

# Report to Council



**Date:** August 24, 2020  
**To:** Council  
**From:** City Manager  
**Subject:** 2020 Active Transportation Corridors Update  
**Department:** Integrated Transportation

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## **Recommendation:**

THAT Council receives for information, the report from Integrated Transportation dated August 24, 2020, with regard to the 2020 Active Transportation Corridors Update;

AND THAT Council receives for information, the progress and opportunities report to expand the All Ages and Abilities biking network.

## **Purpose:**

To provide an update on the implementation of the Pedestrian Bicycle Master Plan and ongoing efforts to deliver the active transportation network faster using effective, safe and pragmatic solutions.

## **Background:**

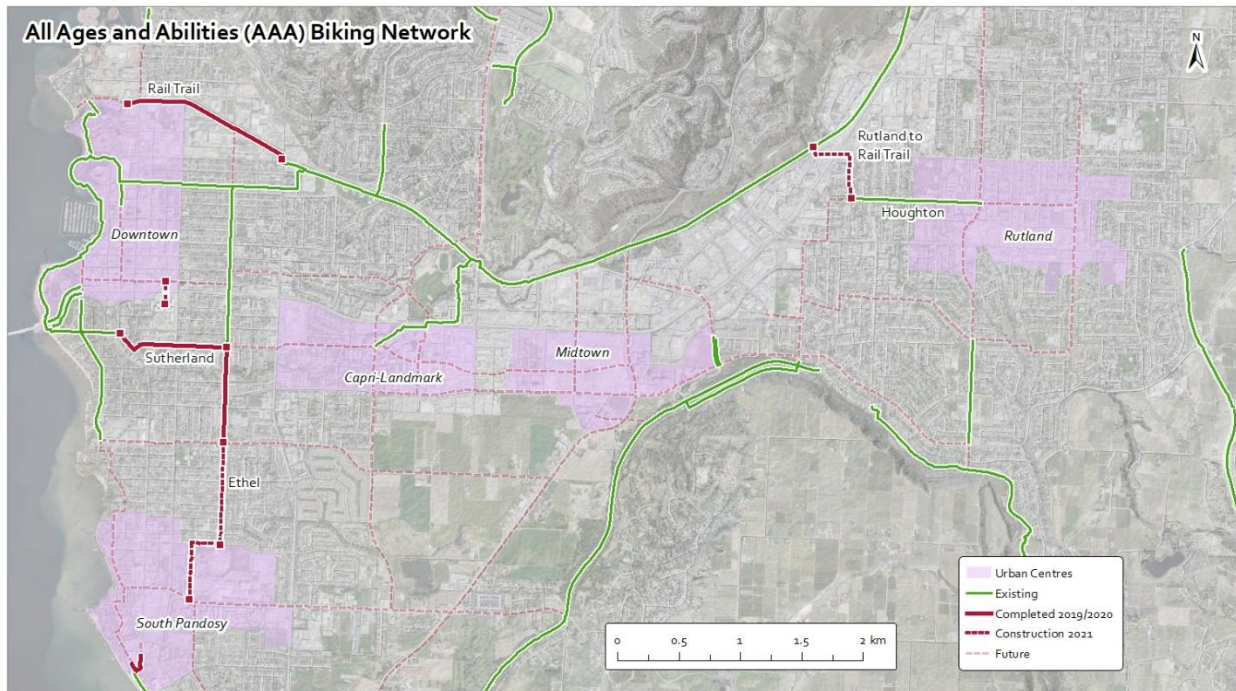
The Pedestrian Bicycle Master Plan (PBMP), adopted by Council in 2016, seeks to make walking and biking safe and convenient for people of all ages and abilities. Promoting active transportation is a cost-effective strategy that will allow Kelowna to mitigate traffic congestion and its impact on our economic competitiveness as we grow. A balanced transportation network is essential to ensure Kelowna remains an attractive place to live, work, and play.

The City has taken concrete steps to implement the PBMP through investments in infrastructure – including sidewalks, shared paths, and bike lanes – and programs such as shared micro mobility, Safe Routes to School, and Bike to Work Week. Capital investment has focused on constructing a network of All Ages and Abilities Active Transportation Corridors (ATC); facilities that create greater opportunities to change travel behaviour and are supported by the community.<sup>1</sup>

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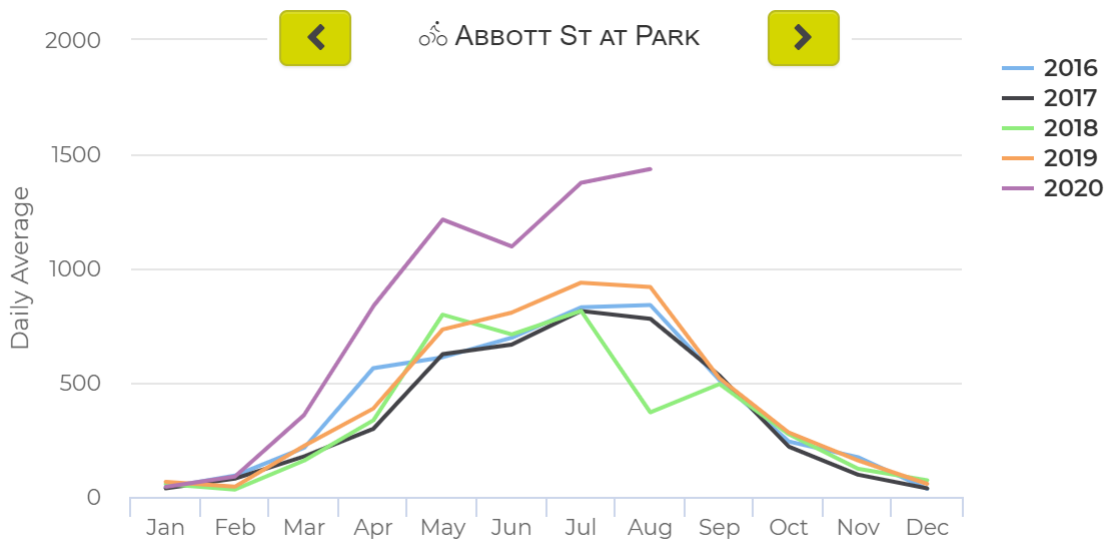
<sup>1</sup> SFU, Cities, Health & Active Transportation Research (CHATR) lab Impacts of Bicycle Infrastructure in Mid-Sized Cities. <http://www.sfu.ca/ibims.html>

Investments follow priorities set in the PBMP, which considered connectivity to key destinations such as schools and parks, gaps in the network, and prioritizing Urban Centres areas with higher densities of residents and jobs - where there is the highest potential for cycling.



### ATC Data

The use of active transportation facilities has seen unprecedented growth throughout the COVID-19 pandemic. Bicycle volumes have increased at most count stations across the cycling network.



## Completed and Current projects

While each project is different, and costs vary with context, the City has made efforts in recent projects to find cost-effective solutions to more quickly deliver safe and effective active transportation projects, including; constructing facilities at street-level separated by medians rather than raised cycle tracks, considering designs which do not require full street reconstruction where feasible, and coordinating work with underground utilities and road resurfacing to maximize value. Projects recently completed, under development or planned are listed below.

- Sutherland 1 – Pandosy to Ethel (Completed 2019)
- Ethel 4 – Sutherland to Springfield (Completed 2019)
- Ethel 5 – Springfield to Rose (Construction 2020)
  - o Opening 2020
- Ethel 6 – Rose to Raymer (Construction 2020/21) projected to cost
- Casorso 4 - Ethel at Raymer to KLO at Casorso (Potential 2021)
  - o Routing via the existing laneway.
- Casorso 3 ATC (Potential 2023, KLO to Barrera)
  - o Using existing roadway where feasible.
- Houghton ATC (Potential 2021, Houghton ATC to Okanagan Rail Trail)
  - o Deferred from 2020 due to COVID budget adjustments.

## Strategies for Implementing Filling Critical Network Gaps (Pilots and Interim Infrastructure)

Where high-value network gaps exist due to limited land, future development or funding constraints strategies to fill gaps with interim infrastructure in the short term are being considered. These interim improvements could create separated ATC facilities within existing street space using elements such as delineator posts, concrete barriers, and planters.

- Okanagan Rail Trail – East of Ellis to Waterfront Walkway (Potential 2021)
  - o Links the Okanagan Rail Trail to the Waterfront Walkway for cyclists.
  - o Sunset - utilize the existing pathway along the east side of the street.
  - o Manhattan – Reallocate parking lane to avoid disturbing landscaped berm and allow for future potential for redevelopment. Interim concrete barriers option can deliver safe and effective cycling connections in the short term.
  - o Planning and Design almost completed
- Sutherland ATC (Potential 2021 – Lequime (Gordon) to Burtch)
  - o Links Sutherland/Ethel ATCs to Landmark, the Dayton Overpass and the Okanagan Rail Trail.
  - o ATC is a requirement of the Capri Mall redevelopment – originally planned to be implemented by the developer in 2019 concurrent with the initial phase.
  - o Current development timelines are uncertain, and the ultimate ATC requires land, changes to the Capri Mall site and is impacted by utility upgrades.
  - o Interim concrete barriers with intersection improvements can deliver a safe and effective cycling connection in the short term.
  - o Planning and design - winter 2020/21.
  - o Capri Mall developer would retain their commitment to build the permanent design from Lequime to Burtch as per their servicing agreement.

- Abbott ATC (Potential 2021 Pilot – Rose to West)
  - o Extend Abbott ATC to the Pandosy Urban Centre and reduce the gap to Gyro Beach.
  - o Planned corridor with funding in the long-range financial plan. High cost due to full road reconstruction and potential property impacts.
  - o The number of people biking on Abbott has historically been high and increased by over 50 percent this year.
  - o Interim concrete barriers and street reallocation (bike lanes, parking and possible lane restrictions) will be explored in 2020 with public engagement.
  - o This pilot between Rose to West, if successful, could be extended south to connect into the existing network at Gyro Beach.

With these projects, strategies and pilots the City is continuing to work to deliver the active transportation network faster using safe and pragmatic solutions.

**Internal Circulation:**

Active Transportation Coordinator  
Communications Consultant  
Divisional Director, Infrastructure  
Infrastructure Delivery Department Manager  
Senior Project Manager  
Transportation Planner

**Considerations not applicable to this report:**

Financial/Budgetary Considerations  
Legal/Statutory Authority  
Legal/Statutory Procedural Requirements  
Existing Policy  
Personnel Implications  
External Agency/Public Comments  
Communications Comments  
Alternate Recommendation

Submitted by:

G. Foy, Transportation Engineering Manager

Approved by:

R. Villarreal, Department Manager, Integrated Transportation

**Approved for inclusion:**



A. Newcombe, Divisional Director, Infrastructure

Attachment 1 – 2020 Active Transportation Corridors Update Presentation

cc: Divisional Director, Infrastructure  
Divisional Director, Corporate Strategic Services