Applying lessons learned to expand our network

Active Transportation Corridors Update

February 11th 2019

A Decade of Learning

- Evolution in Active Transportation Corridor (ATC)
- Lessons learned from PBMP implementation
- Value engineering to optimize efficiencies
  - Cost effective and safe
  - Projects are contextual
- A minimum grid of connected ATC facilities faster

Outline

- Context
  - From City Vision to Projects
  - Progress update: Pedestrian and Bicycle Master Plan (PBMP)
- Investment and facility type
- Issues and lessons learned over the years
  - Examples of delivered projects and learnings
- Upcoming projects and strategies

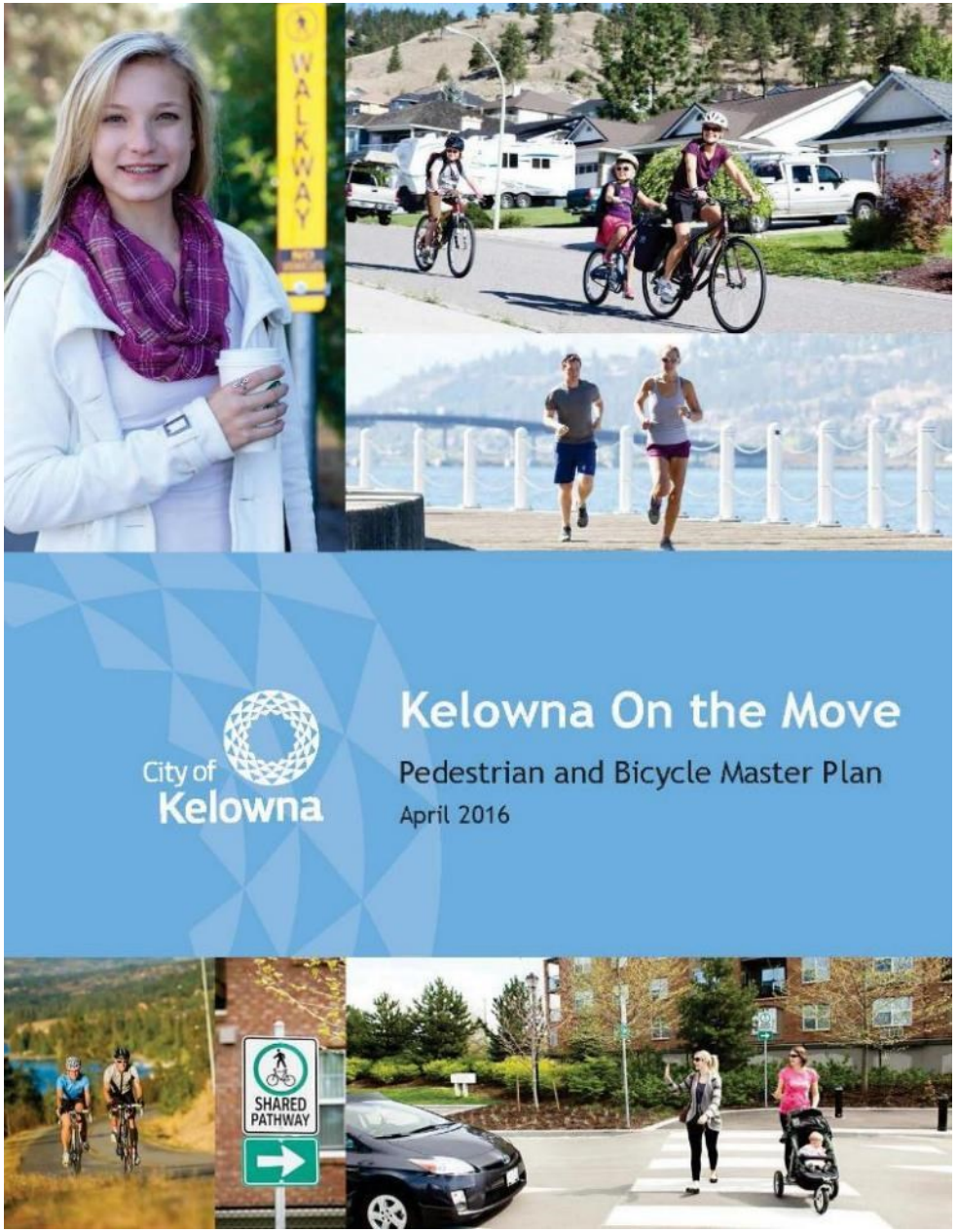
Imagine Kelowna & Transportation Master Plan

Transportation Master Plan

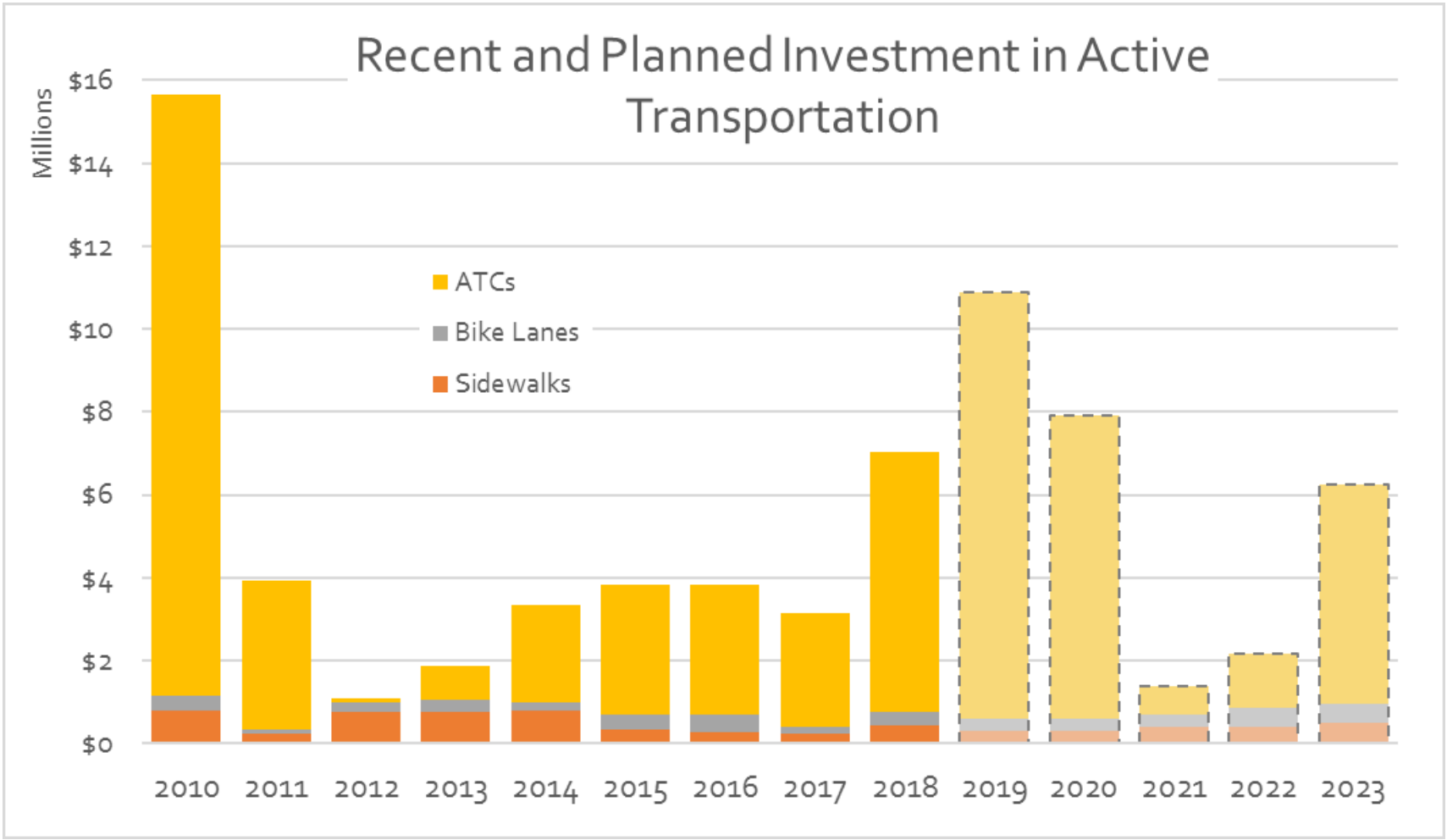
"Kelowna will be a city with vibrant urban centres where people and places are conveniently connected by diverse transportation options that help us transition from our car-centric culture"

Ped Bike Master Plan

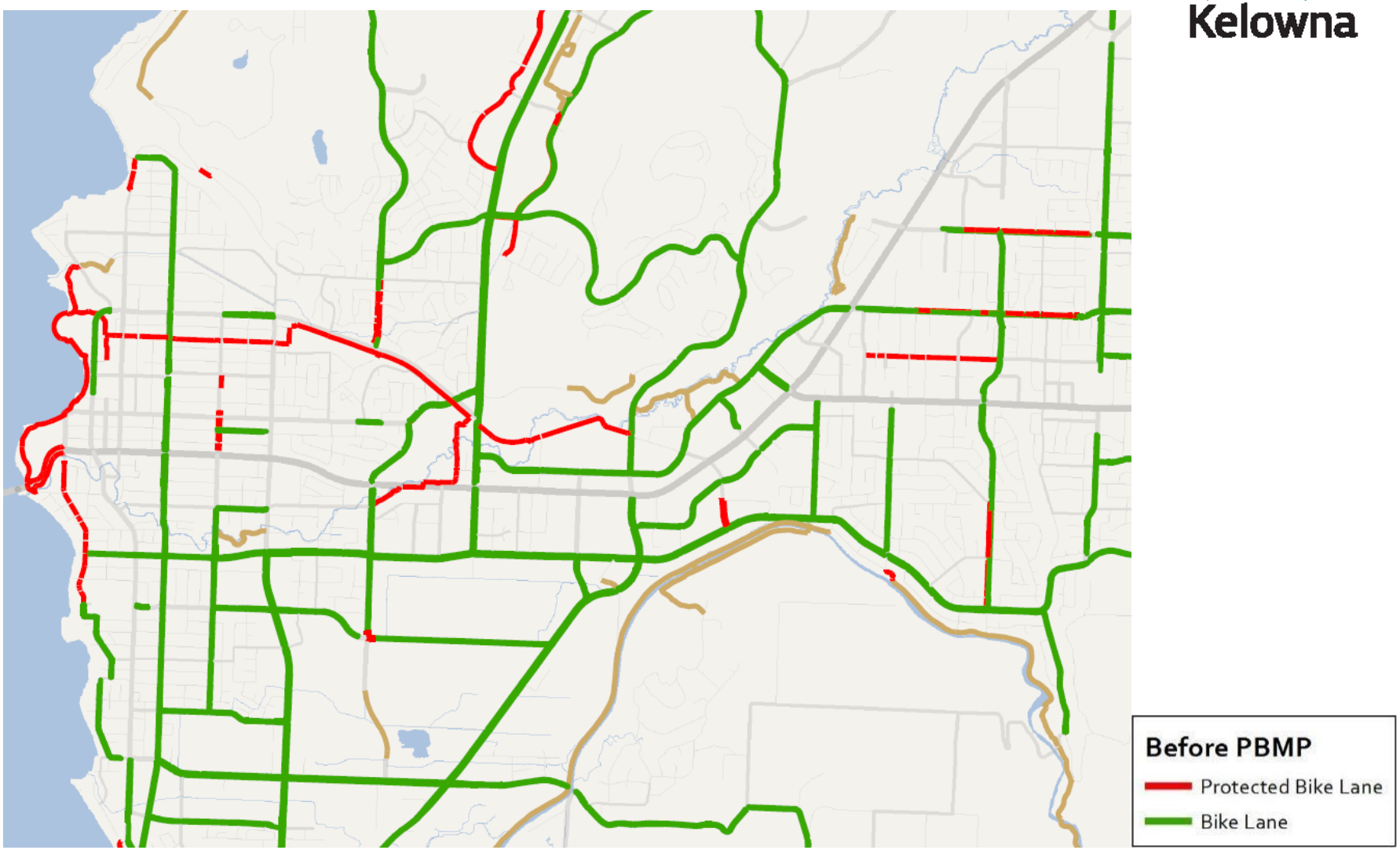
"make walking and cycling safer, convenient, and practical modes of travel"

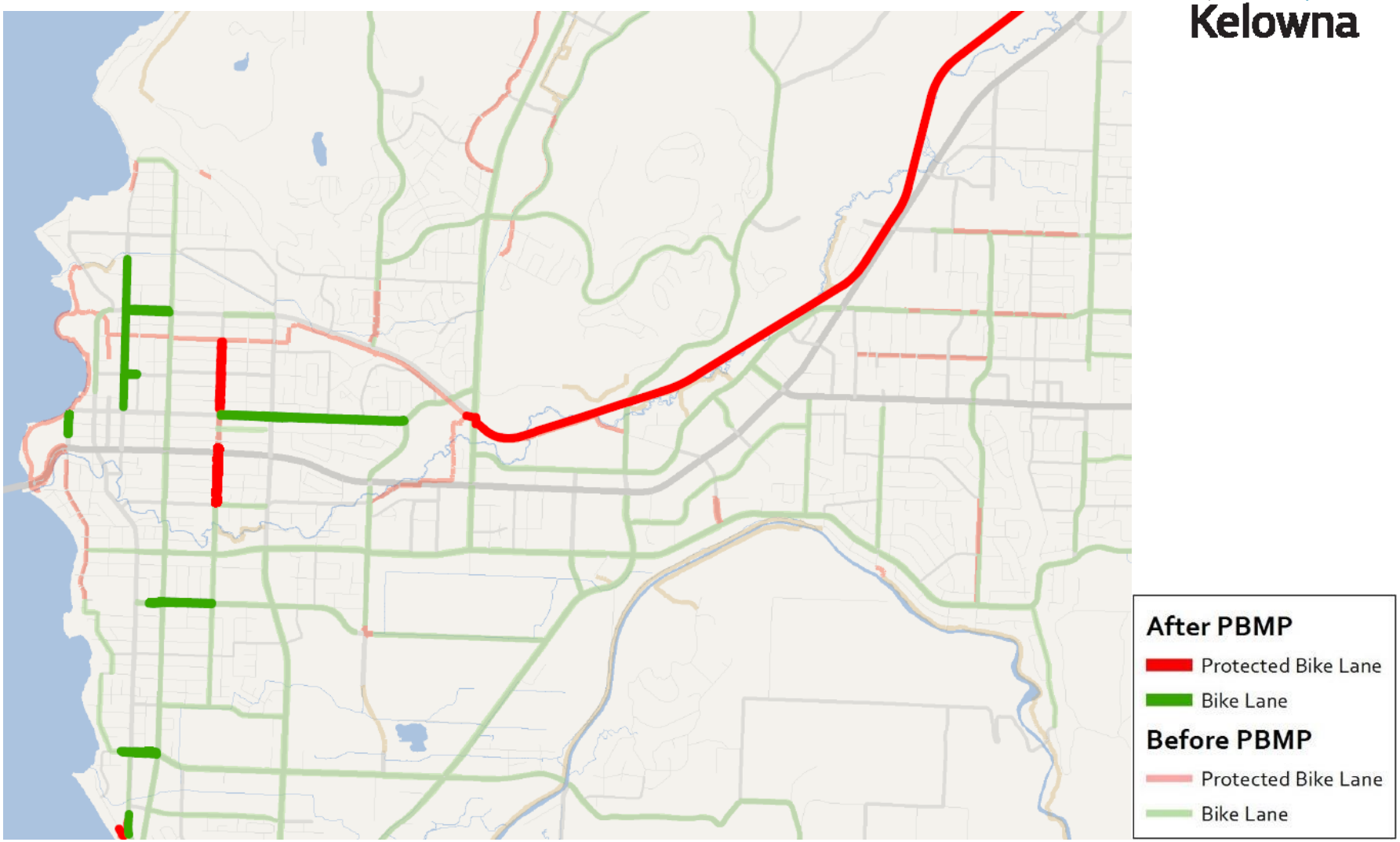


City of Kelowna

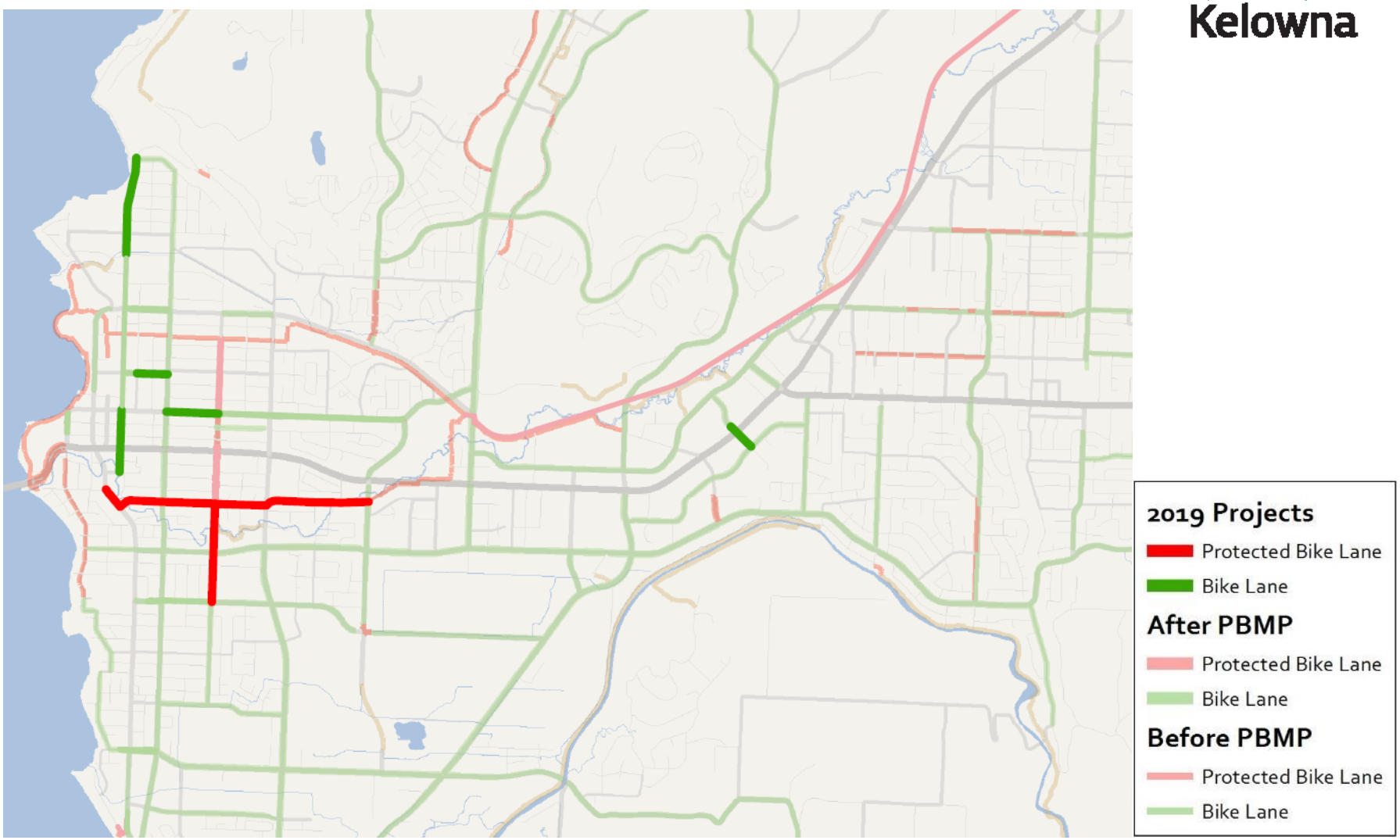

Recent and Planned Investment in Active Transportation
Millions
$16
$14
$12
$10
$8
$6
$4
$2
$0
ATCs
Bike Lanes
Sidewalks
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023

City of Kelowna




After PBMP
Protected Bike Lane
Bike Lane
Before PBMP
Protected Bike Lane
Bike Lane

City of Kelowna



Strategies for Investment

Resurfacing Program (lane marking improvement)

Spot safety improvement

Bike Lanes

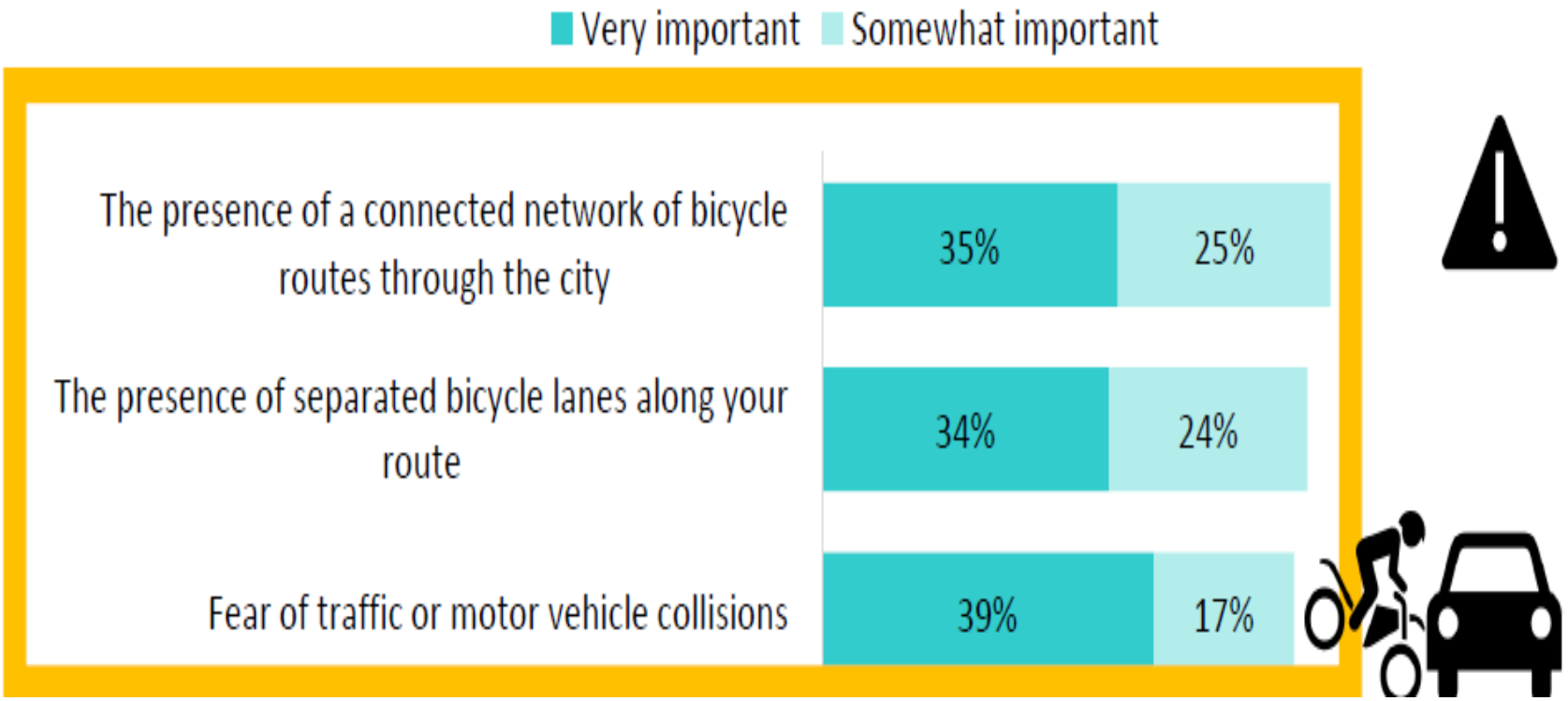
Active Transportation Corridors

User Perception

Source: City of Vancouver (2017), AAA Guidelines.

Kelowna Feedback

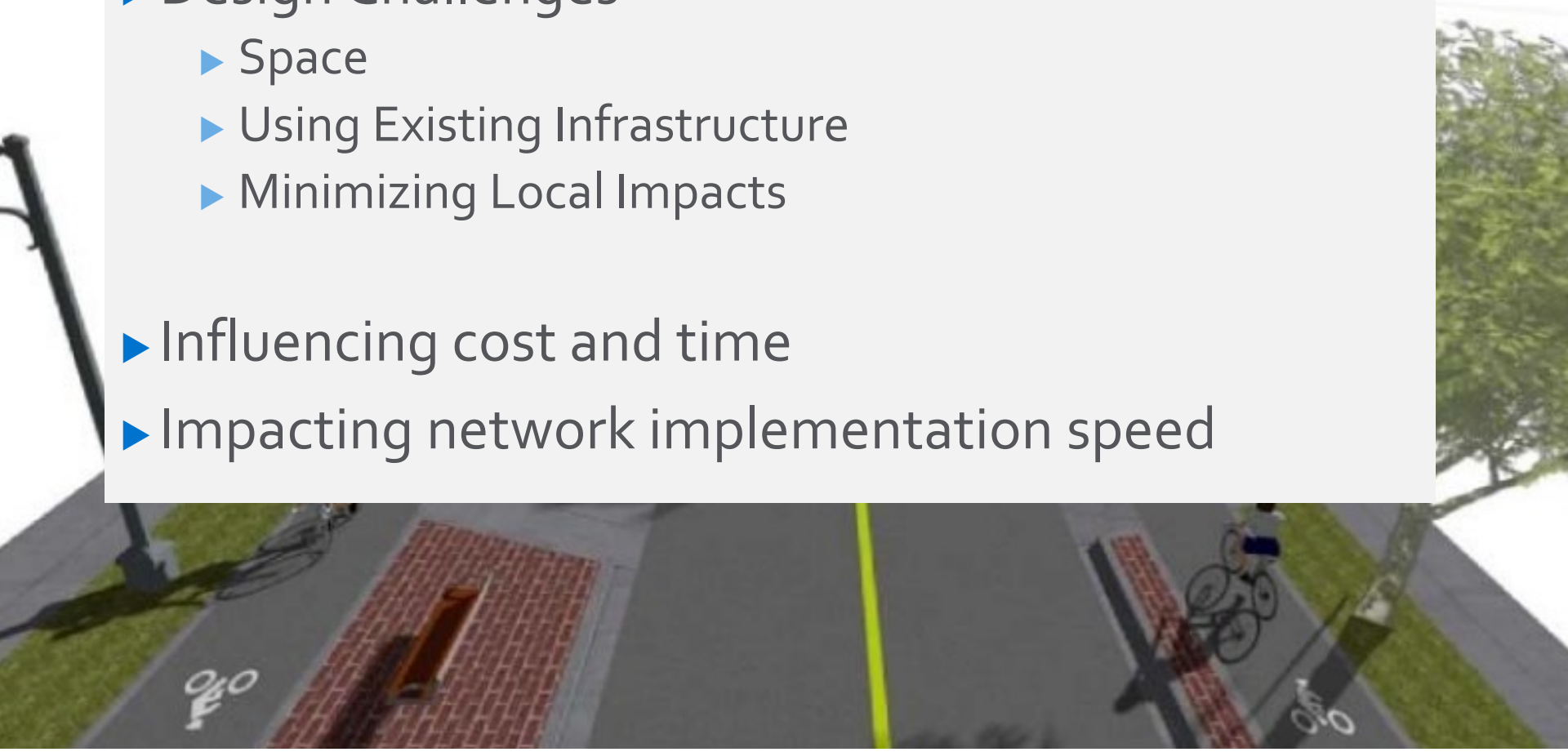
- Survey shows that majority of Kelowna residents are interested in bicycling but concerned



Source: Dr. Meghan Winters's SFU - Impacts of Bicycle Infrastructure in Mid-Size Cities

On protected bike lanes

- Design Challenges
  - Space
  - Using Existing Infrastructure
  - Minimizing Local Impacts
- Influencing cost and time
- Impacting network implementation speed

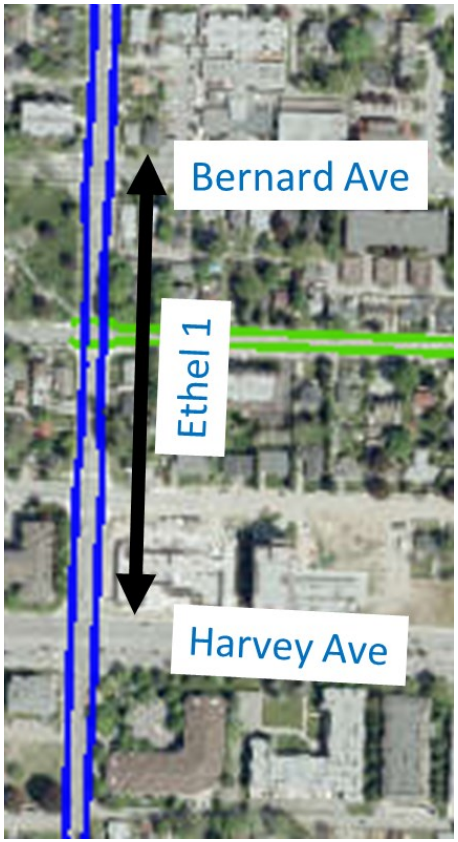


Delivered Projects

- Okanagan Rail Trail
  - 17.8 Km in Kelowna

Delivered Projects

- Ethel 1 – Raised
  - $6400/m



Delivered Projects

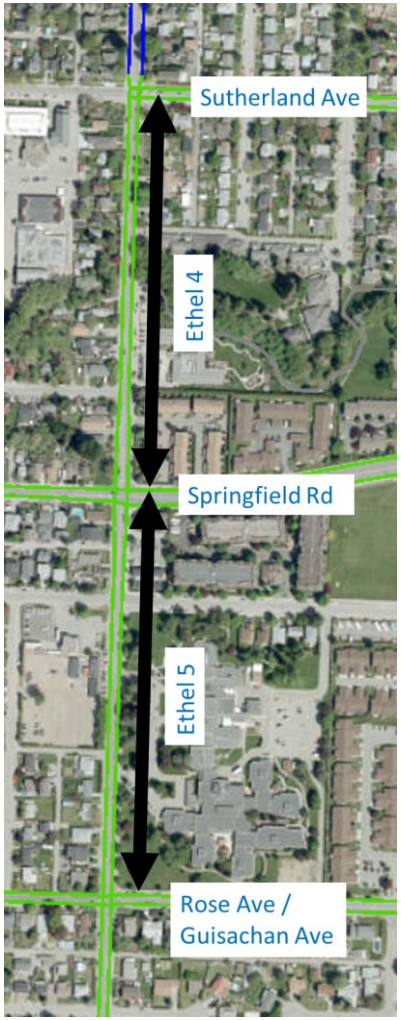
- Ethel 2 – Raised
  - $4900/m

Delivered Projects

- Ethel 3 – Raised
  - $6900/m

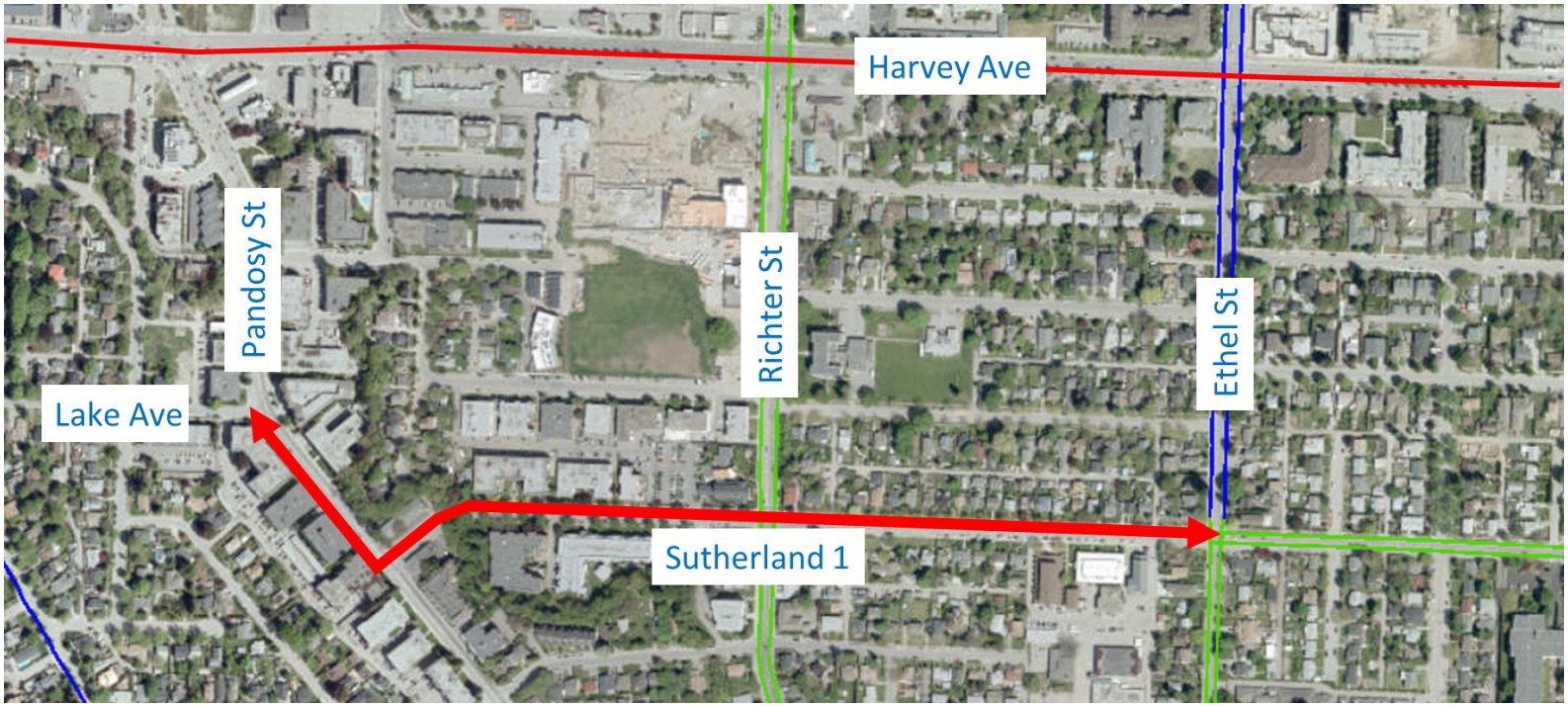
Current Projects

- Ethel 4 & 5 – Protected Median
  - $5200/m
  - ~25% reduction Ethel 3



Current Projects

- Sutherland – Two Way Protected Median
  - $2400/m
  - ~%60 reduction compared to Ethel 3



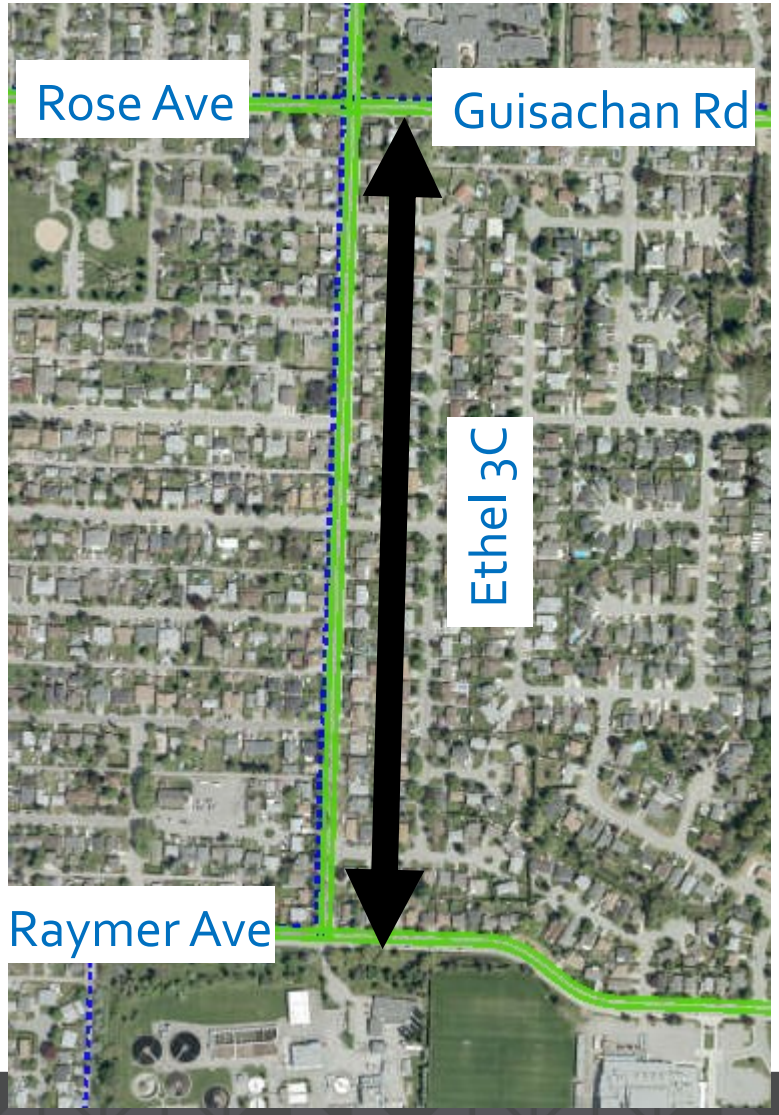
Current Projects

- Sutherland – Two Way Protected Median
  - $2400/m
  - ~%60 reduction compared to Ethel 3

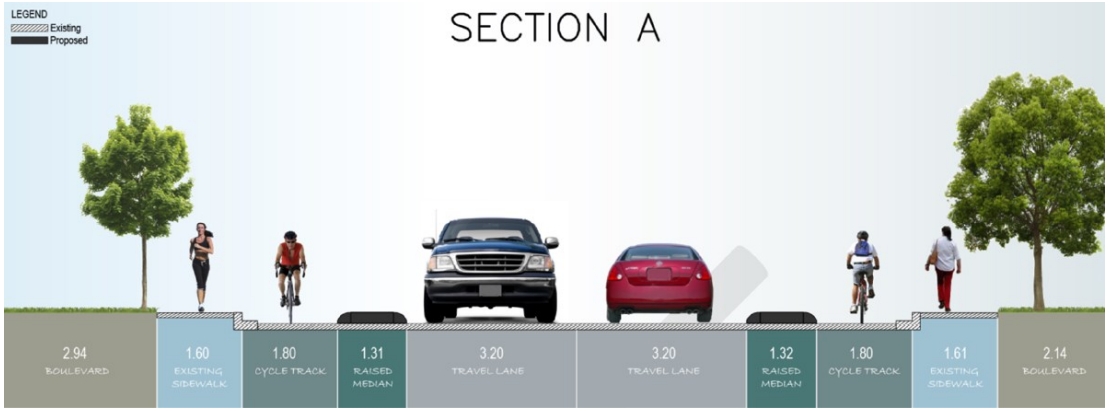
Current Projects

- Sutherland – Two Way Protected Median

What's Next

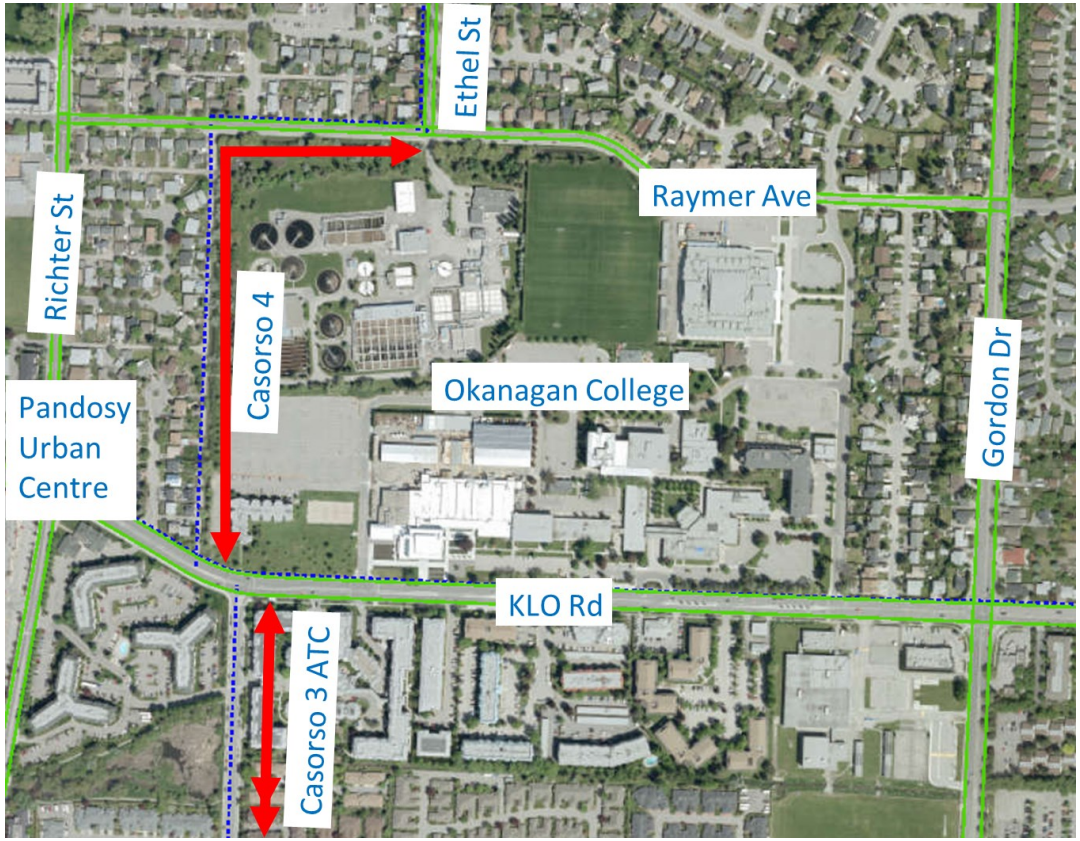


- Ethel to the South
  - $4200/m
- Proposed
  - Accelerate Project
  - Reduce Costs 1/3 to 1/2



What's Next

- Beyond Ethel

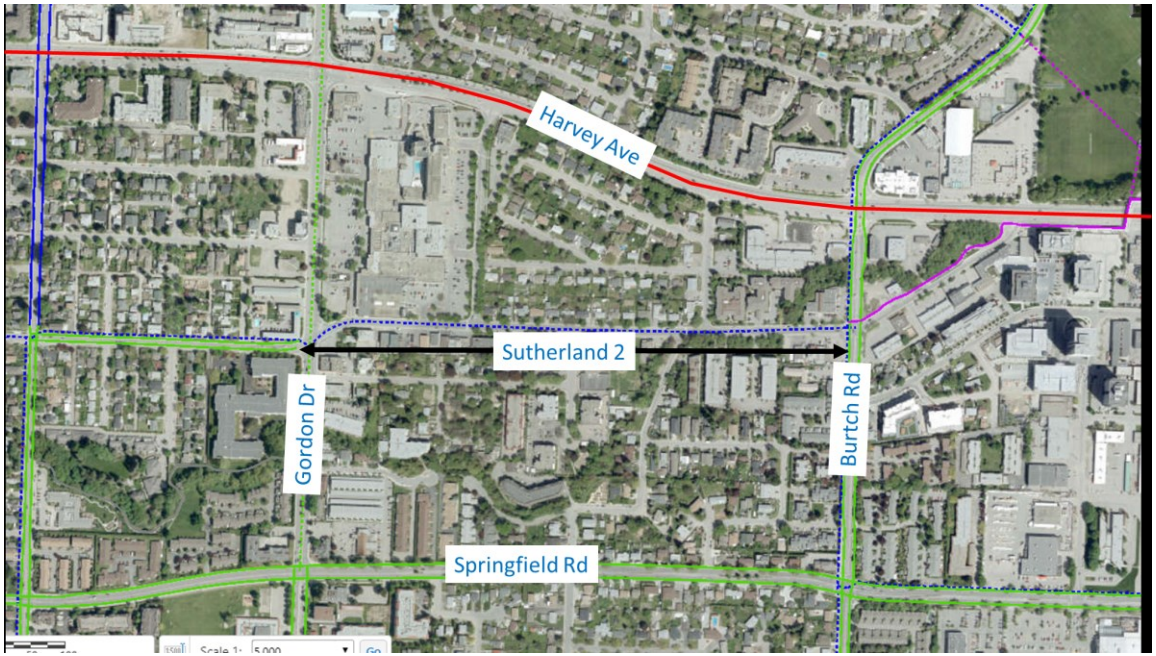


Casorso 4 (Raymer to KLO)	
Planning	Ongoing
Design	2022
Construction	2023-2024
Cost Estimate	$540,000
	$800/m

Casorso 3 (KLO to Barrera)	
Planning	Ongoing
Design	2024
Construction	2026-2027
Cost Estimate	$4.2 M
	$4,200/m

What's Next

- Sutherland 2
  - Capri Redevelopment



Phase	Timing
Planning	Complete
Design	2019 (Dev.)
Construction	2019 (Dev.)
Cost Estimate	$2.9 M
	$3,500/m

What's Next

- Houghton – Multi Use Patheway
  - Connecting ORT to Houghton MUP

Phase	Timing
Planning	Complete
Design/Build	2019/2020
Cost Estimate	$7.7 M
	~$10,700/m

Phase	Timing
Planning	Complete
Design/Build	2019/2020
Cost Estimate	$4 M
	~$5,500/m

What's Next

Exploring Pilots & Partnerships

To further expand the City's protected bike network with low cost solutions

The City is working to deliver an active transportation network faster using safe and pragmatic solutions

Questions?

For more information, visit **kelowna.ca**.