

APPENDIX C – Trail Segment Descriptions

The Working Group used the following documents to build its recommendations and suggestions for trail segment descriptions and optional route suggestions:

- Cycling Network and Greenway Plan, 2007;
- Preferred and alternative routing as tentatively outlined (but not yet surveyed) by District staff; and
- Observations by WG members, who walked the proposed routing from Ambleside Park to Horseshoe Bay.

From its observations and feasibility considerations of the proposed routing, the WG reviewed proposed alternative routes in certain areas. Before these or any other routes are presented to the community for discussion, it is recommended that they be surveyed where necessary and priced.

Below are some observations on proposed preferred and alternative routing that may potentially impact where community engagement strategies are employed.

SEGMENT 1B – 13TH-24TH STREETS

- The 13-19th St section preferred proposed routing is along Argyle Street, through John Lawson Park continuing along existing road and trail south of railway. Routing will have some impact on Bellevue Ave commercial and on pedestrian traffic on Argyle. Separation issues between traffic, bikes/in-line skaters and pedestrians will need to be addressed.
- 19-24th St section There are a number of un-surveyed routes under consideration:
 - Along the south side of Seawalk from 19th to 23rd and then along south side of rail right-of-way to 24th.
 - Along north side of Seawalk between railway and Walk and then along south side of rail right-of-way to 24th.
 - Along north side of rail-line in right-of-way. This proposed has some physical challenges involving narrow widths between apartments and railway as well as infrastructure obstacles and grade separation issues.
 - Along Bellevue Avenue. This proposed routing has the hill on the 1900 block and width challenges along the 2000 and 2300 blocks.
 - Just north of Marine Drive (e.g. Esquimalt and Haywood) connecting up 17th or 19th Streets and going through Community Centre Hub. These routes involve issues of hills and car separation on residential streets.

SEGMENT 1C – 24-25TH STREETS

- Proposed routing for this one block segment was along lower Bellevue for east-bound and upper Bellevue for west-bound. Issues of parking and trail separation will need to be addressed.
- If a north of Marine Drive alternative was selected for the 19-24th section, then that routing would likely have to continue to 25th.

SEGMENT 1D – 25-31ST STREETS

- Proposed routing to 28th St is continues on the upper and lower Bellevue routes per 24-25th section.
- From 28th – 31st streets the proposed routing is either along north side of rail right-of-way OR along Bellevue-Park Lane-Proctor streets.
- The north side of the railway route would require some challenging construction solutions.

SEGMENT 2A – 31ST TO SUNSET AVENUE

- The routing proposed to the WG is crossing 31st and Marine at the controlled lights and up to and along the north side of rail right-of-way to the intersection of Sunset and Marine.
- This proposed routing appears to be the only feasible route for this segment and should be of low impact on adjacent residences that are well removed or screened from the rail line. There are some physical challenges, however as the proposed routing would take the trail up and over the top of a substantial rock bluff on the north side of the track.

SEGMENT 2B – SUNSET AVENUE

- The proposed routing is along the north side of Sunset Avenue, as there is not enough room in the fenced rail-bed area.
- There do not appear to be feasible alternatives to this road share route which will require some creative design solutions. Close consultation with the residents along the south side of the avenue will be required.

SEGMENT 2C – END SUNSET AVE TO PICCADILLY NORTH ALONG RAILWAY

- The proposed routing is along the rail right-of-way, or possibly along Sharon for one block, then back to the right-of-way and then through to Piccadilly North – approximately 2.5km segment.
- Routing can alternate between north and south side of the tracks depending on the topography by using grade separation at Cypress Creek, where trail can traverse under the railway bridge. Additionally, although not ideal, 3 road crossings along this route also provide opportunity for the trail to switch sides of the track if necessary.

- On south side of right-of-way between Sunset and Sharon there is a natural bench below the rail bed through McKechnie Park South where the trail could possibly be located.
- At Sharon the Trail could switch to the north side of the track through an at-grade crossing. From Sharon to Burkehill Rd the trail would be located on the north side of the tracks. At Burkehill the preferred route would switch back to south side until Cypress Creek rail bridge where it would need to be sloped down to a new Trail bridge over the Creek and back up to continue on south side of right-of-way to Piccadilly North.
- There appears to be no alternatives to this routing which will entail challenging construction in some localized sections. However the routing should have low impact on residents due to tree screening and height separations for the majority of the route
- Close consultation will be required with the resident on the South side of the railway on the east side of Sharon Drive where there will be privacy issues.

SEGMENT 3A – PICCADILLY NORTH TO KEITH PARK

- The east half of this segment has proposed routing up through North Piccadilly Park, along Clovelly Walk Rd, through a widened Clovelly Walk trail, along west end of McKenzie Drive, and through a widened existing gravel trail onto Keith Rd at the Dale.
- The routing will involve some road sharing and the use of some existing trail sections.
- The proposed routing for the west half of this segment from the Dale to Keith Park follows Keith Rd, through Friday Park trail, along Monteverdi Place, back onto Keith
- Using the section of Keith Road to Keith Park will require road sharing with some impact on the residents along most the route. The steep gradient on Monteverdi is not ideal but there appears to be no alternative to this route as the rail right-of-way in this section seems to lack Trail width due to a number of high rock bluffs close to the tracks.

SEGMENT 3B – KEITH PARK TO SEAVIEW WALK ALONG RAIL RIGHT-OF-WAY

- The only apparent route just east of Keith Park will require a relatively steep incline down the Park's forested hillside to access the railway right of way.
- The trail would then follow the north side of right-of-way, down and under Wood Creek bridge, where it would cross and continue along on south side of the tracks.
- From here it would continue to Westport Road where it would again loop down and under Westport Rd bridge, but continue east of Westport on same south side of right-of-way to just before the tunnel and Seaview Walk.
- This section of the trail through the Park and along the rail right-of-way route is technically challenging. The south side of rail right-of-way from Wood Creek to the tunnel has difficult rock outcroppings and drop-offs but is more technically feasible than tackling the huge bluffs that continually block the north side of the right-of-way.

- For the two creek crossings it may be cost efficient to utilize the bottom horizontal concrete beams of the existing road bridge support structures.
- Most residences adjoining this rail route are well below or separated from the right-of-way.

SEGMENT 4A – SEAVIEW WALK

- Proposed routing is along Seaview Walk from the east tunnel portal to the intersection of Eagleridge Drive and Marine Drive.
- Proposal is to widen this compacted gravel/dirt path now used mainly by pedestrians, off-leash dogs and some bikes.
- Careful Trail design will be required to address safety elements of a new mixed-use Trail.

SEGMENT 4B – SEAVIEW WALK TO HORSESHOE BAY

- Proposed route is down Eagleridge to controlled crossing to south side Marine Drive following old roadbed north behind Community Centre and past Gleneagles Elementary on widened sidewalk to inter-section Marine and off ramp from Hwy 1.
- As alternative route, the trail could run on the north side of Marine Drive the same intersection. Realignment of Marine Drive would be required.
- Safety and separation from traffic will need to be addressed in the proximity of the School.

SEGMENT 4C – COMMERCIAL AREA IN HORSESHOE BAY

- The proposed route runs down through Tantalus park to Royal Avenue and then down Royal Ave to the waterfront.
- The challenging sections will be through Tantalus Park where there will need to be a series of switch-backs to allow safe navigation of the steep grade as well as separation of trail from traffic as the Trail enters Horseshoe Bay.