

Facts at a Glance: Multi-Use Trail System

The Rt. Hon. Herb Gray Parkway (the Parkway) includes a 20 kilometre multi-use trail system. The trail network provides a continuous multi-use pathway, with graded-separated trail bridges and tunnels allowing pedestrians and cyclists to travel end-to-end the length of the Parkway without encountering vehicles. The multi-use trail system runs from Malden Road to County Road 9 (Howard Avenue Diversion). The following *Facts at a Glance* provide an overview of the Parkway's multi-use trail system.

Pedestrian Tunnels

Two pedestrian tunnels are incorporated into the Parkway multi-use trail system to help maintain a continuous barrier free pathway.

- Pedestrian tunnels are located at Geraedts Drive and Howard Avenue.
- A simple, repeating black oak leaf pattern reflecting the Carolinian theme will be used on the pedestrian tunnel parapet walls.
- Icons will be extruded from the flat surface of the wall and will be painted a Chicago-bronze colour the same as the maple leaves at the Howard Avenue Grade Separation.
- Lighting will be provided within the pedestrian tunnel.
- An emergency call station will be located at each pedestrian tunnel.

Trail System and Amenities

The Parkway includes a primary and secondary trail system. The secondary trails use at-grade crossings at signalized intersections and connect to the primary multi-use trails facilitating community access to the trails.

- Trailheads are located at Malden Road, Howard Avenue and County Road 9 (Howard Avenue Diversion) and include a shade structure, a bench, waste and recycling receptacle and wayfinding signage.
- Rest areas are provided throughout the trail system and are located not more than two kilometres apart. The rest areas are furnished with decorative paving, benches, waste and recycling receptacles, trail map signboard, and an emergency call station. The Labelle, Geraedts and Hearthwood tunnel tops will have shade structures and interpretive signs.
- Urban rest areas are located on tunnel tops along the primary multi-use trail and are furnished with decorative stone pavers.
- Lay-bys are areas for rest and are located along the trail system and have a granular surface, limestone blocks for seating and interpretive signs. They are designed to be rustic and incorporate the natural surroundings.



Trail Lighting

Lighting is provided along the primary multi-use trail, at trailheads, street crossings, entrances and exits for trail bridges and rest areas.

- The lighting design will feature contemporary LED fixtures with a 5 metre pole height placed approximately 30 metres apart.
- Lighting will be full cut-off luminaires to be dark sky compliant to minimize light pollution and reduce potential for spill-over of light onto private property.
- Lighting is provided along secondary trails where connections are made to community trails.



Trail lighting pole colour

Emergency Call Stations

An emergency call system has been provided for call stations located at tunnel top rest areas, trail tunnels and in areas where there is limited egress or where users may feel vulnerable.

- The Parkway will feature more than 15 emergency call stations.
- Emergency call stations will be placed in close proximity to locations where there is open water including stormwater management ponds and municipal drains.

Signage

Wayfinding signs will be installed at one kilometre intervals and trail junctions along the primary multi-use trail to direct users to trail bridges, municipal roads, rest areas and nearby municipal parks and facilities.

- Interpretive signs will be located at select tunnel top rest areas and some lay-bys along the trail where there are features of interest.
- Signage will include natural and cultural heritage themes about the Parkway, prairie restoration, settlement in Windsor-Essex, stormwater management, species at risk, and First Nations history and teachings.
- Signboards with trail maps and information about the Parkway will be located at all rest areas.



Spring Garden Tunnel Top Gateway

The Spring Garden tunnel top (T-1) will have the western most land bridge with the closest proximity to the Detroit River. It is a naturalized pedestrian space with the trail and a rest area as its main feature.

- During consultation, Walpole Island First Nation (WIFN) identified the historic account of the 1669 Dollier and Galinee journey through the region. This account is well documented, recounting the journey through the Great Lakes and along the Detroit River. The rest area on the land bridge offers an opportunity to interpret the 'Homage to Safe Passage' – symbolic marker to recognize safe crossing from Lake Erie to Lake St. Clair.
- Teresa Altman, an accomplished First Nations artist, was consulted regarding installation of integrated small scale public art that would become the focal point along the trail on the Spring Garden Tunnel. A boulder was salvaged from the site during the earthworks to be integrated as part of the 'homage'.
- Elements of the historic account based on the Journey of Dollier and Galinee 1669 – 1670 include:
 - o account of Jesuit missionary travel along the Great Lakes
 - o during passage from Lake Erie to Lake Michigan
 - o encounter with sacred marker - stone idol.

If you have any concerns regarding the Parkway, please contact or visit the Public Liaison Office at 1-877-937-5929, 2187 Huron Church Road Suite 340, or hgp-plo@wemg.ca.

Please visit www.hgparkway.ca to learn more about the Parkway. Updates are posted on Twitter (www.twitter.com/hgparkway) and Facebook (www.facebook.com/hgparkway) and photos and videos are posted on Flickr (www.flickr.com/hgparkway) and YouTube (www.youtube.com/hgparkway).