



GEORGIA GREENWAY
... FOR ALL AGES AND ABILITIES!

LANARC

Summary of Public Feedback

Georgia Greenway Preliminary Design



FEEDBACK SUMMARY REPORT

Phase 1 – Concept Design Ideas

Georgia Greenway Project

1.0 Overview

The City of Nanaimo has proposed a pedestrian and cycling friendly route through the Harewood neighbourhood to link key destinations across the community including schools, parks, sports fields, and commercial areas. The proposed trail was first identified in the Harewood Neighbourhood Plan, and is also supported by the Nanaimo Transportation Master Plan, Harewood Centennial Park Master Plan, and the Official Community Plan.

Phase 1 of the Georgia Greenway project is a multi-use trail through Harewood Centennial Park connecting Sixth Street and Seventh Street, including a bridge crossing over the Chase River. The initiative is one of five key capital projects adopted by City Council as part of the 2016-2019 Strategic Plan Update.

Community feedback is a key component in the development of the Georgia Greenway. In May 2017, City staff engaged the public to provide feedback on the Phase 1 Concept (Sixth Street to Seventh Street), as well as evaluation criteria to assess potential route options for future phases. The results of the responses are summarized in the following report.

Feedback was compiled from:

- ▶ A drop-in public event with an interactive kiosk as part of the Active for Life Expo on Saturday, May 13, 2017 from 10:00 am to 2:00 pm at Harewood Centennial Park (Sherry Field at John Barsby School).
- ▶ A public response form available online (using third-party vendor Simple Survey™ to collect data) or in hard copy open for submissions from Friday, May 12, 2017 through to Monday, June 5, 2017 (extended from May 29, 2017).
- ▶ City Staff attendance with project information at the Georgia Avenue Celebration Station for Bike to Work Week on Monday, May 29th, and Thursday, June 1st.

Outreach was made by:

- ▶ Project website
- ▶ Social media postings through City Twitter and Facebook Accounts
- ▶ Posters around Centennial Park and the Phase 1 study area

The Georgia Greenway will provide a safe, comfortable experience for all ages, abilities, and confidence levels to encourage more sustainable modes of transportation within the City.

- ▶ Mailout letters to surrounding property owners
- ▶ Phone calls, emails, and meetings with Special Interest Stakeholder Groups (e.g. School District, Fire Department and Emergency Services, Barsby Community Garden, etc.)
- ▶ Business card-sized magnets handed out at Bike to Work Week celebration station at Georgia Avenue

2.0 Summary of Feedback

The following summarizes the overall feedback received. For a detailed summary, please see Section 3.0.

2.1 PARTICIPANTS

- ▶ A total of **162 participants** completed the Phase 1 Response Form.
- ▶ The largest number of participants (60%) live in the Harewood Neighbourhood (within the vicinity of the proposed Georgia Greenway), while 34% live in another neighbourhood in the City of Nanaimo.
- ▶ A total of 76% of respondents have household members that currently cycle, roll, walk, or run within the Harewood Neighbourhood.

2.2 KEY THEMES

GENERAL

- ▶ In general, participants support the implementation of the Phase 1 Georgia Greenway in the Harewood neighbourhood:
 - The majority of input supports the Project due to safety (as an improvement for pedestrian and cyclist safety from vehicles); added overall community benefits; encouragement of active transportation; and improved accessibility and connectivity for the neighbourhood.
 - Some oppose the Project due to safety concerns (related to theft, and other undesirable or criminal activity, as well as emergency response issues) and concerns about the Project cost and impact on taxpayers.

CONCEPT DESIGN CONSIDERATIONS (SIXTH STREET TO SEVENTH STREET)

- ▶ In general, participants support the six design considerations for Phase 1 with participants with strong support for:
 - LED lighting for the proposed bridge (as long as there is consideration to manage the impacts of light for the river wildlife)
 - Benches or rest points for trail access nodes
 - Fence as field buffer (either standard black or cedar character)
 - Pathway lighting (LED)
 - Trail markers to indicate location and access points to the greenway
 - Tree planting and careful management of invasive plants

OVERALL EVALUATION CRITERIA

- ▶ The top three evaluation criteria most important to respondents are:
 - Crime Prevention Through Environmental Design (CPTED);
 - Pedestrian/Cyclist East of Use; and
 - Separation from Vehicle Traffic.
- ▶ Other criteria suggested includes improvements for neighbourhood development, livability for community enhancement, accessibility, safety, environmental sustainability, and connectivity.

FUTURE PHASES

- ▶ For the design approach for the future phase of Fourth Street to Sixth Street, slightly more participants (51%) preferred a separation from vehicle traffic while 42% preferred a combination of separation from vehicles and on-street segments.
- ▶ For the design approach for the future phase of Seventh Street to Eighth Street, participants prefer separation from vehicle traffic (47%) or a combination of separation from vehicles and on-street segments (43%).

3.0 Detailed Summary of Input

3.1 Participant Demographics

Questionnaire respondents were asked to provide key background information so we could understand who participated in the public questionnaire.

Question 1: Postal Code

Participants were asked to provide their postal code. Compiled responses are mapped in the following Figure 1: Distribution Map of Postal Codes Provided by Participants in the Nanaimo, BC Area (markers indicate one or more responses per postal code).

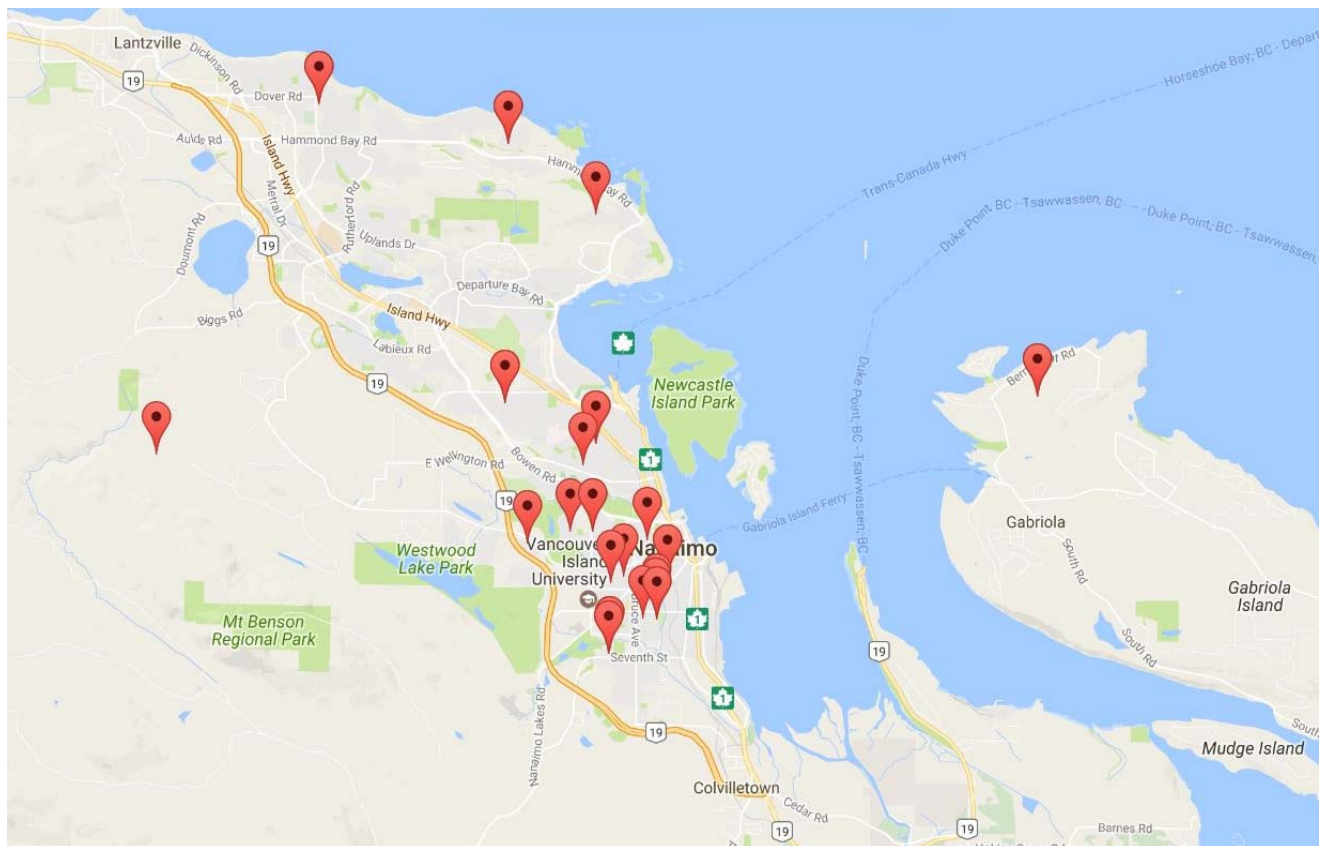
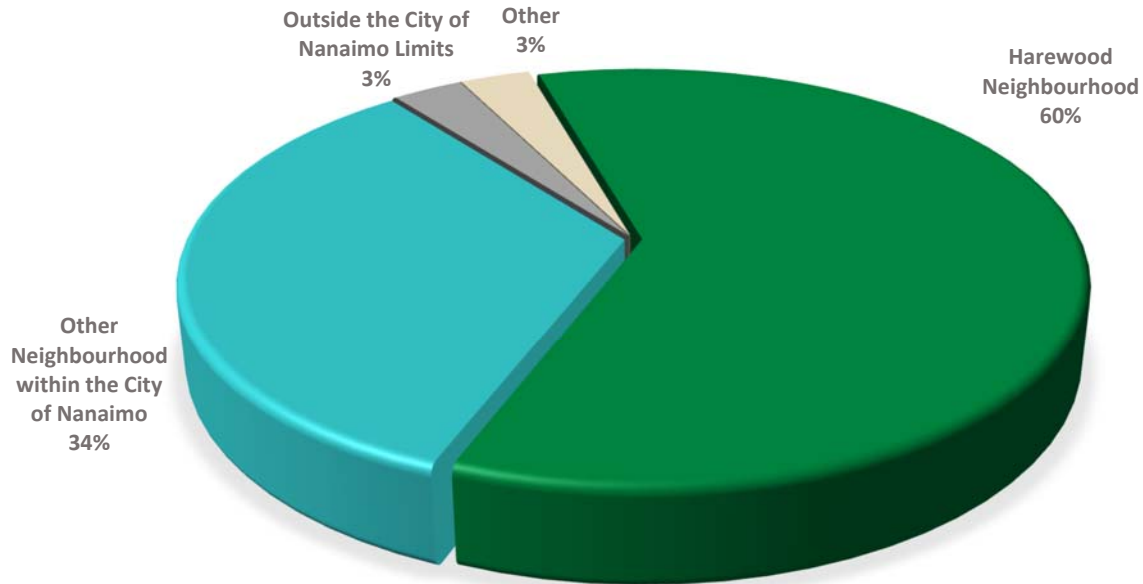


Figure 1: Distribution Map of Postal Codes Provided by Participants in the Nanaimo, BC Area (markers indicate one or more responses per postal code).

Question 1: Area of Residence

- ▶ The largest number of participants (60%) live in the Harewood Neighbourhood (within the vicinity of the proposed Georgia Greenway), while 34% live in another neighbourhood in the City of Nanaimo.
- ▶ A total of 6% live outside the City of Nanaimo limits or specified "Other".



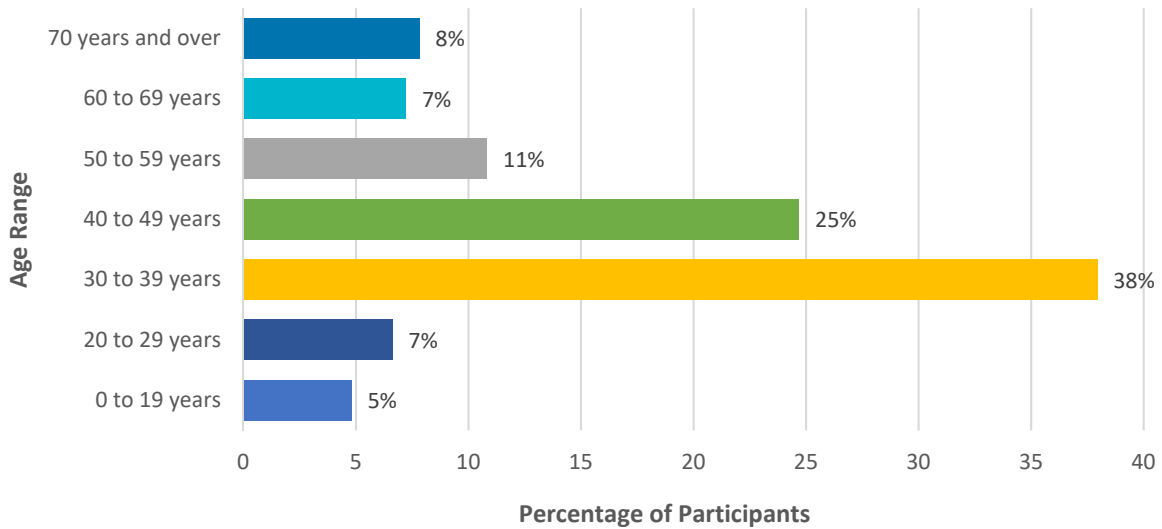
Other Neighbourhoods

Other neighbourhoods identified included:

- ▶ Old City
- ▶ Chase River
- ▶ Fairview
- ▶ Regional District of Nanaimo (RDN)
- ▶ Buttertubs Drive
- ▶ Protection Island
- ▶ South Nanaimo (near Milton)
- ▶ Near Vancouver Island University (VIU) including University Heights
- ▶ Brechin
- ▶ Uplands
- ▶ Work at John Barsby Community School

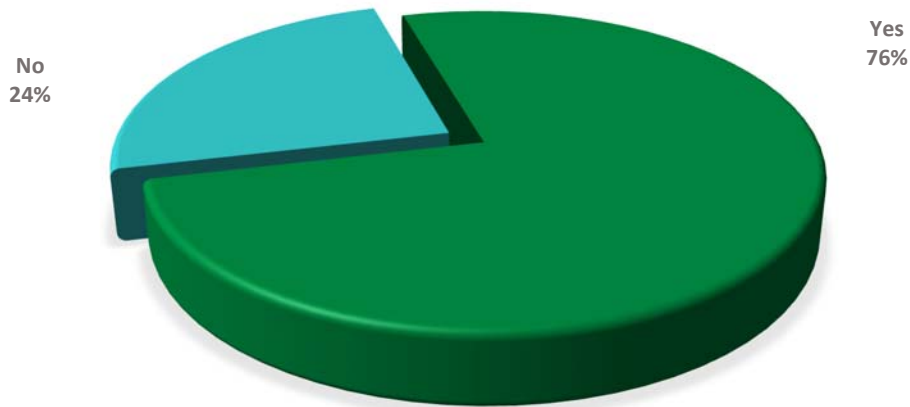
Question 3: Age Range of Participants

- ▶ The strong majority of respondents were between 30 and 49 years of age.



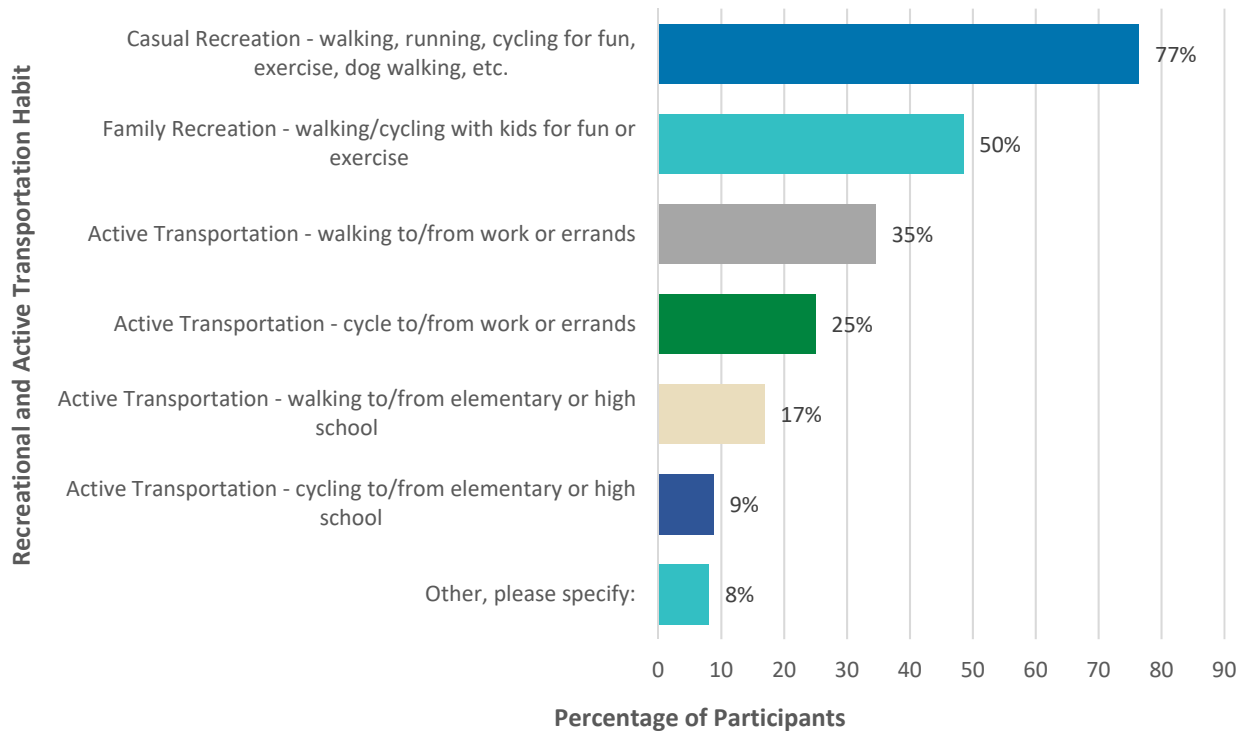
Question 4: Household Members Using Georgia Greenway Study Area

- ▶ The strong majority (76%) respondents have household members who currently cycle, roll, walk, or run within the Harewood Neighbourhood.



Question 5: Household Current Cycling/Walking Habits Within the Harewood Neighbourhood

- ▶ Most participants currently walk, run, cycle, or roll for recreation purposes as opposed to for active transportation purposes.



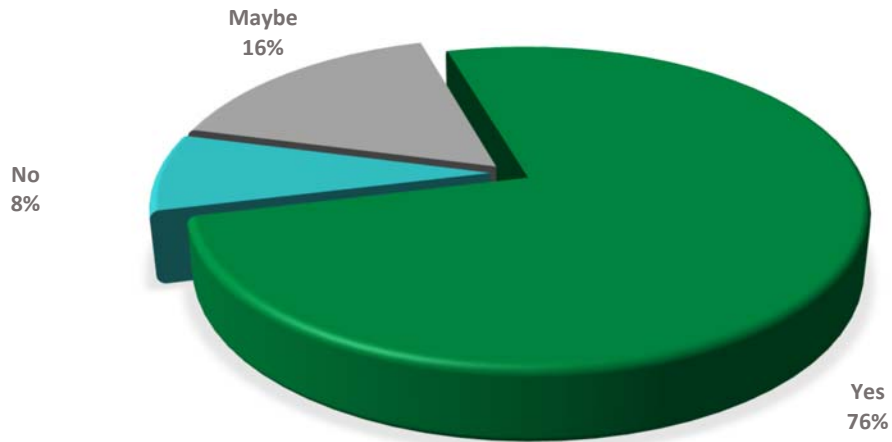
Other Walking or Cycling Habits within the Harewood Neighbourhood:

Participants were asked to provide other walking or cycling habits within the Harewood Neighbourhood. Responses included:

- ▶ Walking to/from Vancouver Island University or the bus stop at University Village.
- ▶ Walking to help keep neighbourhood safe/clean through use and to connect with neighbours/others out walking in the community.
- ▶ Walking to Centennial Park or to connect to the south end of the Parkway Trail for birdwatching and other nature appreciation activities (including Harewood Plains, Alley Way, and along the river).
- ▶ Scootering, skateboarding (future Harewood Skatepark), or biking for fun.
- ▶ Walking to access shopping areas or to visit friends.

Question 6: Participants that would use the Georgia Greenway if it provided an improved pedestrian and cyclist route and alternative to Howard Avenue and Bruce Avenue.

- ▶ The strong majority of participants (76%) would use the Georgia Greenway if an improved pedestrian or cyclist route and alternative to Howard Avenue and Bruce Avenue were developed.



3.2 Feedback on PHASE 1 CONCEPT: Sixth Street to Seventh Street

Participants were asked to review a series of series of six design components being considered for Phase 1 of the Georgia Greenway and indicate whether they "Support", are "Neutral", or "Don't Support" each design consideration. Participants were asked to provide any additional comments to clarify their response.

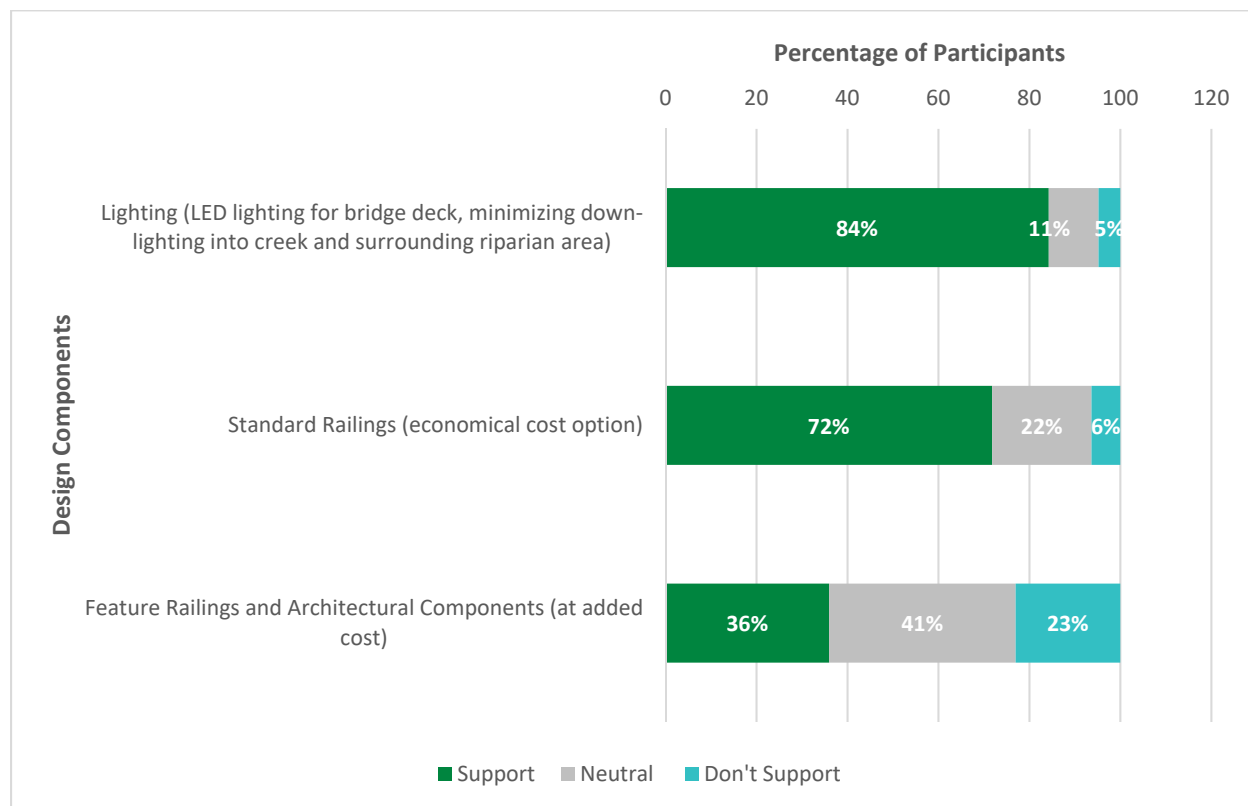
3.2.1 CONCEPT DESIGN COMPONENTS

Design Components

- Bridge • Trail Access Nodes • Field Buffer
- Trail Lighting • Street Crossings • Riparian Area

Question 7: Proposed Bridge

- ▶ The strong majority of participants support bridge lighting (84%).
- ▶ The majority of participants preferred standard railings over feature railings and architectural components.



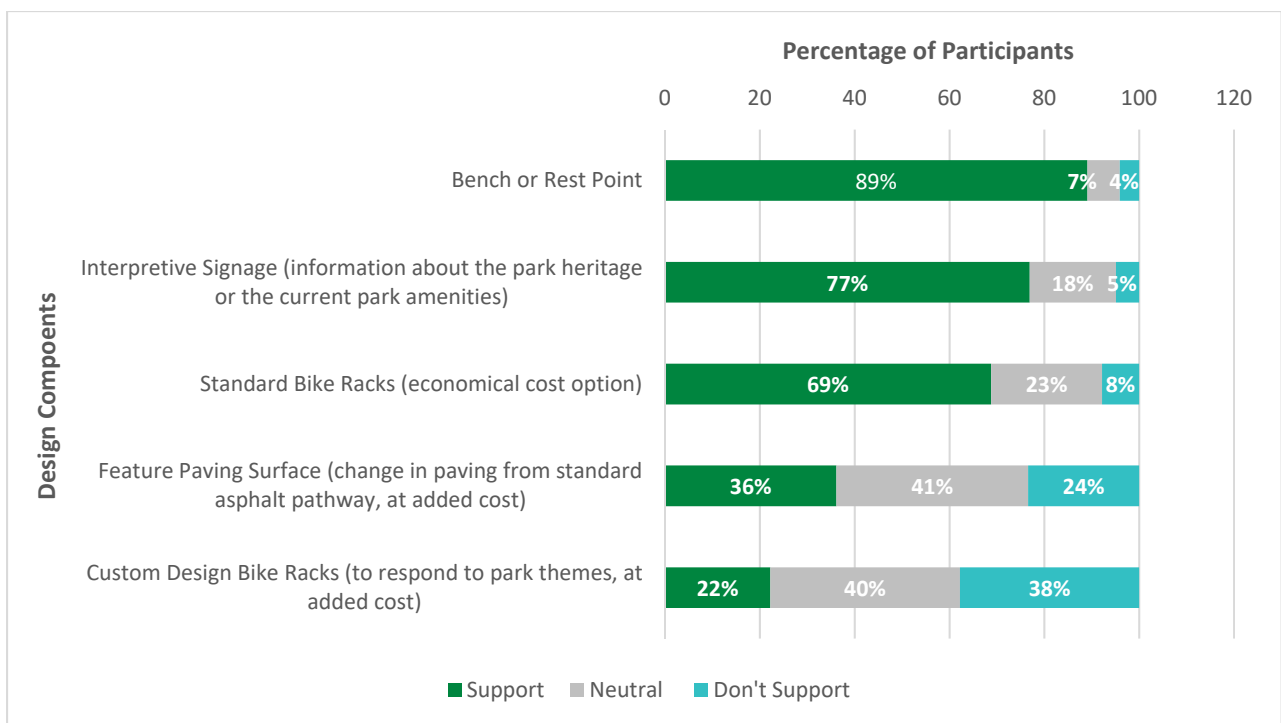
Sample Comments for the Bridge:

- ▶ Minimize vandalism using heavy materials and discourage homeless population from using bridge for homeless and/or transient occupation.
- ▶ Provide a space for graffiti artists to display their work (e.g. on railing walls). Edmonton has some good examples of promote graffiti art in permitted spaces.
- ▶ Support for additional lighting for safe walking and cycling during evening and nighttime through all seasons.
- ▶ Concerns relating to lighting included: ensuring that lighting is not too bright (e.g. LED), lighting could increase unwanted uses during nighttime and evening (e.g. theft, drug use, vandalism), lighting could have a negative impact on nearby residents (light pollution and related health percussions); and lighting could have a detrimental impact on local fauna.
- ▶ Suggestions for lighting included consideration for innovation and use of solar lighting, and managing the lighting program so that it comes on during peak commuting hours in the winter, but are not on for long hours.
- ▶ Support for cedar/timber structure and railings to retain a natural look and beauty of the river.
- ▶ Consideration for the sensitive riparian environment.

- ▶ Encourage safety features such as a security "911" button.
- ▶ Focus on design simplicity to manage expense for taxpayers and risk of vandalism.
- ▶ Use taxpayer funding wisely.
- ▶ Improve access for other transportation modes such as scooters.

Question 8: Trail Access Nodes

- ▶ The strong majority of participants support benches / resting points (89%) and interpretive signage (77%).
- ▶ Standard bike racks are also supported by the majority of respondents (69% support).
- ▶ Most participants did not support or were neutral for support of custom design bike racks.



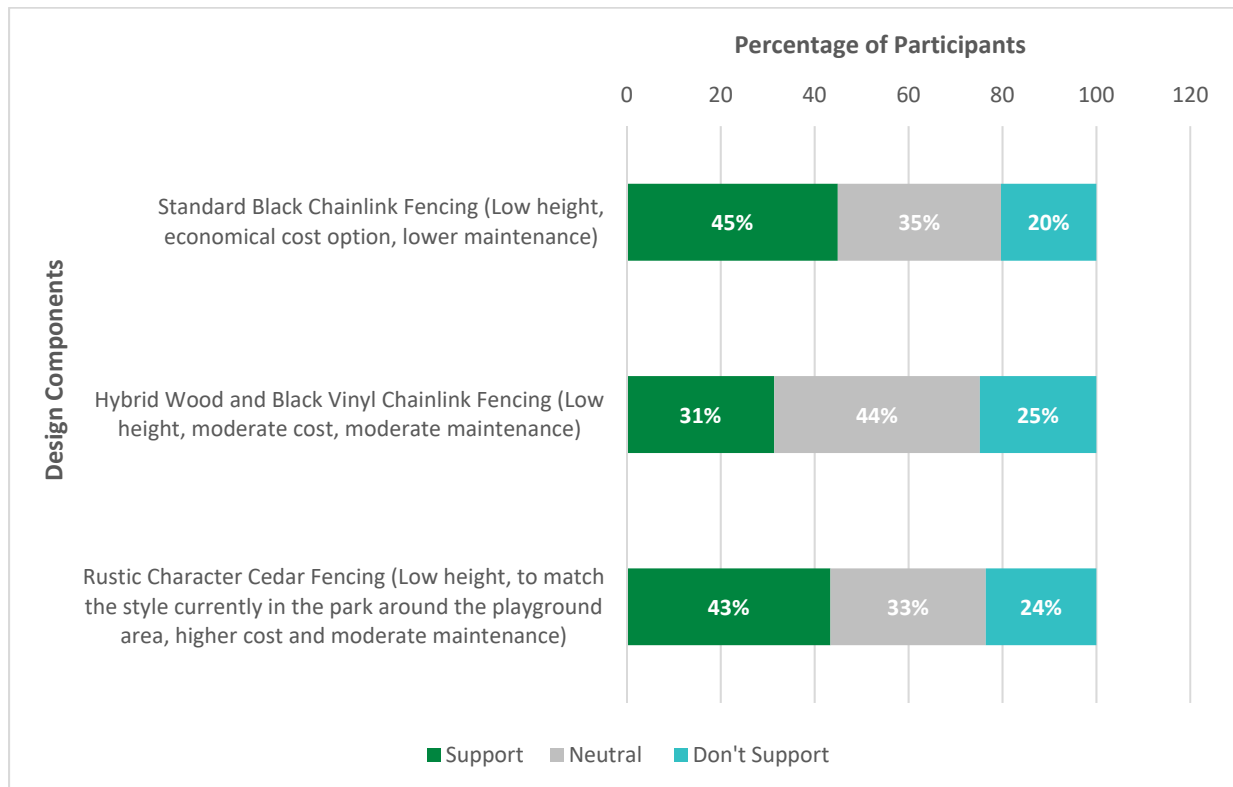
Sample Comments for Trail Access Nodes:

- ▶ Support for quality investment in public areas and the social use of these community areas including increased use by children and families.
- ▶ Support for clear, visible signage and wayfinding to access pathways including historical, local flora/fauna, or environmental stewardship interpretive signage for trail highlights.
- ▶ Bike rack security, space for different types of bikes, and amount of racks are all considerations for planning for bicycle travel.
- ▶ Some risk and concern with encouraging loitering and theft with bike racks.
- ▶ Bike repair stations could be a relevant feature here.
- ▶ Interest for other trail amenities such as upgraded washrooms, water fountains, garbage cans, and dog management.

- ▶ Benches or seating should be comfortable and wooden.
- ▶ Consideration for paving type for trail surface so that it is accessible and appropriate for skateboarding, seniors walking, etc.

Question 9: Field Buffer

- ▶ There is almost equal support for a standard black chain link fence (45%) or a Rustic Character Cedar Fence (44%).



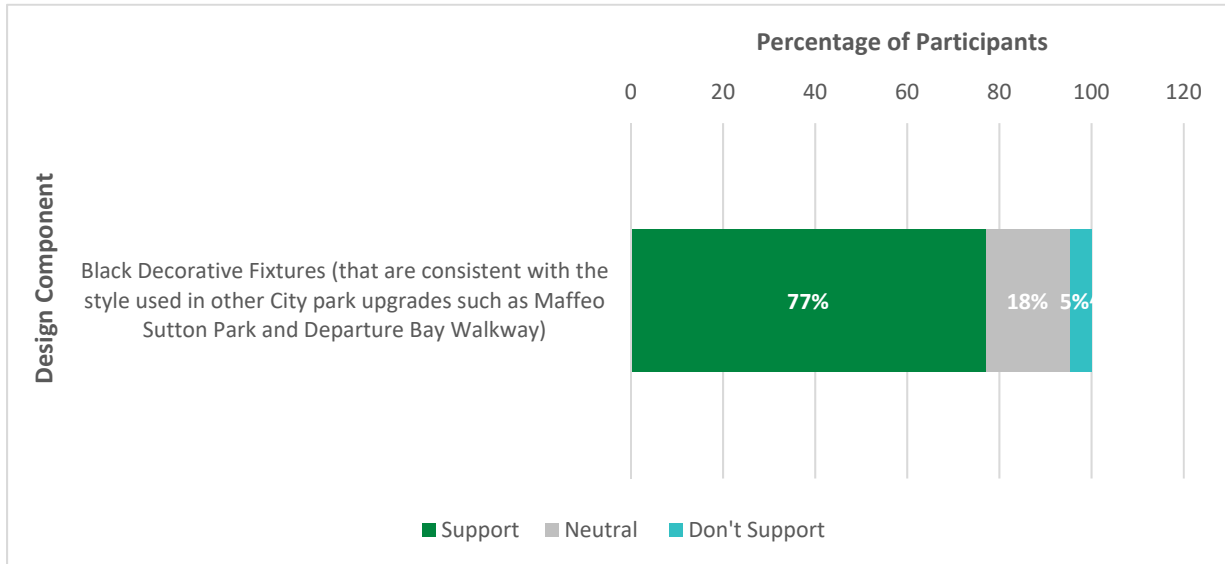
Sample Comments for Field Buffer:

- ▶ Ensure fencing is practical and cost efficient and that it is low cost to build and maintain.
- ▶ Consider design durability and design solutions that are less susceptible to vandalism and destruction.
- ▶ Strong support to ensure fence design is attractive, inviting, and provides an aesthetically-pleasing and useful place for people to socialize and increase community connections.
- ▶ Design style and upgrades here should demonstrate civic pride.
- ▶ Concerns that wood panels could block views and decrease the feeling of safety.
- ▶ Consideration for fencing to provide protection (e.g. to protect walkers from flying balls from the adjacent fields, to protect players from dogs, to minimize unwanted activity to the school and community gardens, and to reduce distractions for students on the other side of the fence).
- ▶ Some opinions that a chain link fence was too industrial or institutional with a "jail-like" character.

- ▶ Fencing to protect walkers from balls and flying soccer players, and protect players from dogs; try to disguise the chain link prison aspects but don't get all cutsey with 'character cedar'

Question 10: Trail Lighting

- ▶ The strong majority of participants (77%) support black decorative fixtures that are consistent with the style used in current City park upgrades for trail lighting.

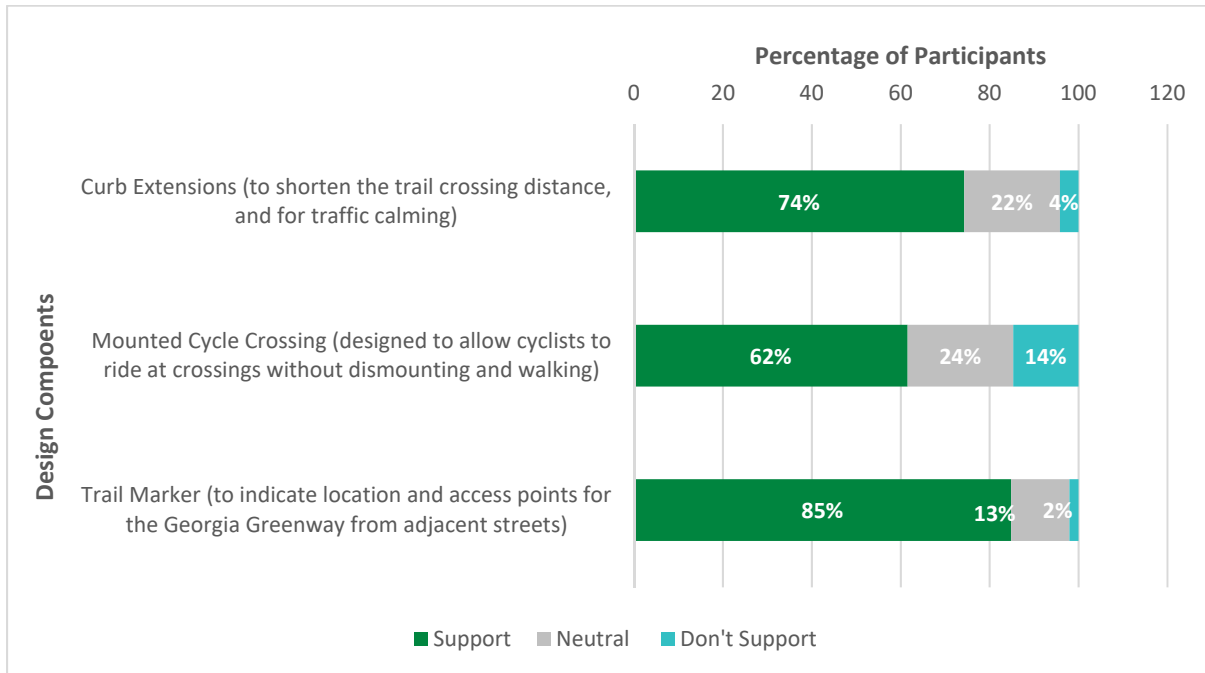


Sample Comments for Trail Lighting:

- ▶ Strong support for trail lighting in order to provide safety, deter crime, and discourage undesirable activities.
- ▶ Suggestions to consider solutions to save energy costs such as solar LED lighting.
- ▶ Mix of comments whether aesthetics or 'attractive' lighting was important or unnecessary.

Question 11: Street/Trail Crossings

- ▶ Participants strongly support curb extensions (74%) and trail markers (85%).

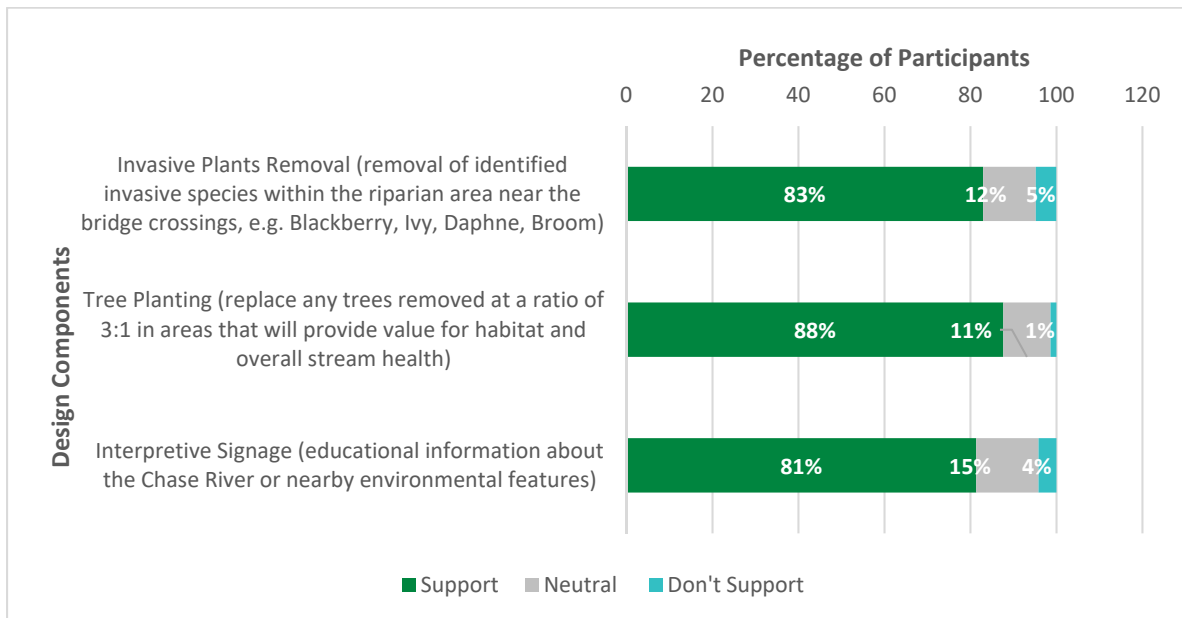


Sample Comments for Crossings:

- ▶ Support for traffic calming due to speeding traffic.
- ▶ Support for wheelchair and scooter accessibility on streets/trails crossings.
- ▶ Support for mounted cycle crossing as it tends to be left out due to budgetary constraints. Cyclists should not have to dismount when one of the purposes of the multi-use pathway is to encourage biking.
- ▶ Mixed comments for curb extensions:
 - Concern that they can be a hazard to drivers, and traffic is not so intense on Sixth or Seventh that calming is needed.
 - Others support the extensions for safety and comfort.

Question 12: Riparian Area Works

- ▶ The strong majority of respondents (82-88%) supported all three of the design components for consideration for the riparian area: Invasive plants removal, tree planting, and interpretive signage.



Sample Comments for Riparian Area Works:

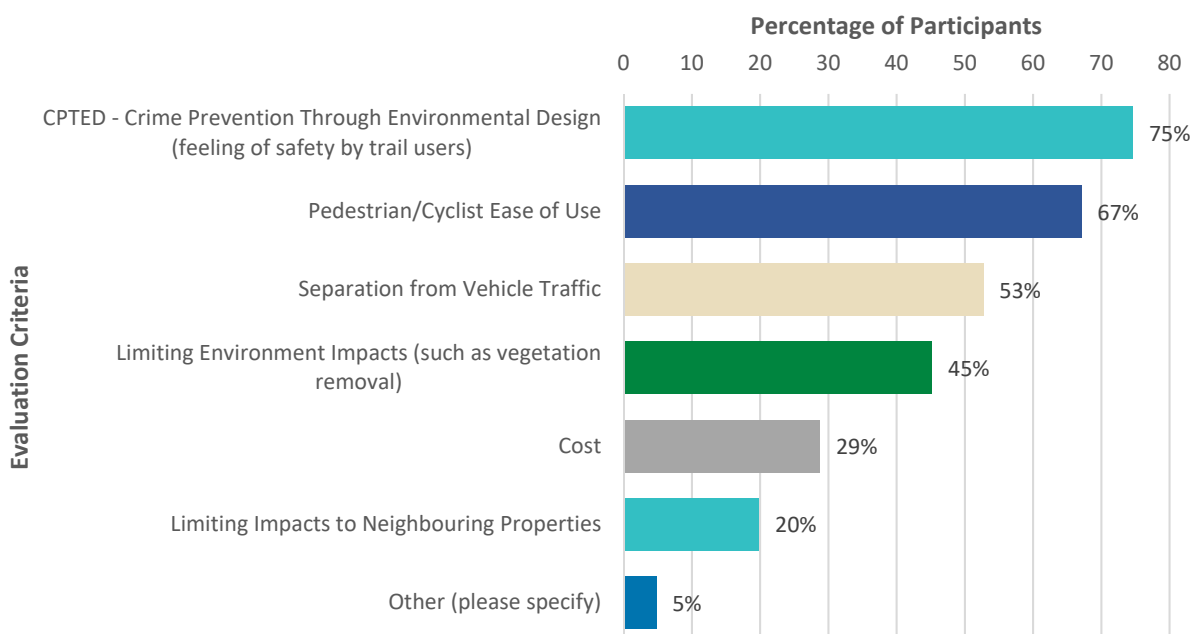
- ▶ Participants believe that riparian areas should be protected.
- ▶ Support for increasing urban canopy.
- ▶ Some concern that too much vegetation can make the area closed in and decrease the feeling of safety or increase undesirable activities.
- ▶ Support for planting provided it is done for the environment, is easily maintained, attractive, and adds shade.
- ▶ Some concern that invasive plant removal needs to be careful not to leave bare areas and decreased habitat within the riparian zone.
- ▶ Suggestion to set up volunteer funding for riparian area works, habitat restoration, and invasive species removal to minimize costs and use community members experience to maintain.
- ▶ Suggestion that interpretive signage could involve Snuneymuxw art work and information as well as include messaging related to geology, coal, water protection, or groundwater protection.

3.3 Overall Evaluation Criteria

To help assess the strengths and challenges of potential route options, participants were asked to consider the importance of potential evaluation criteria when designing and implementing the Georgia Greenway trail corridor.

Question 13: Top Three Criteria Most Important to Consider

1. Crime Prevention Through Environmental Design (CPTED)
2. Pedestrian/Cyclist Ease of Use
3. Separation from Vehicle Traffic



Other Evaluation Criteria Suggested:

Participants were asked to specify other evaluation criteria they felt was important to consider when designing and implementing the Georgia Greenway.

- ▶ **Neighbourhood Development** – Improve the design and functionality of the neighbourhood; consider overall growth and development of area.
- ▶ **Livability and Community Enhancement** – Provide the community with a place to meet, connect, and grow together; increase enjoyment of area so people want to spend time outdoors in.
- ▶ **Accessibility** - Improve universal accessibility; retain resident vehicle access to alley; ensure ease of use for pedestrians and cyclists.
- ▶ **Safety** - Increase safety for pedestrians; safety for students; clean up King Arthur Court; install video cameras; increase volunteer or police patrol to deter undesirable activity; increase lighting (especially in Third Street Park).
- ▶ **Environmental Sustainability** – Limit impacts to local flora and fauna; increase wildlife activity.
- ▶ **Connectivity** – Consider other plans for trail networks within the area.

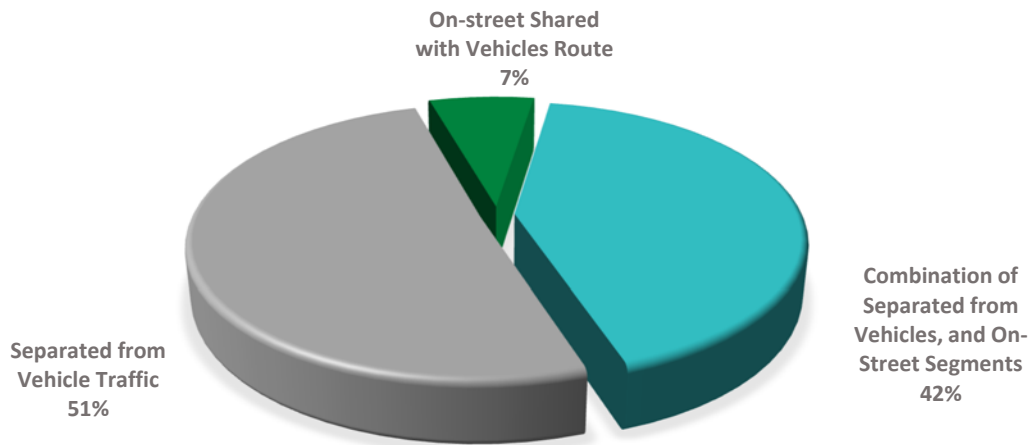
3.4 Future Phases

To understand community preferences for future phases on the Georgia Greenway, participants were asked to review conceptual options for:

- ▶ Fourth Street to Sixth Street
- ▶ Seventh Street to Eighth Street

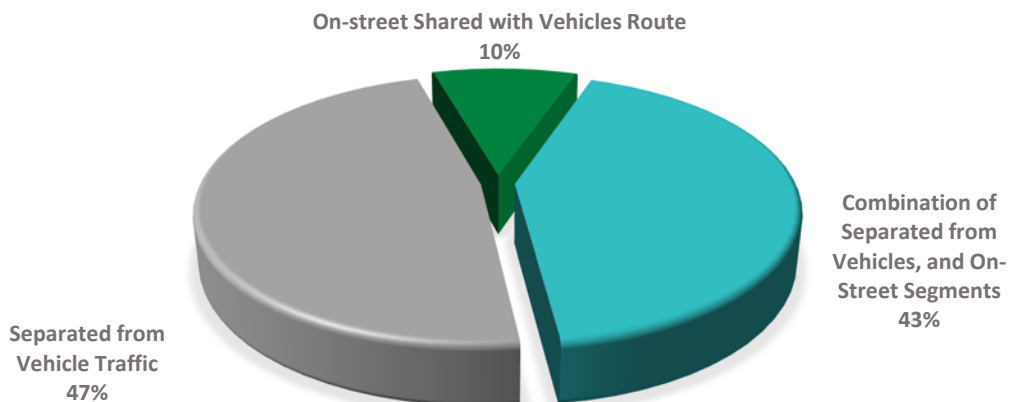
Question 14: Preferred Design Approach for Fourth Street to Sixth Street

- ▶ Slightly more participants (51%) preferred a separation from vehicle traffic while 42% preferred a combination of separation from vehicles and on-street segments.
- ▶ Only 7% prefer an on-street shared with vehicles route.



Question 15: Preferred Design Approach for Fourth Seventh Street to Eighth Street

- ▶ Similarly, participants prefer separation from vehicle traffic (47%) or a combination of separation from vehicles and on-street segments (43%).
- ▶ Only 10% prefer an on-street shared with vehicles route.



Question 16: Additional Comments or Ideas About Phase 1 (Current) or Future Phases of the Georgia Greenway

Participants were asked to provide any additional comments or ideas about Phase 1 (Current) or Future Phases of the Georgia Greenway. A summary of comments, organized by theme, are outlined below:

Project Support Themes and Comments:

The majority of participants are excited about the trail and future phases and welcome improvements due to benefits and opportunities for the following themes:

- General Safety (deter crime)
- Safety for Pedestrians and Cyclists
- Overall Community Benefit
- Active Transportation
- Accessibility & Connectivity
- Vegetation and Environment
- Development Strategies and Other Improvements

General Safety (deter crime):

- ▶ Improvements like lighting will improve safety for pedestrians and cyclists in the neighbourhood
- ▶ A through-route will bring community eyes to the area which will reduce crime and vandalism and discourage people from using it as a storage/dumping, sleeping, or drug trafficking area
- ▶ Improve safety in all times of day
- ▶ Provide fencing for the Community Garden to keep out all the people using the access. We need to protect the Community Garden from vandalism.

Increased Safety for Pedestrians and Cyclists:

- ▶ Design it to provide separation from vehicle traffic to differentiate the Greenway from existing cycling routes and increase user comfort with cycling in Harewood
- ▶ Provide an alternate to the speeding traffic and areas of no sidewalks along Bruce
- ▶ Bring comfort to allow children to walk to school
- ▶ Design it so that the trail is separated from busier roads where possible and then share the road with cars in low traffic areas
- ▶ Increase safety on Bruce due to traffic and unsafe crossings (e.g. suggest flashing lights on cross walks)
- ▶ Improve safety (vehicle traffic in the Bruce Avenue corridor has become dangerous)
- ▶ Provide a safe corridor for children to have freedom of movement and travel/cycle to school on their own
- ▶ Provide a safer way to get around
- ▶ Improve safety for families so that cycling increases
- ▶ Design it so there is a separate trail from vehicle traffic and actively discourage vehicles from using bicycle and multi-use pathway lanes as merging or parking points.

- ▶ Add more traffic calming measures throughout the Harewood neighbourhood
- ▶ Install traffic light at the street crossings
- ▶ Shared access as area is usable for a bike or a family or a scooter (motorized wheel chair) and traffic is rarely so heavy in this area that a little 'overlap' onto the roadway wouldn't be possible

Overall Community Benefit:

- ▶ Bring added benefit to the community
- ▶ Provide overall community enhancements
- ▶ Increase community pride for the Harewood neighbourhood
- ▶ Put people before profit
- ▶ Have the neighborhood be a model of sustainable design for future neighbourhoods and incorporate affordable housing, local business (please no big box stores) recreation and greenspace.
- ▶ Provide positive community investment
- ▶ Add a practical community asset
- ▶ Provide beautification to community
- ▶ Enhance modernity in Harewood neighbourhood
- ▶ Develop to help the underserved community
- ▶ Invest in a high-quality trail to make a "Class A" park
- ▶ Add more improvements to the South End (as opposed to the City prioritizing the North End)
- ▶ Carefully plan a high-quality trail (i.e. worthy investment for a safe and welcoming high-value community asset in a growing area that is supported by public)
- ▶ Be proactive in development of trail

Active Transportation:

- ▶ Ensure it is well-designed to encourage residents to use it frequently
- ▶ Encourage family-friendly activities
- ▶ Encourage more active transportation activities for the community
- ▶ Increase walking and pedestrian friendly routes and reduce car dependency, particularly as the area continues to grow
- ▶ Design trail appropriate for all ages and abilities
- ▶ Invest in secure bike and pedestrian transport corridor for community
- ▶ Promote a healthy lifestyle and invest in a healthy, active trail
- ▶ Encourage community to be active including families and children
- ▶ Implement trail to increase cycling
- ▶ Increase designated cycling areas in Harewood neighbourhood

- ▶ Add lighting to encourage more active transportation
- ▶ Enhance connectivity to multiple neighbourhoods by recreation trails
- ▶ Share access as it seems to be working on Bruce for bicycles and if there are problems, separation can be added

Accessibility & Connectivity

- ▶ Create access for all residents
- ▶ Ensure bridge is handicap accessible
- ▶ Consider possible lower physical strength of seniors and less-able-bodied walkers and provide benches and resting places, and multiple access points to the trail
- ▶ Link to Hammond Bay area to Departure Bay and Downtown
- ▶ Extend rail trail to connect Harewood to Downtown
- ▶ Extend to E & N Trail to do a large loop of City (Parkway Trail - Georgia Greenway – E & N Trail)
- ▶ Maintain fire access route
- ▶ Share use as there is plenty of room: install bollards at start of bridge (not at Sixth Street)
- ▶ Provide fencing for the Community Garden to keep out all the people using the access. We need to protect the Community Garden from vandalism.

Vegetation and Environment

- ▶ Increase trees and vegetation
- ▶ Provide some lovely flowering trees along the trails such as the ones along the Parkway Trail
- ▶ Enlist volunteer support for invasive plant removal and habitat restoration and invasive species removal
- ▶ Reduce damage to environment during the build of the Georgia Greenway
- ▶ Enhance vegetation and terrestrial habitats
- ▶ Ensure existing mature healthy trees remain
- ▶ Riparian area setback should be 50' minimum, optimally 100'. If more trees are going to be taken near the Chase, the trade-off should be trees planted to at least the distance along Centennial Park.

Development Strategies and Other Improvements

- ▶ Involve Harewood community so that locals help build and maintain with a vision so they will value and care for the trail (e.g. Single Track to Success in Carcross, Yukon (<http://www.shiftthefilm.info/>))
- ▶ Design the trail with the most durability possible at the lowest possible cost, so that funding can be used to make the trail longer or used in other ways
- ▶ Complete the project in entirety in the next 18-24 months maximum

- ▶ Undertake development of the initiative at one time (vs. smaller unconnected phases in the short-term)
- ▶ Quickly implement the project (prior to 2018)
- ▶ Provide adequate garbage cans for disposal
- ▶ Install more trash cans and recycling bins to reduce trash thrown to the side of the trail
- ▶ Design the trail infrastructure simple, clean, and effective
- ▶ Leave room for the skatepark at Harewood Centennial Park

Project Opposition Themes and Comments:

Some participants communicated a concern or lack of support for the project based on the following comments, grouped into three theme categories:

Safety Concerns

- ▶ Increase of drug use and related criminal activity
- ▶ Increase of theft (“getaway route”)
- ▶ Decrease in community safety (and limited resources to patrol)
- ▶ Decreased safety for students and local school due to ease of public access to playing fields
- ▶ Concerns about trail requiring additional police patrol to minimize crime

Project Process and Costs

- ▶ Concerns about development of trail undertaken with little community involvement
- ▶ Concerns about trail improvements costing too much, potentially facing budget overruns, or being undertaken by expensive contractors
- ▶ Concerns about trail not being a priority for residents and therefore not a good use of taxpayers’ money
- ▶ Other areas in Harewood are higher priority, such as support for the dams where currently many Harewood residents walk, cycle, and run

Access to Adjacent Private Properties

- ▶ Concern for potential loss of vehicle access to undeveloped Georgia Ave road right of way south of Sixth Street which is currently used as secondary access, parking, and RV storage by some adjacent residents in Sunny Brook Estates.

APPENDIX A:
VERBATIM RESPONSES FROM PUBLIC SURVEY &
PUBLIC OPEN HOUSE

Verbatim Responses

PART 1: ABOUT YOU

QUESTION 2: Which area best describes where you live? If other, please specify.	
1	Old City
2	Chase River
3	Fairview
4	Regional District of Nanaimo (RDN).
5	Buttertubs Drive
6	Protection Island
7	South Nanaimo (near Milton).
8	Near Vancouver Island University (VIU).
9	Brechin
10	Uplands
11	Old City
12	University Heights
13	Work at John Barsby Community School.

QUESTION 5: How would you describe your household's current cycling/walking habits within the Harewood Neighbourhood? If other, please specify.	
1	Walking to/from Vancouver Island University.
2	None.
3	Walking to help keep neighbourhood safe/clean through use and connect with neighbours/others out walking in the community.
4	Walking to connect to the south end of the Parkway Trail for birding and enjoying wildflowers on Harewood Plains.
5	Skateboarding to the future Harewood Skatepark.
6	Safest, quietest route to Centennial Park :)
7	Walking to bus stop at University Village.
8	Limited walking, scooters.
9	Nil.
10	Shopping, visiting.

11	Cycle everywhere in the city.
12	Nature watching in alley way and along river - many birds.
13	Bird watching.
14	Drive.
15	Bike for fun.

PART 2: FEEDBACK ON PHASE 1 CONCEPTS

QUESTION 7: Proposed Bridge - Comments	
1	Anything that can be done to minimize the prospect of vandalism would be great (e.g. super heavy-duty materials or generally less cheaply made stuff). Also, knowing that in the summertime, this particular area is prone to "campers," anything that could be done to make it less comfortable or more difficult to hideout and "camp" would be great. On the topic of vandalism, I'm wondering if anything can be done to allow for space where graffiti artists can display their craft in certain areas?
2	Something that is made to feel safe while walking, including lights, would be good. No one likes to walk in the dark.
3	Timber deck and timber railings for most natural look.
4	Timber structure.
5	Do what is necessary for safety purposes but don't overdo the architectural components at added expense. This costs the taxpayer and repeatedly costs the taxpayer as it gets vandalized by non-taxpayers!
6	Great to see this trail taking advantage of natural features. It's a lovely river; just don't mess it up.
7	Lighting is 100% necessary, especially through the area for the proposed bridge as it may be dangerous or a safety concern for women and children in particular. As a frequent cyclist and pedestrian in the area, I do not feel comfortable or safe traveling in areas without appropriate lighting.
8	There are a lot of concerns with LED lighting that is too bright. I hope this is taken into consideration when choosing lighting.
9	Lighting will increase unwanted use during the night.
10	It is hard to assess an option "at added cost" without an idea of what "added" represents (e.g. 10%? 50%?).
11	Use our money wisely!
12	Lighting makes it easy for thieves to use for escapes.
13	Why not hold art space on the railing walls? Edmonton has had great success limiting graffiti by promoting the art in allowed spaces.
14	LED lighting is economical but would be detrimental to local fauna.

15	Lighting for safety is a valid consideration but not at the expense of light pollution, which has its own negative health repercussions for the surrounding dwellings. Perhaps the lighting could be timed to come on during peak commuting hours in the winter, but not throughout the night.
16	Interested in improved access to amenities regarding scooters.
17	In addition to lighting, a security "911" button would add safety to trail.
18	Cedar railings would be nice.
19	Anything with architectural involved adds mega-bucks.
20	Lots of lights.
21	Been waiting for this for years!
22	I like the third photo in examples of railings.
23	Lighting is important for public safety in vegetated areas and where environmental hazards exist (i.e. Chase River).
24	Lighting may reflect false negative as when I pressed "Tab" it shifted my "support" back to "neutral".
25	Too much light pollution already!
26	Something simple design-wise; well-lit for safety, yet sensitive to the riparian environment.
27	Lighting - as much as possible along the whole trail. Make it look great, not just basic. Pretend it was the North End.
28	I would suggest solar lighting. Let's show some innovation. It is the 21st century after all.
29	The area of the Chase River by Barsby often has (I quote the kids) "crackheads" and other sketchy characters. The proposed area is very close to the school and would be ideal for drug dealers.
30	I walk home a lot. It would be a big help and active trail to use on a daily basis.
31	There is nothing wrong with the Harewood areas. Building a trail/bridge in fire lane at the end of Georgia and Sixth Street is a waste of taxpayers' dollars and will create more drug trafficking than there already is in our neighbourhood. I live on the corner of the fire lane at the end of Georgia with a six-year-old boy and don't need the drug trafficking on the side of my house.

QUESTION 8: Proposed Trail Access Nodes - Comments

1	I support anything and everything to encourage pro-social use of our public areas. If any of these ideas will bring children and families and other users of services out, I support them.
2	Path signage is really poor in Nanaimo. Cyclists and walkers need clear, visible signs telling them where to access pathways.
3	The most important thing about the bike racks are security, ease of use (i.e. enough space for multiple bikes and different types of bikes, such as tandem, bike with a trailer, reclining tricycles), and of course, enough racks.

4	Are there only the three nodes in Harewood Park? I don't understand why three are needed. Just provide bike stands, signage, seating, and water fountain close to the washrooms (which I hope will be upgraded). Don't forget garbage cans and those doggy bags.
5	We need to invest in our community! I believe all of these options will be used and it is better to invest now in a quality option than later.
6	Make it smooth for skateboarding.
7	The bike repair stations that Saanich has been installing have shown to be effective and cost little.
8	It would be great to highlight and historical features with signs.
9	More vegetation and less pavement, please.
10	I don't see a need for bike racks. If I used it Harewood is not an area I would lock and leave a bike.
11	Bike racks are just another place for loitering (undesirable).
12	My preference would be to see the allocated funds stretched as far as possible, i.e. spend more to build and connect the trails and to improve safety and lighting, and keep the themes and frills to a minimum.
13	No bike racks. Yes, to signage about area history, local flora and fauna, and environmental stewardship.
14	A paving surface that is friendlier to aging knee joints is important for my age group.
15	Bike racks? Thieves tried to steal bikes from that area of the school, right beneath a classroom window. All racks were moved to the front.
16	Make it look dope, buddy.
17	The bench should either be wooden or something else comfortable, not a concrete, homeless-proof one. If there are too many concerns about vagrants using them, best to leave them out. This is a great way to celebrate and showcase the cycle-friendly and walkability of Harewood. Let's not skimp on amenities.
18	This a waste of money which should be put back into the schools for education for the children.

QUESTION 9: Proposed Field Buffer - Comments

1	I support whatever you the experts think will be the most cost-efficient but also not look ghetto. Also, things that are less susceptible to vandalism/destruction are always great.
2	Hybrid wood fence looks great as pictured in the example. It would provide an attractive place for people to linger, talk, meet, drink a coffee, and increase community connections.
3	Let's be pragmatic: make the area useful, safe, low-cost for build and maintenance, and keep tendency to vandalism to a minimum (i.e. Chain link fencing is difficult to deface with spray cans!).
4	Fencing to protect walkers from flying balls from soccer players and protect players from dogs. Try to disguise the chain link prison aspects but don't get all cutesy with 'character cedar'.
5	Will be vandalised so it's best to use cheap and easily replaceable fencing.
6	This neighbourhood has traditionally been depressed and needs to be upgraded; therefore, I'm in favour of spending more to create more pleasing aesthetics/civic pride. Chain link fences have an institutional/jail-like character and I would suggest staying away from them whenever possible.

7	Want it to look nice and inviting, not industrial.
8	More vegetation and less chain.
9	Wood panels are more susceptible to vandalism and create a degree of privacy and therefore lessened safety.
10	Low cost, low maintenance.
11	High by the school. Minimizes access / vandalism to community gardens. Minimizes access for undesirables. Reduces distraction for students on that side of the school.
12	We want to take pride in our community so I think we should go all out.
13	If cost is not an obstacle, I would go for the cedar fencing and character.
14	If this trail goes through, I would like the City to put a fence up along my property line and the trail to keep people out of my yard as I don't feel that I would need to do this if the fire lane stayed as it should: a fire lane.

QUESTION 10: Proposed Trail Lighting - Comments

1	I think that lighting is a must. It will likely serve to give some people a sense of safety while hopefully discouraging undesirable activities. All the better if the lighting style is consistent with other areas in town.
2	Lighting will be required for safety purposes.
3	Trail should be well lit to avoid people using it as a place to live or conduct unsavoury activities.
4	Sounds great!
5	LED lighting that is powered by solar to save energy costs.
6	All places should have the same. It doesn't matter where you come from. Everyone pays taxes.
7	What's wrong with dark?
8	Should include lighting but I think decorative is unnecessary.
9	Please include sufficient lighting to deter crime and drug use in the area.
10	Yes, absolutely! Make it look great!
11	Solar.
12	If it goes through, lots of lighting and possibly cameras.
13	This is not something we need in Harewood. There are roads that have worked just fine. Why waste tax payers' money when most of us are already low-income families.

QUESTION 11: Proposed Street/Trail Crossing - Comments

1	I like the traffic calming idea. Slow down jerks! Also, signs and trail markers are great if only to let people know the trails are there.
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2	Cyclists should have areas to cycle in at intersections that don't require them to dismount when using a multi-use pathway. Vancouver has installed these with great success.
3	Just don't make the bikers get off their bikes at every crossing. That does NOT encourage biking at all.
4	People will need to know the Greenway is there if we expect them to use it!
5	Those curb extensions are horrible. They do little to decrease the distance, can be a hazard to drivers, and traffic is not so intense on Sixth or Seventh that calming is needed. Pedestrians always -- no matter what precautions are provided -- need to watch for traffic.
6	Signage is very important in all parks and on all trails!
7	The cyclist dismount signs all over Nanaimo have become a "boy who cried wolf" issue. I've been told to dismount so many times that I never do it anymore. They should be restricted to the actual dangerous sites.
8	It should be wheelchair accessible.
9	Make it all wheelchair and scooter-friendly.
10	Mounted cycle crossing is key. Otherwise, I'd just ride the road if cycling to work.
11	More trees, please.
12	This (Mounted Cycle Crossing) is an important piece that is left out due to budgetary constraints at most/all of the City's projects. Make this happen.
13	The Harewood neighbourhood in general, but especially in the vicinity of the existing park and future trail, needs more traffic calming measures.
14	Don't really understand this question.
15	If cost effective, I would support all of these. If not too expensive, addition of curb extensions would be ideal.
16	Once again, I Do Not Support This Project as it will cause more issues in my neighbourhood that we have been trying to clean up i.e. drug trafficking down the side of my house.

QUESTION 12: Proposed Riparian Area Works - Comments

1	Please protect the riparian area(s).
2	Trees are nice; flowers are nicer if can be planted somewhere. Too many trees make it more closed in and could possibly create a hidden space for predators if there were to be any, which would make certain individuals, including myself, not want to walk there alone.
3	Tree planting done in a manner that is best for: 1: Nature, 2: Ease of maintenance, 3: Adding shade from the west side of the bridge, 4: Attractiveness either visually or through scents. Not planting done to some arbitrary ratio.
4	Do what is necessary for both removal and planting but without extreme development for either!
5	We are every bit as invasive a species as ivy or broom; let it be. We live on the river and someone from the Georgia Strait Alliance told us that anything that stays in the river for more than a month becomes part of the environment. If we strenuously try to remove everything 'foreign' we could be doing a lot more harm to fish, crayfish, mussels and other living beings.

6	Set up some volunteer funding. My partner and I have 30 years combined experience in habitat restoration and invasive species removal. Keep project costs low with volunteer labour for this end of things.
7	I'm 100% in favour of expanding our urban canopy whenever the opportunity presents itself. Please make this trail as green as possible with the addition of trees and other plants.
8	Geology, coal, water protection, and groundwater protection to signage would be good for awareness as well.
9	Interpretive signage should be contracted to Sny-ney-meux artists.
10	We are nature lovers. This is extremely important!
11	Trees and other native plants to support a diverse habitat may be better than just trees. It would be nice to keep some of the wild fruit trees (now wild with the farms gone) in this area, considering how many have already been removed in Harewood due to new development.
12	Whether or not it goes through.
13	There are already trees there. Why take them down? Nothing wrong with them. I feel that the City is spending money for projects that DO NOT need to be done. Waste of my money as well as my neighbour's.

PART 3: OVERALL EVALUATION CRITERIA

QUESTION 13: Please select the top three criteria you believe are most important to consider when designing and implementing the Georgia Greenway trail corridor. (Please select up to three.) If other, please specify.	
1	Design, functionality, and overall enhancement of the neighbourhood.
2	Giving the community a place to meet, connect, and grow together.
3	You can best make the trail -- and the whole Harewood area -- feel safe by making it a livable community. Respect the residents, clean up King Arthur Court and other problem areas, and the trail will be a safe place.
4	Good educational signage to make it safe for pedestrians to use without being rundown/startled by faster moving cyclists.
5	Enjoyment. Harewood needs an area that people want to be outside in. Make something nice, spend a bit more if you need.
6	Limiting impact to local flora and fauna.
7	Make it safe for folks that have disabilities.
8	Safety top priority. Video cameras might be a good idea too.
9	There is going to have to be some police patrol or volunteers or something. The criminals are bad and so are the hookers hanging out at the new apartments in Harewood that are just getting remodelled. They don't live there; they just get sold there. Sad.
10	'Ease of use' a close fourth.
11	Non-human wildlife should also be encouraged to use this corridor.

12	Lighting is important, especially with Nanaimo's surge in crime and drug use. I find this to be an issue in Third Street Park (NAC to 2nd Street paved pathway). Super dark, tons of homeless camps in the trails, and often sketchy people.
13	Vehicle access for residents adjacent to alley must be retained!
14	Retaining resident access to alley.
15	Other plans for trail networks in the area.
16	Our neighborhood is changing rapidly due to increase in development and home prices are surging upwards. I love my community and am excited about this project, but am hoping that the overall growth of the neighborhood is being taken into considerations and that there is a community development plan in place that does not just involve beige house after beige house.
17	Safety of primary and secondary students.
18	This trail IS NOT wanted.

ADDITIONAL COMMENTS:

QUESTION 16: Do you have any additional comments or ideas about the Phase 1 (current) or future phases of the Georgia Greenway that you would like to share at this time?	
1	Thank you for improving our community.
2	I don't think that this is a priority area for cyclist.
3	In order to make cycling and trail use safe and accessible, it should be separated from vehicle traffic as much as possible, and vehicle traffic actively discouraged from using bicycle and multi-use pathway lanes as merging or parking points.
4	I understand that it all can't be done at once; however, small, unconnected phases aren't very useful in the short term. Better to do a phase a year.
5	I have concern that this "Greenway" may become a thoroughfare for thieves. We know that they are roaming the neighbourhoods and going into people's yards all night in this area. This pathway would be the perfect get-away. Police cars couldn't go on it. 24/7 patrolling by bike cops will obviously not be possible. I'm pretty sure the only time I'd feel safe to walk or bike on it would be in the busiest part of the day.
6	I look forward to the implementation of Phase 1 and future phases. We like in Harewood and want to have safe walking/bike paths to enjoy with our children.
7	I'd love to see a Greenway linking the Hammond Bay area to Departure Bay area then to Downtown.
8	Great project. Let's get 'er done before the election on October 20, 2018!
9	Full speed ahead and all the power to you, the City, for making this happen! I'm sure I would not be the only one interested in helping out with invasive plant removal or? Putting calls out to the community to have them/us come help.
10	If this is for the Harewood Neighborhood, then the people of the Harewood need to be invested in it. If they help build it, they will value it, care for it, and maintain it. This is a wonderful opportunity for a project like: 'Single Track to Success in Carcross, Yukon' (http://www.shiftthefilm.info/) HOWEVER, if this is just another 'big idea' for the City of Nanaimo - high costs, all work done by large contractors, end results far over budget, etc. and if this is just another area where police will

	need to patrol constantly in order to minimize crime, then it is a complete waste of time and money. This needs to be handled and built by 'locals with a vision,' not some city planning employees with a limited grasp of the realities of the area and the initial and ongoing costs of such a project.
11	Try shared access; it seems to be working on Bruce for bicycles. If there are problems, separation can be added. Without additional barriers, the area is usable for a bike or a family or a scooter (motorized wheel chair). Traffic is rarely so heavy in this area that a little 'overlap' onto the roadway would be impossible if a bike meets a scooter.
12	I think it's responsible to provide it safely for all ages and abilities, made with the most durability possible at the lowest possible cost, so that funding can be used to make the trail longer or used in other ways. No point in spending money for the sake of spending money.
13	The Georgia Greenway will provide an area with limited safety measures for pedestrians and cyclists (e.g. no sidewalk or minimal shoulder - paved or gravel) with transportation options. I am a big supporter of building a safe, well-lit, and beautiful addition to our community.
14	Leave room for the skatepark at Harewood Centennial Park.
15	If you're going to do this, do it right. It's worth spending more money (assuming appropriate Request for Proposals procedures are in place) if needed to implement a safe and welcoming project. It may be a tough sell with the public, so do your homework and take the time to properly consult with them, get the buy-in you need, and create a huge value-add for this very promising part of town.
16	It sounds like an exciting project that I am happy to have in my neighbourhood.
17	I'm excited for this addition to our growing community!
18	Would like to see some lovely flowering trees along the trails, such as the ones along the Parkway Trail.
19	Bravo Nanaimo, the proposed walkways that you are working on are a wonderful addition to our City and way of life. This makes me very happy.
20	I was serious about the volunteer labor for habitat restoration and invasive species removal. I'd love to talk about spearheading something with the City.
21	Great project. It'll be a great asset for this area.
22	I think this is a fantastic step forward to help Harewood become a modern neighborhood that creates access for all residents. Vehicle traffic in the Bride Avenue corridor has become dangerous for all. Having access to a safe corridor would allow my children to have freedom of movement and would allow them to...
23	The trail should be well designed to encourage residents to use it frequently and to discourage people from using it as a storage/dumping/living/drug-using area. Residents should feel completely safe while using the trail in all areas/at all times of day. If done right, the trail could be hugely beneficial to the Harewood area, perhaps deterring crime and drug use that has escalated in our neighbourhood as of late.
24	Go ahead and spend the money to make this trail as good as it can possibly be! This project is practical and provides beautification for an area that has been under-served in the past. Take my tax dollars!
25	Safety is my main concern. Is there a way to contact someone if being harassed? Is there a way for police to track suspicious person or suspect? Deterrents like cameras? But the overall idea of this trail is great, because right now, the traffic on Bruce is biggest safety concern. Safe crossing on Bruce is key too (flashing lights at cross-walks).

26	This is great for the community. I look forward to using it!
27	This looks like a great plan. I was also hoping for an extension of the rail trail to connect Harewood to Downtown.
28	I have lived in Harewood most of my life. I am saddened and appalled the way that the City of Nanaimo caters to the north and does very little for the south. I think they should put a red-light district by Country Club Mall and see how long it stays there...not very! Sad.
29	Lots of lights, surveillance cameras, security. Some of the path that already exists are used for thieves to get away.
30	I think investing in a secure bike and pedestrian transport corridor is a great investment for the whole community and promotes a healthy lifestyle.
31	Make it safe.
32	Extend to E & N Trail so we could do a large loop of the City (Parkway Trail - Georgia Greenway – E & N Trail).
33	Very excited as people should be walking and biking more. I am concerned that this become an area for crime, or will be vandalized frequently. Most of our neighbours lack a sense of community or pride in their neighbourhood.
34	Maybe the City should look at putting money into the dams where most of Harewood is willing to walk, cycle, run, etc. on any given day. The parking lots are full and there is a lot of people there. Stop wasting money in the north end, City parks that don't need it, and put some money into one of the South End's jewels, and as a long-term Harewood resident, it seems that the City would rather log burn and pave it.
35	Separation from vehicle traffic is essential to differentiate the Greenway from existing cycling routes and increase user comfort with cycling in Harewood.
36	People drive way too fast and there are portions with no sidewalks along Bruce. I think alternate separated pedestrian/bike paths would make me way more comfortable allowing my children to walk to school.
37	Make it a Class "A" park.
38	Busier areas should be separated from roads where possible, but low traffic areas could share roads with cars.
39	I am very pleased to see this trail being implemented. We cycle quite a bit as a family and work on proper etiquette and safety constantly, but traffic can be very dangerous for our children and the lack of designated cycling areas in our Harewood neighbourhood make us hesitant to allow them more freedom to cycle on their own. I like the idea of connecting multiple neighbourhoods by recreation trails. This helps us keep our kids active and allows them a safer way to get around.
40	The alley behind Sunny Brook Estates should remain as always and same as all of Harewood: accessible to residents to get to and from their properties. Plenty of room for shared use. Put bollards at start of bridge and not at Sixth Street.
41	The existing alley way portion access to homes #1,3,4, and 5 should not be taken away from residents, with at least one parking spot on the Greenway per house allowed. Existing mature healthy trees remain. Maintain fire access.
42	Have adequate garbage can for disposal so that people wont litter when using the Greenway.
43	As noted previously, I would like to see more traffic calming measures implemented throughout the Harewood neighbourhood generally, but certainly as part of this project. Improving the lighting in the area would likely also greatly increase the feeling of safety at night, and would encourage

	more active transportation. Design-wise, I would like to see the project infrastructure kept simple, clean, and effective.
44	Strongly support this project on behalf of myself and the tenants that occupy my property in the area. Improved walking and pedestrian friendly routes are badly need in Nanaimo to reduce our dependency on car travel. This need is only compounded by the growth in the area. This project should be completed in its entirety in the next 18-24 months max. The whole way to 4th. Good work City of Nanaimo for taking this on!
45	I would love our neighborhood to be a model of sustainable design that looks to the future of neighborhoods. Incorporating affordable housing, local business (please no big box stores), recreation, and greenspace. Let's raise the bar and put people before profit.
46	Planners to keep in mind the possible lower physical strength of seniors and less-able-bodied walkers. Provide benches and resting places, and multiple access points to the trail.
47	Safety concerns for all students. It will be extremely close to Barsby, and will cut student access to playing fields. Ease of public access to the back of the school is not necessarily a good thing.
48	Let's take pride in our community and make it a healthy, active trail.
49	I just hope for no more damage to be done to the environment during the build of the Georgia Greenway. I would want only the best for this planet. More trash cans and recycling bins will reduce trash thrown to the side of the trail. I would also want to see more plant life and better care for animals that live in the areas.
50	Traffic light on the street crossing.
51	Wishing you luck. Good to be proactive and encouraging us to be active.
52	Attention: Janes Park Bridge needs to be handicap accessible as I saw someone having difficulty there. Thanks.
53	Go for it! A great investment for our community!
54	This not wanted in the Georgia Ave./Sixth St. fire lane. I have already caught young teenagers selling and buying crack and crystal meth in the fire lane. If this trail is completed, the residents at Sunny Brook Estates that line with the fire lane may experience more criminal issues than we already have and I have a six-year-old that I have to watch out for. Future possibilities that residents get to look forward to: find dirty needles, drug shrapnel, etc. NO THANK YOU. KEEP IT OUT of my neighbourhood.

OTHER

OTHER	
1	► Provide fencing for the Community Garden to keep out all the people using the access. We need to protect the Community Garden from vandalism.
2	► In case of flood or earthquake, Barsby students evacuate to the only area above the water level: the corner of 5 th and Howard on City property. Crossing the Greenway could be an obstacle.
3	► Too close to school: what will be the impact of trail so close to exit doors of school. Potential getaway route" for drug dealers.