Africville Active Transportation Functional Plan

Public Engagement: What We Heard Report

November 29, 2021

Report Prepared by: WSP Canada Inc.

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Introduction

The Big Picture

Africville was a thriving, close-knit African Nova Scotian community located on the south shore of the Bedford Basin at the northern tip of the Halifax Peninsula. The community had stores, a school, a post office, and the Seaview United Baptist Church, which was the spiritual and social centre of the community for many residents.





During the 1960s, "urban renewal" projects were sweeping North America, which brought major infrastructure and industry projects to cities. The supposed 'benefits' of these projects have since been debunked, but unfortunately countless communities were lost in the process. Africville was one such community in Halifax; residents were relocated without consent or consultation and their homes were demolished. Since then, residents have come forward to seek justice and to form the Africville Genealogy Society, and a formal apology and settlement was made from the Mayor of Halifax in 2010. Part of this settlement was used to rebuild the Seaview Baptist Church, which now 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 to the museum and park for former residents and their families, as well as for visitors.

Africville was designated a National Historic Site in 1997. One of the Character Defining Elements of the National Historic Site is 'continued public access to the site'. In 2016, an Accessibility Petition was brought forward by the Africville Museum Society, which recognized that no formal pedestrian facilities exist which connect the park, museum, and much of the National Historic Site to the HRM sidewalk or Halifax Transit network.

The Africville Active Transportation (AT) Functional Plan was initiated as a result of this petition.

Project Overview

The goals of the Africville AT Functional Plan project are to:

1. Review the 3 potential routes identified by HRM
2. Determine the preferred route for all ages and abilities (AAA) accessibility
3. Prepare the functional design for the preferred facility

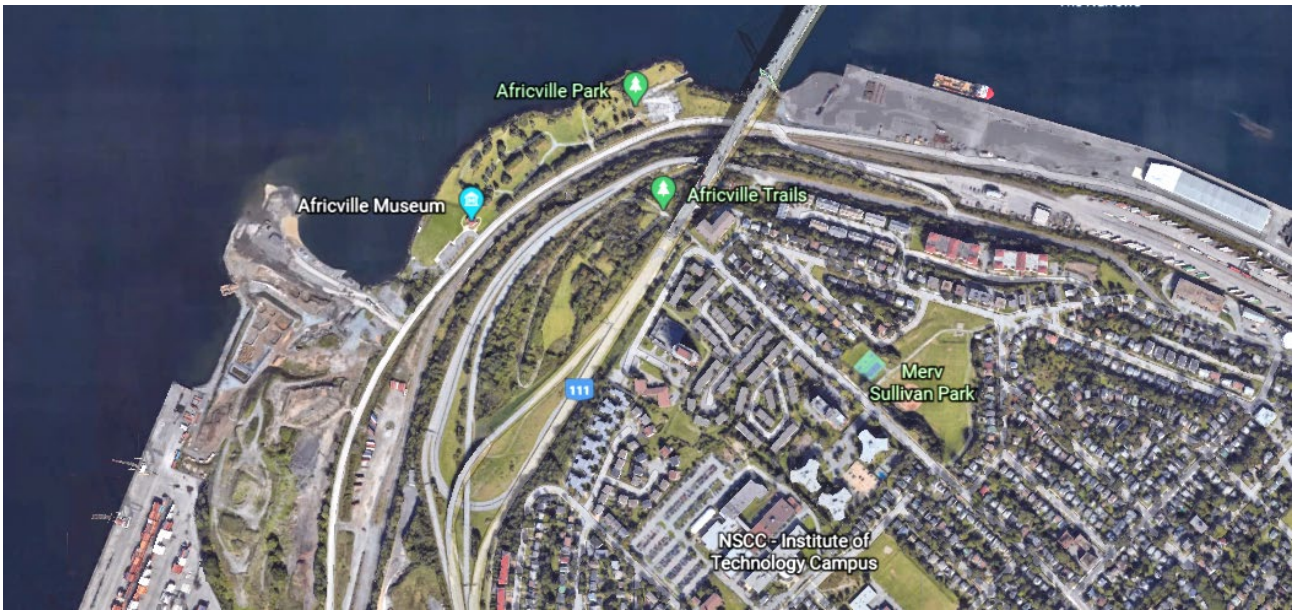


Figure 1: Satellite image showing Africville Museum, Africville Park, and the surrounding neighbourhood

The project began with key stakeholder engagement, site analysis, and a review of existing conditions. Once completed, the project team developed a Preliminary Routing Assessment, which examined the 3 route options in greater detail and looked at the opportunities and constraints of each. Based on these opportunities and constraints, the project team determined a recommended route to achieve AAA accessibility and began preliminary Concept Development.

It is important to note that there are other ongoing projects close to the subject study area which are also being monitored and considered for future opportunities throughout this project. Specifically, the ongoing Windsor Street Exchange Functional Plan project will be looked at for opportunities to connect the Windsor Street Exchange, and therefore, the West End of the Halifax Peninsula and communities along the Bedford Basin, with Africville National Historic Site.

During November 2021, public engagement on the process of examining the 3 route options, the recommended route, and the preliminary concepts was completed. This *What We Heard Report* summarizes the results of that engagement.

Project Details

Preliminary Route Options

The Preliminary Route Options considered were modified versions of HRM's original 3 route options. The routes which were evaluated are shown in Figure 2.

- Route A is located along Barrington Street beginning at Glebe Street and terminating at the start of Africville Road, with a future connection from Glebe Street to the AT facility at Niobe Gate Bridge.

- Route B begins at the end of Novalea Drive and uses the Africville Lookoff Park trails and the old rail track and terminates at the start of Africville Road.
- Route C begins at Kempt Road and follows the old rail track along Massachusetts Avenue to the Highway 111 (MacKay Bridge on-ramp), where it would pass over this highway to arrive at Africville Lookoff Park and terminate at the start of Africville Road.
- Route D begins at the start of Africville Road and terminates at the Africville Museum. This route is considered necessary to complete the project and will be incorporated to the selected preferred option.

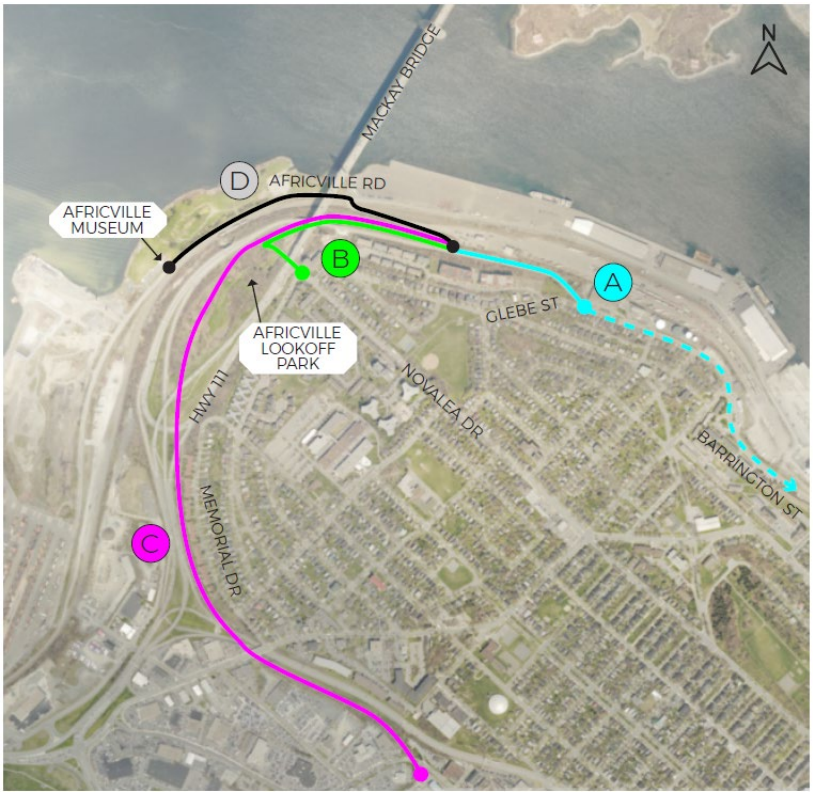


Figure 2: Preliminary route options evaluated by project team

The pros and cons of each route are described in detail in the engagement summary below.

Recommended Primary Route

The Recommended Primary Route selected, based on the pros and cons of the route options, is shown in Figure 3. The route selected is:

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

Additionally, there was a secondary connection identified as an important route for the community. This was identified as 'secondary' due to the challenges in making this route the preferred AAA option. That connection is:

B Upgrade the existing connection between Novalea Drive and Africville Lookoff Park



Figure 3: Recommended Primary Route and Secondary Connection

Public engagement, completed as part of this project phase and summarized below, introduced and requested feedback on the preliminary routes, the recommended primary route and the associated concept design options.

Public Engagement Overview

This "What We Heard" report provides an overview of the engagement activities conducted on the Preliminary Route Options, the Recommended Primary Route, and the Conceptual Design for the Primary Route, and presents the engagement results. Additional public engagement documents including meeting minutes of webinars can be found in the appendices.

Feedback Submissions

Overall, approximately 284 submissions of input were provided in the following ways:

- 226 submissions to the online survey on Shape Your City
- 12 questions and/or comments at webinar #1 (13 attendees)
- 7 questions and/or comments at webinar #2 (4 attendees)
- 35 written (sticky note) comments at in-person pop-up events
- 4 emails received
- Virtual external stakeholder workshop including feedback from the following groups:
    - Ecology Action Centre
    - Halifax Cycling Coalition
    - Walk n' Roll
    - Canadian National Institute for the Blind (CNIB)
    - Nova Scotia Health Authority
    - Chain of Lakes Trail Association
- HRM Internal Technical Committee

Additionally, the Shape Your City platform saw the following engagement:

- 3,200 Individuals Aware: visited the webpage at least once
- 321 Individuals Informed: clicked on at least one thing on the webpage (e.g. a hyperlink, watched a video, etc.)

Public Engagement Promotion

To promote the project and to inform the public on public engagement opportunities, a variety of communication tactics were used for each round of engagement as presented below:

Promotion Tactics

- Project page on Shape Your City (SYC) Halifax
- Printed posters in North End community spaces
- Social media advertisements on Facebook and Google that geotargeted the North End of Halifax
- YouTube preroll ads using the Planifax Africville AT video
- Social media posts on Facebook and Instagram
- Email reach-outs to key community members and associations
- Email blast through Shape Your City to all people signed up to receive notification of new projects posted (approx. 7,500 individuals)

As a result of the public engagement promotion tactics, 3,200 individuals visited the SYC page at least once and 321 individuals clicked on at least one thing on the webpage (hyperlink, watched a video, downloaded a document, etc.).

Stakeholder & Public Engagement

Stakeholder and public engagement for this project was completed in October 2021. Due to the ongoing public health guidelines established in response to the COVID-19 Pandemic, some of these engagement activities were held online or were modified for health and safety.

The purpose of the engagement was to:

1. Identify needs/concerns
2. Collect feedback on the Preliminary Route Assessment
3. Collect feedback on the Primary Recommended Route
4. Collect feedback on the Route Concept Options
5. Review evaluation criteria
6. Discuss project next steps

The following sections summarize the dates, locations, attendees, and information collected from each of the stakeholder and public engagement activities.

External Stakeholder Workshop

One (1) workshop was held virtually with representatives from community and advocacy groups to re-introduce groups to the project, present the primary recommended route and concept options, and collect feedback. A summary of the workshop is provided below while presentation slides can be found in Appendix A.

External Stakeholder Group Workshop:

DATE	September 9th, 2020
TIME	1:00 - 2:30 PM
FORMAT	Workshop via Microsoft Teams Conference Call
ATTENDEES	Ecology Action Centre Halifax Cycling Coalition Walk n' Roll Canadian National Institute for the Blind (CNIB) Nova Scotia Health Authority Chain of Lakes Trail Association

SUMMARY OF FEEDBACK COLLECTED	– Trail improvement considerations for Route B: – Crusher dust it not preferred due to risk of washout and accessibility concerns. – Paving is ideal. – Africville Road traffic considerations: – Traffic on Africville Road is perceived to be high volume – Questions as to whether it has been considered to make Africville Road pedestrian-only (project team notes that this would cut off Transit access). – Multi-use pathway considerations: – 4-metre width is preferred. – Making the proposed trail through Africville Park 4m would be ideal but would have to avoid impacting trees. – Option B from Novalea Drive: – Questions as to whether this could be made a switchback (project team responds that spatial constraints made this challenging). – This isn't currently the preferred route because it cannot be made AAA. – Spatial constraints: – Most routes have constrained rights-of-way, questions as to how additional space will be created (project team says this is key consideration for detailed design). – Preferred option: – Most participants preferred Route A due to direct access from Barrington Street. – Many noted that the secondary route was still very important, as lots of people from the community around Novalea Drive would like access.

Public Engagement Webinars

During October 2021, two (2) webinars were held. Attendees could access the online webinar through the Shape Your City website and it was open to all members of the public. The webinars included a presentation (See Appendix A) that introduced the project background and scope, the route options, the recommended route, and the conceptual designs.

Following the presentation, a question and answer (Q&A) period was provided where facilitators replied to questions and comments typed into the online platform's chat bar from participants. Meeting minutes for the webinars can be found in Appendix A.

Webinar #1

DATE	October 19th, 2021
TIME	12:00 - 1:00 PM
FORMAT	Webinar via Microsoft Teams Live Meeting
ORGANIZERS	Courtney Pyne, P.Eng. (WSP) Jenny Lugar Markides, MCIP, LPP (WSP) Megan Backos, MCIP, LPP (HRM)
ATTENDEES	13

Webinar #2

DATE	October 20th, 2021
TIME	6:00 - 7:00 PM
FORMAT	Webinar via Microsoft Teams Live Meeting
ORGANIZERS	Courtney Pyne, P.Eng. (WSP) Jenny Lugar Markides, MCIP, LPP (WSP) Megan Backos, MCIP, LPP (HRM)
ATTENDEES	4

In-Person Pop-up Engagement Events

There were two in-person pop-up engagement events held for this project.

Pop-Up Event #1

DATE	Wednesday, October 20th
LOCATION	North End Public Library
TIME	3:30 - 4:30 p m.
ATTENDEES	10

Pop-Up Event #2

DATE	Saturday, October 23rd
LOCATION	Needham Pool and Rec Centre
TIME	11:00 a.m. - 12:00 p m.
ATTENDEES	7

Feedback on Preliminary Route Options

Preliminary routing options (outlined above) were provided to participants to comment on their preferences for each. Participants were presented with options A, B, C, and D along with pros and cons for each.

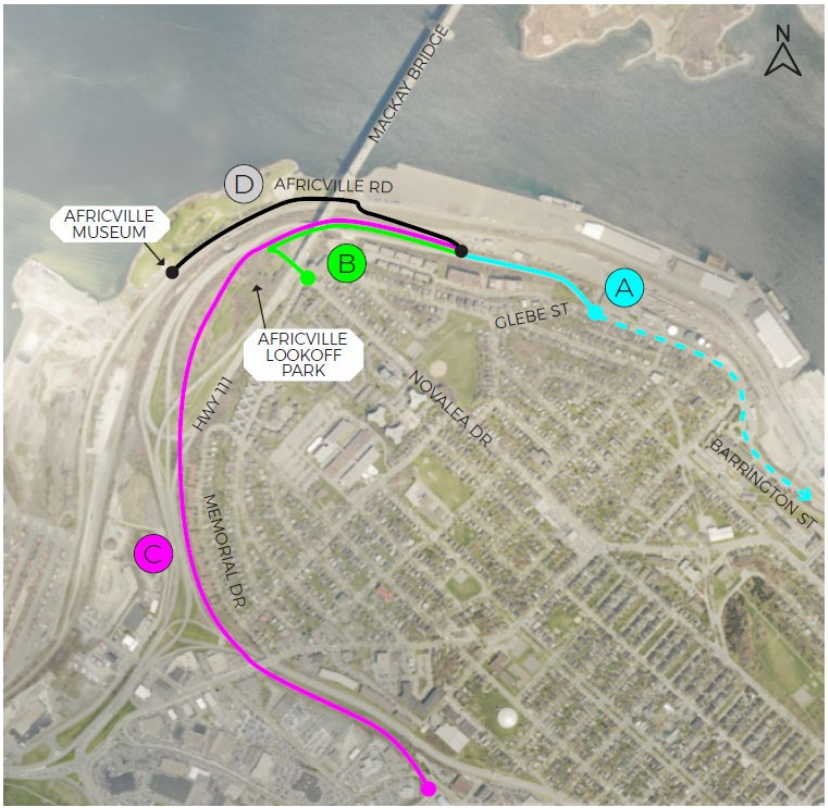


Figure 4: Preliminary Route Options

When asked for comments on the preliminary route options, participants responded:

- Option A – the crosswalk should be closer to Duffus Street because the vehicles are moving slower there
- Remember to make safe ways for commuters and children to access the MUP
- Can you add some interpretative panels to the look-off park?
- I like Route C because it will create a possible way to cycle between downtown and Fairview or Clayton Park
- Concerned about gentrification, black people won't be welcome here soon. This project is for white people.
- I support making a walking route from the Africville look-off park. I often see tourists in the summer looking for the museum from North Ridge Road – not sure where they got the information to go this way.
- Would be great to have curb cuts at NSP easement across Lady Hammond Road.
- Barrington makes the most sense, especially as a commuter.
- Need AT connection between MacIntosh Street to Africville Road.
- Option A will allow people from Mulgrave park and Uniacke square to access Africville and Downtown on bikes.
- Novalea Drive to Africville is the traditional route in and out of Africville by foot.
- The railway path is already there (it is in bad shape). Instead of building an overpass across the highway, run the extension along the highway.

— Instead of going down a steep hill, make a path going around the Africville Look-off park to make a smoother connection.

Following the preliminary route options, the Project Team recommended the Primary and Secondary route options. It was recommended that the primary route consisted of Option A and D, and the secondary connection was Option B.

The Primary Route was presented in three segments, for ease of understanding.

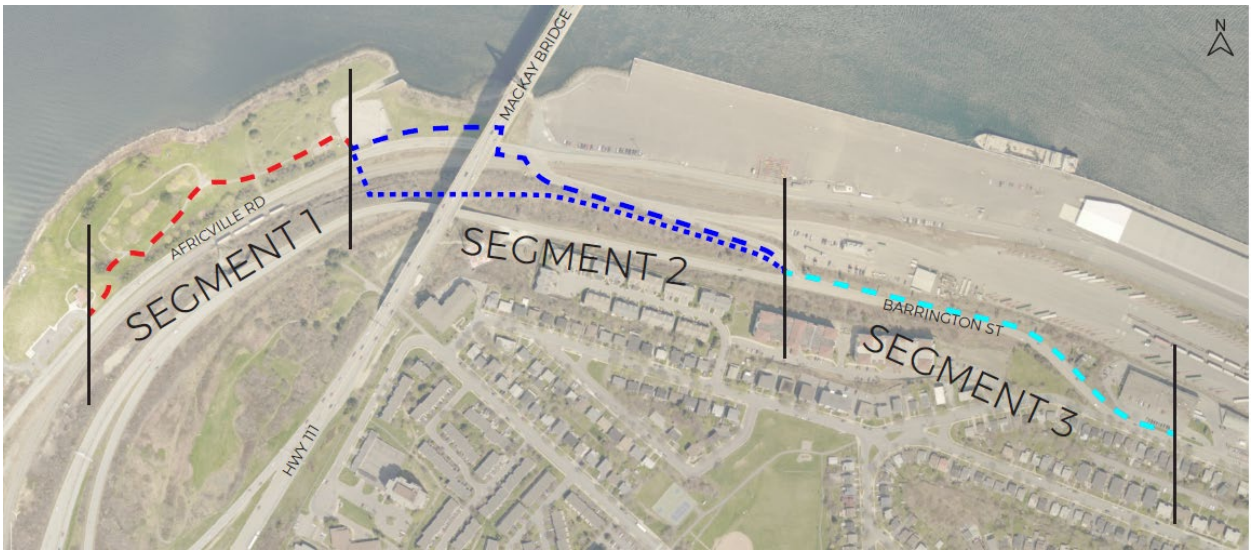


Figure 5: The three segments used to present the Recommended Primary Route

Recommended Primary Route – Segment 1 (1-A)

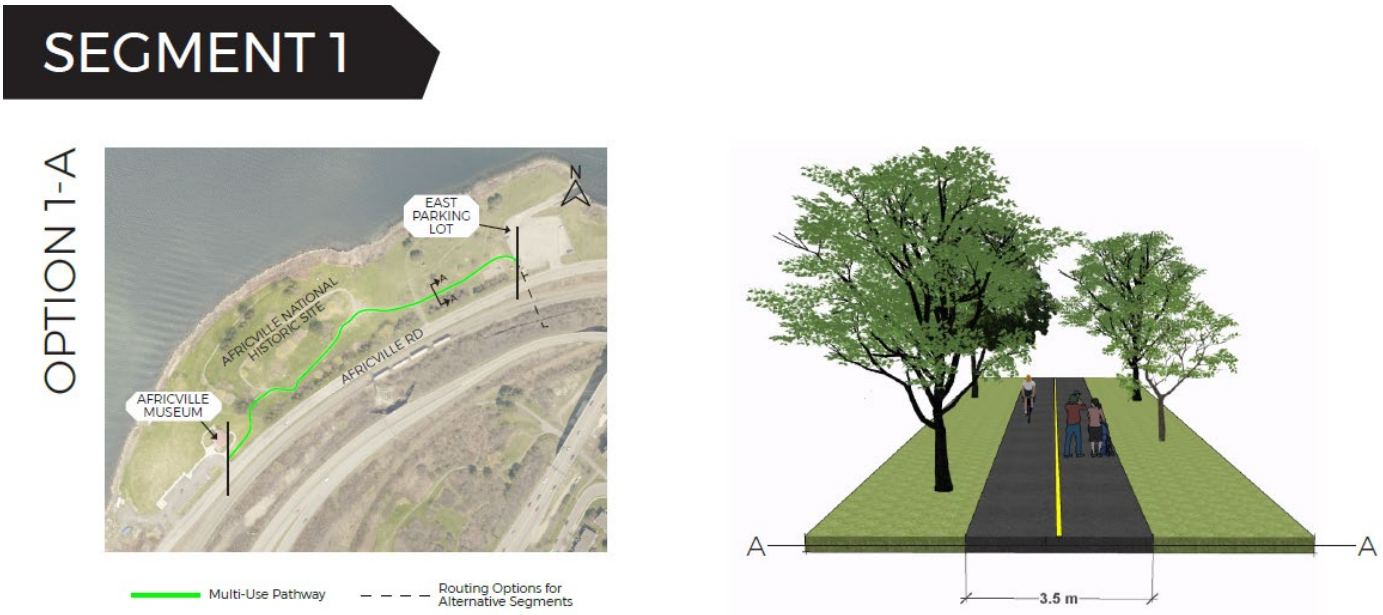


Figure 6: Image showing the planned route, facility type, and sample cross section for Segment 1

When asked for feedback on Segment 1, participants responded;

— Option 1-A

- Are the dogs happy?
- Amazing park for North End residents, museum, and outdoor displays. If we can only access them from Memorial/Novalea Drive.
- Africville National Historic site comprises of all of the former community.

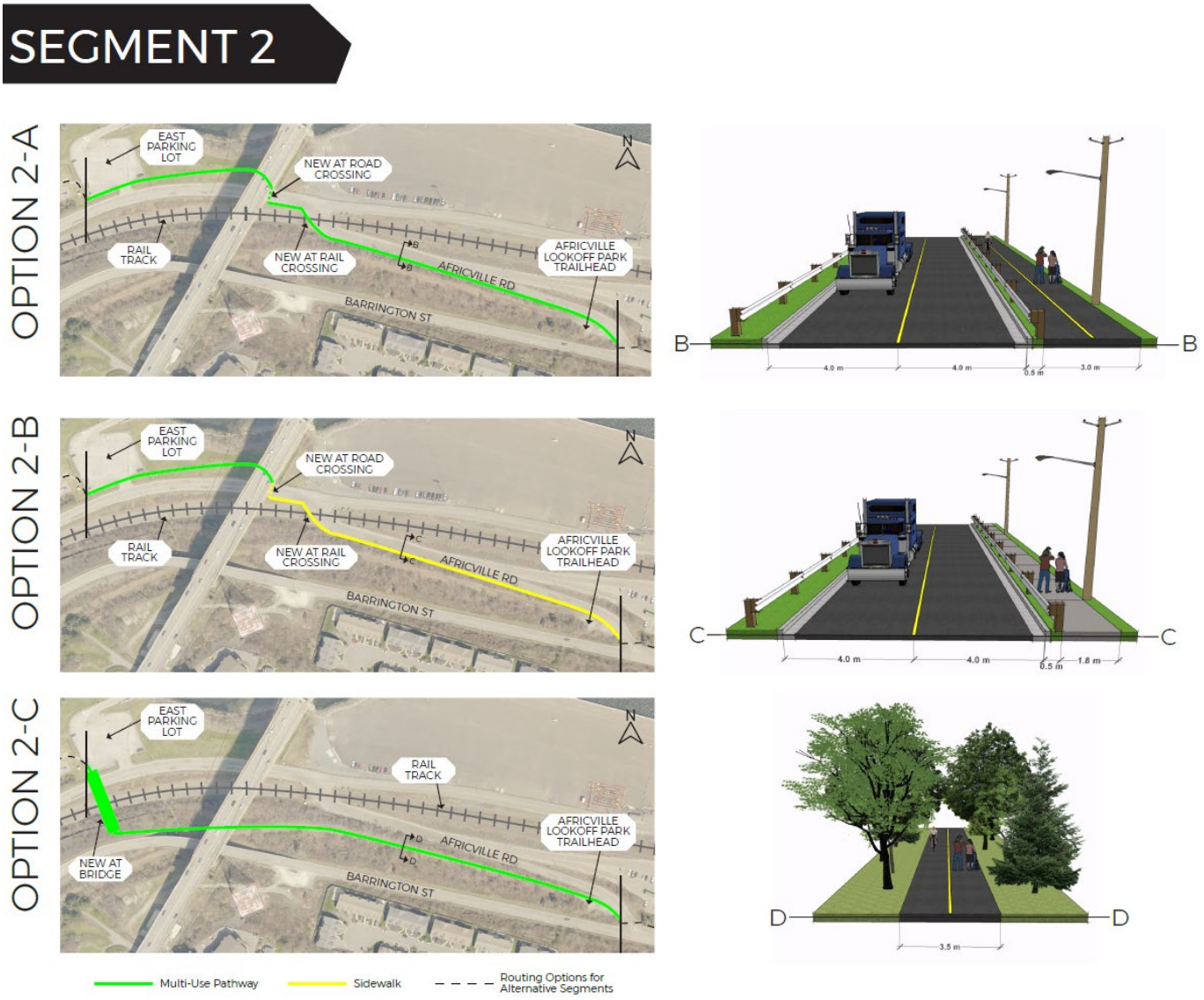


Figure 7: Image showing proposed route, facility type options, and sample cross sections for Segment 2

When asked for feedback on Segment 2, participants responded:

- Needs to have a crosswalk at south of Africville Road crossing Barrington Street
- Multi-use paths are the best choice. Opens up the spaces to more connectivity of all kinds.
- Option 2-A
    - No comments.
- Option 2-B
    - Don't like this option – needs a bicycle option.

— Option 2-C

- Best option.
- Looks the safest.
- Many people use the path at the proposed flyover and would likely continue using it rather than going to Barrington. Prefer option 2-C.
- Preferred option.
- I was dreaming about this option for years. Connectivity to parts of Africville with a safe pass.
- The three plans (segments) would be great to have together. 2-C is the best option for most people.
- I like the bridge.
- Looks like the best option. I am a wheelchair user. I am concerned metro transit stops are too far.
- Connecting to Novalea Drive would be great.

Recommended Primary Route – Segment 3 (3-A and 3-B)

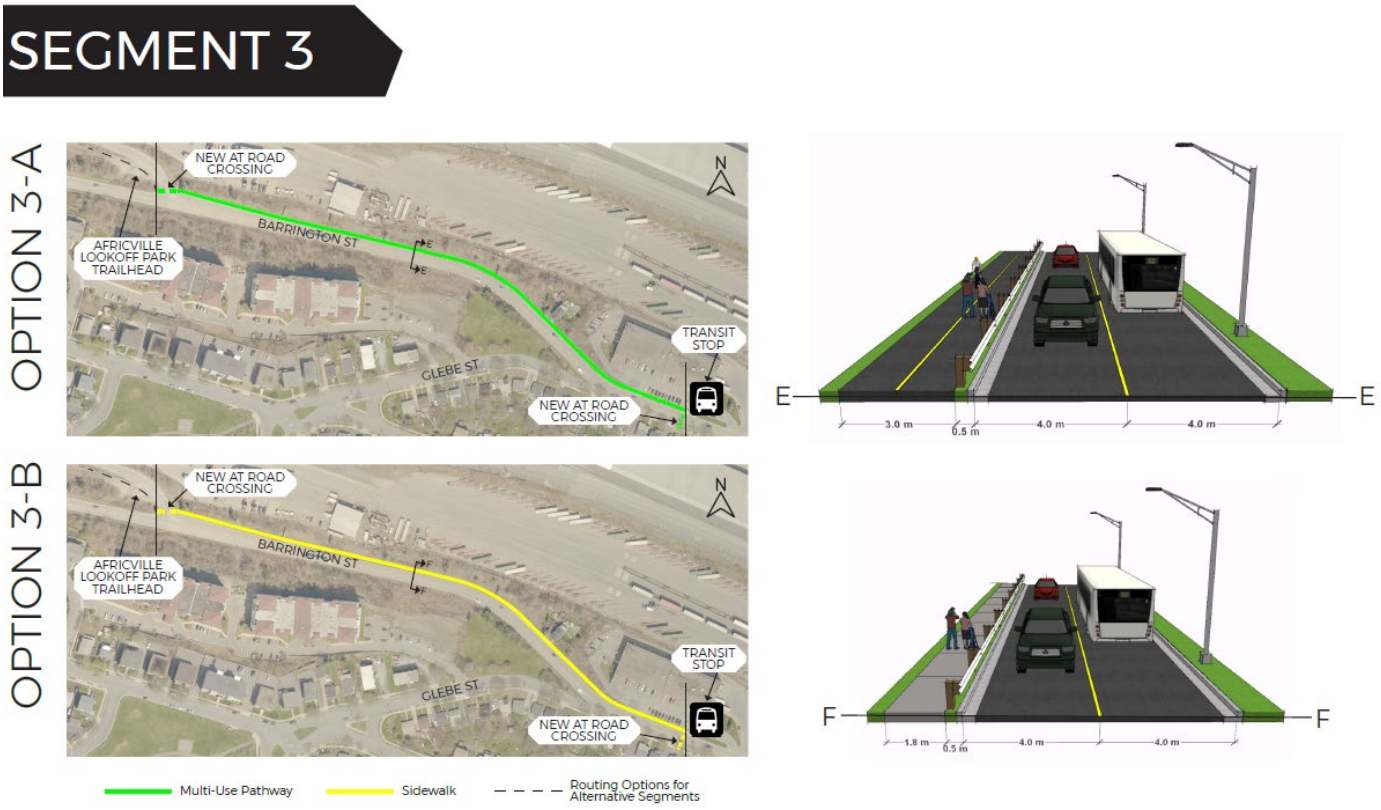


Figure 8: Image showing proposed route, facility type options, and sample cross sections for Segment 3

When asked for feedback on Segment 3, participants responded:

— Option 3-A

- Why wouldn't you choose multi-use?
- Need capability for bikes.
- Could connect to the rest of the Barrington Street Greenway.

— Option 3-B

- No comments.

Public Engagement Survey

An online survey was posted on the Shape Your City platform from October 19th to November 3rd, 2021 which included multiple choice and ranking questions, as well as a comments section. During this period, 226 participants responded to the survey. The responses are presented within this section, while the survey response report can be found in Appendix C.

Establishing Participant Behaviours and Existing Travel Choices

Questions on existing travel choices and behaviours were asked to establish how and why participants currently travel to the Africville National Historic Site. This information, informed by the context of the built environment and by the answers to other survey questions, was important to determine how improvements to the AT network may shift participants to use more active modes.

Of the 226 participants, nearly 68% (153) of survey respondents indicated that they visit the Africville National Historic Site, while 32% (73) do not.

The following questions were only asked to the 153 survey respondents who indicated they visit the Africville National Historic Site. When asked why they visit the Africville National Historic Site, the majority of participants (86%) use Africville park for leisure and recreation, while just less than half (48%) visit the park to read the interpretive panels and similarly, 44% visit the park to tour the Seaview Baptist Church / Africville Museum.

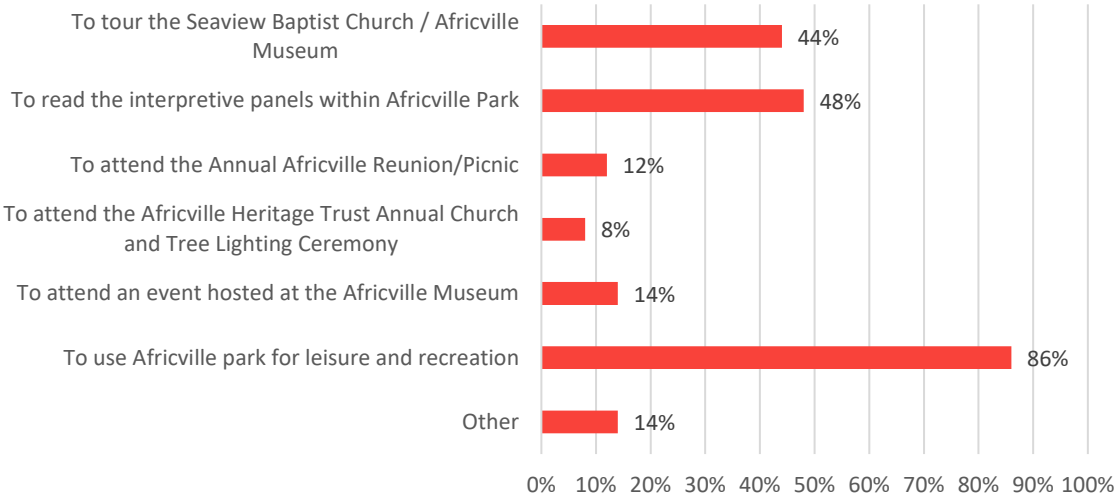


Figure 9: Reasons for Visiting

Fourteen percent (14%) of respondents answered 'Other' to this question. Their answers have been coded into categories of reasons to visit Africville National Historic Site. The numbers in brackets beside the question indicate how many times that response appeared in the results.

- Biking (5)
- Walking (5)
- Appreciation / Connection for Africville (3)
- Photography (2)
- Watch Bedford Basin shipping activity (2)
- Enjoying the waterfront (2)
- Annual walk & roll to Africville

— Cruise
— SJAM Annual Celebration

Participants were asked what modes of transportation they have used to get to the Africville National Historic Site in the past, under the current conditions. Most participants (73%) have driven to get to and from the Africville National Historic Site Museum. Less than half have traveled by active modes (36% walking; 34% biking) and no respondents indicated having traveled to Africville using a wheelchair. (See Figure 10).

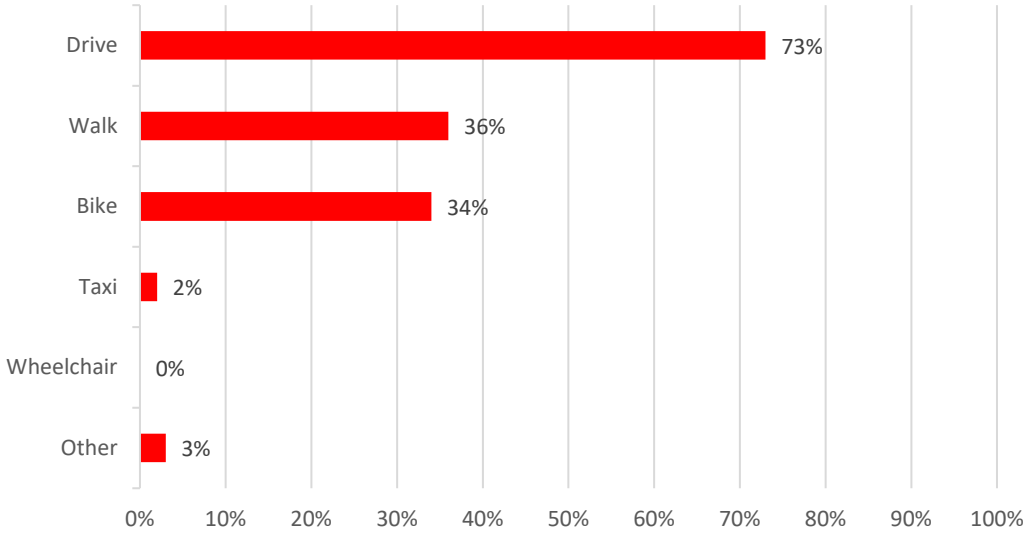


Figure 10: Transportation modes participants have used in the past to get to Africville National Historic Site

When asked what their primary mode of transportation was to get to the Africville National Historic Site, most participants (60%) indicated that they primarily utilize a vehicle, while 23% primarily bike and 16% primarily walk.

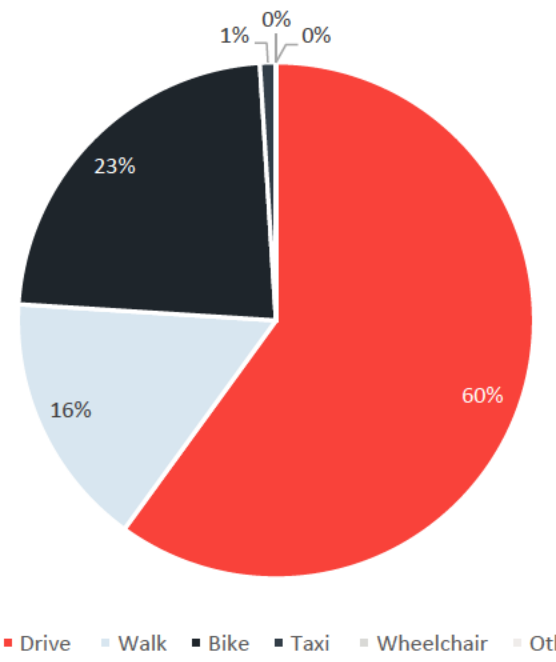


Figure 11: Primary transportation modes participants use to get to Africville National Historic Site

Preliminary Route Options

The preliminary route options and pros and cons for each were provided to participants (See Route A, B, C & D on image) in this section of the survey. It is important to note that Route D is required for all preliminary routing options.

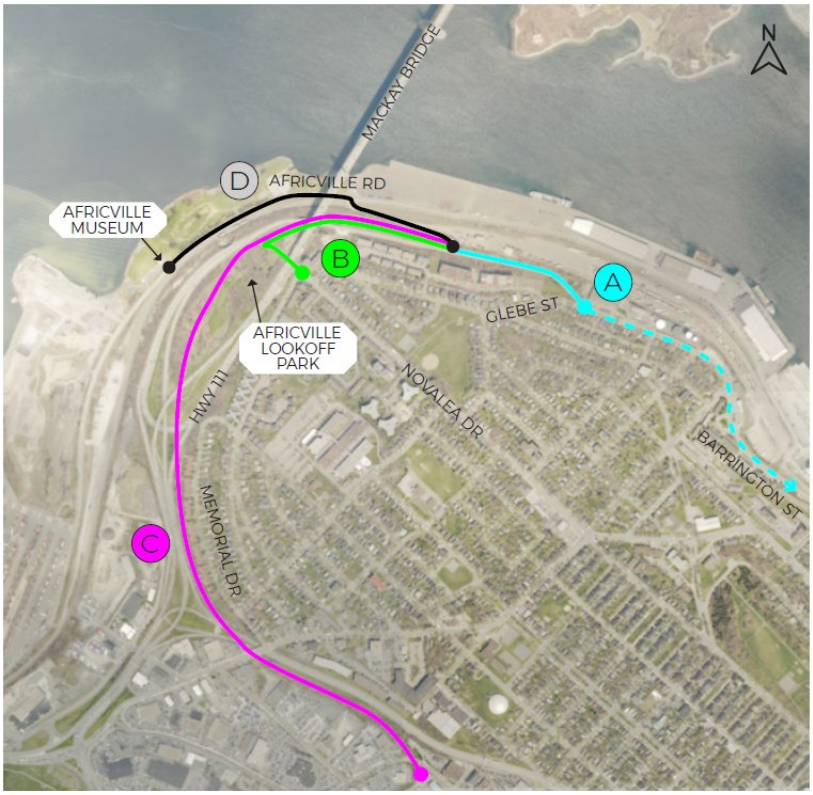


Figure 12: Preliminary Route Options

The key challenges for introducing active transportation facilities for each route option were presented to participants:

Route A	— No active transportation facility connecting Africville Road to Barrington Street. — No active transportation facility on Barrington Street. — Barrington Street designed for car/truck traffic and not for active transportation. — Heavy volumes of truck traffic create uncomfortable conditions for active transportation users. — Poor sightlines coming from Barrington Street onto Africville Road.
Route B	— No formalized active transportation connection between old railbed (known as the "high track") and Africville Road. There is an unpaved trail with some washout. — Steep grade between Novalea Drive and Africville Lookoff Park does not meet accessibility standards.
Route C	— Old railbed from Kempt Road is cut-off from Africville Lookoff park by the Hwy 111 interchange. — Old railbed is not paved and has some washouts.
Route D	— Existing 'sidewalk' on Africville Road is less than 1m, is non-continuous, and is close to the CN rail track. — No active transportation connection from Africville National Historic Site (parking lot) onto Africville Road. — Africville Road designed for car/truck traffic and not for active transportation.

- Heavy volumes of truck traffic create uncomfortable conditions for active transportation users.

When asked if there were any other key challenges that should be considered, less than one quarter (24%) of participants responded yes. The common challenges shown in these responses have been coded into categories. The numbers in brackets beside the question indicate how many times that response appeared in the results.

- Accessibility for wheelchairs and other mobility challenged individuals (5)
- Safety (5)
- Lighting (streetlights and crosswalks) (4)
- Lack of public transit to the site (4)
- Need for access to Bedford Highway for AT as part of the redesign for Windsor Street Exchange (4)
- Need for better maintenance of the site (3)
- Noise pollution (3)
- Connectivity to the cultural and historical urban communities' needs (2)
- Lack of wayfinding (2)
- Future of Highway 111
- Considerations for AT on MacKay Bridge
- Access to the High Line would also need to be improved
- The current bicycle network is disjointed and not connected
- Needs to be compatible with the roadway designs expected in 2030
- Lack of sidewalks and crosswalks

The next section presented key pros and cons for each of the preliminary routing options (see Figure 13). For each of the preliminary routes, respondents were asked to identify any additional pros and cons.

	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

Figure 13: Key Pros and Cons for Preliminary Route Options

The additional pros and cons shown in these responses have been coded into categories. The numbers in brackets beside the question indicate how many times that response appeared in the results.

Of the 226 survey respondents, 20% (44) specified additional pros and cons for Route A. Additional pros and cons were:

- Need for continuous active transportation route that would link Bedford (if constructed with Windsor Street Exchange), North End Halifax, and Downtown (11)
- Security / Safety (8)
- Requires much less "up and down" for users coming from downtown, instead of climbing Devonshire and then descending Novelea (6)
- Strengthens community connection to Africville (4)
- Concerns about Cost (3)
- Need for lighting (2)
- The ability to calm traffic in the area to make the AT route safer and more comfortable

- The ability to narrow vehicle movement lanes to provide more room for the AT route at pinch points
- The ability to move utility poles to provide more room for the AT route at pinch points
- Additional comments not pertaining to pros and cons included:
  - Please maintain/ improve the historic connection between the communities themselves and their former homes on the Africville site (2)
  - Access to Africville should be as removed as possible from bridge access lanes/ramps
  - Not a very pleasant part of Halifax for active transportation considering the cold, windy, rain and snowy conditions that persist in the Africville Park most of the year.

Of the 226 survey respondents, 18% (39) specified additional pros and cons for Route B. Additional pros and cons were:

- Safety / Security (5)
- Steep hill (4)
- Lighting (3)
- Cost (2)
- Crossing railroad tracks (2)
- Continuous active transportation route that would link Bedford (if constructed with Windsor Street Exchange), North End Halifax, and Downtown. (3)
- Opportunity to revitalize the park and paths going into the Park
- Much of the proposed trail already exists, so clearing a new path wouldn't be necessary.
- Opportunity to use underutilized greenspace
- Strengthens community connection
- Forces you to double back to get to your destination
- Lack of parking
- Access to Africville should be as removed as possible from bridge access lanes/ramps

Of the 226 survey respondents, 17% (38) specified additional pros and cons for Route C. Additional pros and cons were:

- Continuous active transportation route that would link Bedford (if constructed with Windsor Street Exchange), North End Halifax, and Downtown. (8)
- Cost (4)
- Safety / Security (3)
- Lighting (3)
- It could be limited to the lookoff and park without extending across the interchange.
- Strengthens community connection (2)
- Africville Rd limits all walking / cycling ability from the North End due to high volume of truck traffic
- Privacy of surrounding houses (2)
- Requires extensive maintenance
- Delay the project to consider possibility available from the Windsor Street Exchange redevelopment
- Does very little for Africville Park
- Access to Africville should be as removed as possible from bridge access lanes/ramps

Recommended Primary Route

Survey respondents were presented with the recommended primary route, which includes Route A and Route D, and the recommended secondary route, Route B. (See Figure 14).



Figure 14: Recommended Primary Route

Survey respondents were asked if they agree with the recommended primary and secondary routes proposed. Three quarters (75%) of survey respondents agreed with the recommendations, while 25% did not. The most common responses as to why participants did not agree with the recommendation were:

- All routes are too costly (7)
- Prefer Route B (5)
- Route D only (4)
- Opportunity for more direct routes (3)
- Route B to Route D as primary (3)
- Prefer Route C + Route D (3)
- It all should be completed (3)
- Route B should be a tunnel under bridge access (2)
- Route A to Route D as secondary (2)
- Prefer Route C (2)
- None should be built (2)
- Recommended as this was the cheapest option but there is no strong business case
- Route A to Route D, with Route A to Route C as secondary
- Route A to Route D, no secondary
- Route A, Route B and Route D as primary so there is access from Barrington and Novalea
- Prefer Route A + Route C + Route D
- The AT network needs to be expanded throughout the City before adding AT to Africville

— Optional route(s) through the Windsor Street Exchange should be considered before recommending a primary or secondary route / connection.
— Should be parking and condominiums instead

Concept design options were provided to participants using three different segments for ease of understanding (Figure 15). Understanding the preference of participants for the concept design options for each segment is important in order to make informed decisions in the future stages of the project.

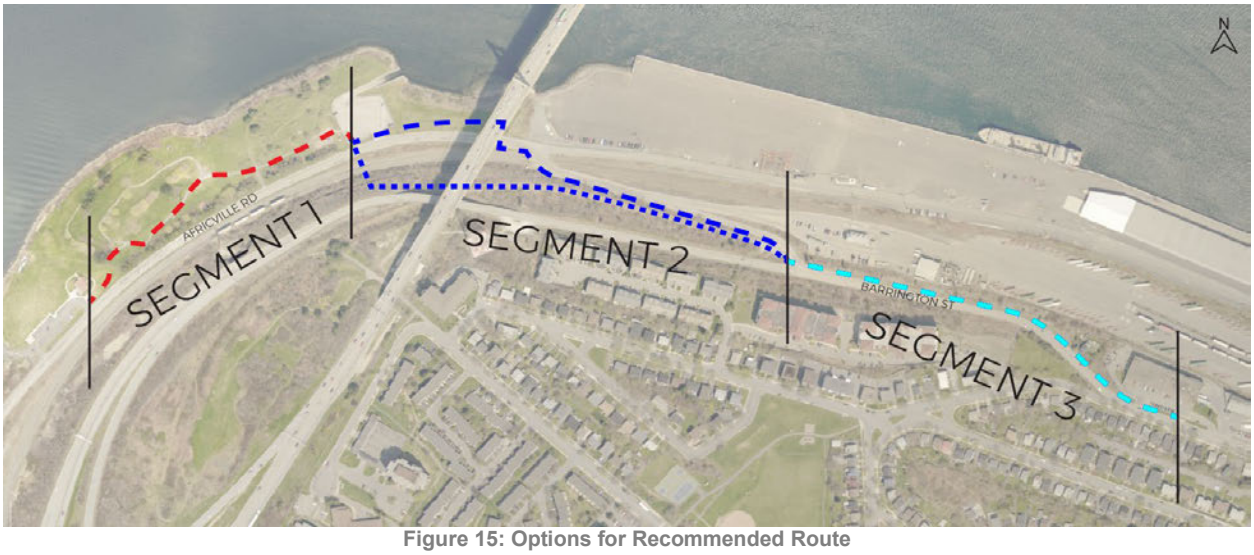


Figure 15: Options for Recommended Route

Segment 1

The first concept design option for feedback was the existing path network within Africville Park. Option 1-A (Figure 16) involves upgrading the current path network to a 3.5m paved multi-use pathway with an additional connection to the Africville Museum.

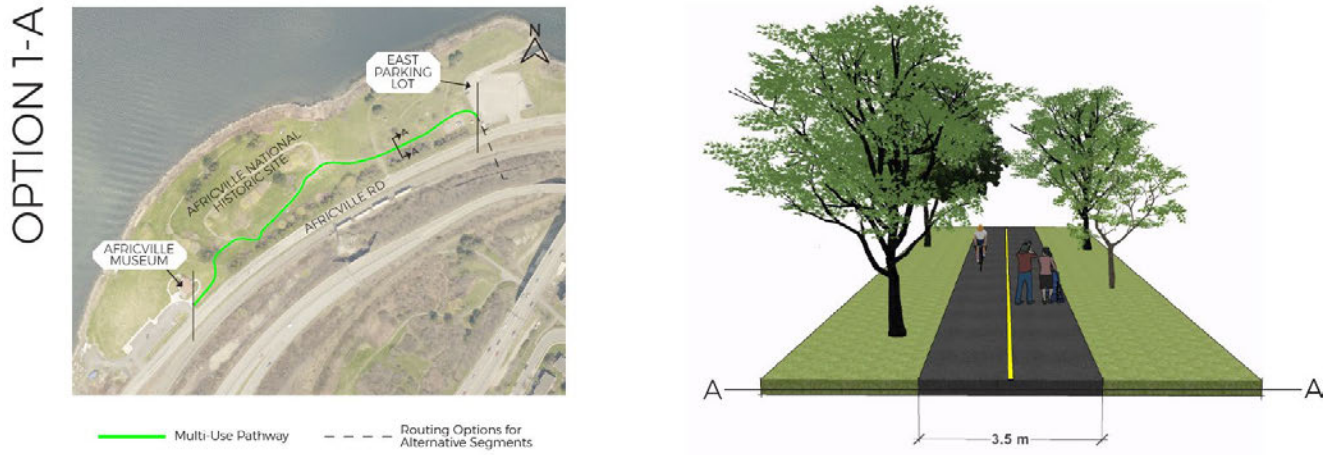


Figure 16: Segment 1 - Option 1-A

Participants were asked how satisfied they were with Option 1-A. Nearly 70% of the survey respondents were either satisfied or very satisfied, while 15% were unsatisfied or very unsatisfied.

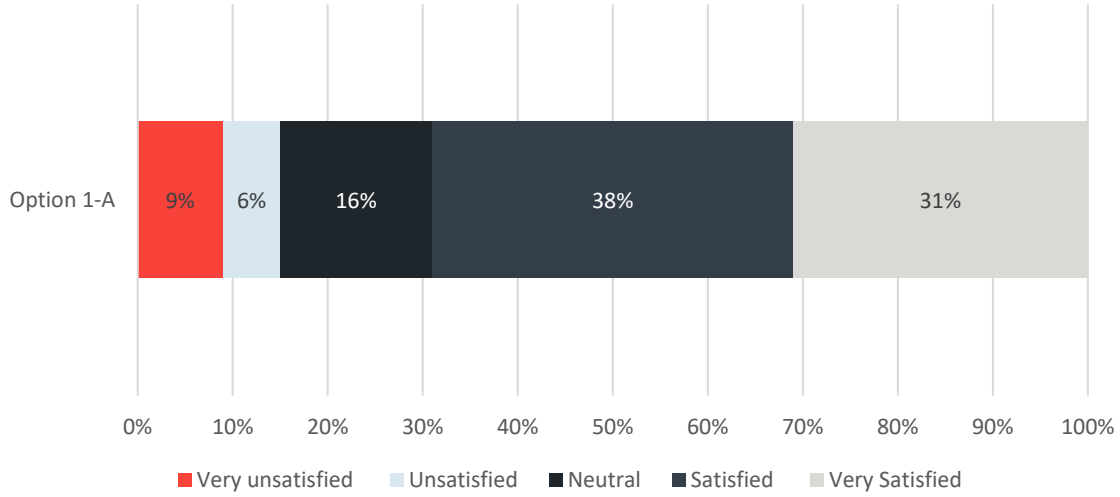


Figure 17: Responses on Option 1-A

Survey respondents were also asked to recommend any improvements to Option 1-A. Just over one fifth (21%) of participants provided recommendations/comments, which are categorized below.

- Street furniture (lights, benches, picnic tables) (8)
- Widen the path, 3.5m is not wide enough for a MUP (6)
- Concerns about cost (3)
- Washrooms needed (2)
- More trees needed (2)
- Maintenance needs to be a priority (2)
- Separate the walking and bicycle path (2)
- Security phone
- Lacking educational components (similar to boards along the greenway)
- Move the pathway out of the park
- Pathway should follow the historic Africville Streets
- Rail traffic must be taken into consideration
- Bus service needed

Segment 2

The concept design options provided for Segment 2 introduce two different route options (see Figure 18). One route travels along the south side of Africville Road (shown in Option 2-A and 2-B) while the other uses the old railbed (2-C).

For the route option of traveling along Africville Road, there were two facility design options presented. Between the Africville Lookoff Park Trailhead and Africville Park, Option 2-A proposes a 3.0m paved multi-use pathway while Option 2-B proposes a 1.8m concrete sidewalk. Option 2-C follows the "high track" routing and proposes a 3.5m paved multi-use pathway and an active transportation bridge.

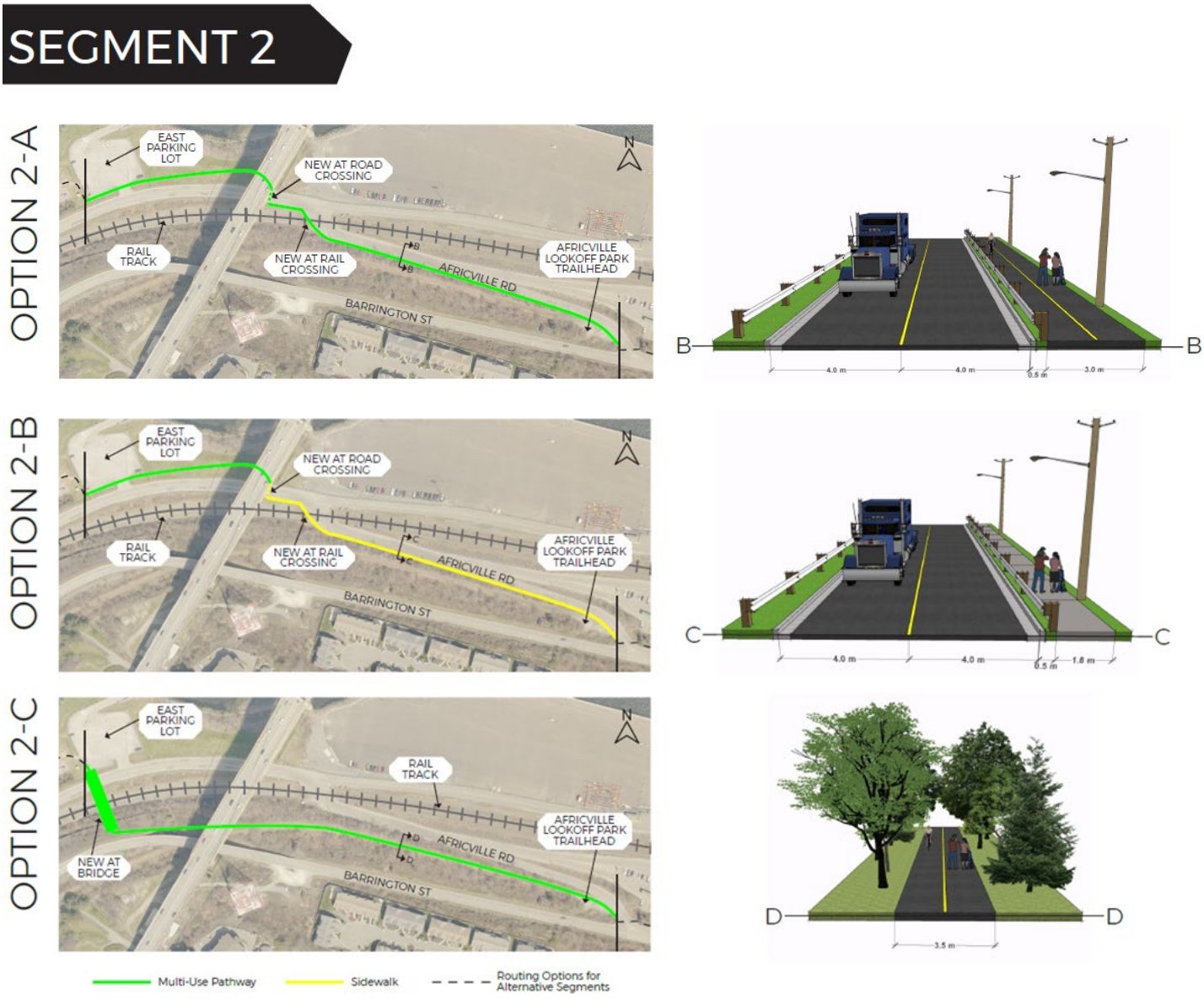


Figure 18: Segment 2 - Options 2-A, 2-B, and 2-C

Participants were asked how satisfied they were with Option 2-A, 2-B, and 2-C. The most preferred option was 2-C which 41% of respondents indicated they were 'very satisfied', with an additional 19% of

'satisfied' respondents. Survey respondents indicated that Option 2-B was the least satisfying option with just over one fifth (22%) of respondents indicating that they were 'very unsatisfied' and just over one quarter (26%) of respondents indicating that they were 'unsatisfied'. For more detail, refer to Figure 18.

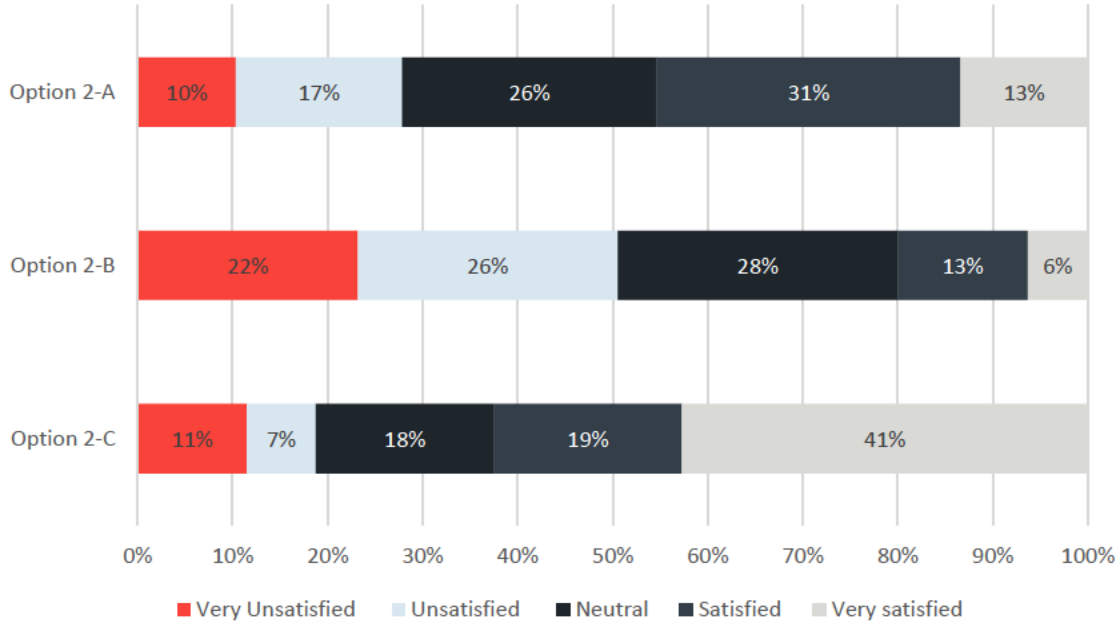


Figure 19: Responses on Options 2-A, 2-B, and 2-C

Survey respondents were also asked to recommend any improvements to Segment 2. Nearly one fifth (19%) of participants provided recommendations/comments, which are categorized below:

- Widen the path, 3.5m is not wide enough for a MUP (8)
- Concerns about cost (7)
- Separate biking lane from sidewalk (3)
- AT bridge over the railway would not be required (2)
- Maintenance needs to be a priority (2)
- More trees needed (2)
- Street furniture needed (lights, benches, etc.) (2)
- 2-C would require guardrails for safety
- Covered walkway sections where they can be impacted by the bridge overhead
- This area is known for occasional flooding
- If choosing 2-C, it needs to be accessible
- AT bridge provides an opportunity to showcase local art and artists and minimize steep grades
- 2-B is too similar to current infrastructure
- Limit the use of concrete to create a more natural feel
- AT bridge closer to the museum

Segment 3

The Segment 3 concept design options provided for feedback were two facility design options along the north side of Barrington Street (see Figure 20). Option 3-A proposes a 3.0m paved multi-use pathway and Option 3-B proposes a 1.8m concrete sidewalk.

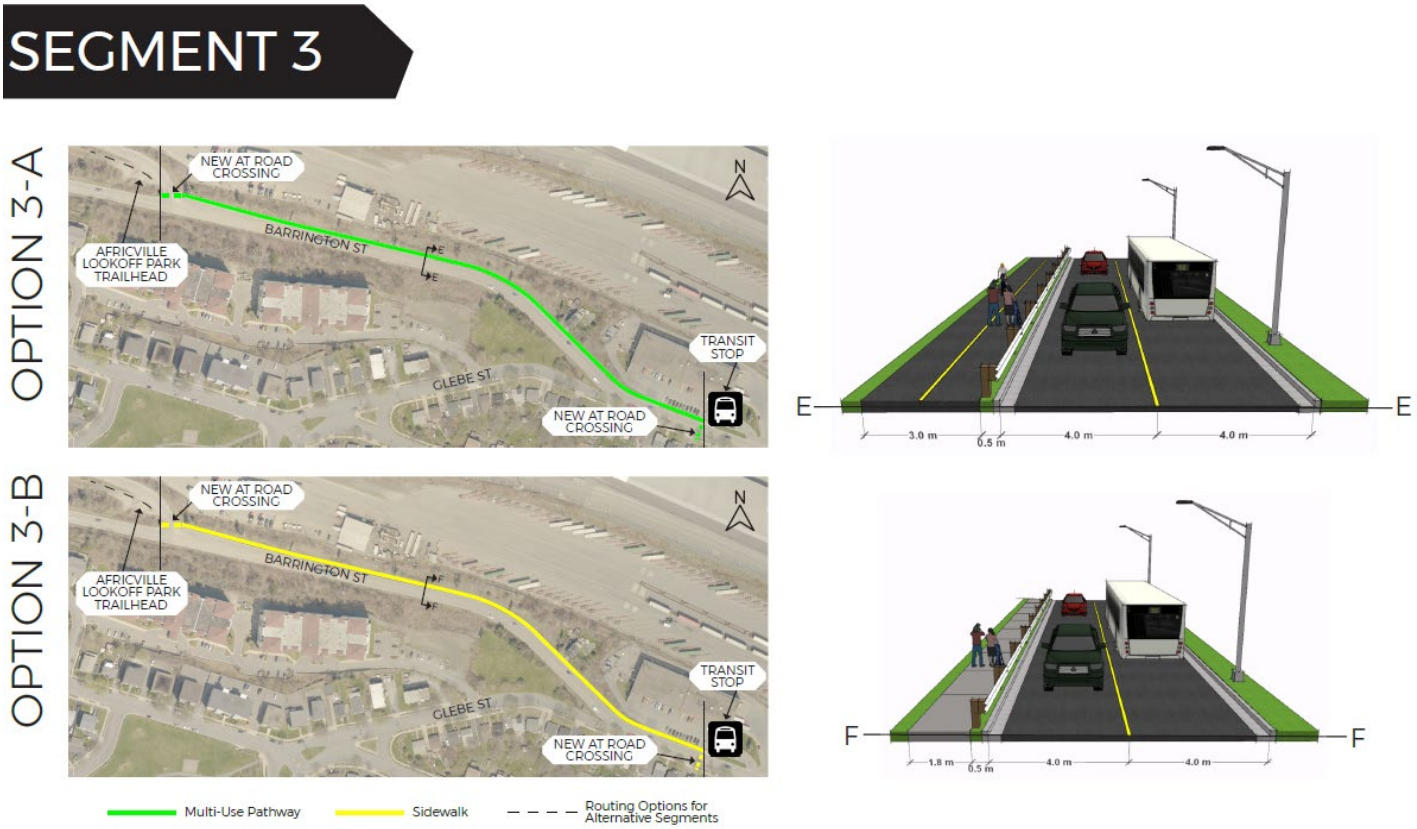


Figure 20: Segment 3 - Option 3-A and 3-B

Participants were asked how satisfied they were with Option 3-A and 3-B. The most preferred option was 2-A which 38% of respondents indicated they were 'very satisfied', with an additional 29% of 'satisfied' respondents. For Option 3-B, just under one half (46%) of respondents were either 'very unsatisfied' or 'unsatisfied', while only 5% of respondents were 'very satisfied.'

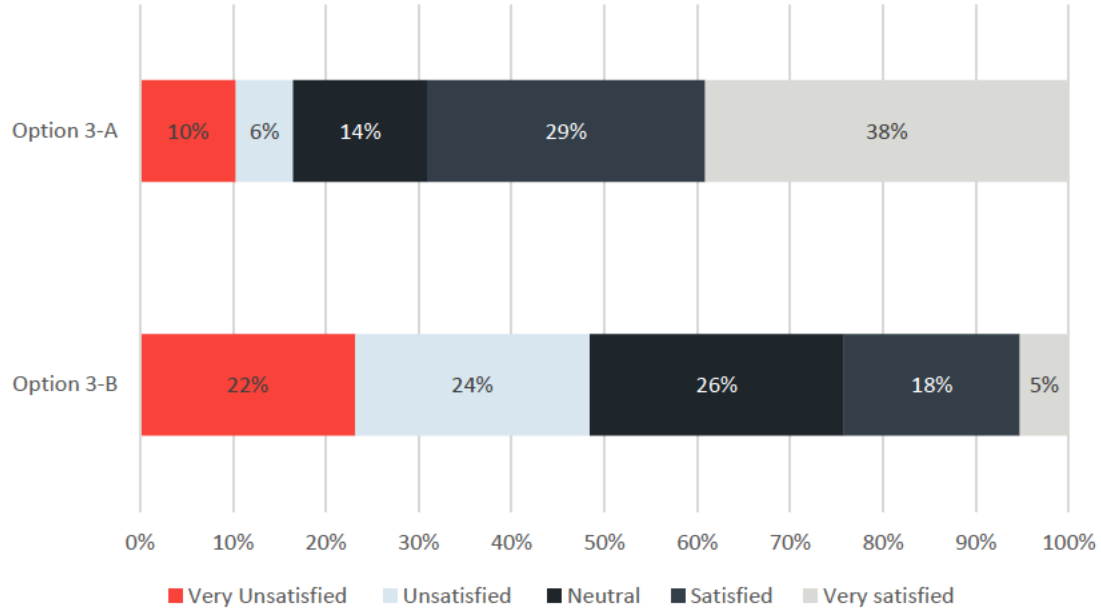


Figure 21: Responses on Option 3-A and 3-B

Survey respondents were also asked to recommend any improvements to segment 3. One fifth (20%) of participants provided recommendations/comments, which are categorized below:

- Lacking options for AAA (bicycle lanes) (9)
- Widen the path, 3.5m is not wide enough for a MUP (6)
- Concern about cost (5)
- Separate biking lane from sidewalk (3)
- Lack of natural elements (3)
- Choose an option that extends the existing AT network (2)
- Solid barrier between MUP and road (2)
- Maintenance needs to be a priority (2)
- Lacking safety for crossing Barrington Street
- Street furniture needed (lights, benches, etc.)
- Lack of green buffer between road and AT path
- Consider an additional crossing at Duffus Street
- Sidewalks and crossings are needed for both sides
- Proper wayfinding needed

Additional Comments

Respondents were asked if there were any additional comments related to the project. Responses included:

- Other presented routes should be considered as well, not just the preferred route.
- Integrate this project to other AT initiatives and redevelopments such as the Windsor Street Exchange / Bedford Highway and connect Downtown with Fairview and Rockingham.

- Important to ensure the AT routes are expanded through to the redevelopment of the Windsor Street Exchange / Bedford Highway.
- This project would allow for the Africville Museum and surrounding area to be more accessible and enrich the North End of Halifax.
- The AT route should extend down to Niobe Gate and Glebe.
- Lighting and proper wayfinding throughout the site is desired.
- Flashing crossing lights (RRFB's) are needed at the Glebe intersection.
- Concerns about raised taxes due to the proposed changes.
- Additional information requested:
  - Who is the project for?
  - Why do the proposed routes bypass the local neighbourhood instead of serving it?
  - What is the benefit to AT commuters?

What We Heard

Overall, the response to the public and stakeholder engagement activities for the Africville AT Functional Plan was strong and most feedback received was positive and constructive. In reviewing the above information presented on the various engagement activities, key considerations, frequently asked questions, and public preferences were established.

When looking at the various Preliminary Route Options, participants mostly agreed that Route D, the route beginning at the intersection of Barrington Street and Africville Road and traveling to the Africville Museum, was a necessary component for all three other route options. When examining the other route options, most participants preferred Route A, the option which had been recommended by the project team. The most common reasons were the intuitiveness of the connection (being the route for car travel, as well), the lack of steep slopes along Barrington, and the greater connectivity it would provide between the Africville Park and Downtown Halifax. However, it was noted by many participants that Route B, at the end of Novalea Drive through Africville Lookoff Park, has been a traditional route of travel by foot, both by residents of Africville when they lived there and continuing now for residents of the neighbourhood. Therefore, there was support for Option B, the secondary recommended option, being included. There were a few participants who preferred Route C due to its direct connection to the neighbourhoods along Lady Hammond Road and beyond.

Frequent comments about the Route Options in general included concerns about space constraints for all three routes, concern about existing traffic on Africville Road, the need for wayfinding and interpretive panels for any new route introduced, the desire for minor improvements for and/or all routes to be built, need for accessibility to be considered, concerns about safety (lighting, crosswalks, etc.), and the lack of public transit to the site. Many of these points will be addressed at a later stage in the project, during detailed design.

The majority of participants, when presented with the different route and facility options for the Recommended Primary Route (Route A + D), were in agreement. A clear majority of participants were supportive of improving existing paths in Africville Park to create a multi-use pathway between the Africville Museum and the parking lot. Concerns with this option included the need for a 4 m multi-use pathway, the need for general improvements to the park (lighting, benches, etc.) concerns about cost, concerns about safety, and the desire to have the path be separated for bicycle and pedestrian traffic.

In Segment 2 (between the Africville Park parking lot and the start of Africville Road) presented two route options and 3 design options. In terms of route, the most participants preferred Option 2-C, which presents a flyover bridge between the parking lot and the high track and uses the high track to get to the top of Africville Road. There were concerns about this option being cost-prohibitive and concerns about being able to make a multi-use pathway wider than 3.5 m in this option. For the other route option, which follows Africville Road from the Africville Park parking lot to Barrington Street, many more participants were at least neutral or satisfied with the continuous multi-use pathway option along this route (Option 2-A), as opposed to a sidewalk (Option 2-B). Most commonly, the concerns with this route were the existing traffic on Africville Road, and that if Option 2-C was not constructed, people would continue to use the informal path from the high track across the CN Railtrack to the Park.

In Segment 3, the options presented were a multi-use pathway (Option 3-A) or a sidewalk (Option 3-B) along Barrington Street. The multi-use pathway was preferred by a clear majority of participants, primarily because it offers a AAA connection, whereas a sidewalk does not. The most common feedback about this option was that the multi-use pathway should be 4 m wide, that this option would be cost-prohibitive, and that the bike and pedestrian lanes would not be separated.

Many participants mentioned that while they were in support of the project, they felt that all three routes should be designed and built. A small number of participants felt generally that active transportation projects, such as this project, were too costly and should not be considered at all. The majority, however, were satisfied with the recommended route and provided feedback to help the project team meet the community's needs with further design.

Improvements to the public realm in the scope area were frequently brought up by participants. Many felt that safety, especially due to lack of lighting and the speed/volume of traffic, was a top concern. This extended beyond the scope area of the project, as some participants mentioned that on Africville Road past the Africville Museum when traveling towards the Windsor Street Exchange, traffic and lack of AT infrastructure was still a concern. Likewise, some participants mentioned that the connection on Barrington Street between Glebe Street and Niobe Gate Bridge has not yet been designed and is not currently supportive of AT travel.

Additional common points that were raised by participants included:

- Questions about access to Africville Park and Museum in general, especially with regards to Halifax Transit access.
- Concerns about changes to the neighbourhood and investments being made specifically to benefit wealthier or white groups of people instead of Black people, in the traditionally Black neighbourhood.
- Concerns about safety in Africville Park, generally about it being dark and sometimes sparsely populated, and also about dogs being off leash in the Park.
- The general need for wayfinding and interpretive panels along the new AT route and at Africville Lookoff Park.
- The need for a AAA option to be constructed.
- The need for a continuous active transportation route between Bedford, the North End of Halifax, and Downtown Halifax.
- The need to maintain the historic connection between the existing Black communities and their former homes in Africville.
- The consideration of the planned MacKay Bridge recapitalization project and how this will integrate with active transportation in the area.

Based on the scope of the Africville Active Transportation Functional Plan, not all of the points noted above will be able to be addressed in this stage of the project. However, this report recognizes the importance of each point which will be communicated to the HRM Technical Committee for future consideration.

Appendix A:

Presentation Slides for Stakeholder and Public Meetings and Meeting Minutes

October 2021

Africville AT Functional Plan

Engagement Session



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Project Background

Objectives of Meeting

Study Area

Project Challenges

Assessment of Preliminary Routes

Routing & Concept Design Options

Evaluation Criteria

Next Steps

Q&A

Africville

- 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.





Source: https://humanrights.ca/story/the-story-of-africville

Project Background

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Evaluation Criteria

Next Steps

Q&A

Africville

- 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.

HALIFAX

Source: https://humanrights.ca/story/the-story-of-africville

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Project Background

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Next Steps

Q&A

Africville National Historic Site 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.







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Project Background

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Next Steps

Q&A

Africville National Historic Site Background

- The 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.

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Project Background

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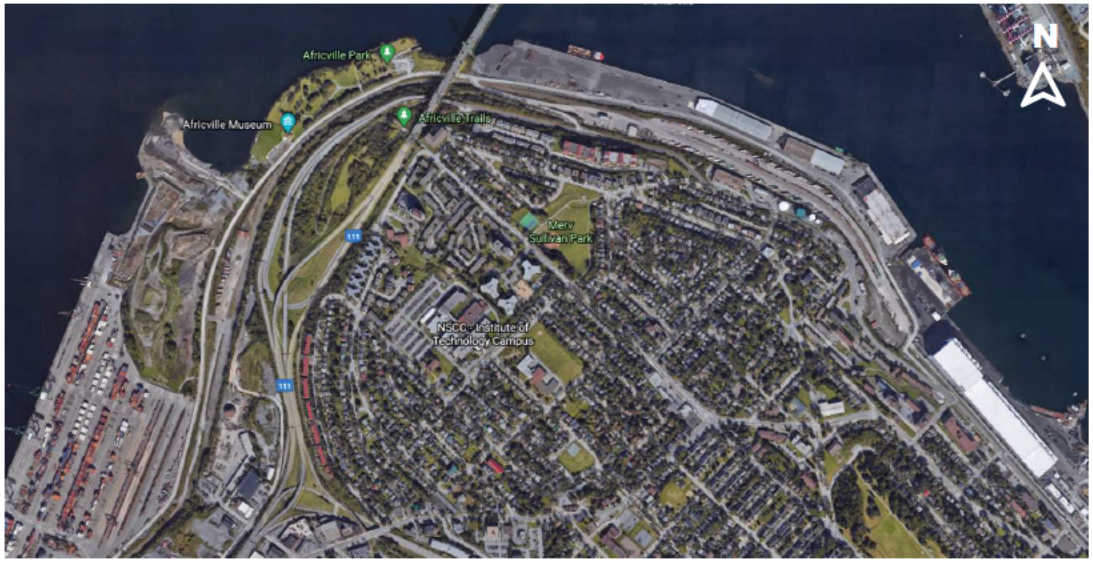
Next Steps

Q&A

Project Background

Three Project Phases:

1. Review the proposed 3 potential routes (identified by HRM).
2. Determine the preferred route for 'AAA' accessibility.
3. Prepare functional design for the preferred facility.



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Project Background

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Q&A

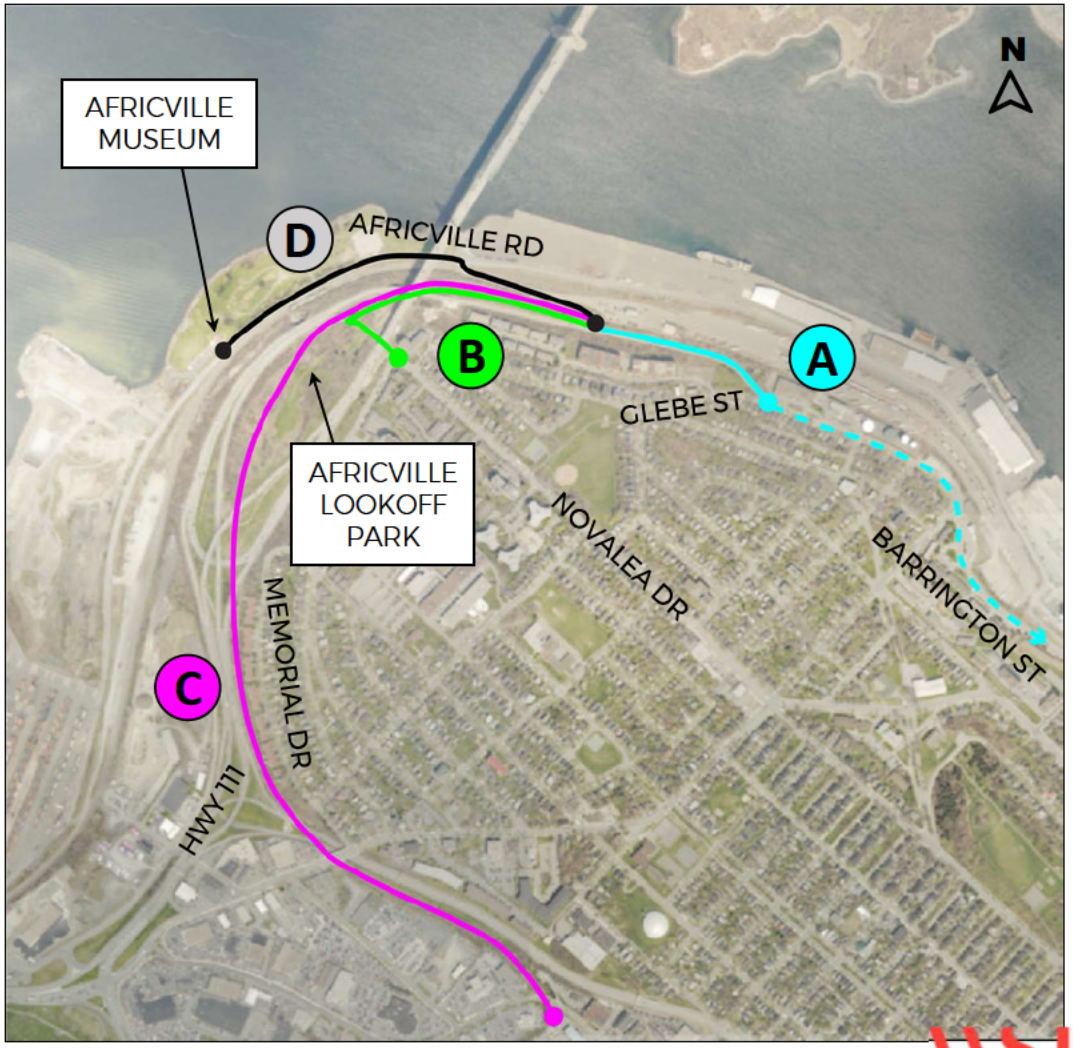
Preliminary Route Options

A Build a connection on Barrington Street between Glebe Street and Africville Road with future extension to Niobe Gate Bridge.

B Build a connection between Novalea Drive/Africville Lookoff Park and Africville Road.

C Build a connection to Africville Look-off Park and Africville Road by utilizing the former rail corridor that runs parallel to Memorial Drive.

D Build a connection from Africville Road to the Africville Museum (Required for all routing options).



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Project Background

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Q&A

Direction for the Project and Key Terms



Integrated Mobility Plan (IMP): Creates a vision for sustainable movement around HRM. The petition from the Africville Museum society highlighted the need for the 'AAA' network to connect to Africville National Historic Site. This route is now part of the IMP 'AAA' Bicycle Network that is slated to be delivered by 2022.



All Ages and Abilities ('AAA'): Planning, design and programming that enables use by people of all ages and with a variety of physical abilities.



Complete Streets: Focus on moving people and goods instead of vehicles.



Active Transportation (AT): Any form of "humanpowered" mobility, such as walking, bicycling, skateboarding, using a wheelchair and rollerblading.

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Project Background

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Q&A

Project Tasks Completed to Date

To date the following tasks have been completed:

- ✓ Site Walk and Stakeholder Workshop with Africville Museum Society was held on December 4th, 2018
- ✓ External Stakeholder Meeting with community groups was held on December 18th, 2018
- ✓ External Stakeholder Meetings with Utilities and Property Owners were held during January 2019

Project on hold

- ✓ External Stakeholder Meetings with Utilities and Property Owners held during December 2020 and January 2021
- ✓ Review of Existing Conditions
- ✓ Development of Conceptual AT Facility Design Options

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Project Background

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Next Steps

Q&A

Objectives of Public Engagement Session

Meeting with the public to:

- Identify Needs/Concerns
- Collect Feedback on Initial Assessment
- Collect Feedback on Recommended Route & Concept Design Options
- Review Evaluation Criteria
- Discuss Project Next Steps

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Project Background

Objectives of Meeting

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Evaluation Criteria

Next Steps

Q&A

Project Study Area – Full Extent



Project Background

Objectives of Meeting

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Routing & Concept Design Options

Evaluation Criteria

Next Steps

Q&A

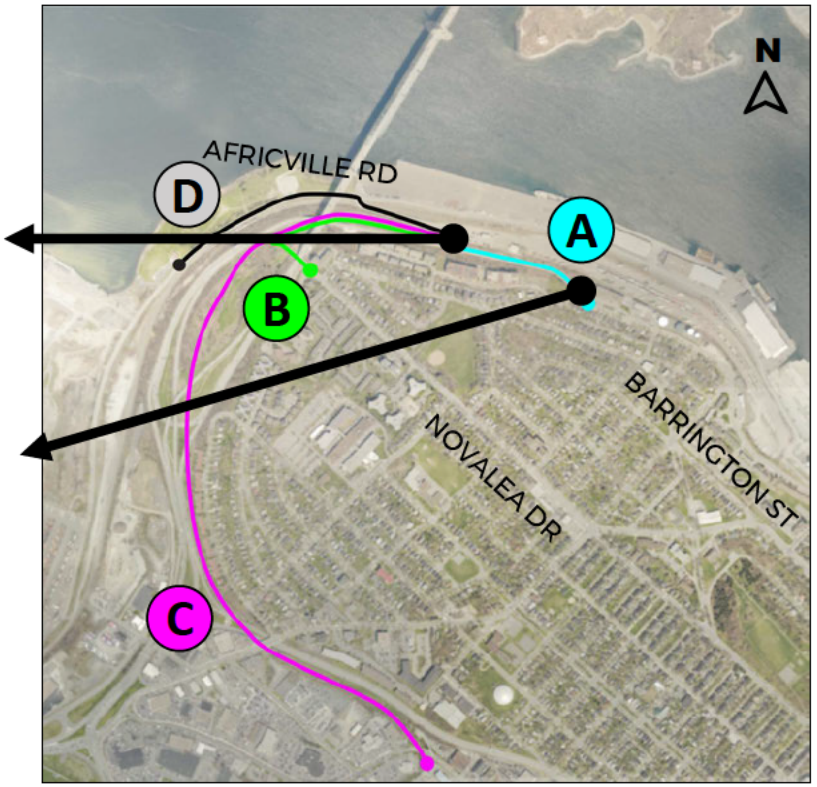
Project Challenges



No AT facility connecting from Africville Rd to Barrington St. Blind corner to the right.



No AT facility on Barrington and designed for car/truck traffic. Heavy volumes of truck traffic.



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Project Background

Objectives of Meeting

Study Area

Project Challenges

Assessment of Preliminary Routes

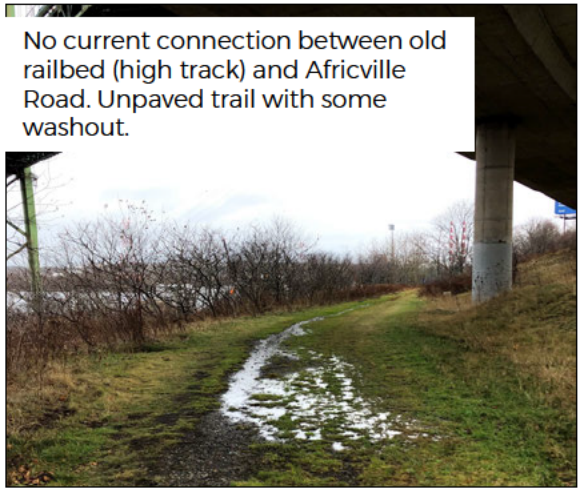
Routing & Concept Design Options

Evaluation Criteria

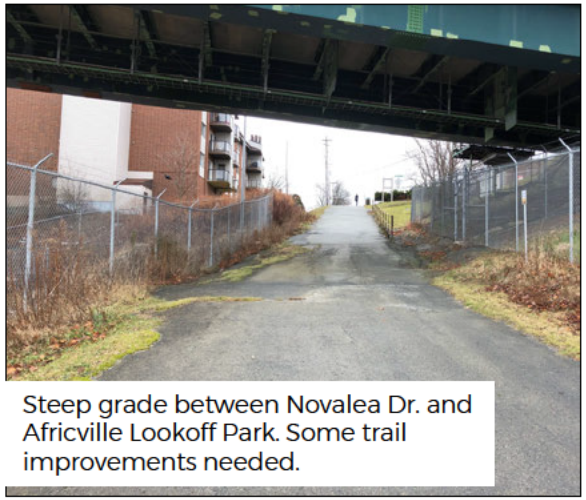
Next Steps

Q&A

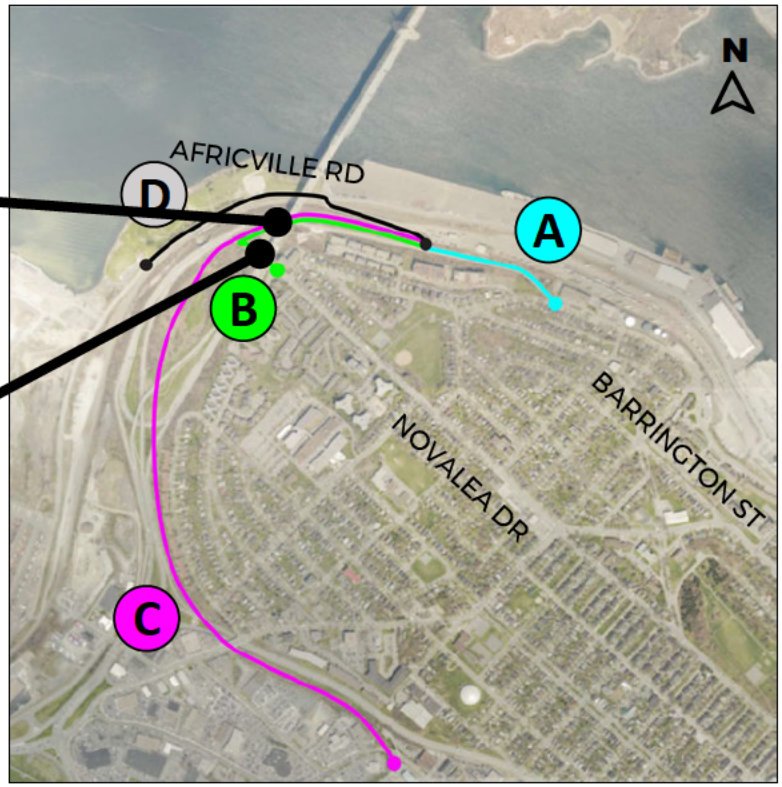
Project Challenges



No current connection between old railbed (high track) and Africville Road. Unpaved trail with some washout.



Steep grade between Novalea Dr. and Africville Lookoff Park. Some trail improvements needed.



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Project Background

Objectives of Meeting

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Next Steps

Q&A

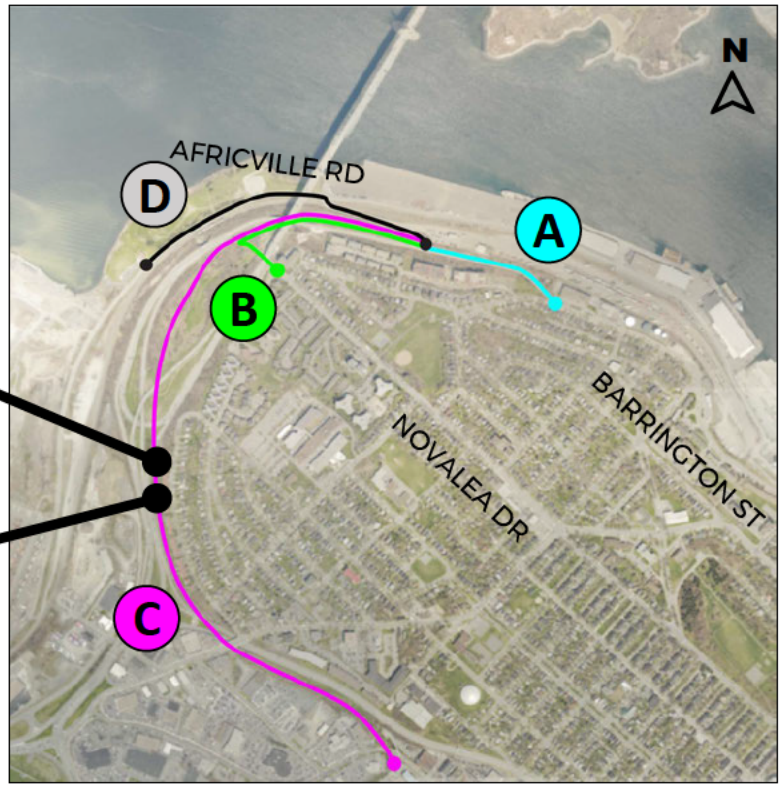
Project Challenges



Old rail bed from Kempt Road cut-off from Africville Lookoff Park by Highway 111 interchange.



Old rail bed from Kempt Road not paved and has some washout.



Project Background

Objectives of Meeting

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Next Steps

Q&A

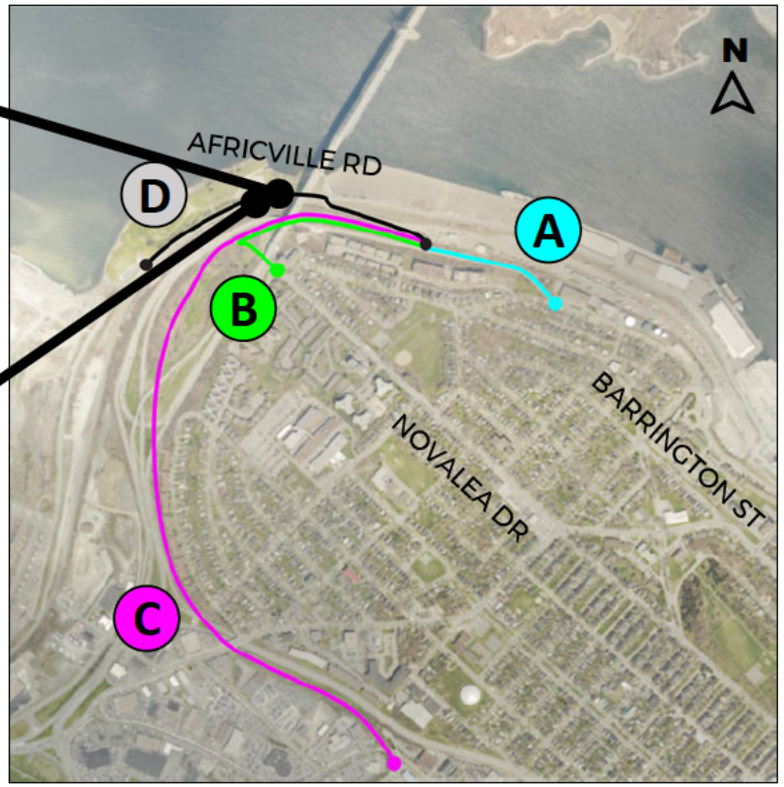
Project Challenges



Existing 'sidewalk' on Africville Rd. is less than 1 metre, is non-continuous, and is close to CN rail track.



No pedestrian/cyclist connection from Africville National Historic Site (parking lot) onto Africville Rd. Heavy volumes of truck traffic.



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Project Background

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Next Steps

Q&A

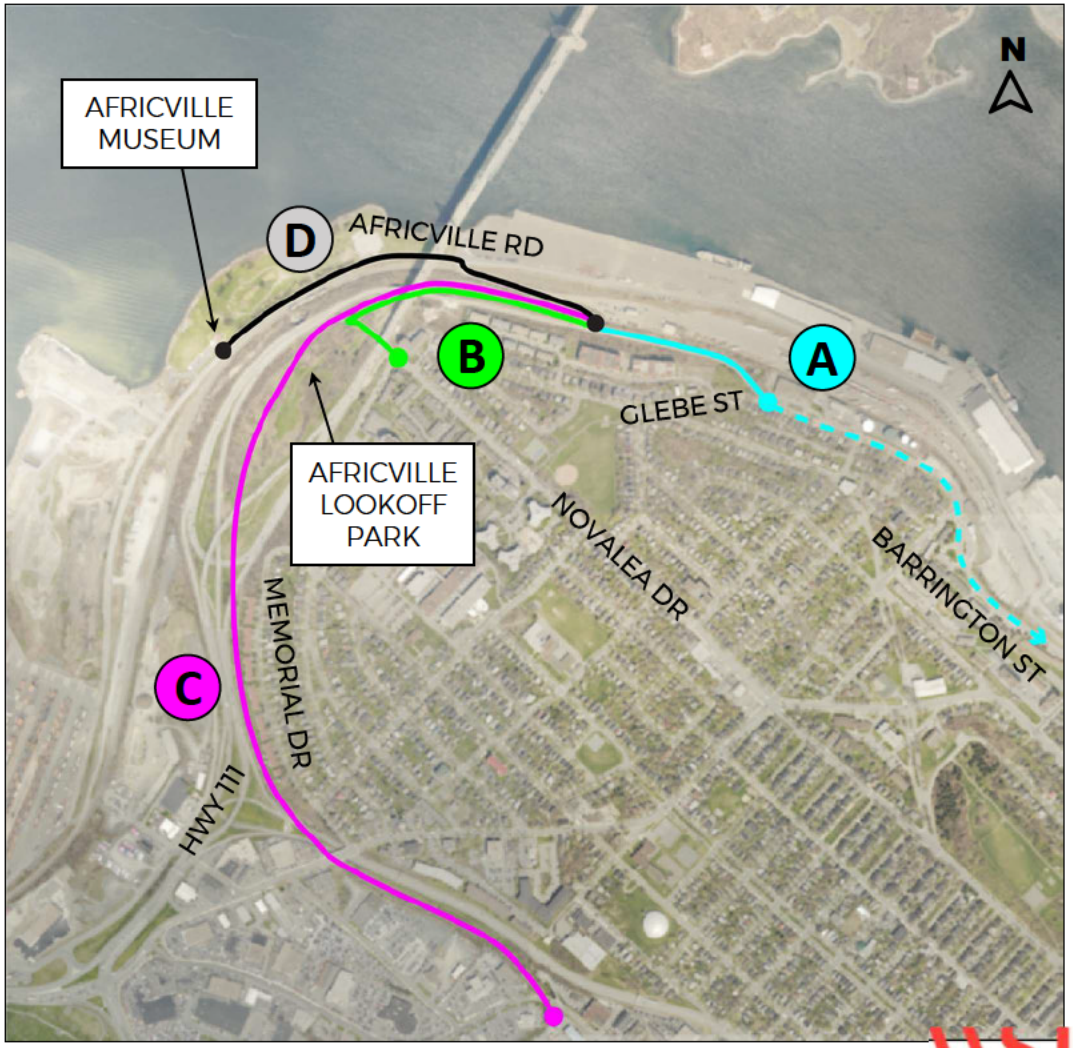
Preliminary Route Options

A Build a connection on Barrington Street between Glebe Street and Africville Road with future extension to Niobe Gate Bridge.

B Build a connection between Novalea Drive/Africville Lookoff Park and Africville Road.

C Build a connection to Africville Look-off Park and Africville Road by utilizing the former rail corridor that runs parallel to Memorial Drive.

D Build a connection from Africville Road to the Africville Museum (Required for all routing options).



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Project Background

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Evaluation Criteria

Next Steps

Q&A

Assessment of Preliminary Routes

Q & A
PAUSE

Are there any other key pros and cons that need to be considered? And, if so, what are they?

A

- x High traffic volumes and speeds
- x Many impacted telephone poles
- x 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 Gate

B

- x Steep hill at the Novalea Drive entrance of Africville Lookoff Park
- x 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

- x Requires extensive infrastructure to cross the Hwy 111 interchange
- x Does not connect with a designated future bike route
- x Indirect connection to Africville National Historic Site / does not follow desired paths
- ✓ Connects Africville Lookoff Park with the Africville National Historic Site

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Project Background

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Evaluation Criteria

Next Steps

Q&A

Recommended 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 (Required for all routing options).

B Upgrade the existing connection between Novalea Drive/Africville Lookoff Park and Africville Road.



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Project Background

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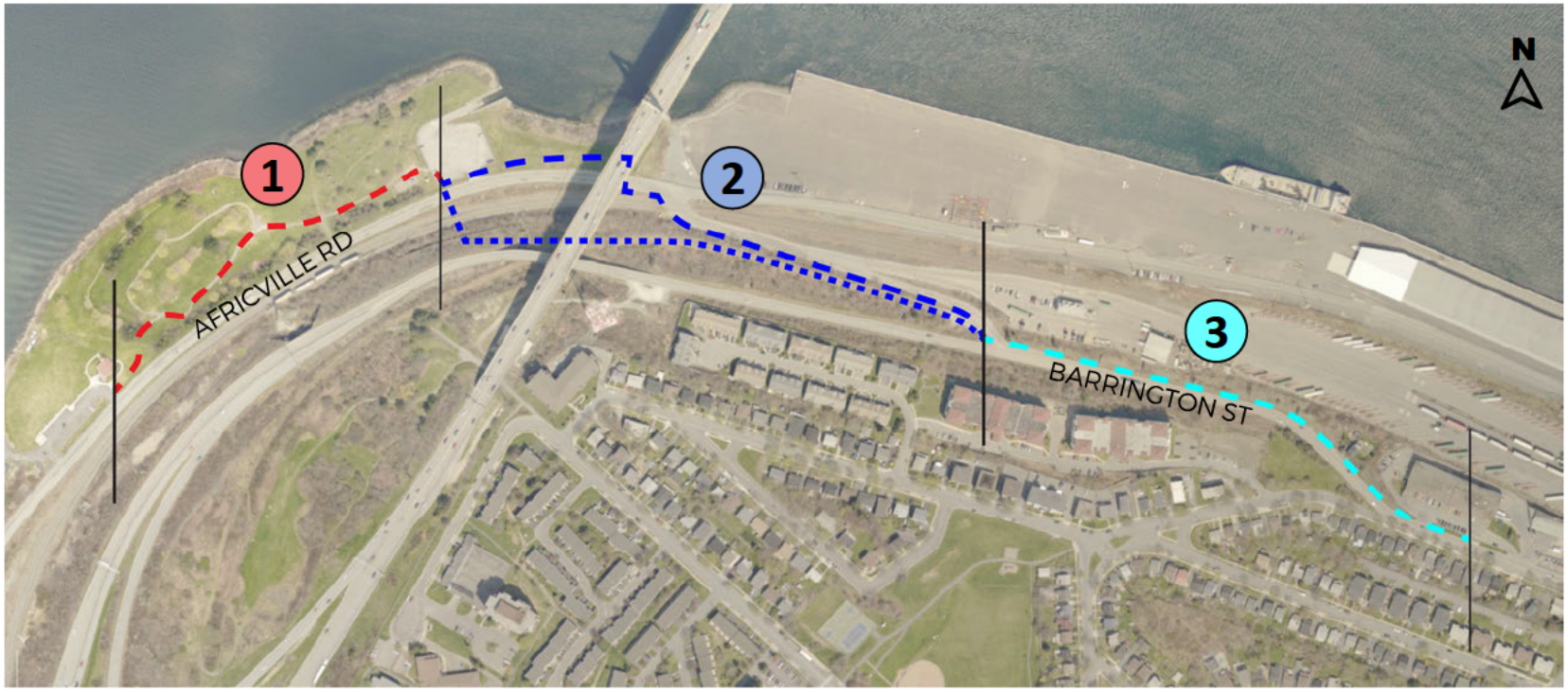
Evaluation Criteria

Next Steps

Q&A

Routing Options for Recommended Primary Route

Options are shown in three segments in this section:



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Project Background

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Routing & Concept Design Options

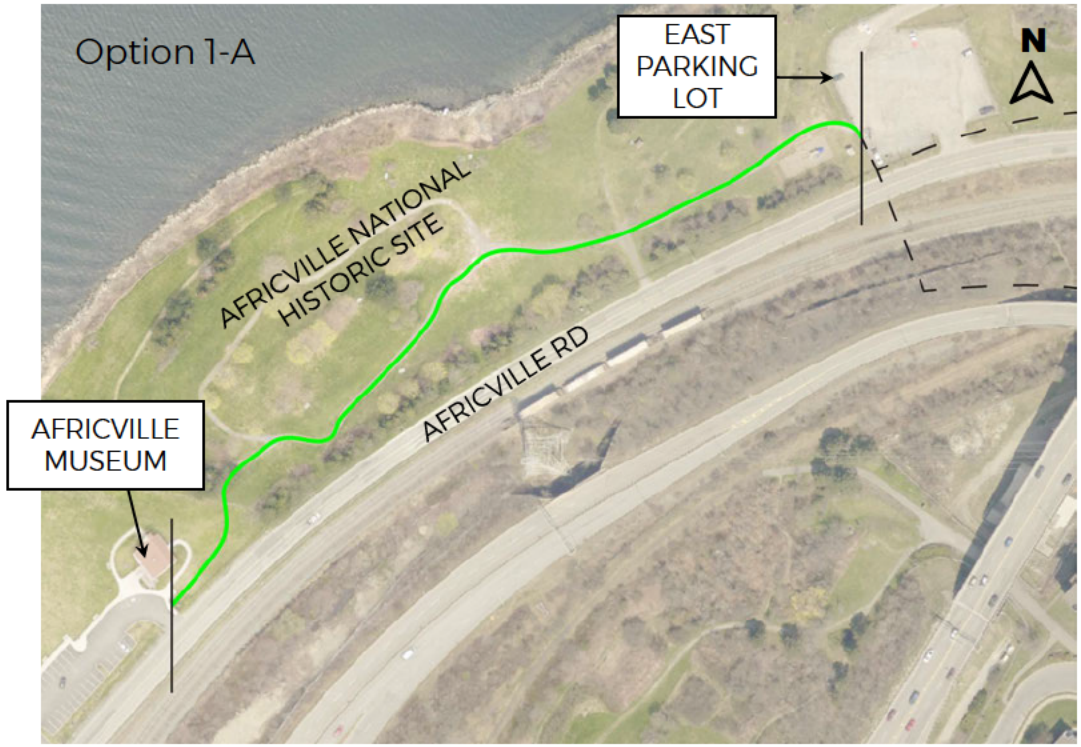
Evaluation Criteria

Next Steps

Q&A

Concept Design Options: Segment 1

1 Connection from Africville Museum to East Parking Lot



Multi-Use Pathway

Routing Options for Alternative Segments

Option 1-A

- Asphalt multi-use pathway traveling between the Africville Museum and the east parking lot
- Parts of the multi-use pathway utilize the routing of the existing trail system within the Africville National Historic Site

(one option for segment 1 only)

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Project Background

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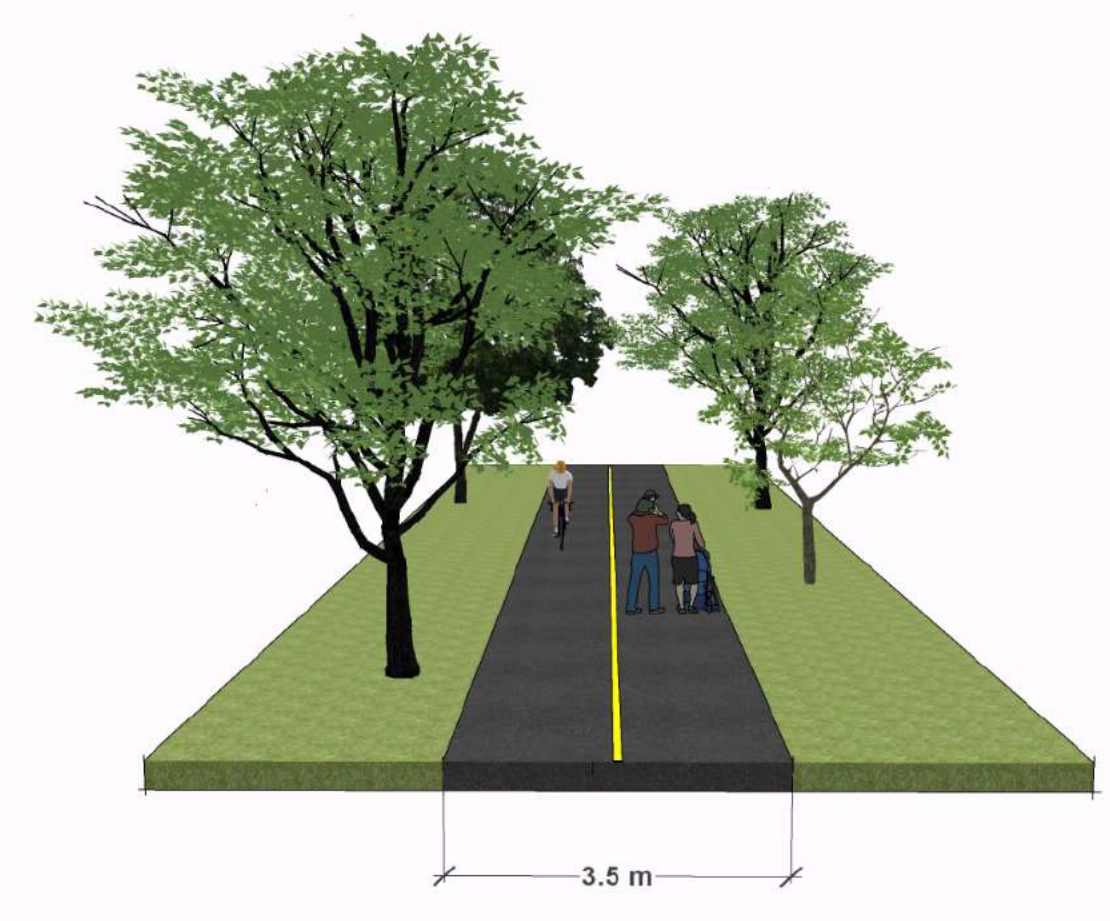
Evaluation Criteria

Next Steps

Q&A

Concept Design Options: Segment 1

1 Connection from Africville Museum to East Parking Lot



Option 1-A

Project Background

Objectives of Meeting

Study Area

Project Challenges

Assessment of Preliminary Routes

Routing & Concept Design Options

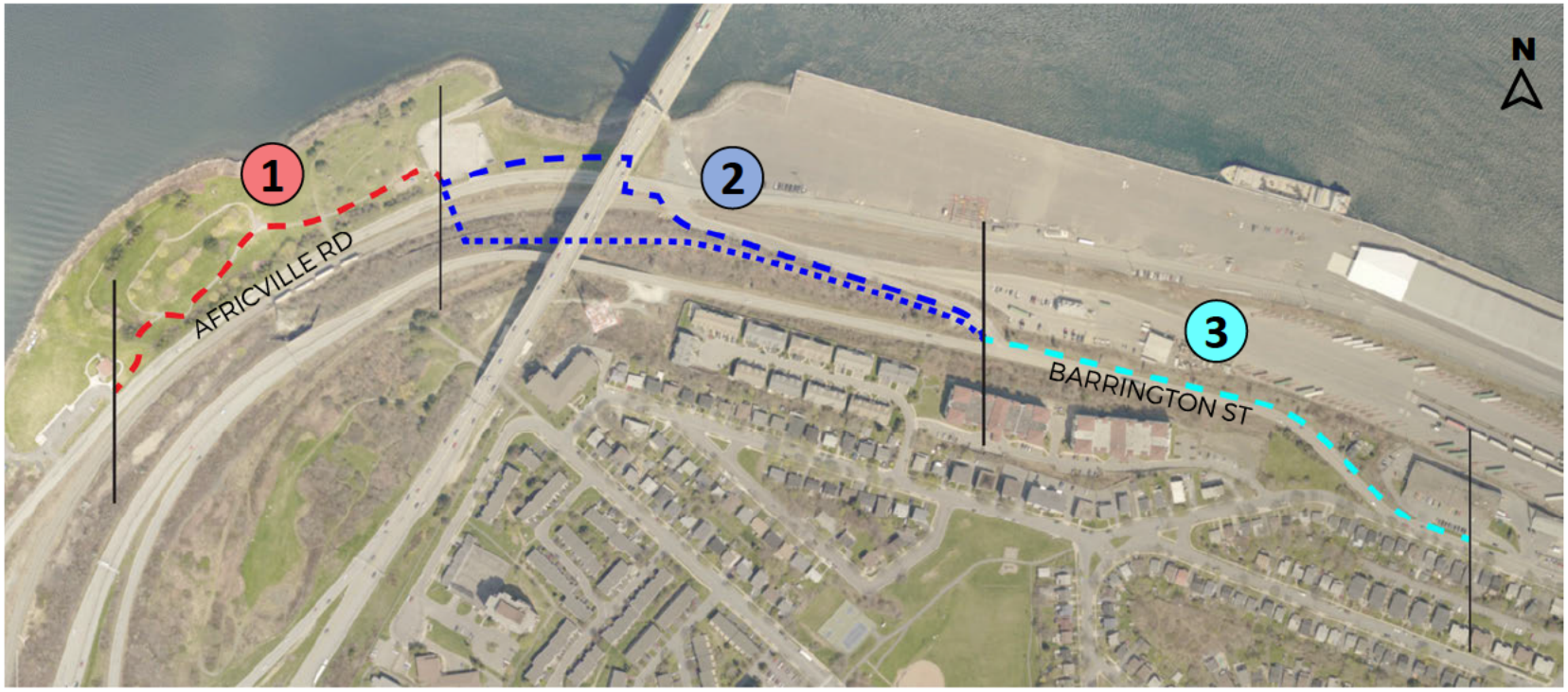
Evaluation Criteria

Next Steps

Q&A

Routing Options for Recommended Primary Route

Segment 2: Connection from East Parking Lot to Africville Look-off Park Trailhead



HALIFAX

wsp

Project Background

Objectives of Meeting

Study Area

Project Challenges

Assessment of Preliminary Routes

Routing & Concept Design Options

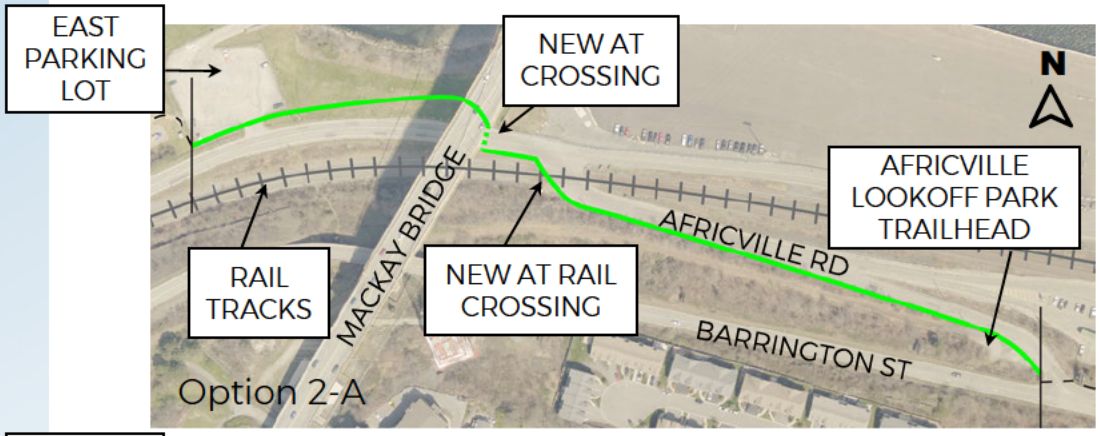
Evaluation Criteria

Next Steps

Q&A

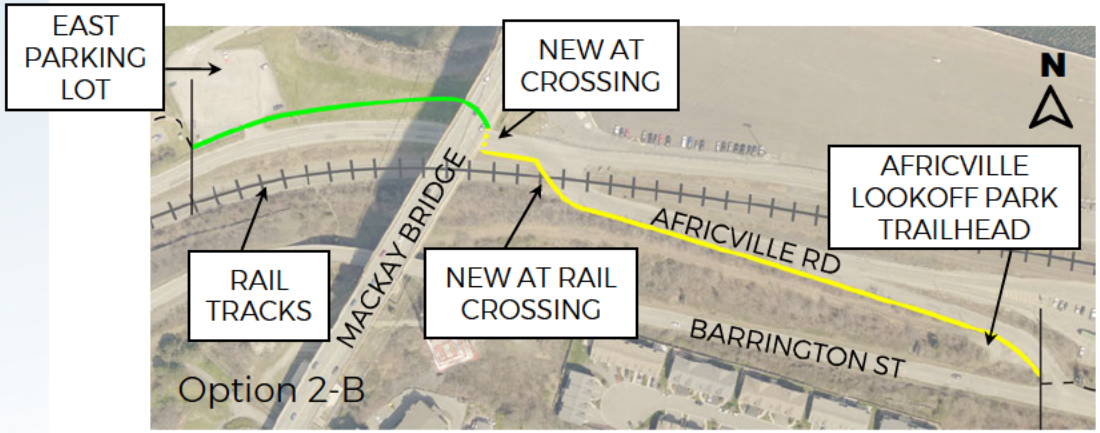
Concept Design Options: Segment 2

2 Connection from East Parking Lot to Africville Look-off Park Trailhead



Option 2-A

- Asphalt multi-use pathway within the Africville National Historic Site between the east parking lot to under the Mackay Bridge
- Asphalt multi-use pathway on south side of Africville Road from under the Mackay Bridge to the Africville Lookoff Park Trailhead



Option 2-B

- Asphalt multi-use pathway within the Africville National Historic Site between the east parking lot to under the Mackay Bridge
- Sidewalk on south side of Africville Road from under the Mackay Bridge to the Africville Lookoff Park Trailhead

HALIFAX

Multi-Use Pathway

Sidewalk

Routing Options for Alternative Segments

wsp

Project Background

Objectives of Meeting

Study Area

Project Challenges

Assessment of Preliminary Routes

Routing & Concept Design Options

Evaluation Criteria

Next Steps

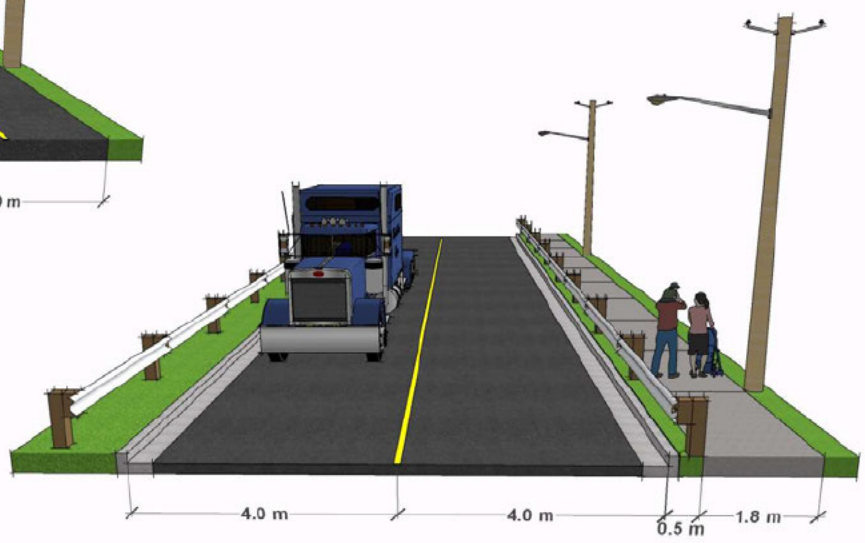
Q&A

Concept Design Options: Segment 2

2 Connection from East Parking Lot to Africville Look-off Park Trailhead



Option 2-A



Option 2-B

Project Background

Objectives of Meeting

Study Area

Project Challenges

Assessment of Preliminary Routes

Routing & Concept Design Options

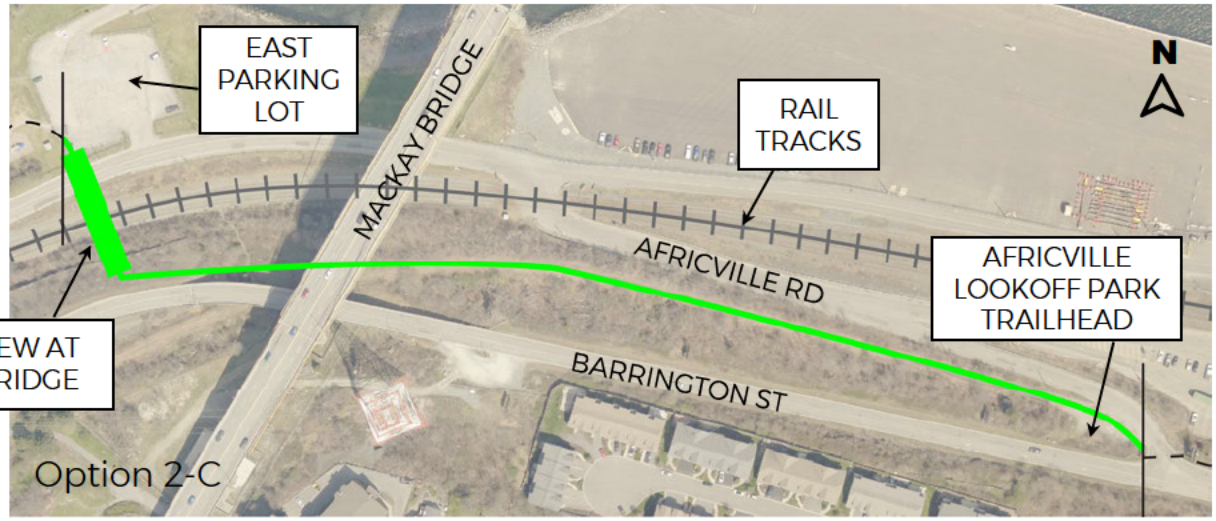
Evaluation Criteria

Next Steps

Q&A

Concept Design Options: Segment 2

2 Connection from East Parking Lot to Africville Look-off Park Trailhead





Example of AT Bridge

Multi-Use Pathway

Routing Options for Alternative Segments

Option 2-C

- New AT Bridge over the railroad and Africville Rd
- Asphalt multi-use pathway from the new AT bridge to the Africville Lookoff Park Trailhead

HALIFAX

wsp

Project Background

Objectives of Meeting

Study Area

Project Challenges

Assessment of Preliminary Routes

Routing & Concept Design Options

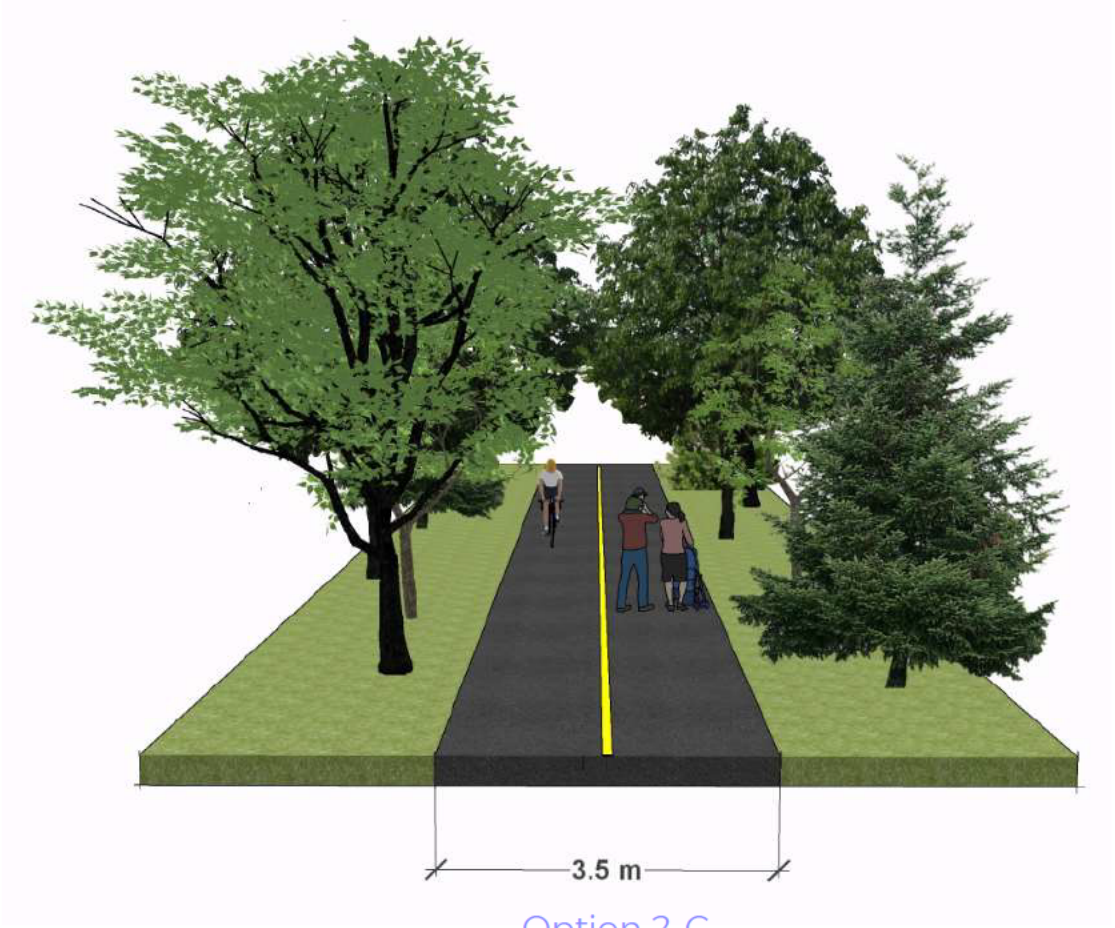
Evaluation Criteria

Next Steps

Q&A

Concept Design Options: Segment 2

2 Connection from East Parking Lot to Africville Look-off Park Trailhead



Option 2-C

HALIFAX

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Project Background

Objectives of Meeting

Study Area

Project Challenges

Assessment of Preliminary Routes

Routing & Concept Design Options

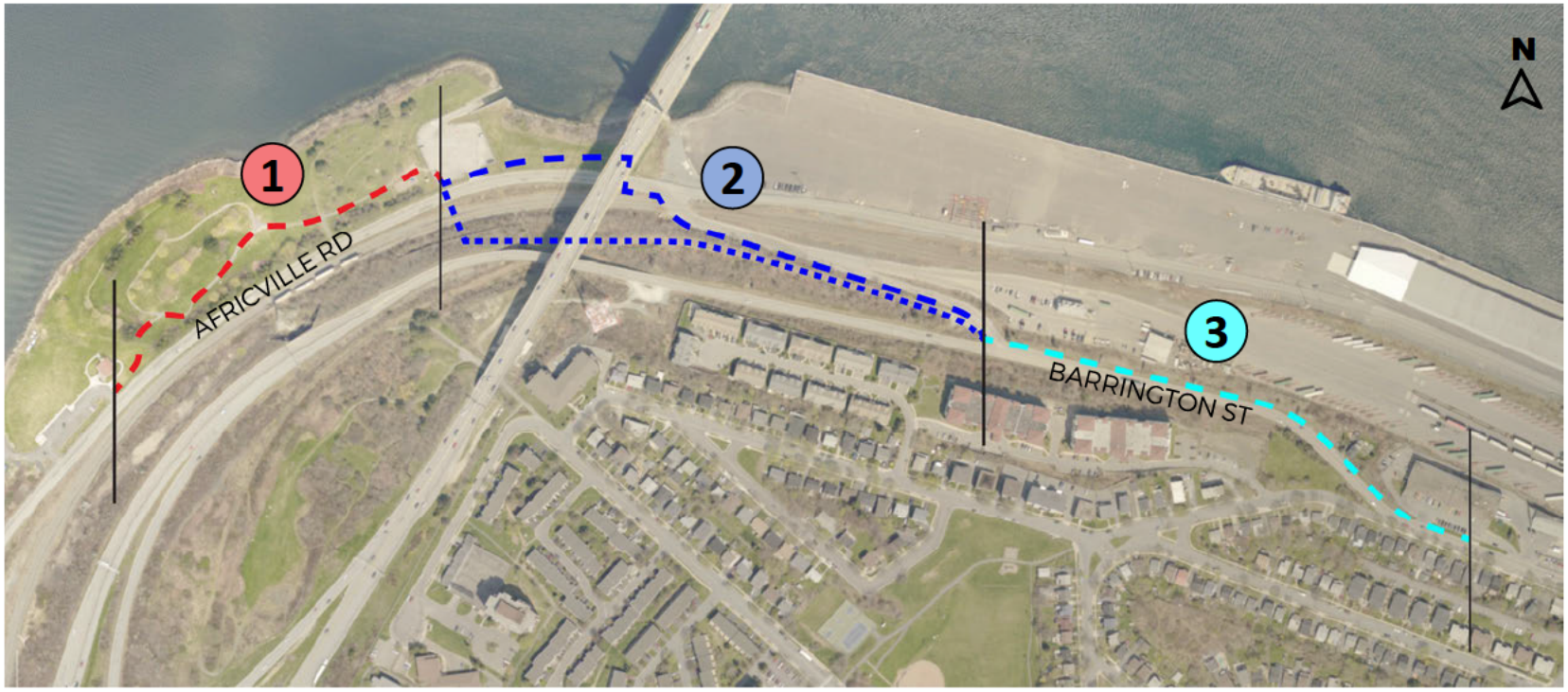
Evaluation Criteria

Next Steps

Q&A

Routing Options for Recommended Primary Route

Segment 3: Connection from the east end of Africville Rd to Niobe Gate



Project Background

Objectives of Meeting

Study Area

Project Challenges

Assessment of Preliminary Routes

Routing & Concept Design Options

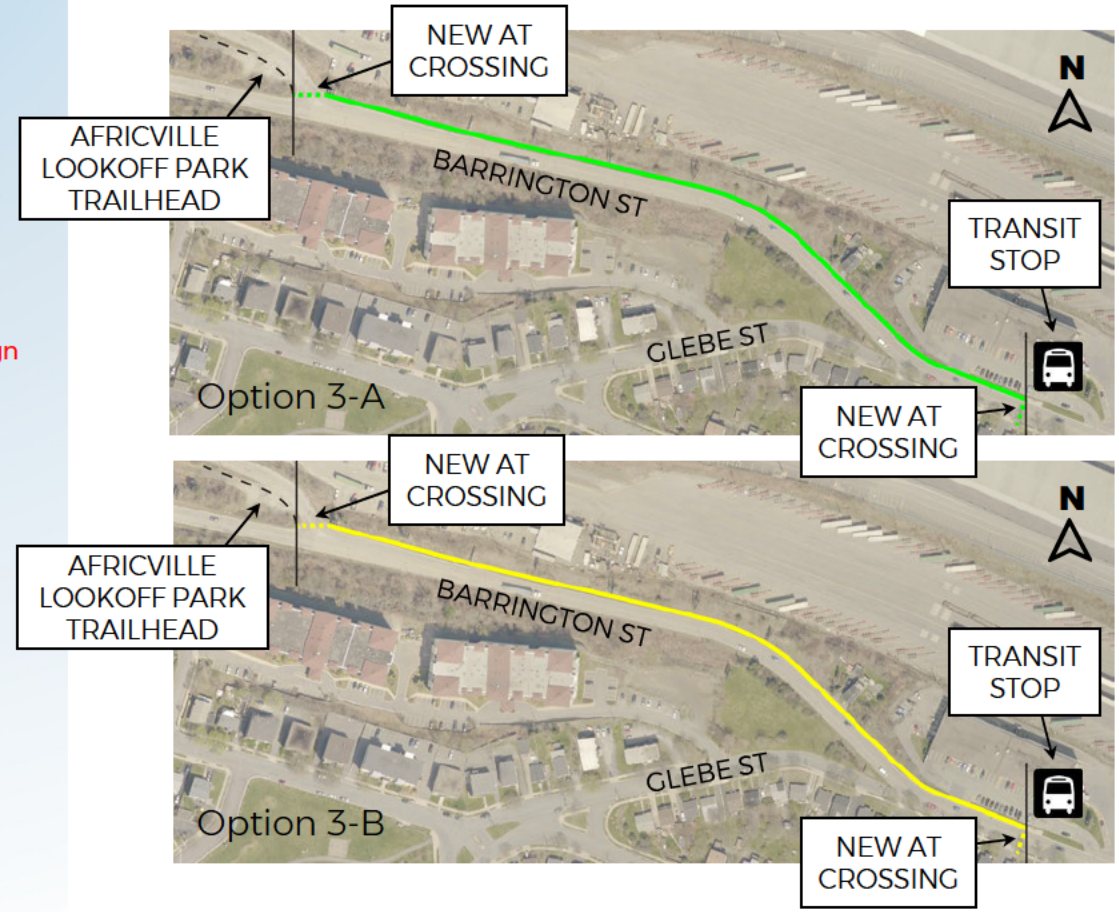
Evaluation Criteria

Next Steps

Q&A

Concept Design Options

3 Connection from Africville Look-off Park Trailhead to Barrington Street at Glebe Street



Option 3-A

- Asphalt multi-use pathway on north side of Barrington Street from the Africville Lookoff Park Trailhead to the transit stop east of Glebe Street

Option 3-B

- Sidewalk on north side of Barrington Street from the Africville Lookoff Park Trailhead to the transit stop east of Glebe Street

HALIFAX

Multi-Use Pathway

Sidewalk

Routing Options for Alternative Segments

wsp

Project Background

Objectives of Meeting

Study Area

Project Challenges

Assessment of Preliminary Routes

Routing & Concept Design Options

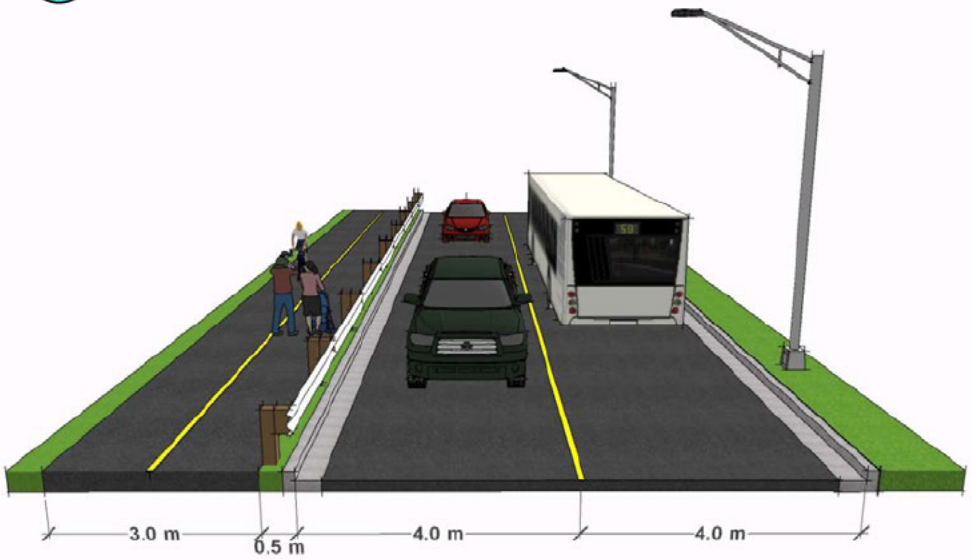
Evaluation Criteria

Next Steps

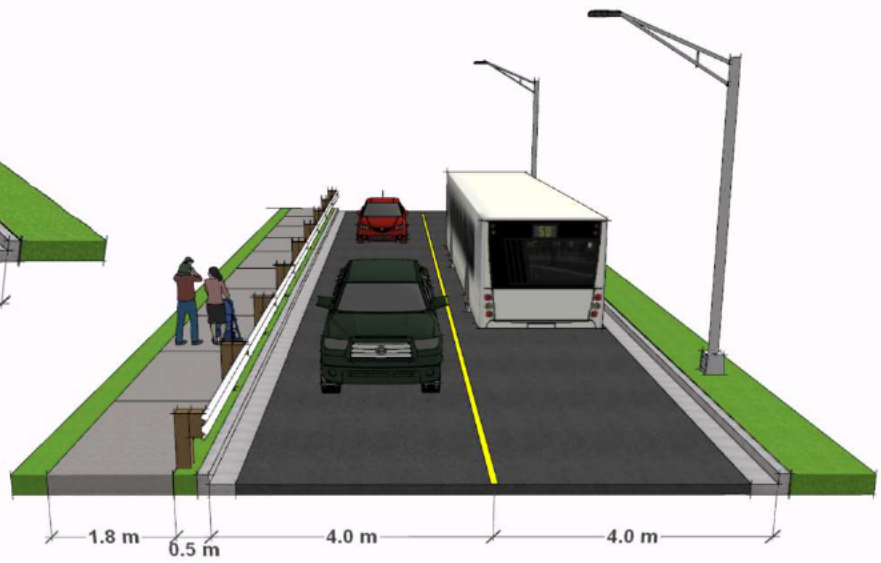
Q&A

Concept Design Options

3 Connection from Africville Look-off Park Trailhead to Barrington Street at Glebe Street



Option 3-A



Option 3-B

Project Background

Objectives of Meeting

Study Area

Project Challenges

Assessment of Preliminary Routes

Routing & Concept Design Options

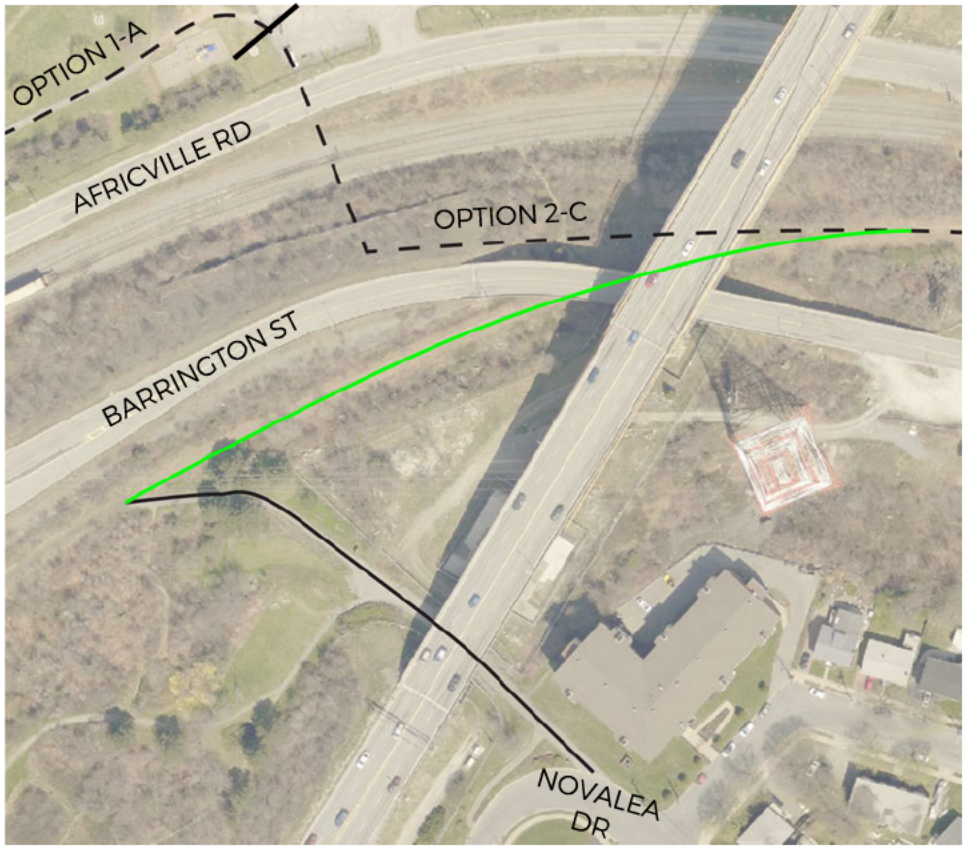
Evaluation Criteria

Next Steps

Q&A

Concept Design Options

Upgrades to Existing Trail Connection within Africville Lookoff Park



Upgrades

- It is recommended that the existing gravel pathway that connects to Novalea Drive to Barrington Street be upgraded to crusher dust or a paved multi-use pathway

Multi-Use Pathway — Existing Multi-Use Pathway ----- Route of Option 1-A & 2-C

Project Background

Objectives of Meeting

Study Area

Project Challenges

Assessment of Preliminary Routes

Routing & Concept Design Options

Evaluation Criteria

Next Steps

Q&A

Evaluation Criteria

Concept Design options will be evaluated based on the following:

- Connectivity & Directness
- Comfort for all AT users
- Safety & Accessibility
- Impact to:
  - Traffic, Transit & Rail
  - Environment (Trees & Green Spaces)
  - Utilities
  - Property
- Public & Key Stakeholder Feedback Response
- Internal HRM Review
- Cost and Ease of Implementation

Project Background

Objectives of Meeting

Study Area

Project Challenges

Assessment of Preliminary Routes

Routing & Concept Design Options

Evaluation Criteria

Next Steps

Q&A

Next Steps

- ✓ Public and Stakeholder Engagement
  - ✓ Advocacy Groups – October 15, 2021
  - ✓ Community Pop-ups & Webinars – October 19, 20 & 23, 2021
  - ✓ ATAC Meeting – November 2021 (to be confirmed)
- ✓ AT Facility 30% Design
- ✓ Final Report (Early 2022)

HALIFAX

wsp

Project Background

Objectives of Meeting

Study Area

Project Challenges

Assessment of Preliminary Routes

Routing & Concept Design Options

Evaluation Criteria

Next Steps

Q&A

Q & A

Please type your question for the project team into the chat bar and we'll answer them in sequence

HALIFAX

wsp

MEETING NOTES

JOB TITLE	Africville AT Connections Project		
PROJECT NUMBER	181-15102	**DATE**	19 October 2021
TIME	12:00 – 1:00 p.m.	**VENUE**	Microsoft Teams Live Meeting
SUBJECT	Public Live Webinar #1		
CLIENT	Halifax Regional Municipality (HRM)		

ATTENDEES		
Name	**Company**	**Email**
Megan Backos	HRM	backom@halifax.ca
Courtney Pyne	WSP	Courtney mccarthy@wsp.com
Jenny Lugar Markides	WSP	Jenny.lugar@wsp.com

MATTERS ARISING		**ACTION**
1.0	**PROS/CONS QUESTION**	
1.1	Are there any additional pros or cons you think should be added to these routes?	
1.2	Answers submitted from participants: — Option C. The bridge over the entrance to the Mackay bridge was removed by the bridge commission to accommodate more lanes of traffic. Why didn't the bridge commission replace this bridge? Or require them to install a bridge here for AT. — Megan: unsure why this wasn't replaced at the time. Megan will look into answer for that question. — Option A. A pro or con could relate to any opportunity to redevelop the ramp/approach to the bridge for when the bridge is redesigned. — Megan: we're working closely with the Bridge Commission as their design process begins. — Option C. When the bridge was demolished, signs were erected saying AT access would be reinstated. — Megan will look into this. — Option 2C would also have to consider the cargo being trucked from Richmond Terminals. — Megan: yes, this would be an important consideration and there would be many stakeholder discussions with the bridge commission and CN to determine whether the proposed bridge is feasible. — Courtney: we'll be following the CN guidelines for crossings and this will be considered during detailed design, if this is the option that moves forward. We do naturally have a nice grade difference between Africville Rd and Barrington Street.	
2.0	**PUBLIC Q&A PERIOD**	

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MEETING NOTES

2.1	Questions from the Public — Option 2C is “the best option”. Improves paths and is most comfortable for bikes and pedestrians by removing from traffic/noise and having an above grade crossing. — Comment appreciated by Megan and Courtney. — Option C. Could this connect with Young St or Windsor Street? — Megan: yes, possibility to connect into North St LSB to eventually connect to Young/Windsor for connections. Also, project team is working with the project team for the redevelopment of the WSE and this will help to determine connections between Africville and the service around WSE. — Do any of these options connect to the plans for the revelopment of the WSE? — Megan: initially, this project didn’t include WSE consideration because that project hadn’t started. Now that that project has launched, we’re working closely with WSE team to understand how the AT plans for that area can be made cohesive with the Africville AT connections. — Wondering if traffic on Africville Rd could be rerouted and Africville becomes an AT-only street? — Megan: Africville community themselves really appreciate the transit connection and also the ability to drive to the site. This can be investigated more as consultations continue with the Africville community. — Courtney: there are also other businesses that rely on this connection. However, there may be options to reduce the number of cut-through vehicles through traffic calming or other improvements. WSE project may also help to redirect some of the traffic (especially freight traffic) to the major road network arteries. — Option 1 prioritizes access between park and the population/descendants who live off Barrington Street. — Megan: Yes, this is an important consideration. Barrington St is currently the primary access point for the Africville community. — Old rail bridge over Kempt Rd would by-pass the WSE. — Megan: yes. — Option 2C is appealing for transition into a park-feel. Avoids crossing at-grade. Also opens possibility of an additional access point from the Look-off park to attract more users from top of grade (Novalea). i.e. average person avoids walking steep grades such as between Barrington and Novalea. — Megan: yes, there are great opportunities with this option to make this feel like part of the Park and have it as a great connection. Also this would be considered a secondary connection, because it is challenging to improve the grade change from NOvalea down to the look-off park. — Courtney: this will definitely be flagged for HRM as a future connection as well, since it’s a great connectivity option, but isn’t considered the primary access option due to accessibility challenges. Also making the overpass a “gateway” is a great opportunity. — Will this be connected into the Chain of Lakes AT? — This wouldn’t connect directly into the Chain of Lakes AT facility, but through our coordination with the WSE team, this connection would be pursued (since that study area is between Africvlle and the CoL trail).	
3.0	**CLOSING** — Megan and Courtney thank participants for asking questions and contributing comments. — Please consider completing the online survey and/or follow-up with Megan for clarification questions.	

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.

NEXT MEETING

An invitation will be issued if an additional meeting is required.

MEETING NOTES

JOB TITLE	Africville Active Transportation Connections Project		
PROJECT NUMBER	181-15102	**DATE**	20 October 2021
TIME	6:00 – 7:00 p m.	**VENUE**	MS Teams Virtual
SUBJECT	Public Information Webinar #2		
CLIENT	Halifax Regional Municipality (HRM)		

MATTERS ARISING		**ACTION**
1.0	**MID-PRESENTATION QUESTION**	
1.1	Are there any additional pros or cons you feel should be considered for these options?	
1.2	Answers from participants: — None	
2.0	**Q&A PERIOD**	
2.1	Questions from participants: — What is the possibility of doing both Options A and B? They seem to serve different needs. — Megan: There is a possibility of doing more than one connection. The objective of the project was to find a priority – so right now Route A is the primary route as the AAA facility. There is still the ability or possibility to have the secondary connection through Option B, which wouldn't necessarily be AAA but would provide an option. — Are you giving more weight to what is desired by the African Nova Scotian community? As a white person, I have opinions but they're not as important as those of the Black community. — Megan: We are doing engagement specifically with the Africville community – descendants of the community are going to be directly engaged. We'll be bringing some of the feedback we've heard from the public for their evaluation. — Members of the Africville community have been consulted from the beginning of this project as well. — Option 2B is not a AAA option for cyclists, I think? — Megan: Yes, having a facility just for pedestrians would not meet that AAA criteria. It was included as an option to show the different facilities that could be there. Also, when the original petition was submitted, it did mention a specific request for sidewalks. — Courtney: the main thing is we want to provide options — Option 3B does not work for cycling. — Same response as above. This provides an option but would not meet AAA criteria. — Does the AT Bridge belong to a particular option or is it a consideration for any route? — Megan: This is part of Option D – so this will be considered for all three Options.	

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— Courtney: This is shown with the route A option but it would work with route B. The reason it's shown with route A is because Route D will be pursued despite any — Walking alone in this area currently feels unsafe. Have you considered other ways to keep people feeling safe, including lights and encouraging more people to be in the area? — Megan: Yes, we've heard that this area can feel unsafe during certain times of the day. Then, as we get into more detailed design we'll work to refine these designs to make the area as safe – looking into lighting, other security features, landscaping changes, etc. — Megan: if you have any recommendations for safety measures that you feel should be considered, please also submit those in the Q&A box. — Are any improvements under consideration for the look-off park (regardless of the route chosen)? — This project doesn't look at any other improvements to the park, beyond the improvements to the existing trail to have it be the secondary option for this project. However, there has been some attention from Council towards initiating an Africville Visioning Process. Timeline is unknown but in the near future there will likely be a staff report talking about what the process may look like.	
3.0 CLOSING — Megan: thank you for your participation. This session will be posted on the SYC webpage. Please consider completing the online survey.	

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.

NEXT MEETING

An invitation will be issued if an additional meeting is required.

Appendix B:

Survey Response Report

Africville Active Transportation Connections Survey

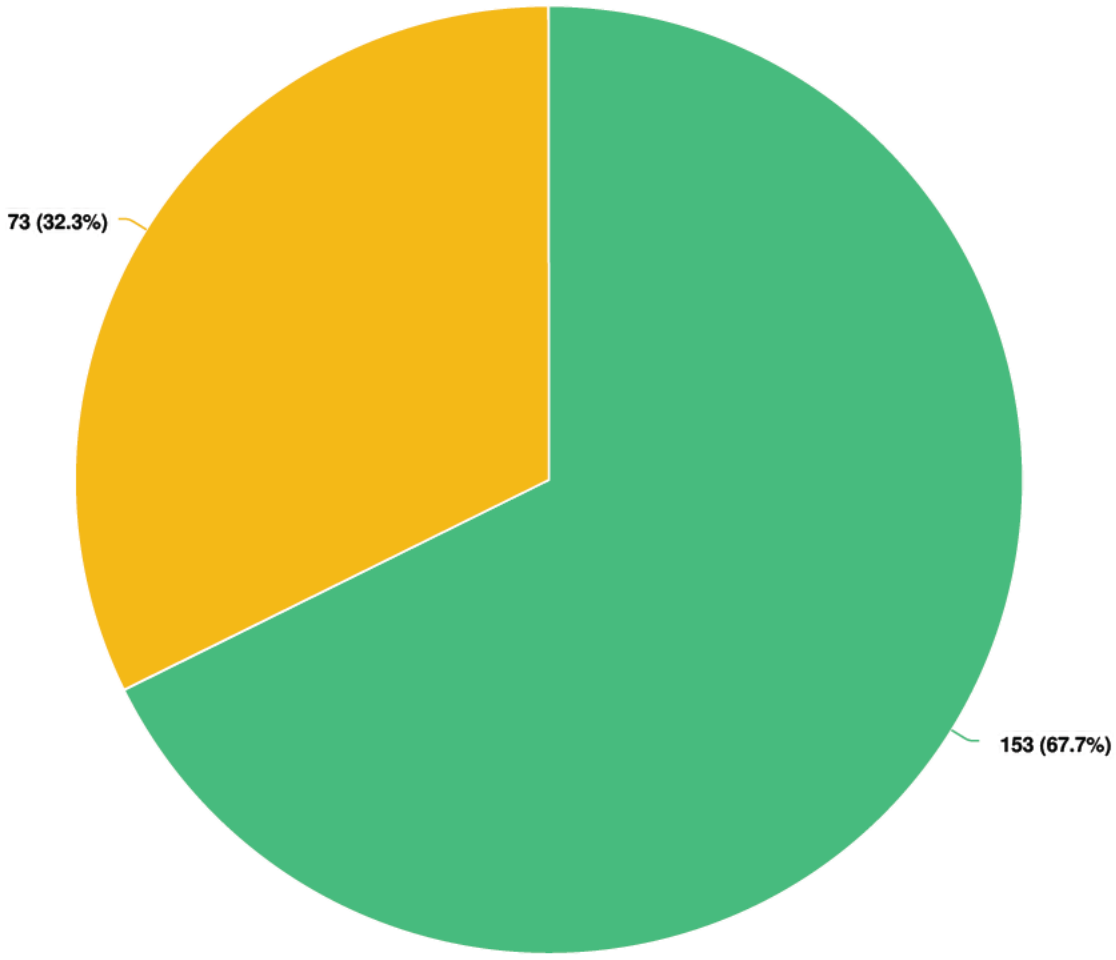
SURVEY RESPONSE REPORT
01 July 2013 - 03 November 2021

PROJECT NAME:
Africville Active Transportation Project

BANG THE TABLE engagementHQ

SURVEY QUESTIONS

Q1 **The Africville National Historic Site landmarks the historic lands of the Africville community which is located on the south shore of the Bedford Basin at the northern tip of the Halifax Peninsula. The site currently is home to Africville Park and ...**

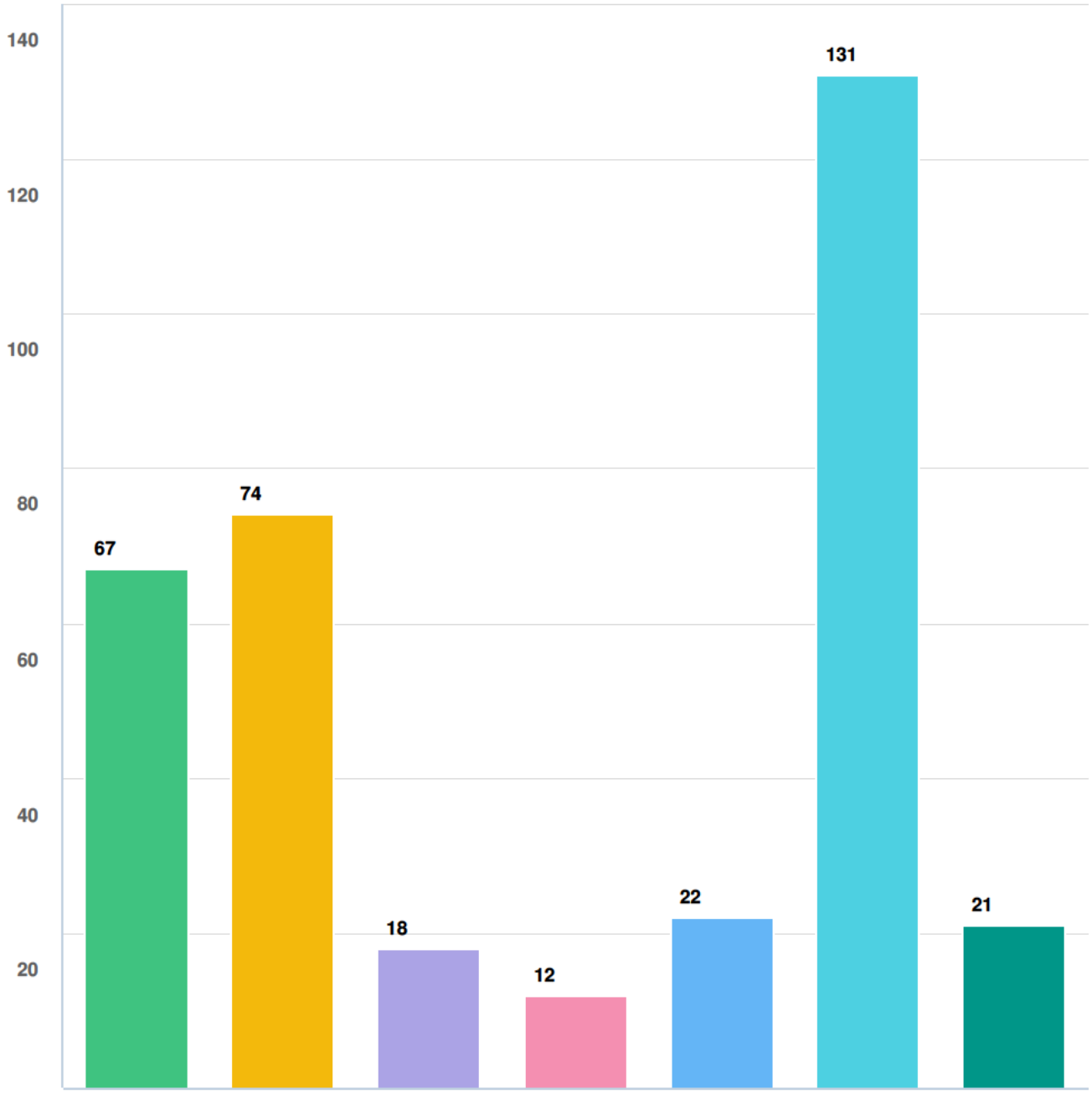


Question options

Yes No

Optional question (226 response(s), 1 skipped)
Question type: Radio Button Question

Q2 Why do you visit the Africville National Historic Site? Please select all that apply.

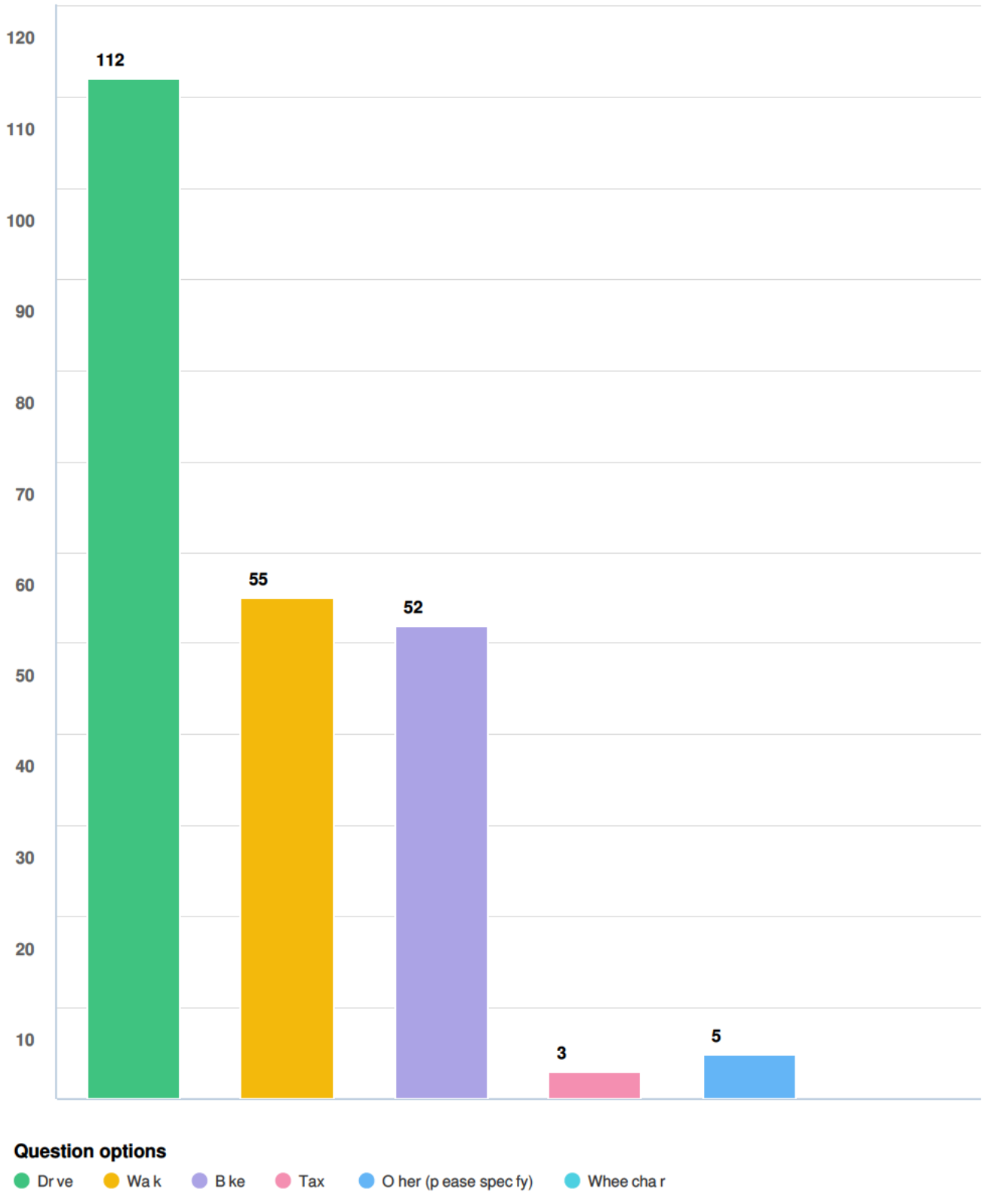


Question options

- To our he Seav ew Bap s Church / Afr cv e Museum
- To read he n erpre ve pane s w h n Afr cv e Park
- To a end he Annua Afr cv e Reun on/P cn c
- To a end he Afr cv e Her age Trus Annua Church and Tree L gh ng Ceremony
- To a end an even hos ed a he Afr cv e Museum
- To use Afr cv e park for e sure and recrea on
- O her (p ease spec fy)

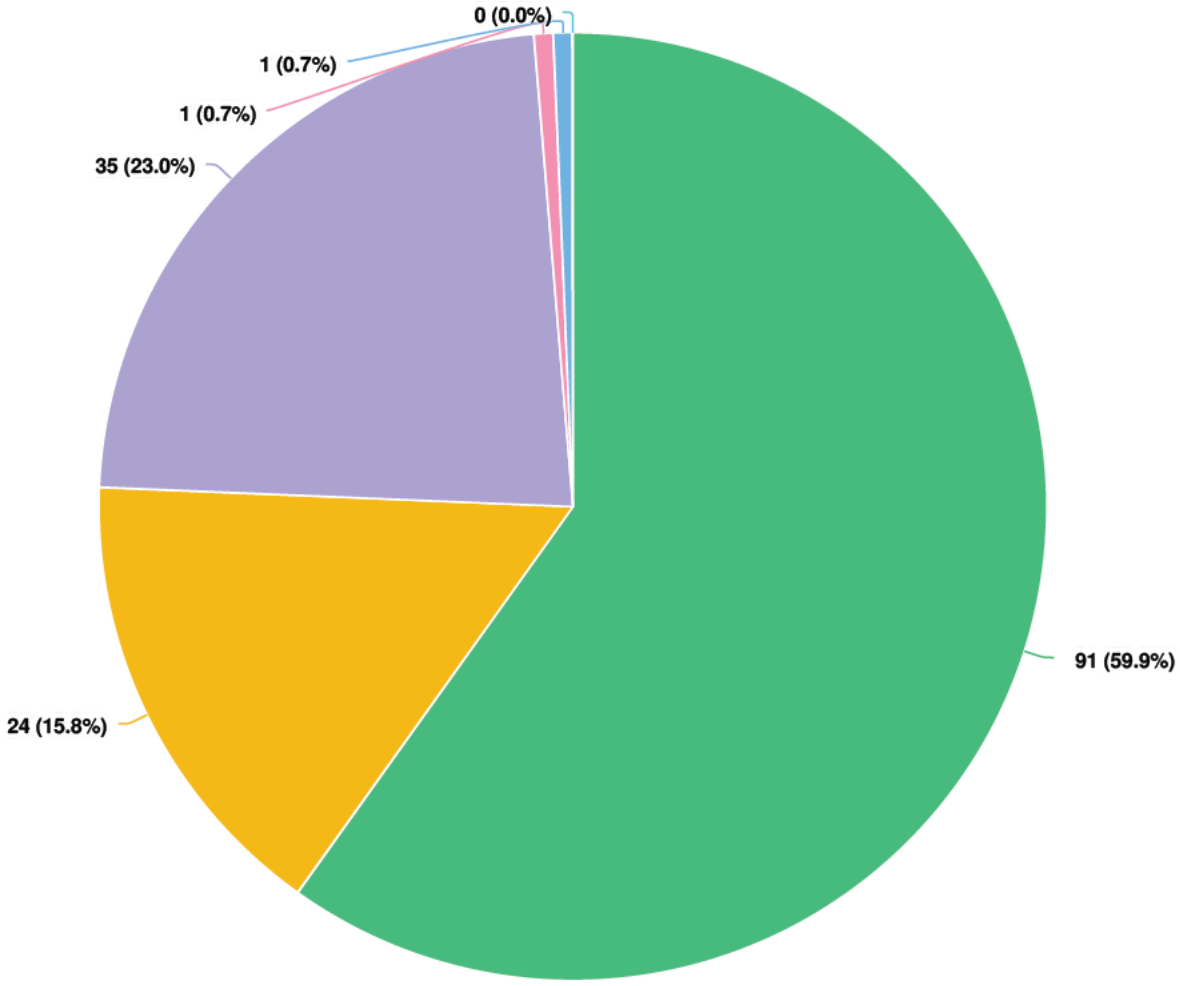
Optional question (153 response(s), 74 skipped)
Question type: Checkbox Question

Q3 What mode(s) of transportation do you use to get to the Africville National Historic Site? Please select all that apply.



Optional question (153 response(s), 74 skipped)
Question type: Checkbox Question

Q4 **What is your primary mode of transportation that you use to get to the Africville National Historic site? Please select one.**

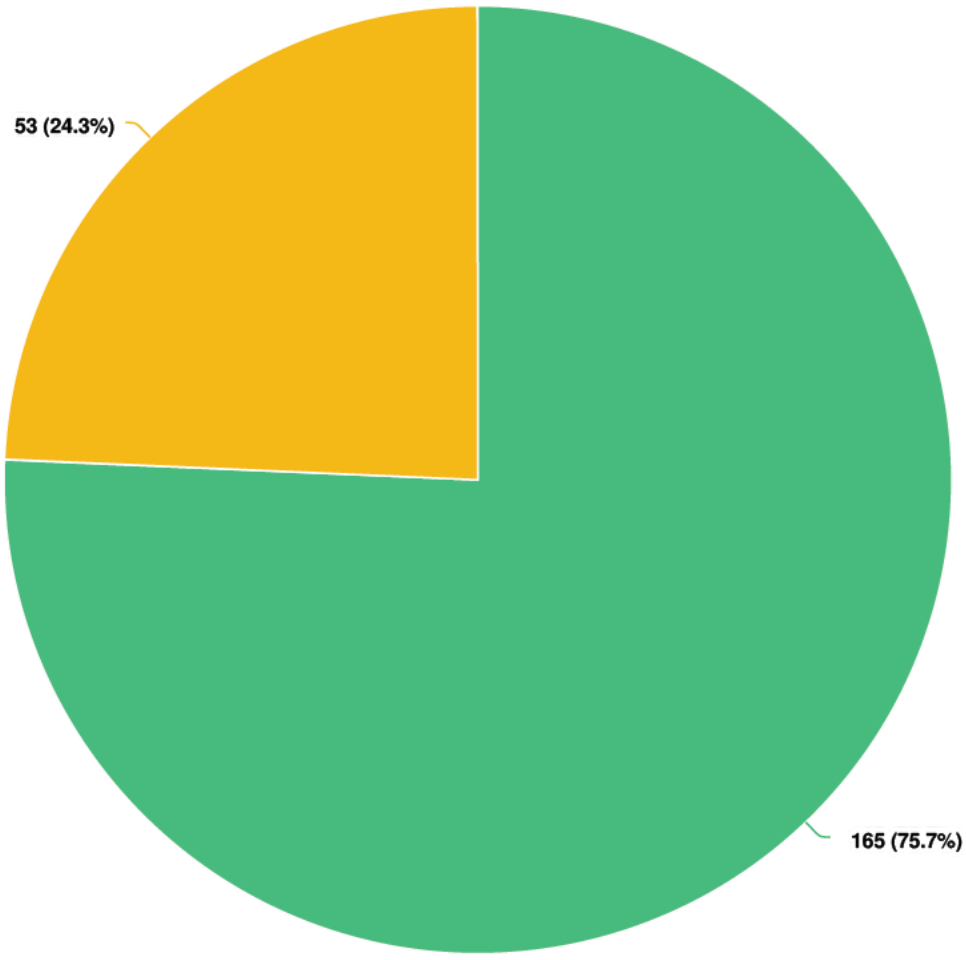


Question options

Dr ve Wa k B ke Tax O her (p ease spec fy) Whee cha r

Optional question (152 response(s), 75 skipped)
Question type: Radio Button Question

Q5 **Preliminary routing options connecting to the Africville Museum within the Africville National Historic Site were identified for consideration at the beginning of the project (See Route A, B, C & D on image). Route D is required for all prelimi...**

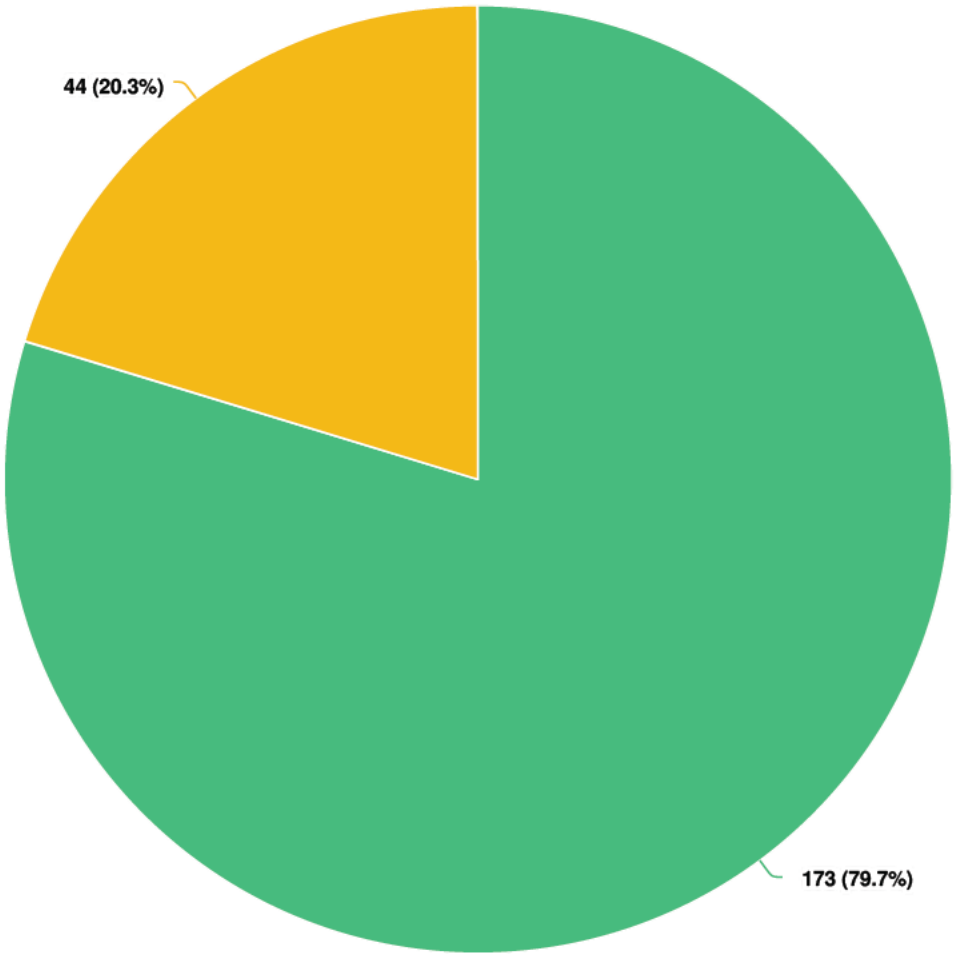


Question options

No Yes (p ease spec fy)

Optional question (218 response(s), 9 skipped)
Question type: Radio Button Question

Q6 For Route A, are there any other key pros and cons that need to be considered?

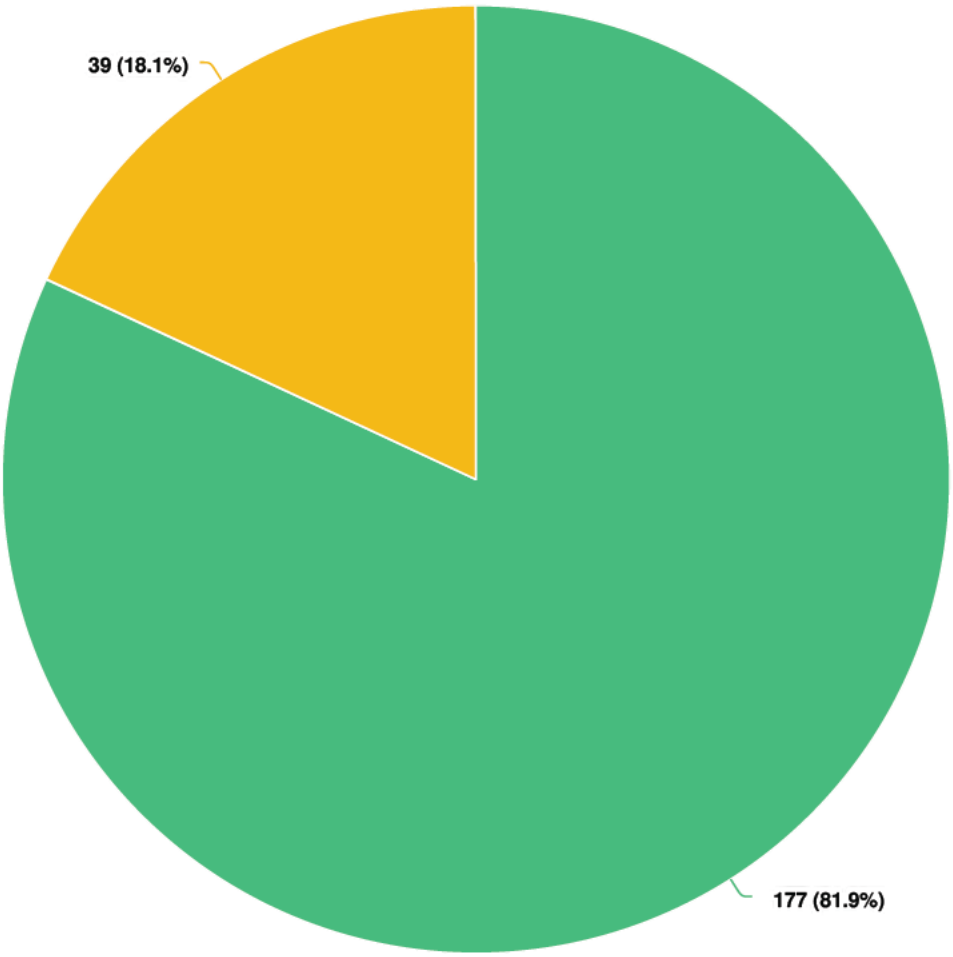


Question options

No
Yes (p ease spec fy)

Optional question (217 response(s), 10 skipped)
Question type: Radio Button Question

Q7 For Route B, are there any other key pros and cons that need to be considered?

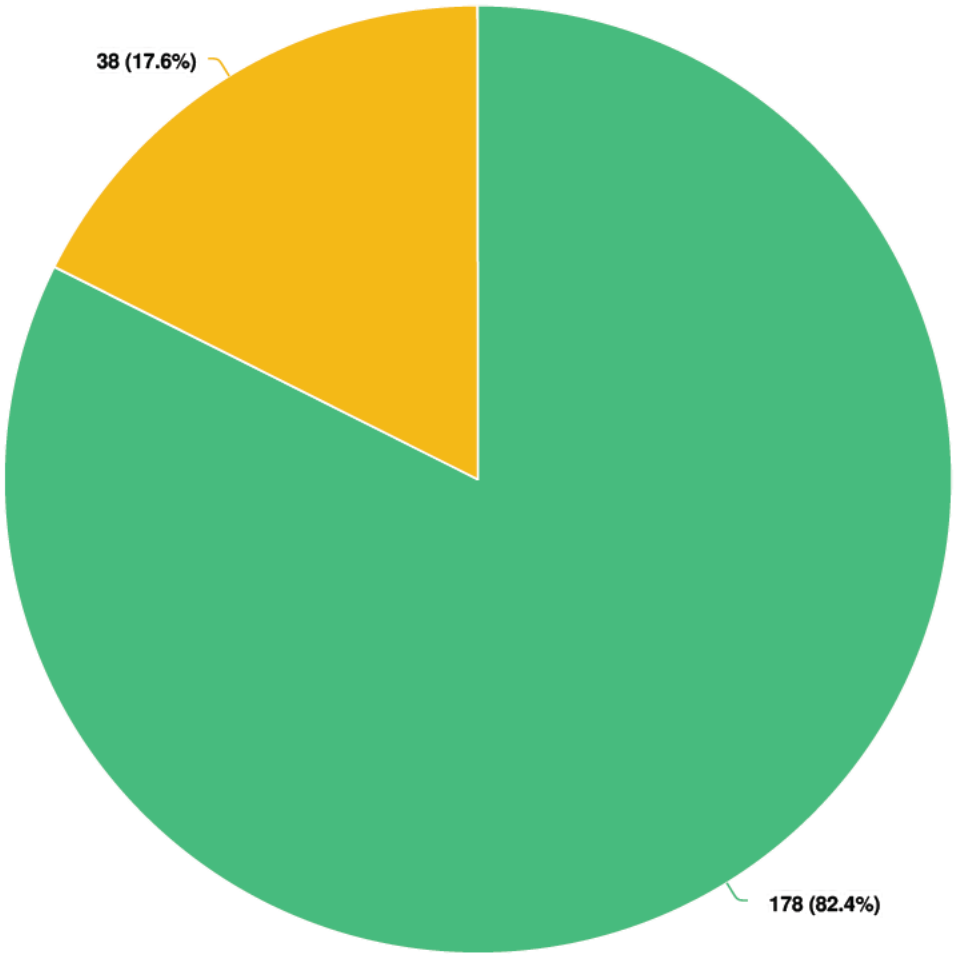


Question options

No
Yes (p ease spec fy)

Optional question (216 response(s), 11 skipped)
Question type: Radio Button Question

Q8 For Route C, are there any other key pros and cons that need to be considered?

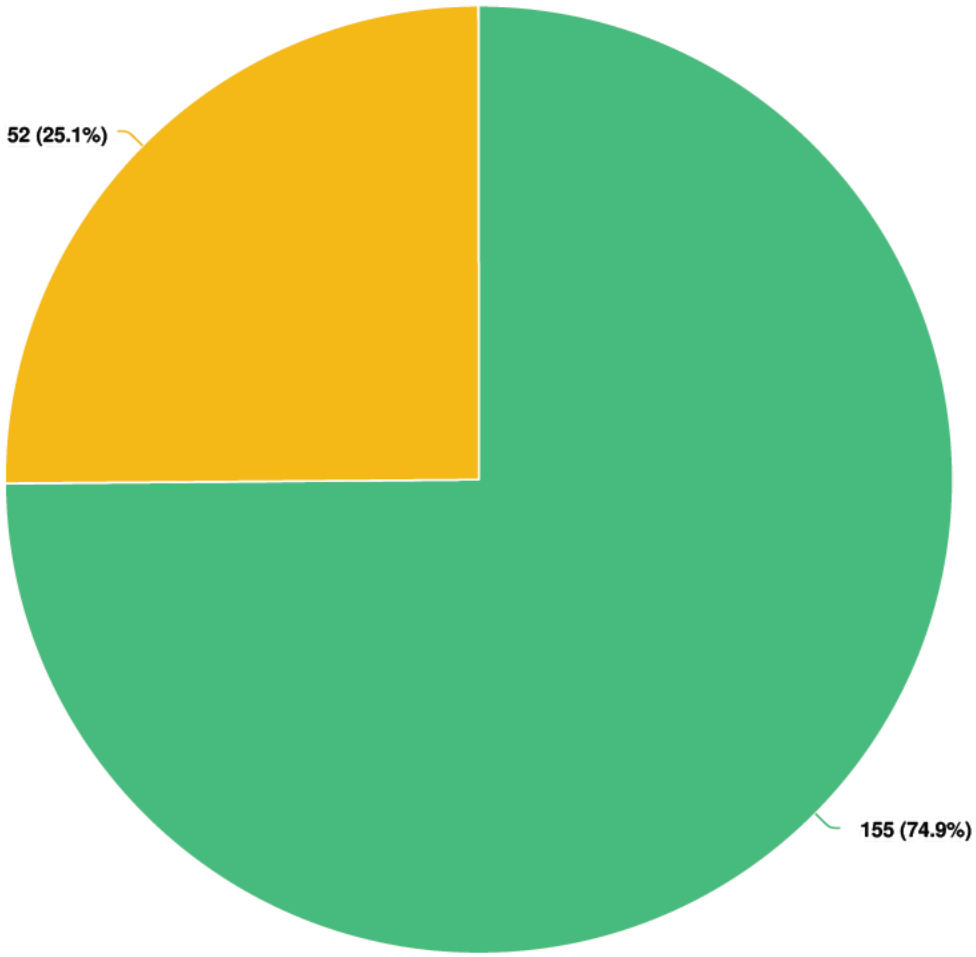


Question options

No Yes (p ease spec fy)

Optional question (216 response(s), 11 skipped)
Question type: Radio Button Question

Q9 Do you agree with the recommended primary route (A+D) with proposed secondary connection (B& D)?

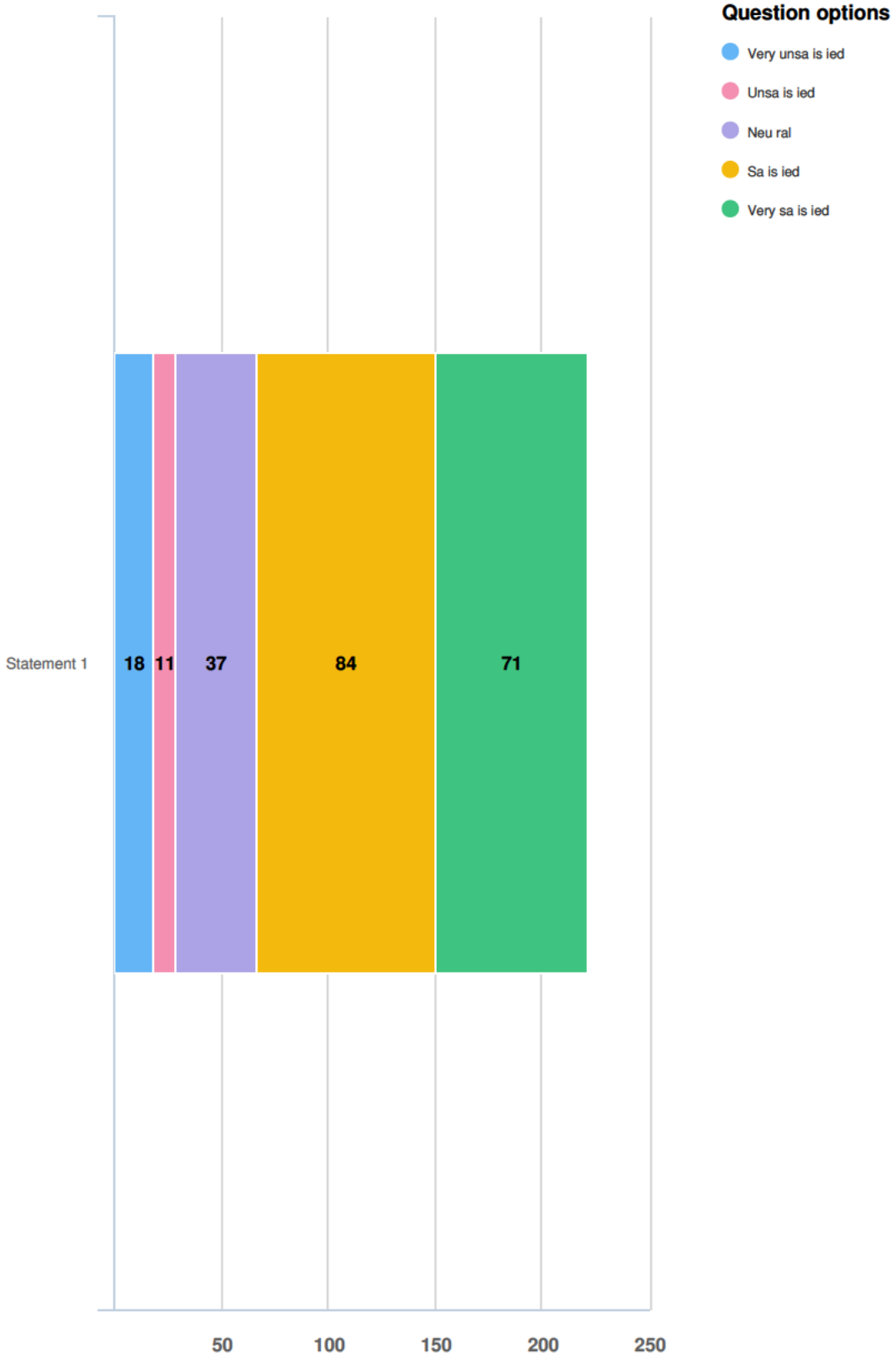


Question options

Yes
No (p ease descr be wh ch rou e you wou d prefer)

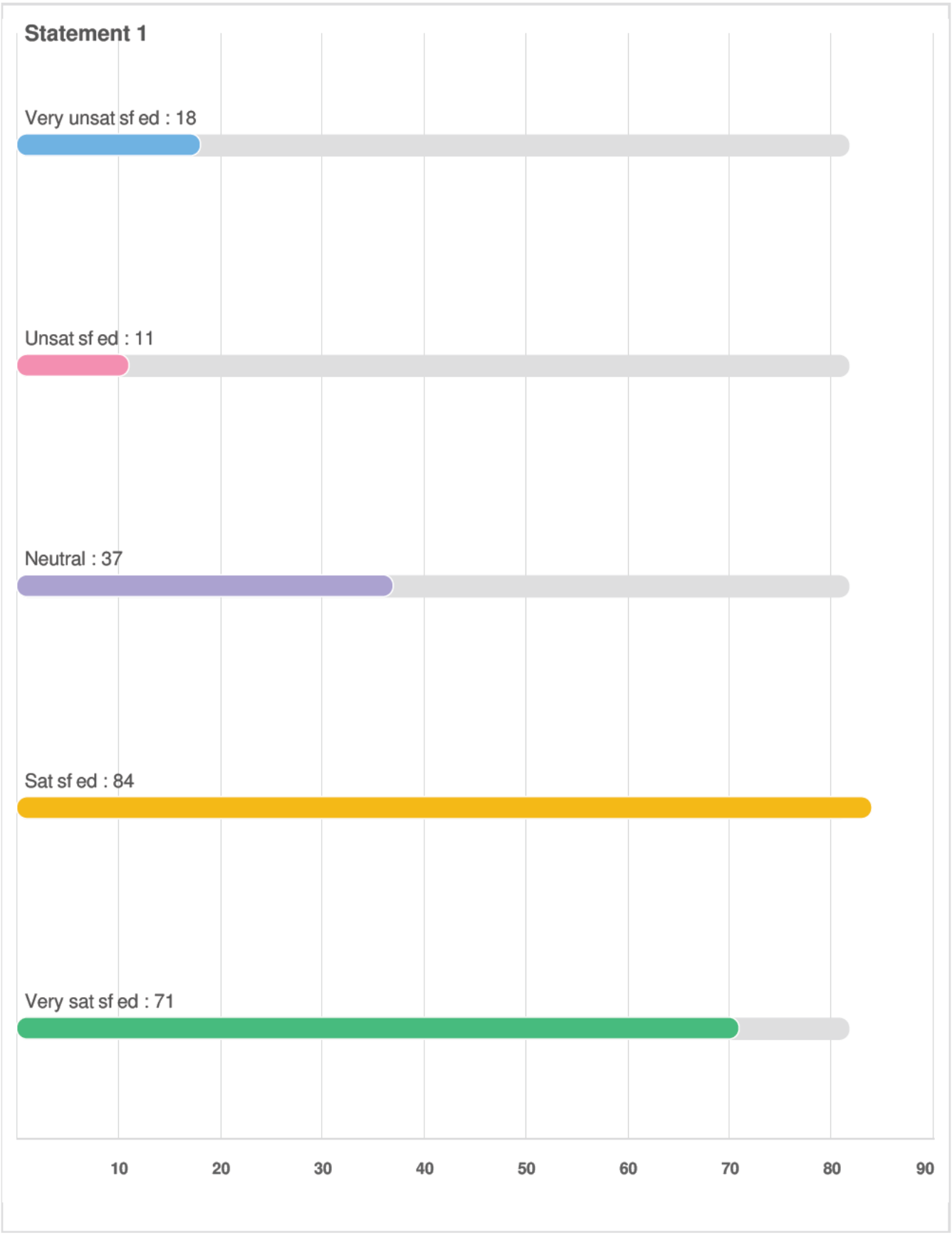
Optional question (207 response(s), 20 skipped)
Question type: Radio Button Question

Q10 How satisfied are you with Option 1-A?

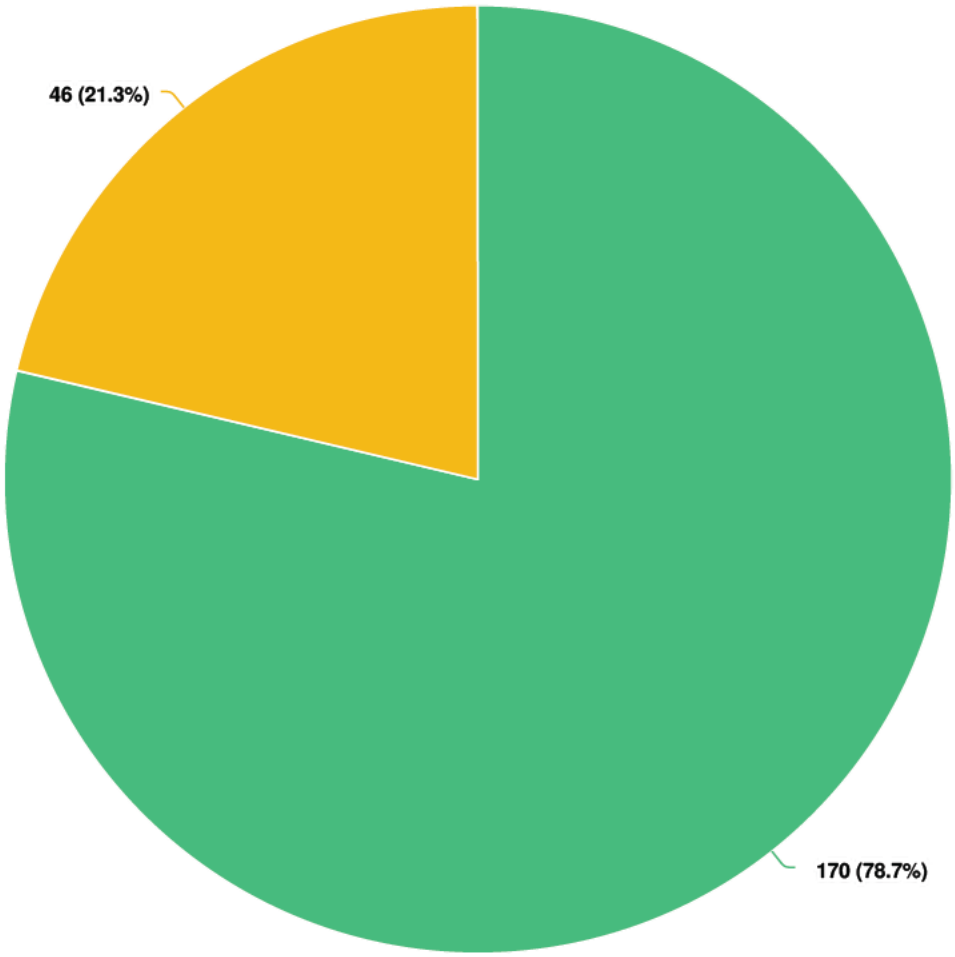


Optional question (221 response(s), 6 skipped)
Question type: Likert Question

Q10 How satisfied are you with Option 1-A?



Q11 Are there any improvements you would recommend for Option 1-A?



Question options

Yes (p ease spec fy) No

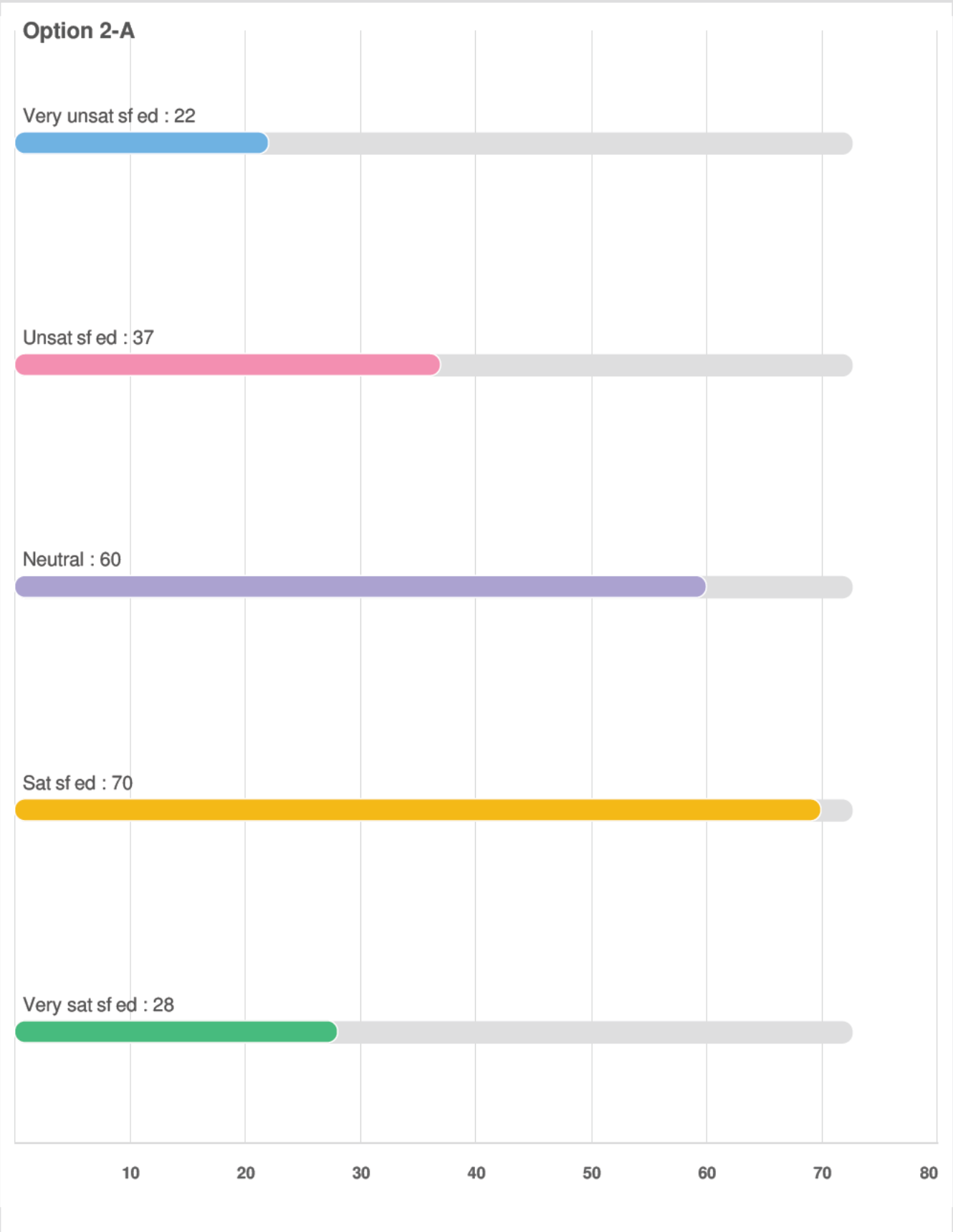
Optional question (216 response(s), 11 skipped)
Question type: Radio Button Question

Q12 How satisfied are you with:

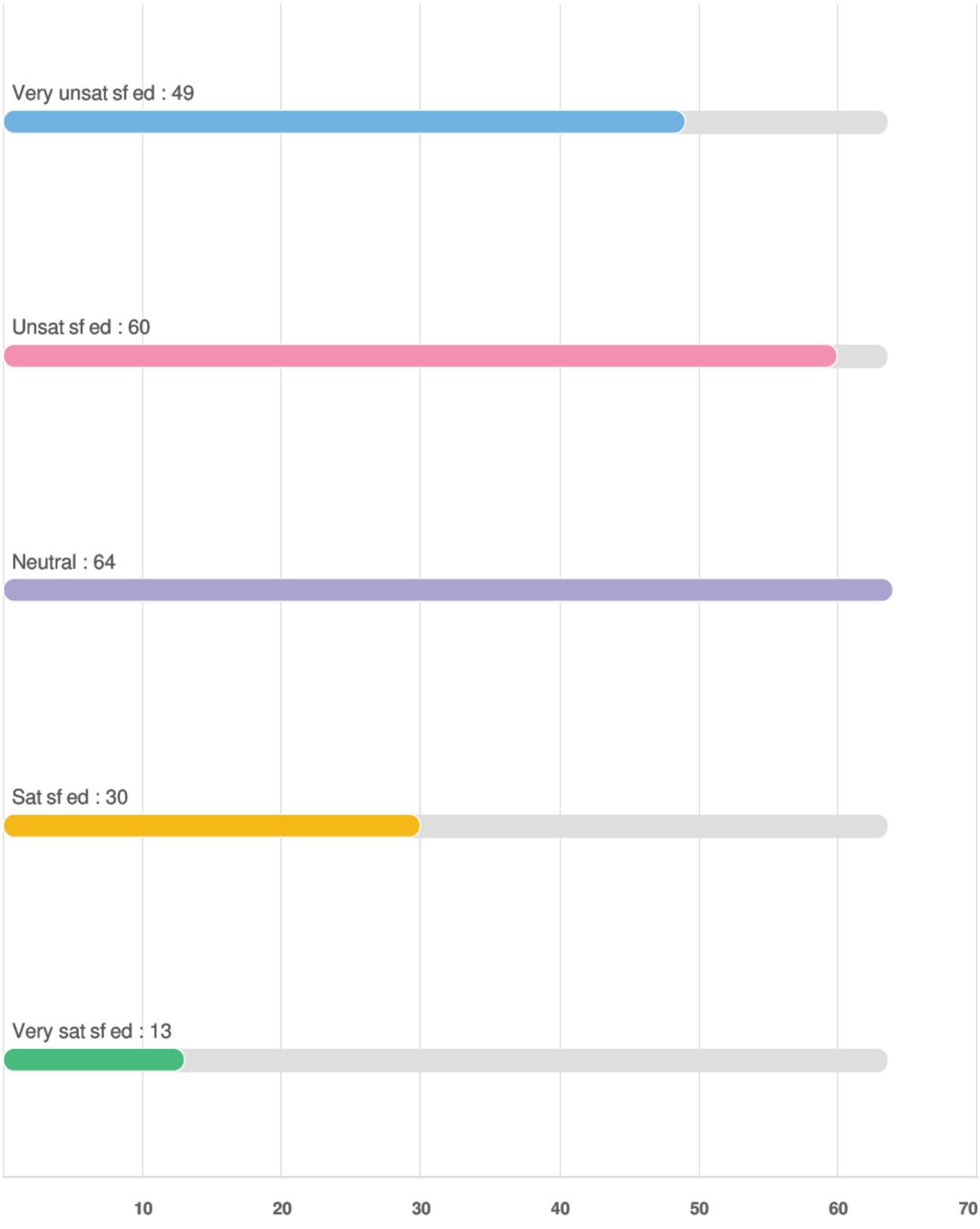


Optional question (219 response(s), 8 skipped)
Question type: Likert Question

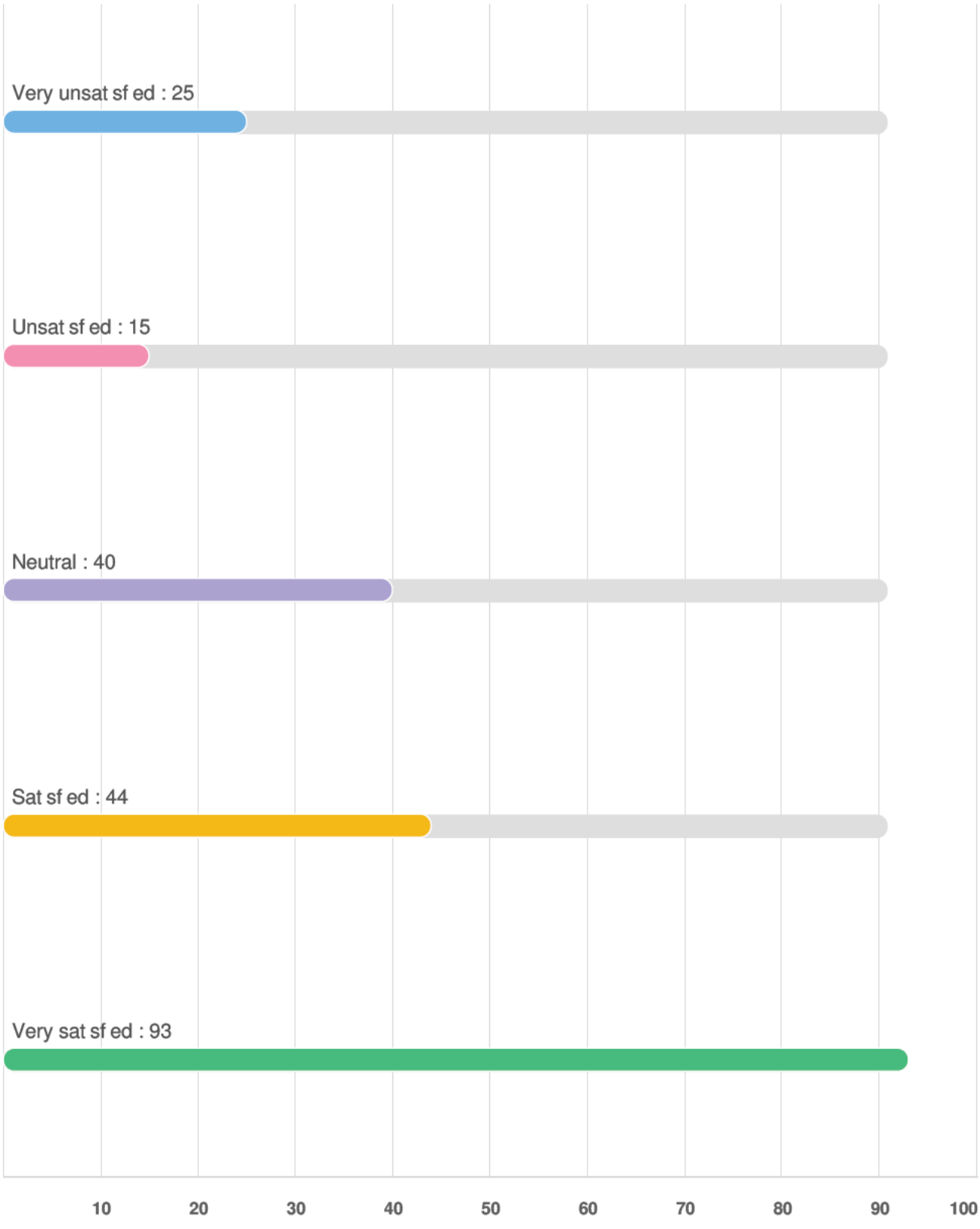
Q12 How satisfied are you with:



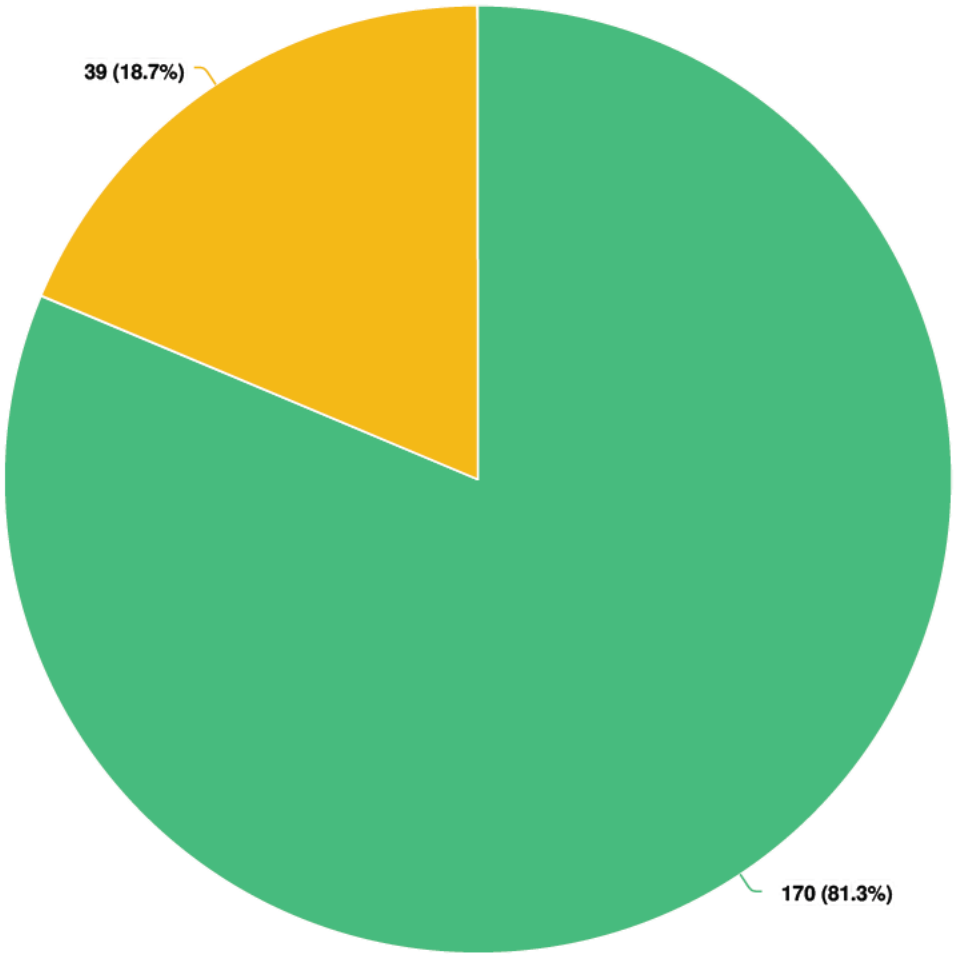
Option 2-B


Very unsat sf ed : 49
Unsat sf ed : 60
Neutral : 64
Sat sf ed : 30
Very sat sf ed : 13
10
20
30
40
50
60
70

Option 2-C


Very unsat sf ed : 25
Unsat sf ed : 15
Neutral : 40
Sat sf ed : 44
Very sat sf ed : 93
10
20
30
40
50
60
70
80
90
100

Q13 Are there any recommended improvements for any of the Segment 2 options?



Question options

Yes (p ease spec fy) No

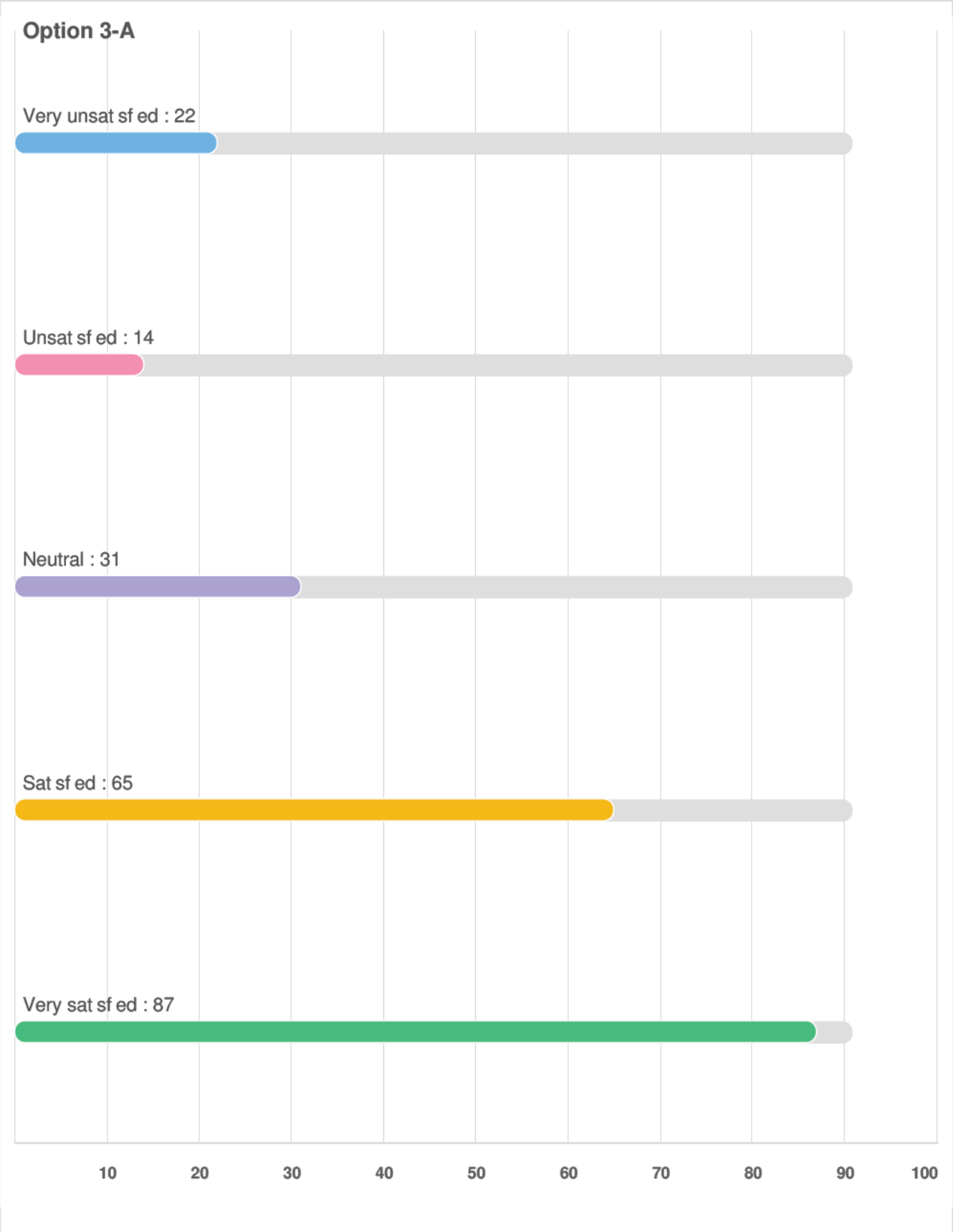
Optional question (209 response(s), 18 skipped)
Question type: Radio Button Question

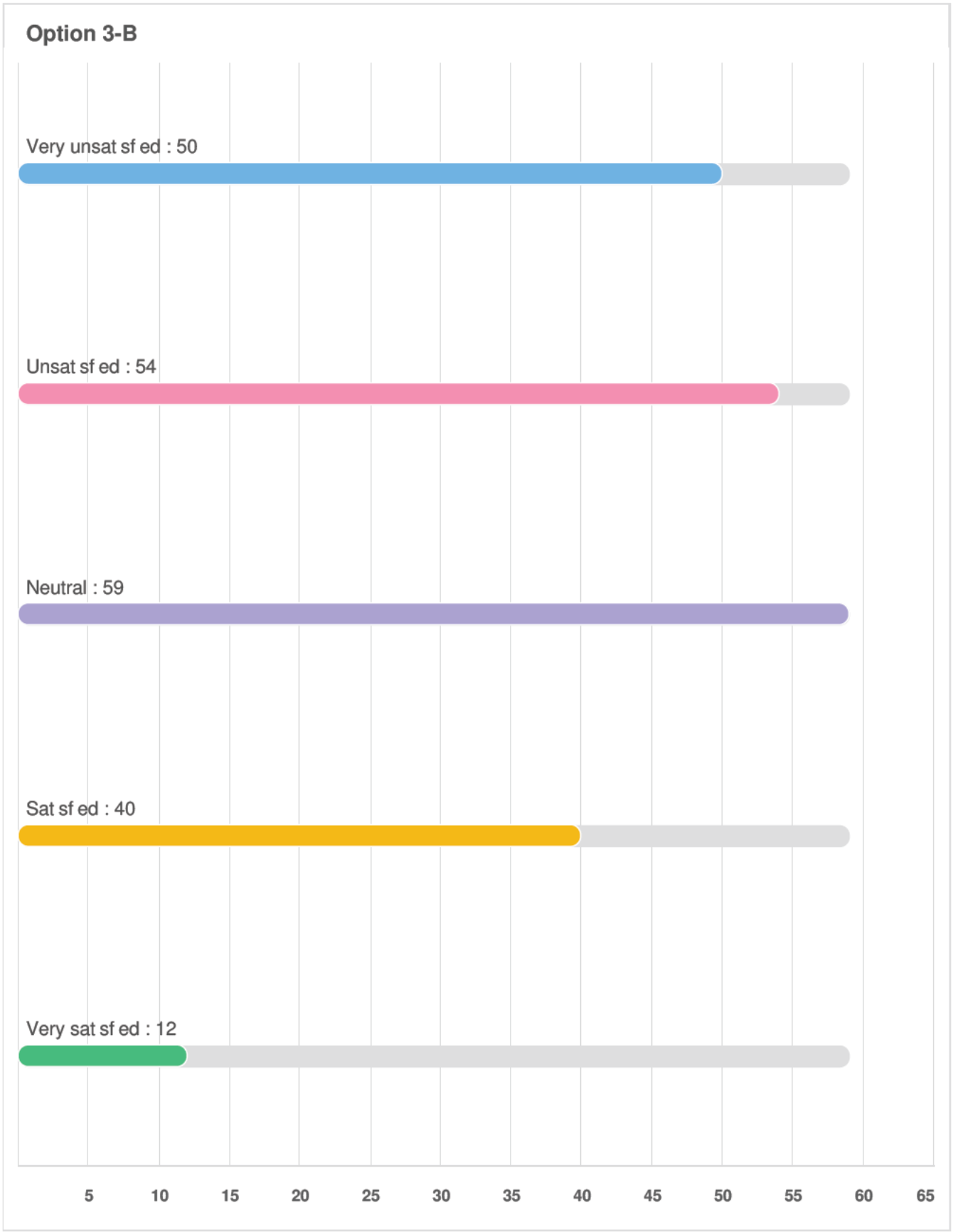
Q14 How satisfied are you with:



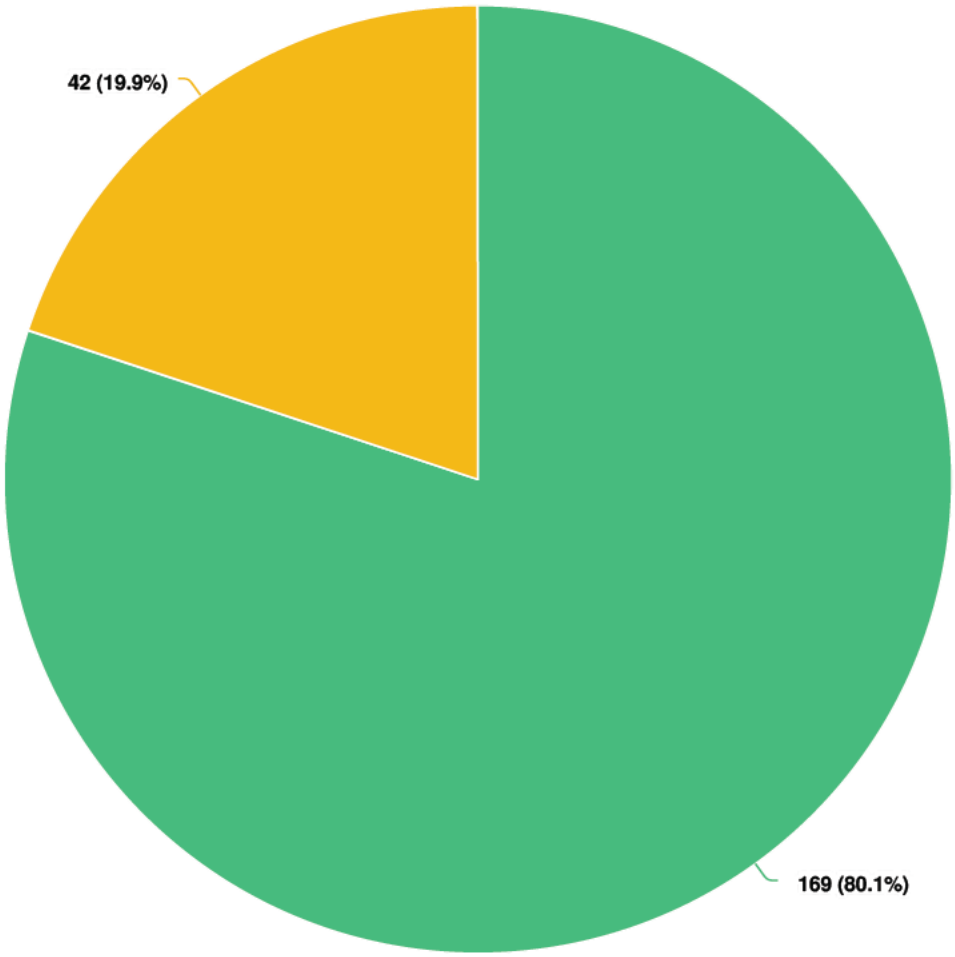
Optional question (219 response(s), 8 skipped)
Question type: Likert Question

Q14 How satisfied are you with:




Option 3-B
Very unsat sf ed : 50
Unsat sf ed : 54
Neutral : 59
Sat sf ed : 40
Very sat sf ed : 12
5
10
15
20
25
30
35
40
45
50
55
60
65

Q15 Are there any recommended improvements for either of the Segment 3 options?



Question options

Yes (p ease spec fy) No

Optional question (211 response(s), 16 skipped)
Question type: Radio Button Question

Q16 Do you have any additional comments related to the project?

Anonymous
10/19/2021 10:22 AM

It's foo sh that you're st us ng over y w de veh c e anes and mu t use paths that aren't w de enough.

Anonymous
10/19/2021 12:42 PM

Route C shou d be cons dered as we , as t wou d add much needed West - East AT routes that are ack ng r ght now. If the W ndsor St Exchange project does th s, great but we rea y need to expand AT routes through & from Kempt / Lady Hammond Rds to W ndsor and the ne ghbourhoods west of W ndsor.

Anonymous
10/19/2021 03:40 PM

more staff s needed; more secur ty; more street ghts

Anonymous
10/19/2021 04:13 PM

Bus ness case needed. Who exact y s the project for? Why do the proposed routes bypass the oca ne ghbourhood nstead of serve t?

Anonymous
10/19/2021 05:24 PM

So g ad to see th s happen ng - but wou d a so ke to see Devonsh re nked down to Afr cv e w th an act ve transportat on route. Th s s cr t ca to mprove access to the park n the ong term.

Anonymous
10/19/2021 06:20 PM

What w the benef t to (act ve transportat on) commuters be? Or s th s ntended to be pure y a recreat ona benef t. Hopefu y t' ease commut ng.

Anonymous
10/19/2021 08:44 PM

No

Anonymous
10/20/2021 01:24 AM

do a the opt ons! 1, 2, and 3 w a be va uab e connect ons. a so, can do both s des for opt on 2! can do bes de the road as we as the h gh track! p ease push to connect to n obe gate asap, these th ngs rea y need to connect to someth ng. mprove street cross ng opt ons from Mu grave park across barr ngton st. to actua y make a usab e connect on for res dents, peop e n Mu grave park shou d be ab e to wa k, b ke, ro , w th n the r commun ty and n and out of the commun ty nc ud ng ab ty to cross barr ngton st

Anonymous 10/20/2021 08:43 AM	Th s w be a key p ece of b k ng nfrastructure for the North End to connect to downtown. P ease ensure cons derat on s g ven to how t w eventua y connect to act ve transportat on for the bedford h ghway.
Anonymous 10/20/2021 10:32 AM	Thanks for th s work and survey. It wou d be great to have the Afr cv e museum and area more access b e, connect ng to act ve pathways. A good nvestment and enr ch ng of our commun ty.
Anonymous 10/20/2021 10:49 AM	I ove the Barr ngton opt on. But f the sect on between N obe Gate and G ebe sn't addressed, t wont be mu t -use. It wou d be dangerous to have ch dren r de on the s dewa k on the wrong s de of the road towards Afr cv e w th no cons derat on for pedestr ans. It's such a busy road! A so the cross ng at Duffus wou d need to be made safer. A so, make Vestry a qu et street because dur ng peak hours, t s too busy and wou d be a dangerous cross ng.
[redacted] 10/20/2021 11:35 AM	The fu connect on down to N obe gate shou d be pr or t zed as near term, not just to Vestry. Cross ng Barr ngton at Vestry s rea y scary. The s gna zed ntersect on at N obe Gate w make th s more AAA and connect nto the ped/b ke network much better. Great work to a !
Anonymous 10/20/2021 04:23 PM	B ke paths. P ease do not d sp ace the b ke routes w th pedestr ans on y s dewa ks.
Anonymous 10/20/2021 07:17 PM	The Bus shou d go to Afr cv e
Anonymous 10/21/2021 05:56 AM	I ke the proposed mu t - use sect ons. Mak ng wa k ng and access b ty a rea ty to the s te. I am not a cyc st however and don t know f they wou d want the r own b ke ane or f the pedestr ans wou d not want cyc sts on the mu t -use sect ons. Is there a way to add a b ke ane n next to the mu t -use? Someth ng to cons der anyway. I know the mu t -use tra s I ve been on a three work together f ne however.
Anonymous 10/21/2021 08:32 AM	I th nk t s mportant for Afr cv e Look off to become connected aga n to the rest of Afr cv e. The commun ty a ready wa ks an unsafe pathway and cross ng to get there. Recogn z ng th s, the mun c pa ty shou d make th s pathway and cross ng safer.

Anonymous
10/21/2021 01:41 PM

I ove r d ng my b ke around ha fax and th nk th s project s an ncred b e opportun ty to open up new areas of the c ty to safe and access b e act ve trans t and connect them to ex st ng AT nfrastructure. Projects of th s sort are so v ta to chang ng the dynam cs of movement n the c ty and the more AT projects and greater AT connect v ty the c ty creates, the eas er t s for peop e to get around w thout a car, and more peop e w choose to do that !

Anonymous
10/21/2021 01:49 PM

Insta safe wa k ng and b k ng anes a a ong afr c v e Rd.

Anonymous
10/21/2021 04:12 PM

n

Anonymous
10/21/2021 09:43 PM

So happy to see these connect ons proposed. It s a d ff cu t green space to get to w thout a veh c e and any mprovement to access s very we come?

Anonymous
10/21/2021 11:57 PM

I agree that a new way to get to the park s essent a . It w a so be a terr f c way to get to act ve transportat on on the bedford h ghway. I do f nd that these surveys are rea y d ff cu t to see and understand... Sorry

Anonymous
10/22/2021 05:18 AM

As a wh te Northender, I want to hear Afr cv e res dents' vo ces front and center n th s n t at ve. I a ready know that my c ty does not sten to them (and worse) - s now any d fferent?

Anonymous
10/22/2021 06:30 PM

S nce th s s an "Act ve Transportat on Connect on", I th nk the ent re route shou d be usab e by cyc sts. Mu t use paths shou d be strong y pr or t zed over s dewa ks because many cyc sts (ke myse f) are uncomfortab e r d ng on roads. There are a ready too many d sconnected b ke anes n th s c ty. W th the growth n cyc ng popu ar ty n the c ty n the recent years, there s a need for better nfrastructure, and th s route wou d be a great add t on. If someone cou d r de safe y from downtown to Afr cv e Park a ong the harbour, there wou d be peop e of a ages and ab t es us ng th s tra . As a bonus, a connect on between Afr cv e park and the Cha n of Lakes tra (v a the W ndsor Exchange) wou d make Ha fax a des rab e dest nat on for cyc sts.

Anonymous 10/23/2021 05:16 AM	I was n t a y Consu ted and thought I wou d be kept n the oop and have not been. I found th s on Tw tter by acc dent so I am a tt e d sappo nted to have m ssed the web nars etc.
Anonymous 10/23/2021 08:02 AM	Use of ex st ng o d ra ne up to W ow park shou d be w dened for safety of wa kers and b kers
Anonymous 10/23/2021 08:13 AM	P ease do th s as an mportant component n a b cyc e commut ng route that wou d nk up Bedford to downtown. Such a route wou d be mportant from the standpo nt of the IMP, but a so wou d br ng fe to Afr cv e and have mportant cu tura mp cat ons. It s essent a that b cyc es are seen as essent a to any AT project to Afr cv e.
Anonymous 10/23/2021 08:54 AM	Though I agree that the path para e to Memor a Dr ve does not make sense for a pr mary connect on to Afr cv e Look-Off and Afr cv e Park, I do wonder whether th s cou d be a secondary route and/or an add t ona cyc ng/wa k ng path. Due to the ack of green-space just south of th s area (name y, Kempt Rd and W ndsor St), hav ng a new connect on to the parks cou d add s gn f cant green space to th s area. I don t even be eve t wou d need to be a paved or mu t -use path but a more forma zed footpath cou d be h gh y benef c a .
Anonymous 10/23/2021 04:31 PM	Th s s a fantast c project that s ong overdue. In the future, I th nk the overpasses system has to be brought to the ground. Th s w he p w th the access b ty to the Afr cv e Her tage S te and overa connect v ty for the mun c pa ty. Keep up the good work.
Anonymous 10/24/2021 03:04 AM	needs to connect to more act ve transport
Anonymous 10/24/2021 01:00 PM	S nce the paths hopefu y ncrease v s ts to the h stor c s te, don't forget that the b ack and poor commun t es a so need ncreased access as we . I chose the b ke-heavy opt ons, so f t's a b ke paths there shou d be gov't support for cyc ng n genera , and gov't funded b cyc es for poor commun t es.
Anonymous 10/25/2021 02:51 AM	Make these changes as soon as poss b e p ease

Anonymous 10/25/2021 11:45 AM	Whatever s dec ded a so needs to have a fu ma ntenance p an for c ean ng and c ear ng. These paths are on y access b e f they are kept up cont nuous y and have a eaf/ garbage c ean ng and strong snow / ce c ear ng p an that s pr or t zed as strong y as road c ean ng / c ear ng.
Anonymous 10/25/2021 11:58 AM	Regard ng s gnage, I have tr ed to go to Afr cv e tw ce and d d not end up go ng. F rst t me got ost and gave up. Second t me cou dn't f gure out where I was a owed to dr ve/park. P ease ensure there s proper s gnage, park ng and bus stop opt ons.
Anonymous 10/25/2021 01:39 PM	Very happy to see th s project, hop ng t comes to be as I have often amented how d ff cu t t s to access the area v a act ve transport and wou d frequent t more often f th s was an opt on. Can't reca f there are b ke racks n the park/museum area but f not wou d be a good add t on. Thanks!
Anonymous 10/25/2021 03:13 PM	I ve never been to the museum because t sn t access b e w thout a car, so I m g ad that th s ssue s be ng ooked at.
Anonymous 10/25/2021 04:28 PM	It m ght he p f at the start you ask peop e f they have any nterest n the Afr cv e area or any need or des re to go there.
Anonymous 10/25/2021 04:29 PM	Stop these bs projects and f x the roads, FOR CARS!!
Anonymous 10/25/2021 04:31 PM	Peop e don't b ke to Afr cv e to be near traff c. They b ke there for the oppos te reason.
Anonymous 10/25/2021 04:32 PM	I th nk the money can be used e sewhere ke home ess she ters and other mun c pa serv ces. I just Don t th s th s s the t me w th the curren state of the economy
Anonymous 10/25/2021 04:36 PM	No, but g ad t s be ng addressed
Anonymous 10/25/2021 04:39 PM	P ease do not bu d

Anonymous 10/25/2021 04:40 PM	P ease f nd a safe way to get d rect y from Nova ea and Seav ew park to afr cv e park. Connect ng the parks on y makes sense and w make th s norther y park so much better, c oser to Po nt P easant n usab ty and attract veness for users!
Anonymous 10/25/2021 04:49 PM	Just use ex st ng D, forget A, B & C - waste of HRM tax payer money!!
Anonymous 10/25/2021 04:56 PM	I am p eased th s project s mov ng forward! It s mportant to make th s s te more access b e.
Anonymous 10/25/2021 04:57 PM	Just ke I say, we need a Cross wa k ghts that f ash on the ntersect on of G ebe and Barr ngton street go ng a cross on Barr ngton st ,even w th the Mar t me Beauty Bu d ng, the peop e that work there and try ng to get across the street to go up G ebe or to catch,a bus on barr ngton,they can t get across,
Anonymous 10/25/2021 05:04 PM	Put t on ho d unt W ndsor Street Exchange 'catches up'. The Afr cv e Project has surv ved an 'on ho d' per od prev ous y.
Anonymous 10/25/2021 05:06 PM	Insta e ectr c b ke charger at the museum. Integrate th s project w th a arger project to connect downtown w th Fa rv ew, Rock ngham, Bedford
Anonymous 10/25/2021 05:29 PM	Wh e what s proposed s better than noth ng, t st doesn't do enough to address access from other d rect ons, or to reduce vo umes of traff c and poor dr ver behav our (speed ng, fa ng to stop etc) that make access ng th s s te so cha eng ng. I am s ck of the ack of v s on n th s c ty when t comes to support ng safe wa k ng and cyc ng.
Anonymous 10/25/2021 05:34 PM	I am rea y p eased to see that th s park w become more access b e. It s someth ng that has been an overs ght for too ong. A opt ons are better than today :)
Anonymous 10/25/2021 05:41 PM	You are assum ng peop e nc ANSs want to go there. I'm not so sure. Maybe ANS v ng n North end wou d prefer amen t es , park, tra , p ay space nearer to where they ve. Ask them.

Anonymous 10/25/2021 06:11 PM	Just a thank you for mak ng th s a pr or ty. I hope whatever opt on you and on eads to ncreased use of, awareness of, and educat on about, Afr cv e.
Anonymous 10/25/2021 06:15 PM	P ease ensure there s a mu t -use greenway that runs through th s ent re area and connects to the redeve oped W ndsor Street Exchange.
Anonymous 10/25/2021 06:25 PM	He copter
Anonymous 10/25/2021 06:34 PM	Not rea y. It's hard to comment on somewhere 've never been, spec f ca y because t's d ff cu t to get to, wh ch tho project a ms to so ve. I d d my best.
Anonymous 10/25/2021 07:06 PM	Onward and upward
Anonymous 10/25/2021 07:13 PM	No
Anonymous 10/25/2021 09:02 PM	No.
Anonymous 10/25/2021 09:14 PM	I rea y see a m ssed opportun ty for deve opment here. So much of th s area cou d be made access b e through deve opment of dead ots a ong the ra and hwy. If bu d ngs cou d be bu t up and over the hwy and Barr ngton we cou d connect the parks through bu d ngs.
Anonymous 10/25/2021 09:43 PM	Na
Anonymous 10/25/2021 10:01 PM	we have to remember that those w th d sab t es/whee cha rs need top pr or ty not those on b kes
Anonymous 10/25/2021 10:17 PM	Do t r ght, a so for b kes

Anonymous 10/25/2021 10:20 PM	Good ght ng and s gnage at a po nts.
Anonymous 10/25/2021 11:12 PM	I was expect ng a North Marg na road opt on, g ven how c ose t s to the current end of the Barr ngton Greenway. I b ke to Afr cv e Park from the South end, and I use the Barr ngton Greenway and then North Marg na road. The ma n ssue w th th s s the part of Barr ngton between the end of the Greenway and the start of North Marg na , and I'm a ways re eved to be off of th s part.
Anonymous 10/25/2021 11:37 PM	P ers and br dge are not the best or most scen c access to the park.
Anonymous 10/26/2021 07:21 AM	Waste of money
Anonymous 10/26/2021 08:22 AM	no
Anonymous 10/26/2021 08:44 AM	P ease make t access b e and mu t -moda
Anonymous 10/26/2021 09:53 AM	Cost of the var ous opt ons has not been ment oned anywhere n th s survey. Any dec s ons made w thout th s cons derat on wou d be mean ng ess
Anonymous 10/26/2021 09:57 AM	Leave we enough a one, too cost y for a sma groups p ans
Anonymous 10/26/2021 10:02 AM	P ease cons der s mp e beaut f cat on e ements such as hedgerows or f ower gardens, sma touches ke th s are what separate n ce parks and pathways from ug y ones
Anonymous 10/26/2021 10:34 AM	Some res dents have no c ue to the ocat on of the d fferent streets here n the C ty. I typ ca y dr ve between my res dence n Dartmouth to work n Ha fax; Dartmouth Cross ng, M cmac Ma or Bedford. It wou d be much more he pfu f better maps were nc uded.

Anonymous 10/26/2021 10:39 AM	Ground eve cross ngs of roads & ra ways are by def n t on more hazardous,
Anonymous 10/26/2021 11:19 AM	no.
Anonymous 10/26/2021 11:40 AM	Cons derat on on how to connect to an AT nk to Fa rv ew/Rock ngham
Anonymous 10/26/2021 12:07 PM	I th nk there are arger concerns that shou d be dea t w th f rst that affect a w der range of the popu at on.
Anonymous 10/26/2021 01:08 PM	Tax do ars better used e sewhere. Th s s an expens ve project that very few taxpayers are ask ng for.
Anonymous 10/26/2021 01:17 PM	I'm unc ear about what the AT br dge ooks ke. It wou d be better to have a p cture of th s somewhere. S dewa ks aren't conduct ve to better cyc ng access --and somet mes not great nfrastructure for fo ks w th d sab t es-- part cu ar y to young peop e who may not fee comfortab e r d ng the road. A so, w th the amount of heavy truck traff c n the area, the roads get chewed up qu te a b t. Hav ng a separated fac ty the who e way a ong wou d ensure cons stency n what nd v dua s and fam es shou d expect when v s t ng the s te v a AT. The topo ogy n th s areas eaves us w th a narrow zone to work w th n but th s s an mportant upgrade to the area that w better serve Afr cv e descendants we nto the future. I'm g ad th s s gett ng a b t of a face ft.
Anonymous 10/26/2021 02:41 PM	If t takes as ong as the b keways at the west end of the MacDona d Br dge Get the o d br dge done f rst and set a f rm f xed t me to start the access to the Afr cv e park
Anonymous 10/26/2021 02:55 PM	It s very d ff cu t to get to Seav ew Park a ong Barr ngton St. due to the ack of s dewa ks, so anyth ng w be an mprovement. A s dewa k a ong the rest of the Seav ew Road (correct name?) to MacIntosh St/W ndsor St. Exchange wou d be an mprovement too.
Anonymous 10/26/2021 05:05 PM	I th nk t wou d be dea f the c ty cou d coord nate the extens on of the AT path from N obe Gate Br dge to the start of Route A so that

	a cont nuous path from downtown s ava ab e upon th s project open ng. I th nk th s wou d make a ot of the advocates for th s project much more sat sf ed.
Anonymous 10/26/2021 08:10 PM	Work towards hav ng a these random mu t use paths connect w th each other. I shou d be ab e to eas y and safe y wa k/b ke/what ever us ng these paths w thout ever actua y eav ng them. Cont guous. Not a mess of tra s a over to start nowhere and end nowhere.
Anonymous 10/26/2021 08:33 PM	Get t done as soon as poss b e. 2024 s too ong to wa t after the mun c pa ty went ke a th ef n the n ght and bu dozed peop e's homes, schoo , church and recreat on areas.
Anonymous 10/27/2021 12:36 AM	Seems ke a huge waste of money.
Anonymous 10/27/2021 06:30 AM	Access to th s park shou d be ava ab e from mu t p e d rect ons and not just from the south. Lack of a safe way through the Fa rv ew overpass s the #1 prob em w th b ke path des gn n the c ty, n my opt on.
Anonymous 10/27/2021 09:14 AM	Just that the w shes of former res dents and the r descendants be g ven pr or ty. A so that the opt ons a ow for persons w sh ng to enter the s te by veh c e or bus. Wh e I ke the pedestr an and cyc e opt ons, I am of an age at wh ch I can expect my mob ty to dec ne.
Anonymous 10/27/2021 11:57 AM	P ease ta k to the hhb regard ng the p ans for a new br dge and how to connect those b ke anes up to the network. The b ke nterchange cou d be cont nued a ong kempt road and Barr ngton street to create a rea y. Sweet AAA b ke path
Anonymous 10/27/2021 12:50 PM	no
Anonymous 10/27/2021 01:40 PM	Afr cv e. I th nk s a Huge part of ha fax her tage. Th s s so mportant , to to next generat ons. Th s s so mportant to a races.

Anonymous 10/27/2021 07:40 PM	A though t wou d be a ove y recreat ona peda , I see no use for commut ng purposes where t adds s gn f cant d stance wh e trave ng from Bedford Hwy to the core of the c ty.
Anonymous 10/27/2021 08:26 PM	I have been to the s te a few t mes and wou d ke to return, but am d scouraged by current access. Easy to use access to the ent re s te wou d br ng me and am sure others to the s te.
Anonymous 10/27/2021 08:38 PM	I and others have not ced that s nce wa k ng Dogs n the Park has been d sa owed, the foot traff c has drast ca y reduced. The number of users was not ceab e, even from dr v ng across the MaKay br dge.
Anonymous 10/27/2021 08:54 PM	Th s s ong overdue. G ad t s f na y be ng put n mot on.
Anonymous 10/28/2021 10:10 AM	Once comp eted, I w be ab e to v s t the park.
Anonymous 10/28/2021 10:21 AM	P ease cons der connect ons to other b ke anes/mu t -use pathways. A path up around the north of the pen nsu a cou d prov de an a ternat ve route w th ess e evat on change compared w th cross ng the pen nsu a
Anonymous 10/28/2021 05:34 PM	Tota waste of taxpayers money.
Anonymous 10/28/2021 10:50 PM	Ensure a safe b ke route from the sh pyard to W ndsor street exchange
Anonymous 10/29/2021 06:38 PM	I attended the on ne sess on as we . I was happy to hear that the des res of the Afr can Nova Scot an commun ty are be ng strong y we ghted. As a wh te newcomer to NS, my own needs/des res are ess mportant, but I'd ke to see AAA b ke fac ty and safe wa k ng routes. I'm a so happy to hear that th s project w co-ord nate w th the WSE deve opment project.
Anonymous 10/29/2021 08:44 PM	NO.

Anonymous 10/30/2021 04:58 PM	No add t ona comments at th s t me.
Anonymous 10/30/2021 11:10 PM	Th s s good
Anonymous 10/31/2021 12:15 AM	W sh ng for a more d rect route from ookoff to museum. A br dge, for examp e.
Anonymous 10/31/2021 09:51 AM	Persona y I never seen many peop e wa k ng afr c v e park and I used to dr ve by t da y when I worked downtown Bu d condos t's worth more
[redacted] 10/31/2021 04:25 PM	Even f t sn't to be attached to the network, t wou d be rea y n ce to see the ra bed tra by Massachusetts Ave. forma zed and ma nta ned. Thanks!
Anonymous 11/01/2021 01:37 PM	Any money spent on th s race-based project w be a waste.
Anonymous 11/01/2021 03:17 PM	I be eve mu t -use pathways are much better than s dewa ks when b kes w be present.
Anonymous 11/01/2021 04:26 PM	Make sure a th s connects up to any W ndsor St b ke ane. A so cons der what to do at the other end of Afr cv e Rd, where t wanders nto the ndustr a area of Ceres and CN. That too needs to be dea t w th, otherw se Afr cv e Rd s yet another dead end for cyc sts and pedestr ans.
Anonymous 11/01/2021 07:25 PM	P ease add pub c transportat on and cons der the e der y and d sab ed commun ty members who wou d ke to access th s p ace.
Anonymous 11/01/2021 10:39 PM	The money wou d be better spent hav ng a sma shutt e bus serv ce for peop e and b kes that wanted to get to the park and church dur ng May-Oct, w th ess frequent bus serv ce dur ng May and Oct., for a sma feet he p cover cost of the bus serv ce. Th s wou d he p peop e on foot and b kes, stay safer and apart from the busy car and truck traff c n the area.

Anonymous
11/02/2021 09:43 PM

No further comments.

Optional question (109 response(s), 118 sk pped)
Question type: Essay Quest on