Pipeline Trail Master Plan
Preliminary Concept Design

O’Connor Mokryccke Consultants
May 14, 2015 meeting
Purpose of the Meeting:

- Share information regarding traffic studies
- Present ideas arising from community requests / wish lists to date

Study Area:
Vision (Hamilton Pipeline Trail):

- Environmental Stewardship

- Recreational Activities

- Connections

- Length of the pipeline

- Safe
Community Comment Themes:

- Walkability
- Recreation
- Infrastructure
- Art
- Connections
- Educational
- Greening Corridor
- Wayfinding
Connections:
Parks as Opportunities:
- What can be done at Parks on the route
- Woodlot on the NE end?

Other Opportunities:
- Nearby streets:
  - Britannia
  - Brampton

Long and Short Term Solutions / Phasing
Safe Crossings for Pedestrians and Cyclists – CIMA
Typical Uncontrolled Street Crossing

- Wc-15
- Wc-32t
- Wc-28
- Rb-70
- Ra-1
- Stop Sign & Stop Bar
- Curb Extension or Optical Speed Table

- Realign Trail Path (90° with street)

Curb Extension or Optical Speed Table (photo below):

- Wc-15
- Wc-32t
- Wc-28
- Rb-70
- Ra-1
- Stop
- Sign & Stop Bar

- Curb Extension
- Optical Speed Table

- Ra-1
- Stop
- Sign & Stop Bar
Investigation Required: modifications to existing on-street parking
## Approximate Loss of On-Street Parking / Design Details

<table>
<thead>
<tr>
<th>Location</th>
<th>Parking Reduction</th>
<th>Required Realignment</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>London Street N</td>
<td>None</td>
<td>None</td>
<td>Relocate illumination pole (west side)</td>
</tr>
<tr>
<td>Edgemont Street N</td>
<td>4 west side†</td>
<td>Major</td>
<td>Requires encroachment onto private property</td>
</tr>
<tr>
<td></td>
<td>3 east side†</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>†</td>
</tr>
<tr>
<td>Park Row N</td>
<td>3 east side</td>
<td>Minor</td>
<td></td>
</tr>
<tr>
<td>Graham Avenue N</td>
<td>4 west side</td>
<td>Minor</td>
<td></td>
</tr>
<tr>
<td>Houghton Avenue N</td>
<td>3 west side†</td>
<td>Moderate</td>
<td>May require use of parking area of #93 to realign path</td>
</tr>
<tr>
<td></td>
<td>2 east side†</td>
<td></td>
<td>†</td>
</tr>
<tr>
<td>Wexford Avenue N</td>
<td>2 west side†</td>
<td>Moderate</td>
<td>May require use of parking area of #105 and/or #88 (?) to realign path</td>
</tr>
<tr>
<td></td>
<td>2 east side†</td>
<td></td>
<td>†</td>
</tr>
<tr>
<td>Tragina Avenue N</td>
<td>None</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>Weir Street N</td>
<td>None</td>
<td>Minor</td>
<td></td>
</tr>
<tr>
<td>Fairfield Avenue</td>
<td>3-4 east side</td>
<td>Minor</td>
<td>Close off south path on west side</td>
</tr>
<tr>
<td>Paling Avenue</td>
<td>2 west side†</td>
<td>Minor</td>
<td>Close off south path on west side</td>
</tr>
<tr>
<td></td>
<td>1 east side†</td>
<td></td>
<td>†</td>
</tr>
</tbody>
</table>

† These locations require only “partial” parking reduction due to parking being restricted only during certain periods of the year and/or month

**NOTE:** LOSS OF 30 PARKING SPACES. CITY WILL NEED TO DISCUSS WITH RESIDENTS.
Conflicts with community desire for crossing. Short and long term approach.
Strathearn Ave to Barton St - Short Term

- No reduction in parking availability expected
- Provide wayfinding signage for pedestrians

Conflicts with community desire for crossing. Short and long term approach.

Source: www.seareach.com
Brampton St – Short Term

- Optical Speed Table
- Multi-use trail/path
- Bicycle Lanes
- Existing Traffic Signal

To Mahony Ave

Burgess Ave

Brampton St
Woodward Ave – Short Term

- Woodward Avenue speed limit: 60 km/h
- PXO Type ‘B’ located away from the curve to provide adequate visibility
- New counts required to confirm volumes and warrant in accordance with OTM Book 15
- Current access through Leaside Park or from Glow Avenue
Barton St to Parkdale Ave – Long Term

- Trail runs approximately 500 metres through industrial property
- Pedestrians and cyclists required to cross Parkdale Ave N along with an existing railway crossing to continue along the trail
- Recommended installation of an optical speed table for pedestrians and cyclists to cross roadway to the north and south of railway crossing
Parkdale Ave to Brampton St – Long Term

- Trail runs approximately 550 metres through industrial property
- Large property acquisition by the City required to extend trail
- Consider installation of a IPS along the Brampton St crossing (pending new count and pedestrian delay study)
- Road crossings likely to need optical speed tables
Woodward Ave – Long Term

- Trail runs approximately 340 metres
- Approximately 130 metres run through industrial property which requires City acquisition
- Installation of PXO ‘B’ along Woodward Ave for pedestrians to cross and continue along existing sidewalks
- Woodward Ave contains existing bike lanes in both northbound and southbound directions for cyclists using the trail
- Road crossings would likely need optical speed tables
Wayfinding: Vertical Elements

Consistent with other municipal signage
Wayfinding: Vertical Elements
- Important for areas like Andy Warburton & Mahony Parks
- Other places where the trail needs to be diverted
Wayfinding: Ground Elements

Pavement markings or specialty pavements

Natural elements
Plant Materials:

Cues in plant materials (seasonal)

Ribbon of colour identifying the trail
Plant Materials: Horticultural / manicured vs. naturalized

These naturalized gardens require maintenance.

Urquhart Butterfly Garden

Victoria Park Butterfly Garden
Plant Materials: Large Scale Naturalization vs. Small Gardens

- Naturalized / native species
- Low maintenance
  - 6 km of trail
  - Brampton Street
Low Impact Development:

Principles:
- Reduce runoff speed, volume, and improve water quality
- Ecosystem based approach
- An integration of neighbourhood open space, vegetation, and natural hydrogeological function
- Permeable pavements and accessibility
- Natural materials
- Rain gardens
- Bioswales
- Some segments have catch basins
Aesthetics: Walls of the Outdoor Rooms (Existing Conditions)
Aesthetics: Walls of the Outdoor Rooms

Ownership & Maintenance Issues
Lighting

- Two concepts: A) solar powered B) A/C powered system

- Luminaire style
  - Most solar luminaires have a contemporary appearance
  - Most heritage style luminaires have a higher percentage of light trespass, few solar options

- Engineers are preparing sample layouts for the first two trail segments: London Street to Park Row, as a prototype

- Criteria: pedestrian safety and security; light trespass; durability

- With costing
Seating:

Themed Metal Bench
Customized:
white oak leaves

Natural Stone: Oasis Garden, McMaster University

Benches as Public Art, such as on James Street N

Wood / Casual Seating
Aesthetics: Thematic Connections to Neighbourhood or the Trail
Balanced Healthy Community:

- Play along the way: stand alone, small pieces might be considered
- Community gardens
- Rest stops
- Personal safety / sight lines
- Fitness stations
Trail Entrance at London Street
(Existing Conditions)
PROPOSED IMPROVEMENTS

CREATE A SEPARATE PEDESTRIAN ENTRANCE

SHARED VEHICULAR & PEDESTRIAN & TRAIL ENTRANCE (EXISTING)

EXISTING CONDITIONS (DASHED RED LINE)

POTENTIAL ENCROACHMENT

NATURALIZED AREA

EXISTING TREES

PLANTING AREA

Identified as planting area by community

SOD

SOD

REMOVED DISEASED TREE

PIPELINE TRAIL SIGNAGE

MOW STRIP

DECORATIVE PRIVACY FENCING
Existing Conditions:

- Improvements to accessibility
- Re-route trails to avoid catch basins
- Control vehicles with boulders vs. curbing
PROPOSED IMPROVEMENTS

- **PeDESTRIAN PATHWAY WITH ALLEY CROSSING**
- **Low Plant Material** (less than 600mm high)
  - (sight lines)
- **Existing Seat Rock**
- **Existing Conditions** (Red Line)
- **Existing Trees**
- **Proposed Trees**
- **Naturalized Area**
- **Mow Strip**
- **Provincial Street N**
- **Dunsmure Road**
PROPOSED IMPROVEMENTS

PIPELINE

MOW STRIP

NATURALIZED AREA

EXISTING TREES

PEDESTRIAN ACCESS

PROPOSED TREES

VEHICULAR ACCESS

SHARED PEDESTRIAN & VEHICULAR ACCESS
Existing Conditions:

- Approaching A.M. Cunningham Parkette
PROPOSED IMPROVEMENTS

- Trail section with play equipment
- Proposed swing
  - Space is limited
  - A regular swing set does not fit
  - This swing can accommodate more than one child
  - Can accommodate children who cannot sit up

EXISTING TREES

PROPOSED TREES

SOD

Naturalized area or shrub planting

Swing

- Space is limited
- A regular swing set does not fit
- This swing can accommodate more than one child
- Can accommodate children who cannot sit up

Trees on south side / children’s health and well-being / shade
Existing Conditions:
PROPOSED IMPROVEMENTS: Pedestrian Node

EXISTING CONDITIONS

Desired crossing conflicts with traffic engineering requirements
Requires further investigation

TRAIL AT TIM HORTON’S

- Desired crossing conflicts with traffic engineering requirements
- Requires further investigation
Thank you
Next steps:

• Your comments
• We will incorporate lighting schematics
• Further discussion/refinement of traffic engineering studies
• Refine public art locations