



The recommended alignment is provided to support future planning and costing for the trail. Detailed design of the alignment will be required to confirm assumptions and estimates made during the Study.

## 5.0 RECOMMENDED ALIGNMENT

### 5.1 ALIGNMENT OVERVIEW

Based on public and stakeholder feedback on the alignment options, a recommended alignment that combines elements from alignment options A and B, has been developed. **Figure 15** provides a map of the recommended alignment. **Table 2** summarizes each section of the alignment and identifies high-level components and challenges that will need to be addressed during detailed design.

Additional details of each trail section are summarized on the subsequent pages.



5.2 SUMMARY

Table 2: Summary of Recommended Alignment Sections

No.	NAME	TYPE	NOTES
A	Franklyn Street Trail	Multi-use Trail	<ul style="list-style-type: none"><li>▶ 3.0 m width</li><li>▶ Curb replacement likely required</li></ul>
1	Prideaux Street Crossing	Road Crossing	<ul style="list-style-type: none"><li>▶ Prideaux is stop controlled</li><li>▶ Standard crosswalk with accommodation for pedestrians and cyclists</li><li>▶ Curb extensions to reduce crossing width</li></ul>
2	Franklyn Street Crossing	Road Crossing	<ul style="list-style-type: none"><li>▶ Franklyn is not stop controlled</li><li>▶ Consideration for pedestrian warning flashers at crossing</li><li>▶ Curb extensions to reduce crossing width</li></ul>
B	Prideaux Street Trail	Multi-use Trail	<ul style="list-style-type: none"><li>▶ 2.7 m min. width</li><li>▶ Prideaux curb to be maintained</li><li>▶ Potential removal of boulevard trees required</li><li>▶ Potential impacts to adjacent properties</li></ul>

No.	NAME	TYPE	NOTES
3	E&N Grade Crossing	Rail Crossing	<ul style="list-style-type: none"><li>▶ Standard pedestrian grade crossing of tracks</li><li>▶ Align crossing to reduce skew</li><li>▶ ICF property on both sides of crossing</li></ul>
C	Prideaux to Albert Trail	Multi-use Trail	<ul style="list-style-type: none"><li>▶ 3.0 m width</li><li>▶ Potential impacts to adjacent properties</li><li>▶ Retaining near Albert likely required</li><li>▶ Lighting consideration</li></ul>
4	Albert Street	Road Crossing	<ul style="list-style-type: none"><li>▶ Signalized crossing with gates required</li><li>▶ Consideration for pedestrian warning flashers at crossing</li><li>▶ Curb extensions to reduce crossing width</li></ul>
D	Albert to Milton Trail	Multi-use Trail	<ul style="list-style-type: none"><li>▶ 3.0 m width</li><li>▶ Potential impacts to adjacent properties</li><li>▶ Potential impacts to signal boxes</li><li>▶ Lighting consideration</li></ul>

No.	NAME	TYPE	NOTES
E	Milton Street Trail - Preferred	Multi-use Trail	<ul style="list-style-type: none"><li>▶ 3.0 m width</li><li>▶ Curb replacement likely required</li><li>▶ Potential for boulevard development</li><li>▶ Loss of on-street parking on one side of Milton (between grade crossing and crosswalk)</li></ul>
5a	Milton Street - Preferred	Road Crossing	<ul style="list-style-type: none"><li>▶ Mid-block pedestrian crossing</li><li>▶ Min. 30 m from tracks</li><li>▶ Consideration for pedestrian warning flashers at crossing</li><li>▶ Curb extensions to reduce crossing width</li></ul>
F	Milton to Hecate Trail - Preferred	Multi-use Trail	<ul style="list-style-type: none"><li>▶ 3.0 m width</li><li>▶ Coordination with development site required</li><li>▶ Lighting consideration</li></ul>

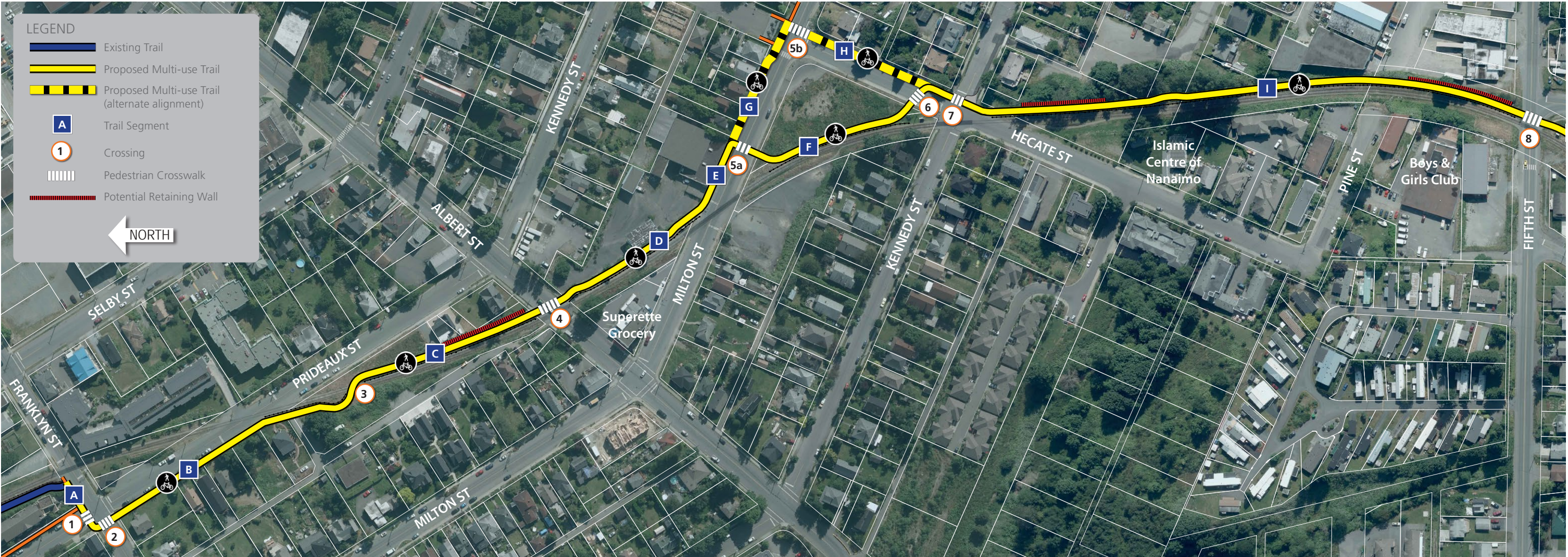


Figure 15: Recommended Alignment Overview



No.	NAME	TYPE	NOTES
<b>G</b>	Milton Street Trail - Alternate	Multi-use Trail	<div>▶ 3.0 m width</div> <div>▶ Curb replacement likely required</div> <div>▶ Potential for boulevard development</div> <div>▶ Loss of on-street parking on one side of Milton</div>
<b>5b</b>	Milton Street - Alternate	Road Crossing	<div>▶ Pedestrian / cyclist mid-block crossing</div> <div>▶ Consideration for pedestrian warning flashers</div> <div>▶ Curb extensions to reduce crossing width</div>
<b>H</b>	Hecate Street Trail - Alternate	Multi-use Trail	<div>▶ 3.0 m trail</div> <div>▶ Curb relocation required</div> <div>▶ Potential for boulevard development</div> <div>▶ Loss of on-street parking on one side of Hecate</div>
<b>6</b>	Hecate Street Crossing - Preferred	Road Crossing	<div>▶ Mid-block pedestrian crossing</div> <div>▶ Min. 30 m from tracks</div> <div>▶ Curb extensions to reduce crossing width</div>

No.	NAME	TYPE	NOTES
<b>7</b>	Kennedy Street Crossing	Road Crossing	<div>▶ Kennedy is stop controlled</div> <div>▶ Consider changing Kennedy to exit only (closure of southbound lane to entry) - would require reopening of Kennedy at Victoria</div>
<b>I</b>	Hecate to Fifth Trail	Multi-use Trail	<div>▶ 3.0 m width</div> <div>▶ New u/g drainage likely required</div> <div>▶ Retaining likely near Hecate and near Fifth</div> <div>▶ Tree removal likely required near Hecate</div> <div>▶ Lighting consideration</div> <div>▶ Potential to adjust route to west side of tracks during detailed design if unforeseen challenges are identified</div>
<b>8</b>	Fifth Street Crossing	Road Crossing	<div>▶ Signalized crossing with gates</div> <div>▶ Consideration for pedestrian warning flashers at crossing</div> <div>▶ Curb extensions to reduce crossing width</div>

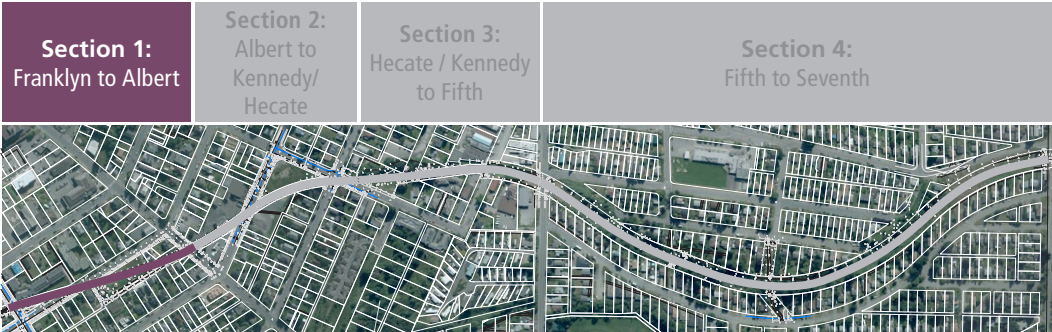
No.	NAME	TYPE	NOTES
<b>J</b>	Fifth to Bing Kee Trail	Multi-use Trail	<div>▶ 3.0 m width with base that supports potential for future expansion to 4.0 m</div> <div>▶ Potential for tree impacts</div> <div>▶ Lighting consideration</div> <div>▶ Potential to adjust route to west side of tracks during detailed design if unforeseen challenges are identified</div>
<b>9</b>	Bing Kee Crossing	Rail Crossing	<div>▶ Existing crossing</div> <div>▶ No upgrades anticipated</div>
<b>K</b>	Bing Kee to Seventh Trail	Multi-use Trail	<div>▶ 3.0 m width with base that supports potential for future expansion to 4.0 m</div> <div>▶ Some infill and grading required in low point mid-way between Bing Kee &amp; Seventh</div> <div>▶ Potential for tree impacts</div> <div>▶ Lighting consideration</div>





RECOMMENDED ALIGNMENT SECTION 1: FRANKLYN TO ALBERT

LOCATION



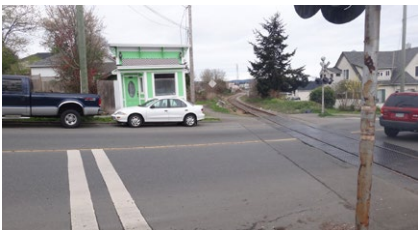
NARRATIVE

The recommended alignment starts at the existing E&N Trail and follows Franklyn Street west to Prideaux Street. The trail crosses Prideaux and Franklyn at pedestrian crosswalks before continuing along the west side of Prideaux Street. The trail crosses the rail corridor at a pedestrian grade crossing then follows the east side of the corridor to Albert. At Albert, a gated grade crossing with pedestrian flashers is located on the east side of the tracks.

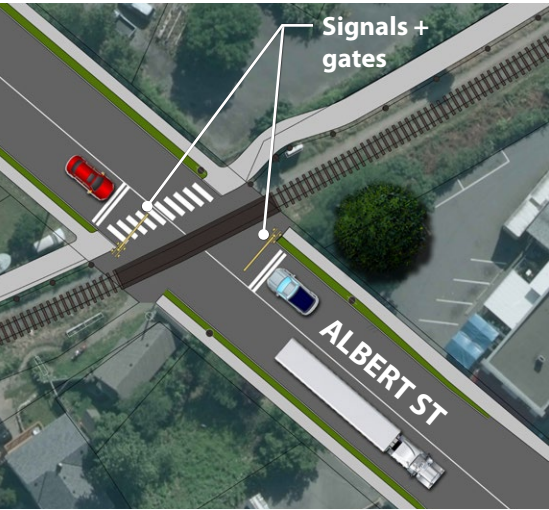
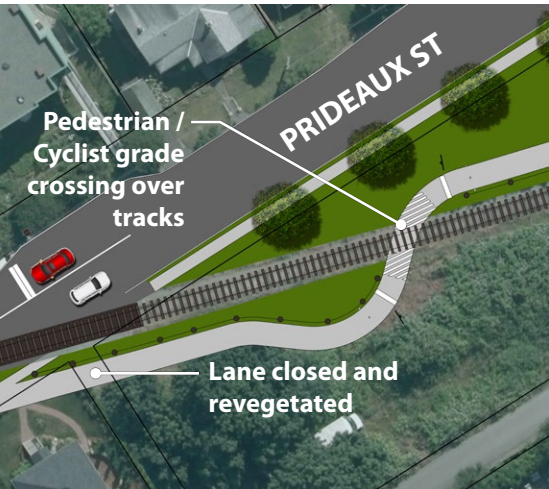
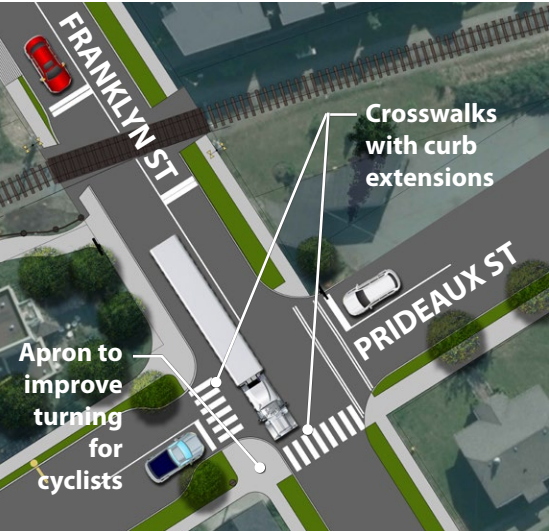
RECOMMENDED ALIGNMENT



IMAGES

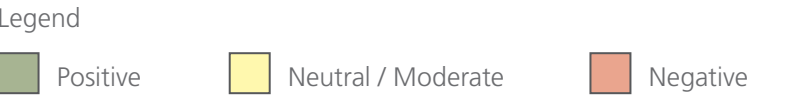


CROSSINGS



EVALUATION SUMMARY

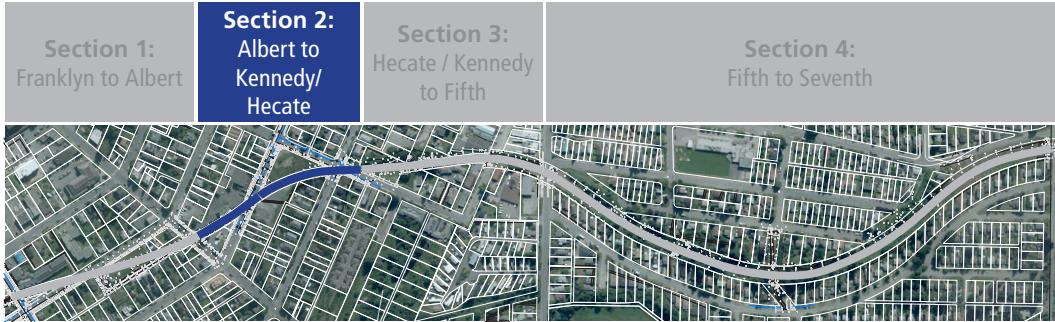
Evaluation Criteria	Recommended Alignment
Trail Capital Cost Estimate	Moderate \$815,000
Grade Crossing Capital Cost Estimates	Albert Grade Crossing: Moderate \$876,000
Pedestrian/Cyclist Benefits	Good Mostly direct, well travelled route
Vehicle Impacts	High Closure of lane access to Prideaux; new pedestrian crosswalks at Franklyn, Prideaux, Albert
Trail Grade	Moderate Mostly Flat - 0% to 3%; 3% to 5% near rail crossing
Retaining Requirements	Moderate Potential retaining near Albert Street
Drainage	Moderate Some relocation of CBs for curb extensions and curb relocation
Directness	Moderate Moves away from corridor about 30 m at Franklyn and Prideaux
User Experience	Moderate Good function, minor diversion from corridor
CPTED	Good Passive surveillance, well lit
Environmental Impacts	Good Minimal tree impacts
Compatibility with Neighbouring Land Use	Moderate Three properties likely affected
Railway Impacts	Moderate Closure of lane crossing at Prideaux; new pedestrian crossing at mid-block





RECOMMENDED ALIGNMENT SECTION 2: ALBERT TO HECATE / KENNEDY

LOCATION



NARRATIVE

The recommended alignment follows the east side of the corridor from Albert to Milton. There are two options for crossing Milton. The preferred alignment crosses Milton 30 m back of the rail line and follows the rail corridor before crossing Hecate / Kennedy. This alignment requires coordination with the adjacent development site. The alternate alignment follows Milton Street to Hecate, crossing and following Hecate to the rail corridor. The Hecate / Kennedy crossing is complicated due to the diagonal alignment of the tracks. With both options, it is anticipated that gated crossing will be required; however, the possibly of closing Kennedy westbound between Hecate St. and Victoria Rd. may warrant exploration to eliminate the need for a costly gated crossing in this location. This would require re-opening Kennedy at Victoria. It is recommended that this option be explored further at the detailed design stage.

RECOMMENDED ALIGNMENT



0m 12.5m 25m 50m 100m

IMAGES



Looking north near Milton



Looking south near Hecate



Hecate / Kennedy Crossing

CROSSINGS



Crossing 5: Milton Street (Preferred)



Crossing 5a: Milton Street (Alternate)

EVALUATION SUMMARY

Evaluation Criteria	Recommended Alignment
Trail Capital Cost Estimate	Moderate \$639,000
Grade Crossing Capital Cost Estimates	Hecate / Kennedy With Gates: \$1,205,000 Hecate / Kennedy Without Gates: \$427,000
Pedestrian/Cyclist Benefits	Good Mostly direct, well travelled route
Vehicle Impacts	Moderate to High Pedestrian crossings at Milton and Hecate / Kennedy; potential closure of one lane on Kennedy
Trail Grade	Good Mostly Flat - 0% to 3%
Retaining Requirements	Good Significant retaining not anticipated
Drainage	Moderate Some relocation of CBs for curb extensions and curb relocations
Directness	Good to Moderate Preferred alignment follows corridor; Alternative alignment moves away from corridor about 125 m
User Experience	Good to Moderate Alternative alignment has minor diversion from corridor
CPTED	Good Passive surveillance, well lit
Environmental Impacts	Good Minimal tree impacts
Compatibility with Neighbouring Land Use	Moderate Two properties potentially impacted
Railway Impacts	Good No rail impacts

Legend

Positive

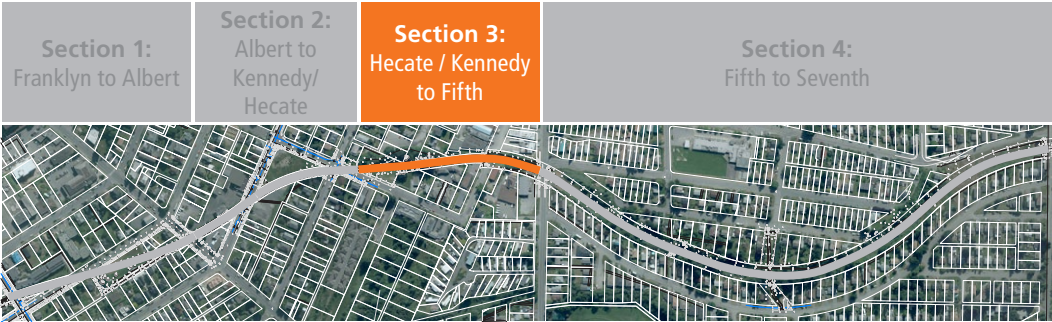
Neutral / Moderate

Negative



RECOMMENDED ALIGNMENT SECTION 3: HECATE / KENNEDY TO FIFTH

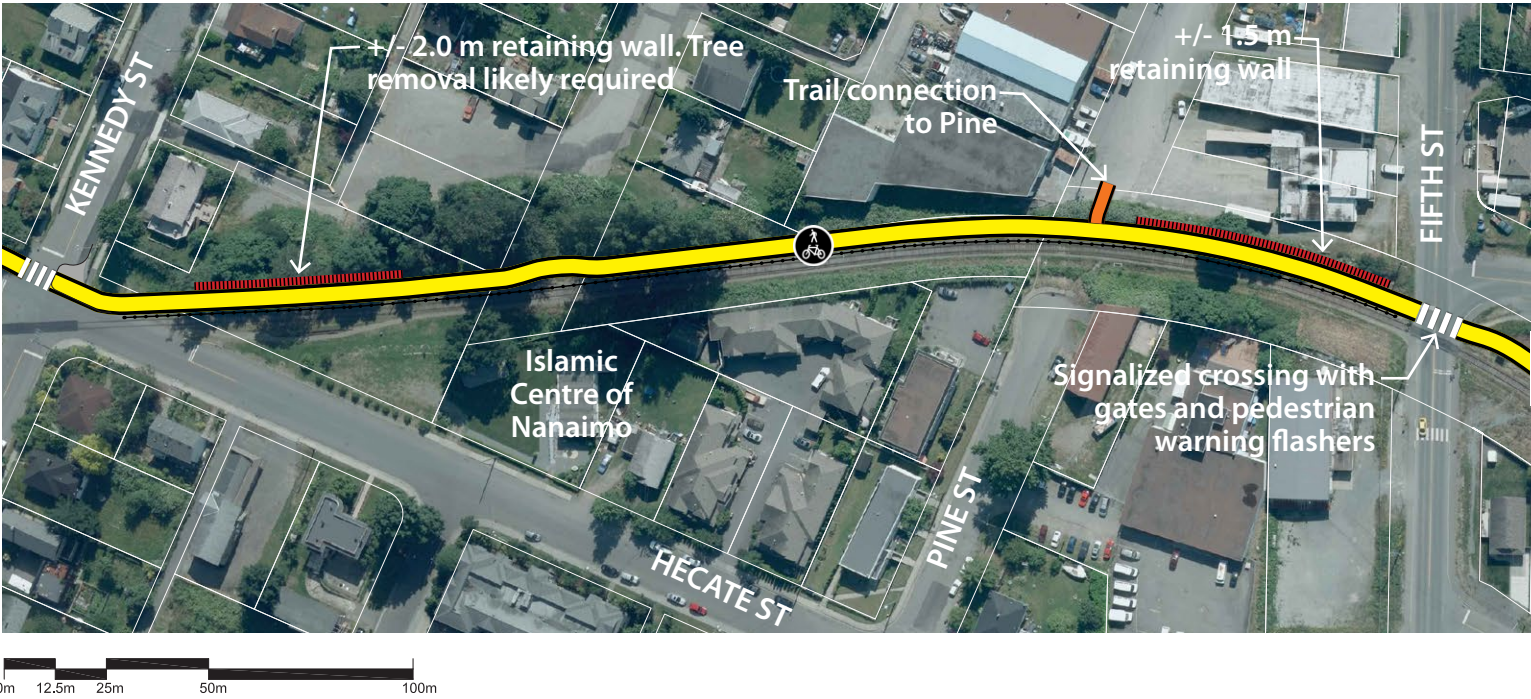
LOCATION



NARRATIVE

There is an evident desire line for a pedestrian / cyclist connection between Hecate / Kennedy and Fifth. The alignment would be a 3.0 m multi-use trail on the east side of the rail tracks within the ROW. Through this section, retaining would likely be needed at the north and south ends of the alignment. Grading requirements will likely require removal of existing mature trees and need for naturalized landscape restoration. The ROW is lower than adjacent land uses, which limits passive surveillance and ambient light – design will need to address CPTED issues. Currently there is a drainage ditch on the corridor and because of the narrow ROW, underground drainage will likely be required. If this section of trail is completed prior to Section 2, completion of the Hecate / Kennedy grade crossing will likely be required at the same time as trail development. This alignment is recommend because it fits best with Section 2; however, if significant challenges are discovered during detailed design, moving the trail to the west side of the corridor could be considered.

RECOMMENDED ALIGNMENT



IMAGES



Looking south near Hecate

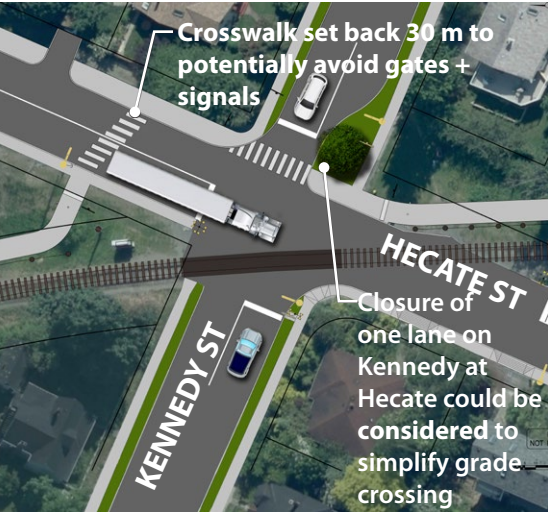


Looking south near Pine

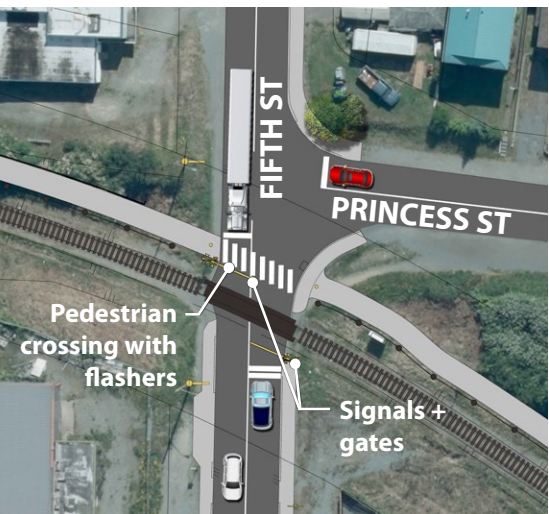


Fifth Street Crossing

CROSSINGS



Crossing 6/7: Hecate / Kennedy



Crossing 8: Fifth

EVALUATION SUMMARY

Evaluation Criteria	Recommended Alignment
Trail Capital Cost Estimate	Moderate \$782,000
Grade Crossing Capital Cost Estimates	Fifth Grade Crossing: Poor \$1,123,000
Pedestrian/Cyclist Benefits	Good Direct, well travelled route
Vehicle Impacts	Moderate Pedestrian crossing at Fifth
Trail Grade	Good Flat - 0% to 3%
Retaining Requirements	Poor Two retaining walls likely required
Drainage	Poor Underground drainage likely required
Directness	Good Follows corridor
User Experience	Moderate Follows corridor, dumping backs of buildings, poor quality vegetation
CPTED	Poor Little passive surveillance, poorly lit
Environmental Impacts	Moderate Some tree impacts near Hecate / Kennedy
Compatibility with Neighbouring Land Use	Good Little impact to neighbouring properties
Railway Impacts	Good No rail impacts

Legend

Positive

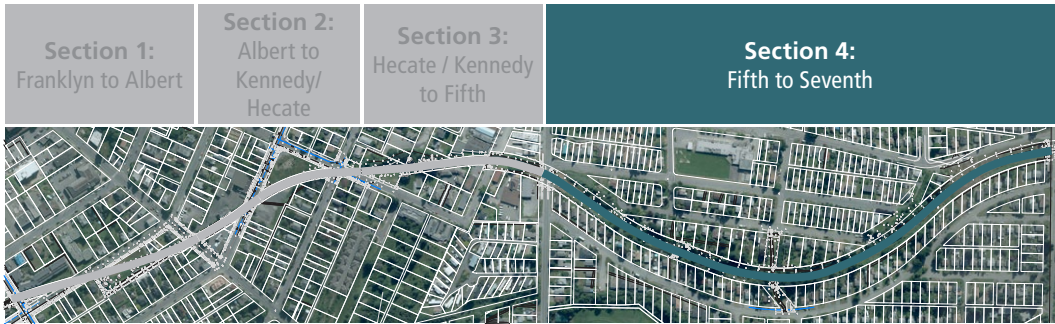
Neutral / Moderate

Negative



RECOMMENDED ALIGNMENT SECTION 4: FIFTH TO SEVENTH

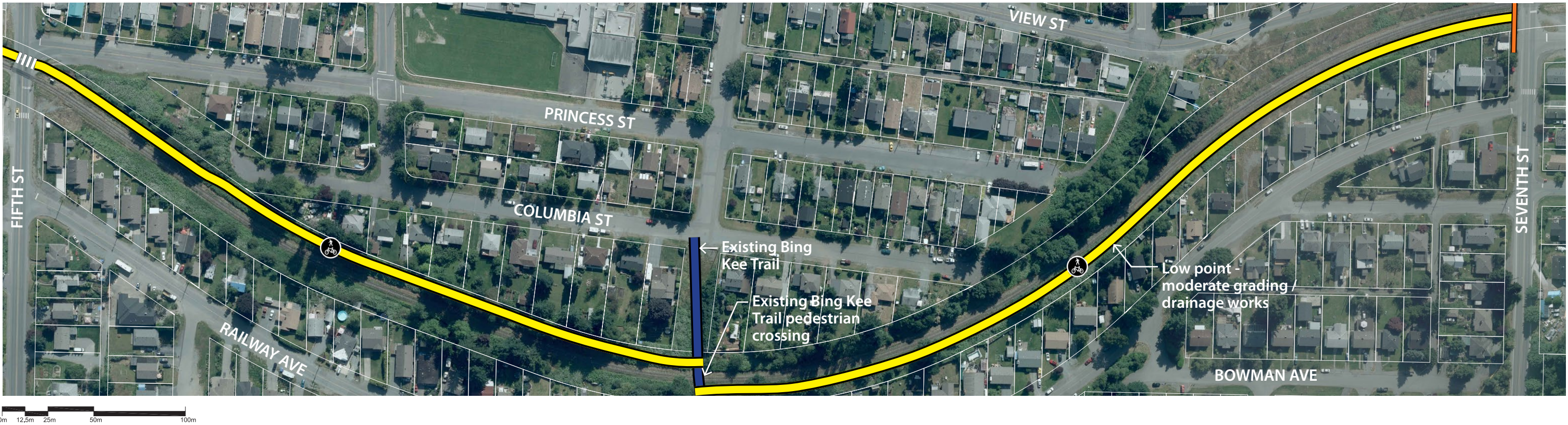
LOCATION



NARRATIVE

Between Fifth and Seventh there are no road crossings. The trail is recommended to start on the east side of the tracks with a 3.0 m trail. The ROW is 30 m (100') wide for this section, so there is potential to plan for future expansion to a 4.0 m trail. The trail should be sited to avoid existing trees and incorporate a drainage swale. At the existing Bing Kee crossing, the trail crosses to the west side of the corridor. A low point mid-way between Bing Kee and Seventh will need to be addressed through a combination of filling and grading. As the trail approaches Seventh, there are rocky outcrops and the trail will need to be aligned minimize grading costs. If significant challenges are discovered during detailed design, alternatives move the trail between Fifth and Bing Kee to the west side of the corridor could be considered.

RECOMMENDED ALIGNMENT



IMAGES



Looking south Fifth



Looking north near Seventh



Bing Kee Crossing

EVALUATION SUMMARY

Evaluation Criteria	Recommended Alignment
Trail Capital Cost Estimate	High \$1,790,000
Grade Crossing Capital Cost Estimates	Good Bing Kee crossing already complete
Pedestrian/Cyclist Benefits	Good Direct, stays on rail corridor
Vehicle Impacts	Good No pedestrian crossings
Trail Grade	Moderate Generally flat - 0% to 3%; low point between Bing Kee & Seventh, avoids ravine on west side of corridor
Retaining Requirements	Good Significant retaining not anticipated
Drainage	Moderate Drainage swales required

Evaluation Criteria	Recommended Alignment
Directness	Good Follows corridor
User Experience	Good Pleasant views, some dumping
CPTED	Poor Limited passive surveillance, ambient light, isolated, limited escape points
Environmental Impacts	Moderate Potential tree removal in key locations
Compatibility with Neighbouring Land Use	Moderate Adjacent residential properties, 30 m (100') ROW
Railway Impacts	Good No rail impacts

Legend

Positive

Neutral/Moderate

Negative