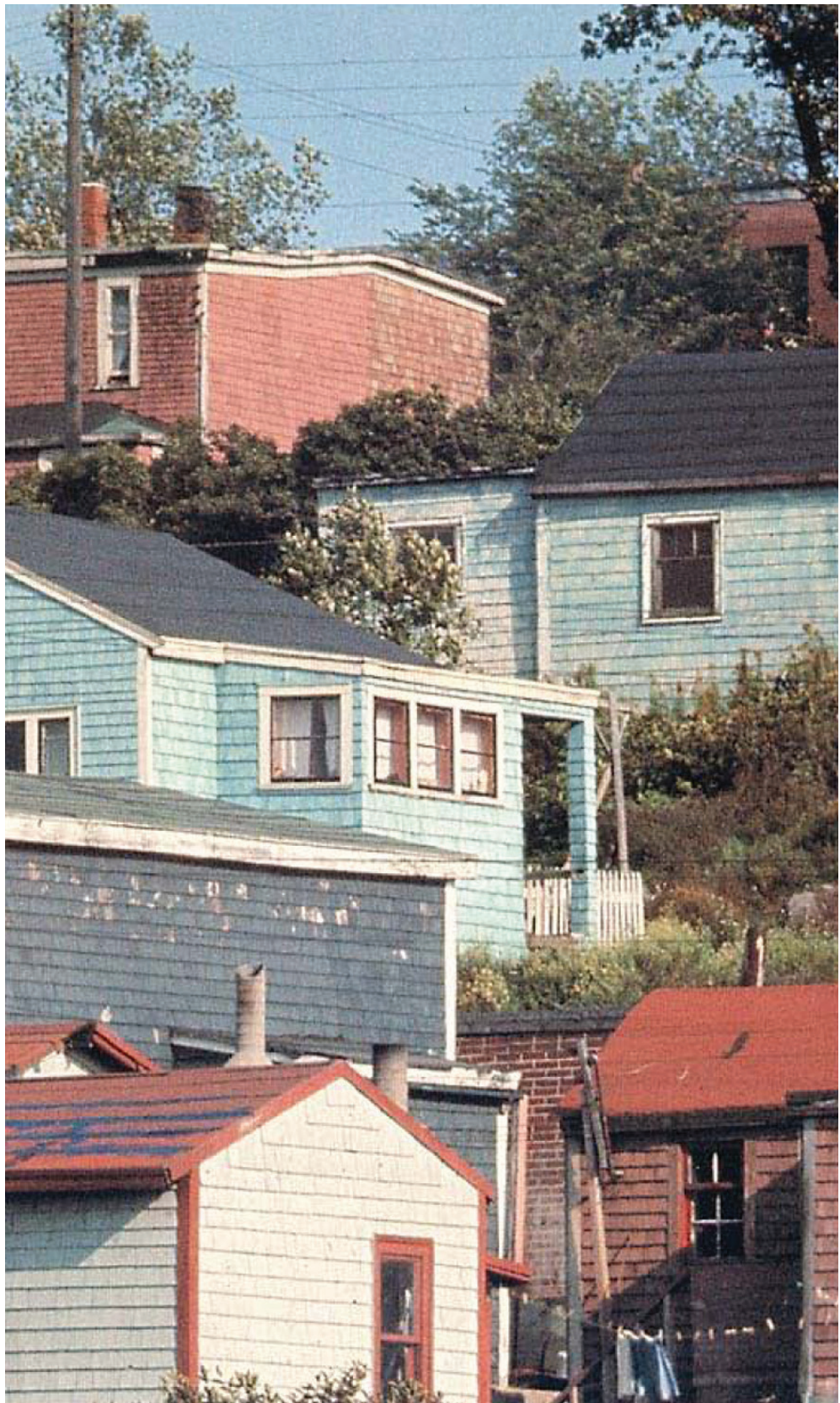


AFRICVILLE ACTIVE TRANSPORTATION FUNCTIONAL PLAN

BRIEF HISTORY



- Africville was a thriving, close-knit African Nova Scotian community located on the south shore of the Bedford Basin at the northern point of the Halifax Peninsula.
- The community had stores, a school, a post office and the Seaview United Baptist Church, which for many was the spiritual and social centre.
- Despite requests from the community, basic services such as sewage, access to clean water, and garbage disposal were not provided to the residents of Africville.
- The 1960s brought ‘urban renewal’ projects to cities across North America. These were projects that aimed to build industry and infrastructure in cities. The ‘benefits’ of these projects have now been widely debunked but unfortunately many communities were lost in the process.
- As a result of the push for ‘urban renewal’ to take place in Halifax, residents of the Africville community were relocated without consent or consultation and their homes were demolished.
- Former residents took action to seek justice and, in the 1980s, the Africville Genealogy Society was formed to begin to seek recompense for the destruction of the community.
- A formal apology and a settlement was made from the Mayor of Halifax in 2010.
- Part of the settlement was used to rebuild the Seaview Baptist Church, which serves as the Africville Museum.
- To this day, descendants of the community work hard to keep the spirit of Africville alive and to improve access for former residents and their families, as well as for visitors.



BACKGROUND

Africville was designated a National Historic Site in 1997.

One of the Character-Defining Elements is ‘continued public access to the site.’

Currently, there is no formally-designated pedestrian/cyclist access to the Site.

To gain access, pedestrians have been walking on sections of Barrington Street without sidewalks, or illegally crossing a CN Railway.

The Africville Active Transportation Functional Plan project was initiated by an Accessibility Petition brought by the Africville Museum.

The petition recognizes that there are no formal pedestrian facilities that connect the National Historic Site to the HRM sidewalk or Halifax Transit Network.



PROJECT LIFE CYCLE

- Key Stakeholder Engagement
- Site Analysis & Review of Existing Conditions
- Preliminary Routing Assessment
- Preliminary Concept Development
- ➔ ● Public Engagement
- Concept Refinement & Evaluation
- Functional Design (30%) Development
- Final Report

PROJECT GOALS

- 1 Review the proposed 3 potential routes identified by HRM
- 2 Determine the preferred route for all ages and abilities accessibility
- 3 Prepare the functional design for the preferred facility

ENGAGEMENT GOALS

- 1 Identify Needs / Concerns
- 2 Collect Feedback on Preliminary Assessment
- 3 Collect Feedback on Recommended Route
- 4 Collect Feedback on Recommended Concepts
- 5 Review Evaluation Criteria
- 6 Discuss Project Next Steps

AFRICVILLE ACTIVE TRANSPORTATION FUNCTIONAL PLAN

PRELIMINARY ROUTE OPTIONS



DESCRIPTION	PROS + CONS
A Build a connection on Barrington Street between Glebe Street and Africville Road with a future extension to Niobe Gate Bridge.	• High traffic volumes and speeds • Many impacted telephone poles • Narrow road widths at pinch points • Direct connection to Africville National Historic Site • Continues the existing multi-use pathway on Barrington Street southeast of Niobe
B Build connection between Novalea Drive / Africville Lookoff Park and Africville Road.	• Steep hill at the Novalea Drive entrance of Africville Lookoff Park • Indirect connection to Africville National Historic Site / does not follow desired paths • Connects with the future North End bikeway network • Connects Africville Lookoff Park with the Africville National Historic Site
C Build a connection to Africville Look-off Park and Africville Road by utilizing the former rail corridor that runs parallel to Memorial Drive.	• Requires extensive infrastructure to cross the Hwy 111 interchange • Does not connect with a designated future bike route • Indirect connection to Africville National Historic Site / does not follow desired paths • Connects Africville Lookoff Park with the Africville National Historic Site
D Build a connection from Africville Road to the Africville Museum.	• Not applicable as this connection is required for all routing options

RECOMMENDED PRIMARY ROUTE

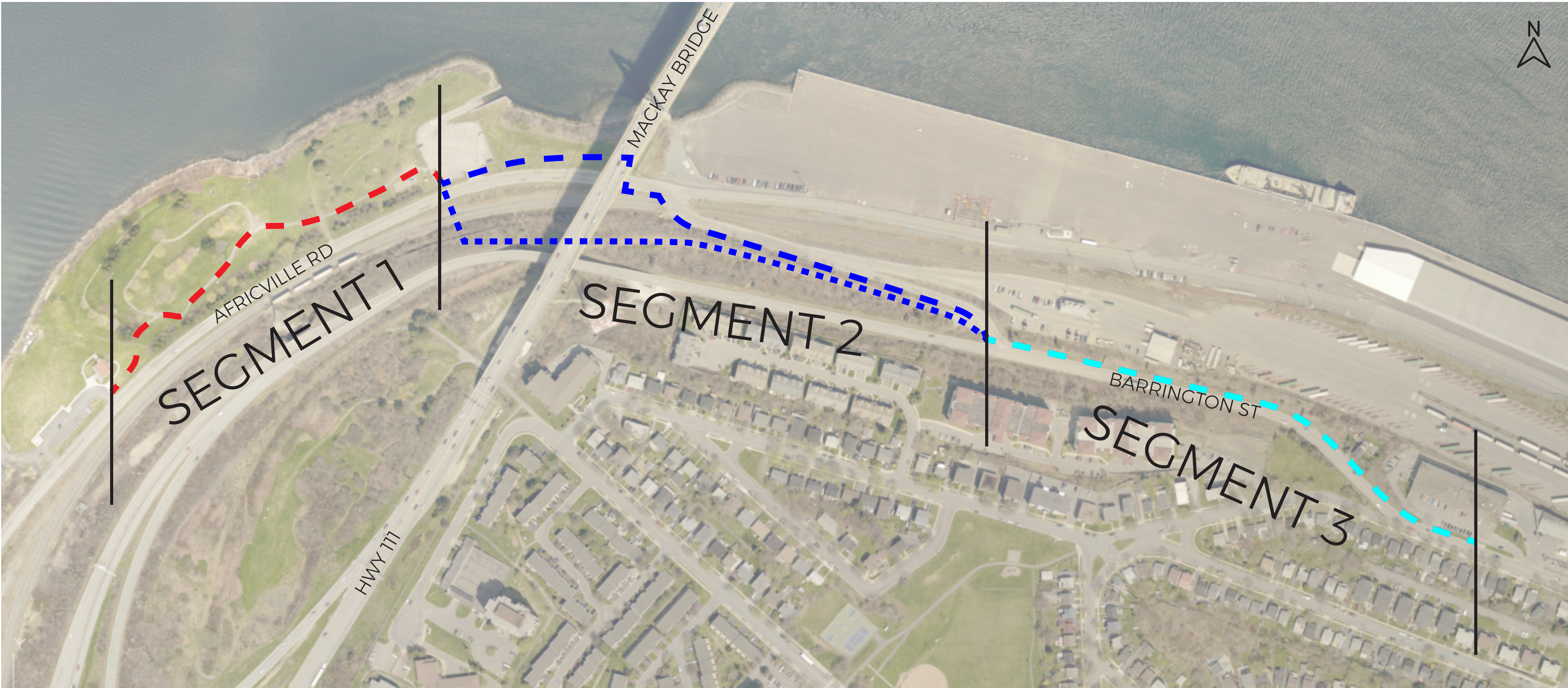


PRIMARY ROUTE
A Build a connection on Barrington Street between Glebe Street and Africville Road with future extension to Niobe Gate Bridge.
+
D Build a connection from Africville Road to the Africville Museum.
SECONDARY CONNECTIONS
B Upgrade the existing connection between Novalea Drive / Africville Lookoff Park and Africville Road.

COMMENTS

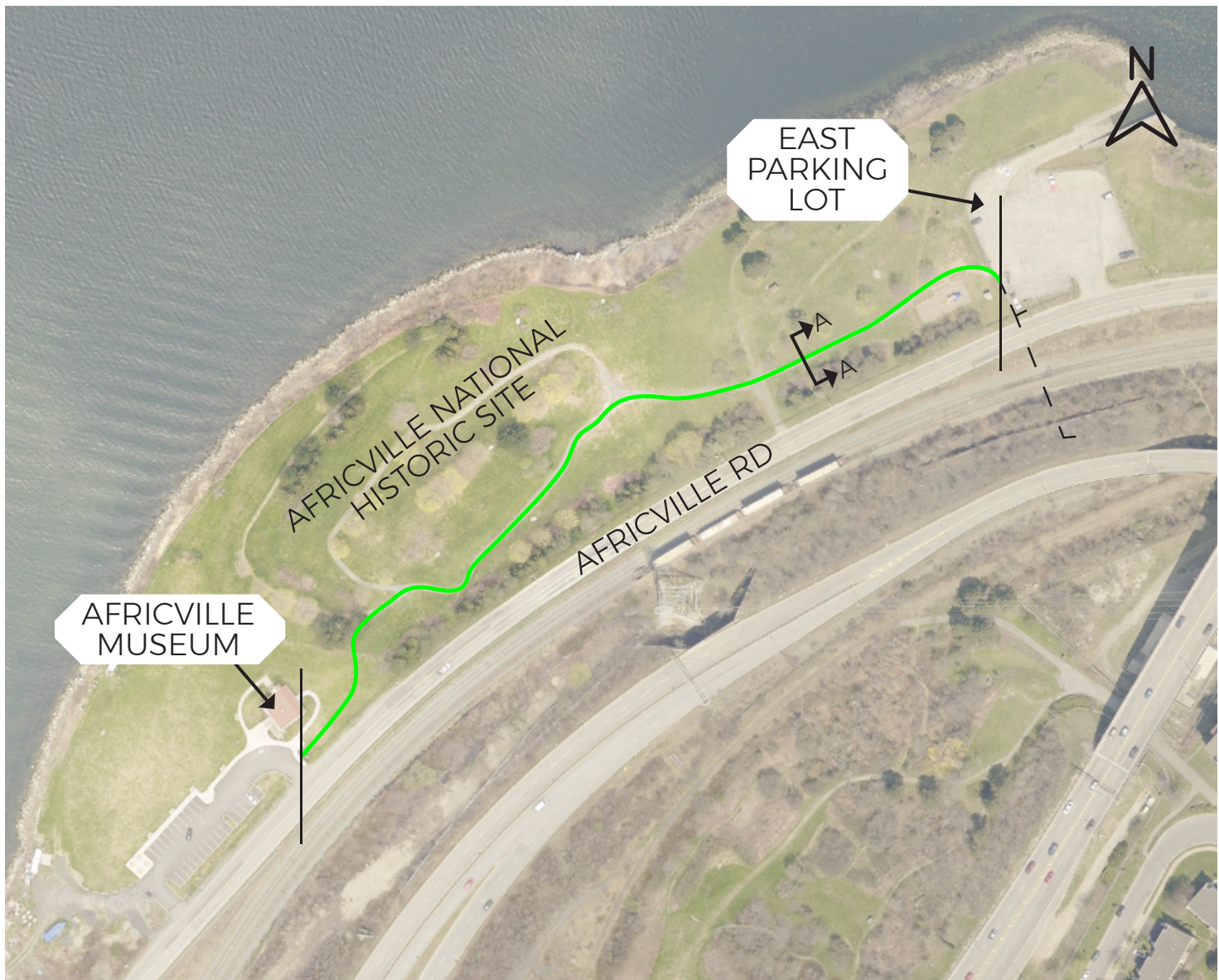
AFRICVILLE ACTIVE TRANSPORTATION FUNCTIONAL PLAN

OPTIONS FOR RECOMMENDED ROUTE

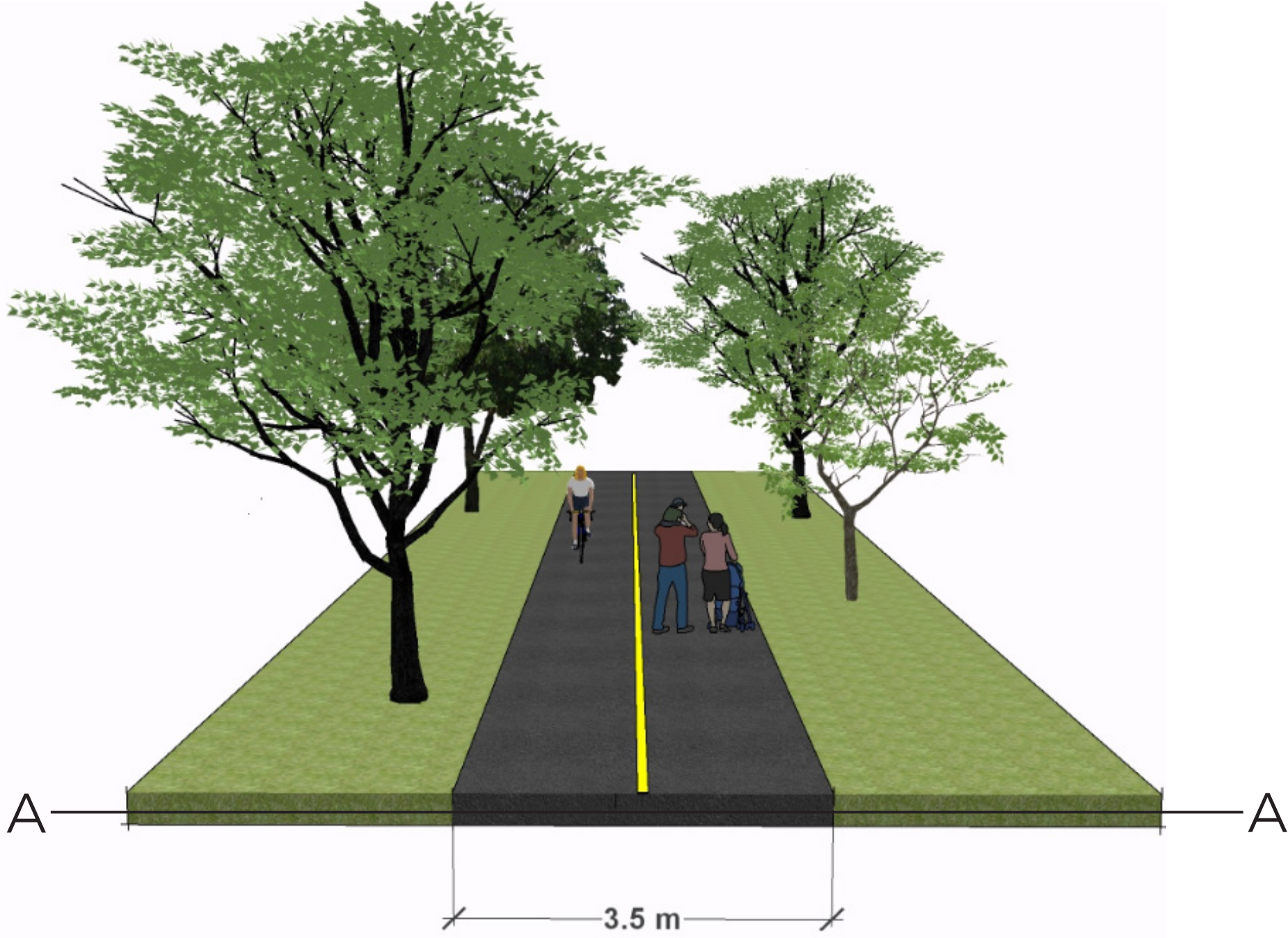


SEGMENT 1

OPTION 1-A



— Multi-Use Pathway - - - Routing Options for Alternative Segments

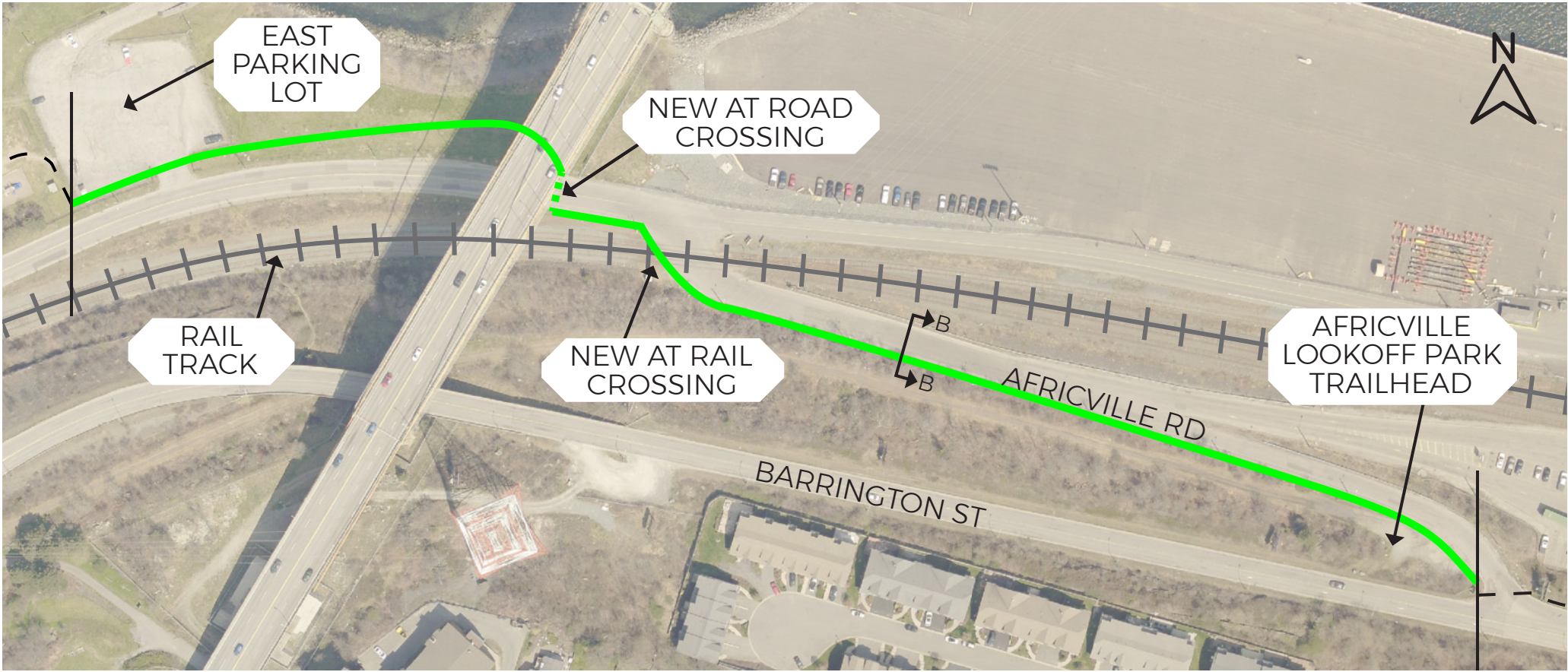


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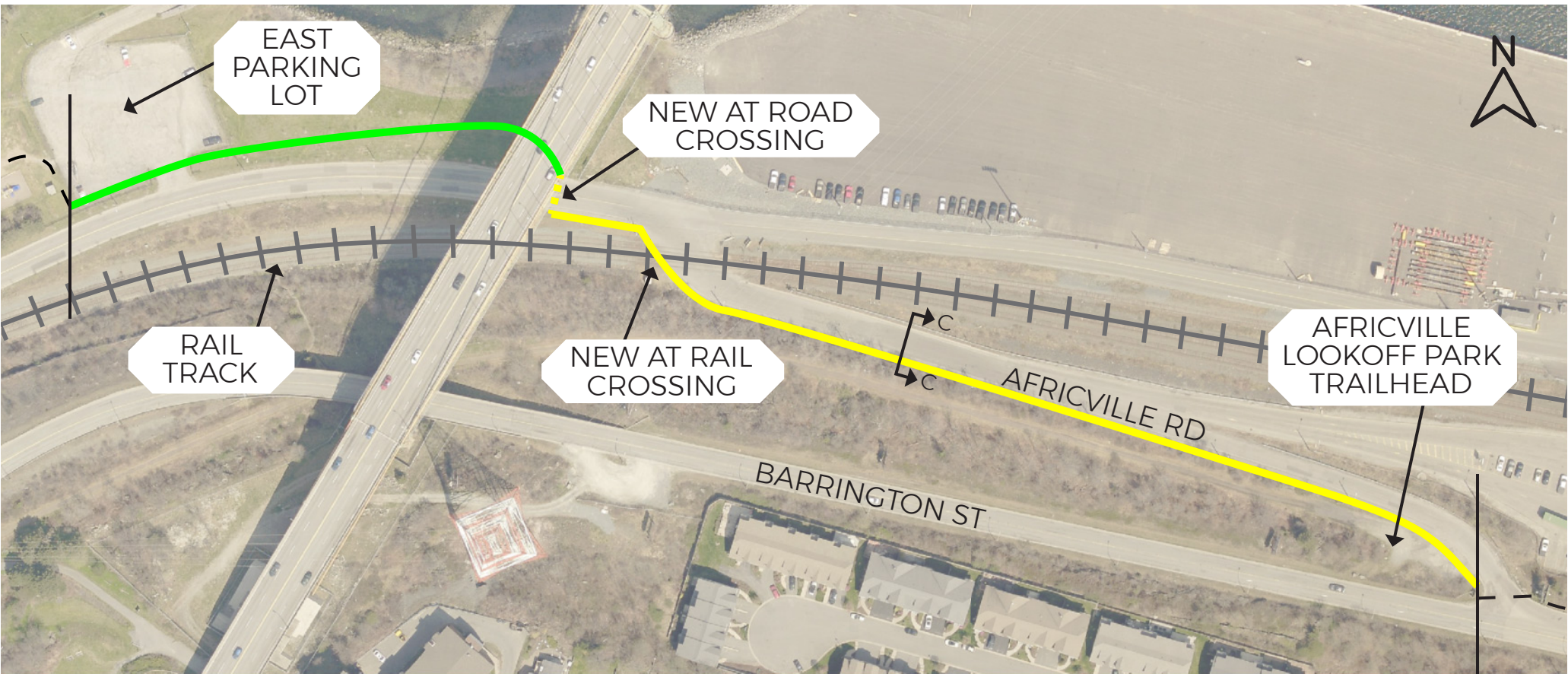
AFRICVILLE ACTIVE TRANSPORTATION FUNCTIONAL PLAN

SEGMENT 2

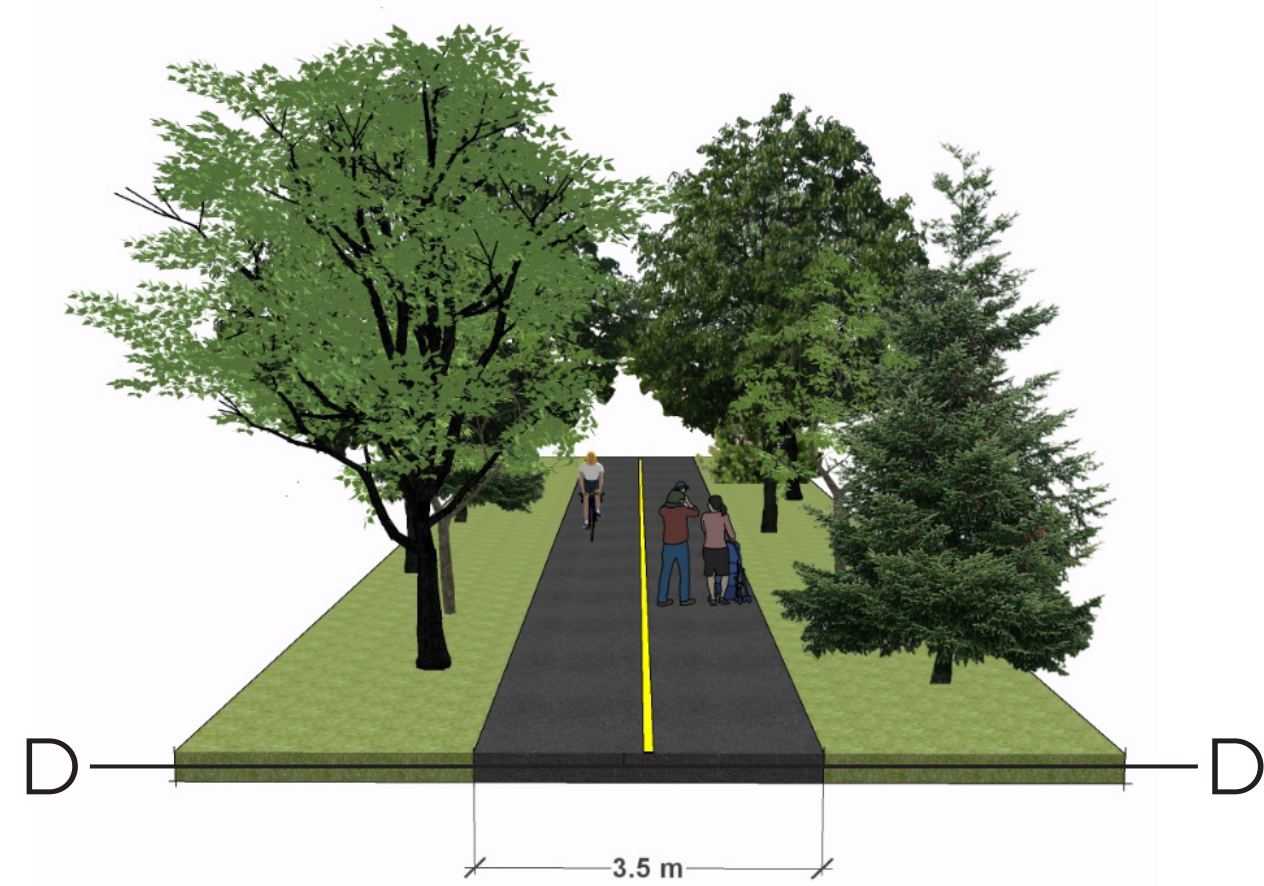
OPTION 2-A



OPTION 2-B



OPTION 2-C



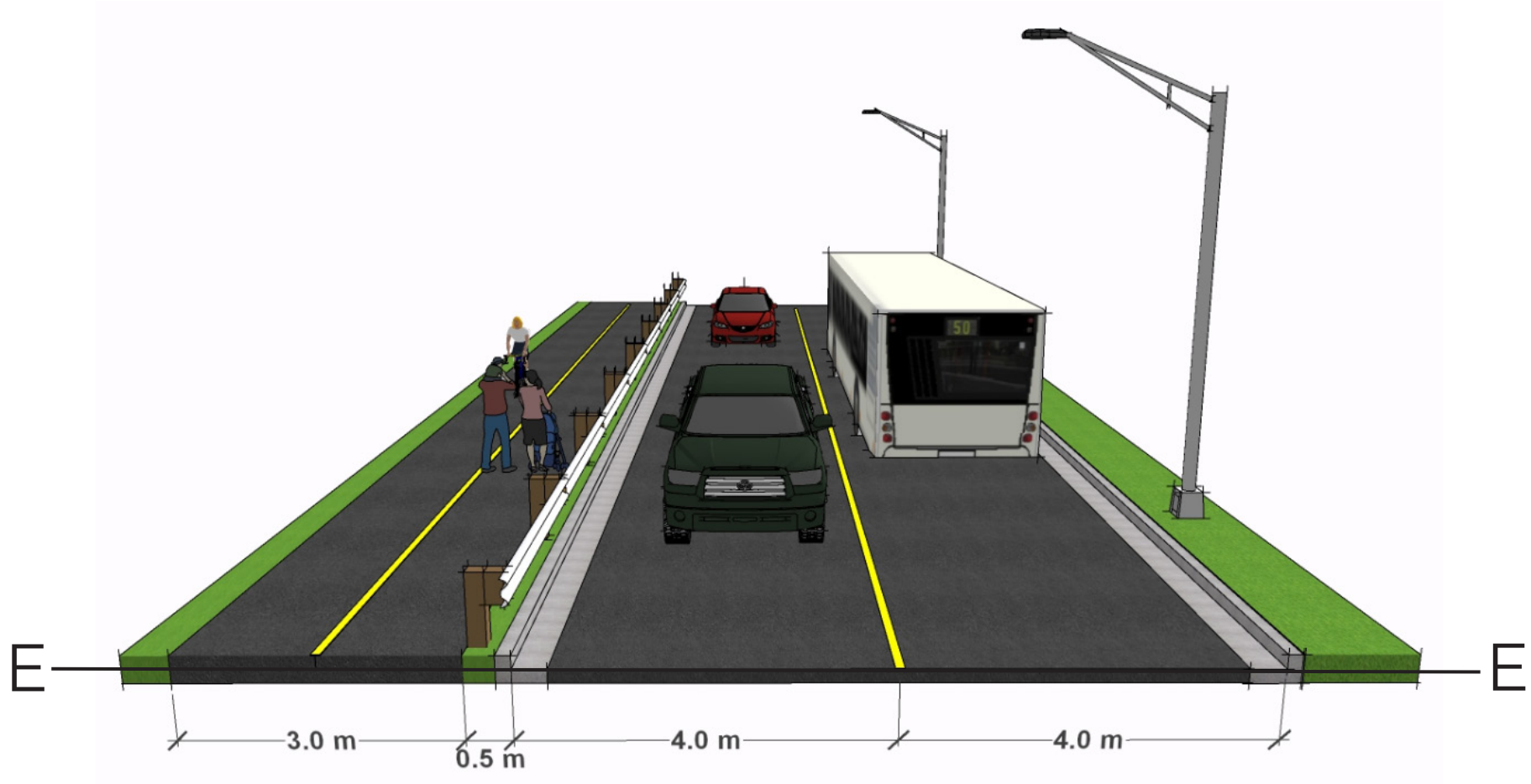
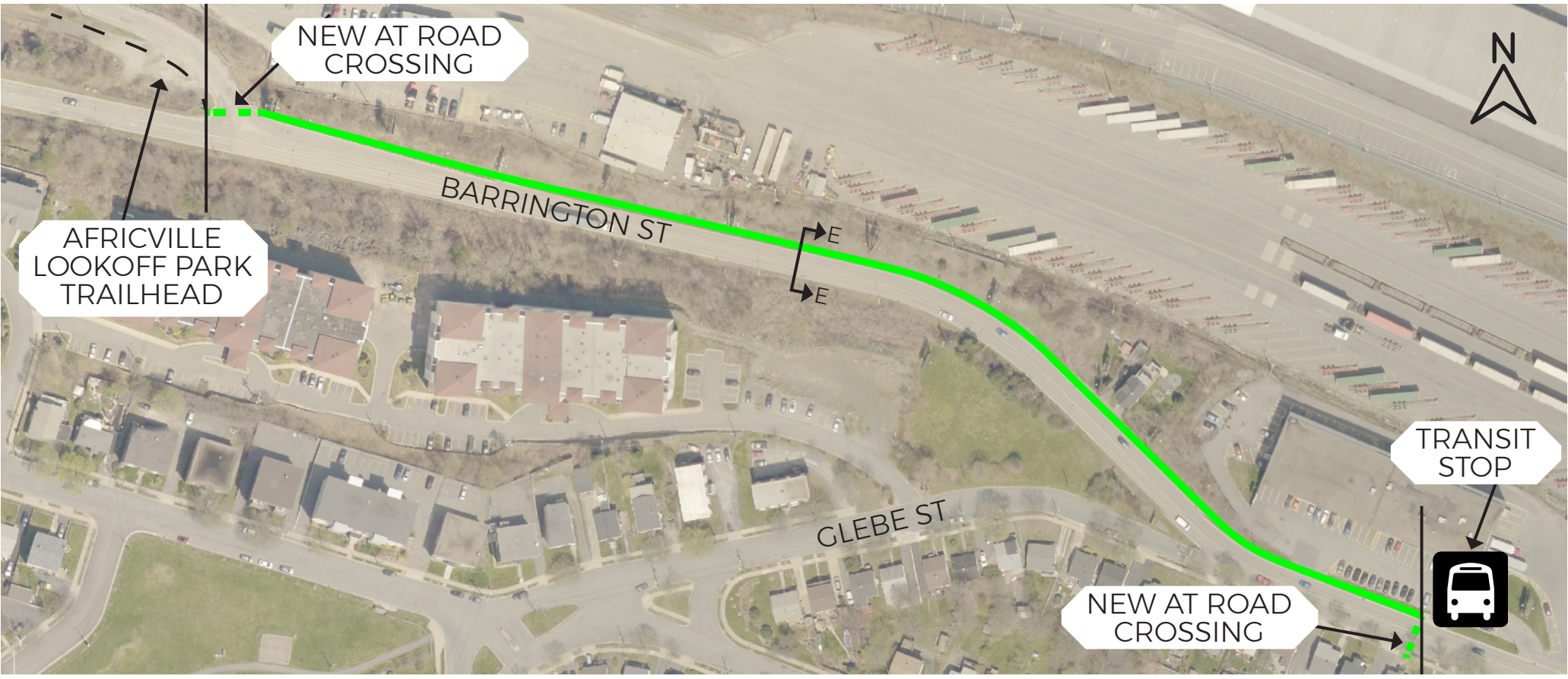
— Multi-Use Pathway — Sidewalk - - - Routing Options for Alternative Segments

COMMENTS

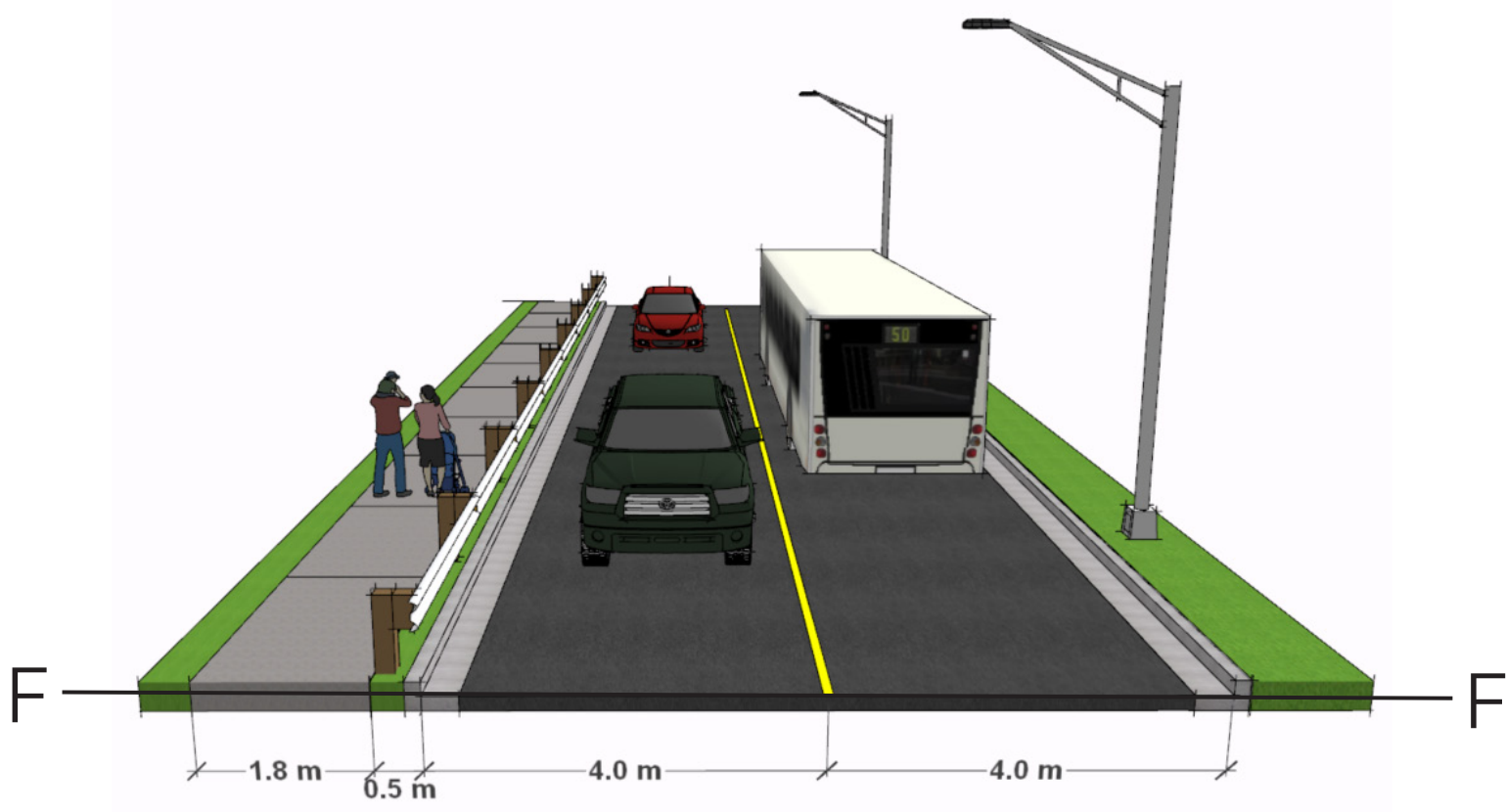
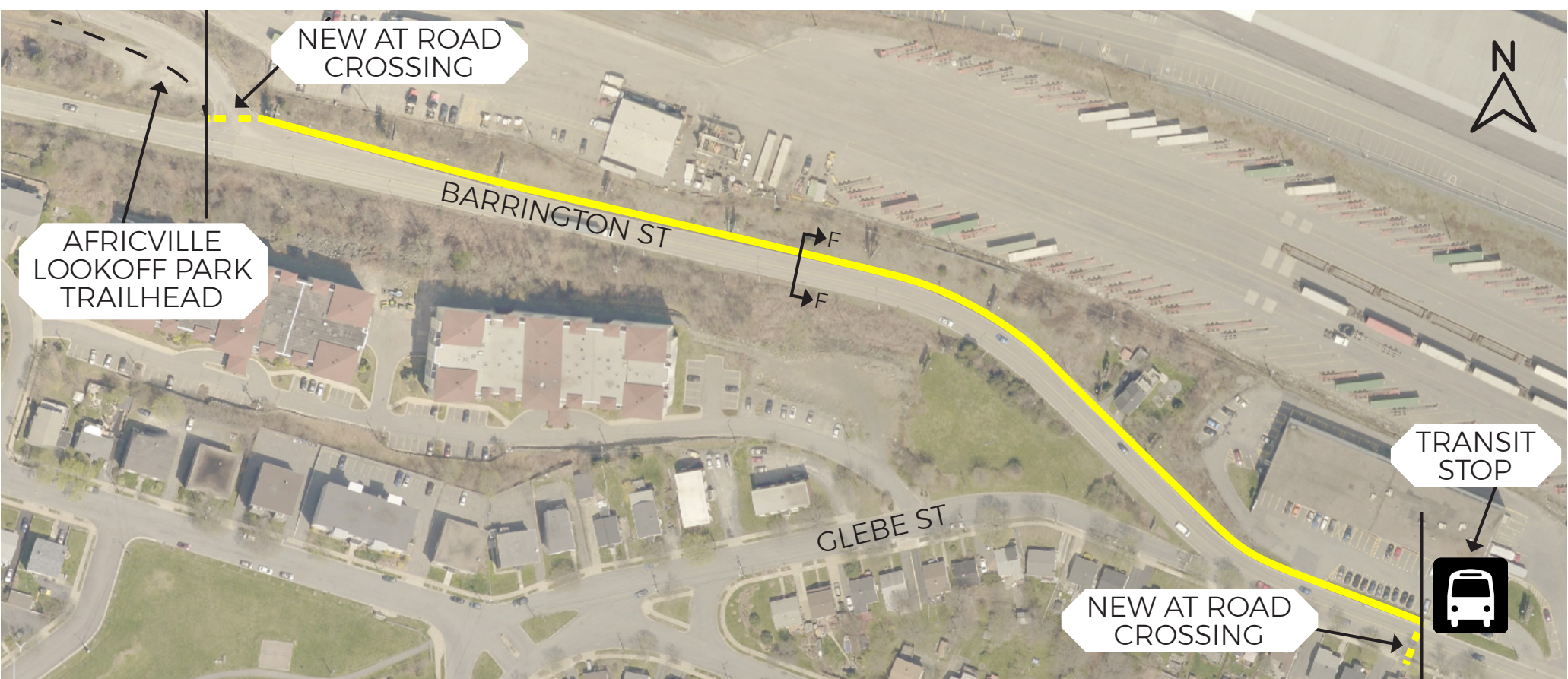
AFRICVILLE ACTIVE TRANSPORTATION FUNCTIONAL PLAN

SEGMENT 3

OPTION 3-A



OPTION 3-B



— Multi-Use Pathway — Sidewalk - - - - Routing Options for Alternative Segments

COMMENTS

EVALUATION CRITERIA

- | | | | | | |
|---|---|---|--|---|---------------------------|
| 1 | Connectivity & Directness | 4 | Public & Key Stakeholder Feedback Response | 7 | Impact to: |
| 2 | Comfort for All Active Transportation Users | 5 | Internal HRM Review | | • Traffic, Transit & Rail |
| 3 | Safety & Accessibility | 6 | Cost & Ease of Implementation | | • Trees & Green Space |
| | | | | | • Utilities |
| | | | | | • Property |