

E&N TRAIL

Downtown South Alignment & Costing Study Council Update

June 20, 2016



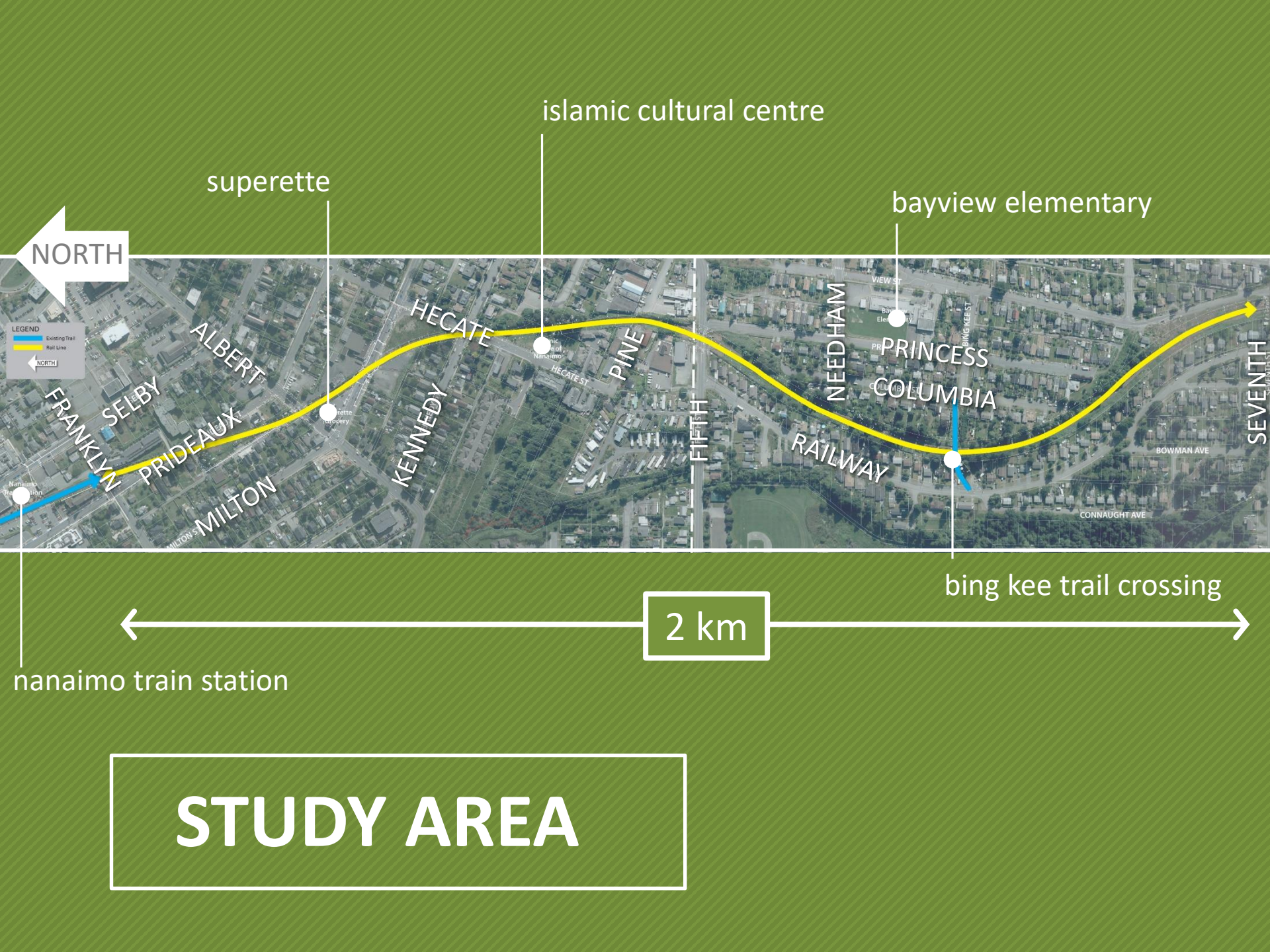
E&N TRAIL TODAY



COUNCIL DIRECTION

On March 20, 2014 Nanaimo Council moved to:

1. support development of the E&N Trail south from downtown to Seventh Street by 2019
2. add from General Revenue \$50,000 in 2014 to undertake preliminary design – routing work and provide cost estimate



CHALLENGE

1

The Corridor width between Franklyn & Pine is
50' or 15m
(typical corridor width is 100')



E&N and
Albert Street

CHALLENGE

2

Steep Side Slopes in the Corridor



E&N and
Kennedy / Hecate

CHALLENGE

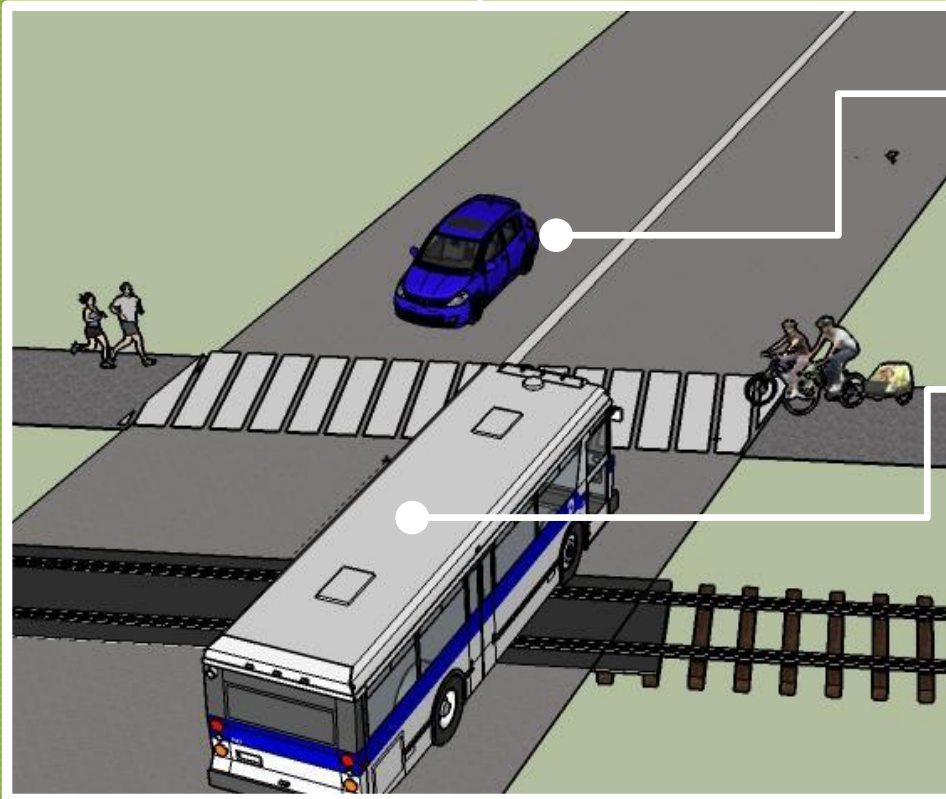
3

Multiple Grade Crossings

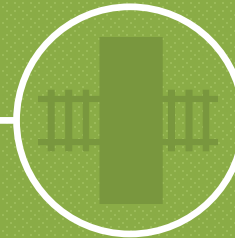


E&N and
Milton Street

WHY DO GRADE CROSSINGS PRESENT A CHALLENGE?



Sight Line
Impacts

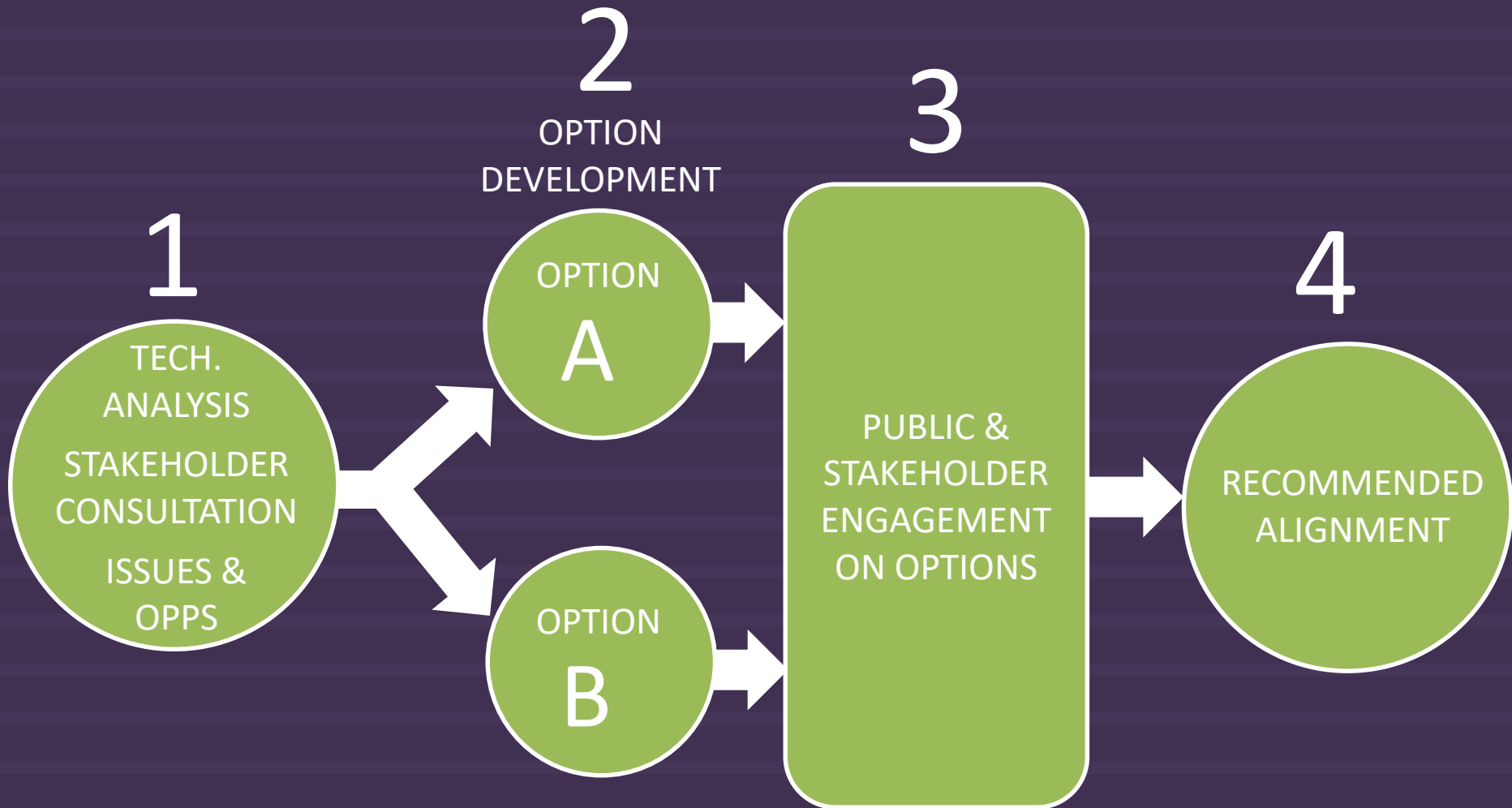


Potential Crossing
Blockages



Costly Signal
Upgrades

STUDY PROCESS



OPTIONS

	OPTION A	OPTION B
Approach	Follow corridor as closely as possible to provide convenient route	Use a combination of on and off-corridor sections to reduce costs by avoiding some grade crossings
Estimated Cost	\$10.8 M (6 grade crossings)	\$6.6 M (3 grade crossings)

CONSULTATION

ANALYSIS

Owner / Operator Meetings (ICF, SRY)

OPTIONS REVIEW

Public Open House & Questionnaire

Columbia Street Meeting

Stakeholder Meeting

RECOMMENDED ALIGNMENT REVIEW

Owner/ Operator Review (ICF, SRY)

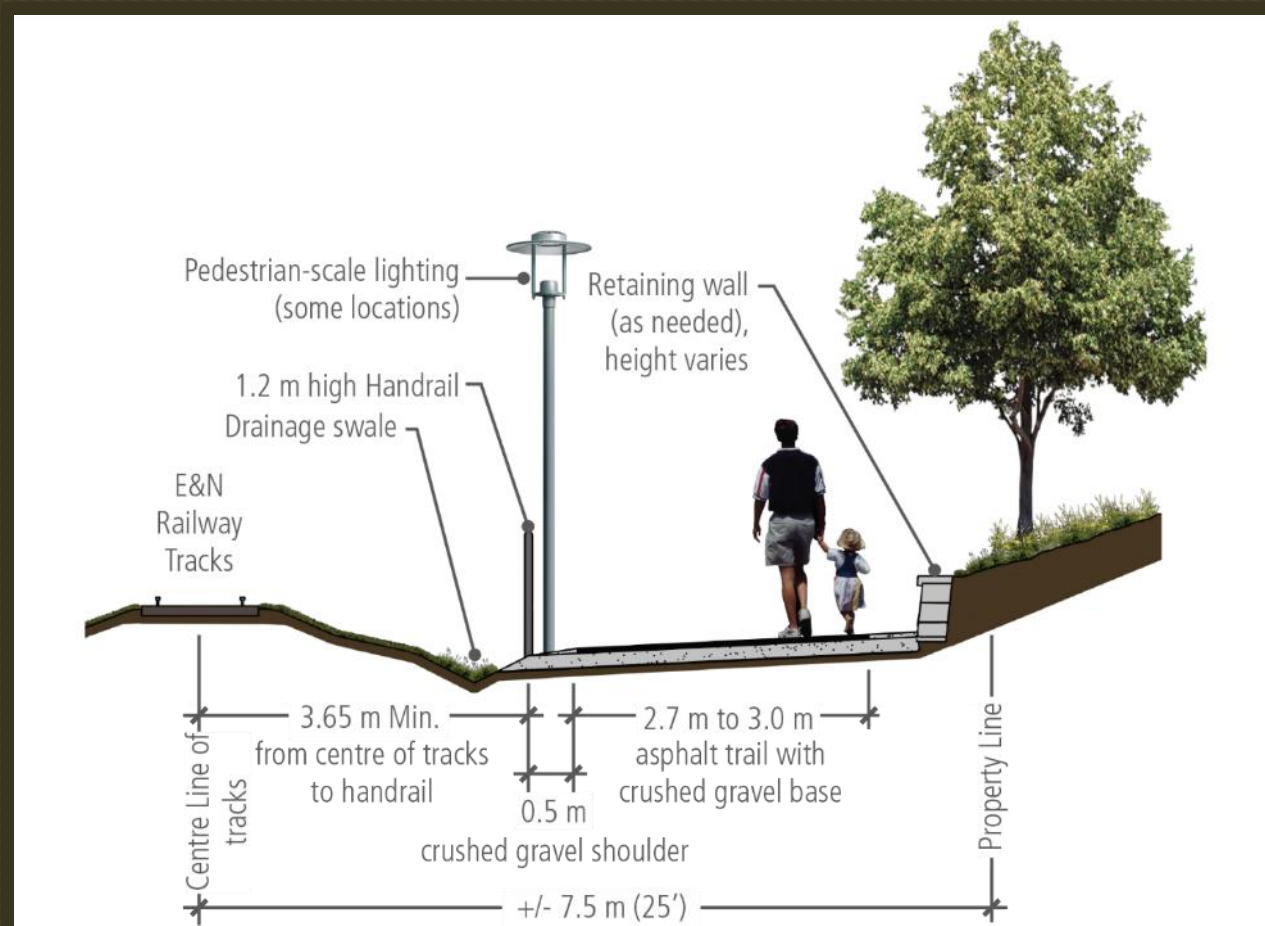
Stakeholder Meeting

South End Community Association Presentation



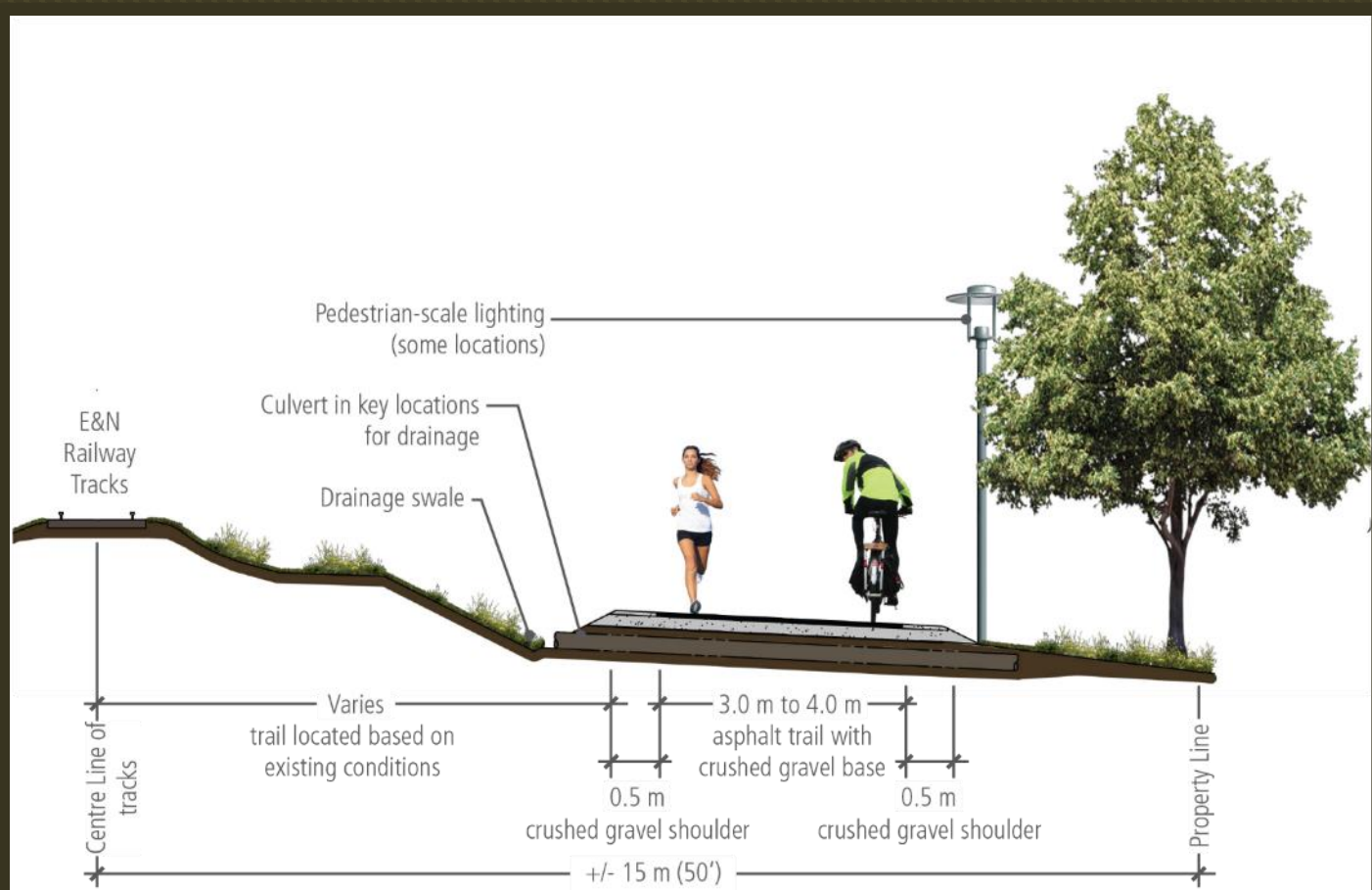
TYPICAL TRAIL COMPONENTS

within in a Narrow (50' / 15 m) Corridor ROW



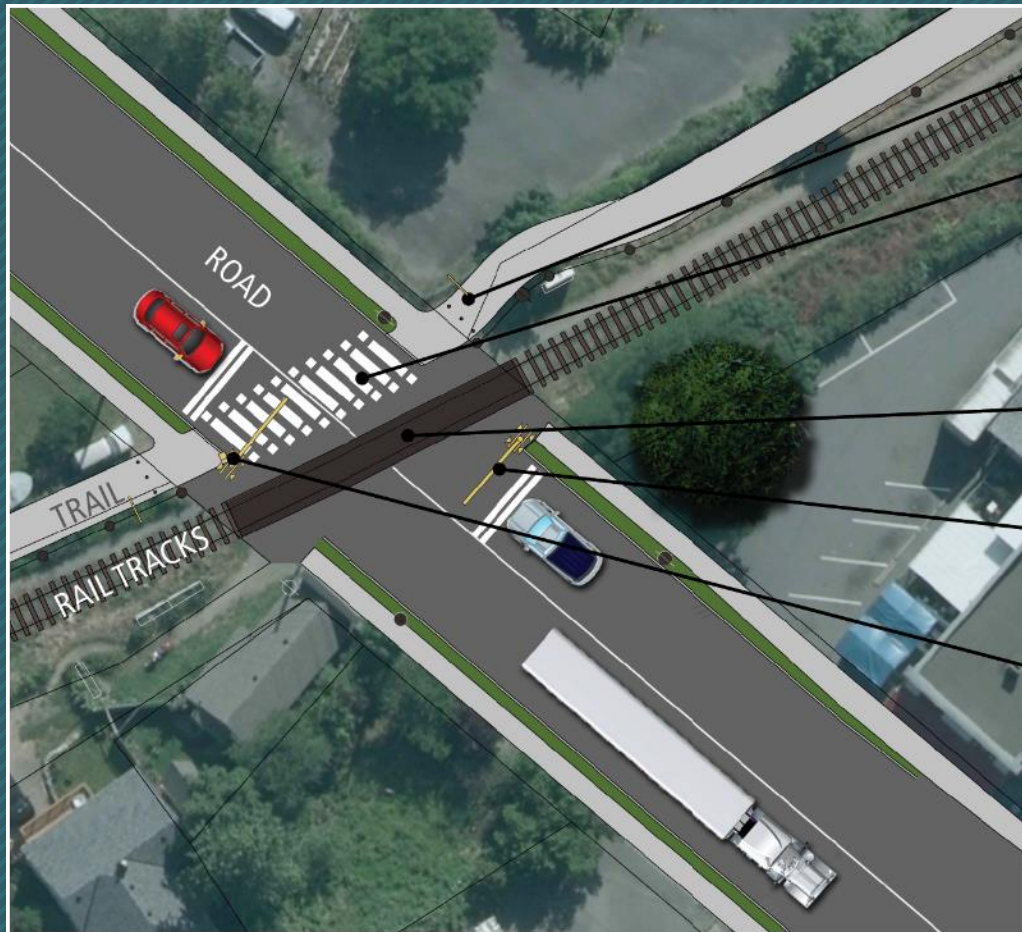
TYPICAL TRAIL COMPONENTS

within in a Wide (100' / 30 m) Corridor ROW



TYPICAL CROSSING ELEMENTS

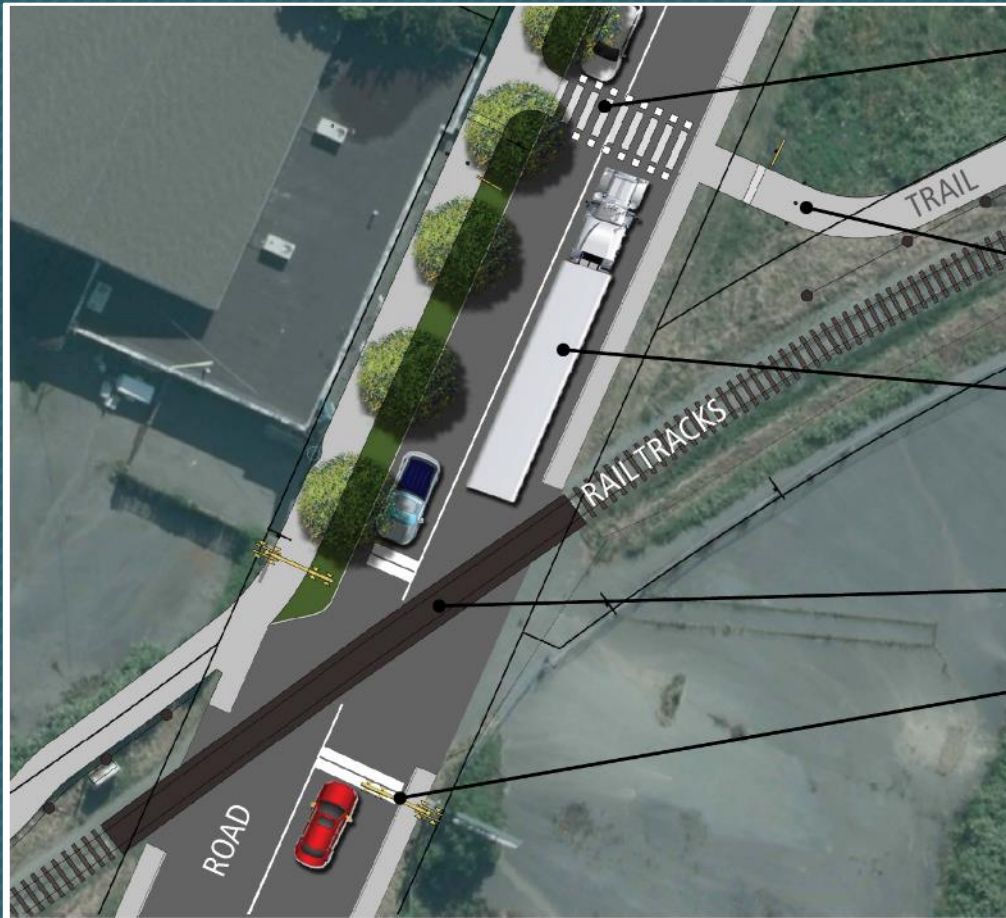
at a grade crossing requiring upgrades to signals and gates



- Bollards and signs on trail to indicate approach to crosswalk
- Pedestrian / cyclist crosswalk. Potential for "elephant" markers to indicate cyclists do not need to dismount before crossing. Pedestrian flashers or overhead flashers may be provided
- Grade crossing
- Grade crossing signals and gates to stop vehicle traffic as a train approaches
- Pedestrian crossing signals to stop trail traffic as a train approaches

TYPICAL CROSSING ELEMENTS

at a grade crossing not requiring upgrades to signals and gates



Pedestrian / cyclist crosswalk. Potential for "elephant" markers to indicate cyclists do not need to dismount before crossing. Pedestrian flashers or overhead flashers may be provided

Bollards and signs on trail to indicate approach to crosswalk

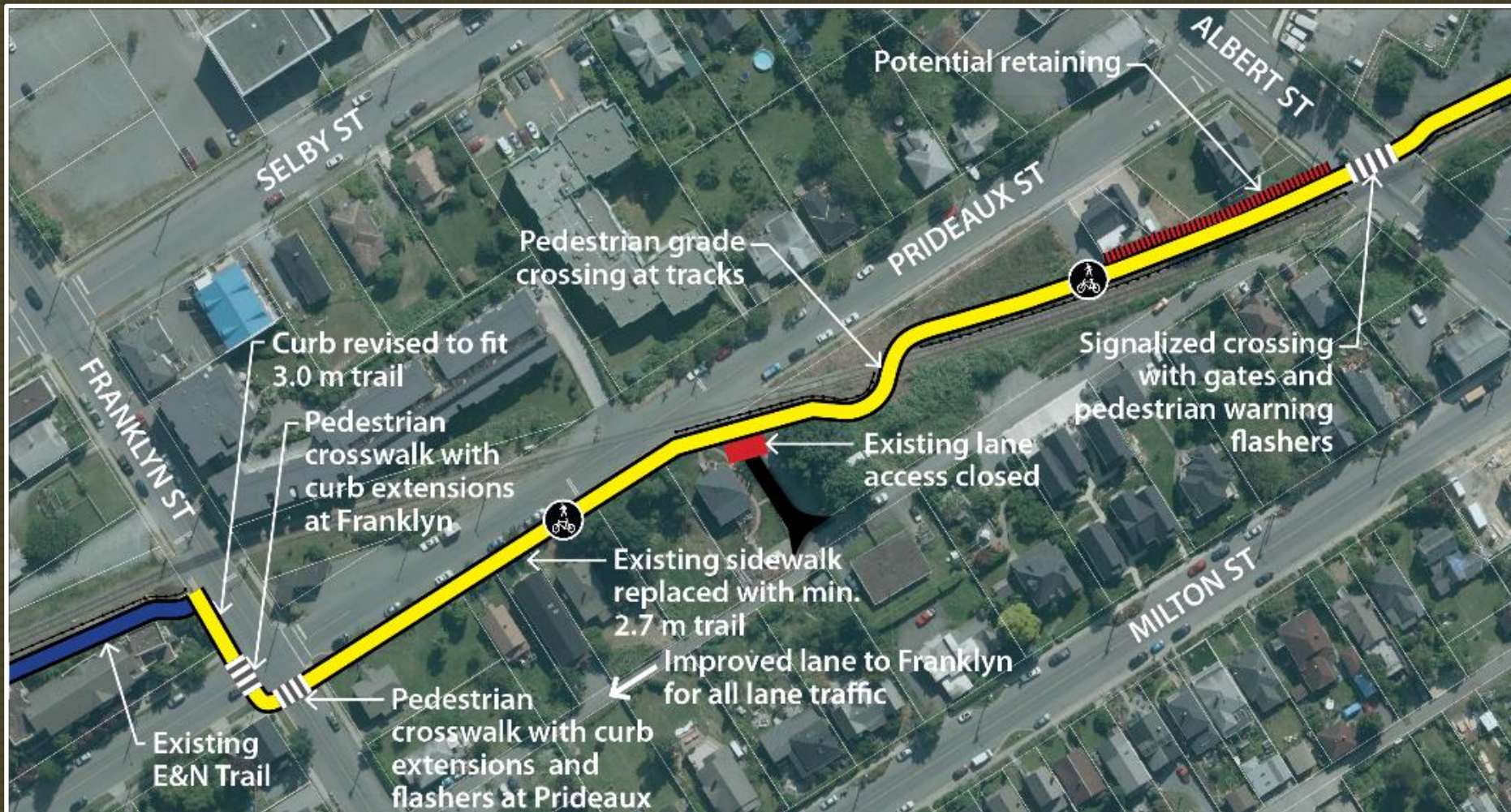
Crosswalk set back from grade crossing a minimum of 30 m to ensure a large vehicle (e.g., semi or bus) could safely stop between the crosswalk and grade crossing

Grade crossing

Utilize existing grade crossing signals

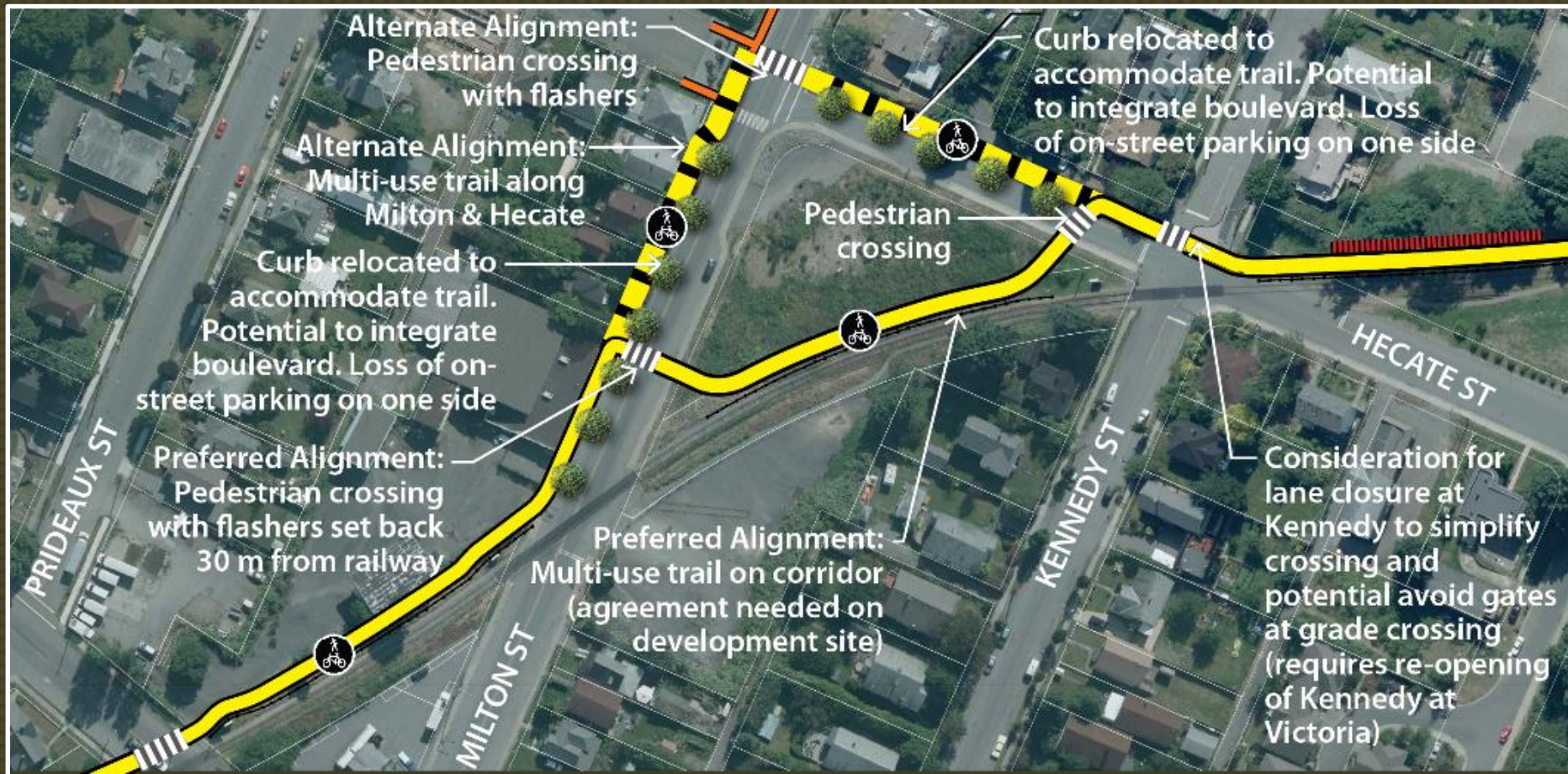
Recommended Alignment

Section 1: Franklyn to Albert



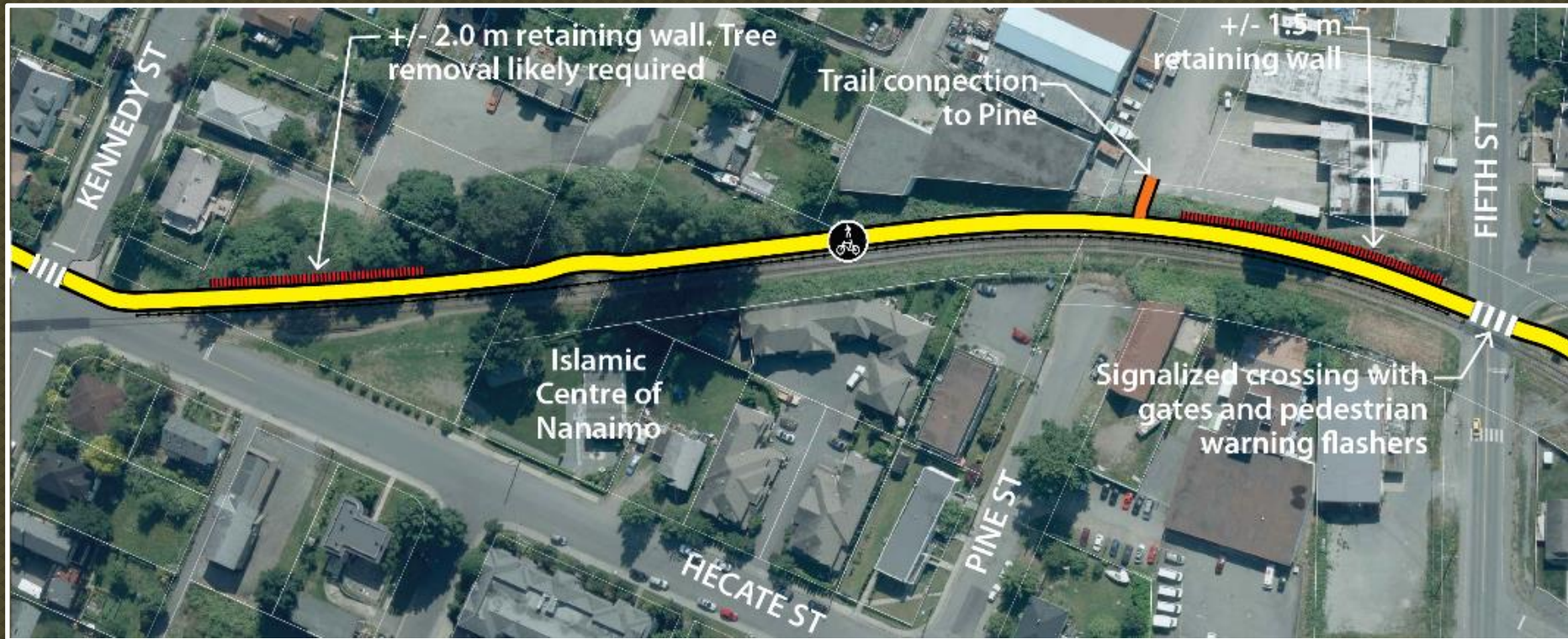
Recommended Alignment

Section 2: Albert to Hecate/Kennedy



Recommended Alignment

Section 3: Hecate/Kennedy to Fifth



Recommended Alignment

Section 4: Fifth to Seventh



COST SUMMARY

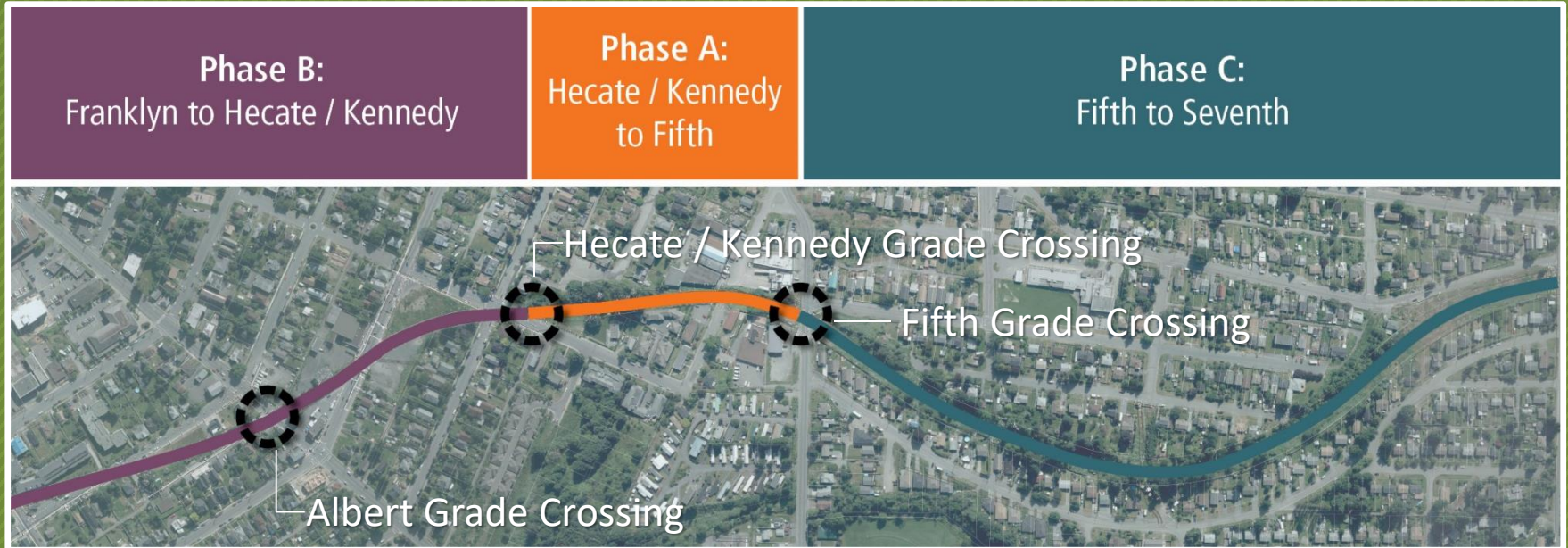
\$7.24 M **Total Recommended Alignment**

Potential Alternative Scope Items

-\$0.78 M Existing Hecate / Kennedy Crossing and
Signals retained

-\$0.85 M Lighting Reductions

PHASING FRAMEWORK



A	Kennedy / Hecate to Fifth	\$2.0 M
B	Franklyn to Hecate / Kennedy	\$2.3 M
C	Fifth to Seventh	\$2.9 M

THE FUTURE OF RAIL

The Island Corridor Foundation is working towards upgrading the E&N rail corridor and re-introducing passenger service.

A recent resolution passed at the RDN withdrew funding for track upgrades contributing to uncertainty about the future of active rail.

NEXT STEPS

OPTION 1

Endorse the recommended alignment, but defer additional trail design / construction until such time there is more certainty about the future of rail.

OPTION 2

Endorse the recommended alignment and direct staff to advance design, public consultation, and explore opportunities for funding for all or portion of the trail with the objective of initiating construction in 2019.

Thank you!

