



Making a difference...together

## REPORT TO TRANSPORTATION COMMITTEE MEETING OF WEDNESDAY, MAY 27, 2026

---

**SUBJECT**    **Regional Trestles Renewal, Trails Widening and Lighting Project Update – May 2026**

### **ISSUE SUMMARY**

To provide the bi-annual update on the Regional Trestles Renewal, Trails Widening and Lighting (RTWL) Project.

### **BACKGROUND**

On August 9, 2023, the Capital Regional District (CRD) Board approved that the Regional Trestles Renewal, Trails Widening and Lighting Project (the Project) be accelerated by inclusion in the 2024-2028 Financial Plan. This included securing \$53.5 million in project funds through debt, with the expectation that staff would continue to develop partnerships, pursue grant opportunities and investigate options to generate additional funds through non-tax revenue. The scope of the Project includes critical infrastructure renewal for the Selkirk, Swan Lake and Brett Avenue Trestles, and approximately six kilometers of separated use, widened pathway design with lighting on the Galloping Goose Regional Trail (GGRT) and Lochside Regional Trail (LRT). Staff were directed to report on progress with the Project through bi-annual updates.

This report outlines progress since the update received by the CRD Board on July 9, 2025.

### **Trestle Renewals Update**

#### *Selkirk Trestle*

In December 2025, staff engaged a consulting engineering firm (Engineer) to commence detailed design for Selkirk Trestle Phase 2 work which includes widening, lighting and resurfacing of the trestle deck. In addition, in collaboration with the BC Transportation Financing Authority (BCTFA), the Engineer will progress the detailed design for the lifting portion of the trestle (the bascule). Under an agreement between the BCTFA and the CRD, BCTFA is responsible for funding any improvements related to the bascule. BCTFA is in the process of applying to Transport Canada to leave the bascule permanently in the down position. The timing of application submission and Transport Canada's decision is currently unknown. In the meantime, staff will proceed with detailed design work based on the assumption that the bascule will remain operational, while incorporating a future-proof design that allows for a non-lifting structure if approval is granted. A Project Agreement is in the process of being established between the CRD and BCTFA which outlines responsibilities for funding the design and construction of their respective portions of the structure. The Phase 2 design is currently at 30% and construction is anticipated to begin in 2027.

#### *Swan Lake and Brett Avenue Trestles*

The Swan Lake and Brett Avenue trestles are designated heritage structures under the District of Saanich Heritage Designation Bylaw No. 6664. In February 2026, staff presented conceptual

design options for the Swan Lake and Brett Avenue Trestles to the District of Saanich Heritage Foundation (SHF). For the Brett Avenue Trestle, the SHF supported Option 1 (a 20 m clear span bridge structure) and requested that heritage sympathetic style and aesthetics be incorporated into the design where possible. For Swan Lake Trestle, the SHF reviewed the option that includes a 145.8 m long, 30 span steel trestle system reflecting the layout of the current timber trestle to be constructed using a top-down method to minimize ground disturbance of culturally and environmentally sensitive areas. SHF expressed concern that this option would diminish the heritage form of the trestle and requested further development and refinement of the following three options:

- The current design.
- A design that maximally retains the existing trestle and its appearance and materiality.
- An entirely new structure.

Development of these options is currently underway, and upon completion, the refined concepts will be presented to SHF. Staff anticipate initiation of the procurement process for a consulting firm to complete detailed design for both structures later in 2026. Construction on these structures is currently scheduled to start in 2028.

### **Trails Widening and Lighting Update**

Since July 2025, detailed design has progressed across the project footprint with the main focus being on the busiest section of GGRT from Gorge Road East to Culduthel Road (RTWL Section A Phase 1). Detailed design for this section has been completed with the construction to occur in phases. In order to commence this construction, an 'All Ages and Abilities' (AAA) detour will be implemented.

Detour and construction scheduling for this portion for the project has been influenced by BC Hydro's emergency cable replacement project which is delayed from its initial expected summer completion date to late 2026. CRD staff led the coordinated design for a multi-use path (MUP) through Viaduct Park that was anticipated to be used for the RTWL Section A detour. With the delays to the BC Hydro project timeline, it is unlikely that this MUP will be available to function as a part of the RTWL detour route until late fall 2026. However, the CRD staff are coordinating with the City of Victoria, District of Saanich, and BC Hydro to confirm alternate detour alignments and timelines. In addition, infrastructure improvements along the alternative route have been presented to BC Hydro for completion. Supplementary to this, the CRD has finalized the design for neighborhood bikeway enhancements that will be required to provide an All Ages and Abilities (AAA) project detour. The infrastructure works will include installation of a temporary traffic signal at Burnside Road and Washington Avenue intersection in collaboration with the City of Victoria, and installation of a permanent traffic signal at Boleskine Road and Whittier Avenue, in partnership with the District of Saanich.

Delivery of the RTWL project alignment in Cecelia Ravine (Section A Phase 1a), from Gorge Road East to Cecelia Road, is being undertaken in collaboration with the City of Victoria's sewer replacement project. The City of Victoria will lead the procurement of this project, with one contractor being awarded the work to complete both the sewer replacement and RTWL scopes. In addition, this project also incorporates the protection of the CRD-IWS gravity sewer main that runs adjacent to the GGRT. The construction schedule and sequencing for the project phase from Cecelia Road to Culduthel Road (Section A Phase 1b) is currently under review. Timing will be confirmed and reported in project updates but is likely to include a construction start in Fall 2026.

A map of the construction sequencing by project section is included in Appendix A and a high-level design and construction timeline for each project element is presented in the table below. Staff continue to coordinate construction schedules with third party projects happening in the Project corridor, including the Ministry of Transportation and Transit (MOTT) Tillicum Active Transportation Bridge Project, the MOTT Uptown Transit Mobility Hub as well as with BC Hydro’s Victoria to Esquimalt Emergency Cable Replacement and Victoria to Saanich Cable Replacement Projects.

Project Section	Location Description	Detailed Design	Construction
<b>Section A – GGRT – Selkirk Trestle to Cuduthel Road</b>			
	Viaduct Park Multi-Use Path	IFC*	2026
	Phase 1a – Gorge Road East to Cecelia Road	IFT^	2026
	Phase 1b – Cecelia Road to Cuduthel Road	IFT^	2026
	Phase 2 – Gorge Road East to Selkirk Trestle	100%	2027
<b>Section B – LRT – Uptown to McKenzie Ave</b>			
	Phasing to be determined	Conceptual	2028
<b>Section C – GGRT – Uptown to Grange Rd</b>			
	Phase 1 – Tillicum Active Transportation Bridge (MOTT) to Uptown	75%	2027
	Phase 2 – Tillicum Active Transportation Bridge (MOTT) to Grange	Conceptual	2027-28
<b>Section A – Selkirk Trestle</b>			
	Phase 1 – Below deck critical repairs	COMPLETED	COMPLETED
	Phase 2 – Above deck widening/resurfacing/lighting	30%	2027
<b>Section B – Swan Lake Trestle</b>			
		Conceptual	2028
<b>Section B – Brett Ave Trestle</b>			
		Conceptual	2028

\* IFC – Issued for Construction

^ IFT – Issued for Tender

### Trail Widening

The design aims to achieve a 6.5-metre wide separated-use facility along the Project corridor with 0.6m gravel shoulders. A graphic illustrating the design section is included in Appendix B. In certain sections full compliance may not be feasible, particularly where existing infrastructure such as underpasses impose physical constraints. In these areas, alternative design solutions and mitigation measures will be employed to maintain safety, accessibility, and overall trail functionality.

The Section A portion of the project will achieve full design width over the majority of the alignment. The main exception to this is associated with the existing underpass structure at Burnside Road where the paved width will be 5.0m. As detailed design progresses for remaining project sections, further assessment of anticipated design widths will be made and reported in project updates.

### Accessibility

On September 16, 2025, members of the CRD Accessibility Advisory Committee (AAC) joined staff for an on-site visit to an accessible location of the RTWL project area. Grounded in place-based engagement, the site visit created space for participants to share insights to inform

inclusive design and strengthen collaboration between lived experience and technical expertise. The feedback received from the AAC, together with a third-party accessibility consulting design review, has informed the overall project's accessible design considerations. Further review and evaluation are being undertaken to finalize the treatment that will be utilized for mode separation. The final accessible design components are expected to be presented to the AAC in July 2026.

### *Communications*

The Project communications and engagement plans guide engagement with interested and affected parties, and communication on project work, trail closures, and detours. The Project's quarterly newsletter, *Construction News*, launched in January of this year with a follow up edition released in April. To date, the newsletter has more than 260 subscribers. Staff continue to meet with a range of interest holders including Capital Bike, the Gorge Waterway Initiative, the Swan Lake Nature Sanctuary and the CRD Regional Transportation Advisory Committee to share project information and updates, and receive feedback. In addition, staff have provided in-person updates to community groups impacted by the upcoming RTWL construction phases including the Burnside Gorge Community Association and the residents of Waterfront Crescent.

## **IMPLICATIONS**

### *Financial Implications*

At this current stage of design, cost estimates remain within the original budget and the Project is considered on track for delivery within budget. Given that global volatility has the potential to influence supply chain costs and availability, staff are tracking current and trending market conditions to determine potential impacts to the Project.

With the completion of several procurements this year, staff will have updated cost information and will present an updated project budget at the next bi-annual update. Staff continue to monitor relevant grant opportunities and apply as new funding sources become available.

### *First Nations Reconciliation*

As part of the continued Project engagement and to support required regulatory approvals, CRD staff led field visits across the Project alignment with First Nations Elders, knowledge holders, and cultural monitors in September 2025. The visits provided an opportunity to identify areas of cultural, archaeological, and environmental significance, inform project design, and strengthen collaboration by integrating Indigenous knowledge and priorities into planning and mitigation measures.

Following on from the visits, in April 2026, CRD staff held a workshop with First Nations participants to review as a collective the findings of the Project Archaeological Overview Assessment (AOA). Representatives from STÁUTW First Nation, Kosapsum Nation, Songhees Nation and WSÁNEĆ Leadership Council attended the half day session and provided feedback on the AOA findings. Based on the findings of the AOA and the feedback received, additional archaeological assessment will be undertaken in late 2026 or early 2027.

In addition, CRD staff continue to coordinate and support MOTT with consultation and engagement activities for the Project.

*Service Delivery Implications*

Sections of the trail will close to facilitate construction activities. During this time, temporary detours will be implemented for pedestrians and cyclists. Staff are coordinating with BC Hydro and the City of Victoria to provide coordinated communication on detour routes and durations, including advance notice to trail users.

**CONCLUSION**

The Regional Trestles Renewal, Trails Widening and Lighting Project has reached completion of detailed design for trail improvements along the Galloping Goose Regional Trail between Culduthel Road and Gorge Road East, with construction anticipated to commence in late summer 2026. Engagement has continued with trail user groups, First Nations, landowners, and other interest holders, and coordination with third party projects is underway to reduce disruption and optimize costs. Staff are advancing design and implementation planning across the corridor, including refinement of the Swan Lake Trestle concept and procurement of engineering services for detailed design of the Swan Lake and Brett Avenue trestles. Detailed design and detour planning for RTWL Sections B and C continue in preparation for construction in 2027 and 2028.

**RECOMMENDATION**

There is no recommendation. This report is for information only.

Submitted by:	Katherine McCann, PMP, Manager, Corporate Capital Project Delivery Services
Concurrence:	Jason Dales, B.SC., WD IV, Acting General Manager, Infrastructure and Water Services
Concurrence:	Patrick Klassen, MCIP, RPP, Acting General Manager, Housing, Planning and Protective Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

**ATTACHMENT**

- Appendix A: Construction Project Area Map
- Appendix B: Design Concept