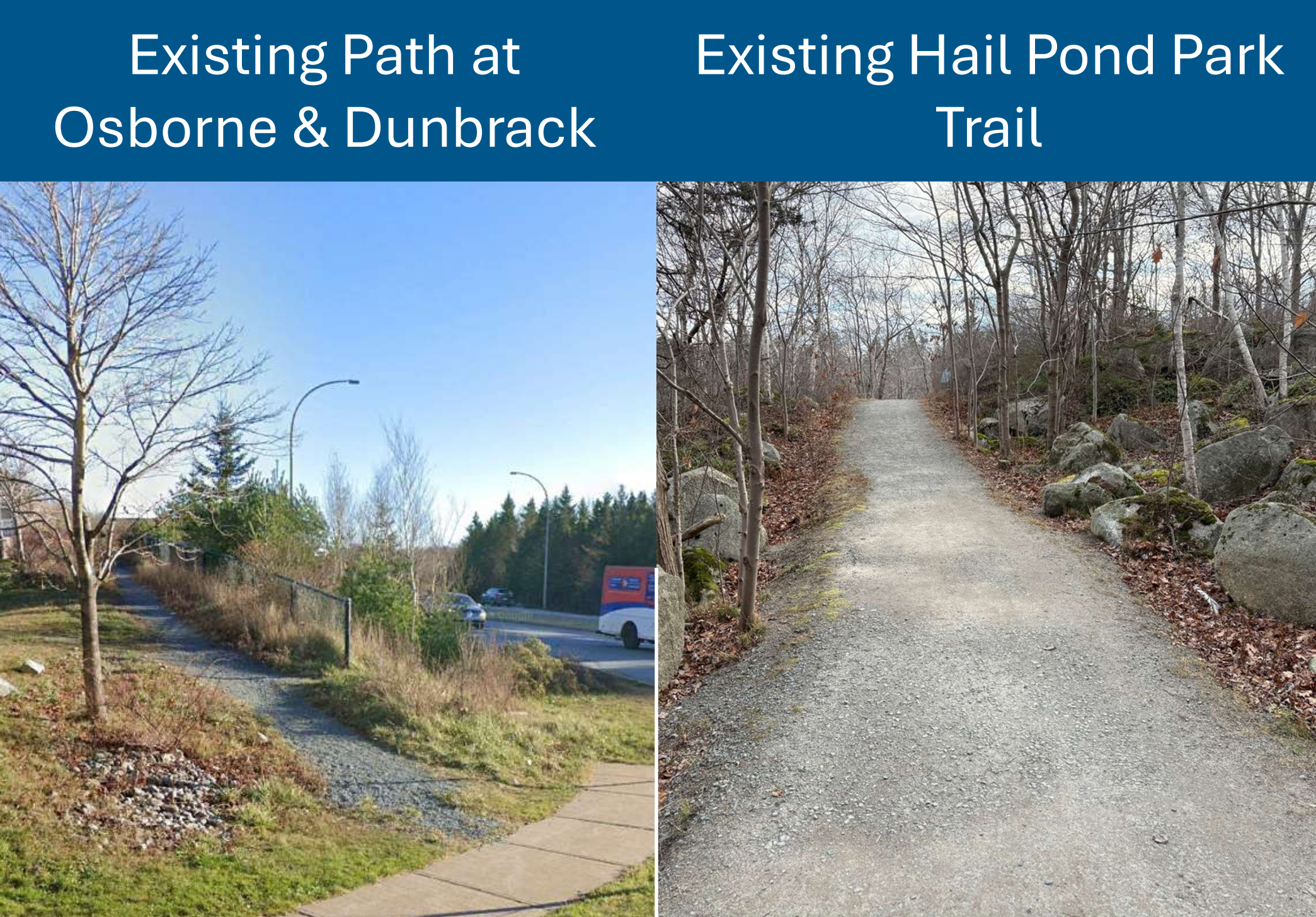


Hail Pond Park / Dunbrack Street Multi-Use Path



This connection between Chain of Lakes Trail to Long Lake Provincial Park will be accessible to all ages and abilities, allowing all to share in HRM's natural parks system. Completing this connection is listed in the Active Transportation Plan and reiterated in the Integrated Mobility Plan as a priority connection.



The current trail at Hail Pond Park often narrows, includes steep slopes, and is prone to flooding. This project seeks to create a more accessible and welcoming path for people of all ages and abilities.

Envisioned Multi-Use Path

Within Hail Pond Park

Dartmouth Harbour Walk / Trans Canada Trail	Rockwood Park (Saint John)	Comments
		

Adjacent Dunbrack St

Barrington Greenway	Halifax Urban Greenway	MUP at Walter Havill & Dunbrack
		

Multi-Use Path Lighting

Five Lighting Principles for Responsible Outdoor Lighting



1 Useful

Use light only if it is needed

All light should have a clear purpose. Consider how the use of light will impact the area, including wildlife and their habitats.



2 Targeted

Direct light so it falls only where it is needed

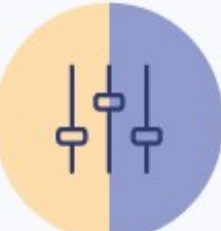
Use shielding and careful aiming to target the direction of the light beam so that it points downward and does not spill beyond where it is needed.



3 Low Level

Light should be no brighter than necessary

Use the lowest light level required. Be mindful of surface conditions, as some surfaces may reflect more light into the night sky than intended.



4 Controlled

Use light only when it is needed

Use controls such as timers or motion detectors to ensure that light is available when it is needed, dimmed when possible, and turned off when not needed.



5 Warm-colored

Use warmer color lights where possible

Limit the amount of shorter wavelength (blue-violet) light to the least amount needed.



Responsible outdoor lighting is

Rev. 08-2023

Comments



Trail lighting using dark sky techniques



HRM Lighting Strategy Examples



Dunbrack at Walter Havil Redesign

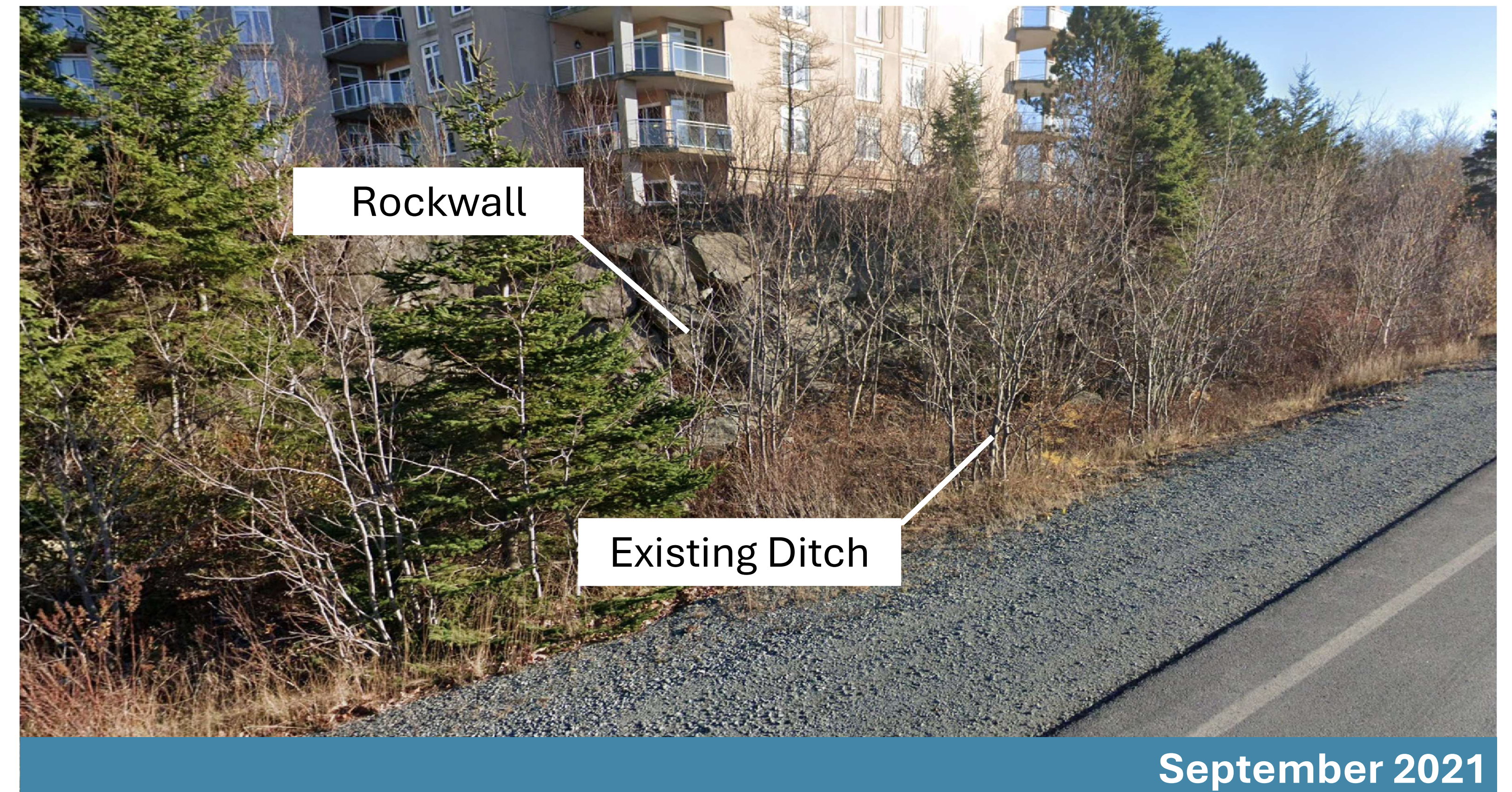


Design Details

- 1) Remove right turn 'slip lanes'
 - a) Removes a point of conflict between MUP users and cars
 - b) Shortens crossing distance
- 2) Add dedicated northbound right turn lane
 - a) Allows turning vehicles get out of the through vehicle path before turning
 - b) Less pressure on driver when they need to watch for pedestrians
- 3) Remove the second inbound / eastbound lane on Walter Havill
 - a) More predictable car movement at crosswalk

Comments

Extension of Existing Multi-use Path



Plan for new multi-use path mirrors the approach on the north side of Walter Havill.

The proposed MUP does not disturb the existing rock wall, trees along the top of the ridge are not impacted.

Urban forestry will be involved in the final design process to keep as many trees as possible and to consult on adding trees.

Multi-Use Path Material

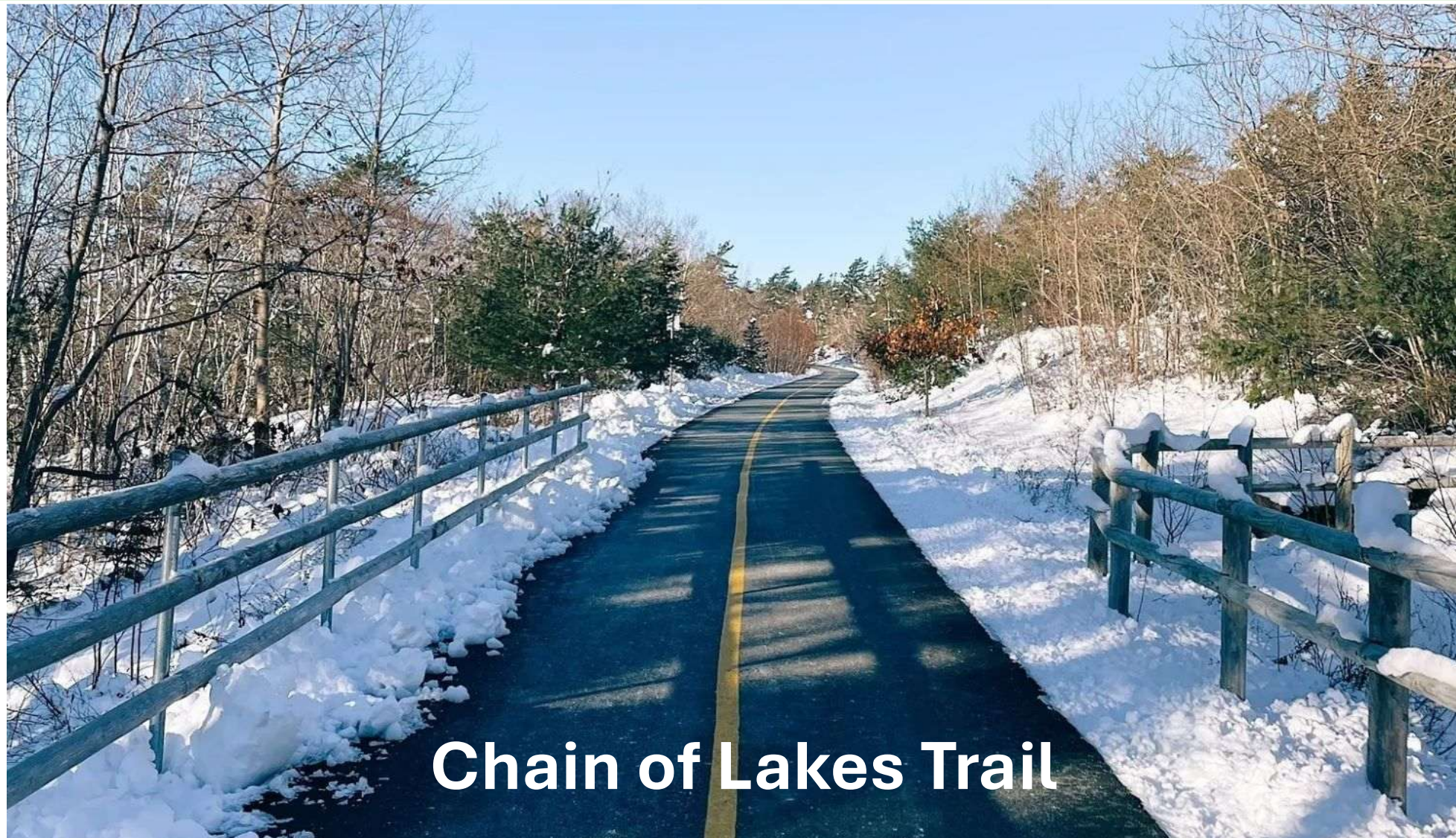
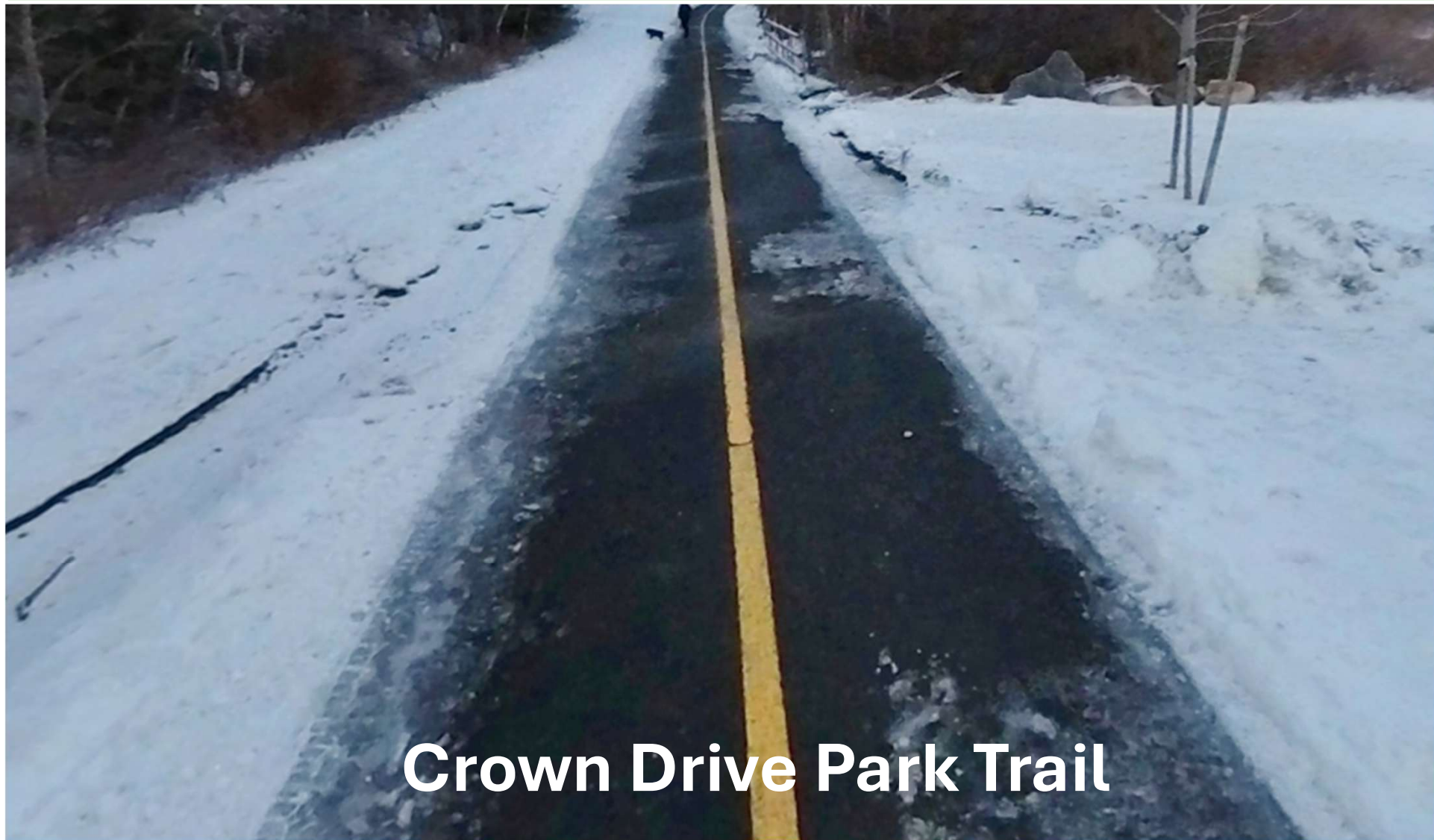
Asphalt Path Benefits

- ✓Easier for those who roll: more accessible surface for wheels of all sizes
- ✓Allows for winter maintenance for year-round path usage

Wheels of all sizes



Year-round access



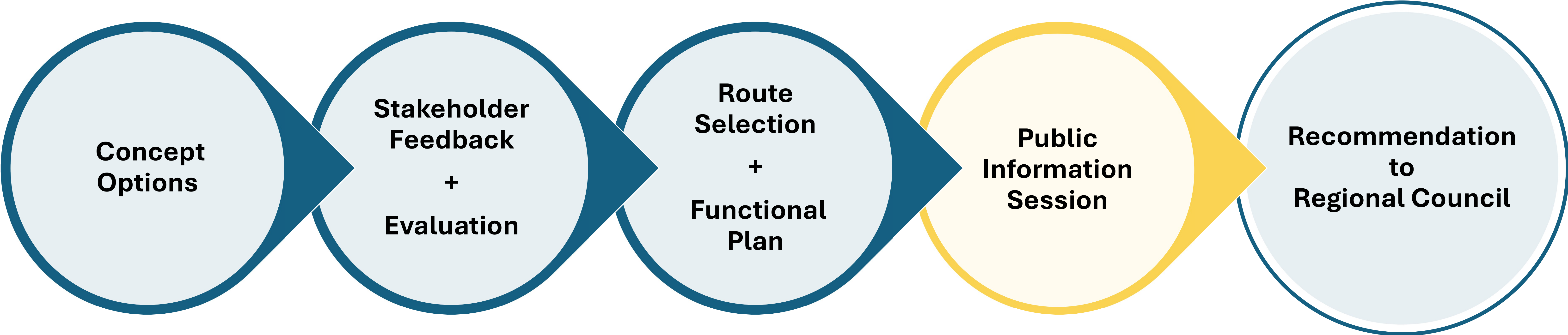
Consideration of Alternative Path Construction

- Use geogrid systems to stabilize trail base and protect root zones.
- Use organic or resin-based binders as asphalt alternatives



Comments

Multi-Use Path Route Planning Process



Evaluation Criteria	Weight
Pedestrian Movement and Safety	16%
Bicycle Movement and Safety	16%
Safety and Environment Security	8%
Transit Service Accommodation	8%
Activity Focus	14%
Vehicular Traffic and Parking	6%
Health and Environment	12%
Public Sentiment	5%
Implementation Feasibility	15%

Why this route?

- Improves access to natural environment while reducing total impacts on trees and vegetation
- Intuitive connection to existing multi-use path
- Improved amenity space provided
- Balanced support from public feedback
- More direct for connections to Long Lake Park / Chain of Lakes Trail