Pipeline Trail Master Plan

Progress Meeting

O’Connor Mokrycke Consultants
June 25, 2015
Update on Kenilworth Avenue Crossing:

Recognizes that the desire of users will be to cross Kenilworth mid-block along the Pipeline Corridor.

Details of this crossing will be dealt with in conjunction with ongoing City initiatives in the area.
Update at Indwell Site:

Reliant on Development Application process.

Re-design trail entrance at Strathearn for pedestrian safety.
Rail Trail Connection:

- Barton Reservoir (Original)
- Escarpment Rail Trail
- Modern Reservoir
- Sherman Access
- Ottawa St. South
- King Street East

Approx. 300m
Connections:

Landscape Restoration Initiative by Hamilton Museum of Steam & Technology
Pedestrian Bridge Over Railway Tracks: Precedent Example 1: Milton Ontario, Opened 2013
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Accessible Walkways, Seating at Entrance

Approximate cost:
$3.5 million
Example - Pedestrian Bridge at Escarpment:
Example - Pedestrian Bridge at Parkdale:
Pedestrian Bridge Over Railway Tracks: Precedent Example 2: High Line, New York City

Construction costs: Sections 1 & 2: $152.3 million. Annual maintenance costs: $4.5 million. Green Roof Technology including irrigation.
Pedestrian Bridge Over Railway Tracks: Precedent Example 2: High Line, New York City

Although James Corner has been asked to replicate the High Line in other North American cities, the designer has insisted that the conditions that gave rise to the project are intimately associated with the specific influences that define this part of NYC.
Pedestrian Bridge Over Railway Tracks: Precedent Example 2: High Line, New York City

“Friends of the High Line is the 501(c)3 non-profit, private partner to the New York City Department of Parks & Recreation who fund virtually all the High Line’s operations by raising contributions, and we work with the City to make sure the High Line is maintained as a great public place for all.”

“The non-profit caretakers of the High Line.” http://www.thehighline.org/about
Precedent Example 3: Indianapolis Cultural Trail

Project Cost:  
$63 million  
Construction cost:  
$48 million  
Management & Design costs:  
$7 million  
Maintenance costs:  
$6 million  
Public art costs:  
4 million

Funding: $35.5 million federal  
& $27.5 private donors.  
No state or municipal funding.
Precedent Example 3: Indianapolis Cultural Trail

“The Glick Peace Walk is dedicated to individuals who achieved greatness through peaceful pursuits, and the linear garden allows the Trail user to delve deeper and reflect at each luminary. The Peace Walk includes 12 distinctive sculptural gardens that celebrate the lives and accomplishments of these luminaries.”

http://indyculturaltrail.org/ictart/glick-peace-walk/
Other Precedents Researched

Toronto High Line – Development stage – funding not started.

Emerald Necklace Trail, Boston, MA.

Freedom Trail, Boston, MA.

Downtown Heritage Trail, Washington, DC.
Initial Implementation:

Community Planting, June 2015
Proposed Sub-Projects:

A – Short Term 2016 - 2021

B – Medium Term 2022 - 2027

C – Long Term 2028 +

Walkability

• A - Design and implement paved trail surfaces Brampton Street to Grace Avenue

• A - Re-design and replace existing trail walkways. Allocate funds so that trail walkways can be made safe and accessible throughout entire length. Conduct an inventory. Establish a standard width, material layout. Commence replacements with worst cases first

• C - Investigate opportunities for industrial trail (Orlick); Grace Avenue to Woodward and PXO; Parkdale to Brampton segment (Parkdale to Rennie is loading dock facility)
A – Short Term 2016 - 2021
B – Medium Term 2022 - 2027
C – Long Term 2028 +

Infrastructure
• A - Remove billboard sign and investigate opportunities to replace with trees, benches and wider sidewalks at Cannon/Britannia intersection
• A - Investigate opportunity to paint utility box at Province and Dunsmure
• A - Investigate and design trail pavement replacements (ongoing) (see Walkability section)
• A - Investigate and implement new site furniture
A – Short Term 2016 - 2021
B – Medium Term 2022 - 2027
C – Long Term 2028 +

Infrastructure

• B - Investigate opportunities to improve bus stop/shelter. Coordinate with HSR and Road projects
• B - Investigate and implement replacement lighting
• B - Install drop curb ramps throughout 6.0 km length where required as part of component segments to AODA/City of Hamilton Accessibility Standards
A – Short Term 2016 - 2021

B – Medium Term 2022 - 2027

C – Long Term 2028 +

Connections

• **A** - Investigate trail entrance on London Street toward a re-design that includes a dedicated pedestrian entry

• **A** - Investigate Pipeline crossing of Kenilworth. The project will pursue a crossing through detailed design (once the Kenilworth Avenue classification is determined in conjunction with other City initiatives). Staff investigation is ongoing

• **A** - Investigate and design urban node at Kenilworth Avenue – Tim Horton’s. Crossing at Fire Station. (under staff review)

• **A** - Investigate opportunities for segment between Paling & Strathearn to create a node near Indwell site
A – Short Term 2016 - 2021
B – Medium Term 2022 - 2027
C – Long Term 2028 +

Connections

• B - Investigate and design pedestrian connection at Mahony Park/east side
• B - Investigate and design appropriate pedestrian crossing at Parkdale tracks pending funding and legal requirements
• B - Investigate connection to the Red Hill Valley trail through the vicinity of the Museum of Steam & Technology (pending investigation of security requirements & coordination with Water/Wastewater facility upgrades)
• B - Investigate and design connection from Escarpment Rail Trail to Lawrence Road
• B - Improve alley entries to the trail
A – Short Term 2016 - 2021

B – Medium Term 2022 - 2027

C – Long Term 2028 +

**Planting/Greening Corridor**

- A - Investigate opportunities for pollinator garden at Brampton Street medians from Strathearn to Woodward
- A - Investigate opportunities for planting areas London-Edgemont / identified community initiative
- A - Find opportunities for planting – trees, shrubs, perennial wildflowers
A – Short Term 2016 - 2021
B – Medium Term 2022 - 2027
C – Long Term 2028 +

Park Improvements

- A - Investigate and design features / environmental art (i.e. mounds as artistic landscapes)
- A - Investigate and design shade elements at A.M. Cunningham Parkette
- B - Investigate and design new entrances at Andy Warburton & Mahony Parks (all street frontages)
A – Short Term 2016 - 2021
B – Medium Term 2022 - 2027
C – Long Term 2028 +

Wayfinding

• A - Investigate and design cost-effective ground markings to identify the trail, particularly where it diverges from the actual pipeline location (art in public places), possibly in conjunction with re-paving
• A - Investigate and design permanent vertical wayfinding elements
• B - Implement trail signage pending outcome of City Wayfinding Study
A – Short Term 2016 - 2021
B – Medium Term 2022 - 2027
C – Long Term 2028 +

Public Art
• A - Determine opportunities for public art
• A - Explore permanent art pieces
• B - Implement public art
Lighting:

Note: The lighting schematics shown on the drawing illustrate a typical spacing which may be applied to the length of the trail. Lighting recommendations by Electrical Consultant are based on trail width, and high performance luminaires with a narrow light distribution.
Lighting:
Not recommended for trail due to Light Distribution Pattern
Theme:

Inspiration: Museum Pump Materials
Theme:
Vertical Elements,
Public Art
Theme: Ground and Paving Elements
Theme: Ground and Paving Elements
Theme:

Public Art project in Philadelphia celebrating stormwater
Theme:
Theme: Vertical Surfaces
Theme:

Embedded History, Thunder Bay, ON

Memorial Wall – Flight 800
Theme:

Interpretive pavement: Boston Harbour
Active Transportation Count Locations:

- Existing Trails / Footpaths counts.
- Existing On-Road Bike Route counts.
- Existing sidewalk / alleyway counts.
Industrial Areas: Mahony Park
Potential Long Term Routes
Industrial Areas: Mahony to Parkdale
Potential Long Term Routes
Industrial Areas: Parkdale Tracks
Potential Long Term Routes
Industrial Areas: Parkdale to Rennie
Potential Long Term Routes
Industrial Areas: Rennie to Morley
Potential Long Term Routes
Industrial Areas: Morley to Brampton
Potential Long Term Routes
Industrial Areas: Grace to Woodward
Potential Long Term Routes
Trail Concepts Through Industrial Areas:
Trail Concepts Through Industrial Areas:
Final Master Plan presentation:

Free Family Event (crafts, food, & museum tours, all are welcome)

Saturday, September 19, 2015
2:00 – 4:00 p.m.

Where: Museum of Steam and Technology
900 Woodward Avenue, Hamilton
Thank you