





WHAT WE HEARD REPORT

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# Bedford Sackville Greenway Corridor


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# 1.0 INTRODUCTION

The Bedford-Sackville Greenway Corridor includes the existing "Fort Sackville Walkway" and the "Bedford-Sackville Connector Greenway". Together they make up an important link that offers the only active transportation link between the communities of Bedford and Sackville, which otherwise are severed by provincial Highways 101 and 102.

DesignPoint has been retained by the Halifax Regional Municipality (HRM) to undertake a functional design for the greenway corridor to identify improvements for the existing greenway segments, and extension options on either end to continue further into the communities of Bedford and Sackville. This project seeks to bring the entire corridor up to a standard suitable for use by various modes of active transportation and users of All Ages and Abilities (AAA).

Public engagement is an important part of this project. The input received has provided us with an understanding of what trail users value and prioritize about the existing greenway, what improvements they would like to see, and what extension alignments would be most valued by the community.




**Figure 1. Project Timeline**

# 2.0 ENGAGEMENT METHODOLOGY

The engagement process was split into two phases - the first was conducted following the trail audit and prior to the identification of extension options at either end of the greenway. Following the first round of engagement, extension options were developed which incorporated input from this phase of engagement and we then returned to the community for a second phase of engagement to seek input and feedback on these options.

A similar process was held for each phase of the engagement:

- 2 Pop-up Engagement Sessions
- 1 Public Open House
- Online Engagement

These public sessions were planned with the intent of best capturing perspectives from the communities of both Bedford and Sackville. To this end, a pop-up session was scheduled in each community for both rounds of engagement, and the open house sessions were scheduled so the first was held in Bedford and the second was held in Sackville.




**Figure 2. Round 1 engagement stats**

# 3.0 ENGAGMENT RESULTS

## 3.1 ROUND 1

### 3.1.1 Goals

The overarching goals of the first round of public engagement were to establish an understanding of what participants are using the trail for, what they value about the existing trail, and what they would like to see improved. This feedback was important to create an understanding of the existing greenway and to inform the next stage of the project that looked at identifying new extension options.

### 3.1.2 Who Participated

The first pop-up engagement was held at Bud Bremner park adjacent to the Bedford Sackville Connector Greenway in Bedford, the second pop-up engagement was held at the Cobequid Transit Terminal in Lower Sackville. There were 17 participants engaged during the first pop-up and 26 engaged during the second. The questionnaire format was modified between the first two pop-up sessions. Both sessions were conducted as a casual one-on-one interview between project team members and participants. During these sessions, information was not collected about the demographics of participants.

The Open House was held at Sunnyside Mall in Bedford. 24 people participated in the session which included an introduction presentation, a breakout workshop component, and a discussion period for each table to

present their findings. During the workshop component, groups were asked to identify the characteristics they value about the existing greenway, evaluation criteria to consider for the extension options, and to look at possible route options for the extensions. Information was not collected about the demographics of participants.

The Online Survey collected responses from 282 participants. The following demographic information was collected from these participants.

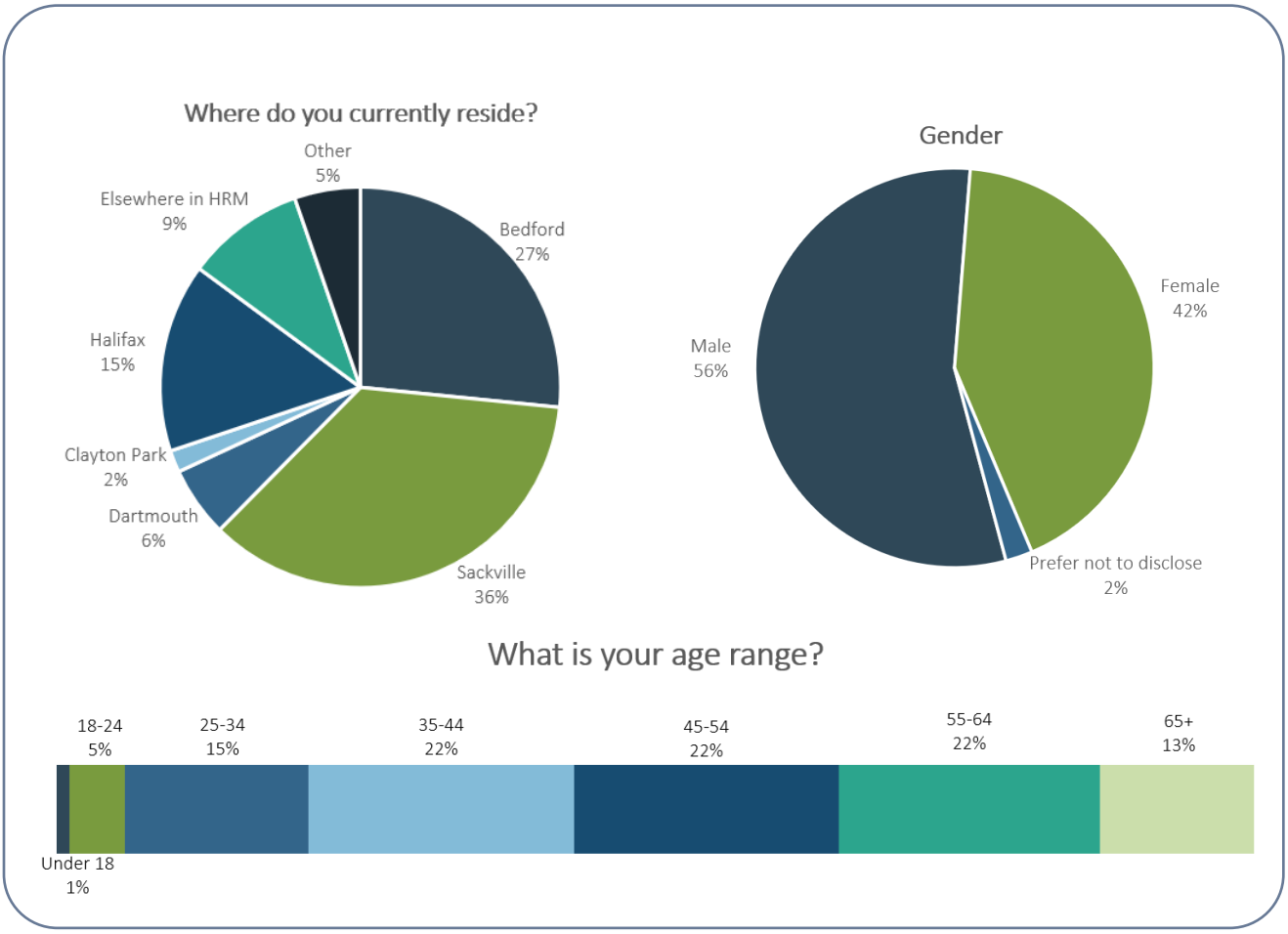



**Figure 3. Round 1 Online Engagement Demographics**

### 3.1.3 What We Heard

*Pop-Up Sessions*

The first pop-up session took place directly on the Bedford-Sackville Connector Greenway. The prompt sheet used for this engagement was prepared to encourage a casual interview, a sample of the prompt questions is provided to the right. A summary of the responses received has been included in Appendix A.

**Bedford Sackville Greenway Corridor**

***Round 1 Pop-Up Engagement Session***

Prompt Questions:

1. **Conditions**. Likes and dislikes of the existing trail. What's missing?
2 **Extensions**. Ways to connect and extend the ends of trails. On road vs dedicated trail. Stay on the river or come to the road?
3. **Uses**. Ways people use the trail now. Walk/ jog/ bike/ dogs etc.
4. **Destinations**. Where do they go on trail? Where do they start and finish?
5. **Access**. How do they get to trail now? Do they travel there by car? Do they enter along the way or start at beginning?

**Figure 4. Sample question prompt for Pop-Up #1**

Since the session took place on the greenway, it served as more of an intercept survey and the majority of participants engaged were existing trail users. The participants came from the communities of both Sackville and Bedford.

There were a number of themes that emerged from this group of interviews. The first was that the participants appreciate and value the trail. Most of the users were there for recreational purposes, whether that be exercise, dog walking, or just enjoying being outside. These users appreciated the trail for its convenience and enjoyed the proximity it offered to nature. Few expressed concerns about the seasonal flooding, however a number indicated that they would appreciate having a paved surface and one that could be maintained and used in the wintertime. Numerous participants were unaware of the connection between the Bedford Sackville Connector Greenway and the Fort Sackville Walkway, many thought the trail ended at True North Diner and suggested signage may improve awareness of this connection. While trail amenities



**Figure 5. Table set-up during Pop-up Session #1 at Bud Bremner Park**

including signage are outside the scope of this project, it should be noted that the proposed widening and trail improvements to the Fort Sackville Walkway would also likely improve people's awareness of the continuation of the facility. The pop-up session coincided with the start of a football practice at Bud Bremner field and it was interesting to note that some people there indicated they often use the opportunity to exercise on the trail while their children have practice.

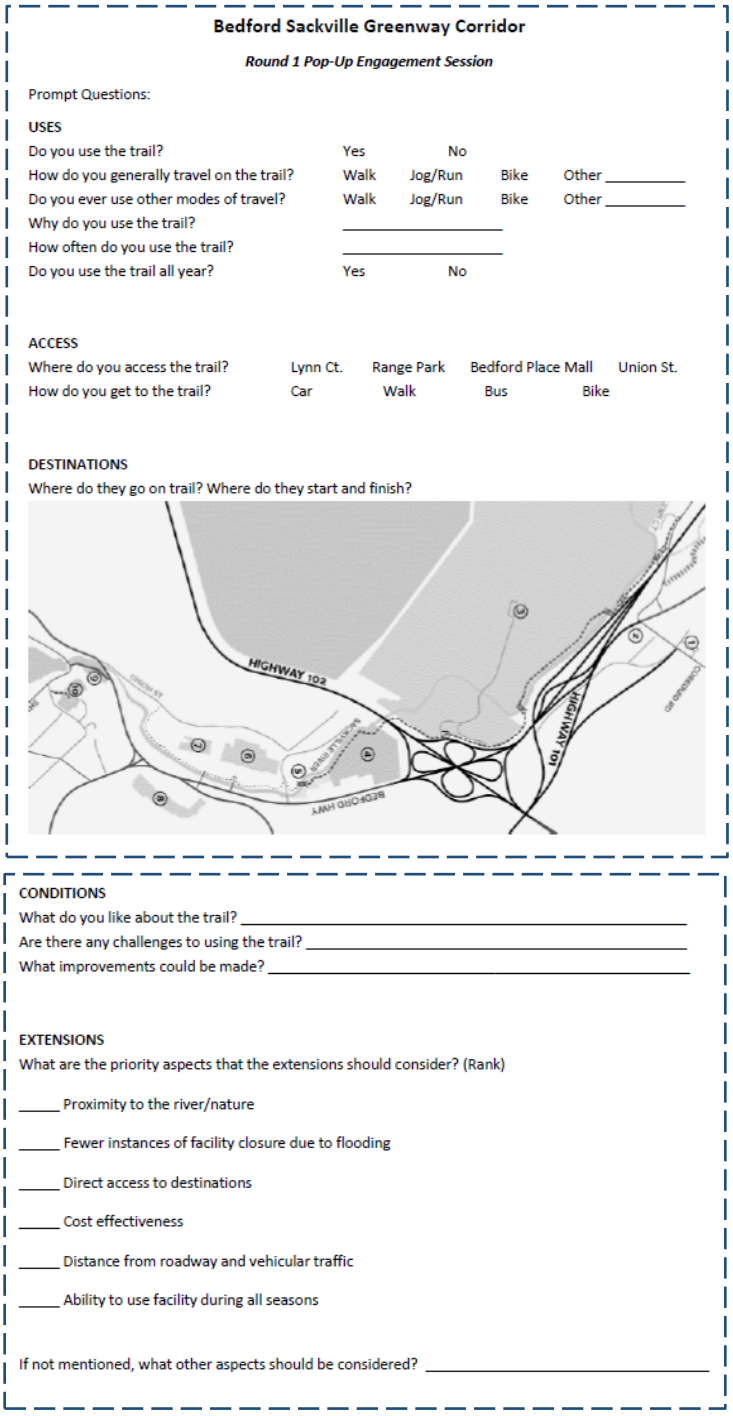
For the second pop-up session, the prompt sheet was modified to a more structured question sheet. A sample is provided to the right. A summary of responses received has been provided in Appendix B.

This session took place at the Cobequid Transit terminal. Of the participants interviewed, most lived in the Sackville area however many were waiting at the terminal to return to homes outside the Bedford and Sackville areas. Of the participants we spoke to, some were regular trail users, some had visited on a few occasions, and some were unaware that the trail existed.

One of the most prominent themes that was distinguishable from the first pop-up session was the overwhelming response about concerns over parking and access to the trail. This was true of participants who identified themselves as trail users as well as those who indicated they would be more likely to use the trail if it was easier to access or if better parking was available at the trail head compared to the existing arrangement on Old Sackville Drive at Lynn Court.

Many participants expressed an interest in the trail surface being paved and the potential for winter maintenance.

Specific areas along the trail that came up during these pop-up sessions included the Highway 102 underpass which a number of participants described as "creepy" or feeling unsafe when passing through. It should be noted that the tunnel near the Bedford Rifle Range driveway was not



**Bedford Sackville Greenway Corridor**

***Round 1 Pop-Up Engagement Session***

Prompt Questions:

**USES**

Do you use the trail? Yes No

How do you generally travel on the trail? Walk Jog/Run Bike Other _____

Do you ever use other modes of travel? Walk Jog/Run Bike Other _____

Why do you use the trail? _____

How often do you use the trail? _____

Do you use the trail all year? Yes No

**ACCESS**

Where do you access the trail? Lynn Ct. Range Park Bedford Place Mall Union St.

How do you get to the trail? Car Walk Bus Bike

**DESTINATIONS**

Where do they go on trail? Where do they start and finish?



**CONDITIONS**

What do you like about the trail? _____

Are there any challenges to using the trail? _____

What improvements could be made? _____

**EXTENSIONS**

What are the priority aspects that the extensions should consider? (Rank)

_____ Proximity to the river/nature

_____ Fewer instances of facility closure due to flooding

_____ Direct access to destinations

_____ Cost effectiveness

_____ Distance from roadway and vehicular traffic

_____ Ability to use facility during all seasons

If not mentioned, what other aspects should be considered? _____

**Figure 6. Sample questionnaire for Pop-Up #2**

specifically identified by any of the respondents as having similar safety concerns. The Superstore underpass was also highlighted by a few participants, but these concerns leaned more towards flooding issues than lighting and safety.

### *Open House*

The Open House was held on September 19th at Sunnyside Mall in Bedford. A brief slideshow was prepared to introduce the project and outline the goals of the workshop portion of the session. This slideshow has been included for reference in Appendix C.

Following the introduction, participants were divided into groups and asked the following questions:

*#1 – Identify what you like and dislike about the existing trail*

*#2 – For the new trail extensions, prioritize your preferred criteria for route selection*

*#3 – Identify potential candidate routes for trail extensions at both ends of the trail*

From these questions, we sought to collect information to establish an understanding of the function of the existing trail, what participants valued, and to use this information to kick off the phase of work to identify extension options.

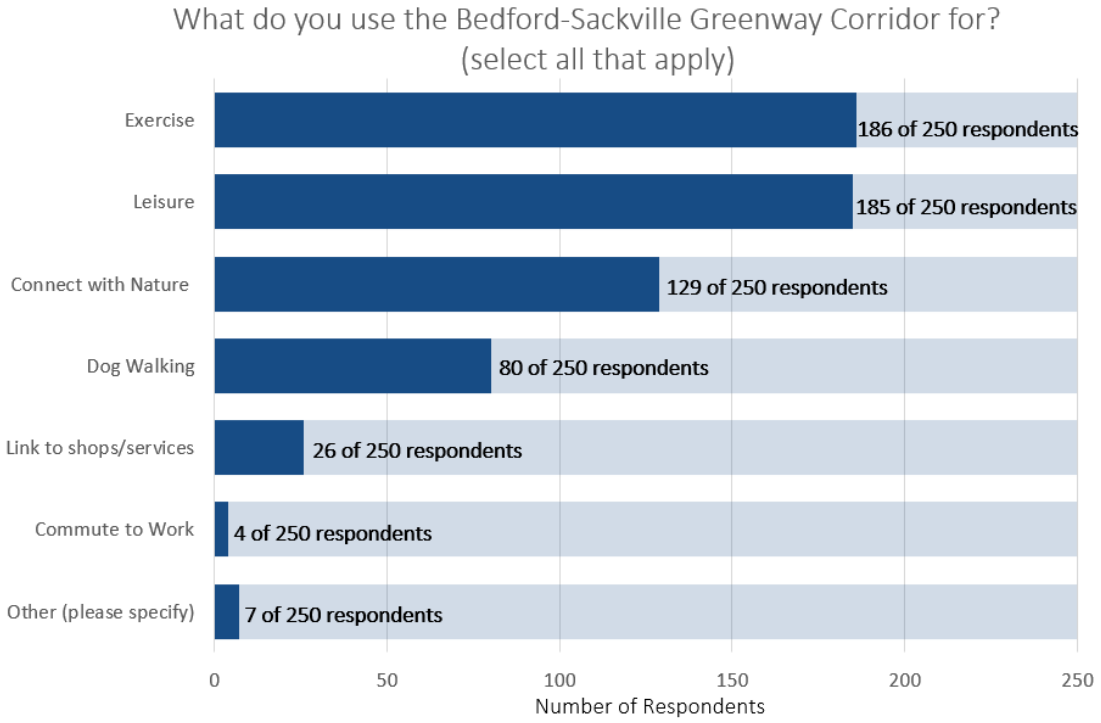
Similar themes emerged from this workshop to those we heard during the pop-up sessions. Proximity to nature and the river were highly valued as was the trail's separation from vehicles and roadways. Other items brought up were that the existing bridges across the river are a feature enjoyed by users; the need for better connections to amenities and between the communities; and also, a concern about the underpass near the Superstore driveway and the build up of silt on the ground surface, which creates slippery conditions that sometimes make it impassable. The desire to have a paved surface along the greenway was identified by most of the participants.

These themes were evident as they were woven into discussions about potential evaluation criteria for extension options. This included an emphasis on extensions that prioritize being close to nature, the river and maintaining a separation from roadways.

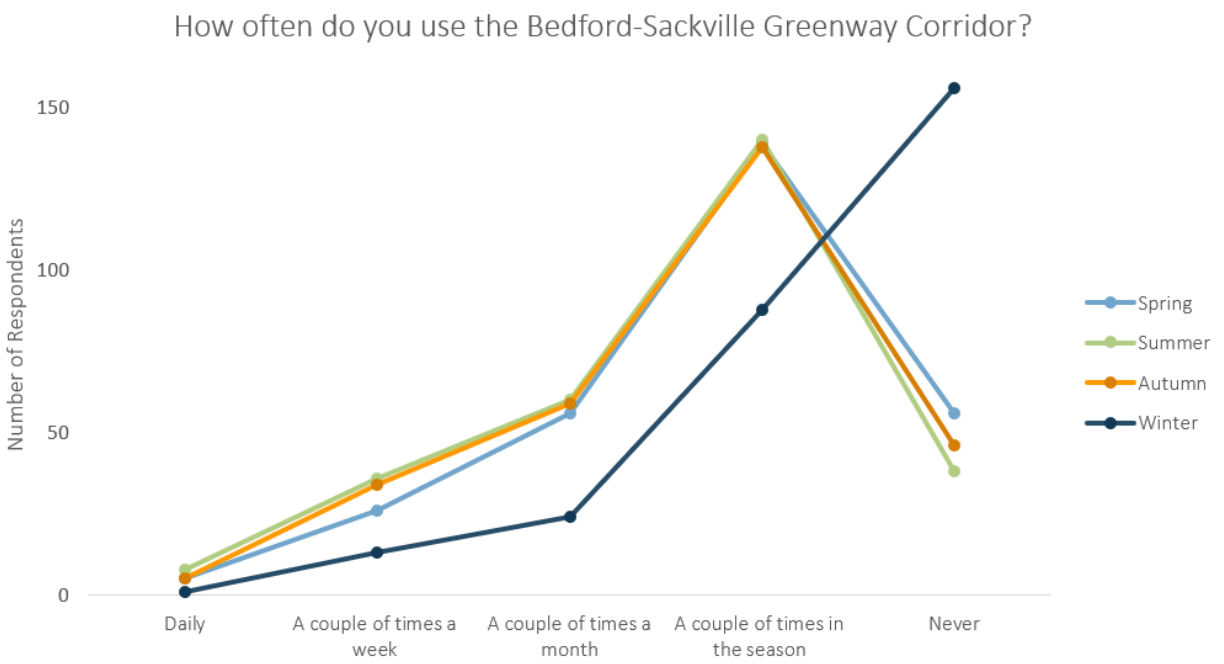
When discussing extension options the question of parking on the Sackville end of the existing greenway came up quite frequently. The groups identified a potential to construct a small parking lot within the NSTIR ROW available between Old Sackville Road and Highway 101.

*Online Engagement*

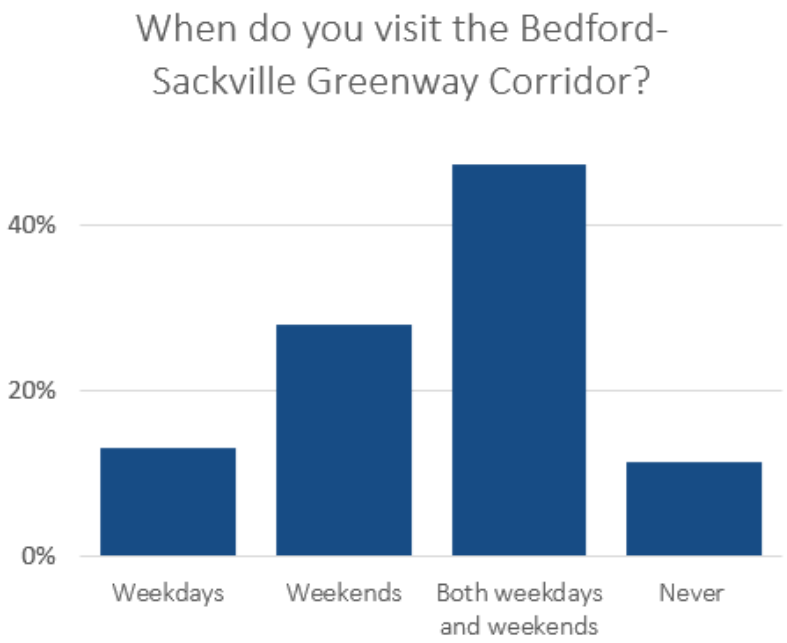
Online engagement for this project ran between September 10 to September 27 and saw 504 people visit the project web page hosted on HRM's *Shape Your City* web platform. Of these visitors, 282 participants completed the online survey questionnaire (of those, 250 participants had used the trail). Results and discussion about information received from this survey follows below.



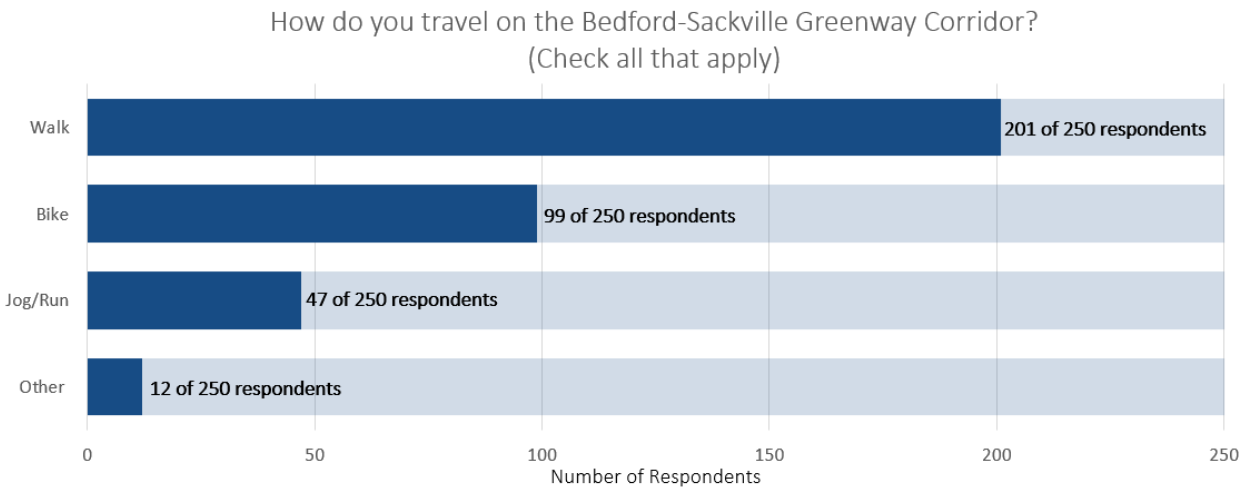

From the responses to the question of how participants are using the existing greenway facilities, it is clear that this facility is used for predominantly recreational purposes. From these responses we also note the same theme that emerged from the pop-up and open house engagement sessions, that the trail's proximity to nature is highly valued by its users, with nearly 70% of respondents reporting that connecting with nature is one of the reasons they use the greenway.




In response to the question of the frequency of use, it can be noted that the greatest number of survey respondents are those who use the existing greenway corridor a few times each season. This is in line with the responses that the facility is used for predominantly recreational uses; whereas if this was a facility with heavy commuter usage we would expect to see a larger portion of users falling into the more frequent use categories. The trends of use are near identical for the three seasons without snow cover. Winter is the one season that these trends change, as more people report using the trail infrequently or not at all, which is to be expected on a facility with no winter maintenance.

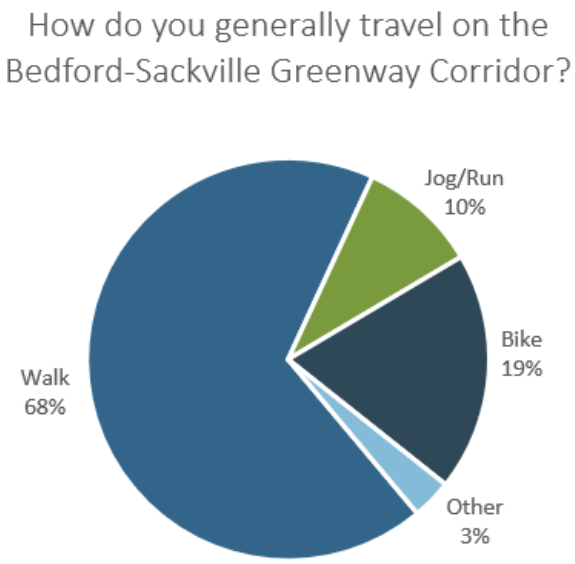



On the question of when users are visiting the existing greenway, this again keeps with what would be expected from predominantly recreational uses - participants are flexible in the time they are visiting, and the higher usage times are not restricted to only weekdays.

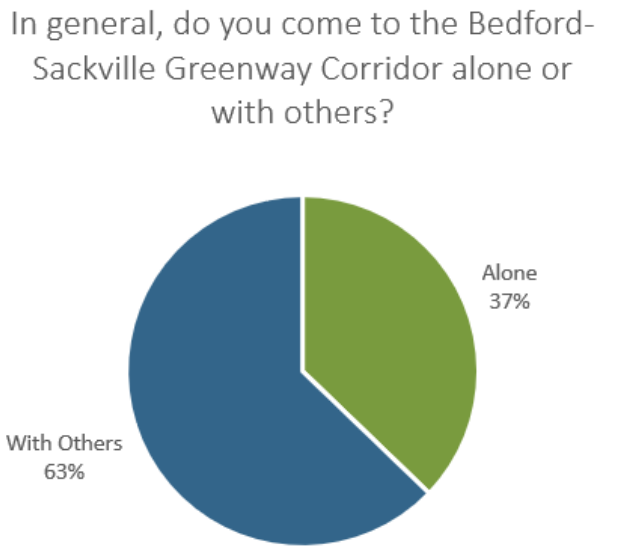



There were two questions asked about how users travel on the existing greenway. The first question asked users to select all modes of travel used (these responses are reflected in the bar chart above) and the second asked users to identify their predominant choice for mode of travel (shown in the pie chart to the right).

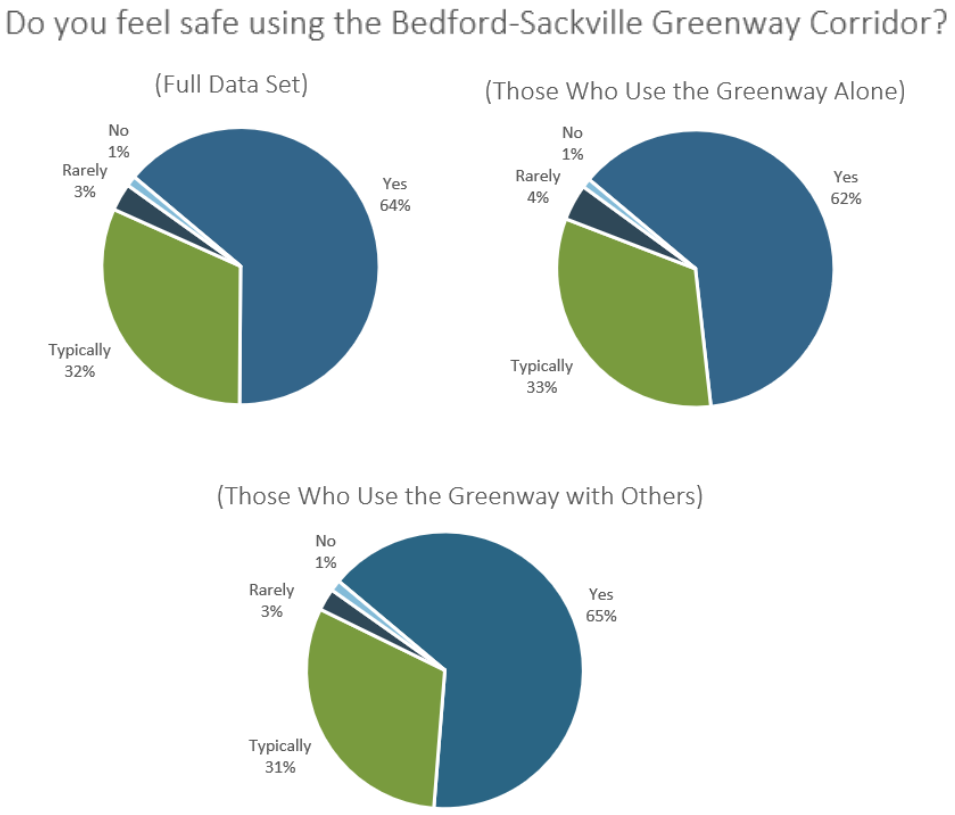
From these questions regarding type of travel on the existing greenway, it is clear that walking is the dominant use of the existing facilities. It should be noted though that there is a significant volume (35% of all survey respondents who have used the trail) who also use the trail for cycling.



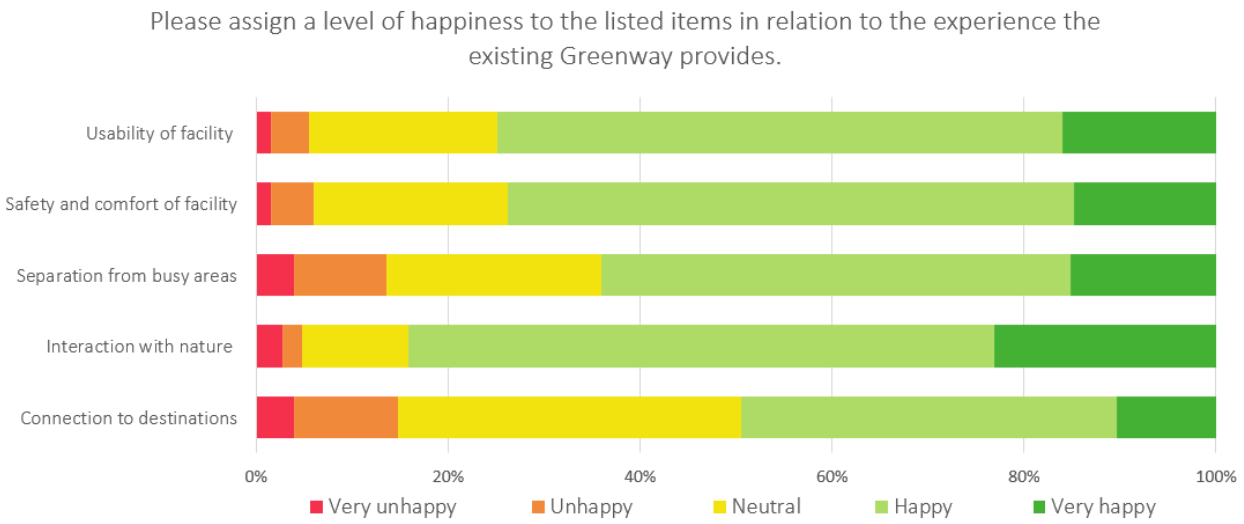
It is interesting to take note of the responses received pertaining to users' feelings of safety on the existing facility. During the pop-up and open house portions of this round of engagement, one of the items that was often raised was that trail users felt uncomfortable or unsafe specifically at the Highway 102 underpass. However, of the participants who reported on their feelings of safety on the corridor as a whole, it was only a very small portion who reported feeling unsafe. The survey offered respondents an opportunity to explain what made them feel unsafe and from these responses there were three reoccurring topics identified: users had concerns about the trail being dark, about portions of the trail being secluded without many people around, and again identified concerns about feeling uncomfortable using the Highway 102 underpass.




To further analyze these results, we extracted the survey responses from users who reported that they typically use the trail alone (there were 95 such responses). The responses about users' feelings of safety were nearly identical in this group as they were to the full data set.



The survey asked users to assign a level of satisfaction about various experiences on the existing greenway facilities. From these responses it can again be noted that the highest portion of positive responses were related to interaction with nature.




The category with the highest portion of dissatisfied responses are those regarding connections to destinations. For those who chose to provide additional comments, the feedback that was repeated the most frequently was a desire to have a better connection to Sackville and to improve parking at the Sackville end of the trail. A number of other users indicated a more general desire for the greenway to extend further and to connect to other trail facilities. The next most prevalent comment, after those relating to connections and extensions, were complaints about the noise levels along the greenway, specifically next to the highway. This sentiment can be tied together with concerns in the category of "separation from busy areas"

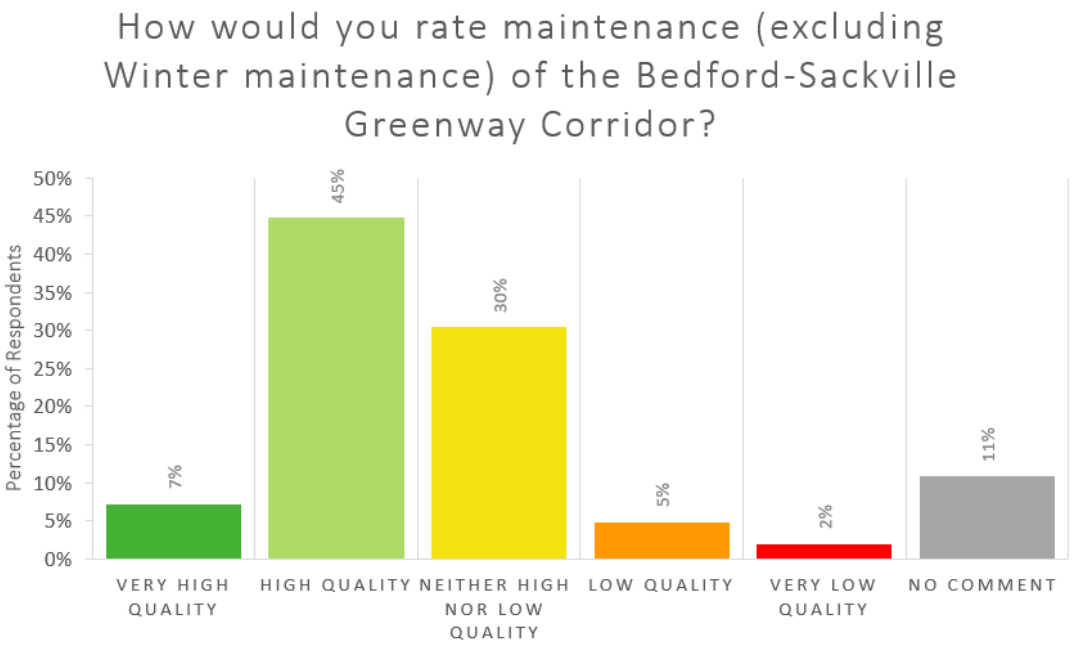
A list of the comments received as part of the online survey has been included in Appendix D.

Participants were also asked to comment on the current pedestrian and cycling connections to existing parking facilities. Of the 250 survey respondents, 167 said that currently, there is adequate pedestrian and cycling connections to existing parking facilities. For the 83 respondents who disagreed, the most common issue brought up was the lack of parking on the Sackville end of the trail, specifically at Old Sackville Road at Lynn Court. These participants stated that they typically must park on the narrow street or elsewhere. On the Bedford end of the trail, several respondents commented that they were unsure of their right to park at the Bedford Place Mall.

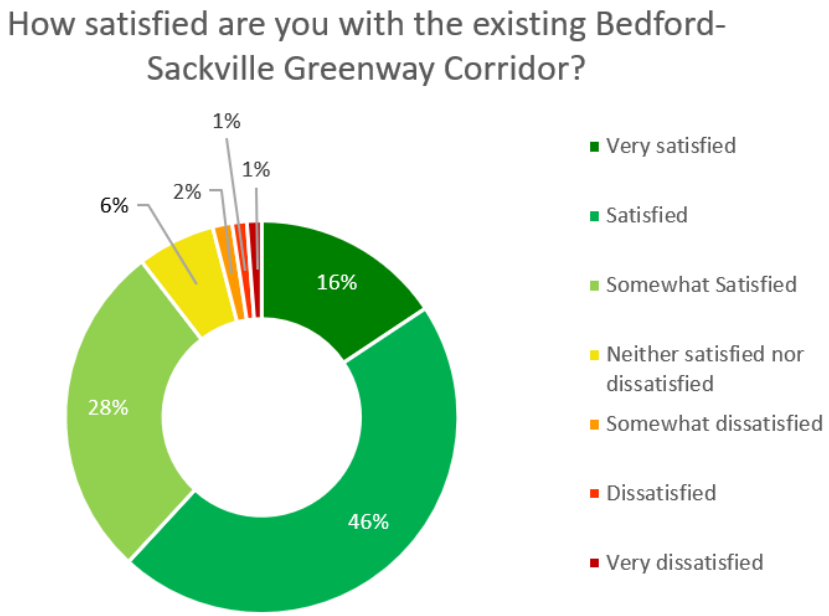
The online survey asked users to assign their level of satisfaction with the trail's maintenance. Since the trail is not maintained during the winter, the survey asked users to exclude winter maintenance in their consideration. Of the 250 respondents, 52% of participants felt that the maintenance was of at least high quality. These respondents left comments stating the corridor was typically well maintained for a comfortable experience.

Only 7% of the survey respondents said the maintenance was of low quality or worse. Of those respondents, the majority of comments were related to overgrown vegetation, lack of garbage cans and erosion of the existing gravel path. Users commented frequently that erosion of the path causes the gravel to be too soft and loose for cycling and strollers. It is worth noting that many respondents from each rating category

commented on the lack of garbage cans and the frequent erosion of the gravel path due to flooding. Results from this question are shown below.

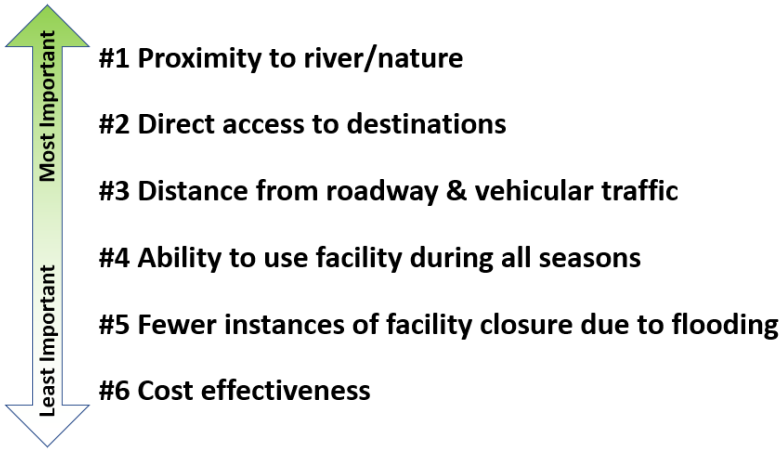



Participants were asked to define their overall satisfaction with the existing Bedford-Sackville greenway corridor. The results are shown in the pie chart to the right. From this response, it can be noted that 62% of the participants were at least satisfied with the existing corridor.




Of the 4% of respondents who were somewhat dissatisfied or worse, participants frequently suggested that the corridor could be improved with better connections to destinations. These dissatisfied respondents commented once again on the lack of garbage cans and access to parking. They were also unhappy that the existing trail is too disconnected from other path systems in the area and would like to see the corridor paved. It can be noted that these comments were also made from those who were somewhat satisfied and neither satisfied not dissatisfied.

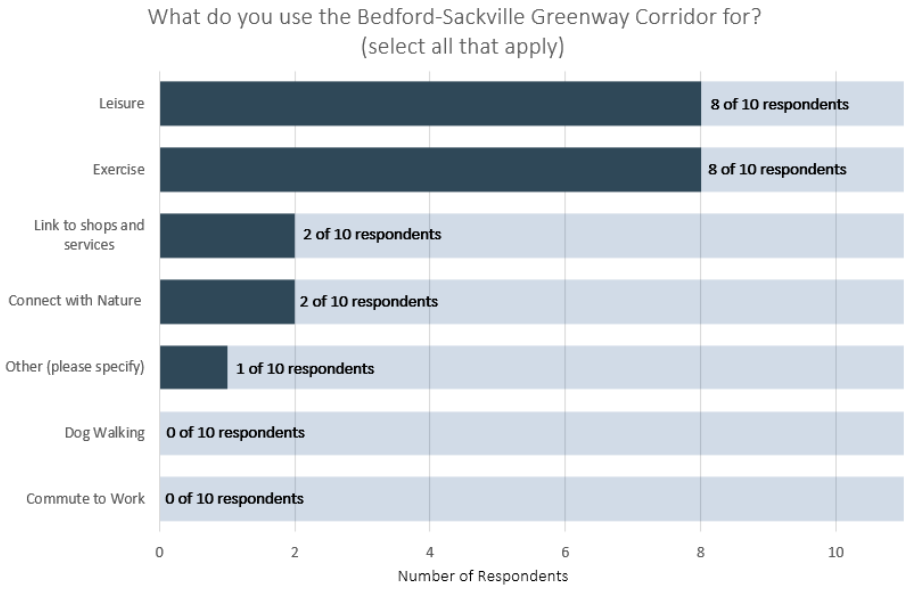
The final question in the online engagement asked participants about the next phase of this project. Participants were asked to rank design priorities when considering the alignment and construction of the new corridor extensions. When averaging the online engagement survey responses, the following ranking was determined:




It wasn't surprising that the proximity to river and nature was ranked first, as over 50% of respondents currently use the corridor to connect with nature. As explored in the level of satisfaction for the existing greenway corridor, the highest portion of dissatisfaction was for the existing connections to destinations. It was also a frequent response when participants were asked how the existing corridor could be improved. And so, it is understandable that this was ranked as the second most important design criteria. '

There were a total of 11 paper submissions for this phase of Round 2 engagement. Of the 11 submissions, 10 have used the existing facility. Results and discussion about information received from this survey follows below.

Similar to the results of the online submissions, the trail is used predominately for recreational purposes. This is shown in the graph to the right.



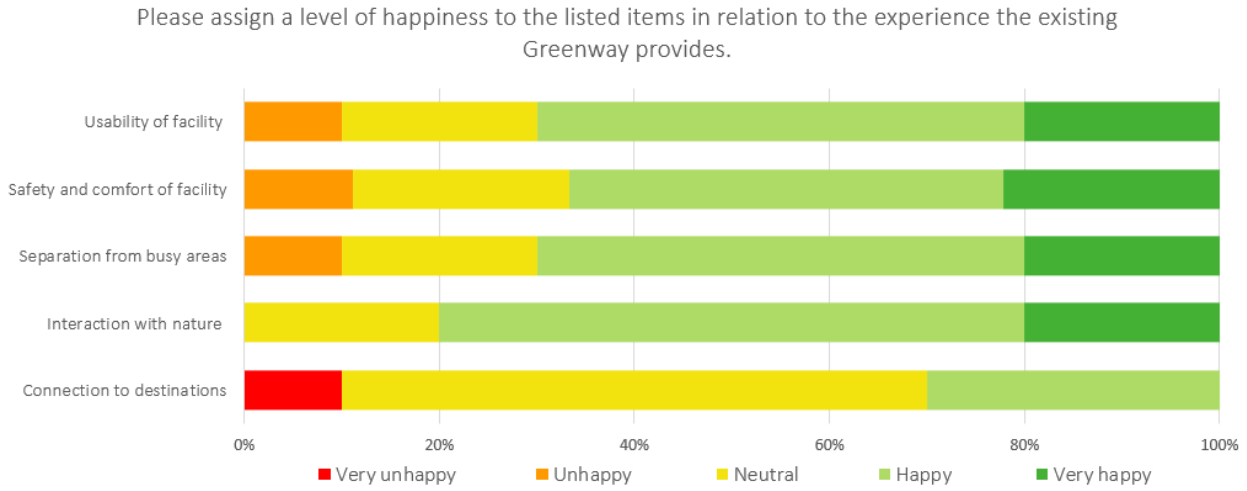

Of the respondents who have used the trail, 90% of them walk and 10% bike.

When asked about safety, participants responded similarly to the online participants. A total of 64% of respondents said they felt safe using the existing trail. The other 36% said they typically felt safe using the

facilities. A total of 90% of the respondents used the trails with others. It should be noted that the respondent who uses the existing trail alone, responded that they feel safe using it.

When asked about the current pedestrian and cycling connections to existing parking facilities, only 5 responded. Three of these responses stated that the current connections were adequate. Of the two that responded no, only one left a comment which referred to the poor parking conditions on the Sackville end of the trail. This agrees with the responses from the online submissions.

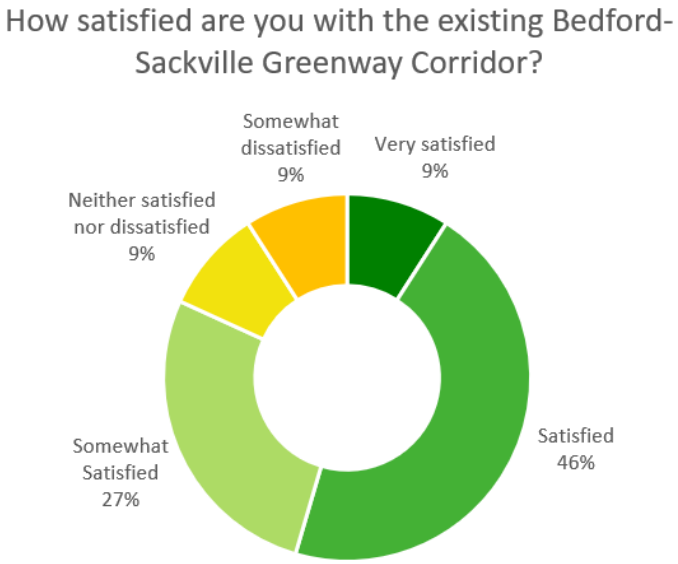
The results for the respondent's level of satisfaction about various experiences on the existing greenway facilities are shown below. Like the online results, respondents were generally the most satisfied with the interaction with nature and most dissatisfied with the current connection to destinations.




When asked on the quality of trail maintenance, respondents were generally satisfied. Of the participants who did rate the quality, 63% rated it of at least high quality. The other 38% felt that the maintenance of the facilities was of neither high nor low quality, commenting that the trail surface is not solid and that there are damaged areas, specifically in the Bedford Rifle Range area. These responses agree with those of the online respondents.

As for overall satisfaction with the existing facilities, 54% of respondents stated that they were at least satisfied. Results are shown to the right. It should be noted that only one participant responded with some dissatisfaction. This respondent commented once again on the loose trail surface, requesting it to be paved. Other respondents commented that the trail could be improved if it was longer, located further from the highways, and had improved parking.

Finally, when asked to rank the design priorities for the next phase of this project, participants responded in the same order as the online participants.



## 3.3 ROUND 2

### 3.3.1 Goals

At this phase of the project, options for extension routes at either end of the existing greenway had been identified. Round 2 of public engagement sought to determine which routes best met the needs of the public. It is important to note that this portion of the public engagement was not intended to be a "vote" on the three options, but rather an important step to gather input that will form part of the route refinement and evaluation process.

### 3.3.2 Who Participated

The first pop-up session was held in the lobby at the Sackville Public Library and the second pop-up was held inside the Bedford Public Library. For these sessions, plans were available for attendees to review and talk about the proposed extension alignments. While the original intent of these pop-up sessions was to collect feedback on the pros and cons of the various extension options, these sessions ultimately functioned as an opportunity to promote the project, spread awareness of the existing greenway facilities, and to distribute information to attendees about the upcoming Open House and online engagement.




**Figure 7. Photos from Sackville Library Pop-up Session**

The Open House was held at Knox United Church in Lower Sackville. 17 people participated in the Open House. This was good attendance considering that there was a major rain storm that evening, which typically results in fewer people turning out for an event.

Following the open house, online engagement was launched for this round of public engagement. A total of 21 pros and cons were reported by 7 participants.

### 3.3.3 What We Heard

*Pop-up Sessions*

Formal feedback was not collected during the pop-up sessions during this round of engagement. From conversations, similar themes emerged that we heard during the first round of engagement. In Sackville, participants were most concerned about the lack of parking or a safe connection into the community of Lower Sackville. In Bedford, having a connection to Fish Hatchery Park was well received with numerous people expressing an interest in using Shore Drive to connect to the Bedford Waterfront.

*Open House*

The Round 2 Open House was held on October 23rd at Knox United Church on Sackville Drive. The format of the open house was similar to the first round, and included a slideshow presentation, a break out group session, and presentations from each group.

The introduction slideshow provided a general overview of the project as a whole and its primary objectives, and then presented the three extension options that have been identified at either end of the existing greenway. Each of these options were walked through and major areas of concern were noted. The slideshow used for this presentation has been included in Appendix E.

Following the presentation, participants were broken into groups where each table had a printed copy of the extension options at the Bedford end and the Sackville end of the existing greenway. Groups were provided with the following three goals for the session:

*#1 – Review the proposed extension options. Is there anything we missed?*

*#2 – Identify pros and cons for each option.*

*#3 – Identify which of the pros and cons are the most important for you.*

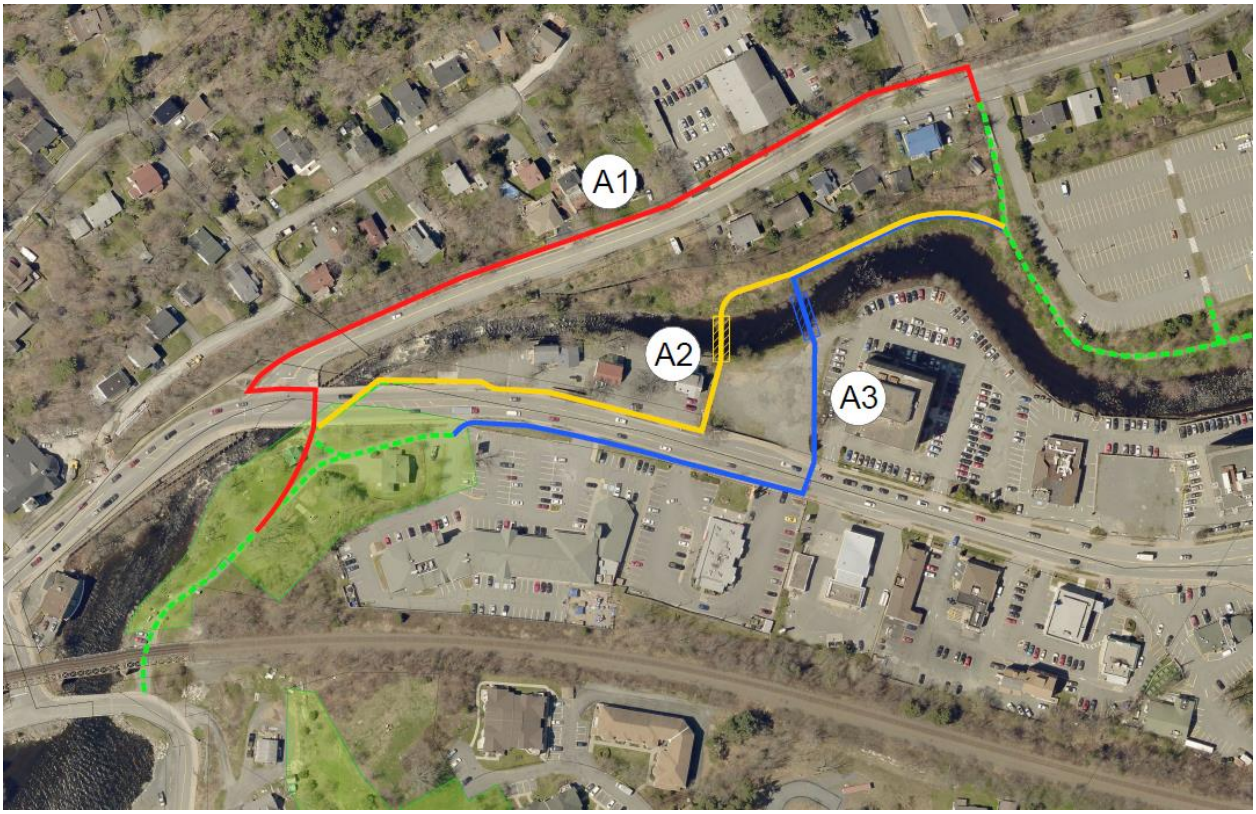



**Figure 8. Route options presented for Bedford extension**

As shown in Figure 8, there were three routes identified for the connection between Fish Hatchery Park and the existing Fort Sackville Walkway in Bedford. This project also includes consideration of an extension that would continue from Fish Hatchery Park to Scott Manor House. However, for this exercise, participants were asked to focus on the three route options to the Fort Sackville Walkway. This was done because there are fewer

comparisons to make between the route options to Scott Manor House and this decision will likely be based more on property and engineering factors.

The following provides a high-level summary of the pros and cons that were identified when looking at each of the proposed extension routes. Copies of the plans that were used during the open house have been included in Appendix F with the full pro and con lists prepared by each group.

**Table 1. Summary of Pros and Cons for Bedford Extension Options**

| | Pros | Cons |
|---|---|---|
| **A1** ***(Union Street)*** | • Less frequent flooding<br>• Union Street has less traffic than Bedford Highway | • Further away from river<br>• Diminished trail experience as the whole route is along the roadway<br>• More street crossings required<br>• Don't like being next to retaining walls<br>• Not attractive or enjoyable route |
| **A2** ***(North side of Bedford Highway)*** | • No road crossing<br>• New bridge over Sackville River adds aesthetic benefits<br>• Experience under the bridge next to river is enjoyable for some users<br>• This route has the most connection to the river and nature<br>• Driveways on north side of Bedford Highway aren't as busy as those on the south side | • Seasonal flooding will mean crossing under bridge is inaccessible<br>• Seasonal flooding of portion next to river<br>• Could be issues with access on private lands<br>• Concern of steep slope where the stairs are located now<br>• Safety concerns under bridge |
| **A3** ***(South Side of Bedford Highway)*** | • Better connection to some commercial destinations<br>• Close to transit stops<br>• Like having new bridge over river | • Required Bedford Highway crossing<br>• Requires crossing busy commercial driveways<br>• Still has portion along busy roadway<br>• Portion next to river will experience seasonal flooding |

Overall, for the Bedford extension options, there was a general level of consensus between all four groups that Option A2 was the preferred route. This preference was largely based on the route's proximity to the river, and its separation from traffic.

Three options, shown in Figure 9, were also presented for routing options for the Sackville extensions. When looking at these options, there was much discussion about the pros and cons of the various options, and similar points were raised by the various groups. However, unlike the Bedford end, there was not a clear preference shared between all of the groups.

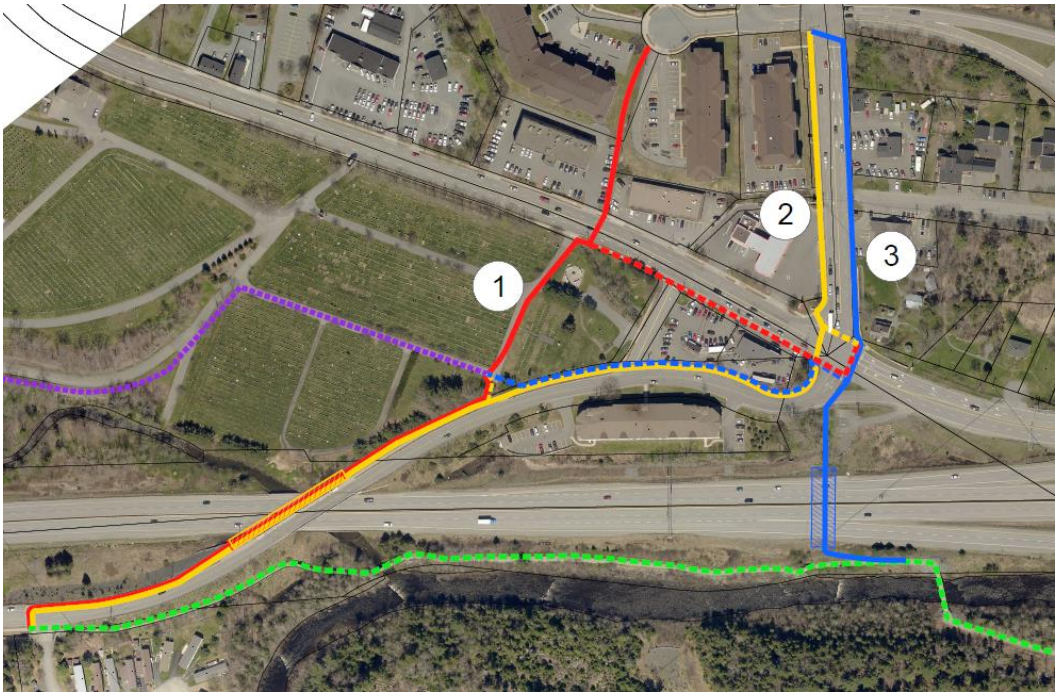



**Figure 9. Route options presented for Sackville extension**

**Table 2. Summary of Pros and Cons for Sackville Extension Options**

| | Pros | Cons |
|---|---|---|
| **1** ***(Through Gates of Heaven Cemetery)*** | • Most direct connection between end of trail at Lynn Court and transit terminal<br>• Avoids high traffic areas (Cobequid/Sackville Drive intersection)<br>• Fewer vehicle conflict points<br>• Route through cemetery would be quieter than beside roadway | • Requires doubling back to get to Cobequid Rd/Fultz House parking<br>• Mid-block crossing could be dangerous<br>• Concern about having access through the cemetery<br>• Path from Sackville Drive to Legacy Court/transit terminal is steep<br>• Bridge cost |
| **2** ***(Old Sackville Road to Cobequid Road)*** | • May be opportunity to combine with future upgrades to Old Sackville Road bridge<br>• Crosses Sackville Drive at existing crosswalk<br>• Direct connection to transit terminal | • Requires doubling back to get to Cobequid Rd/Fultz House parking<br>• High volume driveway crossing at PetroCan<br>• Bridge cost |
| **3** ***(Overpass at bottom of Cobequid Road)*** | • More direct connection to parking at Fultz House<br>• Shorter route<br>• Most natural path (less route along roadway)<br>• Fixes complaints from Lynn Court residents<br>• Best connection to First and Second Lake trail | • Concern about having new crosswalk that would oppose double left turn from Cobequid Road to Sackville Drive (heavy traffic movement)<br>• Bridge cost<br>• Safety concerns for crossing slip lane |

*Online Engagement*

Online engagement for this project ran from October 24 to November 7. There were 7 participants who recorded a total of 21 pros and cons for the provided alignment options. Due to the low response rate of this online engagement, concrete conclusions cannot be made. Results and discussion about the information received from this session follow below.

For this round of engagement, participants were provided with the maps shown in Figures 11 and 12. Users were asked to identify any pros and/or cons for the proposed route options by placing a pin on the associated area on the map. The results for the Bedford and Sackville extension options are shown below in Figure 10 and 11, respectively.

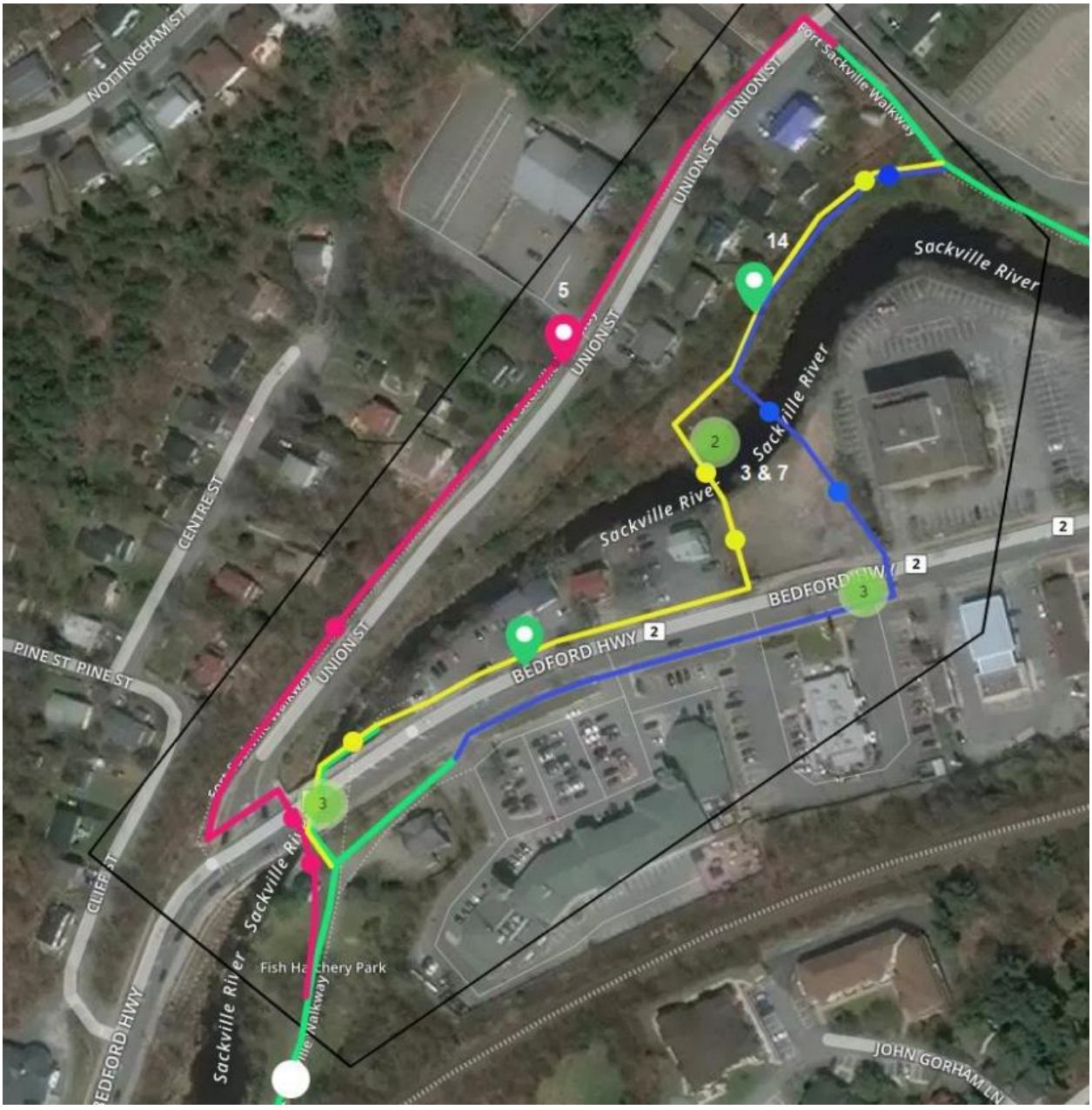



**Figure 10. Online Engagement Results for the Bedford Extension Options**




**Figure 11. Online Engagement Results for the Sackville Extension Options**

The results from the online engagement were similar to that of the open house. The comment which was brought up the most from participants was a question of safety for road crossings. A total of 6 comments were made by 5 participants regarding this issue, each referencing a different location. Four participants stated that they felt the street crossings on Sackville Drive, Cobequid Road, and the Bedford Highway were unsafe and need improvements. Two of these participants suggested that pedestrian ramps be designed for these locations.

Participants were pleased with the sections along the Sackville River; making for a quiet, scenic route. This agrees with the results of Round 1 of online engagement, where the average ranking of trail alignment priorities showed that the proximity to nature was of greatest importance. While there were comments on flooding at the existing Bedford Highway underpass and at the proposed Sackville River bridge crossing, it was pointed out by one participant that at least Option A3 provides an alternative route for trail users when the underpass is flooded.

A summary of the pros and cons received for the Bedford and Sackville extension options are summarized below in Table 3 and Table 4, respectively.

Table 3: Summary of Pros and Cons for Bedford Extension Options

| | Pros | Cons |
|---|---|---|
| **A1** *(Union Street)* | No comments | No comments |
| **A2** *(North side of Bedford Highway)* | • Quiet, scenic route along Sackville River<br>• Improves pedestrian access to Bedford Place Mall<br>• Access to both sides of the Bedford Highway<br>• Follows the river for longer distance | • Seasonal flooding at underpass and proposed Sackville River bridge crossing |
| **A3** *(South Side of Bedford Highway)* | • Quiet, scenic route along Sackville River<br>• Improves pedestrian access to Bedford Place Mall<br>• Access to both sides of the Bedford Highway<br>• Provides an alternative route when the underpass walkway is flooded/damaged. | • High traffic volumes make for unsafe pedestrian crossing<br>• Seasonal flooding at proposed Sackville River bridge crossing |

Table 4: Summary of Pros and Cons for Sackville Extension Options

| | Pros | Cons |
|---|---|---|
| **1** *(Through Gates of Heaven Cemetery)* | No comments | • Users feel unsafe at Sackville Drive crossing<br>• Mid-block crossing on Sackville drive dangerous<br>• No proper crossing from Cobequid to Memory Lane<br>• Already a sidewalk on the Old Sackville Road bridge |
| **2** *(Old Sackville Road to Cobequid Road)* | No comments | • Much longer route to the Cobequid Terminal compared to Option 3<br>• Users feel unsafe at Sackville Drive crossing<br>• Already a sidewalk on the Old Sackville Road bridge |
| **3** *(Overpass at bottom of Cobequid Road)* | • Bridge makes for efficient, convenient and direct routing | • Users feel unsafe at Sackville Drive crossing<br>• Users feel unsafe at Cobequid road crossing |

# 4.0 NEXT STEPS

With the public engagement input collected, the next step for this project is to create a set of evaluation criteria that will be used to evaluate each of the routes that have been identified as extension options. This evaluation process will include the feedback and input received during the public engagement. Once a preferred option has been selected for the Bedford and the Sackville ends of the existing greenway, a 30% functional design and associated cost estimate will be prepared for each selected option. A draft report summarizing the project and including a functional design will be submitted to HRM. This report will be reviewed internally by HRM staff and any comments received will be addressed such that a final report and functional design package can be issued in early 2020.

# APPENDIX A – POP-UP SESSION #1 (BEDFORD) RESPONSES

September 10, 2019

# Bedford Sackville Greenway Corridor

***Round 1 Pop-Up Engagement Session – Bedford Session (on the trail at Bud Bremner Parking Lot)***

**Prompt Questions**

1. **Conditions**. Likes and dislikes of the existing trail. What's missing?

2 **Extensions**. Ways to connect and extend the ends of trails. On road vs dedicated trail. Stay on the river or come to the road?

3. **Uses**. Ways people use the trail now. Walk/ jog/ bike/ dogs etc.

4. **Destinations**. Where do they go on trail? Where do they start and finish?

5. **Access**. How do they get to trail now? Do they travel there by car? Do they enter along the way or start at beginning?

---

**Responses**

Participant 1

- Enjoy using in present condition, there is a drainage issue, the underpass is sketchy, path is too narrow.
- Extension to terminal would be great, would prefer not highway condition.
- Uses the trail for running.
- Destinations: Mall parking lot to end and back, lives in Sackville.
- Access: Gets to trail through the mall parking lot, feels that there is limited access otherwise.

---

Participant 2

- Has no issue with existing conditions other than the flooding.
- Would like to see an expansion on the Bedford side
- Uses the trail for walking his corgi
- Destinations: Enters the trail at the sports field, walks halfway to Sackville then turns back.
- Access: always drives

---

Participant 3

- Dislikes of existing trail: Flooding conditions.
- Uses: Walks their dog.
- Access through Sackville side. Enjoys access to river.
- Would like better signage.

---

Participant 4

- Likes the more wooded part of the trail, dislikes the underpass (finds it sketchy).
- Does not mind the highway condition when accessing.
- Uses the trail for walking and jogging.

- Walks from Sackville to mall and back, did not know that the Fort Sackville walkway existed.
- Lives near the terminal, dashes across the highway, was not sure where the path actually started.

---

Participant 5

- Dislikes parking on Old Sackville Road (doesn't feel safe) and if given the option of where else tt park, would prefer Fultz House
- Dislikes the drainage problem.
- Would like to see the trail extended to parking
- Uses the trail for recreation and occasional commuting.
- Uses the trail to walk to work and walks from the mall to Sackville, then back.

---

Participant 6

- Biked trail – infrequently,
- Enjoyed the scenery,
- Learned about nature from a friend.
- Pavement would be better – if it was plowed people could bike in the winter, more people would use the trail.
- Access to transit terminal would be good for people to bike to and place bikes on the bike rack on the bus to travel further.

---

Participant 7

- Uses the trail daily to walk the dog.
- Lovely trail/likes it the way that it is.
- Winter maintenance and paved surface would be nice.
- Uses for recreational purposes, not to connect to shops and services.
- No major concerns about the condition of the trail / cannot control the weather.

---

Participant 8

- Uses the trail 2-3 times a week only during football season for son (Autumn).
- Uses it for running during football practice, and son rides bikes sometimes.
- Pavement would be nice.
- Better lighting so that it could be used in the nighttime and evenings in late fall, winter and early spring.
- Likes Experience on bridges
- likes how the trail transitions of shade and sun exposure.
- Like that it is flat / good for running.

---

Participant 9

- Uses trail 3-4 times a week.
- Uses for walking dog, running and biking.
- Connect to boardwalk.
- Ensure future connection to Sackville Greenway / would make a good running route.
- Does not use trail to connect to specific destination.
- Maintain Fort Sackville Walkway alignment and make improvement such as widening, likes the location along the river.
- Winter maintenance would be nice but would prefer for it not to be paved.

---

Participant 10

- Lives in the neighborhood.
- Walks the trail.
- Would like better access to parking on Sackville end. Making connection to parking at the Fultz House would be adequate.
- Winter maintenance.
- Concern with cyclists on a paved surface (concern of conflicts).

---

Participant 11

- Dislikes that there is no winter maintenance.
- Uses for recreation. Used to use it for commuting.
- Used to walk to work now just walks up and back.
- Starts at the mall.

---

Participant 12

- Commuter, walks everyday, lives near the Superstore, works near the Cobequid transit terminal.
- Pain of doubling back to get to work, can see it as he goes up the trail along the river then has to get to the end at Lynn Court and double back along the section.
- No issues with the condition of the existing trail
- Happy with access.
- Would like quicker connection to work.
- Crosswalk is fine.
- Very convenient trail for him, otherwise walking to work he would have to try and hop access highway.

---

Participant 13

- 2 people, 2 dogs
- Uses: Dog walking, recreation, does not use very frequently.
- Drives to the end and parks at Sackville end.
- Likes access to river, enjoys putting the dogs in the river.
- Finds the underpass creepy.
- Needs more garbage cans.
- Would appreciate connection on Sackville end.

---

Participant 14

- When kids are at football practice, will walk the trail, has not used it much but thinks what is there is good.
- Did not know how long it was, was surprised to see the map and how long it was.

---

Participant 15

- Uses the trail daily for exercise.
- Parks at Cora's, then walks the full trail from end to end.
- Sometimes conditions, requires detours (e.g. Flooded areas) but just walks around it, not a big deal.
- If there was a paved surface thinks it would be good but has some concern about attracting additional cyclists and their behaviour on the trail (normally they are fine but sometimes they are not).
- Likes the length of the trail.
- Will not used when it is icy in the winter.

---

Participant 16

- 2 people – one of them was first time using trail
- Enjoys scenery along trail
- Uses the trail recreationally
- Would like more connections

# APPENDIX B – POP-UP SESSION #2 (SACKVILLE) RESPONSES

September 26, 2019

# Bedford Sackville Greenway Corridor

***Round 1 Pop-Up Engagement Session – Cobequid Road Transit Terminal***

Participant 1:

- Do you use the trail?
  - Yes
- How do you generally travel on the trail?
  - Walk
- Do you ever use other modes of travel?
  - Walk
- Why do you use the trail?
  - Access to Services
- How often do you use the trail?
  - Infrequent / Couple of times a month
- Do you use the trail all year?
  - No
- Where do you access the trail?
  - Lynn Ct.
- How do you get to the trail?
  - Walk
- Where do you go on the trail?
  - From Lynn Court, full trail to Union Street
- What do you like about the trail?
  - Separation from the road.
- Are there any challenges to using the trail?
  - Circuitous
- What improvements could be made?
  - Connection midway on BSCG close to SO

What are the priority aspects that the extensions should consider? (Rank)

__5___ Proximity to the river/nature

__4__ Fewer instances of facility closure due to flooding

__1___ Direct access to destinations

__6___ Cost effectiveness

__2__ Distance from roadway and vehicular traffic

__3___ Ability to use facility during all seasons

If not mentioned, what other aspects should be considered? Catwalk or tunnel to the end of memory lane

---

Participant 2:

- Do you use the trail?
  - Yes
- How do you generally travel on the trail?
  - Walk
- Do you ever use other modes of travel?
  - Walk/Jog/Run/Bike
- Why do you use the trail?
  - Leisure / Exercise
- How often do you use the trail?
  - 3-4 times a year
- Do you use the trail all year?
  - Yes, Seldom in the winter
- Where do you access the trail?
  - Lynn Ct. rarely Range Park
- How do you get to the trail?
  - Car – Park on Old Sackville
- Where do you go on the trail?
  - From Lynn Court, to #5 along the Sackville River
- What do you like about the trail?
  - Exercise opportunity / Closeness to the river.
- Are there any challenges to using the trail?
  - Access / Parking
- What improvements could be made?
  - Parking lot at Old Sackville Road. Lighting under the Superstore Bridge. FSW – Improvement for flood mitigation & trail surface improvements. Parking opportunities close the fish hatchery.

What are the priority aspects that the extensions should consider? (Rank)

__1___ Proximity to the river/nature

__4___ Fewer instances of facility closure due to flooding

__3___ Direct access to destinations

__5___ Cost effectiveness

__6___ Distance from roadway and vehicular traffic

__2___ Ability to use facility during all seasons

If not mentioned, what other aspects should be considered? Access trail, trail connectivity (network)

---

Participant 3:

- Do you use the trail?
  - Yes
- How do you generally travel on the trail?
  - Walk
- Do you ever use other modes of travel?
  - Walk/Jog/Run/Bike
- Why do you use the trail?
  - Leisure / Exercise
- How often do you use the trail?
  - 3-4 times a year
- Do you use the trail all year?
  - Yes, Seldom in the winter
- Where do you access the trail?
  - Lynn Ct. rarely Range Park
- How do you get to the trail?
  - Car – Park on Old Sackville
- Where do you go on the trail?
  - From Lynn Court, to #5 along the Sackville River
- What do you like about the trail?
  - Exercise opportunity / Closeness to the river.
- Are there any challenges to using the trail?
  - Access / Parking
- What improvements could be made?
  - Parking lot at Old Sackville Road. Lighting under the Superstore Bridge. FSW – Improvement for flood mitigation & trail surface improvements. Parking opportunities close the fish hatchery.

What are the priority aspects that the extensions should consider? (Rank)

__1___ Proximity to the river/nature

__1___ Fewer instances of facility closure due to flooding

__2___ Direct access to destinations

__5___ Cost effectiveness

__8___ Distance from roadway and vehicular traffic

__9___ Ability to use facility during all seasons

If not mentioned, what other aspects should be considered? Better access for bikes

---

Participant 4:

- Do you use the trail?
  - Yes
- How do you generally travel on the trail?
  - Walk
- How often do you use the trail?
  - Monthly or every 2 weeks
- Do you use the trail all year?
  - No – probably would if it was paved or plowed
- Where do you access the trail?
  - Lynn Ct.
- How do you get to the trail?
  - Car
- Where do you go on the trail?
  - From Lynn Court, to walk to True North and cafe
- What do you like about the trail?
  - Separate from the roadway, used to play on football field
- What improvements could be made?
  - Paving it would be "cool"
- If not mentioned, what other aspects should be considered?
  - Coming down by Sackville River, and to come down quickly on bike and then hit a layer of rocks at the bottom. Inconsistent trail surface. Better drainage.

---

Participant 5:

- Do you use the trail?
  - No
- If not mentioned, what other aspects should be considered?
  - Uses First Lake trail a lot. If it was connected to trail terminal, he would probably use it, just doesn't want to cross the main road.

---

Participant 6:

- Do you use the trail?
  - Yes
- How do you generally travel on the trail?
  - Walk
- Where do you access the trail?
  - Lynn Ct.
- If not mentioned, what other aspects should be considered?
  - 4 kids, parking off of Lynn Ct, not convenient. If there was a way to get to it, she would be more comfortable taking them. Crossing busy road to get to the trail is not ideal with children. Would like to see connection all the way through Sackville.

---

Participant 7:

- Do you use the trail?
  - No
- Dog walks
- Likes walking around
- Enjoys walking when there are convenient connections.
- Would like to see connection between transit terminal and Bedford Commons
- Doesn't live in area but near the transit terminal every day on way to work.

---

Participant 8:

- Do you use the trail?
  - Yes
- How do you generally travel on the trail?
  - Bike
- Do you ever use other modes of travel?
  - Walk
- How often to you use the trail?
- Not in a few years
- Doesn't want to see trail widened and impacting nature
- As an experienced cyclist, has some issues with width and its not worth it for her but wouldn't want to see trail widened
- Less abstract conveniences and more about why user is honoring nature.

---

Participant 9:

- Its practical

---

Participant 10:

- Fix drainage, gravel, and a connection to mountain biking.

---

Participant 11:

- Gentleman was upset the path was not for cars

---

Participant 12:

- Do you use the trail?
  - Yes
- How do you generally travel on the trail?
  - Walk
- No issue getting to trail, can use sidewalk, just need to watch the traffic
- Likes the benches
- Finds it to be a very clean trail
- Only other way to get there would be a terminal or bridge but wouldn't be worth the money
- Should have crosswalk flags
-

---

Participant 13:

- Do you use the trail?
  - Yes
- How do you generally travel on the trail?
  - Jog/Run 3-4 times a year
- Do you ever use other modes of travel?
  - Jog/Run
- Do you use the trail all year
  - No
- How do you get to the trail?
  - Walk
- What do you like about the trail?
  - Trees and Nature / Highway noise muffled
- Are there any challenges to using the trail?
  - Flooding
- What improvements could be made?
  - Trail warden – monitoring / Winter maintenance if the number of trailer users warrant it (cost)

What are the priority aspects that the extensions should consider? (Rank)

__6___ Proximity to the river/nature

__5__ Fewer instances of facility closure due to flooding

__4___ Direct access to destinations

__1___ Cost effectiveness

__2__ Distance from roadway and vehicular traffic

__3___ Ability to use facility during all seasons

---

- Do you use the trail? Yes
- How do you generally travel on the trail? Walk
- Why do you use the trail? Work/repair/walk
- How often do you use the trail? 1 per month
- Do you use the trail all year Yes
- Where do you access the trail? Lynn Ct, Range Park, Bedford Place Mall, Union St.
- How do you get to the trail? Car, Walk, Bus
- What do you like about the trail? Health/energy/River
- Are there any challenges to using the trail? Yes, not paved, winter maintenance
- What improvements could be made? Pavement, garbage cans, bathrooms

__2___ Proximity to the river/nature

__3__ Fewer instances of facility closure due to flooding

__1___ Ability to use facility during all seasons

If not mentioned, what other aspects should be considered? Better parking at Lynn Ct. Hook up to Sandy Lake.

---

<u>Participant 14:</u>

- Do you use the trail?
  - Yes
- How do you generally travel on the trail?
  - Jog/Run
- Do you ever use other modes of travel?
  - Walk/Jog/Run
- Why do you use the trail?
  - Exercise
- Do you use the trail all year?
  - Winter
- How do you get to the trail?
  - Car (Shoulder on Old Sackville)
- What do you like about the trail?
  - Lots to see/Nature/Variety/Smooth

- What improvements could be made?
    - Winter maintenance

__1___ Proximity to the river/nature

__6__ Fewer instances of facility closure due to flooding

__2___ Direct access to destinations

__5___ Cost effectiveness

__3__ Distance from roadway and vehicular traffic

__4___ Ability to use facility during all seasons

---

Participant 15:

- Do you use the trail?
    - Yes
- How do you generally travel on the trail?
    - Walk
- Do you ever use other modes of travel?
    - Walk
- How often do you use the trail?
    - Once in a while
- Do you use the trail all year?
    - Summer/Spring/Fall/sometimes winter
- Where do you access the trail?
    - Lynn Ct.
- How do you get to the trail?
    - Car
- What do you like about the trail?
    - Nice to walk, nice scenery
- Are there any challenges to using the trail?
    - No
- What improvements could be made?
    - Noisy by the highway

__6___ Proximity to the river/nature

__6__ Fewer instances of facility closure due to flooding

__6___ Direct access to destinations

__6___ Cost effectiveness

__6__ Distance from roadway and vehicular traffic

__6___ Ability to use facility during all seasons

---

Participant 16:

- Do you use the trail?
  - Yes
- How do you generally travel on the trail?
  - Walk
- Why do you use the trail?
  - Pleasure
- How often do you use the trail?
  - 1-2 times a year
- Do you use the trail all year?
  - No
- Where do you access the trail?
  - Lynn Crt.
- How do you get to the trail?
  - Car (park on shoulder of road)
- Where do you go on the trail?
  - Starts at Lynn Ct to the underpass
- What do you like about the trail?
  - Clean & geo catches
- Are there any challenges to using the trail?
  - Not really

__yes__ Fewer instances of facility closure due to flooding

__yes___ Ability to use facility during all seasons

---

- Do you use the trail? Yes
- How do you generally travel on the trail? Walk
- Do you ever use other modes of travel? Walk
- Why do you use the trail? Leisure
- How often do you use the trail? Infrequently
- Do you use the trail all year? No
- Where do you access the trail? Bedford Area
- How do you get to the trail? Bus
- What do you like about the trail? Safe way to walk
- Are there any challenges to using the trail? No
- What improvements could be made? Unsure

__5___ Proximity to the river/nature

__6__ Fewer instances of facility closure due to flooding

__3___ Direct access to destinations

__4___ Cost effectiveness

__1__ Distance from roadway and vehicular traffic

__2___ Ability to use facility during all seasons

---

Participant 17:

- Do you use the trail?
  - No, didn't know it existed
- Noted that he works at the Chicken Burger. Trail could offer connection between Transit Terminal and work

---

Participant 18:

- Do you use the trail?
  - Yes
- How do you generally travel on the trail?
  - Walk
- Do you ever use other modes of travel?
  - Walk
- Why do you use the trail?
  - Leisure
- How often do you use the trail?
  - Occasionally
- Do you use the trail all year?
  - No (not in the winter)
- Where do you access the trail?
  - Bedford Place Mall
- How do you get to the trail?
  - Car
- What do you like about the trail?
  - Woodland
- Are there any challenges to using the trail?
  - Drainage / Flooding

__3___ Proximity to the river/nature

__1__ Fewer instances of facility closure due to flooding

__4___ Direct access to destinations

__6___ Cost effectiveness

__2__ Distance from roadway and vehicular traffic

__5___ Ability to use facility during all seasons

---

Participant 19:

- Do you use the trail?
  - No (Part of another trail advocacy group)
- Would you generally travel on the trail?
  - Walk
- Do you ever use other modes of travel?
  - Bike
- Do you use the trail all year?
  - No
- From her experience, creating links to other public amenities (and signage) would get her and others in Sackville interested.

---

Participant 20:

- Do you use the trail?
  - No, but would use it if he had known about it
- How would you generally travel on the trail?
  - Bike
- Lives near the terminal, but never heard of it.
- Does not want to have to drive somewhere to then bike.
- Apprehensive connection is possible but would love it if it did.

---

Participant 21:

- Do you use the trail?
  - No, never heard about it
- Suspicious a connection could be made to the terminal “isn’t the closest trail for us”

__5___ Proximity to the river/nature

__3__ Fewer instances of facility closure due to flooding

__1___ Direct access to destinations

__6___ Cost effectiveness

__2__ Distance from roadway and vehicular traffic

__4___ Ability to use facility during all seasons

---

Participant 22:

- Do you use the trail?
  - Yes
- How do you generally travel on the trail?
  - Bike
- Do you ever use other modes of travel?
  - Walk
- Why do you use the trail?
  - Trail patrol, recreation, accessing Bedford
- How often do you use the trail?
  - Couple times a week
- Do you use the trail all year?
  - Yes, occasionally if its cleared, have used it for cross country
- Where do you access the trail?
  - Lynn Ct.
- How do you get to the trail?
  - Bike
- Where do you go on the trail?
  - From Lynn Ct. mostly to Bedford, Union St.
- What do you like about the trail?
  - Proximately to river/seeing wildlife/being out of traffic
- Are there any challenges to using the trail?
  - Accessing at Lynn Ct. can be challenging

__1___ Proximity to the river/nature

__3__ Fewer instances of facility closure due to flooding

__5___ Direct access to destinations

__6___ Cost effectiveness

__4__ Distance from roadway and vehicular traffic

__2__ Ability to use facility during all seasons

- Future access to Sandy Lake
- Garbage cans
- Improved signage and interpretation panels

- Improved parking at the Lynn Ct end (trailhead)

---

Participant 23:

- Do you use the trail?
  - Yes
- How do you generally travel on the trail?
  - Walk
- Why do you use the trail?
  - Dog walking
- How often do you use the trail?
  - Few times a month
- Do you use the trail all year?
  - No
- Where do you access the trail?
  - Lynn Ct. / True North Diner
- How do you get to the trail?
  - Car
- Where do you go on the trail?
  - From Lynn Ct. mostly to #5
- What do you like about the trail?
  - Nice, wide, beautiful scenery, reminders her of Kejji, really accessible, nice and flat
- Are there any challenges to using the trail?
  - Underpass feel

__1___ Proximity to the river/nature

__2__ Distance from roadway and vehicular traffic – noise concerns, trail offers relaxation

- Uses trail for leisure, enjoys nature
- Sackville to True North is section used the most
- Have used Bedford end as well, challenging crossing under the Bedford Highway and stairs with children.

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Participant 24:

- Do you use the trail?
  - Yes
- How do you generally travel on the trail?
  - Bike
- Do you use the trail all year?
  - No – doesn't bike in the winter
- Where do you access the trail?

- Range Park
- How do you get to the trail?
  - Bike
- Where do you go on the trail?
  - From Lynn Ct. mostly to #5
- What do you like about the trail?
  - Likes the width, rare for such a large stretch
- Are there any challenges to using the trail?
  - No complaints
- Use to bike here from Clayton Park, would access trail at Range Park (did not know the other section existed)
- Safe entrance and exit to other bike facilities
- Some concern about sustainability and life cycle, cost of asphalt, continuous maintenance costs.
- No other concerns

# APPENDIX C – OPEN HOUSE #1 SLIDESHOW

# Bedford-Sackville Greenway Corridor

Open House #1

September 19, 2019

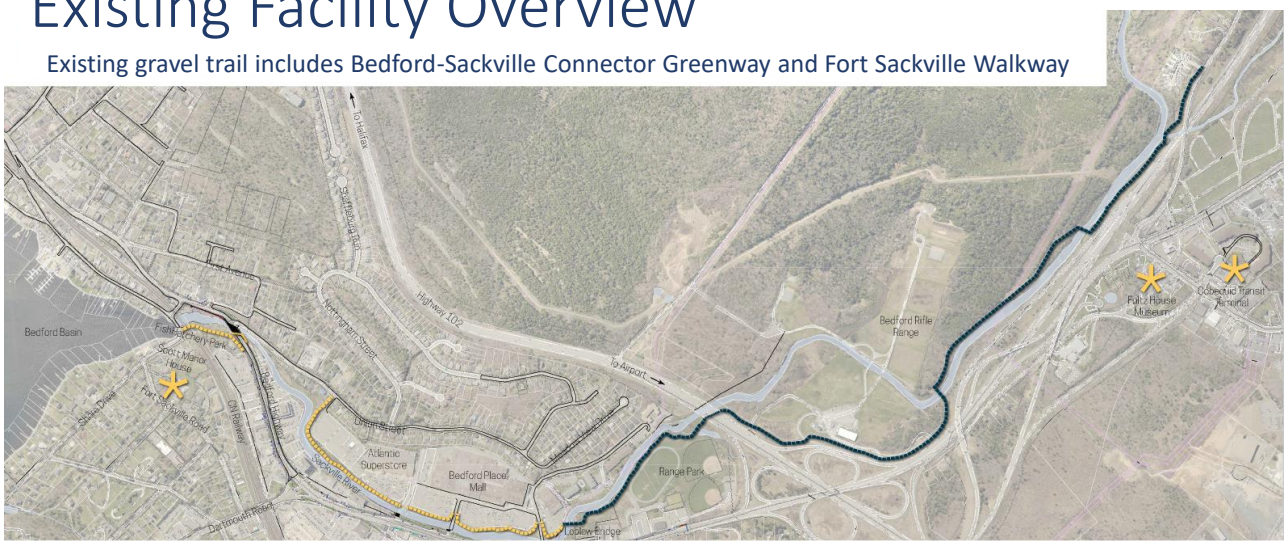
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## Existing Facility Overview

Existing gravel trail includes Bedford-Sackville Connector Greenway and Fort Sackville Walkway



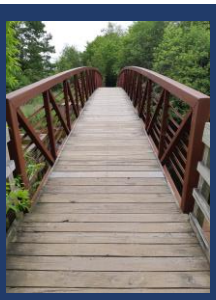

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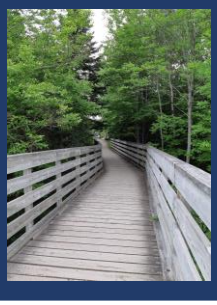
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# Project Scope

- Phase 1
  - Complete audit of existing greenway facilities
  - Identify improvements to existing Fort Sackville Walkway and Bedford Sackville Connector Greenway
- Phase 2
  - Identify extension options for each end of the greenway
  - Round 2 of public engagement to review options
  - Evaluate extension options
  - Prepare 30% design for recommended options



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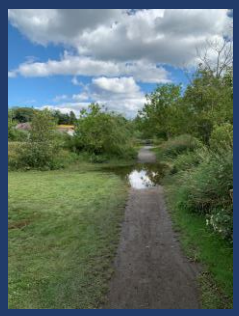
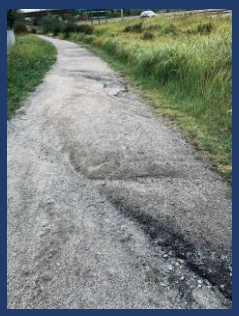
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# Overview of Phase 1 Audit Results

Provided the following recommendations:

- Maintain existing trail alignment
- Keep trail within flood plain
- Pave trail surface to improve resiliency following flood events
- Widen full trail to 3.0 m
- Improve crossings at Superstore, Bedford Place Mall, and River Lane
- Improve drainage at localized areas

**Note that audit did not include structural assessments, or review of existing trail amenities and signage*

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## Greenway Extension - Bedford

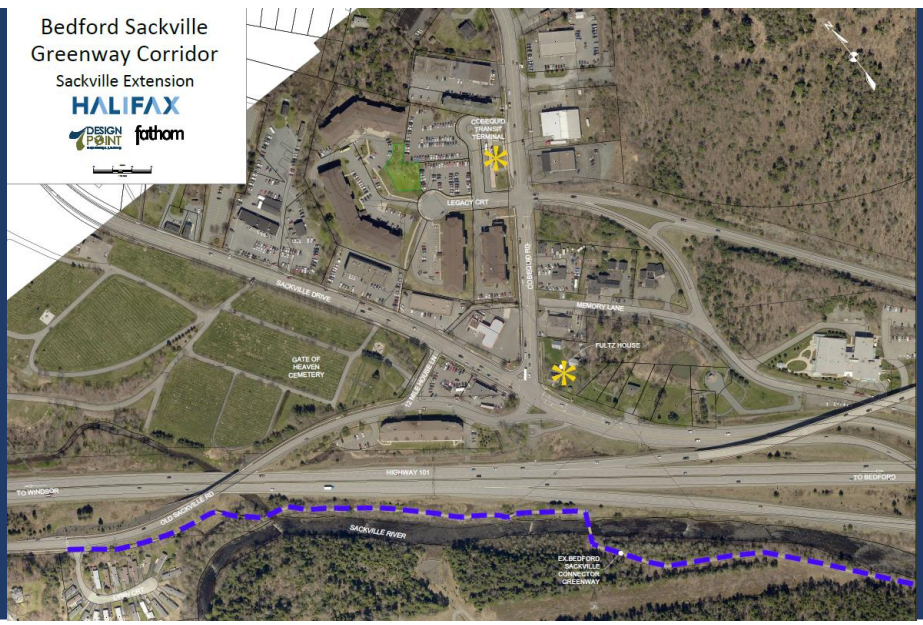



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## Greenway Extension - Sackville




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# Goals of Today's Session

1. Identify what you like and dislike about the existing trail.
2. For the new trail extensions, prioritize your preferred criteria for route selection.
3. Identify potential candidate routes for trail extension at both ends of the trail.



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# APPENDIX D – ROUND 1 ONLINE SURVEY COMMENTS

# Online Survey – Summary of Comments

September 7, 2019 to September 27, 2019

Total Submissions, 282

## Question: Please explain why you may or may not feel safe using the Greenway

## 139 responses provided

- Getting to and from the greenway is my main concern. Where do I go when it ends? What is a good route to get there from the city that ensures my safety?
- Too dark especially under the tunnel and 102 bridge at night.
- After dark there is not enough light and people in the bushes sometimes
- It's dark
- not well lit
- No lighting once it gets dark.
- Not really lit, worried someone could be learking in the woods.
- Poor lighting
- some areas are not lighted
- Bad lighting
- better lighting would be great
- It gets dark on Squirrel alley. This is just after the bridge coming from Bedford heading back to Sackville. It is the darkest part of the trail. I usually try and start at 6 and finish before 8pm. It is the only part I feel uneasy. The rest seems public.
- Un lighted tunnels
- I would not feel safe being there alone at night. I do not feel safe getting to the Greenway.
- Lighting, isolated areas
- People having their dogs off leash doesn't make me feel safe. It needs to be monitored. Dogs are great to use trail but people need to keep them on leash no matter how well behaved their dog may be.
- Dogs that are off leash, bikes without bells
- I'm generally running with a group so feel safe if something happens. Would not feel safe on my own especially in the evening when there aren't many people out.
- The path under the highway is isolated and there is no visibility to passing motorists. I do not feel comfortable taking this route without others present.
- Dont like the narrow tunnel under highway
- The underpass when it's not very sunny can be quite dark
- under the bridge is creepy
- The highway underpass can seem a little unsafe as it is an area hidden from view.
- in some areas ie: under overpass a bit creepy though we don't stop there just keep on walking
- No lighting under Hwy 102. No winter maintenance - icy
- It includes a path underneath the 102 overpass, as well as a tunnel. These are dark isolated areas where anyone might be hiding.
- Homeless people sleeping under the bridge, sometimes people using drugs under the bridge

- Teens sometimes hang out below the highway overpass. I would not go alone.
- Under the overpass or being out of sight in treed areas.
- The underpass feels sketchy.
- I know the route and feel I would be able to run. The only area which makes me slightly nervous would be under the 102 overpass
- Some areas have long stretches with no easy access to the road or Avenue of escape if attacked
- As a woman I find wooded areas kind of scary. Unfortunately. But most spots of the trail I feel fine! Can see houses or road through the trees.
- When walking alone there are areas that feel isolated and make me uncomfortable unless there is lots of traffic on the walkway
- single female, never feel fully safe alone anywhere outside. let alone on a wooded path.
- Whenever I am alone walking in more secluded parts of the trail
- Being female I would never walk it alone. It is too idolated for that.
- There are stretches of reduced visibility, not much of an issue, but it's there.
- Too isolated
- Using it alone, no sight lines to streets
- There are "hidden" spots where safety is a concern.
- I wouldnt travel it alone, due to the isolated nature if the path and possible problems with other people
- Some of it is secluded and I do not feel safe in any area of lesser people
- Isolated from roadways in some areas. Underneath the highway feels least safe.
- Washouts on the trail
- Isolated spots where can be trapped, ie tunnels...
- Some characters - thuggish
- It's open in so many areas - I only use it during the day
- Quality of the trail and proximity to active areas.
- I know the area, do not have any concerns about safety
- never had a problem or concern
- No safe connection from north end Halifax
- The stretch by the range feels a bit unsafe and "industrial".
- You don’t have to cross roads once your on the trail.
- Access & Parking on the Sackville end needs improvement. Difficult to turn around, limited spots. Visibility of Pedestrian access is poor.
- I just do.
- I have never thought about it...never had an issue on the trail
- I have never felt unsafe using the trail.
- It is an open and well-travelled area.
- I feel safe due to my size and that I travel with others.
- I feel safe, as I'm usually on my bike and travelling quickly. However, I have seen people (mainly kids) drinking on some of the benches and behaving in a manner that could be threatening to some people.
- Will not walk it alone;
- Usually go during daylight hours, mid afternoon and always see other walkers/joggers

- Sketchy people/kids, not patrolled by police like other walking areas in HRM
- Seems like there are people around when I am there
- The closest houses are across the stream.
- I am a man.
- It is quite open in most places.
- Woman alone/ vulnerable
- I feel safe because it is removed from traffic!
- use during the day when it's well lit
- Generally feel safe, once I reach the Sackville river Infront of the parking lots traffic can be issues during the crossing of the bridges
- I go during the daytime. It’s not crowded and it’s very public in most areas
- Radical envirmentalists
- No ATV's on the Greenway makes me feel safer than say, my being on the Rails to trails, especially when I am with children
- n/a
- Pretty fit and muscular so can run away or defend myself if called for
- I have never been but there is nothing that leads me to believe I would feel unsafe.
- Towards evening
- I am a man
- I feel safe because I go with others. I would never use the Greenway alone but that is pretty standard for any wooded trail.
- There are shady people on the trail lurking of the trail sometimes and under the wooden bridge doing drug deals and also have seen coyotes typically in the Morning
- I have my sisters with me and a cell phone if I need help
- Sometimes I walk/snowshoe very early in the day.
- Not safe to get there from South End
- Seldom use
- As a single woman, travelling anywhere alone I must be on guard at all times.
- I don’t use it
- Safe environment
- I have no concerns about safety on the trail
- Nothing has never happened
- Well laid out.
- Branches and other natural hazards can be often seen on the corridor
- We have gun control
- To close to high traffic road. More separating vegetation would be good.
- I expect I would feel safe either as a walker or biker...I’d use only in daylight.
- I have always found not many people using the trail
- I feel safe.
- There has been assaults on the greenway.
- There’s no N/A option to click
- I feel safe at all tomes
- I cannot access the Greenway safely from any of the places in HRM where I have lived.

- I just feel if your walking you should have a friend with you because thats safer, but i never had an issue with anything
- WASTE OF MONEY
- Signs of homelessness.
- Never would walk it alone.
- I’m in a wheelchair. Highly vulnerable
- Never used it
- I don't know the area at all
- Lots of people
- bicycle traffic believes they have right of way and run you over.
- Users of the trail have the same ideas for it.  They don’t want it to get runoed
- No perceived dangers
- never been there
- Peaceful setting
- I've only come during the day and I've felt safe
- Never done it so I can't really say
- I’m never along as a rule so feel safe.
- I wouldn’t feel unsafe on the trail
- No reason not to feel safe
- Always have my dog with me.
- I have my dog with me so I feel very safe.
- You never know what type of person you are going to meet
- I all ways go in a group/
- When there are no ATVs around, then I don't worry about being startled and falling.
- It feels safe
- The trail is well maintained and of little or no risk for travel via foot or bicycle - save for a few sharp corners where sight lines are restricted
- No where is completely safe
- Trail generally runs through fairly well populated area, good visibility
- Generally I feel safe. Some parts are very close to the highway which makes me nervous.
- I'm used to walking and biking on the side of rural highways
- Path can be icy
- Somewhat open, still traffic around and I am usually with others.
- I only use it during the day.
- It’s well maintained and I have never seen or heard about anything dangerous
- never use
- It's very will open
- Angry Hikers-walkers, Bicyclists trying to cut me off
- No specific reason

## Question: *(Follow up to questions asking to assign level of happiness on connection to destinations; interaction with nature; separation from busy areas; safety and comfort of facility; usability of facility).* Please provide information on why you assigned a certain level of happiness to the items listed in the question above

109 responses provided

- We often go beyond the Bedford Place Mall and that requires travel along a very busy section of the Bedford Highway - not a comfortable bike ride. Also problematic is the connection from Cobequid Road to the start of the trail.
- "Trail is great but it needs connections to other trails.
- Trail is close to busy highway but that is understandable and unavoidble"
- The trail overall is great, but should be joined up to other active transportation throughout HRM to provide a useful network of trails that don't abruptly end.
- Generally just go from one end to the other and back. If it was connected with other areas I would likely use that as well.
- it needs to connect more communities and areas of employment. It needs to be lighted.
- Cannot safely access the Greenway, this makes me unhappy.
- Needs better connections to the roads at each end for cycling, and better signage indicating if any sidewalks are trails allowing bicycles.
- My main concern is at either end of the greenway: it's nice to have a spot that is separated and safe, but to get there and at the end of it, we are at a bit of a loss as to where to go next. Improving the network to ensure safety beyond the greenway itself would really improve my use of the area
- Spring flooding
- I enjoy the walk.  It’s peaceful even with the rifle range!  The river is beautiful and the natural setting is doing something different every day!  It is unfortunate that it still floods, not as often, and there is no winter maintenance
- Traffic on hwy loud
- There are a few little ponds and lots of nature. I once saw a big buck with antlers in there that was bigger than I’ve ever imagined. We used to use the greenway much more with our son when he was smaller. We would bike it all together. We  usually go to other trails now for hiking and biking because we prefer to avoid the section along the highway. It is so loud.
- Too close to the highway. Traffic noise takes away from the enjoyment. Wish there were paths that brought you deeper into nature away from city noise. I usually go to other trails that are more peaceful because of this
- To close to high traffic road. Noise level is relatively high. More separating vegetation would be good, to improve visual expereince.
- Quite a bit of traffic noise
- I dislike hearing the highway, but still appreciate the trail.
- trail follows the river in most places so this is good
- Location along the river is great, and I appreciate the ability to get from Bedford to Sackville on a trail. Would be nice to continue further along teh river corridor in Sackville, away from the suburban areas.

- It's always nice being away from cars and walking in nature.  It has open areas that make you feel safe and easy to get off in an emergency.  I don't like the access point in Lower Sackville - having to travel over the bridge from Sackville Drive and no parking at the entrance by the mobile park.
- "Sackville has no connections to services.
- Parking on the sackville side is not the greatest either "
- The noise level from the highway is a deterrent for my overall sense of happiness in this space. I love the bridges and views of the river. The parking and ease of access on the Sackville end needs improvement. When going on a nature walk I do not want to walk via busy streets (Cobequid Rd/Sackville Dr from my neighbourhood with my young children) nor do I feel safe leaving my car on the side of the road, not to mention loading and unloading my children here.
- I love walking by the river. It’s annoyingly close to the highway, which contributes to noise and a busy environment. I wish it had better parking or was extended further into Sackville.
- "Although I can't imagine how, it would be nice if it extended into Lower Sackville proper.
- I love how much of it runs along the river. That part is beautiful."
- No parking on Sackville side, no patrols of trails
- Lack of parking, esp. on the Sackville side. Trail is disconnected at the Bedford end.
- The only issues that typically hinder using the greenway is that it seems to take a while for washed-out areas of the trail to be repaired, as well as it freezes over in the wintertime making it dangerous.
- Overall I am satisfied with the trail. I feel that the separation between the river, DND range, and highway is more than adequate for safety. I really enjoy the scenery on the trail and it’s one of the main reasons I visit Bedford. I would use the trail more frequently if it were longer.
- Something can always improve
- "Destinations of convenience - washrooms are important, stopping for lunch or snacks.
- Prefer the quiet nature areas while still being safe.
- No motorized vehicles."
- Its a nice trail, good walk
- I love this place
- It’s nice to not have to travel far to get to a wide groomed path, easy to walk on especially with dogs there is room on the path for the most part to pass and not have to walk into the woods
- "In 2019, there are so many best practices across Nova Scotia and the World to improve the walkway to explore and add to this trail. Let's make it
- better."
- Outdoor trails make me happy to use.
- It is a great location to get get out in nature close to the Bedford/Sackville area. I wouldn't use to to connect to businesses in the Sackville  area.
- Good walking trail
- I use it when I need fresh air and some exercise and find it does make me feel better once I am done.
- I like that it is flat and well paved. Very pretty nature.
- It's a great walkway to walk with another person.
- They are beautiful trails.

- The sewer smell on the Glendale side is pretty strong.  No crosswalk is VERY dangerous at Glendale.
- Very well maintained.  The river is very scenic.
- Na
- no comment
- I'm so grateful to be able to spend time with family, in a safe, active manner, on a safe, well-managed, beautiful outdoor facility.
- nice way to stay in nature in the city
- Overall we are happy with its current state. I would recommend paving and seperating pedestrian and bikes from eachother in certain areas, specifically in front of the parking lots of the shopping areas for safety. Also I feel like the parking is never full and we could expand the green zone into the parking lot to create more parkettes, sitting areas, venues, food trucks, give it a mini Downtown feel, where you can eat, play, and enjoy the river where the shopping zone is located
- the Greenway is mostly very well maintained; bridges in safe condition, all washout replaced in a timely manor, fairly see trees down. extremely wheelchair and walking aid accessible and nice and wide!
- Good as a leisure trail, somewhat indirect for commuting.
- Didn't even know this existed
- I enjoy the trail overall,
- I enjoy using the trail
- as far as the trail goes very happy easy walking
- because its a happy place for me
- Well kept and generally well enough away from the highway noise.
- My experience on other trails makes me happy
- Not used
- I'm sure it's fine just the way it is
- dvsvssdvsvc
- Quieter than any other option for human powered mobility between Bedford and Sackville
- I walk on several routes around Bedford-Sackville and I find this one to be the noisiest due to the close proximity of heavy traffic. This makes it less appealing than some other routes. The fact that it is separated from direct contact with traffic is a plus compared to walking on roads such as Shore Drive; a very popular walking route.
- I think it is great but nothing is perfect always some room for improvement
- I'm speculating...based on examining the map of the greenway. One section seems to be alongside a roadway...I would not use that section.
- I have been upset with the level on invasive species of plants in the area I have walked
- It is a nice trail.
- It helps me relax and enjoy nature close to home without travelling long distances. Also helps me exercise a little more
- I never access the  corridor
- I love the outdoors and exercise
- It is a nice walk

- The area is beautiful
- WASTE OF MONEY
- I like that it goes under the bi hi but still feels secluded.
- It’s not that interesting
- I would be happy to access it but I am in a wheelchair so I just look at it longingly as we drive by
- Never used it
- I don't know the area at all
- Quiet
- its a place to walk
- It’s a nice walk away from traffic
- The trail is often close to roads, parking lots, highways. It is too isolated and not well-used enough to feel safe at night. The hills and tight turns on crusher dust take concentration and skill to navigate on a bike, even though I'm an experienced rider and have a mountain bike. The signage, especially getting too and from the trail, is poor or missing entirely.
- Generally a calm relatively quiet atmosphere.
- never been there
- Allows for a way to get out of the "city" environment whilst still providing a vital connect to shops/etc.
- Overall well maintained and able to enjoy, but sometimes groups of people who make me uncomfortable
- The are a lot of trees, shrubs, etc, which make the path feel peaceful and separated from the busy surrounding area. Also, it's nice to have so much greenery to walk amongst.
- Generally good. Some areas along the Sackville River have what appear to be ad-hoc and sometime haphazard safety barriers.
- Never used it before so I can't really say.
- I find we end up cycling on Old Sackville rd at the end of the Bedford Sackville corridor so less than ideal.
- Happy with all aspects of the trail. Good the way it is
- I enjoy nature and greenery.
- I love having a place to go with my dog that is close to my home and also safe and feeling like you are exploring nature.
- Its peaceful
- It is a very peaceful and pleasant area.
- I do enjoy being able to access stores when I am out shopping or waiting for my kids, but I am more interested in having a break from the urban environment.
- Scenery is lovely & trail is maintained well.  I cannot wait to start using it again.
- "Generally I am happy with the trail and the ability to view the river.
- This trail is the only 'legal' (and safest) way to access Bedford on foot.
- The proximity to the heavy travelled Highways is a negative factor to the enjoyment of the trail
- I would like to see the corridor open to snowmobile and Atv use from Sackville to Windsor
- It's a very usable trail, but safety is always a concern as a woman runner.
- Its very accessible, has different parking areas, and is a great trail to seem like you're away from the city while very close to Bedford and Sackville

- So close and convenient to get to and still feel like you're with nature
- It's good,
- I just did. I don't really use the green way to connect to destinations
- It's a nice separate area for walking and enjoying nature. I would like to help pickup trash ,but there are no receptacles along the way, in most areas.
- I love the nature sometimes you see deer and other animals
- A shared-use trail should be shared. HMR has cut off safe passageways of off-highway motorized vehicles to travel and contribute financially to the economy and connect from trail to trail without making illegal moves such as on-road use.
- For the most part it is a great trail. I walk M-F evenings Spring through Fall. don't like crossing the parking lot when I get to the mall but, I appreciate the mall being there for bathrooms when I need them. I'm diabetic so there is no waiting for me. I've seen squirrels, deer, snakes, birds, gopher (I think), turtle, ducks. I think it is a lovely trail that is a quick 10km in the evening. I just try and get out before the I get to the Sackville end in the dark. Parking we have all adapted to the Cross Road because the Fultz House is so far. There is a cross light on Sackville Drive that doesn't work and the Fultz House seems so far away.
- The trail obviously comes second to roads & bridges for car. It feels confined and like an afterthought. It is understandable giving the car first structure of your city.

## Question: Please list destinations within the project area that you feel would be valuable for the Greenway to connect to.

### 106 responses provided

- The main commercial area in sackville, the river view trail, Beaverbank road
- Cobequid Road - Greatest value if a greenway is built up to the current Cobequid Road Greenway to connect to first and second lake active transportation trails.
- Sackville 2 bedford
- Easy access to the First Lake Trail and the new trail behind the Lower Sackville Lions Club
- Food, library, shopping, work the usual
- Nice to see a connections across from Kentucky Fried Chicken where the new trail starts and also from the Cobequid bus terminal.
- I would like to see a much active transportation infrastructure as possible from the connector to the the new Sackville Connector with as short and safe crossing as possible across Sackville Drive.
- Lower Sackville, Dartmouth, Bedford Highway bike lanes
- more trail up the main sackville river to Lucasville rd
- Connect to Acadia Park in Sackville
- Scott Manor House
- bedford 2 sackville
- All proposed connections...
- All of the areas listed would be ideal to have a connection with. The trail is nice, but having potential destinations would be nice as well.
- I could not find the document library, but I think it would be incredible for the Bedford-Sackville Greenway to connect with the section of greenway between Sackville Dr and Glendale Ave.

- Cobequid Rd with access to accessible parking
- Bus services/ food on the sackville side
- Mount Unickiw
- The other end of sackville. Particularly for cyclists. Need to drive my bike to access.
- Little Sackville River trails; First/Second lake trails
- To the basin
- Bedford Fish Hatchery Park as this would create a walk way to DeWolf Park  On the Sackville end, would like to see the envisioned trail #3 link to this walkway, a pedestiran access/pedway to cross both the highway and Sackville drive to cobequid rd
- Add on both ends.
- First & Second Lake Trails, Trail from KFC to Glandale
- Mount uniacke
- frist/second lake multi path or other green spaces
- Ultimately, I'd love to eventually see a complete connection between the Greenway and a bike path leading up and over MAgazine Hill via Dartmouth Road. The further the path also extends towards Mount Uniacke, the better.
- Can't think of any right now
- Somewhere with adequate parking, more open spaces
- Sackville Lakes Trails
- First lake
- Connection between waterfront and parking lot in Bedford
- Connection to the First and Second Lake parks. Also I would like a connection across the Hy 101.
- Along the Sackville river, connection to the trail that runs from Sackville Drive to Glendale
- Nothing specific for me.
- Millwood,Bedford,halifax
- From Mount Uniacke all the way into Bedford.
- Hatchery park to the trailway...
- Connect all the way to the City. Connect to the Bedford Waterfront and then to downtown so people could bike safely to the downtown core.
- I think it would help a lot if the Sackville end of the trail connected better to Cobequid road
- Marsh Lake, Sandy Lake, Jacks Lake
- transit
- sackville
- Bus terminal. & ease to walk between bedford and sackville
- [essential for community services] 4. [park] 9. [park]. Access to shops useful, but connecting these parks continues with the mission of the greenway
- Cobequid Terminal, Shore Drive, and DeWolf Park
- Better connection / signage for Highway 1 in Sackville, better signage at trail entry in Bedford, signage on Hwy 2 in Bedford directing to trail
- Bus terminal
- dont know, I prefer more nature
- A safer crosswalk on Bedford hwy by Petro Gas station
- acadia park, bedford sunnyside mall

- s/store to scot manor house
- unsure
- I just like to wander no specific destinations
- South end!
- Downtown Bedford
- Sackville Drive in Sackville
- I couldn’t find the map but access to Glendale drive with a shared use (pedestrian/bicycles) sidewalk would connect Bedford to Sackville and eventually,, Burnside. It would keep cyclists safe and encourage use of the area by non-motorized means..
- Cobequid rd
- Walking to Fish Hatchery park requires walking on union and crossing at its intersection with the Bedford Hwy.
- Unable to find the study area
- Bikeway from Bedford Highway to the start of the trail
- I don't use.the greenway to travel to destinatilns
- Both (missing Bedford connection and Sackville connection)
- From the Bedford waterfront well into Sackville wooded areas will be spectacular!
- Cobequid Terminal.
- across the 101 and along the 101, into Sackville. We were excited to see it being developed a number of years ago... but than it never came to fruition
- I just like getting out.
- It is really the only way to walk between the two communities.
- Not in the plan, but it would be grate if an branch connected it to the wonderful First Lake trail.
- Clayton Park via mainland linear trail. Peninsula via Bedford Highway (make bike lanes on bedford highway continuous!!!!). Dartmouth somehow
- WASTE OF MONEY
- Parking lots where we can off load our bikes and leave our vehicle while we ride.
- Sunny side mall
- Better connection from Lynn Crt to Sackville Drive
- Not interested in connections
- There is parkland North of HWY 102, next to the rifle range. If the greenway could connect there, that would be great. - If Shore Drive could get bicycle lanes, it would offer a safe bicycling continuation.
- I was unable to access the detailed map.
- Not required from my point of view
- don't know the trail
- Sackville drive
- I come from the peninsula so that's where I'd like a better connection!
- connect all trails to Halifax if possible
- Plan ahead to connect to the Sandy Lake - Sackville River Regional Park at 3 or more places: near McCabe Lake, at the Old Sackville Road west of the DND properties, and east of the DND properties near the 102 interchange
- Anywhere from Bedford to wooded trails throughout Sackville

- Good the way it is
- Cobequid terminal (and if you ever went this far, the Sackville terminal on Walker Road)
- why is it necessary to connect to any business? I believe it should remain the way it is.
- I wish it connected to my neigbourhood of Spryfield.and all others.
- How do I access the document library? I see no link for it.
- Any connections to AT trails are great and make the experience better.
- First Lake trails in Lower Sackville
- The Cenotaph in Lower Sackville, Fultz House Museum, The Cobequid Transit terminal, Sandy Lake and Jack Lake Park and trails
- Haven't seen the Area map yet.
- More interest in connecting with a longer trail to Mt Uniake
- Downtown Halifax and Dartmouth
- Connecting from shore drive would be very valuable. I would use much more for biking if there was a connection to avoid biking on the road
- terminal
- Mount Uniake, rocky lake drive, some sort of loop.
- I would love to see more connections and would be happy with any. It's about time our town is finally connecting trails like other communities - it is so overdue!
- Sandy Lake
- First lake/second lake.
- Extending into sackville would be amazing
- Fish hatchery park and the cobequid terminal
- Literally anywhere. There should be access to ALL users across the province to increase tourism income to local shops.

## Q: Are there adequate pedestrian and cycling connections to existing parking facilities?

183 users responded “Yes”, remaining users provided following responses:

- No cycling connections on Sackville side.
- The sackville side could use some better parking areas instead of just side of the street.
- Old sackville rd
- Not enough parking at the Sackville end
- Connection to Cobequid terminal for parking. Lots of cars are parked along old sackville road to access the trail. No sidewalks. Dangerous for pedestrian safety. Further connection to First and Second Lake Greenways would allow for lots of safe entry points.
- I would be happier if the trail was longer, as I enjoy walking.
- Trips by Transit connections vary throughout the greenway. Is it okay to park at shopping malls - I haven't gotten a ticket yet.
- I'm not sure what you mean by this question. Usually we don't have more parking facilities than pedestrian and cycling connections. It's the other way around.
- Old Sackville Road. But if the new trail to Lynn Ct is developed, that may be moot.
- The Sackville end of the trail has limited street parking on a busy road with narrow shoulders.
- Sackville
- Less parking is better.

- Sunnyside Mall - hard to manoeuvre within the parking lot on bikes and no easy way to secure bikes once there.
- balsam circle
- the waterfront trail needs to connect
- There is no adequate close parking at the Sackville side of the trail.
- I say this in that signage would make it feel better. Parking at Bedford Place Mall seems like we're "stealing" parking from the mall... Not designated areas/spots (i.e. the trail doesn't seem like a destination, such as what you would have at Hemlock Ravine)
- Having to cross the Bedford highway via bike is dangerous
- The parking and ease of access on the Sackville end needs improvement. When going on a nature walk I do not want to walk via busy streets (Cobequid Rd/Sackville Dr from my neighbourhood with my young children) nor do I feel safe leaving my car on the side of Old Sackville Road, not to mention loading and unloading my children here.
- no safe convient connection at western end
- Anywhere you can cross connect with existing parking facilities - that would be best to help provide access. Typically adding a connection point every 1-2 km would be ideal for in-city walkways
- Would be nice to see beaverbank and middle sackville.
- Bus service
- There are almost no parking facilities on the Old Sackville Rd. end of the Greenway except for the narrow roadway
- Sackville side of trail
- Sackville side only has side of road parking on Old Sackville Rd with busy traffic; offers no safe or accessible option
- On the sackville side of the trail parking is quite limited. Parking that is on the sackville side can be quite dangerous as their are many people speeding on old sackville road
- By the trailer park off of Old Sackville Road.
- Mt unickie
- Fultz is okay. Trailhead is not sufficient.
- do not know where they are
- Entrance
- See above, no parking on old Sackville rd. We are squatting on the street. A parking lot can easily be put in across from Lynn crt.
- No parking at the Sackville end
- "Share the trails
- Motorized use should be included "
- Hatchery parking lot trails done connect.
- If you want to start the portion of the trail that runs from Sackville into Bedford on the Sackville end of the trail there is not a lot of space to park.
- There’s not enough parking on the Sackville side.
- Easier connection to bus service
- How does one get there by bike? Based on the Halifax Bike plan, the bike lane on Bedford Hwy ends kms before the beginning of the greenway.

- Locations within Sackville
- Needs better signage and connectivity at each end of the trail.
- Better lots are needed
- Limited parking on old Sackville road by the trailer park
- From South End
- Side of the highway where cars park
- It's completely removed from bike lanes/paths.  It goes from one side of a highway to another.
- Parking at the Sackville end of the connector is limited to the road shoulder.
- This trail should be extended to Middle Sackville and along the waterfront to downtown
- The Old Sackville Rd. Trailhead needs parking options
- Need a means of returning to departure point
- Have to park on the road, limited space.
- I have not used it, but the survey still makes me enter this field.
- The Sackville side of the entrance has roadside parking only. That discourages recreational use.
- Old Sackville rd
- Not really any good cycling connections at either end. Generally a car ride to get to it and then use the bike.
- I've never tried to drive to it, but I can't choose N/A for this question.
- I actually don't want parking facilities. Parking lots take up habitat. I'd rather come by bus or active transportation.
- Not sure how you could improve the parking around Lynn court but it is not as safe as it could be.
- I never access the  corridor
- Parking facilities are limited overall for the trail, excluding bedford
- The Sackville end of the trail at Lynn Ct doesn't have anywhere to park other than the side of the (narrow) road.  But this could also be fixed by better connecting the trail to the Cobequid Bus terminal.
- As more people switch to bikes we will need more secure bike racks. Rental e- bikes might be popular.
- Old Sackville Rd entrance has limited parking.
- Fultz House , Fish Hatchery Park, Sackville trails connections
- Safer connections from Cobequid Bus Terminal. Crossing the intersection can be dangerous.
- Handicapped parking
- Never used it
- Old sackville road has limited parking, i dont like parking on the side of the road
- WASTE OF MONEY
- More parking close to start of trail on Old Sackville rd. by trailer park
- Parking close to Hammonds Plains
- Parking at the northern end of the greenway is just along the side of the road, not really safe.
- Dartmouth, Halifax, Clayton Park. Why not hammonds plains road too while we're at it.
- "park on side of road at one end and the other is a restaurants paerking lot
- More on Sackville side
- To start at the Sackville Fultz house is across too much traffic to be feasible

- never been there
- Near the start of the Sackville end
- never used it so I can't really say
- Need a connect Shore Dr in Bedford to Sackville path
- ok
- No parking on Old Sackville Road.  Would like to see one of the new 83 bus stops closer to the trail too for people who don't have a way to drive to the trail
- See above comments.
- To enter at one end of the trail you have to park on the side of the old Sackville road. Not very safe and can fill up quickly.
- There is no where to park on the sackville end
- The Bedford-Sackville Greenway entrance in Lower Sackville needs to improve somehow.  The parking is horrible and dangerous on the corner.
- Parking near where the Greenway reaches Lynn Ct, as parking is on Memory Lane and there are no sidewalks between them
- No real parking on Old Sackville Drive
- There is less parking to enter trail at Trailer Park in Sackville, heading onto the range trail. It's difficult to access without parking there.
- Sackville end.
- Please see previous answers
- we usually have enough parking but, it is on the side of the road.

## Q: *(Following the question "How would you rate the maintenance (excluding Winter maintenance) of the Bedford-Sackville Greenway Corridor?")* Please comment on your response above

### 123 responses provided

- Sackville side maintenance is great. Only major issue is through Bedford with flooding and washouts.
- It is never maintained I live 2 mins away from it and there is garbage and stuff every where because there is no garbage cans on trail
- Some crush dust wash outs
- There is some work that needs to be done at the Bedford end due to erosion.
- Since I am a cyclist, I found myself almost falling in the crusher dust covering that is used on parts of the trail.  A bike sinks into the medium and grabs the wheels creating  a possible accident. pushing strollers must be difficult as well
- Overall, a great job is being done on the connector. Areas at Range Park from the connector to Bedford Place Mall have been slow to be repaired from erosion damage and the gravel is far too loose there for bicycles.
- Seems fine to me
- never cleared or salted
- Have never had issues on the trail.
- I think the trail itself is sufficiently mainstained.

- Washouts on the river bank and in the trial it's self not fixed often.
- Things are fine on the trail most of the time
- some areas washed out stay that way for a long time
- Always passable with scattered vegetation, dust, loose stone (bike wheels)...
- Winter has been quite icy in spots. Although the fresh snow is nice for walking the dog... or cross country skiing. The spring time tends to be hit or miss. Some of the areas, particularly Range Park, can be extremely soggy and a impediment.
- Common for it to be washed out in places after a heavy rain, and it takes a while for it to be fixed.
- There should be garbage cans at both ends of the trail
- upkeep of bridges and trail always in good repair
- Can't remember.
- I have never had an issue with maintenance on this trail
- The 3 years that I've been using the trail, it's in as good shape if not better than the first time I used it.
- The trail is generally in pretty good shape, but erosion repair following storms is sometimes lacking.
- It is adequate
- Was salted and plowed in the winter! The park behind KFC sackville drive, anyways
- Trees get overgrown,
- Garbage cans were recently removed from connector points and people are staring to leave dog poop on trail instead of picking it up. Downed trees and trail obstacles are not removed from the trail in a timely way. Brush at side of trail istrimmed well.
- the trails I use are always in good condition
- Their has been a lot of dog poop bags along the trail because their are no garbage cans along the trail
- Never had an issue
- Trail is washed out in some areas - improved maintenance
- There is no winter maintenance. Can be very icy.
- Trail is over grown path needs to be paved
- I think it is well maintained to prevent washout.
- It's mediocre washouts are usually present
- Really pleased with what IS there - nature. Really pleased with what ISNT there - trash and litter.
- There is usually winter weather related issues but are fixed in the spring/summer
- The Sackville side is well maintained, but Bedford is not. rocks are sticking out and The gravel used is too fine making running difficult
- Always found the trails to be in good repairs
- Area of flooding each year needs a bridge
- The trail is well maintained in all seasons except winter. Knowing we can't possibly have all trails kept clear of snow it would be nice if this major one that is used by two communities could have winter maintenance.
- The trails seem well maintained.
- Thank-you to Walter Regan!

- never noticed any problems
- Well maintained
- It’s fine.
- Repairs on the flood plains can be slow sometimes.  Rest of the connector is pretty good
- Can take some time for trail repairs to be done but otherwise reasonable surface for cycling.
- easy to walk, clear of debris mostly
- Modt things are kept in good condition
- I use this trail once a week so as long as I feel safe with my family then I’ll continue using it. Living off Ricky Lake rd the crosswalks at major intersections are  not highlighted enough
- There's 2 trees still blocking the path weeks after hurricane Dorian
- however dog owners do not always pick up (because of "woods"effect ?)
- Any time we go there it is icy. We cross-country ski so I would love if it were groomed! It is often flooded in the late winter/early spring.
- Unless something needs fixing like one of the wooden bridges the trail is left pretty much unattendant about 2  times a year someone will do some grass trimming
- Seems adequate
- when I go there it is very clean
- I actually try to get on the trail before anyone immediately after a snowfall to snowshoe!
- Tree could be trimmed. Low voltage light could be installed under bridges.
- I’ve never seen a problem with garbage collection or animal waste there yet and I hope I never do.
- trimming of brush, washouts. 2 areas near baseball fields could have a culvert and gravel brought in to extend trail use during flood season.
- I have never had a problem
- Narrow in spots, surface grooming and maintenance could be improved
- Most stretches are good. Around Range Park is sometimes an exception.
- Why not winter maintenance?
- It's not bad could always be better tended too
- Do not use it enough to judge
- Path washes out and fences fall
- Garbage can be a problem, including broken glass, which can be dangerous.
- Ask me again after I use over four seasons.
- I don't use it enough to comment
- Walkways are clear and level.
- very well maintained and easy and comfortable to walk
- I never access the  corridor
- Each time we have used the greeway, it appeared clean of garbage and debris
- In the winter it was not salted when I went
- It usually seems clean
- very little litter and well enough made that rains do not cause excessive ruts etc
- Ice after walking n snow is bad
- I can’t access it. That is my answer. Please look at the Disabilities Act and UN policies specific tp move Scotia from April 2019

- Always seems maintained enough
- WASTE OF MONEY
- Trail typically in good shape for cycling.
- I don't know the area
- Quite wet after rain
- Garbage, dog poop, bushes grown into path
- surface is uneven
- Not necessarily cleared in the winter, but it’s difficult to plot gravel paths without ruining it
- The trail is rutted and the surface is loose.
- Only make use on a limited basis. Generally appeared to be in good shape.
- I don't use it in the winter.
- The trails have some loose gravel but we always are able to pass, crusher dust would be better
- You need more garbage cans along the route. I am tired of lazy people throwing their doggy bags along the side of the trail. Why these people even bother I don't understand.
- It’s always usable .
- it ok
- It's never cleared before roads
- There are some areas sectioned off when you walk that need maintenance (and which don't look particularly safe at the moment), and some of the shrubs need to be trimmed that overhang the path
- Well maintained
- Don’t use it enough to be a good judge of the maintenance
- Trails are safe except when ATVs manage to get in and damage them.
- More garbage bins/clean up of litter should be demonstrated.
- I've always found the trail in good condition.
- the garbage is never collected, lots of dog poop on the trail that must be avoided
- The trail is adequately maintained for use as a multi-use trail
- The pathways are always clean and well maintanented
- along the river needs repair where the erosion has taken away the path
- I can never find garages and it’s hard to have a snack or carry dog poop the whole way
- Can always use improvement.
- Some wash out can occur
- Seems well kept, a few small washouts
- I’ve always experienced a great trail
- There is a section right after the bridge that has been eroding for some time. The orange netting makes it safer, but is not a permanent solution.
- Usually fine, can be slow to address flooding damage
- The trail is kept clean and in good condition. Adequate trash cans exist.
- Winter maintenance is understandably difficult.
- has declined in past year
- Section by ball field is always in need of work and flooding erodes the pathway.
- Don't use it in winter, not good footing, so my comment is related to winter maintenance, the rest of the year is fine

- Things change with age and each season, it is maintained wonderfully, and issues have been delt with before they become unsafe, from my observation.
- Besides the flooding very near the river, and outside of winter, I have never noticed any maintenance issues.
- In the spring when there's still ice there could be salt out on that ice
- It's fine
- Im sure the pavement that was put in on some spots will be nice and warm on the dogs feet in the summertime with less maintenance.
- It is a clean trail and the walkway is wide. The benches are old, worn and a bit of an eyesore. I don't think people can use them anymore.

## Q: In your own words, how could the Bedford-Sackville Greenway Corridor be improved?

189 responses received

- Paved and some path lights. Also improvement of the trail through Bedford.
- Better connection to sackville existing pedestrian network.
- Better lighting maybe a few benches more garbage recepticals
- It could be improved by putting garage cans for soggy poop bags because there is lots of those around the trail because there is no garbage cans for them
- AT Extension build to Cobequid Road and up Cobequid Road to First and Second Lake. This would significantly improve AT and recreational opportunities for Sackville and Bedford. The funds that were allotted to build the AT Burnside Connector ($1 million) should be dedicated to this project.
- Pavement
- The placement of waste bins would be beneficial and washroom facilities would be good too.
- probably connecting all the parts. However, other parts of Halifax also need greenways and trails and seem to be suffering from Sackville's success. Progress in Sackville at the cost of other areas? McNab's, eastern shore? South shoe into the downtown core. Please again non-motorized trails, no bullying, rock throwing, driving circles around walkers, noise, wrecking the trails (not paved but the tiny gravel grit)
- More maintenance is required each year. Parking facilities at the Sackville Entrance would be very helpful. Connect the corridor with the new corridor across from Kentucky Fried Chicken. Although there is a small park there now, why not add some parking spaces as well.
- At present, it is still too disconnected from other path systems. I can see that the work to change that is on your radar.
- Much longer with picnic facilities
- Make it actually usable. Does this help anyone would want to bike-commute from Bedford to DT Halifax? No.
- Not sure
- Better surface for travelling lighting in spots
- Making connections to trails in Bedford and Sackville
- Benches
- By improving the access to Sunnyside Mall and finding a better way to continue beyond the Bedford Place Mall.

- maybe some memorial benches
- Lengthening the trail would be a nice improvement.  Fixing it that when there is a heavy rain the portion of the trial near the football field is not covered by the river.
- Maybe cleaning up under the highway, that area is a little sketchy at times. Also the area around the field can be quiet wet
- make the connection to the bedford waterfront area
- "more trail along the sackville river up to Lucasville rd
- paved surface
- connection to get across to cobequid rd"
- Connections
- Make connections to reduce street interaction...
- More signage. Perhaps more trees planted along the way, such as near the Range. The trail loses it's appeal along the mall stretch. If there was a way to make it feel a bit more at nature, clean and connected, it would be ideal.
- As said in a previous answer, I believe that it would not only encourage (with positive results) more activity, but as well more people to commute by cycling if the section of greenway between Sackville Dr and Glendale was connected with the Bedford Sackville connector.
- Replace the garbage can at the sackville end of the trail and have another one at the other end
- parking, pedestrian access, connecting to the rest of community
- connection to other trails
- Longer, patrol dogs off leash.
- I don't have any suggestions for improvement because I enjoy the trail and it meets my needs.
- something for winter usage
- The longer the better, especially increased access along more of the Sackville River. Connections to existing communities are generally not bad, but it would be great to have opportunities to explore more of the adjacent wilderness via walking or biking.
- Important to keep people active
- A designated parking area, plus a washroom facility somewhere along the way.
- Garbage bins for dog poop :)
- Maybe make some areas a little wider to make it easier for all to share the space
- Better parking, better safety
- 1. Garbage cans at connector points and signs noting people have to pick up after their dogs.
  2.  Noise wall barrier on Sackville side by 101.
  3.  Accessible safe parking at connector points.
  4.  Interpretive signage about local foliage and wildlife to preserve green space and lessen tendency to trample, disturb, remove items from the ecosystem."
- maybe more trails
- "Add garbage cans along the trail.
  Add speed bumps near the trail entrance to slow people down.
  Add safer parking in sackville"
- Garbage cans, benches for the elderly, Crosswalk on Glendale.
- Better gravel

- Should be better maintained year around and would be nice to have it connected to the Sackville Lake trail.
- Connect to the rest of sackville. At least to acadia park.
- multi use
- I have never used it due to a disability, however it would be nice to have more information on where it is located
- Funding and support for the Sackville Rivers Association would go a long way, as they have spearheaded much of the productive efforts in this area.
- Connect it to populated areas, through Sackville to downsview , connect to millwood also. Connect to Bedford, shore rd on to ravines park find a route
- To be extended.
- This is a beautiful walk with the exception of the vehicle noise. Plant more trees or something to deflect the vehicle noise.
- It needs to be connected to other trails
- Shared use
- By connecting the Little sackville River Greenway and the Sackville River Corridor and by connecting the Greenway to First Lake and Second Lake Provincial Park.
- Better connections throughout the trail, from start to finish. Also would like a trail connection from the riffle range point along the 102 to riffle range rd (where existing trails for Sandy lake park). That would make a great addition for cycling and dog walking - good connector and a great loop around 'old' Bedford.
- Improve the flooding area of the trail and the limited walking space beside the river as you first walk onto the trail.
- "Winter maintenance on the trail running from Bedford to Sackville along the highway and the DND Range would be the best way to improve this trail.
- During the winter months all of our community trails (First and Second Lake, Sackville River by KFC) get snow covered and then icy. In some cases they stay difficult to walk on from January to May. Winter maintenance on this one trail which is used by bother communities would be a major quality of life improvement during the winter months. "
- More of it
- Continue the good work, and extend it to Burnside!
- Maps along the path
- Every thing can be improved over time
- Overall we are happy with its current state. I would recommend paving and seperating pedestrian and bikes from eachother in certain areas, specifically in front of the parking lots of the shopping areas for safety. Also I feel like the parking is never full and we could expand the green zone into the parking lot to create more parkettes, sitting areas, venues, food trucks, give it a mini Downtown feel, where you can eat, play, and enjoy the river where the shopping zone is located
- Not long enough
- Extended further into Sackville, more nature, less highway.
- paving?
- Allow as a multi use trail

- More connected to other areas to extend reach
- add a (free) water fountain (ie, by the bridge near the shooting range or by Range park soccer/football field
- Continuous integration into the Halifax bikemap to ensure there are safe options for riders on either end: Bedford Hwy, Shore rd bike lanes (NOT separated, just painted on road), something on Old Sackville Road.
- "'-Paving of some sections
  -Easy, direct connection to Cobequid Terminal
  -Improved connection to the Cenotaph in Bedford. AT Trail along Union Street to Bedford Highway would be sufficient"
- Pave the corridor, add signage, advertise it more.
- No real thoughts of value
- I had never heard of it before now, so getting the word out about it's existence would be a good start.
- Better lighting and more access points in sackville
- lighting, better connections
- Keep it clear when trees fall. Fix the flooding and rapid soil erosion on the Bedford side behind the Shell station.
- lengthen to scot manor house
- I think it is pretty good. I like that it is dog on-leash and would not use it otherwise at all.
- I would prefer the status quo, just increase the grass trimming on the side so no ticks, and fix the wash outs more frequently. All in all happy with the trail.
- Longer and more connections to other trails
- I cannot think of any I am quite happy there
- A protected route from the South End
- Extension into Sackville
- "Pave it and extend it so it can be used as a viable alternative to using a car.
- Victoria BC has many such trails and they are heavily used by all sorts of people. "
- Better links to public transportation
- For someone who hasn't used it before—this survey doesn't provide any context about what/where it is.
- "Direction to it!
- For the only pedestrian/cyclist facility joining Bedford-Sackville it should be of higher quality "
- "Better surface down by the ball park.
- More parking on the Sackville end."
- Add a parking area in Sackville and connect it to trails leading to Glendale Dr and Burnside. That would give access to cyclists living in Bedford and Sackville a safe commute to Dartmouth and Burnside rather than illegally using the Magazine Hill route.
- Extension in length distance. Surface maintenance (no need to pave)
- More paths off it that away from traffic noise
- Wider pathways. Some blind turns could be straightened and brush cut back
- Extend it. For example, to DeWolfe Park.
- Just having it connect to a wider network as it really does not go anywhere.

- Winter maintenance
- A comprehensive and thoughtful connection to other cyclung facilities
- More vegetation to create some level of visual illusion that the highway is not there. Combined with earplugs that would make it a lovely green getaway.
- Tell other Halligonians about it.
- Unfortunately its location I feel surrounded by major highways makes it less then desirable.
- Add more connections along the way and continue connect different corridors together
- Make it bigger and more lighting
- Overall make it long, more parking to access. The entrance in Sackville has limited parking and is not easily accessiable by foot
- Better protection for users.
- Easier access from Sackville Drive to the entry points, or at least more awareness of it as a pedestrian access point to Bedford.
- Not really sure
- The flooding makes it difficult and cost prohibitive, but the gravel is large near the sports field-flood plane, which leads to looser footing. The highway litter is unsightly sometimes between the highway and the gun range. My wife has never been very comfortable walking the stretch under the highway and she wont do it by herself.
- Needs extentions new and other sections for serious AT
- Make it accessible to all.
- Maybe a washroom facility of some sort
- WASTE OF MONEY
- Bike lanes on either end so you could safely bike there (ie Old Sackville Rd)
- I don't have a clue
- "Place a few benches along the part of trail behind Sackville Superstore and Glendale. It is often used by people traveling with grocery bags.Nice to have a few rest stops."
- Drainage could be better
- More signs information
- Extensions in both directions, either as greenways or as bike lanes / pedestrian friendly continuations. Also, connection to park lands to the west of the rifle range.
- Better maintenance of gravel, pick up garbage, add solar lights here and there, distance markers, exits along the route with signs
- Connect to other bicycle infrastructure. Connections are key, HRM had a list of (too conservative) connection projects to finish by 2020 and it has done NONE OF THEM
- More garbage cans, people are less likely to pick up after their dogs if there is no place to dispose of it. As well people would litter less if it was convenient to be responsible
- Expansion and resources to do it right. Right being environmentally conscious (not in floodplain which will be washed away) and construction of bridges/crossings that are adequate and non-invasive
- i don't use it enough to have input, but something should be done to help report the bikes that force you off the path
- Longer - connect to Sackville drive
- Keep plants, trees trimmed to not impede the pathway

- AAA connections to Bedford Highway, with clear signage. Paved surface. Improve tight turns where you can. Add signs showing nearby destinations, washrooms, water sources, and how far they are (Quebec trails do a great job of this). Trail priority at road crossings.
- Possible extensions could enhance experience
- never been there and never seen it advertised as a place to go to
- Expanding it and linking into the wilderness areas and recreational areas of the Sandy Lake and Jack Lake watershed areas and also to the proposed Lucasville Road greenway would be good next steps.
- More garbage cans for pet waste would be nice. And while coarse gravel doesn't wash as easy, finer gravel would be easier on pet paws.
- Improve conductibility and distance from Bedford to within Sackville.
- Keep it maintained. Possibly add some connecting trails if possible
- Just more garbage cans along the way. Great place to take kids for a walk.
- benches to sit
- I love travelling here. I would love to see an area incorporated where there could be an off leash space for dogs. I realize this might not be the best option for this... but I would love to see it as part of the conversation for this area.
- Winter maintenance, but I'm realistic.
- The path could be made equally wide all the way along, and areas where the ground is eroding should be maintained and/or have handrails rather than just plastic fencing to prevent people from falling down a bank
- Connect all trails. It would make the city so much easier to traverse
- Add my trails and preferably trails 10km and over.
- Better maintenance of the path.
- "A better looping system when you reached the end instead of simply turning around to go back, perhaps.
- Ask graffiti artists to make the tunnel a work of art. And have safety stations (ie like on a school campus perhaps)"
- Ensure non-motorized status.
- Lengthening the trail to span all the way down the Bedford Hwy to the Chain of Lakes Trail if possible!
- Bus stops close to Old Sackville Road entrance
- See previous comments.
- other than improving the lack of general maintaince there is not much I would suggest.
- A parking lot at the Lynn Ct end of the trail, A few more benches, public washrooms that are open during the daylight hours at Fish Hatchery Park, paved trail in portions that are subject to erosion, more interpretive signage about the river and the flora.
- I wish I could park and ride my bike along the corridor, but it is not easy to get everyone in my group organized with bikes.
- Fix the pathway near the river please.
- More parking, garbage cans?
- Winter maintenance.

- Providing a better and safer area for people to start in Sackville to get on the trail. Perhaps welcoming squirrels and birds by putting up bird houses and putting up types of wildlife signs so people strolling through can have things to read and look for in the area. Making it interactive to attract families to get out and explore with their kids. Mine are grown up but I do love seeing children out learning and enjoying the great outdoors!
- More parking on the Sackville end, allow dogs off leash in portions
- Garbage cans/deposits for dog poop (maybe they exist and I haven't noticed)
- Longer, extended to connect further.
- Greater connection to Bedford and to larger trail along river.
- Let's make it connect to more trails!
- Improve connectivity and continuity
- Build a concrete wall along section exposed directly besise highway. More places put garbage. Signs fines dog off leash or fishing.
- Connecting from shore drive without having to go on a road would be ideal. I would then fee comfortable taking my kids biking
- Needs bathrooms!!! A lot!
- make it bigger
- A couple more benches along the way would be helpful.
- Extend trail. Complete missing links.
- Try different ways to reduce waste, garbage and bags of dog feces left on the trails
- I wouldn't want it paved!! Please don't do that. It would ruin the entire experience.
- It needs more benches for sitting. I walk this with my elderly grandparents some times, they like to go slow and sometimes need to have a rest. There is a lack of benches
- Could the area around the mall and superstore be separated / beautified a bit more? Maybe separated with more green space?
- Ideally, it would be much longer for both running and cycling. The concept of a corridor to Mount Uniacke is very attractive to me.
- Spring salt maintenance
- Having it link into downtown Halifax would be great.
- "Nothing it is great the way it is .
- I wish I could walk the full walkway but my colitis wont let me walk that far "
- better connectedness. As someone in dartmouth, I can't bike to sackville easily. But having any and all bike route connected will improve the situation
- Shared use trail means shared. We all pay taxes and off-highway motorized vehicles contribute more financially to the economy than walkers, hikers and cyclists combined.
- Perhaps fix the benches and put them in scenic areas where you could watch the squirrels, or the deer without scaring them. Put squirrel houses up. I walk the saltmarsh quite a bit as well and I love the squirrels. I would love a bin to place the puppy do

# APPENDIX E – OPEN HOUSE #2 SLIDESHOW

# Bedford-Sackville Greenway Corridor

Open House #2

October 23, 2019

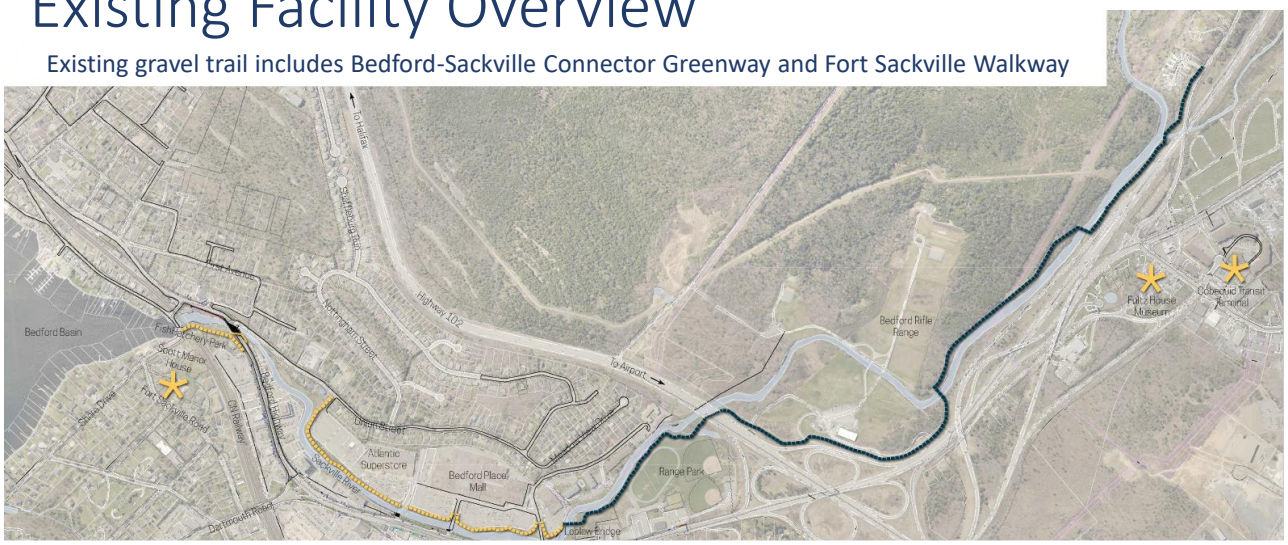
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## Existing Facility Overview

Existing gravel trail includes Bedford-Sackville Connector Greenway and Fort Sackville Walkway



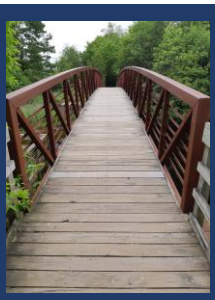

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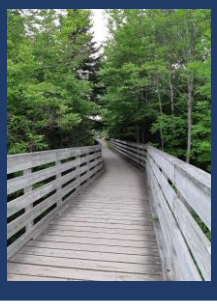
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# Project Scope

- Phase 1
  - Complete audit of existing greenway facilities
  - Identify improvements to existing Fort Sackville Walkway and Bedford Sackville Connector Greenway
  - Conduct Round 1 of Public Engagement
- Phase 2
  - Identify extension options for each end of the greenway
  - Conduct Round 2 of Public Engagement
  - Evaluate extension options
  - Prepare 30% design for recommended options



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# Results of Round 1 Engagement

**2 Pop-Up Sessions**

**41**
**Residents Engaged**

**Open House**

**24**
**Residents Engaged**

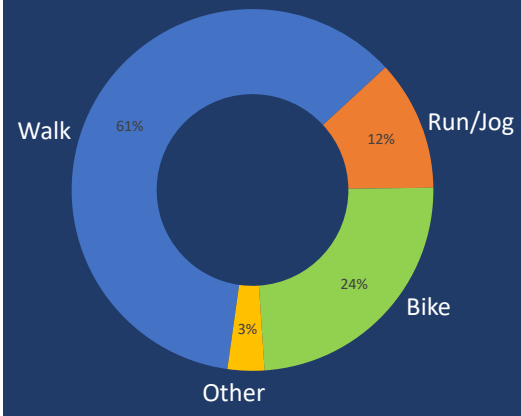
**Online Survey**

**282**
**Residents Engaged**

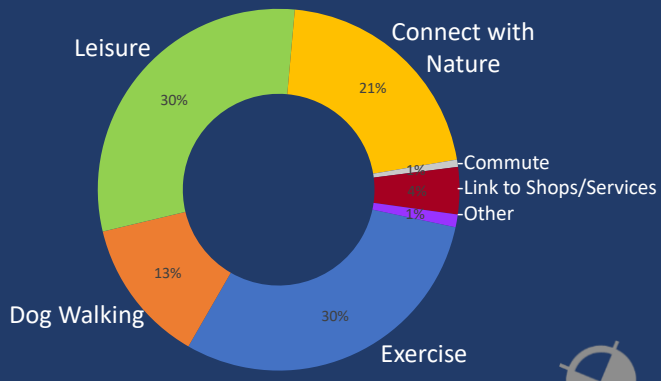
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# Results of Round 1 Engagement

## Mode of Travel




## Purpose of Use




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# Results of Round 1 Engagement

*Weighted Ranking of Priorities for Greenway Extensions*

Most Important

Least Important

**#1 Proximity to river/nature**

**#2 Direct access to destinations**

**#3 Distance from roadway & vehicular traffic**

**#4 Ability to use facility during all seasons**

**#5 Fewer instances of facility closure due to flooding**

**#6 Cost effectiveness**

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# Round 2 Public Engagement

Why are we here tonight?

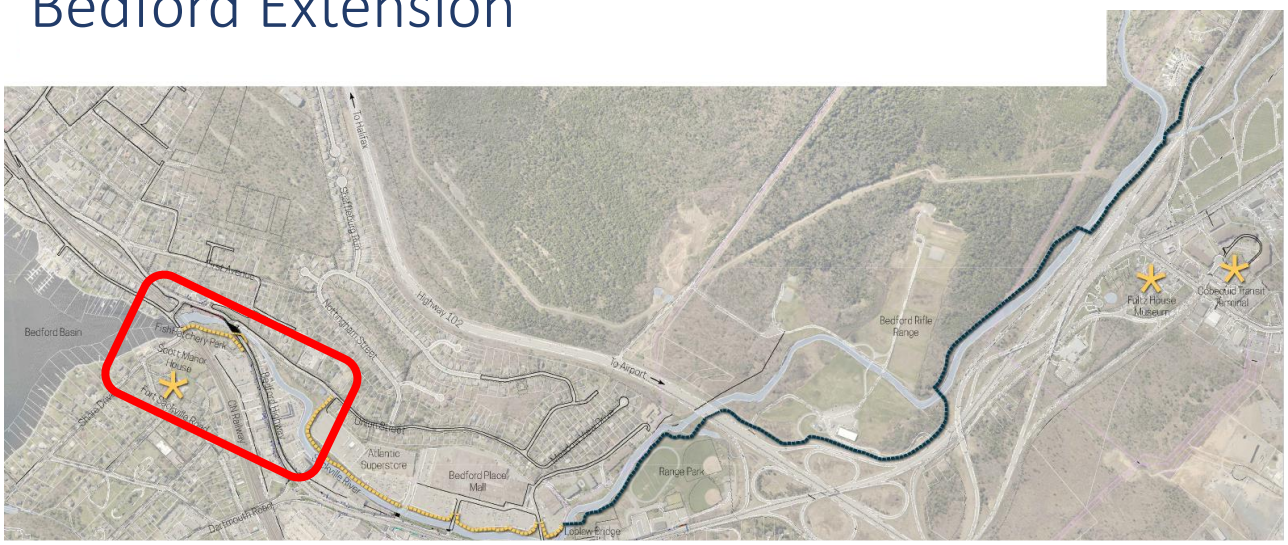
What are we using this information for?

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# Bedford Extension

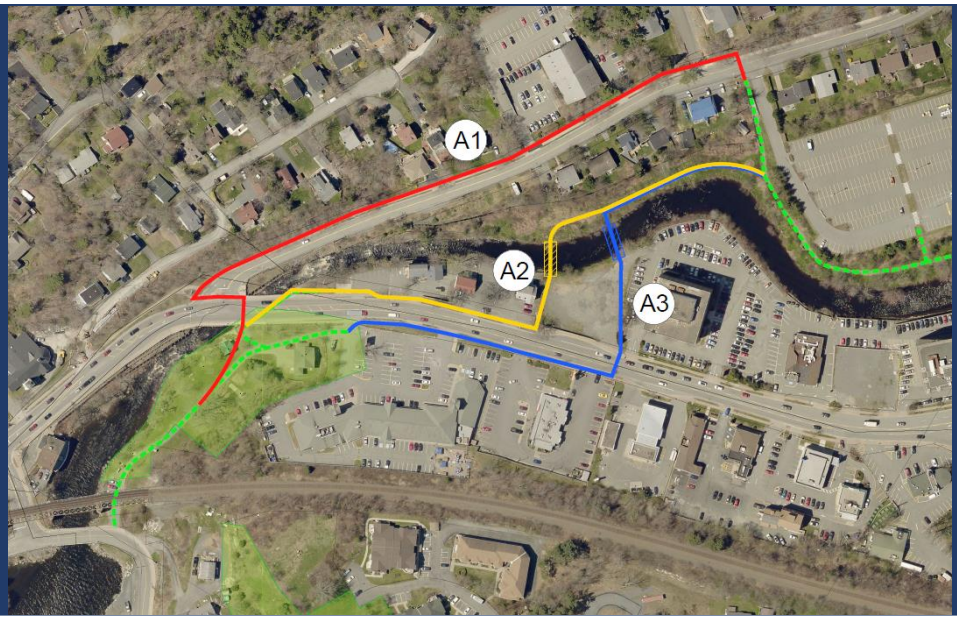



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## Greenway Extension - Bedford




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## Greenway Extension - Bedford




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## Greenway Extension - Bedford




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## Greenway Extension - Bedford




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## Greenway Extension - Bedford

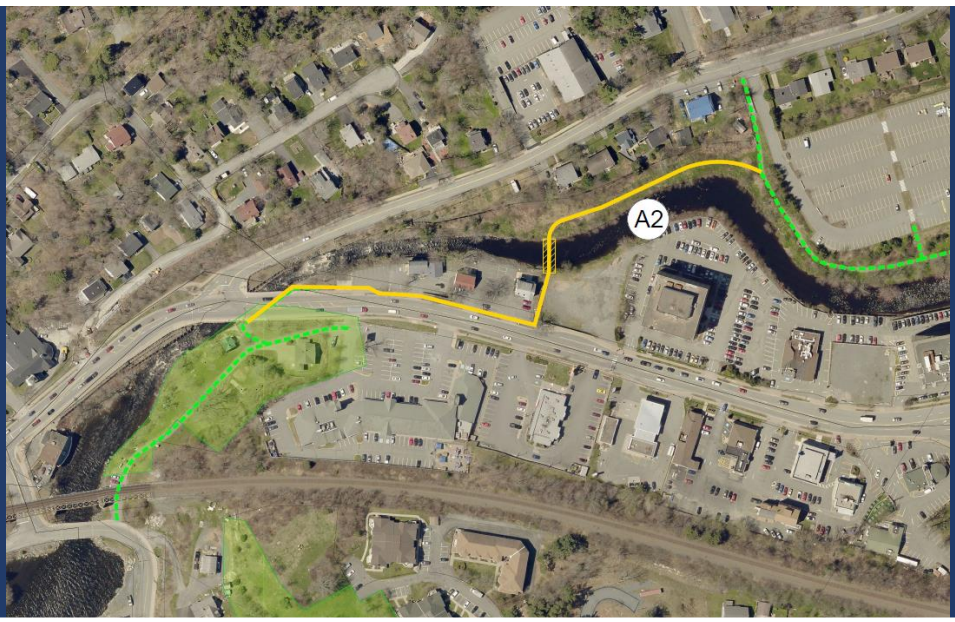



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## Greenway Extension - Bedford




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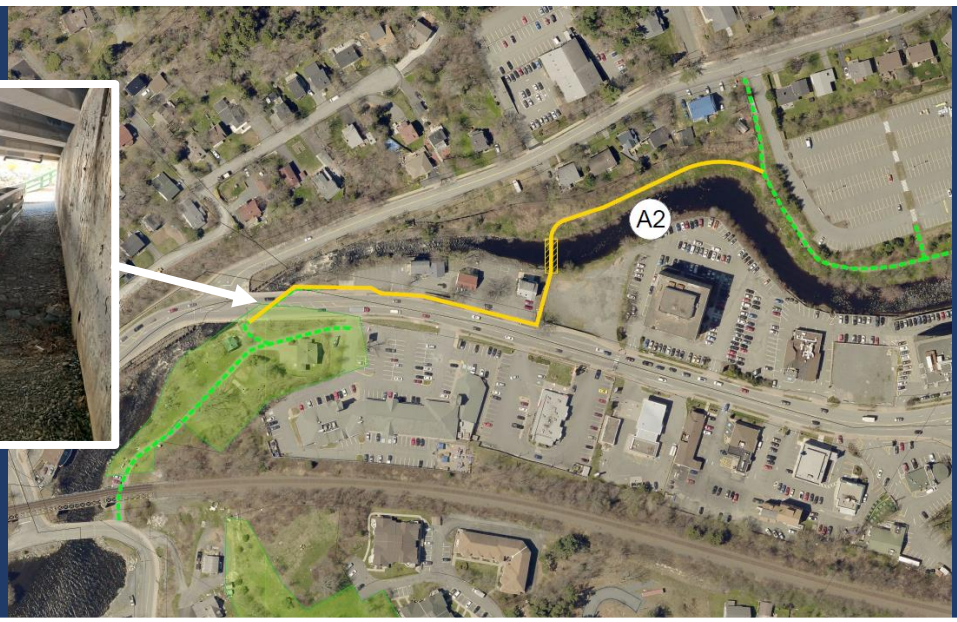
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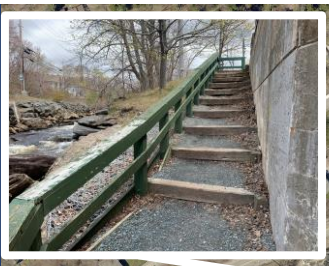



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Greenway Extension - Bedford



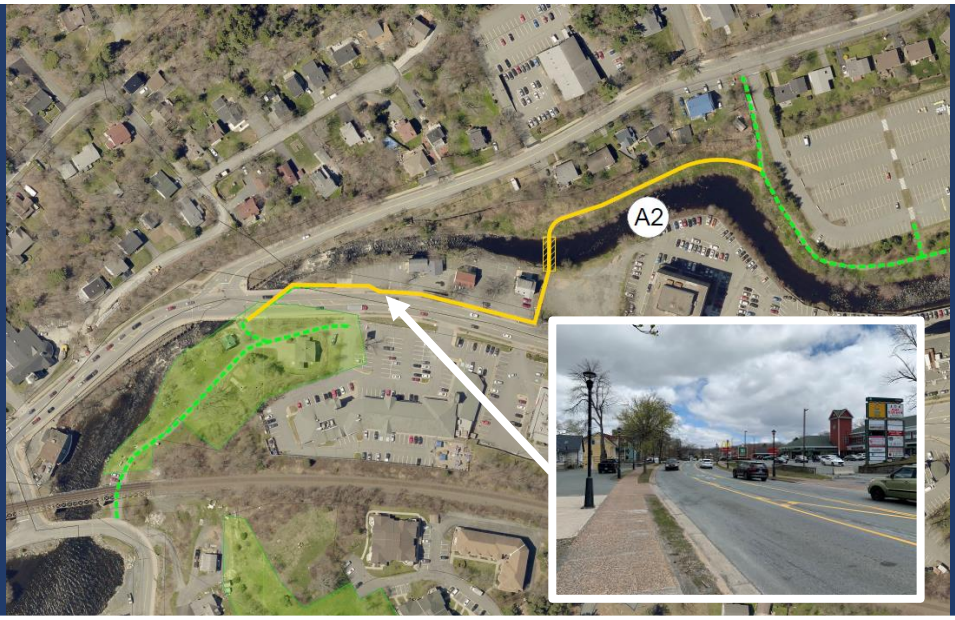



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## Greenway Extension - Bedford




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## Greenway Extension - Bedford



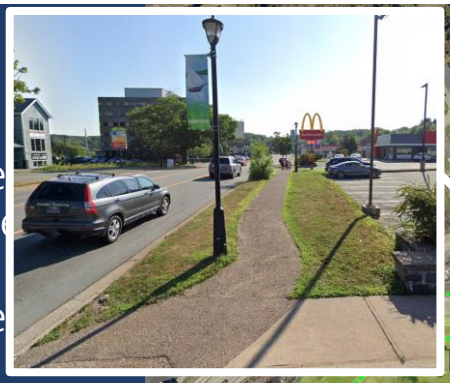

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Greenway Extension - Bedford



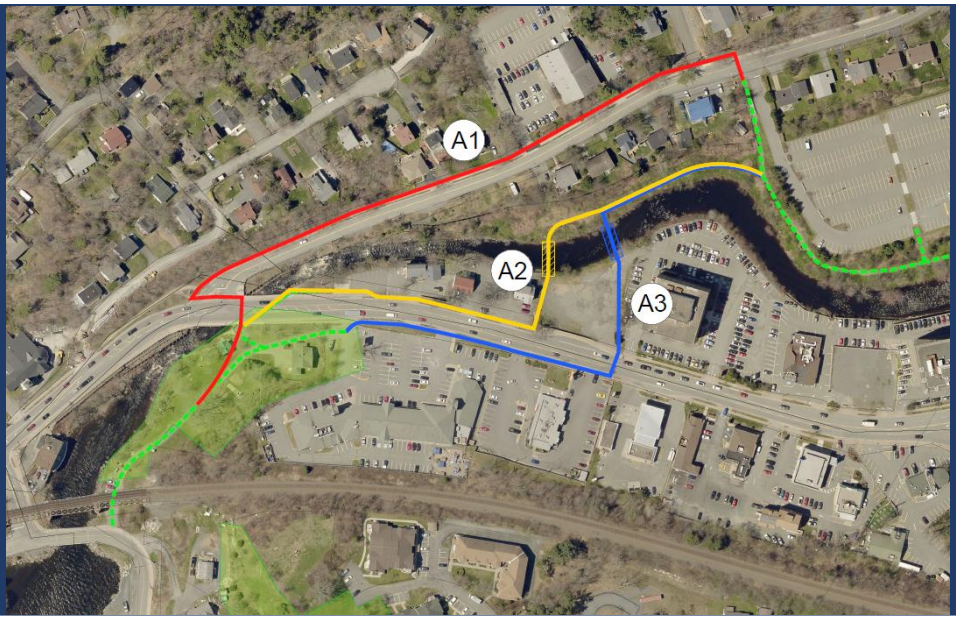



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# Greenway Extension - Bedford

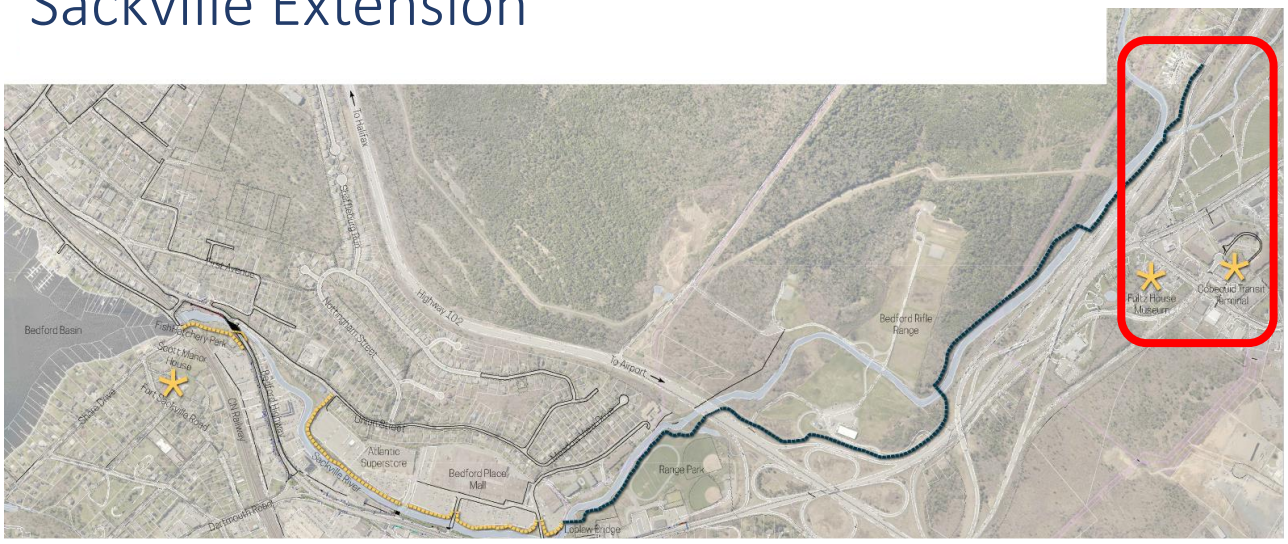



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# Sackville Extension

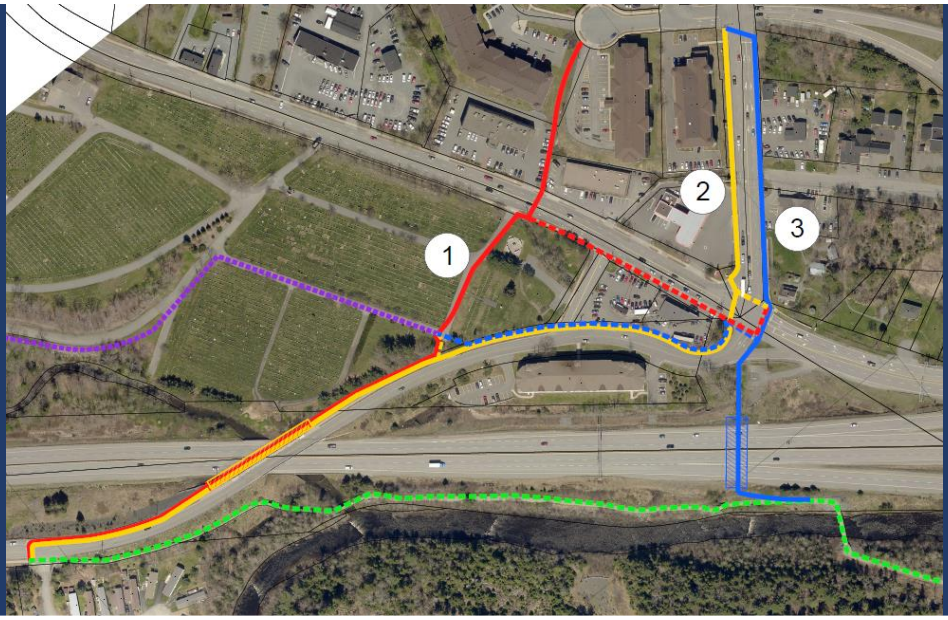



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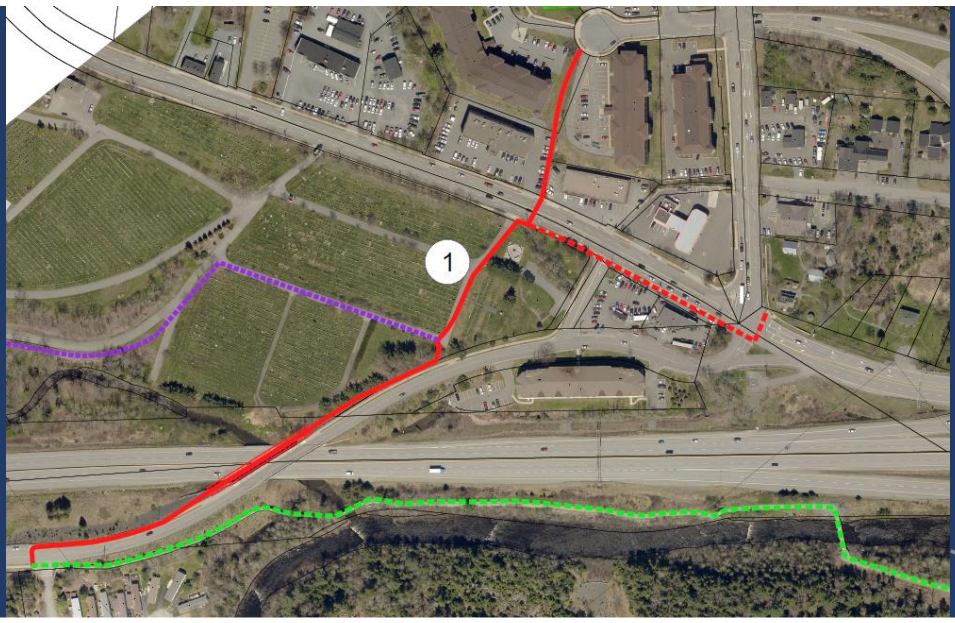



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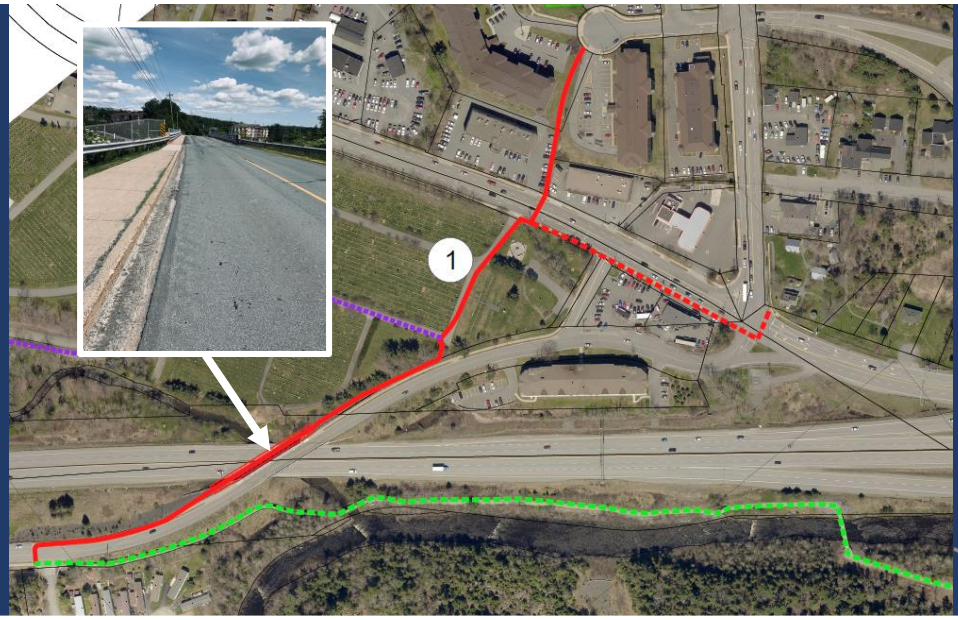



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## Greenway Extension - Sackville

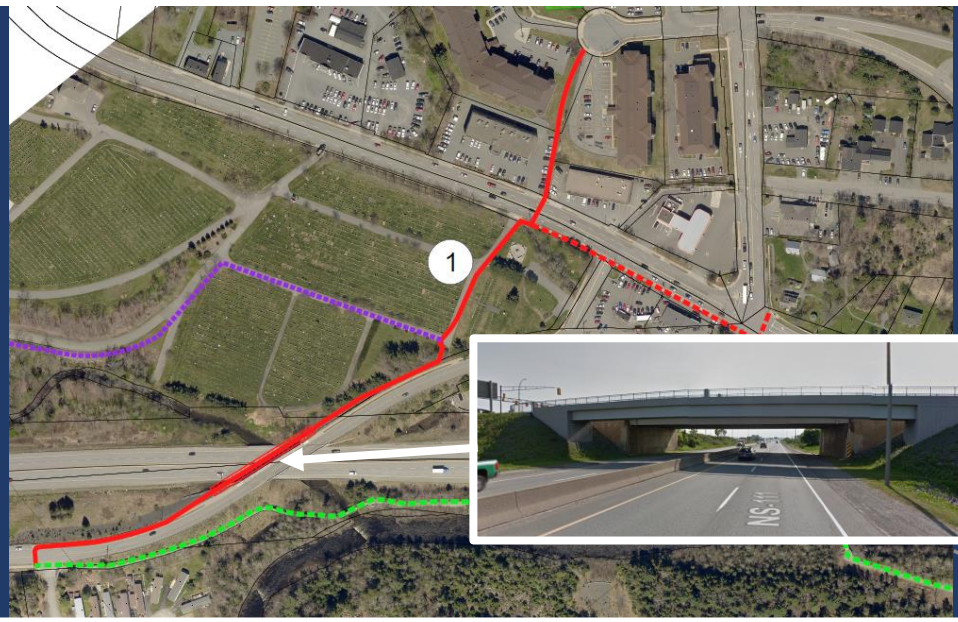



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## Greenway Extension - Sackville




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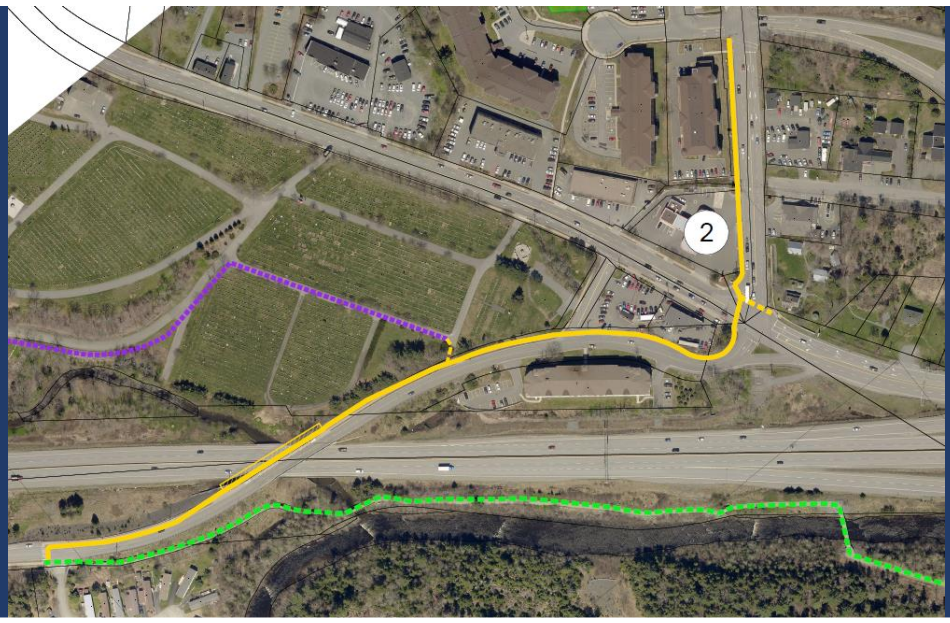

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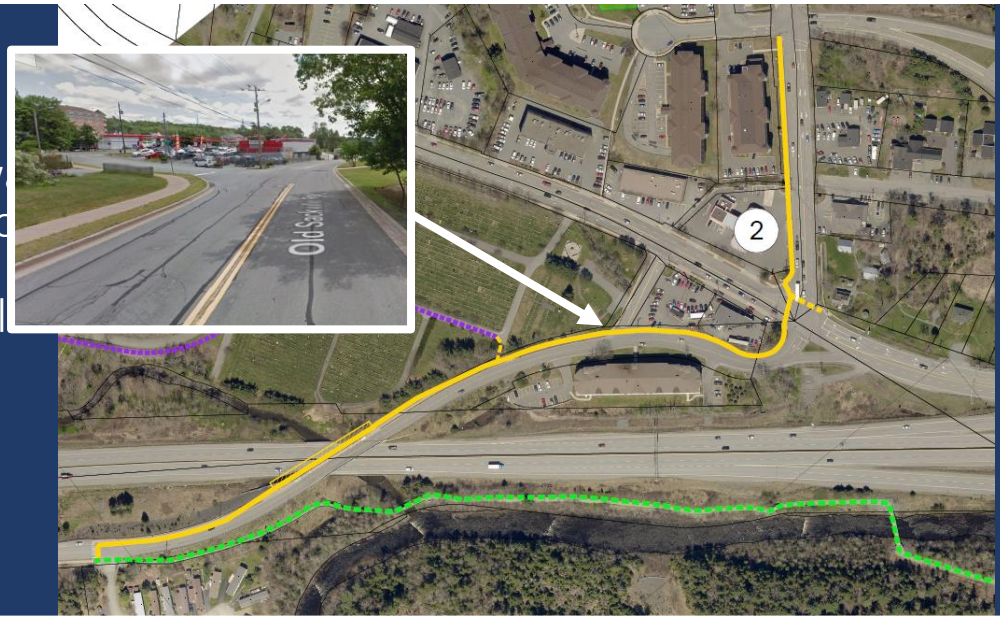



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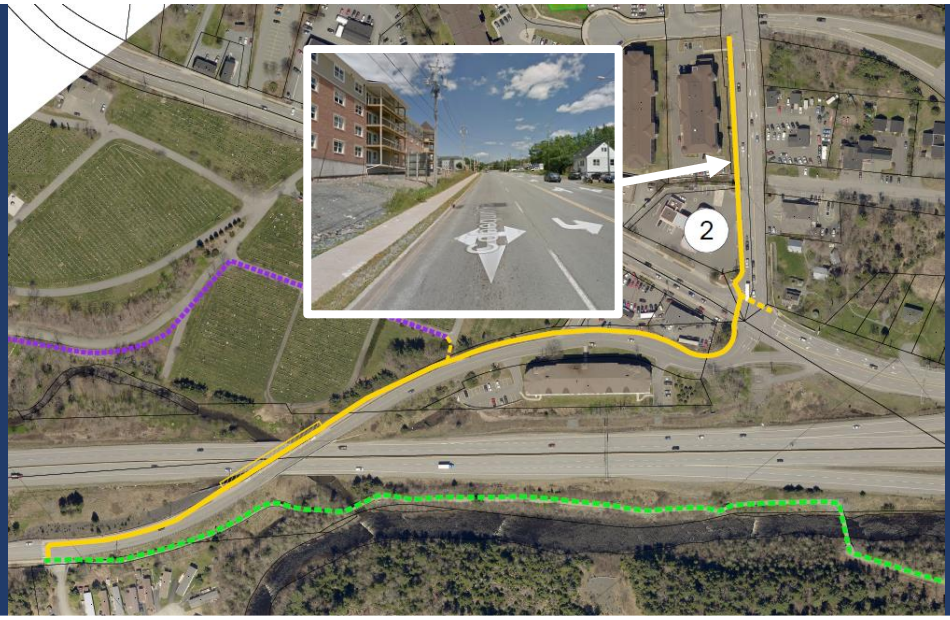



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## Greenway Extension - Sackville

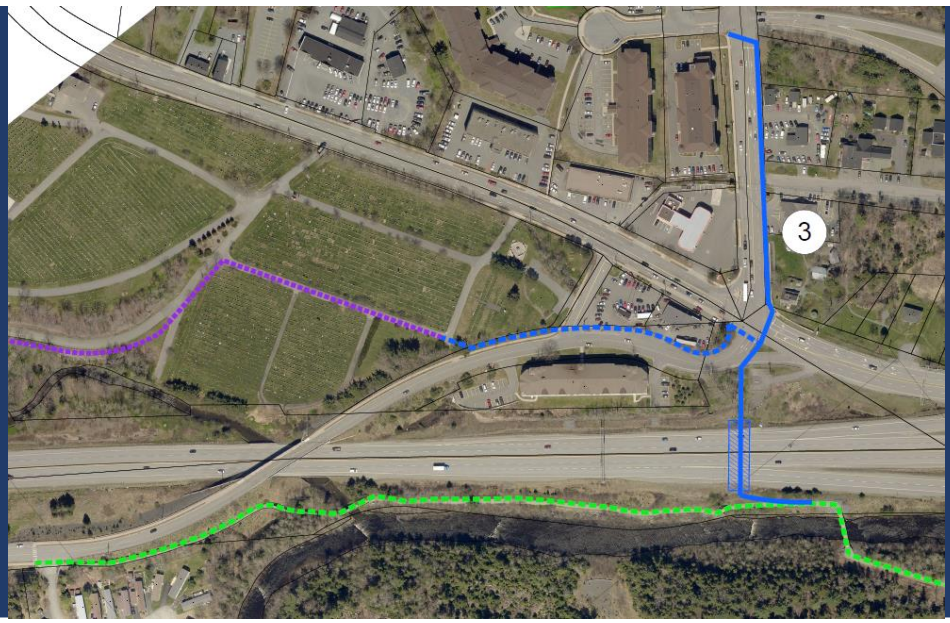



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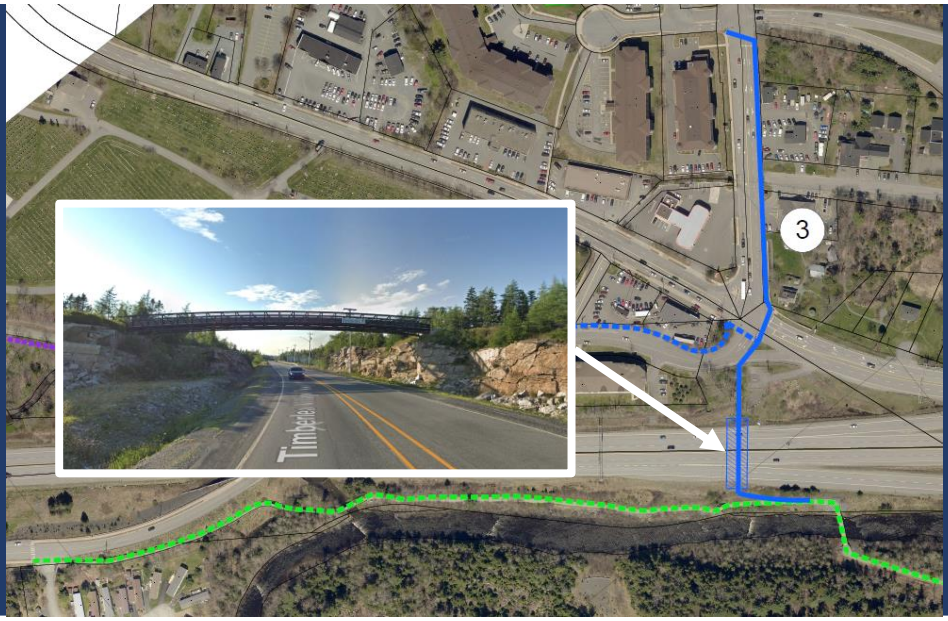



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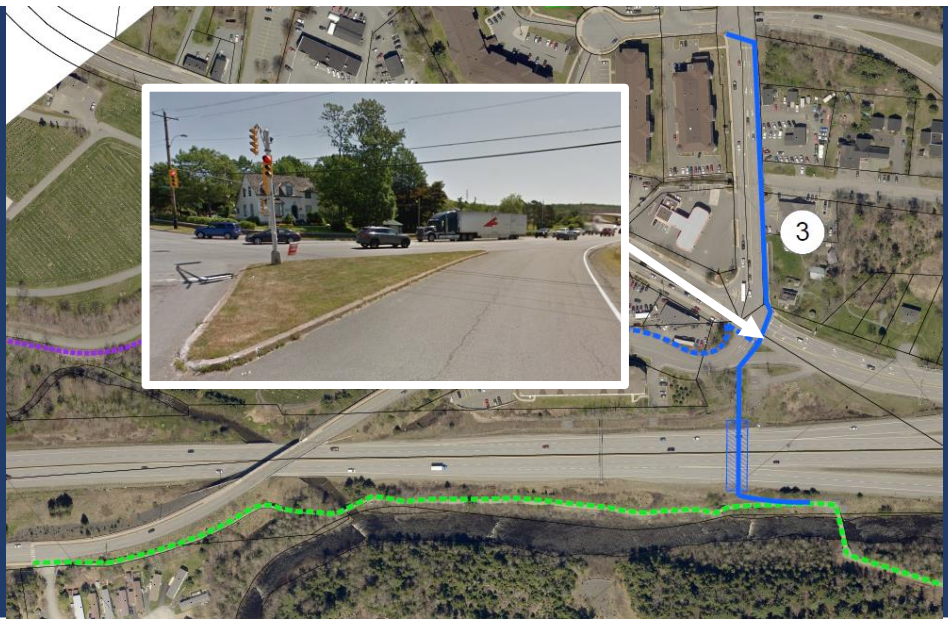



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## Greenway Extension - Sackville

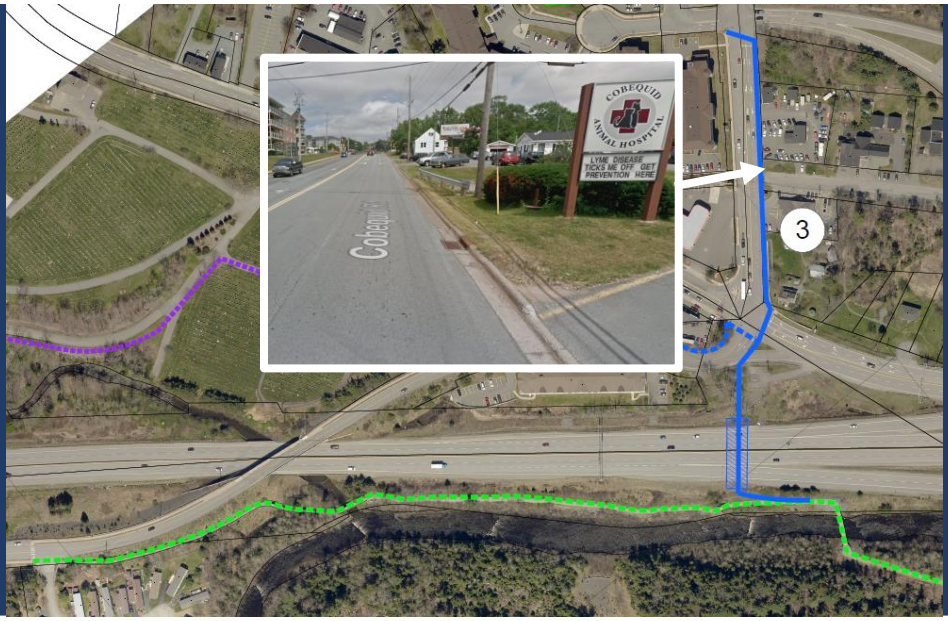



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# Greenway Extension - Sackville




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# Goals of Today's Session

1. Review the proposed extension options. Is there anything we missed?
2. Identify pros and cons for each options.
3. Identify which of the pros and cons are the most important for you.

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# APPENDIX F – PLANS AND RESPONSES FROM OPEN HOUSE #2

# Bedford Sackville Greenway Corridor

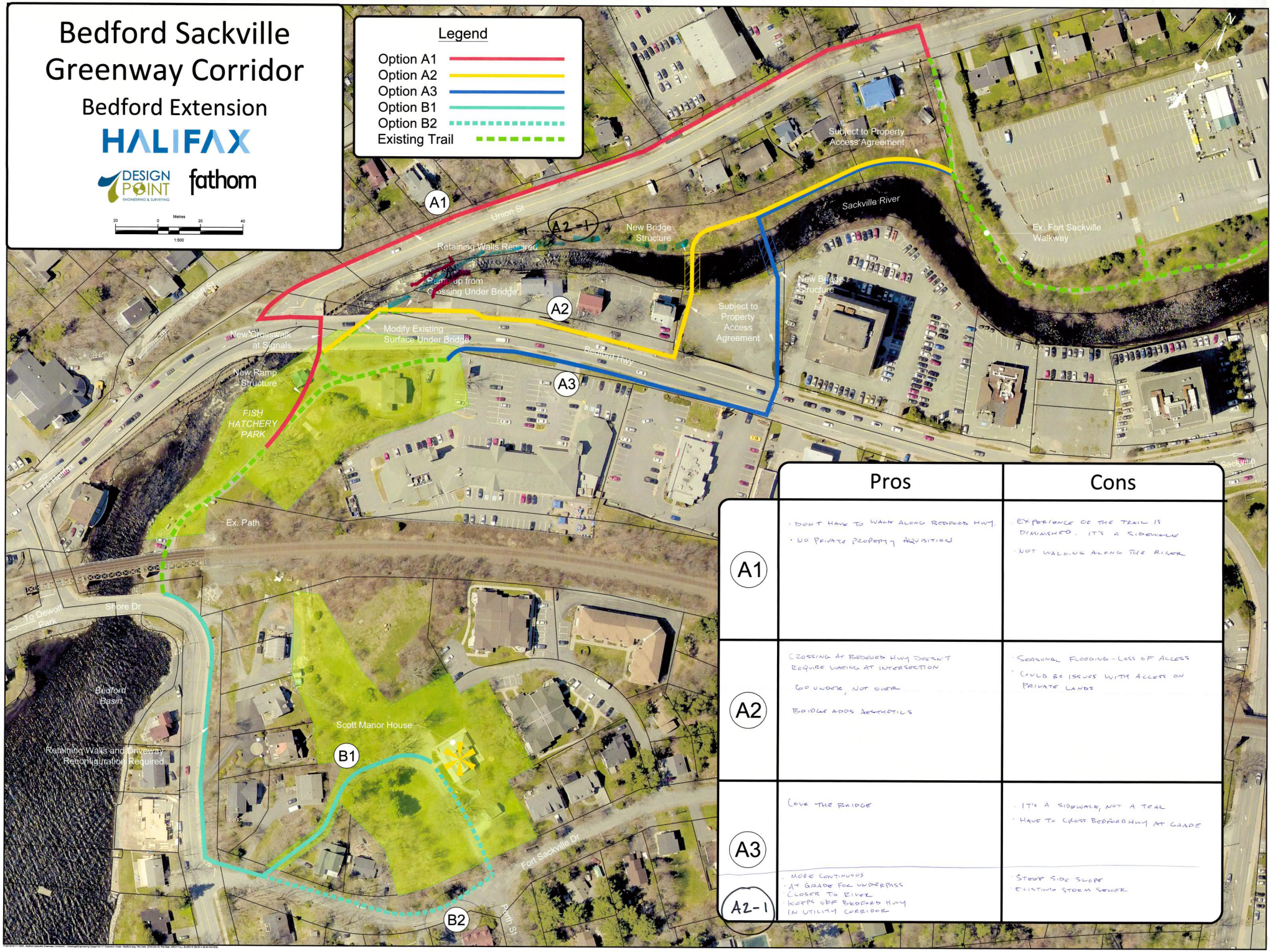
## Bedford Extension

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Metres
20 0 20 40
1:500




| | Pros | Cons |
|---|---|---|
| A1 | · DON'T HAVE TO WALK ALONG BEDFORD HWY<br>· NO PRIVATE PROPERTY ACQUISITION | · EXPERIENCE OF THE TRAIL IS DIMINISHED. IT'S A SIDEWALK<br>· NOT WALKING ALONG THE RIVER |
| A2 | CROSSING AT BEDFORD HWY DOESN'T REQUIRE WAITING AT INTERSECTION<br>GO UNDER, NOT OVER<br>BRIDGE ADDS AESTHETICS | · SEASONAL FLOODING - LOSS OF ACCESS<br>· COULD BE ISSUES WITH ACCESS ON PRIVATE LANDS |
| A3 | LOVE THE BRIDGE | · IT'S A SIDEWALK, NOT A TRAIL<br>· HAVE TO CROSS BEDFORD HWY AT GRADE |
| A2-1 | · MORE CONTINUOUS<br>· AT GRADE FOR UNDERPASS<br>· CLOSER TO RIVER<br>· KEEPS OFF BEDFORD HWY IN UTILITY CORRIDOR | · STEEP SIDE SLOPE<br>· EXISTING STORM SEWER |

# Bedford Sackville Greenway Corridor

## Bedford Extension

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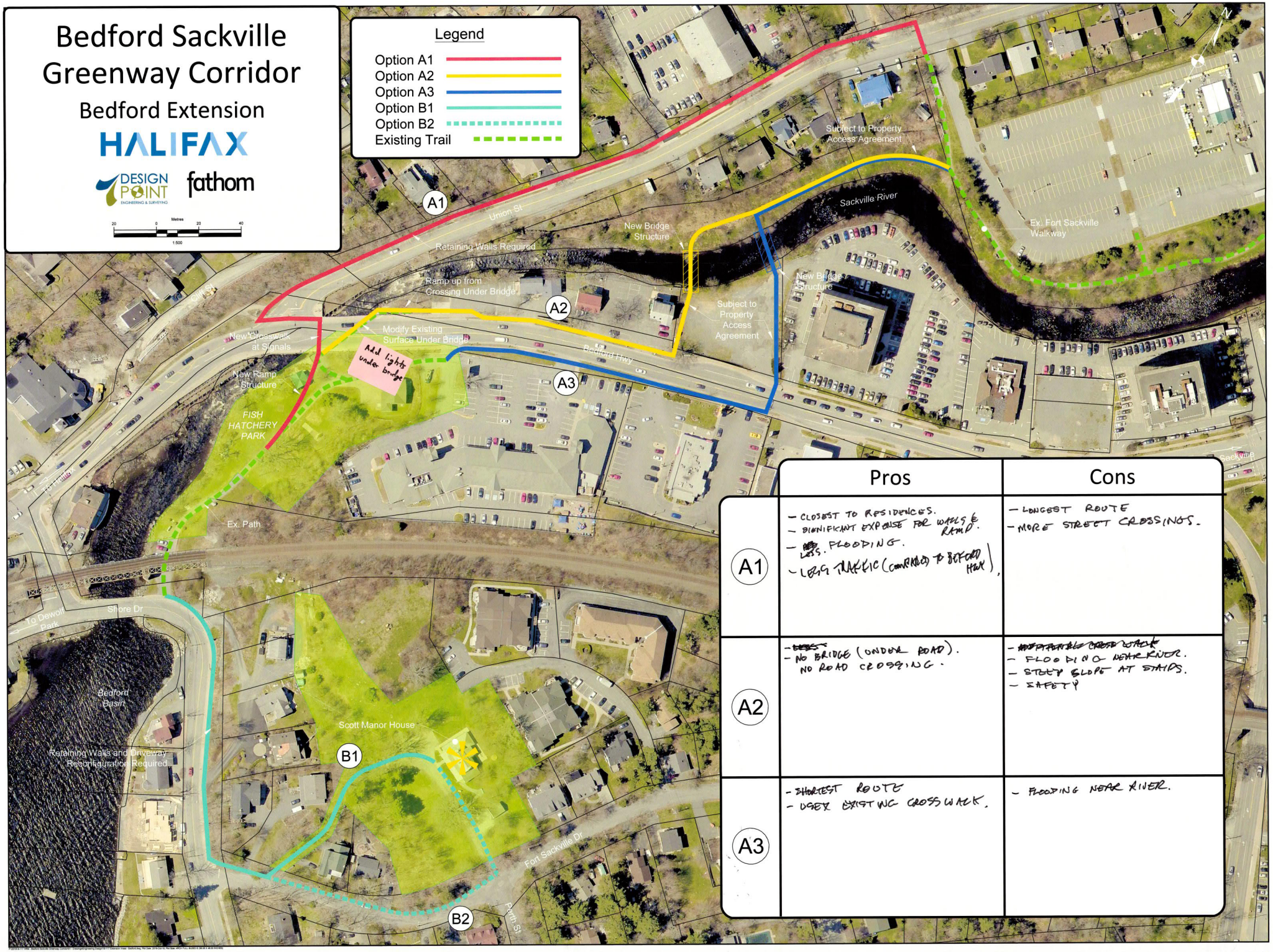
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Metres 20 0 20 40

1:500

**Legend**

- Option A1
- Option A2
- Option A3
- Option B1
- Option B2
- Existing Trail




| | Pros | Cons |
|---|---|---|
| A1 | - CLOSEST TO RESIDENCES.<br>- SIGNIFICANT EXPENSE FOR WALLS & RAMP.<br>- ~~LESS~~. FLOODING.<br>- LESS TRAFFIC (COMPARED TO BEDFORD HWY) | - LONGEST ROUTE<br>- MORE STREET CROSSINGS. |
| A2 | - ~~BEST~~<br>- NO BRIDGE (UNDER ROAD).<br>NO ROAD CROSSING. | - ~~UNACCEPTABLE CROSS SLOPE~~<br>- FLOODING NEAR RIVER.<br>- STEEP SLOPE AT STAIRS.<br>- SAFETY |
| A3 | - SHORTEST ROUTE<br>- USES EXISTING CROSSWALK. | - FLOODING NEAR RIVER. |

# Bedford Sackville Greenway Corridor

## Bedford Extension

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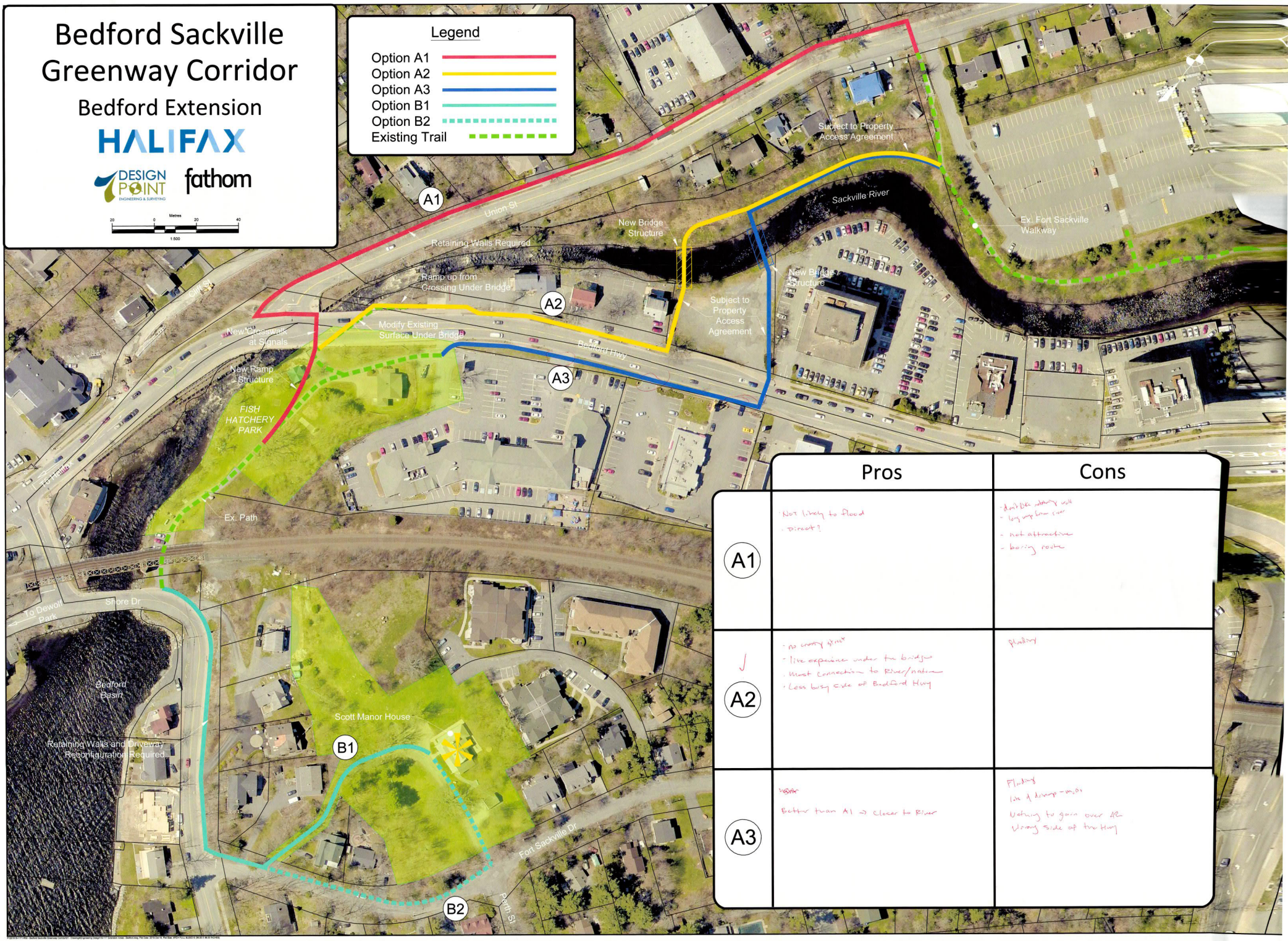
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Metres
20 0 20 40
1:500

**Legend**

- Option A1
- Option A2
- Option A3
- Option B1
- Option B2
- Existing Trail




| | Pros | Cons |
|---|---|---|
| A1 | - Not likely to flood<br>- Direct? | - don't like adjacency well<br>- long way from river<br>- not attractive<br>- boring route |
| A2 | - no crossing street<br>- live experience under the bridge<br>- Most connection to River/nature<br>- Less busy side of Bedford Hwy | flooding |
| A3 | ~~better~~<br>Better than A1 → closer to River | Flooding<br>Lots of driveways<br>Nothing to gain over A2<br>Wrong side of the Hwy |

# Bedford Sackville Greenway Corridor

## Bedford Extension

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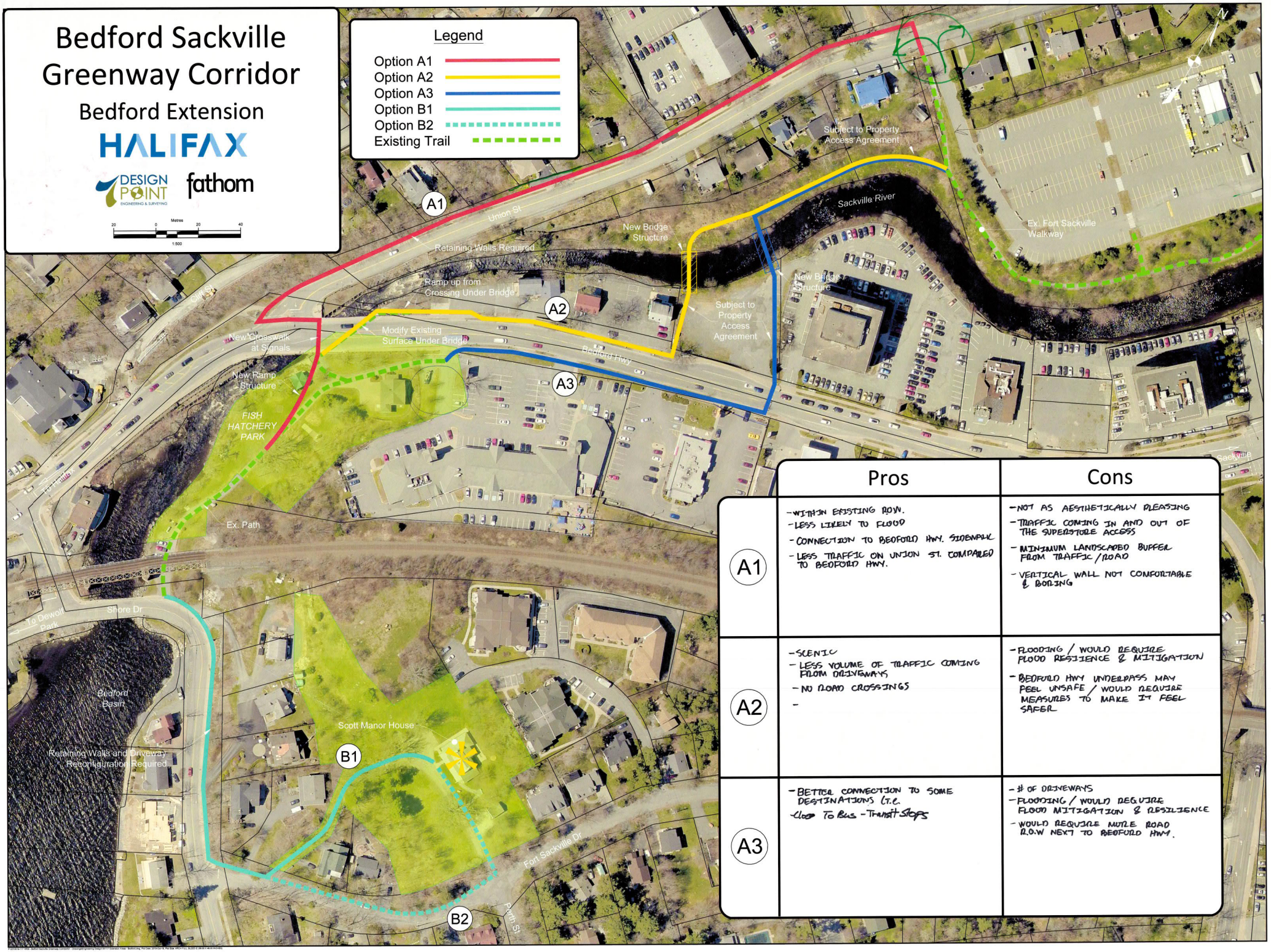
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Metres
20 0 20 40
1:500

**Legend**

- Option A1
- Option A2
- Option A3
- Option B1
- Option B2
- Existing Trail




| | Pros | Cons |
|---|---|---|
| A1 | - WITHIN EXISTING ROW.<br>- LESS LIKELY TO FLOOD<br>- CONNECTION TO BEDFORD HWY. SIDEWALK<br>- LESS TRAFFIC ON UNION ST. COMPARED TO BEDFORD HWY. | - NOT AS AESTHETICALLY PLEASING<br>- TRAFFIC COMING IN AND OUT OF THE SUPERSTORE ACCESS<br>- MINIMUM LANDSCAPED BUFFER FROM TRAFFIC / ROAD<br>- VERTICAL WALL NOT COMFORTABLE & BORING |
| A2 | - SCENIC<br>- LESS VOLUME OF TRAFFIC COMING FROM DRIVEWAYS<br>- NO ROAD CROSSINGS<br>- | - FLOODING / WOULD REQUIRE FLOOD RESILIENCE & MITIGATION<br>- BEDFORD HWY UNDERPASS MAY FEEL UNSAFE / WOULD REQUIRE MEASURES TO MAKE IT FEEL SAFER |
| A3 | - BETTER CONNECTION TO SOME DESTINATIONS (I.E. Close To Bus - Transit Stops | - # OF DRIVEWAYS<br>- FLOODING / WOULD REQUIRE FLOOD MITIGATION & RESILIENCE<br>- WOULD REQUIRE MORE ROAD R.O.W NEXT TO BEDFORD HWY. |

# Bedford Sackville Greenway Corridor

## Sackville Extension

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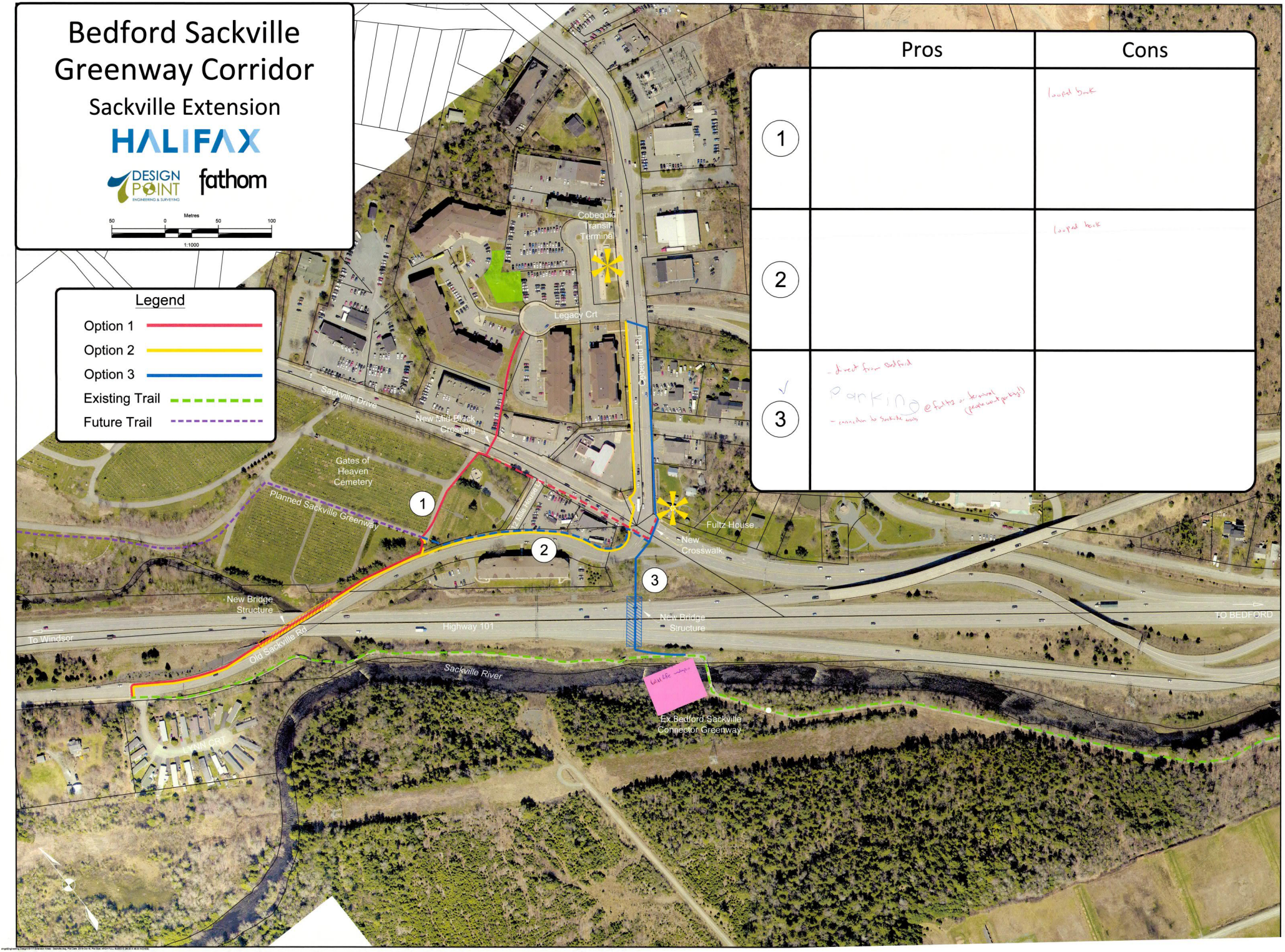
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Metres
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1:1000

**Legend**

- Option 1
- Option 2
- Option 3
- Existing Trail
- Future Trail

| | Pros | Cons |
|---|---|---|
| 1 | | looped back |
| 2 | | looped back |
| 3 ✓ | - direct from Bedford<br>parking efforts + lessons (people use parking)<br>- connection to Sackville trails | |



# Bedford Sackville Greenway Corridor

## Sackville Extension

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Metres

50 0 50 100

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**Legend**

- Option 1
- Option 2
- Option 3
- Existing Trail
- Future Trail

| | Pros | Cons |
|---|---|---|
| 1 | LYNN CT. TO TRANSIT TERMINAL IS MORE DIRECT | MID-BLOCK CROSSING COULD BE DANGEROUS<br>ACCESS THROUGH CEMETERY VIABLE? |
| 2 | Capitalize on existing bridge upgrade $$ | |
| 3 | | |

Cobequid Transit Terminal

Legacy Crt

Cobequid Rd

Sackville Drive

New Mid-Block Crossing

Gates of Heaven Cemetery

Planned Sackville Greenway

Fultz House

New Crosswalk

New Bridge Structure

Highway 101

To Windsor

TO BEDFORD

Old Sackville Rd

Sackville River

New Bridge Structure

Ex Bedford Sackville Connector Greenway

MAIN DR

# Bedford Sackville Greenway Corridor

## Sackville Extension

HALIFAX

DESIGN POINT ENGINEERING & SURVEYING

fathom

Metres

50 0 50 100

1:1000

Legend

- Option 1
- Option 2
- Option 3
- Existing Trail
- Future Trail

| | Pros | Cons |
|---|---|---|
| 1 | - ONLY NEEDS REVISION TO BRIDGE | - NEW CROSSWALK. (BUSY STREET)<br>- STEEP FROM SACKVILLE DR TO LEGACY CRT (~~ARE~~ NOT ACCESSIBLE)<br>- BRIDGE COST |
| 2 | - ONLY NEEDS REVISION TO BRIDGE<br>- CROSSES SACKVILLE DRIVE AT EXISTING CROSS WALK.<br>- DIRECT TO BUS TERMINAL | - BRIDGE COST.<br>- HIGH VOLUME DRIVEWAY AT POTBOAN. |
| 3 | - SHORTEST ROUTE.<br>- BEST WAY FROM PARKING AT FULTZ HOUSE TO TRAIL.<br>- most natural path close to nature<br>- access to parking<br>- fixes complaints from lynnet residents<br>- Best connection to 1st + 2nd late trails | - COST BRIDGE ###<br>- WHY ON FULTZ HOUSE SIDE (CROSS ROAD CORRECTION)<br>- LEFT TURN COBEQUID TO HIGHWAY |

Cobequid Transit Terminal

Legacy Crt

Cobequid Rd

Sackville Drive

New Mid-Block Crossing

Gates of Heaven Cemetery

Planned Sackville Greenway

Overhead pedway?

Fultz House

1

2

3

New Bridge Structure

To Windsor

Old Sackville Rd

Highway 101

New Bridge Structure

TO BEDFORD

Sackville River

Ex Bedford Sackville Connector Greenway

MM Crt

# Bedford Sackville Greenway Corridor

## Sackville Extension

HALIFAX

DESIGN POINT ENGINEERING & SURVEYING

fathom

Metres

50 0 50 100

1:1000

**Legend**

- Option 1
- Option 2
- Option 3
- Existing Trail
- Future Trail

| | Pros | Cons |
|---|---|---|
| 1 | - AVOIDS HIGH TRAFFIC AREAS<br>- MORE PRIVATE<br>- FEWER OPPORTUNITIES FOR A.T. USER / VEHICLE CONFLICTS | - BACKTRACKING MAY NOT BE IDEAL FOR THOSE WHOSE PURPOSE IS COMMUTING |
| 2 | | - GAS STATION O/N CONFLICTS W A.T. USERS |
| 3 | - MOST DIRECT ROUTE FOR THOSE WHOSE PURPOSE IS COMMUTING | - CROSSING OVER SLIP LANE IS UNSAFE |

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