7.0 IMPLEMENTATION STRATEGY

7.1 INTRODUCTION

The implementation strategy is intended to illustrate the recommended range of elements required and found on a system wide basis.

Section 4.0, Trail Development and Maintenance Standards, sets out the detailed design principles and design criteria for the trail system. Throughout the fieldwork in both 2002 and 2005, a wide range of elements were documented. Given the amalgamation of former municipalities (Wards 9-15) into the City of Hamilton, various standards were historically utilized. The examples noted below illustrate the range of elements intended for future use in the overall trail system. While these are not the complete range of elements, they do cover the primary elements required. For example, reference is made in Section 4.6 to Trail Signage/Pictograms. Examples are shown in this section to assist in further developing the required signage system.

7.2 TRAIL DEVELOPMENT

7.2.1 Trail Bridges and Railings
Throughout the City-wide trail system, there are and will be crossings of drainage ditches, creeks or shallow ravines. Examples of some of these crossing types are shown below as references within the system. Other types may be required depending on the application which may be reviewed on an individual basis.

Bridge over Ancaster Creek near Grant Boulevard looking west (Rural Example)
Cootes Drive and Spencer Creek (Urban Example)

Wood deck/boardwalk elevated over a wooded swamp (Rural Example)

Escarment Rail Trail lookout area, south of Kenilworth Avenue (Example Wood/Rural Railing)

Chedoke Rail Trail at lookout 350 m east of parking lot at Scenic (Example Metal Railing, Urban/Rural)

York Blvd. looking south across Hamilton Harbour to Bayfront Park at High Level Bridge (Example Urban Railing)
7.2.2 Stairs
In many situations throughout the system, access is required to connect area of trails separated vertically by topography. Examples of low vertical separation and large vertical separation escarpment pedestrian/bicycle access are shown.

Chedoke Rail Trail near Beddoe Drive, Metal Stairs with Bike Trough and Lights

Top of metal stairs, south of Beddoe Drive looking over City and Chedoke Golf Course

Beddoe Drive at top of stairs looking north/east to City below over Chedoke Golf Course.

Churchill Park from Parkview at Kipling, concrete steps.
7.2.3 Site Furniture

- Metal Bike Rack
- Desjardins Trail, barrier free portable washrooms, standard light and litter container.
- Wood and Metal Bench
- Metal Litter Container
7.2.4 Lighting
Where applicable, trail lighting on high-use trails and stairs has been utilized. Lighting placement is subject to level of service, location and risk management analysis and is discussed in the risk management analysis. Lighting is only provided subject to high-use trails and stairs, level of service, location risk management.

![Stair Lighting](Image)

![Waterfront Trail Light Standard](Image)

7.2.5 Trailhead and Interpretive Signage

![Standard Trailhead Sign (Map Side)](Image)

![Standard Trailhead Sign (Info., Rating, Text /Pictogram Side)](Image)

![Interpretive Signage Example](Image)
7.3 UPGRADED TRAILS

All existing trails, whether designated or developed on site, have been reviewed in the context of the new Master Plan trail system together including their classification and surface type. This includes an overview of on-street systems where linkages are required for the off-street network as well as multi-purpose recreation trails.

In this regard, recommended upgrades to existing trails may include revised classification (width) and surface type. Given the amalgamation of all wards into the New City of Hamilton, as expected, variations in standards were noted throughout the Wards. This review will standardize the entire system utilizing the standards proposed in the report. Upgrades were noted in the data sheets within Section 5.3, Individual Ward Projects and are shown as appropriate to reflect improved linkages, noted increased trail usage, importance within the system or to correct observed operational deficiencies. Detailed field observations are contained for reference purposes in the appendices; see Summary of Field Notes and Photographs for both 2002 and 2005 (Appendix 1 and 2). Staff can utilize these observations as a snapshot in time or baseline data to work from when completing system work.

Given the anticipated timelines from publishing the Trails Master Plan to implementation, changes are expected which should be considered (if necessary) during detail design, prior to implementation of the initiative. With the anticipated success of the overall system, it is fair to say, further future upgrades to the system will be required over time to address the anticipated success of the system.

7.4 PROPOSED TRAILS

The Hamilton Recreational Trails Master Plan primarily focused on a comprehensive, multi-use off-road trail system. During the course of study, it became clear that further on-street links/trails were required to connect off-street systems or create loop systems. On-street trails are primarily directed at commuter, transportation based systems.

Recommended trails, both on- and off-street are shown at three levels throughout the report.
1) Overall System, Network Basis
2) Ward Basis
3) Individual Ward Initiatives
Individual ward initiatives are displayed in drawings and data sheets. Each ward was broken down into data sheets and individual initiatives to provide, to the extent possible, individual initiatives which become components of the overall system. The intent is to provide staff with manageable projects for implementation. All initiatives are summarized on a ward initiative basis on the chart in Section 6.0, Summary of Individual Ward Initiatives.

In addition to this summary, scoring criteria help to rank relative levels or priorities of the initiatives in terms of importance within the system. Note, the ward initiatives are not organized by rank of importance; rather they are displayed from a logical, communication system basis. Staff will note that ward initiatives and data sheets do not form part of the report pagination. This allows for the seamless addition (or deletion) of initiatives over time. This also allows for printing and distribution of the document at varied degrees of detail as staff require.

7.5 Lease Agreement and Land Acquisition

Within the overall trail system, a concerted effort has been made to implement all proposed trails within public ownership or on public property, specifically, City of Hamilton ownership.

In some circumstances, the ownership within particular alignments will need to be verified to confirm whether or not lands are currently publicly owned, i.e. RBG, Conservation Authorities, Hydro One / O.R.C. etc., or have lease agreements or are privately held.

Specifically, these areas in question are noted on the individual ward data sheets under individual ward initiatives. Areas requiring further ownership investigation by the City are noted as follows:

- Ward 1, Initiative 6 – Kay Drage Park Trail
- Ward 1, Initiative 8 – Hamilton-Brantford Rail Trail Link (Owen Jacques Industrial Fortinos)
- Ward 3, Initiative 3 – Burlington Street Link (review R.O.W. and potential for off street trail, appears numerous encroachments)
- Ward 3, Initiative 4 – Sherman Inlet Loop
- Ward 3, Initiative 5 – Birch Avenue, Burlington Street to Barton Street
- Ward 5, Initiative 3 – Lake/Gray’s Road Trail Extension (railway R.O.W.)
- Ward 12, Initiative 2 – Filman Road Link
- Ward 12, Initiative 4 – Iroquoia Heights Access Upgrade
- Ward 13, Initiative 2 – Hydro Corridor, Olympic Drive (review ownership hydro to York Road)
- Ward 13, Initiative 3 – Spencer Creek, Main Street / Thorpe Street Link
- Ward 13, Initiative 6 – Cascade Trail Link (west end)
- Ward 13, Initiative 7 – Dundas Valley Link
• **Ward 14, Initiative 4** – 10th Concession West / Valens Link (unopened road allowance?)

• **Ward 15, Initiative 1** – Boer’s Creek Trail Link (west end at Golf Course)

### 7.6 Maintenance Partnerships

As previously noted, many of the trails within the Hamilton Trails System are owned, operated or maintained by other trails partners. These partners include the Hamilton Conservation Authority, Bruce Trail Association, Royal Botanical Gardens, Waterfront Trust and to some degree Hydro One / O.R.C. for hydro corridors.

Where trails cross partner properties, standards of those partners shall apply. However, those partners, together with the City of Hamilton, are encouraged to adopt the City of Hamilton trail wide system standards in order to achieve the objectives and standards on a system wide basis. In some cases, long term operating leases or agreements may be required to achieve that objective.