park Street bike lanes extended down Young Avenue.

Alternative Routing for the Greenway Extension

- Some participants had a strong interest in a Local Street Bikeway route along Roxton Road rather than building the greenway extension. This was viewed as a more cost-effective option and was viewed as a way of preserving the woods through the Oaks. This option was not developed or presented during the initial engagement session, but based on community interest, an alternate route along Roxton Road was developed and a second survey was made available to the public.

Concerns about Pedestrian and Cyclist Safety

- Many participants shared concerns for pedestrian and cyclist safety on Tower Road as it is already heavily used by motor vehicles.
- We also heard concerns about the intersection of Pine Hill Drive and Francklyn Street. Participants noted this is a blind corner and feel unsafe needing to cross this intersection.
- Participants were generally interested in traffic calming on Francklyn Street and Tower Road.
- There were concerns about pedestrians and cyclists sharing a multi-use path. We also heard several concerns about e-scooters, with participants sharing concerns about e-scooters using existing sidewalks.
- Participants also shared concerns about Option 5, which would involve active transportation users needing to cross Tower Road to access the route on Southwood Drive. Tower Road is quite busy and participants shared that they didn't feel comfortable with needing to navigate the intersection of Tower Road and Southwood Drive.

Support for Active Transportation Improvements

- Many participants shared their support for improving active transportation infrastructure, especially if it means separating pedestrians and cyclists from motor vehicle traffic.
- Participants shared support for the greenway, viewing it as a more family-friendly and accessible route.
- Participants appreciate the quieter street connections for a variety of reasons, including:
  - routes on quieter streets feel more family friendly.
  - commuters would rather have a safe route away from motor vehicles.

Concerns about Loss of Parking

- Participants shared concerns about the removal of on-street parking, especially routes where parking would be removed from both sides of the street.
- We heard how many residents and visitors rely on the on-street parking. Some participants also wondered how service or delivery vehicles would access their properties without on-street parking, especially for Option 3 (Multi-use Pathway on Gorsebrook Avenue and Tower Road) and Option 5 (Local Street Bikeway on Southwood Drive and Separated Bike Lanes on Young Avenue).
- Many participants mentioned the importance of maintaining on-street parking near the hospice.

Concerns about Environmental Impacts

- We heard strong opposition to tree removal for all options.
- Participants shared how important the trees are to the neighbourhood character.

Concerns about Impacts to Community Character

- In regards to Young Avenue, respondents shared their desire to preserve the existing neighbourhood character and the centre median.

Concerns about Project Costs

- We heard strong concerns about project costs. Some participants felt they were not able to provide feedback without knowing the costs associated with each route option.
- Some participants view the project as unnecessary or a "nice-to-have". Some believe funds for this project would be better spent on other priorities, such as housing or improving affordability.

Email Feedback

Throughout the engagement process, we received twelve emails from community members and key interest holders. Key themes from these emails are included below:

Support for Greenway Extension, Active Transportation Bridge, and routes alone Francklyn Street

- Email feedback shared support for the greenway extension. Community members like that this project will formalize the path through the Oaks and create a pathway that is accessible for everyone.
- Email feedback also included support for the active transportation bridge.
- Email feedback included support for Options 1 and 2 along Francklyn Street. Option 1 was slightly more preferred, as it includes a sidewalk and maintains street parking which is frequently used by residents and visitors to the Halifax Hospice.

Proposed Alternative Routes

- Email feedback included suggestions for an alternate route to connect the greenway extension to Francklyn Street using Pine Hill Drive. The route would use Rogers Drive and Tower Road before turning onto Pine Hill Drive and removes the need to build an active transportation bridge.
- Email feedback also included suggestions to use Roxton Road rather than extending the greenway. Roxton Road is viewed as an easy and safe route and would be less expensive than constructing the greenway extension.

Opposition to Project

- Some email feedback shared opposition to the project, noting that the project is expensive and unnecessary. Community members already walk and bike in the area and feel there is no need for improvement.

Privacy Concerns

- Email feedback included concerns about light trespass onto private properties along the greenway and the impact to resident privacy.

Next Steps

Thank you to all community members who participated in the consultation process and provided valuable input. The community feedback collected through this consultation process is a vital part of the planning and design process.

Using the feedback received, the project team will review the proposed options, determine if further studies or analysis is needed. Following this, a preferred option for an active transportation route and infrastructure to connect the end of the existing Halifax Urban Greenway (at Beaufort and Belleview avenues) to Point Pleasant Park will be selected. This option will be advanced to the 30% design stage and will be recommended to Council.

All project updates will be posted to the Engage Halifax project site at engagehalifax.ca/urban-greenway.





