

Core AT Networks Project

October – 2026

Spryfield Community Association
“What We Heard” Report
Phase Two

Acknowledgments

Land Acknowledgment

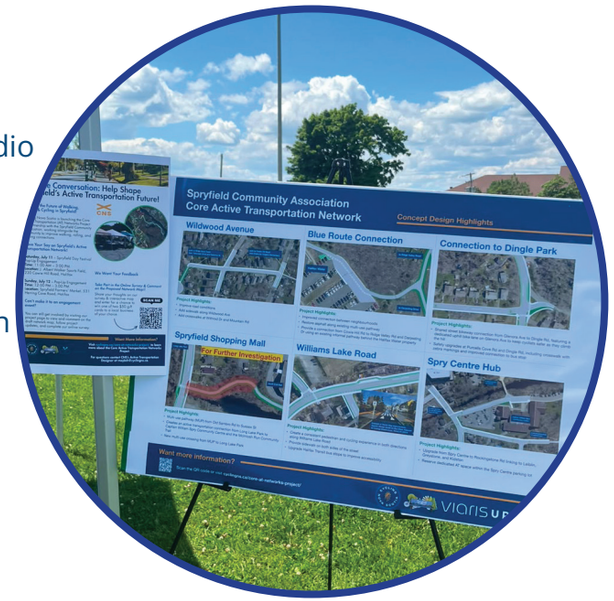
Cycling Nova Scotia acknowledges that we are carrying out our work in Mi'kma'ki, the unceded and unsurrendered land of the Mi'kmaq people. We are all governed by the Peace and Friendship Treaties, which did not include the surrender of Mi'kmaq rights to land or resources. As an organization that aims to alter the built environment by altering transportation infrastructure, we believe it is important to be aware of the history of the land we are working on and continuously work towards reconciliation with Indigenous people. We are grateful to live, work, and learn on this land.

Project Acknowledgments

We thank everyone who participated and continues to participate in the process for the Core Active Transportation Network Project by sharing their feedback, lived experiences, and respective community vision. Your input was truly valuable to the development of this plan. We also thank the Spryfield Community Association (SCA) for their leadership, guidance, and partnership, which made the engagement for the phase two of the Core AT Network Project a success. We acknowledge the Nova Scotia Department of Energy (DoE) for its continued support and funding of the Core AT Networks Project, and the Halifax Regional Municipality (HRM) for the continued dialogue on designs and implementation, and guidance regarding reporting strategies.

Project Partners

We extend our gratitude to Viaris and Upland Planning + Design Studio for their contribution to the phase two engagement, drafting designs and engagement material, and helping bring the community vision together.



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Executive Summary

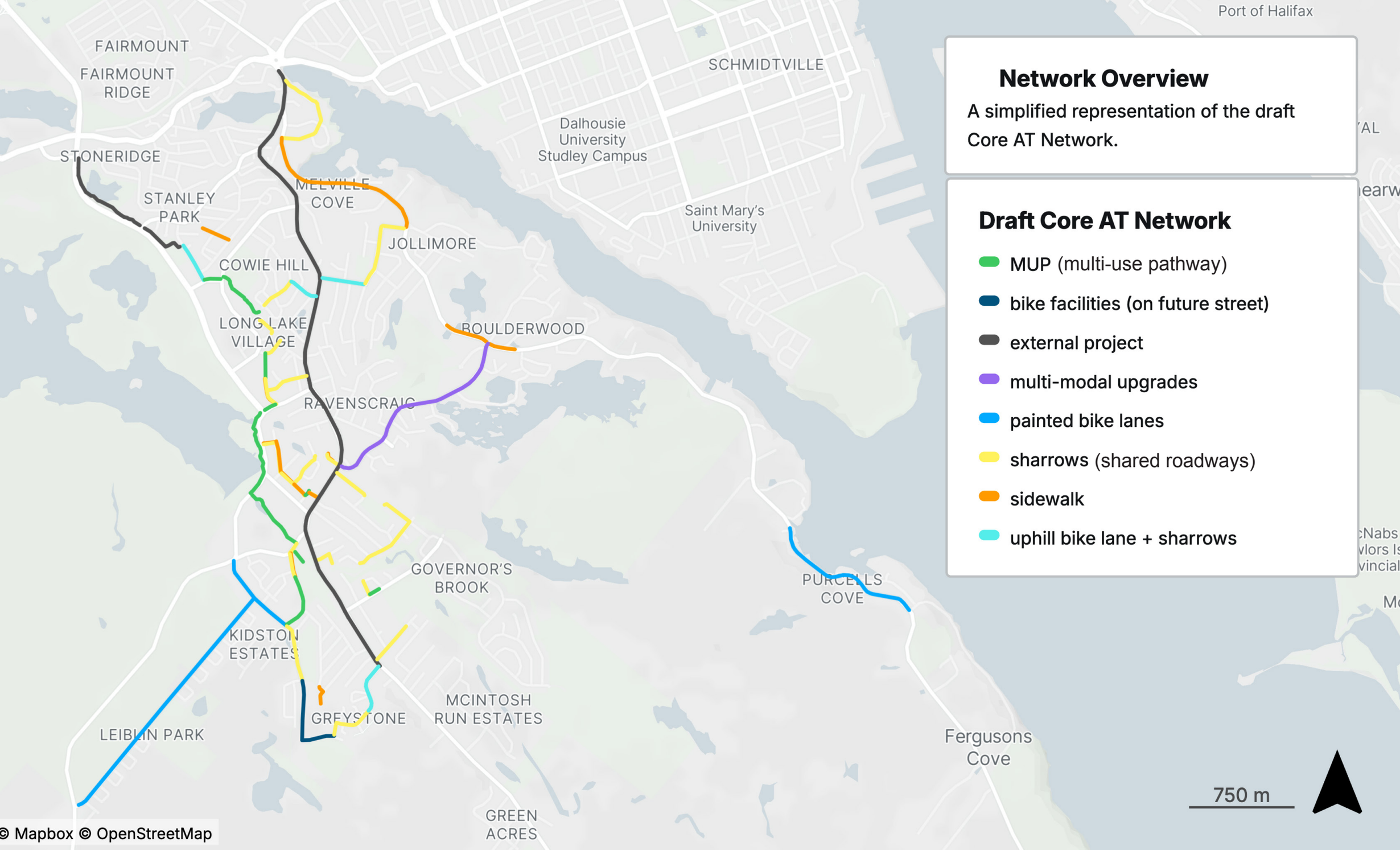
Cycling Nova Scotia (Cycling NS) and the Spryfield Community Association (SCA) have partnered to develop a community-led Core Active Transportation (AT) Network that is safe and accessible for people of all ages and abilities (AAA). The project's primary goal is to identify the Core Network for Spryfield and develop a concept design that reflects the community vision.

Throughout the phase two of the project, Cycling NS partnered with Viaris and Upland to reviewed the community vision and draft network developed at the end of phase one. Considering the phase one findings, the concept designs were brought forward by Viaris and presented to residents and locals of Spryfield through the online and in-person engagement activities to incorporate additional input from the community and finalizing the proposed AT network.

Through pop-up sessions, online surveys and an interactive online map, Spryfield residents provided feedback on the proposed network, highlighting priorities to improve AT infrastructure. These community voices were gathered throughout phase two (see the following report) and informed the recommendations for the proposed AT Network. All engagement findings, along with best-practice designs will be considered to finalize the proposed network and help lay the foundation for the Network Report.

This report will describe the phase two of the project. Phase two focused on identifying network priorities and facility designs along with preparing cost estimates, providing SCA with the necessary materials to bring a proposal forward to the HRM's Active Transportation Advisory Committee.




Network Overview
A simplified representation of the draft Core AT Network.
Draft Core AT Network
MUP (multi-use pathway)
bike facilities (on future street)
external project
multi-modal upgrades
painted bike lanes
sharrows (shared roadways)
sidewalk
uphill bike lane + sharrows
Port of Halifax
FAIRMOUNT
FAIRMOUNT RIDGE
SCHMIDTVILLE
Dalhousie University Studley Campus
STONERIDGE
STANLEY PARK
MELVILLE COVE
Saint Mary's University
JOLLIMORE
COWIE HILL
LONG LAKE VILLAGE
BOULDERWOOD
RAVENSCRAIG
GOVERNOR'S BROOK
PURCELLS COVE
KIDSTON ESTATES
MCINTOSH RUN ESTATES
GREYSTONE
LEIBLIN PARK
Fergusons Cove
GREEN ACRES
750 m
© Mapbox © OpenStreetMap

01 Introduction

The Core AT Network Project aims to connect residents to the places they want to go by walking, rolling, or cycling, and local communities to the provincial Blue Route cycling network. Led in partnership by Cycling NS and the SCA, the project supports the development of AAA Networks, while aligning with Nova Scotia's broader goals for climate action, equity, and sustainable mobility, including:

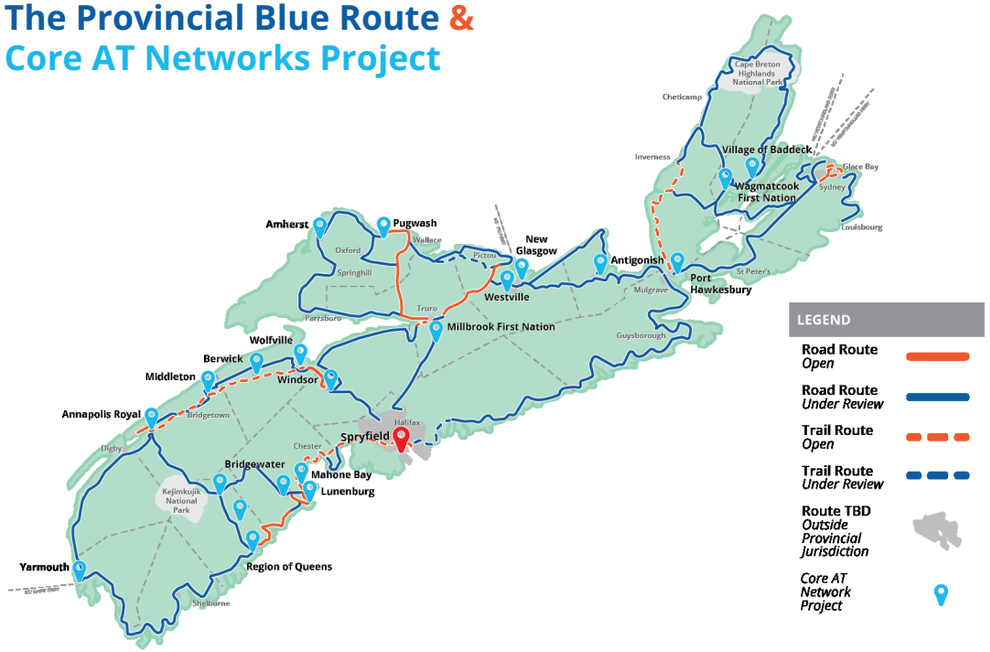
1) Environmental Goals and Climate Change Reduction Act (2021)
"To complete core active transportation networks that are accessible for all ages and all abilities in 65% of the Province's communities by 2030."

2) Our Climate, Our Future: Climate Change Plan for Clean Growth (2022)
"Create more active transportation options in Nova Scotia by... continuing to work on the Blue Route."

SCA's participation in the Core AT Network Project began in early 2025 with a community visioning sessions. Rather than leading the design, Cycling NS facilitated sessions that allowed residents to shape the initial draft network based on their lived experiences and local knowledge. Public engagement continued through in-person sessions and online engagement including surveys and maps, allowing residents to highlight key destinations, gaps, and priorities.

This "What We Heard" report summarizes the engagement findings of phase two which focused on solidifying the draft AT network. These insights will guide the next stage of the project, including the final steps of phase two and finalizing recommendations for the proposed concept-level network and cost estimates.

The Provincial Blue Route & Core AT Networks Project



1.1 What Is AT (Active Transportation)

Active transportation is an umbrella term for any form of human powered or non-motorized travel. This includes walking, cycling, skateboarding, rollerblading, and seasonal activities like skiing, canoeing, and kayaking. It also includes micro-mobility devices - such as e-bikes, e-scooters, and electric mobility aids – when they complement human-powered travel. Active transportation can be used both for practical trips (commuting, running errands) and for recreation (fitness, leisure, and reconnecting with the environment).

Communities benefit in numerous ways when more people choose active transportation; it can boost local businesses by increasing foot traffic, attracting visitors who seek out accessible and engaging places to explore, and reducing carbon emissions. It also supports mental and physical well-being, helping to create healthier, more vibrant communities overall.

1.2 AT Infrastructure, Its Impact, and Benefits

Active transportation infrastructure consists of the physical elements and facilities that support human-powered or non-motorized travel. These can include sidewalks, bicycle lanes, multi-use pathways, crosswalks, and traffic-calming measures designed to create safer, more comfortable environments for walking, rolling, cycling, and micro-mobility. Well-designed active transportation infrastructure not only encourages healthier lifestyles and reduces environmental impact, but also enhances community cohesion, attracts visitors, supports local economies, and increases equity by enabling people to travel without relying on personal vehicles.

1. Health Benefits

Safe and accessible routes encourage daily physical activity, improving both mental and physical well-being. Providing welcoming spaces for people to move and connect also strengthens social ties and overall community health.

2. Tourism & Economics

Well-designed pathways and trails attract visitors looking for active, car-free experiences. Local businesses often see increased foot and bike traffic, and communities can benefit from new economic opportunities tied to tourism and recreation.

3. Equity & Environmental Reconnection

By ensuring equitable access to AT facilities for all community members, communities can bridge infrastructure gaps – especially those created by highways – and address mobility needs. Reduced reliance on vehicles lowers emissions, promotes cleaner air, and preserves local ecosystems. In Indigenous communities, such infrastructure also holds significant cultural relevance by fostering deeper connections to traditional territories and honouring cultural relationships with the environment.

02

Engagement Overview

Public Engagement Overview

Cycling NS, alongside Viaris and Upland, conducted public engagement activities to inform phase two of the Core AT Networks Project in Spryfield. Engagement and feedback from residents is a key step in decision-making when drafting the network, shaped by local knowledge, lived experience, and community vision. All received feedback was crucial in refining the proposed AT network and will guide the finalization of concept designs in phase two of the project.

Cycling NS with Viaris and Upland, carried out the following engagement activities:

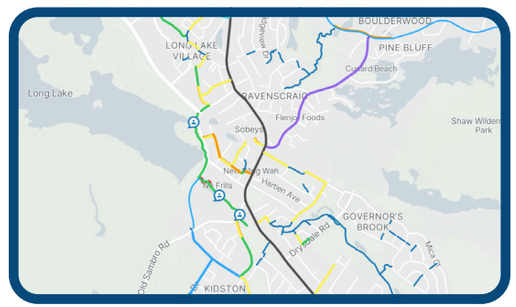
1. **Public Engagement Sessions**



Cycling NS hosted two pop-up engagement sessions on July 11, 2026, at the Spryfield Day Festival held at J. Albert Walker Sports Field, as well as on July 12, 2026, at Spryfield Farmers Market located at Chebucto's Connection.

These informal, drop-in events were designed to meet residents where they already gather, offering an accessible way to view the project through poster boards, speak directly with the AT Designer, and provide input on the proposed network map. Through the pop-up engagements sessions, 12 project specific comments were gathered.

2. **Online Survey and Mapping Engagement**

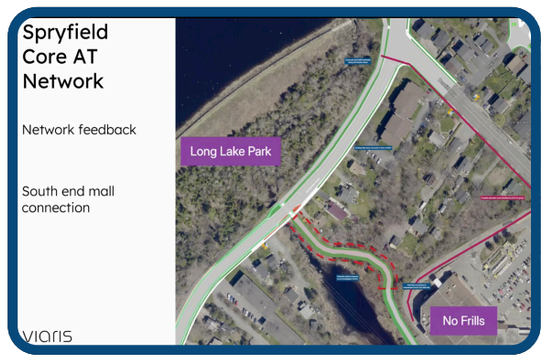


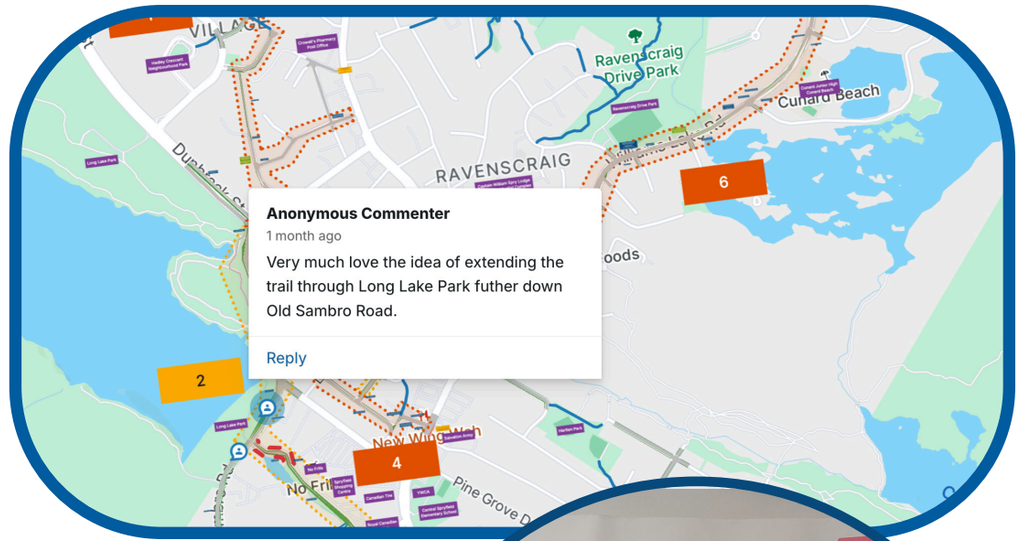
To reach a broader audience, Cycling NS and Viaris launched an online engagement page hosted on the Cycling NS website and shared via Cycling NS & SCA's respective social media accounts. The page included an online survey and an interactive mapping tool that allowed residents to provide localized comments, identify the community's priority for "Quick Win" and "Big Lift" proposed infrastructure and share their feedback. The survey received 32 total responses, while the interactive map gathered 20 location-specific comments.

3. **Stakeholder Session**

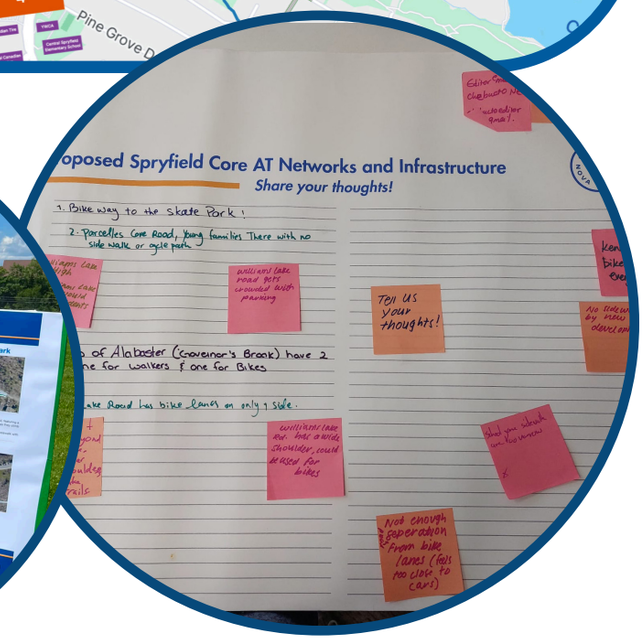
On September 9, 2026, Cycling NS and Viaris hosted a virtual

stakeholder session, inviting the Spryfield Community Association, Halifax Regional Municipality staff and Councillor of the District 11, to review the feedback and questions received during the engagement activities. Participants included representatives from the Spryfield Community Association and Spryfield AT Committee (SCA sub-committee), Halifax Regional Municipality staff, and the Councillor. Questions and key topics were discussed and feedback helped identify how the proposed network plan could proceed with regard to the implementation timeline, right of way limitations, and capital budgeting.









Through the engagement of phase two, via pop-ups, online surveying and interactive map comments, over 64 points of feedback were recorded. The following section summarizes the key themes, insights, and questions that emerged through this engagement phase to help conclude the proposed AT network.

03 Engagement Activities

Following the proposed AT network and concept designs by Viaris, Cycling NS announced the project advancements and engaged with the community by inviting feedback through both in-person and online engagement sessions:

- Two pop-up engagement sessions at Spryfield Day Festival, held at J. Albert Walker Sports Field, and Spryfield Farmers Market located at Chebucto's Connection
- An interactive online map (cyclingns.ca)
- An online survey (cyclingns.ca)
- One stakeholder session

Together, this engagement helped us capture feedback from participants during face-to-face conversations in the public engagement sessions, survey respondents, comments on the interactive map, plus hearing stakeholder feedback through a virtual meeting.

3.1 Public Engagement Sessions

Cycling NS held the public engagement sessions on Spryfield Day Festival and Farmers Market on July 11 and 12. Conversations with families and individuals tended to inform the local residents of the past and ongoing project led by the community, also to have a informal discussions about the proposed network options around the community and how it can help their day-to-day life. Conversations with approximately 75 people were held and flyers directing people to the project page, network map, and survey were distributed.

Key themes of pop-up conversations included:

- **Desire for Improved AT Infrastructure:** Community members continued expressing their desire for improved walking and cycling infrastructure throughout Spryfield.
- **Support for the Project:** Participants expressed appreciation for the project and its goals to improve active transportation in the community.
- **Cycling Facilities for Children:** Residents showed interest in improved cycling facilities around the Spryfield skate park, particularly to support children and youth.
- **Young Families and Purcells Cove Road:** Community members noted an increase in young families in the area and raised concerns about inconsistent sidewalks and AT infrastructure along Purcells Cove Road.
- **Community Cycling Opportunities:** Participants expressed interest in local cycling group rides and opportunities to support adult cycling

in Spryfield.

- **Consistency along Williams Lake Road:** Participants highlighted concerns about inconsistent walking and cycling infrastructure along both sides of Williams Lake Road.
- **Access to Schools:** Williams Lake Road was identified as an important route for families accessing schools in the community.
- **Interest in Cycling Again:** One family shared that they had sold their bikes due to limited opportunities to cycle in the community, but expressed interest in cycling again if AT infrastructure improves.
- **Traffic and Parking on Williams Lake Road:** Participants raised concerns about traffic and parking along Williams Lake Road, particularly near the Sikh temple during days of worship.







Out-of-Scope Comments:

Areas currently being addressed through Halifax Regional Municipality (HRM) planning initiatives, including the Herring Cove Road Corridor Plan for Bus Rapid Transit and Main Street as part of the Suburban Plan, are excluded from the scope of this project. The project, however, takes these ongoing plans and their proposed designs into consideration to support coordination and alignment between initiatives.

- **Herring Cove Road:** Participants raised concerns about cycling safety on Herring Cove Road, particularly the lack of separation between cyclists and motor vehicles.

3.2 Online Interactive Map

In addition to the in-person engagements, an interactive map was made available to the community members by Viaris, to gather more localized feedback on the proposed network. The online map access information was shared during the engagement events, such as through posters and flyers distributed across the community, social media posts and the survey hyperlinked to the map. This map enabled residents to provide localized comments on a street-by-street basis, allowing incorporation of this feedback into the final network recommendations and gain additional insights into areas more familiar to the community. A total of 20 comments were gathered on the map.

A few key themes emerged from the comments showed:

- **Strong Preference for Separated and Protected Cycling Infrastructure:** Several respondents emphasized that painted bike lanes and shared roadways are not appropriate on higher-speed or higher-volume roads. There was strong support for separated infrastructure, particularly on Purcells Cove Road and Williams Lake Road.
- **Improve Network Connectivity and Address Gaps:** Respondents identified opportunities to extend trails and multi-use paths and close gaps in the proposed network. Suggested connections included Drysdale Road, Long Lake Park, Sussex Street, and Green Acres Road.
- **Connections to Future and Existing AT Facilities:** Comments highlighted the importance of connecting proposed routes to existing and potential future AT infrastructure, including Herring Cove Road, the McIntosh Run Greenway, and a potential Northwest Arm AT bridge or ferry connection.
- **Pedestrian Safety and Accessibility:** Respondents raised concerns about pedestrian safety, accessibility, and challenging trail conditions, including steep grades, visibility issues, and intersections. There was also interest in improving connections for people with reduced mobility.
- **Opportunities to Leverage Existing Conditions and Upcoming Projects:** Several comments identified opportunities to use existing road space, ongoing construction, and planned projects to improve AT connections. Examples included Green Acres Road, Drysdale Road, and the Anchor Drive/Armshore Drive connection.
- **Support for Proposed Trail Improvements:** There was positive feedback on several proposed trail extensions, including Long Lake Park and the new trail section, with respondents noting that these connections could be well-used.
- **Emergency Access:** One comment identified an opportunity to improve AT connections in the Greystone neighbourhood to support emergency evacuation and provide an alternative connection for households without vehicles.

Full list of map comments can be found in Appendix I.


STONERIDGE
Dunbrack St
STANLEY PARK
Mountain Rd
COWIE HILL
MELVILLE COVE
Public beach
Anonymous Commenter
22 days ago
Love the idea of Anchor Drive/Armshore Drive becomming an offical LSB. It already basically functions as one and is used as one. When the Herring Cove Rd project is done, a connection to this bikeway could easily be formalized.
Ogilvie St
Pt Pleasant Dr
Shakespeare by the Sea – Office
Atlantic School of Theology
Point Pleasant Park
BOULDERWOOD
PINE BLUFF
Royal Nova Scotia Yacht Squadron
Cunard Beach
Anonymous Commenter
22 days ago
Safety improvements for pedestrians at this intersection were one of the top things brought up by members of the AT committe.
Long Lake
Anonymous Commenter
22 days ago
This section of the Lakeview Trail through Long Lake Park has one hill with a steep grade that has a sharp turn at the top of it and some visibility challenges that may create some conflict between cyclists and pedestrians.
Sobeys
Flemor Foods
Anonymous Commenter
22 days ago
Drysdale has quite a bit of space to extend this all the way from the school and rink to Herring Cove Rd. Why run it for such a short distance? This street is wide for Spryfield, so why not use the opportunity for separated infrastructure where we can?
w Wilderness Park
Hartlen Ave
No Frills
PURCELLS COVE
Anonymous Commenter
22 days ago
It would be great if the trail could be connected here instead of a gap that requires sharrows on Sussex St.
Old Sambro Rd
Mica Cr

3.3 Community Survey

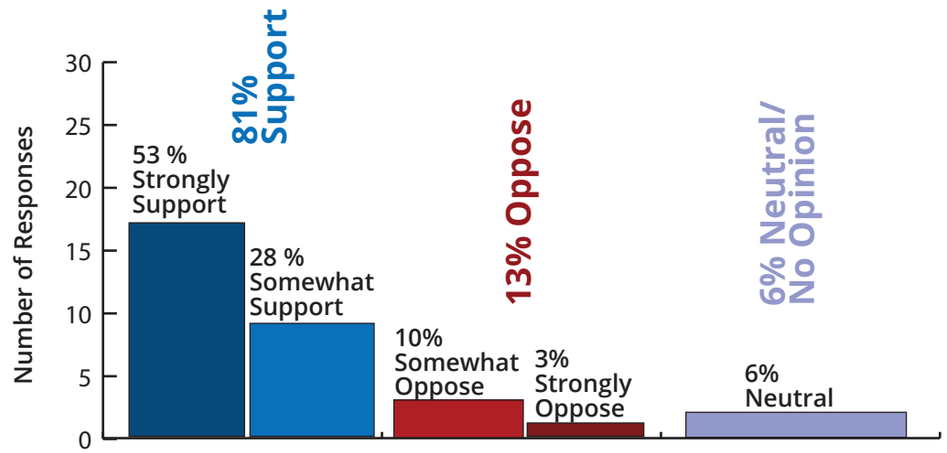
Between July and August 2026, Viaris & Upland published an online survey along the proposed network map, and distributed it via Cycling NS's social media page, flyers and posters at engagement events to gather residents' thoughts on the proposed network.

The survey collected a total of 32 responses, with survey results revealing that most participants (81%) were supportive of the proposed network, and expressed that the proposed network will encourage them to walk more (69%) and cycle more (63%) around Spryfield. Results also highlighted the priorities of the community for "Quick Win" and "Big Lift" ideas, with Purcells Cove road ranking first in both priority options.

After demographic inquiries, the results showed that the survey takers were from a vast age groups, from under 18 to 84 years old. The responses also revealed that over half of the respondents were women, and 16% of the respondents identified themselves as a person with disability.

Respondents also shared their additional comments on the proposed network, noting the lack of road maintenance and separation between cyclists and vehicle drivers causing unsafe conditions for AT users. Respondents also pointed out the importance of Purcells Cove and Williams Lake roads in their daily travels.

Q1 – Looking at the proposed network map, what is your overall impression of the plan?



If the proposed network is fully built within Spryfield, ...

*Q2 – will it encourage you to **walk** (includes using a mobility device) more often to your destinations?*



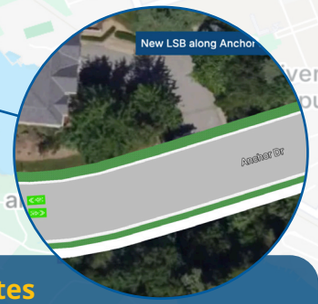
*Q3 – will it encourage you to **bike** and roll (includes e-bikes, scooters, e-scooters, and skateboards) more often to your destinations?*



Quick Wins Priorities

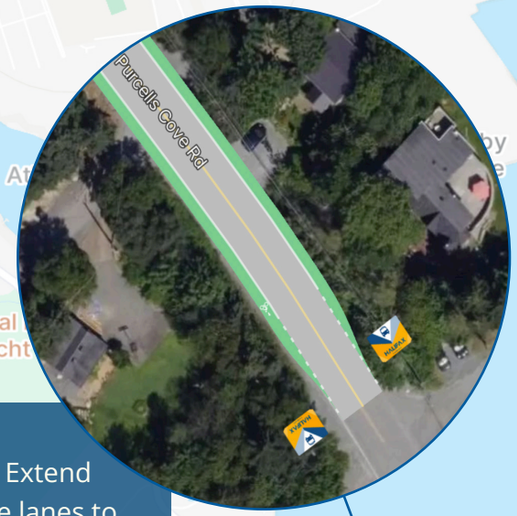
Q4 - The following "Low Barrier" projects are smaller-scale projects that are, relatively speaking, lower in cost and easier to implement.

Please select up to 3 "Low Barrier" projects that you would like to see prioritized:



***Rank 3:* 9 votes**

- **Anchor Drive and Armshore Drive:** shared roadway and path upgrade from Purcells Cove Road to Herring Cove Road.



***Rank 1:* 19 votes**

- **Purcells Cove Road:** Extend existing shoulder bike lanes to Fergusons Cove Road.



***Rank 2:* 11 votes**

- **Leiblin Drive:** upgrade road shoulders to serve as bike lanes.

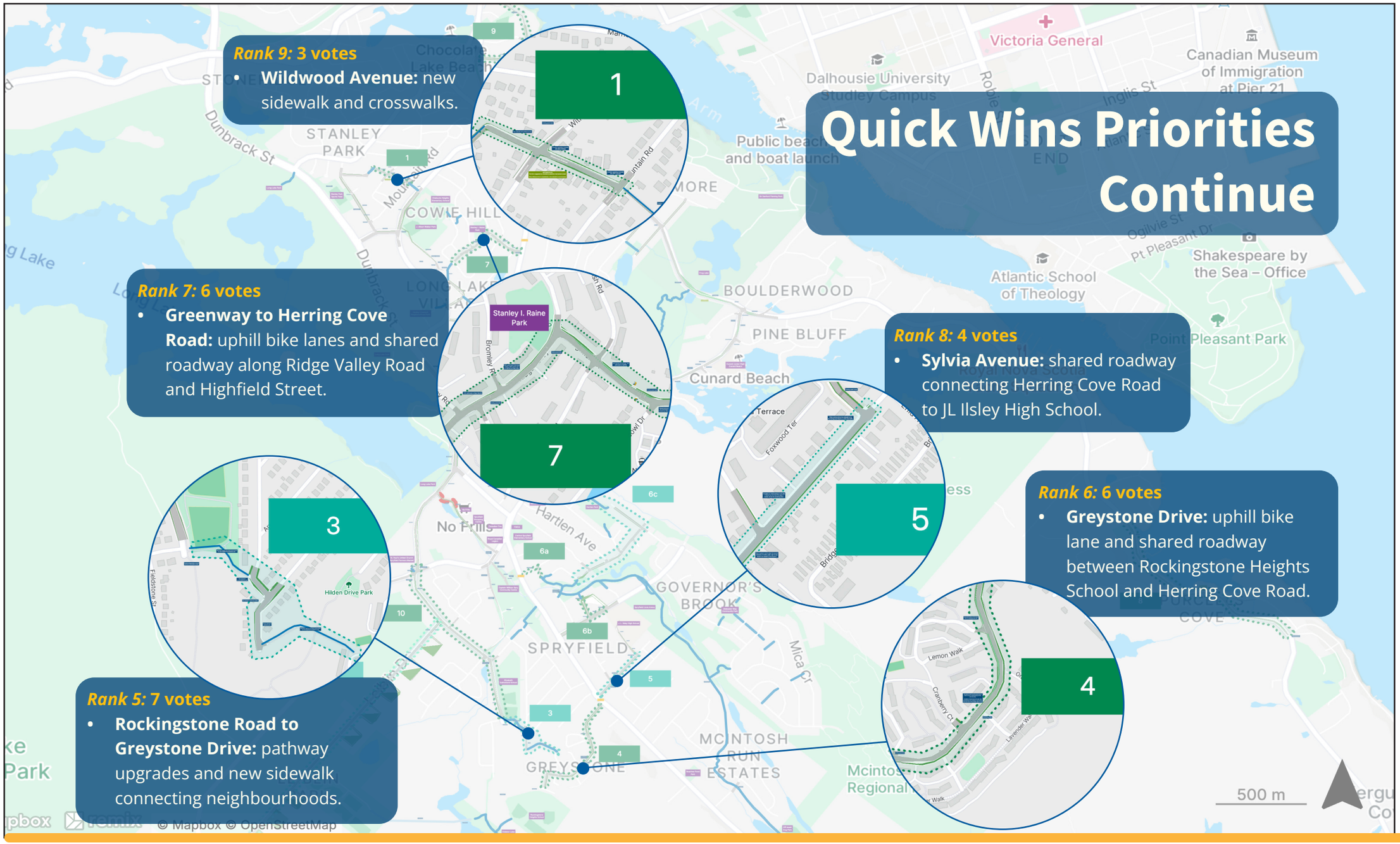


***Rank 4:* 9 votes**

- **Rockingstone Road:** bike lanes from Old Sambro Road to Beachstone Drive, changing to painted shared roadway adjacent to Elizabeth Sutherland School.

© Mapbox © OpenStreetMap

Quick Wins Priorities Continue



***Rank 9:* 3 votes**

- **Wildwood Avenue:** new sidewalk and crosswalks.

***Rank 7:* 6 votes**

- **Greenway to Herring Cove Road:** uphill bike lanes and shared roadway along Ridge Valley Road and Highfield Street.

***Rank 8:* 4 votes**

- **Sylvia Avenue:** shared roadway connecting Herring Cove Road to JL Ilsley High School.

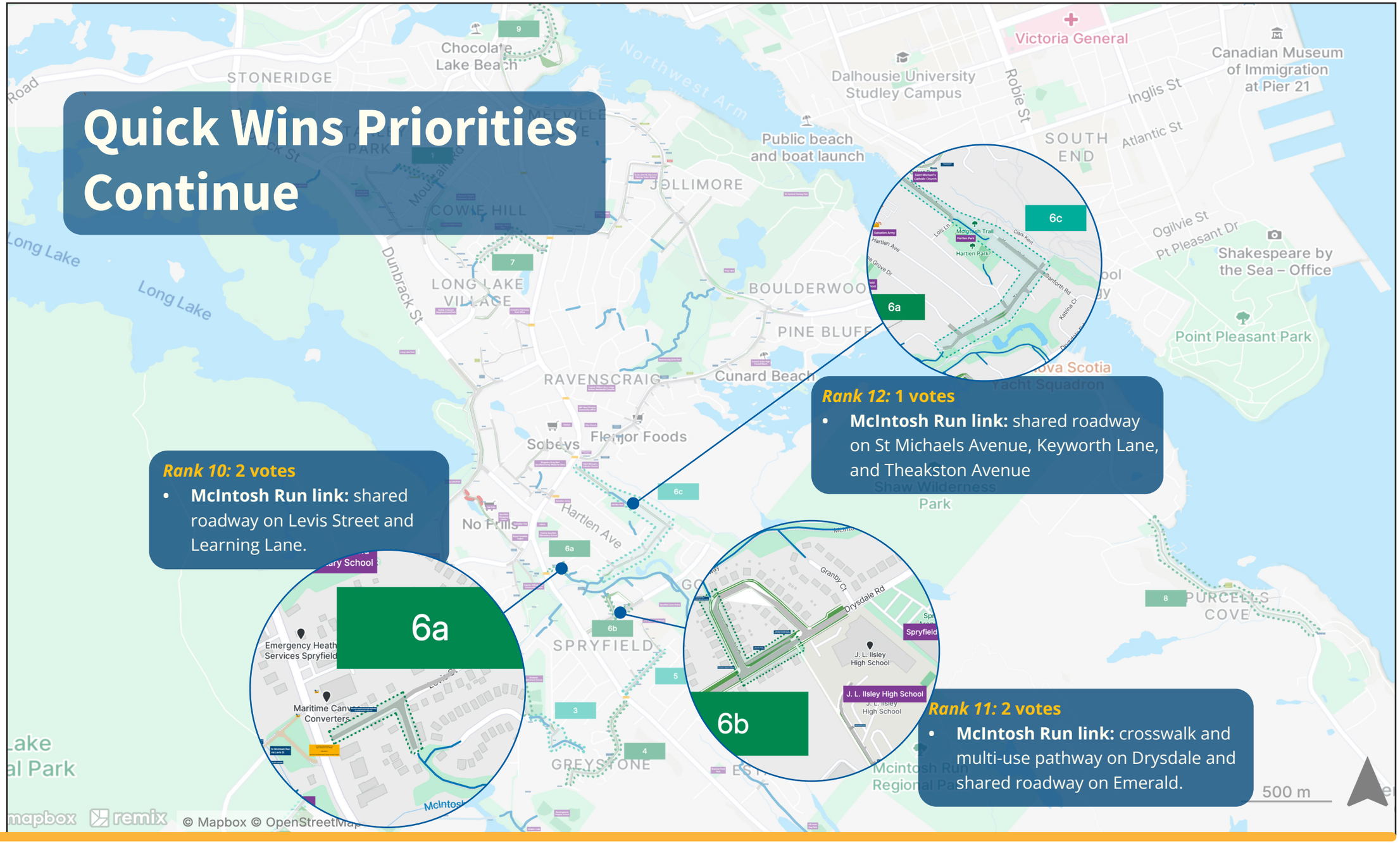
***Rank 6:* 6 votes**

- **Greystone Drive:** uphill bike lane and shared roadway between Rockingstone Heights School and Herring Cove Road.

***Rank 5:* 7 votes**

- **Rockingstone Road to Greystone Drive:** pathway upgrades and new sidewalk connecting neighbourhoods.

Quick Wins Priorities Continue



Big Lifts Priorities

Q5 - The Big Lift projects are larger in scale, carry higher costs, require more complex construction and coordination with municipal and provincial partners. Despite taking more time, these often have the biggest community-wide impact.

Please select up to 3 projects that you would like to see prioritized:



***Rank 1:* 19 votes**

- **Purcells Cove Road:** connect existing sidewalks and biking infrastructure (two areas: adjacent Williams Lake and north of Dingle Road).



***Rank 2:* 13 votes**

- **Herring Cove Road to Purcells Cove Road:** uphill bike lanes and shared roadway on Glenora Avenue and Colindale Street. Includes intersection upgrades at Herring Cove Road and Dingle Road.



***Rank 3:* 12 votes**

- **Williams Lake Road:** new sidewalk on north side, upgrade transit stops, and completing existing bike lanes.

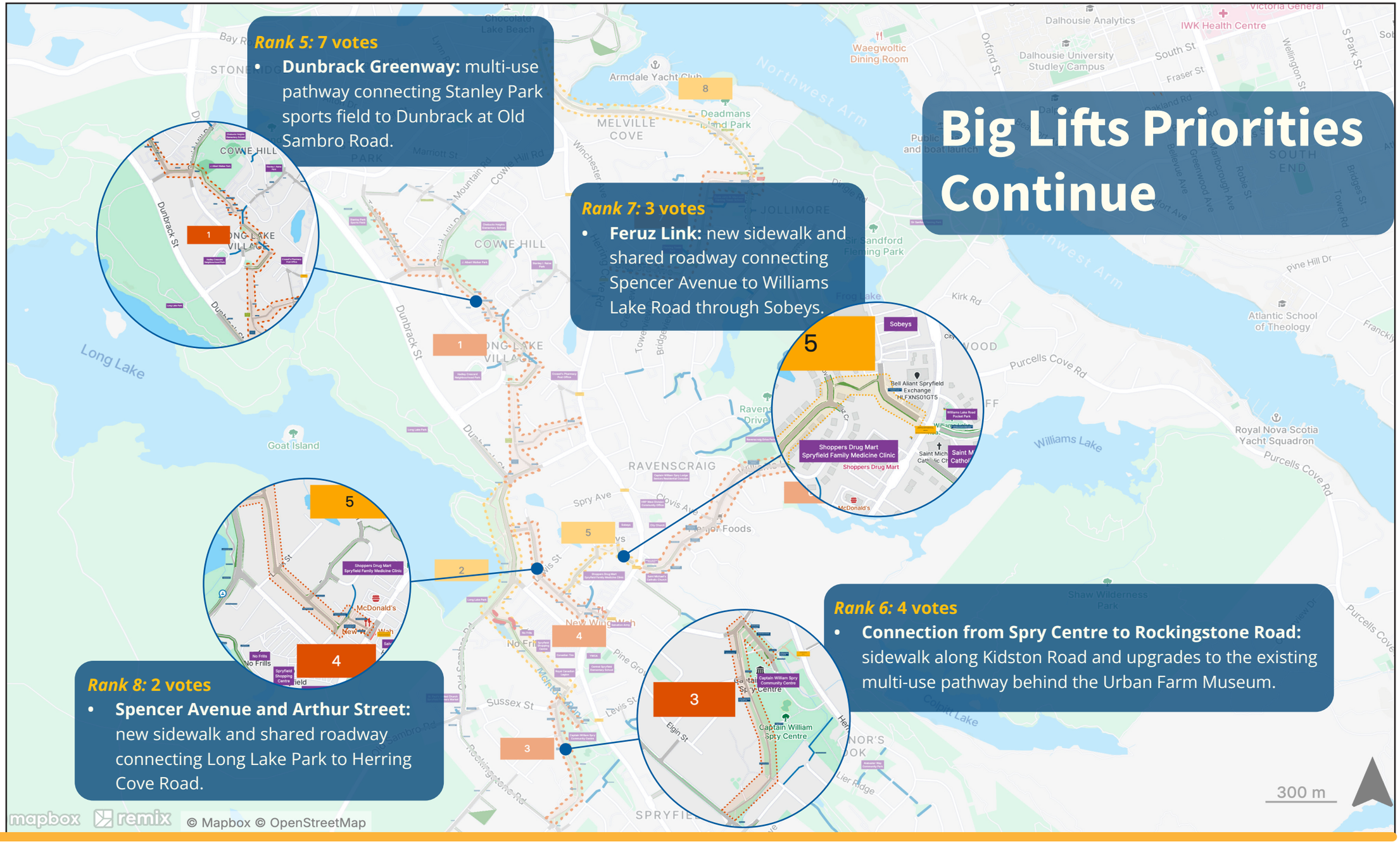
***Rank 4:* 11 votes**

- **Greenway Extension to Spry Centre and McIntosh Run:** enhanced multi-use pathway in Long Lake Park connecting to a new multi-use pathway behind the Spryfield Shopping Centre.



© Mapbox © OpenStreetMap

Big Lifts Priorities Continue



Q6 - Please tell us anything you think we need to know as we work to improve the Spryfield Core AT Network plan:
Upon reviewing the 32 responses, we identified four common themes:

Lack of Maintenance of AT Infrastructure

- Respondents highlighted concerns regarding the condition and maintenance of existing active transportation infrastructure. Comments included incomplete, narrow, and poor-quality bike lanes and shoulders, particularly along Purcells Cove Road and Williams Lake Road.
- Respondents also raised concerns about poor pavement conditions, including potholes and cracks, which create unsafe and uncomfortable conditions for people cycling.

Lack of a Complete Cycling Network

- Survey respondents expressed concerns about gaps and missing connections within the existing cycling network. In particular, they described feeling unsafe when bike lanes end abruptly and cyclists are required to merge with motor vehicle traffic.
- Several respondents identified missing links along Purcells Cove Road and Williams Lake Road, including the lack of cycling facilities on one side of Williams Lake Road.

Need for Separation Between Cyclists and Motor Vehicles

- Respondents described feeling unsafe when cycling alongside motor vehicles, particularly where there is no physical separation and vehicles are travelling at higher speeds.
- There was strong interest in providing protected and separated cycling facilities to improve safety and comfort for people cycling.

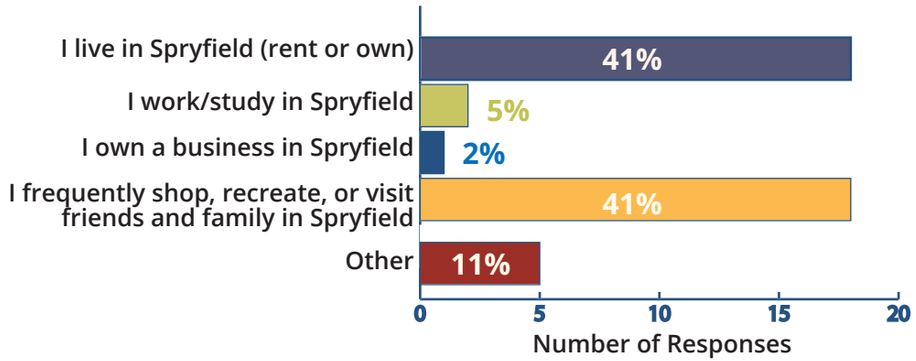
Strong Interest in Upgrades to Purcells Cove Road and Williams Lake Road

- Participants emphasized the importance of improving cycling facilities along Purcells Cove Road and Williams Lake Road and highlighted their role in everyday travel.
- These routes were identified as important connections between the east side of the community and key destinations, including grocery stores, community centres, and other amenities.

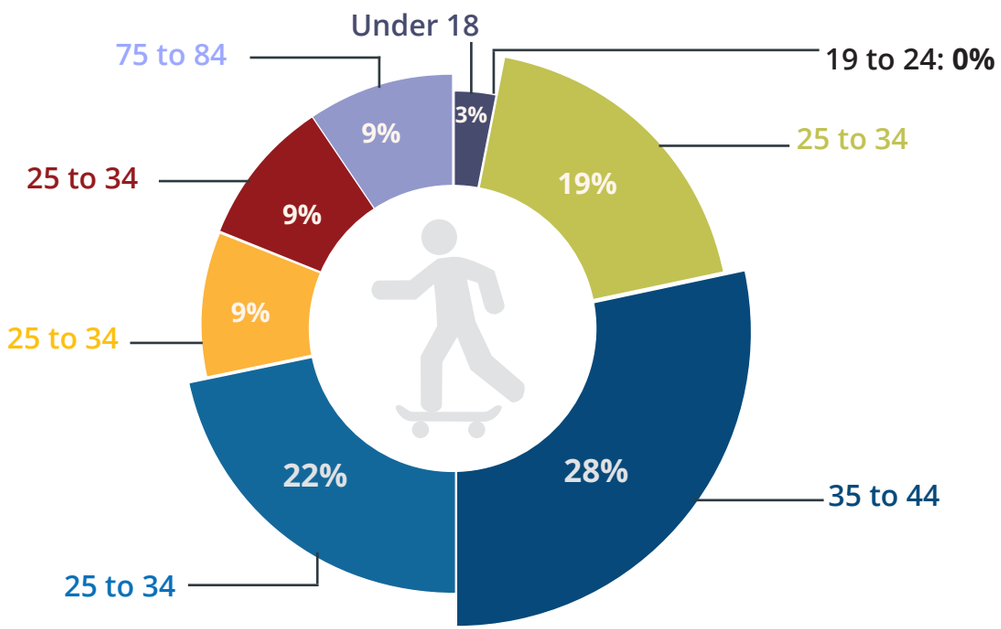
Out of Scope Comments:

- Respondents expressed the poor condition on Herring Cove Road for cycling and using active transportation modes.
- Respondents identified the need for a safe and comfortable connection between the Armdale Rotary and Spryfield Town Centre.
- Respondents showed great interest on the separation of cycling facilities on Herring Cove Road, expressing dangerous conditions of the shoulders, which force them to share the road with vehicles with high speed.
- Some participants expressed interest in a pedestrian bridge connecting Dingle Park to Oakland Road, which could provide a more direct connection to downtown Halifax and other amenities.
- Some expressed the importance of the transit system and how it can shift their choice in active modes of travel.
- Respondents also showed their interest in improved conditions and were hopeful to see development focused on less car-centric infrastructure.

Q7 – What is your connection to Spryfield? (Select all that apply)



Q8 – What is your age?



Q9 – Which gender do you most identify with?

52% responded

Woman

48% responded

Man

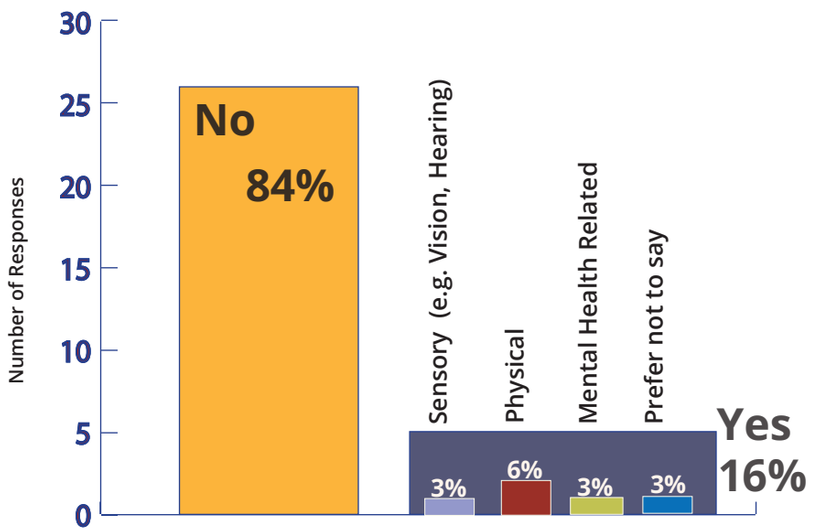
0% responded

Non-binary

0% responded

Other

Q10 – Do you identify as a person living with a disability?

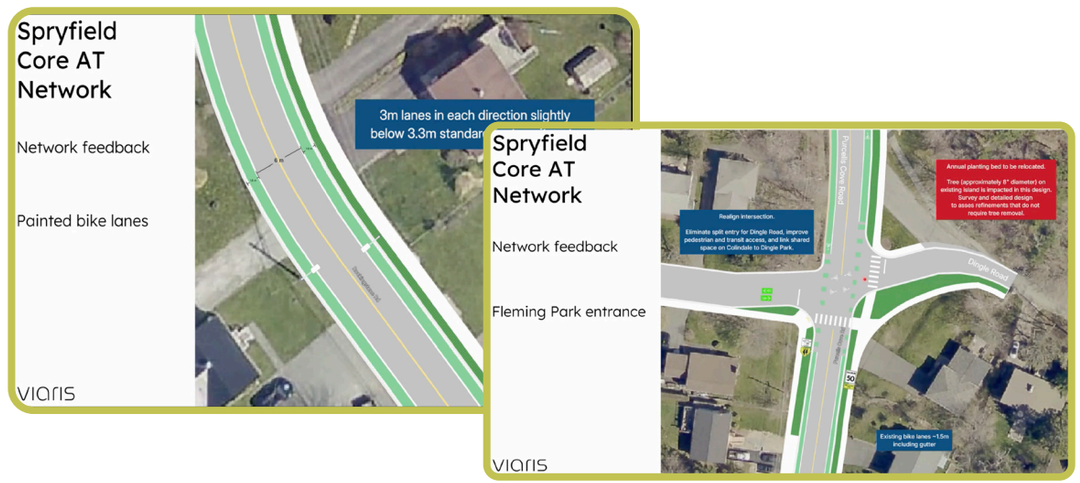


3.4 Stakeholder Session

Cycling NS and Viaris also held a stakeholder meeting on September 9, 2026, to present the engagement period findings and seek feedback and direction on some of the main questions raised from the engagement feedback. The stakeholder engagement virtual session included representatives from Spryfield Community Association and their AT sub-committee, HRM staff and the Councillor of the District 11. Participants provided directions on the questions raised during the meeting.

The following key points were discussed:

- **Prioritize Williams Lake Road:** Williams Lake Road was identified as a key priority due to gaps in sidewalks and cycling facilities, frequent transit use, and upcoming road rehabilitation. Stakeholders supported coordinating AT improvements with the rehabilitation plans on this section.
- **Balance Short and Long-Term Improvements:** Stakeholders supported implementing shorter-term, lower-cost improvements while establishing a foundation for higher-quality facilities in the future.
- **Consider Constraints on Purcells Cove Road:** The group recognized the physical, cost, and right-of-way constraints along Purcells Cove Road. An uphill bike lane was identified as a potential interim improvement, while a fully separated facility remains preferable in the long term.
- **Improve Dingle/Fleming Park Connections:** The participants supported improving connections to Dingle/Fleming Park, including a potential multi-use path and improvements at the Fleming Park entrance intersection.
- **Consider Multi-Use Paths Where Appropriate:** Multi-use paths should be considered where they can provide a more comfortable and continuous connection, including near Sussex Street and Spry Centre.
- **Coordinate with Other Projects and Partnerships:** Opportunities should be explored to integrate AT improvements with road rehabilitation, development, and other municipal projects. Partnerships and property discussions may be needed for connections involving private lands.
- **High-Impact Renderings:** The three renderings should focus on locations that affect many community members and demonstrate the value of the plan. Williams Lake Road, Old Sambro at Rocking Stone Road/Sussex St., and the Old Sambro Rd. at Dunbrack St. connection were identified as preferred locations.



04 Conclusion & Next Steps

Cycling NS, with Viaris and Upland, has collected valuable insights from residents, municipal staff, and stakeholders across the community in phase two engagement of the proposed AT network. This feedback was gathered through in-person engagement sessions, an online survey, interactive maps, and a stakeholder meeting. All comments have been crucial in shaping the final network iteration, depictive of the community's vision.

Interest in the Proposed AT Network

According to the survey responses, there is a significant support in the proposed network put forward by Viaris, with eighty-one percent of the survey takers supporting the designs. Sixty-three percent of respondents expressed that the proposed network will encourage them to walk more, and sixty-nine percent mentioned that it will encourage them to bike more, indicating that most of the community members perceived the proposed network could improve the AT connections in the Spryfield.

Key themes

Throughout the engagement period, feedback identified a need for improvements to the active transportation network, including the provision of dedicated walking and cycling facilities, rehabilitation of deteriorated infrastructure, and addressing gaps and missing connections within the network. Participants also identified concerns regarding the condition of existing facilities, including deteriorated pavement along bike lanes and shoulders and sidewalks requiring repair or replacement.

Furthermore, respondents identified Purcells Cove, Leiblin Drive, and Anchor Drive and Armshore Drive as their top three quick win priorities, while Purcells Cove Road, Glenora Avenue, and Williams Lake Road were identified as the three big lift priorities of the community, showing a significant impact of these sections on the daily trips of the locals to key destinations in Spryfield. In addition, stakeholders pointed out right of way constraints on Purcells Cove Road and the importance of aligning the plans with future rehabilitation projects, such as Herring Cove Road corridor Main Street plan and Rapid Transit Strategy. Finally, additional comments emphasized on the importance of a safe and accessible routes from Spryfield core to the Armdale Rotary and Halifax downtown.

The Core AT Networks Project seeks to address the key themes identified through phase two of engagement process by assessing the proposed route options and active transportation facility types that align with the community feedback. Cycling NS will continue to develop the proposed network options in collaboration with project partners to present the finalized concept designs to the community.

Next Steps:

This report marks the conclusion of phase two of the Core AT Network Project engagement stage. Following the completion of the final phase and report, Cycling NS staff will remain available for close collaboration with the SCA, providing consultation and support for the presentation to the HRM's Active Transportation Advisory Committee, and offering implementation support, pending adoption.



Core AT Network Partnership (February 2025) (Completed)
SCA and Cycling NS are committed to developing a Core AT Network.

Phase One - "What We Heard" Report (July 2025) (Completed)
Collected engagement data on the community vision & AT usage to identify network and AT priorities.

Phase Two - "What We Heard" Report (October 2026) (Completed)
Confirmed the priorities and proposed AT facilities concepts and agreement of community vision.

Phase Two - Concept Designs & Costing (November 2026) (In Progress)
Completion of concept plans with consultants Class D costing.

Phase Two - Network Report (December 2026) (In Progress)
Confirmation of network and facility preferences for conceptual designs and engineering studies.

Phase Three - SCA Adoption (Future Step with Cycling NS Support)
SCA Adoption and presentation to HRM's Active Transportation Advisory Committee.

Phase Four - HRM Adoption and Implementation (TBD)

Appendix I

Online Engagement

Map Comments

	Latitude	Longitude	Created at	Content	Context Note
1	44.61340	-63.62136	2026-07-30 6:39	much needed!	Behind south end mall
2	44.61402	-63.61231	2026-08-10 17:38	An extension of the multiuse path that runs through Hartlen Park up St. Michael's Ave might be a better idea than sharrows here for several reasons; it would provide a better connection to new cycling infrastructure on Herring Cove Rd, and more people already walk on the non-sidewalk side than the sidewalk side here as is. It also might help with the problem of church goers parking on both sides of the street and then walking in/blocking the whole road, which can be an issue for emergency access on Sundays. They'd have a safer place to walk instead.	St. Michaels Ave
3	44.62404	-63.60222	2026-08-10 17:43	Any cycling infrastructure on Purcell's Cove Rd between William's Lake Rd and the rotary should be separated/protected infrastructure. With renewed interest in an AT bridge across the Northwest Arm (such a bridge was highly recommended in the LinkNS/JRTA report released by the province), that would lead to cycling being a much faster option than driving for many commuters and paint-only infrastructure would be completely inappropriate for high volumes of users meeting up with an AT bridge or a ferry across the arm.	Purcell's Cove Rd
4	44.62288	-63.60154	2026-08-10 17:44	The same point about Purcell's Cove Rd also applies to William's Lake Rd. This would be the main route between Spryfield and any new AT bridge of ferry. Paint only infrastucture is unlikely to be championed by Halifax Council and isn't appropriate on these two busy roads.	William's Lake Rd
5	44.60798	-63.61141	2026-08-10 17:46	Drysdale has quite a bit of space to extend this all the way from the school and rink to Herring Cove Rd. Why run it for such a short distance? This street is wide for Spryfield, so why not use the opportunity for separated infrastructure where we can?	Drysdale
6	44.63685	-63.61753	2026-08-10 17:47	Love the idea of Anchor Drive/Armshore Drive becomming an offical LSB. It already basically functions as one and is used as one. When the Herring Cove Rd project is done, a connection to this bikeway could easily be formalized.	Anchor Drive/Armshore Drive
7	44.63041	-63.63263	2026-08-10 17:49	This is marked as completed, but isn't much of a connection yet (at least not for anyone on a bike or anyone with reduced mobility). It's more of a planned connection.	Osborne to Long Lake trail connection (map says it's there not us)
8	44.61861	-63.62242	2026-08-10 17:55	This section of the Lakeview Trail through Long Lake Park has one hill with a steep grade that has a sharp turn at the top of it and some visibility challenges that may create some conflict between cyclists and pedestrians.	upgrade of Long Lake trail parallel Old Sambro

9	44.61071	-63.61862	2026-08-10 17:55	It would be great if the trail could be connected here instead of a gap that requires sharrows on Sussex St.	Sussex connecting Spry Centre to behind south end mall
10	44.61247	-63.62062	2026-08-10 17:57	Love this! This new section of trail has been proposed many times over the decades. Hopefully this is the catalyst to finally make it happen. It would be well used.	Behind south end mall
11	44.59879	-63.61554	2026-08-10 18:08	The Greystone neighbourhood came up in a recent report released by the city ranking the 25 most vulnerable neighbourhoods in HRM in terms of vulnerability in the case of a wildfire or other emergency that requires evacuation. Part of the reason Greystone made the list other than Greystone Dr being the only road in and and out, is that many households do not own a vehicle. There may be an opportunity here to upgrade some of these rough paths and build a very good AT connection for egress out the back way of the neighbourhood and apply for various funding streams related to climate action and climate preparedness.	Greystone neighbourhood
12	44.59477	-63.59955	2026-08-10 18:10	This road is currently completely torn up. It seems like a good opportunity to suggest a multiuse path up Green Acres Rd that would connect directly to the end of the McIntosh Run Greenway here, which would serve the whole new neighbourhood of 1000+ homes that is currently under construction.	Green Acres (opposite end of McIntosh Run)
13	44.60022	-63.63068	2026-08-10 18:18	Halifax's IMP lists paved shoulders as appropriate infrastructure only for rural areas. Halifax has not approved or built a brand new bike lane without any sort of protection or separation in the past 5 years. The painted bike lanes on this plan feel like a departure from the current norm for new bike infrastrucutre in urban and suburban Halifax and a big step backwards.	Leiblin
14	44.61480	-63.62193	2026-08-10 18:22	Very much love the idea of extending the trail through Long Lake Park futher down Old Sambro Road.	extension of Long Lake trail along Old Sambro
15	44.61385	-63.62309	2026-08-10 18:24	These painted bike lanes may be some of the most unsafe in the city with the speed and volume of traffic and the constant heavy dumptrucks. Something separated from the street is definitely the only thing worth doing here.	Old Sambro
16	44.62773	-63.61492	2026-08-10 18:31	I worry that the back and forth between a bike lane and sharrows is going to lead to confusion and actually make people on bikes and scooters less safe. Are vehicle volumes low enough here to meet the NACTA standards for Local Bike Streets?	Glenora (uphill bike lane)
17	44.62664	-63.61662	2026-08-10 19:25	A new crosswalk is in the process of being installed here now	Herring Cove Road @ Highfield
18	44.61543	-63.62120	2026-08-10 19:32	Safety improvements for pedestrians at this intersection were one of the top things brought up by members of the AT committe.	Old Sambro @ Dentith
19	44.61911	-63.62188	2026-08-10 19:48	Is paving being considered?	upgrade of Long Lake trail parallel Old Sambro
20	44.63100	-63.60884	2026-08-10 20:10	I really like the idea of simplifying the entrance to Fleming Park and realigning this intersection to make it safer.	Purcells Cove Road @ Dingle Road

Appendix II

Community Survey Results

Item	Submitted at	Looking at the proposed network map, what is your overall impression of the plan?	If the proposed network is fully built, will it encourage you to walk (includes using a mobility device) more often to your destinations within Spryfield?	If the proposed network is fully built, will it encourage you to bike and roll (includes e-bikes, scooters, e-scooters, and skateboards) more often to your destinations within Spryfield?	quick win priority	quick win priority (1 Wildwood Avenue: new sidewalk and crosswalks)	quick win priority (10 Rockingstone Road: bike lanes from Old Sambro Road to Beachstone Drive, changing to painted sharrows adjacent to Elizabeth Sutherland School)	quick win priority (2 Leiblin Drive: upgrade road shoulders to serve as bike lanes)	quick win priority (3 Rockingstone Road to Greystone Drive: pathway upgrades and new sidewalk connecting neighbourhoods)	quick win priority (4 Greystone Drive: uphill bike lane and sharrows between Rockingstone Heights School and Herring Cove Road)
1	2026-07-02 17:44	Strongly Support	Yes, a little more	Yes, significantly more	2 Leiblin Drive: upgrade road shoulders to serve as bike lanes, 6c McIntosh Run link - sharrows on St Michaels Avenue, Keyworth Lane, and Theakston Avenue, 8 Purcells Cove Road: extend existing shoulder bike lanes to Fergusons Cove Road	FALSE	FALSE	TRUE	FALSE	FALSE
2	2026-07-02 21:41	Somewhat Support	Yes, a little more	Yes, a little more	8 Purcells Cove Road: extend existing shoulder bike lanes to Fergusons Cove Road, 9 Anchor Drive and Armshore Drive: sharrows and path upgrade from Purcells Cove Road to Herring Cove Road	FALSE	FALSE	FALSE	FALSE	FALSE
3	2026-07-06 16:27	Somewhat Support	Not sure	Yes, significantly more	8 Purcells Cove Road: extend existing shoulder bike lanes to Fergusons Cove Road, 10 Rockingstone Road: bike lanes from Old Sambro Road to Beachstone Drive, changing to painted sharrows adjacent to Elizabeth Sutherland School, 2 Leiblin Drive: upgrade road shoulders to serve as bike lanes	FALSE	TRUE	TRUE	FALSE	FALSE
4	2026-07-06 23:42	Somewhat Oppose	No, it wouldn't change my habits	No, it wouldn't change my habits	8 Purcells Cove Road: extend existing shoulder bike lanes to Fergusons Cove Road, 10 Rockingstone Road: bike lanes from Old Sambro Road to Beachstone Drive, changing to painted sharrows adjacent to Elizabeth Sutherland School, 9 Anchor Drive and Armshore Drive: sharrows and path upgrade from Purcells Cove Road to Herring Cove Road	FALSE	TRUE	FALSE	FALSE	FALSE
5	2026-07-07 10:03	Strongly Support	Yes, significantly more	Yes, significantly more	2 Leiblin Drive: upgrade road shoulders to serve as bike lanes	FALSE	FALSE	TRUE	FALSE	FALSE
6	2026-07-09 13:00	Somewhat Support	No, it wouldn't change my habits	No, it wouldn't change my habits	4 Greystone Drive: uphill bike lane and sharrows between Rockingstone Heights School and Herring Cove Road, 8 Purcells Cove Road: extend existing shoulder bike lanes to Fergusons Cove Road, 10 Rockingstone Road: bike lanes from Old Sambro Road to Beachstone Drive, changing to painted sharrows adjacent to Elizabeth Sutherland School	FALSE	TRUE	FALSE	FALSE	TRUE
7	2026-07-10 15:58	Strongly Support	No, it wouldn't change my habits	Yes, a little more	8 Purcells Cove Road: extend existing shoulder bike lanes to Fergusons Cove Road, 4 Greystone Drive: uphill bike lane and sharrows between Rockingstone Heights School and Herring Cove Road, 3 Rockingstone Road to Greystone Drive: pathway upgrades and new sidewalk connecting neighbourhoods	FALSE	FALSE	FALSE	TRUE	TRUE
8	2026-07-12 0:02	Somewhat Support	Yes, significantly more	Yes, significantly more	9 Anchor Drive and Armshore Drive: sharrows and path upgrade from Purcells Cove Road to Herring Cove Road, 3 Rockingstone Road to Greystone Drive: pathway upgrades and new sidewalk connecting neighbourhoods, 2 Leiblin Drive: upgrade road shoulders to serve as bike lanes	FALSE	FALSE	TRUE	TRUE	FALSE
9	2026-07-12 1:31	Somewhat Support	No, it wouldn't change my habits	Yes, a little more	8 Purcells Cove Road: extend existing shoulder bike lanes to Fergusons Cove Road	FALSE	FALSE	FALSE	FALSE	FALSE
10	2026-07-13 9:37	Somewhat Support	Yes, a little more	Yes, significantly more	6b McIntosh Run link - crosswalk and MUP on Drysdale and sharrows on Emerald, 7 Greenway to Herring Cove Road: uphill bike lanes and sharrows along Ridge Valley Road and Highfield Street, 9 Anchor Drive and Armshore Drive: sharrows and path upgrade from Purcells Cove Road to Herring Cove Road	FALSE	FALSE	FALSE	FALSE	FALSE
11	2026-07-15 17:56	Strongly Support	Yes, significantly more	Yes, significantly more	3 Rockingstone Road to Greystone Drive: pathway upgrades and new sidewalk connecting neighbourhoods, 10 Rockingstone Road: bike lanes from Old Sambro Road to Beachstone Drive, changing to painted sharrows adjacent to Elizabeth Sutherland School, 9 Anchor Drive and Armshore Drive: sharrows and path upgrade from Purcells Cove Road to Herring Cove Road	FALSE	TRUE	FALSE	TRUE	FALSE
12	2026-07-20 14:02	Strongly Support	Yes, a little more	Yes, a little more	7 Greenway to Herring Cove Road: uphill bike lanes and sharrows along Ridge Valley Road and Highfield Street, 6a McIntosh Run link - sharrows on Levis Street and Learning Lane, 1 Wildwood Avenue: new sidewalk and crosswalks	TRUE	FALSE	FALSE	FALSE	FALSE
13	2026-07-20 16:45	Neutral/No Opinion	Not sure	Yes, significantly more	1 Wildwood Avenue: new sidewalk and crosswalks, 2 Leiblin Drive: upgrade road shoulders to serve as bike lanes, 8 Purcells Cove Road: extend existing shoulder bike lanes to Fergusons Cove Road	TRUE	FALSE	TRUE	FALSE	FALSE
14	2026-07-20 17:10	Neutral/No Opinion	No, it wouldn't change my habits	No, it wouldn't change my habits	8 Purcells Cove Road: extend existing shoulder bike lanes to Fergusons Cove Road, 9 Anchor Drive and Armshore Drive: sharrows and path upgrade from Purcells Cove Road to Herring Cove Road, 7 Greenway to Herring Cove Road: uphill bike lanes and sharrows along Ridge Valley Road and Highfield Street	FALSE	FALSE	FALSE	FALSE	FALSE

Item	Submitted at	Looking at the proposed network map, what is your overall impression of the plan?	If the proposed network is fully built, will it encourage you to walk (includes using a mobility device) more often to your destinations within Spryfield?	If the proposed network is fully built, will it encourage you to bike and roll (includes e-bikes, scooters, e-scooters, and skateboards) more often to your destinations within Spryfield?	quick win priority	quick win priority (1 Wildwood Avenue: new sidewalk and crosswalks)	quick win priority (10 Rockingstone Road: bike lanes from Old Sambro Road to Beachstone Drive, changing to painted sharrows adjacent to Elizabeth Sutherland School)	quick win priority (2 Leiblin Drive: upgrade road shoulders to serve as bike lanes)	quick win priority (3 Rockingstone Road to Greystone Drive: pathway upgrades and new sidewalk connecting neighbourhoods)	quick win priority (4 Greystone Drive: uphill bike lane and sharrows between Rockingstone Heights School and Herring Cove Road)
15	2026-07-20 20:55	Strongly Support	Yes, significantly more	Yes, significantly more	5 Sylvia Avenue: sharrows connecting Herring Cove Road to JL Ilsley High School, 10 Rockingstone Road: bike lanes from Old Sambro Road to Beachstone Drive, changing to painted sharrows adjacent to Elizabeth Sutherland School	FALSE	TRUE	FALSE	FALSE	FALSE
16	2026-07-22 12:04	Strongly Support	No, it wouldn't change my habits	Yes, significantly more	8 Purcells Cove Road: extend existing shoulder bike lanes to Fergusons Cove Road, 9 Anchor Drive and Armshore Drive: sharrows and path upgrade from Purcells Cove Road to Herring Cove Road, 2 Leiblin Drive: upgrade road shoulders to serve as bike lanes	FALSE	FALSE	TRUE	FALSE	FALSE
17	2026-07-27 15:13	Strongly Support	Yes, significantly more	Yes, a little more	8 Purcells Cove Road: extend existing shoulder bike lanes to Fergusons Cove Road, 9 Anchor Drive and Armshore Drive: sharrows and path upgrade from Purcells Cove Road to Herring Cove Road, 7 Greenway to Herring Cove Road: uphill bike lanes and sharrows along Ridge Valley Road and Highfield Street	FALSE	FALSE	FALSE	FALSE	FALSE
18	2026-07-27 15:27	Strongly Support	Yes, significantly more	Yes, significantly more	6a McIntosh Run link - sharrows on Levis Street and Learning Lane, 8 Purcells Cove Road: extend existing shoulder bike lanes to Fergusons Cove Road, 6b McIntosh Run link - crosswalk and MUP on Drysdale and sharrows on Emerald	FALSE	FALSE	FALSE	FALSE	FALSE
19	2026-07-27 18:13	Strongly Support	Yes, significantly more	Yes, significantly more	2 Leiblin Drive: upgrade road shoulders to serve as bike lanes, 10 Rockingstone Road: bike lanes from Old Sambro Road to Beachstone Drive, changing to painted sharrows adjacent to Elizabeth Sutherland School, 3 Rockingstone Road to Greystone Drive: pathway upgrades and new sidewalk connecting neighbourhoods	FALSE	TRUE	TRUE	TRUE	FALSE
20	2026-07-27 18:38	Strongly Support	Yes, significantly more	Yes, significantly more	8 Purcells Cove Road: extend existing shoulder bike lanes to Fergusons Cove Road, 4 Greystone Drive: uphill bike lane and sharrows between Rockingstone Heights School and Herring Cove Road, 3 Rockingstone Road to Greystone Drive: pathway upgrades and new sidewalk connecting neighbourhoods	FALSE	FALSE	FALSE	TRUE	TRUE
21	2026-07-27 19:12	Strongly Support	Yes, a little more	Yes, significantly more	2 Leiblin Drive: upgrade road shoulders to serve as bike lanes, 8 Purcells Cove Road: extend existing shoulder bike lanes to Fergusons Cove Road, 7 Greenway to Herring Cove Road: uphill bike lanes and sharrows along Ridge Valley Road and Highfield Street	FALSE	FALSE	TRUE	FALSE	FALSE
22	2026-07-28 0:05	Strongly Support	Yes, significantly more	Yes, significantly more	8 Purcells Cove Road: extend existing shoulder bike lanes to Fergusons Cove Road, 9 Anchor Drive and Armshore Drive: sharrows and path upgrade from Purcells Cove Road to Herring Cove Road, 7 Greenway to Herring Cove Road: uphill bike lanes and sharrows along Ridge Valley Road and Highfield Street	FALSE	FALSE	FALSE	FALSE	FALSE
23	2026-07-28 0:23	Somewhat Support	No, it wouldn't change my habits	No, it wouldn't change my habits	8 Purcells Cove Road: extend existing shoulder bike lanes to Fergusons Cove Road, 3 Rockingstone Road to Greystone Drive: pathway upgrades and new sidewalk connecting neighbourhoods, 4 Greystone Drive: uphill bike lane and sharrows between Rockingstone Heights School and Herring Cove Road	FALSE	FALSE	FALSE	TRUE	TRUE
24	2026-07-28 16:53	Strongly Support	Yes, a little more	Yes, significantly more	2 Leiblin Drive: upgrade road shoulders to serve as bike lanes, 10 Rockingstone Road: bike lanes from Old Sambro Road to Beachstone Drive, changing to painted sharrows adjacent to Elizabeth Sutherland School, 5 Sylvia Avenue: sharrows connecting Herring Cove Road to JL Ilsley High School	FALSE	TRUE	TRUE	FALSE	FALSE
25	2026-07-29 0:04	Strongly Oppose	No, it wouldn't change my habits	No, it wouldn't change my habits						
26	2026-07-29 14:29	Strongly Support	Yes, significantly more	No, it wouldn't change my habits	3 Rockingstone Road to Greystone Drive: pathway upgrades and new sidewalk connecting neighbourhoods, 4 Greystone Drive: uphill bike lane and sharrows between Rockingstone Heights School and Herring Cove Road, 5 Sylvia Avenue: sharrows connecting Herring Cove Road to JL Ilsley High School	FALSE	FALSE	FALSE	TRUE	TRUE
27	2026-07-31 1:15	Somewhat Support	Yes, a little more	Yes, a little more	8 Purcells Cove Road: extend existing shoulder bike lanes to Fergusons Cove Road, 5 Sylvia Avenue: sharrows connecting Herring Cove Road to JL Ilsley High School, 4 Greystone Drive: uphill bike lane and sharrows between Rockingstone Heights School and Herring Cove Road	FALSE	FALSE	FALSE	FALSE	TRUE
28	2026-08-01 12:51	Strongly Support	Yes, significantly more	No, it wouldn't change my habits	1 Wildwood Avenue: new sidewalk and crosswalks, 2 Leiblin Drive: upgrade road shoulders to serve as bike lanes, 10 Rockingstone Road: bike lanes from Old Sambro Road to Beachstone Drive, changing to painted sharrows adjacent to Elizabeth Sutherland School	TRUE	TRUE	TRUE	FALSE	FALSE
29	2026-08-05 16:55	Somewhat Support	Yes, a little more	No, it wouldn't change my habits	2 Leiblin Drive: upgrade road shoulders to serve as bike lanes, 8 Purcells Cove Road: extend existing shoulder bike lanes to Fergusons Cove Road, 10 Rockingstone Road: bike lanes from Old Sambro Road to Beachstone Drive, changing to painted sharrows adjacent to Elizabeth Sutherland School	FALSE	TRUE	TRUE	FALSE	FALSE
30	2026-08-06 16:57	Strongly Oppose	No, it wouldn't change my habits	No, it wouldn't change my habits						
31	2026-08-06 18:49	Strongly Oppose	No, it wouldn't change my habits	No, it wouldn't change my habits						
32	2026-08-10 14:36	Strongly Support	Yes, significantly more	Yes, significantly more	8 Purcells Cove Road: extend existing shoulder bike lanes to Fergusons Cove Road	FALSE	FALSE	FALSE	FALSE	FALSE

Item	quick win priority (5 Sylvia Avenue: sharrows connecting Herring Cove Road to JL Ilsley High School)	quick win priority (6a McIntosh Run link - sharrows on Levis Street and Learning Lane)	quick win priority (6b McIntosh Run link - crosswalk and MUP on Drysdale and sharrows on Emerald)	quick win priority (6c McIntosh Run link - sharrows on St Michaels Avenue, Keyworth Lane, and Theakston Avenue)	quick win priority (7 Greenway to Herring Cove Road: uphill bike lanes and sharrows along Ridge Valley Road and Highfield Street)	quick win priority (8 Purcells Cove Road: extend existing shoulder bike lanes to Fergusons Cove Road)	quick win priority (9 Anchor Drive and Armshore Drive: sharrows and path upgrade from Purcells Cove Road to Herring Cove Road)	big lift priority	big lift priority (1 Dunbrack Greenway: multi-use pathway connecting Stanley Park sports field to Dunbrack at Old Sambro Road)	big lift priority (2 Greenway Extension to Spry Centre and McIntosh Run: enhanced multi-use pathway in Long Lake Park connecting to a new multi-use pathway behind the Spryfield Shopping Centre)
1	FALSE	FALSE	FALSE	TRUE	FALSE	TRUE	FALSE	7 Herring Cove Road to Purcells Cove Road: uphill bike lanes and sharrows on Glenora Avenue and Colindale Street. Includes intersection upgrades at Herring Cove Road and Dingle Road, 2 Greenway Extension to Spry Centre and McIntosh Run: enhanced multi-use pathway in Long Lake Park connecting to a new multi-use pathway behind the Spryfield Shopping Centre, 1 Dunbrack Greenway: multi-use pathway connecting Stanley Park sports field to Dunbrack at Old Sambro Road	TRUE	TRUE
2	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	TRUE	1 Dunbrack Greenway: multi-use pathway connecting Stanley Park sports field to Dunbrack at Old Sambro Road, 2 Greenway Extension to Spry Centre and McIntosh Run: enhanced multi-use pathway in Long Lake Park connecting to a new multi-use pathway behind the Spryfield Shopping Centre, 7 Herring Cove Road to Purcells Cove Road: uphill bike lanes and sharrows on Glenora Avenue and Colindale Street. Includes intersection upgrades at Herring Cove Road and Dingle Road	TRUE	TRUE
3	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	8 Purcells Cove Road: connect existing sidewalks and biking infrastructure (two areas: adjacent Williams Lake and north of Dingle Road), 5 Feruz Link: new sidewalk and sharrows connecting Spencer Avenue to Williams Lake Road through Sobeys	FALSE	FALSE
4	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	TRUE	8 Purcells Cove Road: connect existing sidewalks and biking infrastructure (two areas: adjacent Williams Lake and north of Dingle Road)	FALSE	FALSE
5	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	8 Purcells Cove Road: connect existing sidewalks and biking infrastructure (two areas: adjacent Williams Lake and north of Dingle Road)	FALSE	FALSE
6	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	8 Purcells Cove Road: connect existing sidewalks and biking infrastructure (two areas: adjacent Williams Lake and north of Dingle Road), 6 Williams Lake Road: new sidewalk on north side, upgrade transit stops, and completing existing bike lanes	FALSE	FALSE
7	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	8 Purcells Cove Road: connect existing sidewalks and biking infrastructure (two areas: adjacent Williams Lake and north of Dingle Road), 6 Williams Lake Road: new sidewalk on north side, upgrade transit stops, and completing existing bike lanes	FALSE	FALSE
8	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	1 Dunbrack Greenway: multi-use pathway connecting Stanley Park sports field to Dunbrack at Old Sambro Road, 2 Greenway Extension to Spry Centre and McIntosh Run: enhanced multi-use pathway in Long Lake Park connecting to a new multi-use pathway behind the Spryfield Shopping Centre, 3 Connection from Spry Centre to Rockingstone Road: sidewalk along Kidston Road and upgrades to the existing multi-use pathway behind the Urban Farm Museum	TRUE	TRUE
9	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	8 Purcells Cove Road: connect existing sidewalks and biking infrastructure (two areas: adjacent Williams Lake and north of Dingle Road)	FALSE	FALSE
10	FALSE	FALSE	TRUE	FALSE	TRUE	FALSE	TRUE	2 Greenway Extension to Spry Centre and McIntosh Run: enhanced multi-use pathway in Long Lake Park connecting to a new multi-use pathway behind the Spryfield Shopping Centre, 7 Herring Cove Road to Purcells Cove Road: uphill bike lanes and sharrows on Glenora Avenue and Colindale Street. Includes intersection upgrades at Herring Cove Road and Dingle Road, 8 Purcells Cove Road: connect existing sidewalks and biking infrastructure (two areas: adjacent Williams Lake and north of Dingle Road)	FALSE	TRUE
11	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	1 Dunbrack Greenway: multi-use pathway connecting Stanley Park sports field to Dunbrack at Old Sambro Road, 2 Greenway Extension to Spry Centre and McIntosh Run: enhanced multi-use pathway in Long Lake Park connecting to a new multi-use pathway behind the Spryfield Shopping Centre, 3 Connection from Spry Centre to Rockingstone Road: sidewalk along Kidston Road and upgrades to the existing multi-use pathway behind the Urban Farm Museum	TRUE	TRUE
12	FALSE	TRUE	FALSE	FALSE	TRUE	FALSE	FALSE	2 Greenway Extension to Spry Centre and McIntosh Run: enhanced multi-use pathway in Long Lake Park connecting to a new multi-use pathway behind the Spryfield Shopping Centre, 7 Herring Cove Road to Purcells Cove Road: uphill bike lanes and sharrows on Glenora Avenue and Colindale Street. Includes intersection upgrades at Herring Cove Road and Dingle Road, 4 Spencer Avenue and Arthur Street: new sidewalk and sharrows connecting Long Lake Park to Herring Cove Road	FALSE	TRUE
13	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	6 Williams Lake Road: new sidewalk on north side, upgrade transit stops, and completing existing bike lanes, 8 Purcells Cove Road: connect existing sidewalks and biking infrastructure (two areas: adjacent Williams Lake and north of Dingle Road), 7 Herring Cove Road to Purcells Cove Road: uphill bike lanes and sharrows on Glenora Avenue and Colindale Street. Includes intersection upgrades at Herring Cove Road and Dingle Road	FALSE	FALSE
14	FALSE	FALSE	FALSE	FALSE	TRUE	TRUE	TRUE	1 Dunbrack Greenway: multi-use pathway connecting Stanley Park sports field to Dunbrack at Old Sambro Road, 8 Purcells Cove Road: connect existing sidewalks and biking infrastructure (two areas: adjacent Williams Lake and north of Dingle Road)	TRUE	FALSE

Item	quick win priority (5 Sylvia Avenue: sharrows connecting Herring Cove Road to JL Ilsley High School)	quick win priority (6a McIntosh Run link - sharrows on Levis Street and Learning Lane)	quick win priority (6b McIntosh Run link - crosswalk and MUP on Drysdale and sharrows on Emerald)	quick win priority (6c McIntosh Run link - sharrows on St Michaels Avenue, Keyworth Lane, and Theakston Avenue)	quick win priority (7 Greenway to Herring Cove Road: uphill bike lanes and sharrows along Ridge Valley Road and Highfield Street)	quick win priority (8 Purcells Cove Road: extend existing shoulder bike lanes to Fergusons Cove Road)	quick win priority (9 Anchor Drive and Armshore Drive: sharrows and path upgrade from Purcells Cove Road to Herring Cove Road)	big lift priority	big lift priority (1 Dunbrack Greenway: multi-use pathway connecting Stanley Park sports field to Dunbrack at Old Sambro Road)	big lift priority (2 Greenway Extension to Spry Centre and McIntosh Run: enhanced multi-use pathway in Long Lake Park connecting to a new multi-use pathway behind the Spryfield Shopping Centre)
15	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	1 Dunbrack Greenway: multi-use pathway connecting Stanley Park sports field to Dunbrack at Old Sambro Road, 2 Greenway Extension to Spry Centre and McIntosh Run: enhanced multi-use pathway in Long Lake Park connecting to a new multi-use pathway behind the Spryfield Shopping Centre, 7 Herring Cove Road to Purcells Cove Road: uphill bike lanes and sharrows on Glenora Avenue and Colindale Street. Includes intersection upgrades at Herring Cove Road and Dingle Road	TRUE	TRUE
16	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	TRUE	6 Williams Lake Road: new sidewalk on north side, upgrade transit stops, and completing existing bike lanes, 7 Herring Cove Road to Purcells Cove Road: uphill bike lanes and sharrows on Glenora Avenue and Colindale Street. Includes intersection upgrades at Herring Cove Road and Dingle Road, 8 Purcells Cove Road: connect existing sidewalks and biking infrastructure (two areas: adjacent Williams Lake and north of Dingle Road)	FALSE	FALSE
17	FALSE	FALSE	FALSE	FALSE	TRUE	TRUE	TRUE	6 Williams Lake Road: new sidewalk on north side, upgrade transit stops, and completing existing bike lanes, 7 Herring Cove Road to Purcells Cove Road: uphill bike lanes and sharrows on Glenora Avenue and Colindale Street. Includes intersection upgrades at Herring Cove Road and Dingle Road, 8 Purcells Cove Road: connect existing sidewalks and biking infrastructure (two areas: adjacent Williams Lake and north of Dingle Road)	FALSE	FALSE
18	FALSE	TRUE	TRUE	FALSE	FALSE	TRUE	FALSE	6 Williams Lake Road: new sidewalk on north side, upgrade transit stops, and completing existing bike lanes	FALSE	FALSE
19	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	4 Spencer Avenue and Arthur Street: new sidewalk and sharrows connecting Long Lake Park to Herring Cove Road, 5 Feruz Link: new sidewalk and sharrows connecting Spencer Avenue to Williams Lake Road through Sobeys	FALSE	FALSE
20	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	6 Williams Lake Road: new sidewalk on north side, upgrade transit stops, and completing existing bike lanes, 7 Herring Cove Road to Purcells Cove Road: uphill bike lanes and sharrows on Glenora Avenue and Colindale Street. Includes intersection upgrades at Herring Cove Road and Dingle Road, 8 Purcells Cove Road: connect existing sidewalks and biking infrastructure (two areas: adjacent Williams Lake and north of Dingle Road)	FALSE	FALSE
21	FALSE	FALSE	FALSE	FALSE	TRUE	TRUE	FALSE	8 Purcells Cove Road: connect existing sidewalks and biking infrastructure (two areas: adjacent Williams Lake and north of Dingle Road), 7 Herring Cove Road to Purcells Cove Road: uphill bike lanes and sharrows on Glenora Avenue and Colindale Street. Includes intersection upgrades at Herring Cove Road and Dingle Road, 6 Williams Lake Road: new sidewalk on north side, upgrade transit stops, and completing existing bike lanes	FALSE	FALSE
22	FALSE	FALSE	FALSE	FALSE	TRUE	TRUE	TRUE	8 Purcells Cove Road: connect existing sidewalks and biking infrastructure (two areas: adjacent Williams Lake and north of Dingle Road), 7 Herring Cove Road to Purcells Cove Road: uphill bike lanes and sharrows on Glenora Avenue and Colindale Street. Includes intersection upgrades at Herring Cove Road and Dingle Road, 6 Williams Lake Road: new sidewalk on north side, upgrade transit stops, and completing existing bike lanes	FALSE	FALSE
23	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	6 Williams Lake Road: new sidewalk on north side, upgrade transit stops, and completing existing bike lanes, 8 Purcells Cove Road: connect existing sidewalks and biking infrastructure (two areas: adjacent Williams Lake and north of Dingle Road)	FALSE	FALSE
24	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	2 Greenway Extension to Spry Centre and McIntosh Run: enhanced multi-use pathway in Long Lake Park connecting to a new multi-use pathway behind the Spryfield Shopping Centre, 3 Connection from Spry Centre to Rockingstone Road: sidewalk along Kidston Road and upgrades to the existing multi-use pathway behind the Urban Farm Museum	FALSE	TRUE
25										
26	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	3 Connection from Spry Centre to Rockingstone Road: sidewalk along Kidston Road and upgrades to the existing multi-use pathway behind the Urban Farm Museum, 2 Greenway Extension to Spry Centre and McIntosh Run: enhanced multi-use pathway in Long Lake Park connecting to a new multi-use pathway behind the Spryfield Shopping Centre, 5 Feruz Link: new sidewalk and sharrows connecting Spencer Avenue to Williams Lake Road through Sobeys	FALSE	TRUE
27	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	8 Purcells Cove Road: connect existing sidewalks and biking infrastructure (two areas: adjacent Williams Lake and north of Dingle Road), 2 Greenway Extension to Spry Centre and McIntosh Run: enhanced multi-use pathway in Long Lake Park connecting to a new multi-use pathway behind the Spryfield Shopping Centre, 7 Herring Cove Road to Purcells Cove Road: uphill bike lanes and sharrows on Glenora Avenue and Colindale Street. Includes intersection upgrades at Herring Cove Road and Dingle Road	FALSE	TRUE
28	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	6 Williams Lake Road: new sidewalk on north side, upgrade transit stops, and completing existing bike lanes, 7 Herring Cove Road to Purcells Cove Road: uphill bike lanes and sharrows on Glenora Avenue and Colindale Street. Includes intersection upgrades at Herring Cove Road and Dingle Road, 8 Purcells Cove Road: connect existing sidewalks and biking infrastructure (two areas: adjacent Williams Lake and north of Dingle Road)	FALSE	FALSE
29	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	6 Williams Lake Road: new sidewalk on north side, upgrade transit stops, and completing existing bike lanes, 8 Purcells Cove Road: connect existing sidewalks and biking infrastructure (two areas: adjacent Williams Lake and north of Dingle Road)	FALSE	FALSE
30										
31										
32	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	1 Dunbrack Greenway: multi-use pathway connecting Stanley Park sports field to Dunbrack at Old Sambro Road, 8 Purcells Cove Road: connect existing sidewalks and biking infrastructure (two areas: adjacent Williams Lake and north of Dingle Road), 2 Greenway Extension to Spry Centre and McIntosh Run: enhanced multi-use pathway in Long Lake Park connecting to a new multi-use pathway behind the Spryfield Shopping Centre	TRUE	TRUE

Item	big lift priority (3 Connection from Spry Centre to Rockingstone Road: sidewalk along Kidston Road and upgrades to the existing multi-use pathway behind the Urban Farm Museum)	big lift priority (4 Spencer Avenue and Arthur Street: new sidewalk and sharrows connecting Long Lake Park to Herring Cove Road)	big lift priority (5 Feruz Link: new sidewalk and sharrows connecting Spencer Avenue to Williams Lake Road through Sobeys)	big lift priority (6 Williams Lake Road: new sidewalk on north side, upgrade transit stops, and completing existing bike lanes)	big lift priority (7 Herring Cove Road to Purcells Cove Road: uphill bike lanes and sharrows on Glenora Avenue and Colindale Street. Includes intersection upgrades at Herring Cove Road and Dingle Road)	big lift priority (8 Purcells Cove Road: connect existing sidewalks and biking infrastructure (two areas: adjacent Williams Lake and north of Dingle Road))	Please tell us anything you think we need to know as we work to improve the Spryfield Core AT Network plan:
1	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	
2	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	1. I assume that with the RBT, cyclists will be able to use the bus lanes. Is that correct? If so that helps a lot. 2. It's extremely important that Herring Cove between the 500 block south to the Herring Cove sign be resurfaced and a shoulder added. This is an unsafe and busy stretch, dangerous as is.
3	FALSE	FALSE	TRUE	FALSE	FALSE	TRUE	The section of Purcell's Cove Rd between Melville Cove and Dingle Rd is quite dangerous in both directions. The uphill bike lane is extremely narrow and riddles with potholes and cracks, particularly on the steepest part of the hill which also happens to be a blind corner. Repaving of this bike line is mandatory and widening would be preferable. The downhill side of the road loses the bike line just as it begins descending. There is a sign half way down the hill indicating that cyclists are to take the line and cars are not permitted to pass. There used to be another sign indicating this at the top of the hill that was hit by a car and never replaced. If no additional infrastructure is to be implemented to protect cyclists on this descent, at the very minimum this sign should be replaced at the top of the hill by the bus stop. This section of road also has many potholes and cracks that are very dangerous for cyclists especially as they navigate transitioning from a bike lane to taking the car lane and then back to the bike lane at the bottom of the hill. Vehicles need to be more aware of the intended procedure for cyclists to descend the hill to avoid incidents of vehicles attempting to overtake cyclists when there isn't space. Purcell's Cove Rd from the Frog Pond parking lot to William's Lake Rd has a dedicated bike line in both directions, however the east bound lane is full of potholes and cracks that render it dangerous to ride in requiring cyclists to ride in the lane with the cars which is also full of potholes. This entire section of road and bike lane must be repaved. Purcell's Cove Rd - Keefe Dr to Ferguson's Cove Rd. The repaving of Purcell's Cove Rd east of here improved the safety of cycling immensely, however this section still poses significant risks as the missing link in bike lane for a 10 km section. The east bound lane has many potholes and cracks that are dangerous to cyclists as is the west bound lane at Slipway Lane. Repaving should occur here and bike lanes should be added. The multi-use path that connects Feruz Cr to the Sobeys doesn't line up with the accessible curb up from the round making it dangerous for cyclists or users of mobility devices/ strollers and scooters to maneuver. The curb should be realigned for safer access.
4	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	There does not appear to be any safe connection from chocolate lake/purcells cove road (near Halifax Yoga) to connect to the rotary via bike. Out of scope, but really the need is to connect spryfield to the Halifax peninsula via Quinpool road bike lanes (this would promote me communting via bike more).
5	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	
6	FALSE	FALSE	FALSE	TRUE	FALSE	TRUE	Bike lanes must be protected. Paint on the road does not work as a safety precaution. The paint is hard to see and does nothing to protect cyclists (or others using the lanes). Please put in barriers. Please.
7	FALSE	FALSE	FALSE	TRUE	FALSE	TRUE	I live further up Herring Cove Road (Portuguese Cove), so having the transit go that far would greatly increase potential for me to use the active transportation pathway. I also enjoy the cycling route down Purcells Cove road, connecting to Pavia, and coming back down Herring Cove--except that Herring Cove road is a nightmare to bike on. Too bad a continuous bike lane on that road is not being proposed. While I appreciate all of the smaller projects that would support walking and connection within the Spryfield community, having simple routes along main roads is a lot more accessible for me and others who find it difficult to navigate a lot a turns and unfamiliar roads while biking That said, I appreciate any and all work to increase active transportation, especially in this underserved community. I trust that you've thought this through and wish you great success in bringing your proposal to life.
8	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	Tamarack Drive is very steep. Is it possible to extend the Dunbrack Greenway along Dunbrack St instead (is it less steep?) I like the idea of a pathway behind the Halifax Water administration building. In addition to being a useful cycling and walking connection, it helps open up access to J Albert Walker Park. I like the idea of the pathway being the Spryfield Shopping Centre to improve access to the Captain William Spry Centre.
9	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	
10	FALSE	FALSE	FALSE	FALSE	TRUE	TRUE	
11	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	
12	FALSE	TRUE	FALSE	FALSE	TRUE	FALSE	
13	FALSE	FALSE	FALSE	TRUE	TRUE	TRUE	There is an urgent need to reduce car-dependency across the board. With new work planned for Spryfield, the city has a golden opportunity to prioritise non-car-centred infrastructure and prioritise public and active transprtation as mandated by the IMP. Please don't blow this! And another opportunity that needs to be acted on is a bridge between the Dingle and Coburg Rd for pedestrians and cyclists.
14	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	

Item	big lift priority (3 Connection from Spry Centre to Rockingstone Road: sidewalk along Kidston Road and upgrades to the existing multi-use pathway behind the Urban Farm Museum)	big lift priority (4 Spencer Avenue and Arthur Street: new sidewalk and sharrows connecting Long Lake Park to Herring Cove Road)	big lift priority (5 Feruz Link: new sidewalk and sharrows connecting Spencer Avenue to Williams Lake Road through Sobeys)	big lift priority (6 Williams Lake Road: new sidewalk on north side, upgrade transit stops, and completing existing bike lanes)	big lift priority (7 Herring Cove Road to Purcells Cove Road: uphill bike lanes and sharrows on Glenora Avenue and Colindale Street. Includes intersection upgrades at Herring Cove Road and Dingle Road)	big lift priority (8 Purcells Cove Road: connect existing sidewalks and biking infrastructure (two areas: adjacent Williams Lake and north of Dingle Road))	Please tell us anything you think we need to know as we work to improve the Spryfield Core AT Network plan:
15	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	
16	FALSE	FALSE	FALSE	TRUE	TRUE	TRUE	Complete and connect cycling infrastructure, most importantly getting bike lanes along Herring Cove Rd from Spryfield Town Centre to the Rotary.
17	FALSE	FALSE	FALSE	TRUE	TRUE	TRUE	
18	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	The "Big Lift" project #6 would make a huge difference in using Williams Lake Road for cycling for small errands, I think. Currently there is no grocery store along Purcells Cove Road. The closest is the Sobeys where Williams Lake Road meets Herring Cove Road. However, if a person chooses to bike along Purcells Cove Road up/back along Herring Cove Road to get to the Sobeys, they will experience a broken up and harrowing cycling journey on Williams Lake Road. On that road there is a bike lane, on one side, part of the way. This road needs at least a bike lane on each side, and ideally a separated bike lane because people drive 60km/h on the road and the road is wide. The road width seems like it can support this addition of bike infrastructure. Then it would be safe to bike to the grocery store for many people on Purcells Cove Road.
19	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	
20	FALSE	FALSE	FALSE	TRUE	TRUE	TRUE	
21	FALSE	FALSE	FALSE	TRUE	TRUE	TRUE	The herring cove rd is a nightmare to cycle. The traffic is busier and more aggressive than ever, the condition of the roads are not good, and the bike lanes end on some of the most dangerous and degraded parts of the road so cyclists have no option but to go into traffic. Shoulders on Purcell's Cove rd that do not have bike lane are in terrible shape and again, disjointed and broken up. There needs to be cycling routes that are COMPLETE and used for commuter cycling purposes. You should not have to fear dying because you want to cycle into the city from Herring or Purcell's Cove.
22	FALSE	FALSE	FALSE	TRUE	TRUE	TRUE	I have a bike collecting dust in my basement. When I lived in Victoria BC I biked to work every day, because it was safe to do so!
23	FALSE	FALSE	FALSE	TRUE	FALSE	TRUE	
24	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	There needs to be a pedestrian crossing from Dingle Park to Oakland road. This would allow for auch shorter and safer trip for people to reach downtown and universities by active transportation.
25							
26	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	Community amenities (e.g. Capt. Spry Centre, Lions rink) should have diverse routes to get there.
27	FALSE	FALSE	FALSE	FALSE	TRUE	TRUE	
28	FALSE	FALSE	FALSE	TRUE	TRUE	TRUE	
29	FALSE	FALSE	FALSE	TRUE	FALSE	TRUE	bike lanes need priority, a doable distance to the peninsula (too long to walk), people will start using bikes over cars when cycling becomes safer
30							Invest all monies into traffic before developers add thousands more people!
31							I hate bike lanes. I will never use a bike lane.I will never drive a bike.
32	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	

Item	What is your connection to Spryfield? Select all that apply.	What is your connection to Spryfield? Select all that apply. (I live in Spryfield (rent or own))	What is your connection to Spryfield? Select all that apply. (I work/study in Spryfield)	What is your connection to Spryfield? Select all that apply. (I own a business in Spryfield)	What is your connection to Spryfield? Select all that apply. (I frequently shop, recreate, or visit friends and family in Spryfield)	What is your connection to Spryfield? Select all that apply. (Other)	What is your age?	Which gender do you most identify with?	Do you identify as a person living with a disability?
1	I frequently shop, recreate, or visit friends and family in Spryfield	FALSE	FALSE	FALSE	TRUE	FALSE	25 to 34	Woman	No
2	I frequently shop, recreate, or visit friends and family in Spryfield	FALSE	FALSE	FALSE	TRUE	FALSE	55 to 64	Man	Yes – sensory disability (e.g., vision, hearing)
3	I frequently shop, recreate, or visit friends and family in Spryfield	FALSE	FALSE	FALSE	TRUE	FALSE	25 to 34	Woman	No
4	I live in Spryfield (rent or own)	TRUE	FALSE	FALSE	FALSE	FALSE	25 to 34	Man	No
5	Other	FALSE	FALSE	FALSE	FALSE	TRUE	55 to 64	Man	No
6	I frequently shop, recreate, or visit friends and family in Spryfield	FALSE	FALSE	FALSE	TRUE	FALSE	35 to 44	Woman	No
7	I frequently shop, recreate, or visit friends and family in Spryfield	FALSE	FALSE	FALSE	TRUE	FALSE	25 to 34	Woman	No
8	I will move to Spryfield in two months	FALSE	FALSE	FALSE	FALSE	TRUE	35 to 44	Man	No
9	I frequently shop, recreate, or visit friends and family in Spryfield	FALSE	FALSE	FALSE	TRUE	FALSE	35 to 44	Man	No
10	I live in Spryfield (rent or own), I frequently shop, recreate, or visit friends and family in Spryfield	TRUE	FALSE	FALSE	TRUE	FALSE	35 to 44	Woman	No
11	I live in Spryfield (rent or own)	TRUE	FALSE	FALSE	FALSE	FALSE	Under 18	Man	No
12	I live in Spryfield (rent or own), I frequently shop, recreate, or visit friends and family in Spryfield	TRUE	FALSE	FALSE	TRUE	FALSE	35 to 44	Woman	Yes – prefer not to specify
13	I frequently shop, recreate, or visit friends and family in Spryfield, Recreational bicycling	FALSE	FALSE	FALSE	TRUE	TRUE	55 to 64	Man	No
14	I frequently shop, recreate, or visit friends and family in Spryfield, I live/cycle in Herring Cove	FALSE	FALSE	FALSE	TRUE	TRUE	45 to 54	Man	No

Item	What is your connection to Spryfield? Select all that apply.	What is your connection to Spryfield? Select all that apply. (I live in Spryfield (rent or own))	What is your connection to Spryfield? Select all that apply. (I work/study in Spryfield)	What is your connection to Spryfield? Select all that apply. (I own a business in Spryfield)	What is your connection to Spryfield? Select all that apply. (I frequently shop, recreate, or visit friends and family in Spryfield)	What is your connection to Spryfield? Select all that apply. (Other)	What is your age?	Which gender do you most identify with?	Do you identify as a person living with a disability?
15	I live in Spryfield (rent or own)	TRUE	FALSE	FALSE	FALSE	FALSE	45 to 54	Woman	No
16	I live in Spryfield (rent or own)	TRUE	FALSE	FALSE	FALSE	FALSE	75 to 84	Man	No
17	I live in Spryfield (rent or own), I work/study in Spryfield, I own a business in Spryfield, I frequently shop, recreate, or visit friends and family in Spryfield	TRUE	TRUE	TRUE	TRUE	FALSE	75 to 84	Woman	Yes – physical disability
18	I live in Spryfield (rent or own)	TRUE	FALSE	FALSE	FALSE	FALSE	45 to 54	Woman	No
19	I live in Spryfield (rent or own)	TRUE	FALSE	FALSE	FALSE	FALSE	65 to 74	Man	No
20	I frequently shop, recreate, or visit friends and family in Spryfield, I live in Spryfield (rent or own)	TRUE	FALSE	FALSE	TRUE	FALSE	35 to 44	Woman	Yes – mental health-related disability
21	I live in Spryfield (rent or own), I frequently shop, recreate, or visit friends and family in Spryfield	TRUE	FALSE	FALSE	TRUE	FALSE	45 to 54	Woman	No
22	I live in Spryfield (rent or own), I work/study in Spryfield	TRUE	TRUE	FALSE	FALSE	FALSE	35 to 44	Man	No
23	I frequently shop, recreate, or visit friends and family in Spryfield	FALSE	FALSE	FALSE	TRUE	FALSE	35 to 44	Man	No
24	I live in Spryfield (rent or own)	TRUE	FALSE	FALSE	FALSE	FALSE	45 to 54	Man	No
25	I live in Spryfield (rent or own)	TRUE	FALSE	FALSE	FALSE	FALSE	35 to 44		
26	I live in Spryfield (rent or own)	TRUE	FALSE	FALSE	FALSE	FALSE	75 to 84	Woman	No
27	I frequently shop, recreate, or visit friends and family in Spryfield	FALSE	FALSE	FALSE	TRUE	FALSE	65 to 74	Woman	No
28	I live in Spryfield (rent or own), I frequently shop, recreate, or visit friends and family in Spryfield	TRUE	FALSE	FALSE	TRUE	FALSE	65 to 74	Woman	No
29	I live in Spryfield (rent or own)	TRUE	FALSE	FALSE	FALSE	FALSE	45 to 54	Man	No
30	Other	FALSE	FALSE	FALSE	FALSE	TRUE	25 to 34	Man	No
31	I live in Spryfield (rent or own), I frequently shop, recreate, or visit friends and family in Spryfield	TRUE	FALSE	FALSE	TRUE	FALSE	45 to 54	Woman	Yes – physical disability
32	I frequently shop, recreate, or visit friends and family in Spryfield	FALSE	FALSE	FALSE	TRUE	FALSE	25 to 34	Woman	No


KAOS
CROSSFIT
CYCLING NOVA SCOTIA
BLUE ROU