



3.5m width Shared opposite Dixon Street



3m width Shared Bridge between Genoa / Antibes Streets



3m width Shared opposite Birdwood Street



2.5m width Shared Parkdale Kiosk

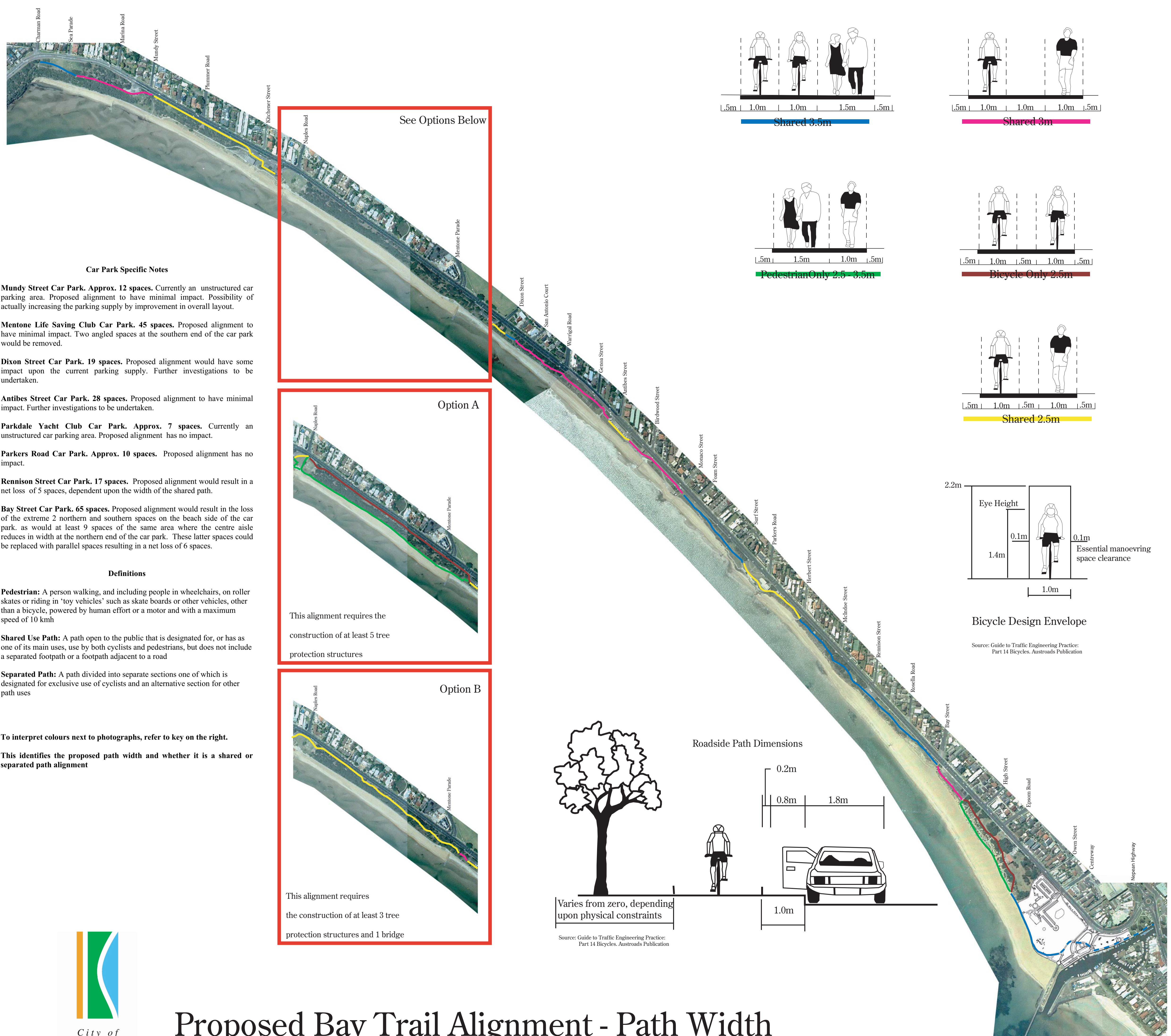


3.5m width Shared opposite Rennison Street



2.5m width Bicycle Only Reg Nicholson Pavillion

All Photographs have been digitally altered and provide an artists impression of what the Trail might look like. They are indicative only and not to scale



Car Park Specific Notes

Mundy Street Car Park. Approx. 12 spaces. Currently an unstructured car parking area. Proposed alignment to have minimal impact. Possibility of actually increasing the parking supply by improvement in overall layout.

Mentone Life Saving Club Car Park. 45 spaces. Proposed alignment to have minimal impact. Two angled spaces at the southern end of the car park would be removed.

Dixon Street Car Park. 19 spaces. Proposed alignment would have some impact upon the current parking supply. Further investigations to be undertaken.

Antibes Street Car Park. 28 spaces. Proposed alignment to have minimal impact. Further investigations to be undertaken.

Parkdale Yacht Club Car Park. Approx. 7 spaces. Currently an unstructured car parking area. Proposed alignment has no impact.

Parkers Road Car Park. Approx. 10 spaces. Proposed alignment has no impact.

Rennison Street Car Park. 17 spaces. Proposed alignment would result in a net loss of 5 spaces, dependent upon the width of the shared path.

Bay Street Car Park. 65 spaces. Proposed alignment would result in the loss of the extreme 2 northern and southern spaces on the beach side of the car park, as would at least 9 spaces of the same area where the centre aisle reduces in width at the northern end of the car park. These latter spaces could be replaced with parallel spaces resulting in a net loss of 6 spaces.

Definitions

Pedestrian: A person walking, and including people in wheelchairs, on roller skates or riding in 'toy vehicles' such as skate boards or other vehicles, other than a bicycle, powered by human effort or a motor and with a maximum speed of 10 km/h

Shared Use Path: A path open to the public that is designated for, or has as one of its main uses, use by both cyclists and pedestrians, but does not include a separated footpath or a footpath adjacent to a road

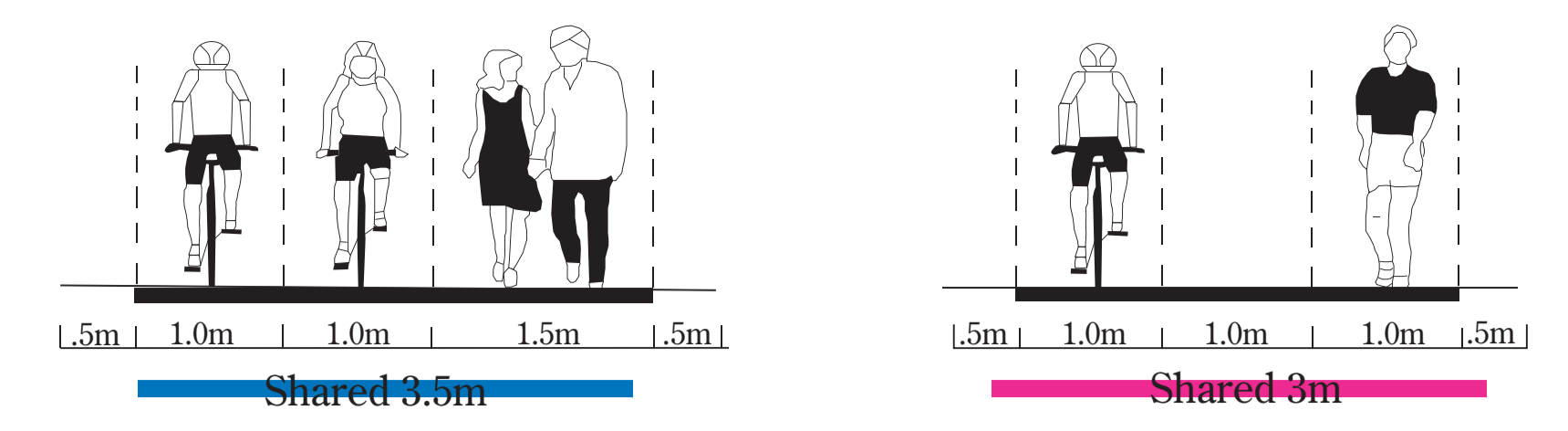
Separated Path: A path divided into separate sections one of which is designated for exclusive use of cyclists and an alternative section for other path uses

To interpret colours next to photographs, refer to key on the right.

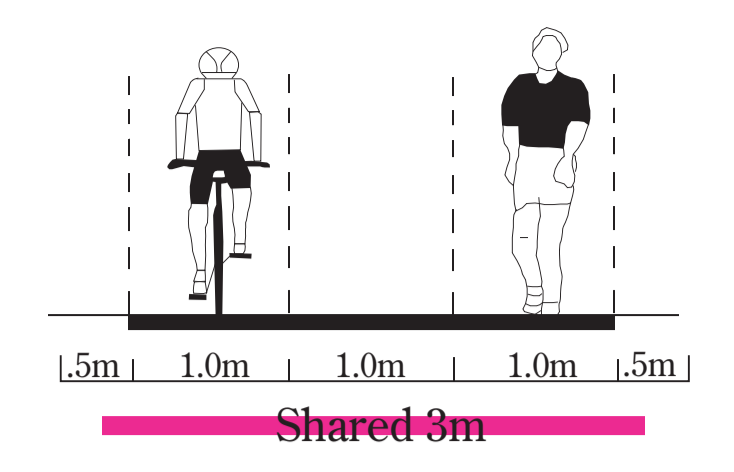
This identifies the proposed path width and whether it is a shared or separated path alignment



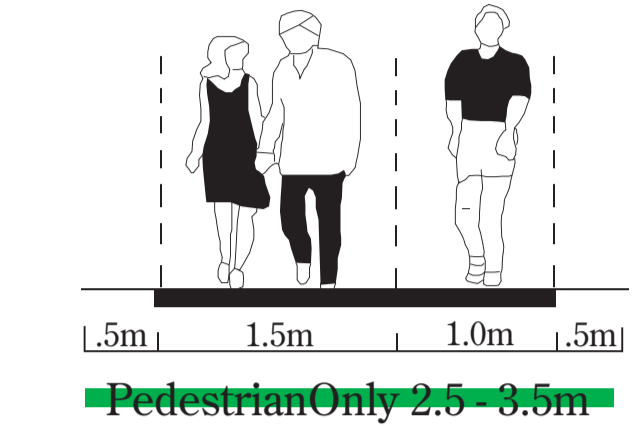
Proposed Bay Trail Alignment - Path Width



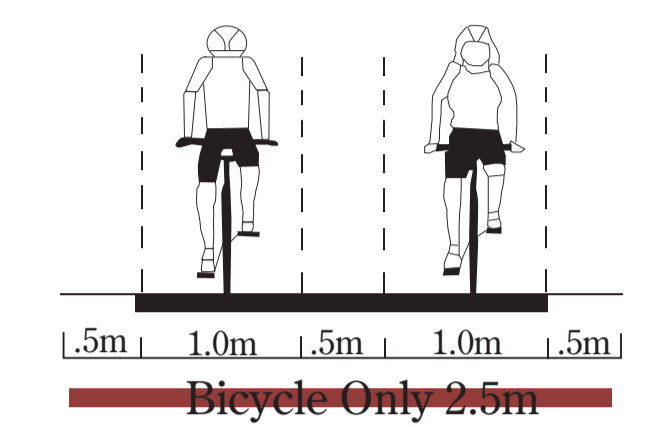
Shared 3.5m



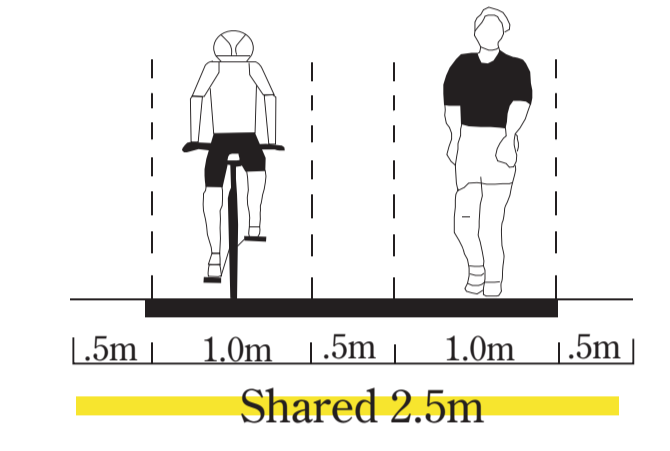
Shared 3m



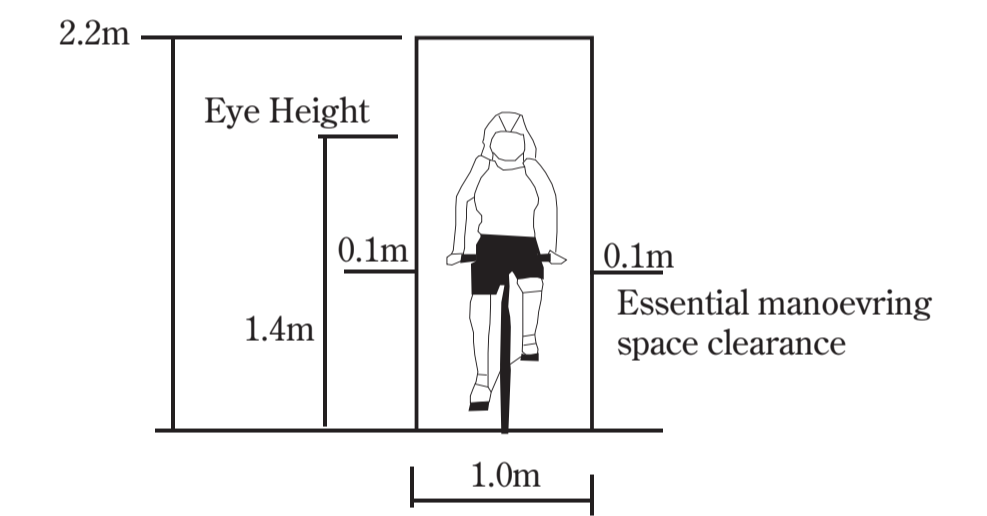
Pedestrian Only 2.5 - 3.5m



Bicycle Only 2.5m



Shared 2.5m



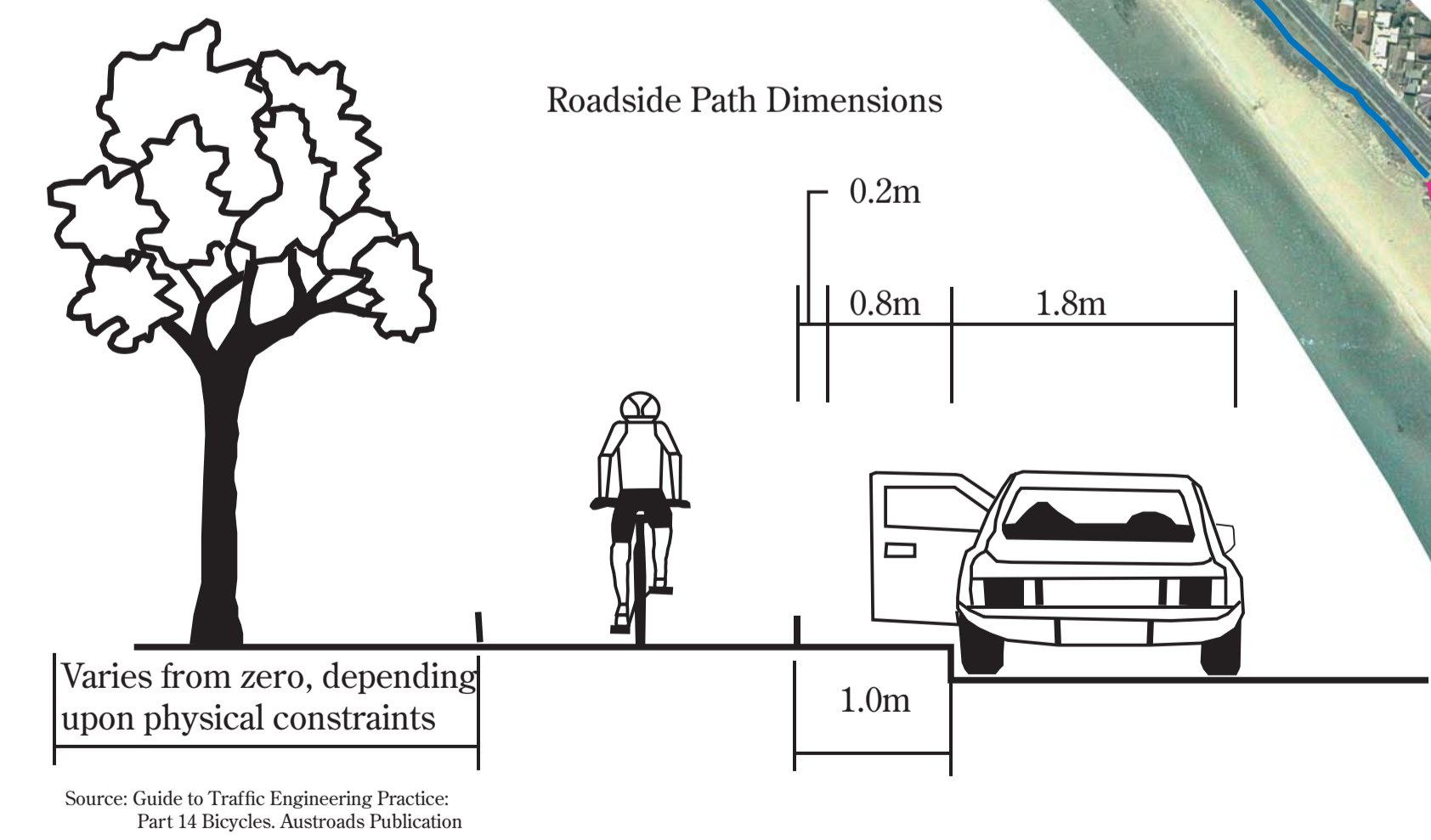
Bicycle Design Envelope

Source: Guide to Traffic Engineering Practice: Part 14 Bicycles. Austroads Publication

See Options Below

Option A
This alignment requires the construction of at least 5 tree protection structures

Option B
This alignment requires the construction of at least 3 tree protection structures and 1 bridge



Varies from zero, depending upon physical constraints

Source: Guide to Traffic Engineering Practice: Part 14 Bicycles. Austroads Publication