

# Report to Council



**Date:** 2016-12-05  
**File:** 0710-60  
**To:** City Manager  
**From:** Rafael Villarreal, Manager, Integrated Transportation  
**Subject:** 2017 BikeBC Grant Application  
Report Prepared by: Mahesh Tripathi

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## **Recommendation:**

THAT Council endorses the Okanagan Rail Trail from Dilworth Drive to Airport Way as the City's priority 1 for the 2017 BikeBC grant application;

THAT Council endorses the Ethel Active Transportation Corridor (ATC) from Harvey Avenue to Sutherland Avenue as the City's priority 2 for the 2017 BikeBC grant application;

AND FURTHER THAT upon confirmation of the grant award for either Priority 1 or 2, the 2017 Financial Plan be amended to a maximum of \$2,000,000 as outlined in this report.

## **Purpose:**

To receive Council's approval for grant application for the above noted projects for the 2017 BikeBC grant program.

## **Background:**

BikeBC is a provincial grant program to assist local governments in improving or expanding their bicycle networks by funding up to 50 per cent of eligible cost-shareable capital work. Eligible projects include those that encourage transportation cycling by accelerating the development of new cycling infrastructure including those for trips to and from work, school, tourism and errands.

Proposals are selected by BikeBC using a priority ranking system to determine which applications best meet the program's goal of encouraging transportation cycling, creating healthy living environments, reducing traffic congestion and greenhouse gas emissions through safe and effective cycling infrastructure. Funding for projects is awarded based on the following:

- Community's support for healthy living and physical fitness

- Enhancing tourism cycling
- Cost effectiveness
- Safety
- Ridership
- Facility type
- Catchment population size
- Timing
- Multimodal connections
- Proponent's priority
- Endorsement letters
- Connection to Gateway Program

The deadline for submitting the 2017 BikeBC application is December 16<sup>th</sup>, 2016.

Based on BikeBC selection and eligibility criteria, staff compiled, reviewed and selected the following two capital projects as the best candidates for a successful grant award. The projects contribute significantly to the city's and regional vision for a sustainable transportation system.

Priority	Project	Total Project Costs	Grant Requested
1	Okanagan Rail Trail (Dilworth Drive - Airport Way)	\$2,000,000	\$1,000,000
2	Ethel Street Active Transportation Corridor (Harvey Avenue - Sutherland Avenue)	\$2,500,000	\$228,339

Details for each of the proposed grant projects are provided in the appendix of this report.

#### **Financial/Budgetary Considerations:**

The grant funds will be provided to the City only once the projects are completed. As such the City must have adequate capital budgets for the full construction of the grant projects.

The Central Okanagan Foundation, one of the community partners in the fundraising program for the rail trail, has committed to provide the City approximately \$1 million from fundraising funds when the grant application is successful. Once the project is complete, BikeBC grant will reimburse a maximum of \$1 million.

Ethel ATC, which is proposed to be fully funded as part of the 2017 budget requests (Attachment B), is in the 2030 infrastructure Plan with 60 per cent of the project funding coming from Community Works Fund (CWF), 22 per cent of funding from Development Cost Charges (DCC) and the remaining 18 per cent from taxation. The BikeBC grant may fund up to 50 per cent of the eligible project costs and should the City receive this grant these funds would replace the CWF and DCC share of project costs.

#### **Internal Circulation:**

Divisional Director, Infrastructure  
Divisional Director, Communications & Information Services  
Divisional Director, Finance  
Department Manager, Infrastructure Delivery  
Manager, Grant & Partnerships  
Manager, Infrastructure Engineering  
Project Manager, Inter-jurisdictional Team (ITD)

**Considerations not applicable to this report:**

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

Submitted by:

Submitted by:

R. Villarreal, Manager, Integrated Transportation

Approved for inclusion:



A. Newcombe, Director, Infrastructure

Appendix A - Okanagan Rail Trail and Ethel St Active Transportation Corridors

cc: Divisional Director, Infrastructure  
Divisional Director, Communications & Information Services  
Divisional Director, Finance  
Department Manager, Infrastructure Delivery  
Manager, Grant & Partnerships  
Manager, Infrastructure Engineering  
Project Manager, Inter-jurisdictional Team (ITD)

## APPENDIX A – Okanagan Rail Trail and Ethel St Active Transportation Corridors

The City of Kelowna's Official Community Plan includes a number of key Active Transportation Corridors (ATC) to be delivered by 2030. This includes the extension of the existing Rails with Trails and a new route along Ethel Street. Both of these corridors have been identified as the community's priority links in the 20-year Capital Plan and the 2016 Pedestrian and Bicycle Master Plan. A brief description on these is as follows (see attached map).

- a) **Okanagan Rail Trail** is a regional trail on a discontinued 45 km long rail corridor acquired by various local governments between Kelowna and Coldstream. The City of Kelowna owns the longest section, approximately 18 km between Gordon Drive and the City's limit at Beaver Lake Road. Prior to the recent corridor acquisition, the City had built a roughly 3 km long, paved pathway adjacent to the railway corridor between Gordon Drive and Dilworth Drive. Now that the corridor acquisition is complete, the Okanagan Rail Trail Initiative (ORTI) and the City, in coordination with the inter-Jurisdictional Development Team, intends to undertake the work necessary to convert the rail-bed into a safe & functional basic trail within its jurisdiction.

**The Okanagan Rail Trail Initiative (ORTI)** is a community-based volunteer organization coordinating and supporting a campaign to raise funds for development of a trail on the discontinued CN Rail Corridor purchased by local governments and the Province of B.C.

ORTI has made arrangements with the Community Foundation of the North Okanagan (CFNO) and the Central Okanagan Foundation (COF) to collect donations and provide tax receipts for the trail fundraising.

**The Interjurisdictional Development Team (IDT)** is comprised of the municipalities of Lake Country, Kelowna and Okanagan Indian Band as well as Regional District of North Okanagan. The Team jointly identified the value the rail line could have as a continuous multi-modal transportation corridor connecting all the communities.

**The IDT is acting as a common voice for local governments to work collaboratively in achieving common goals for the mutual benefit of the valley's residents.**

Consistent with the concept design envisioned by the IDT, the proposed section between **Dilworth Dr & Airport Way** will have a 4.6 m wide finished surface consisting of crushed and compacted aggregate. Included in the development of this basic trail will be controlled road crossings, wayfinding signage, access/safety barriers, intersection lighting and other support infrastructure to provide a basic level of safety & operation for the most pedestrians & cyclists.

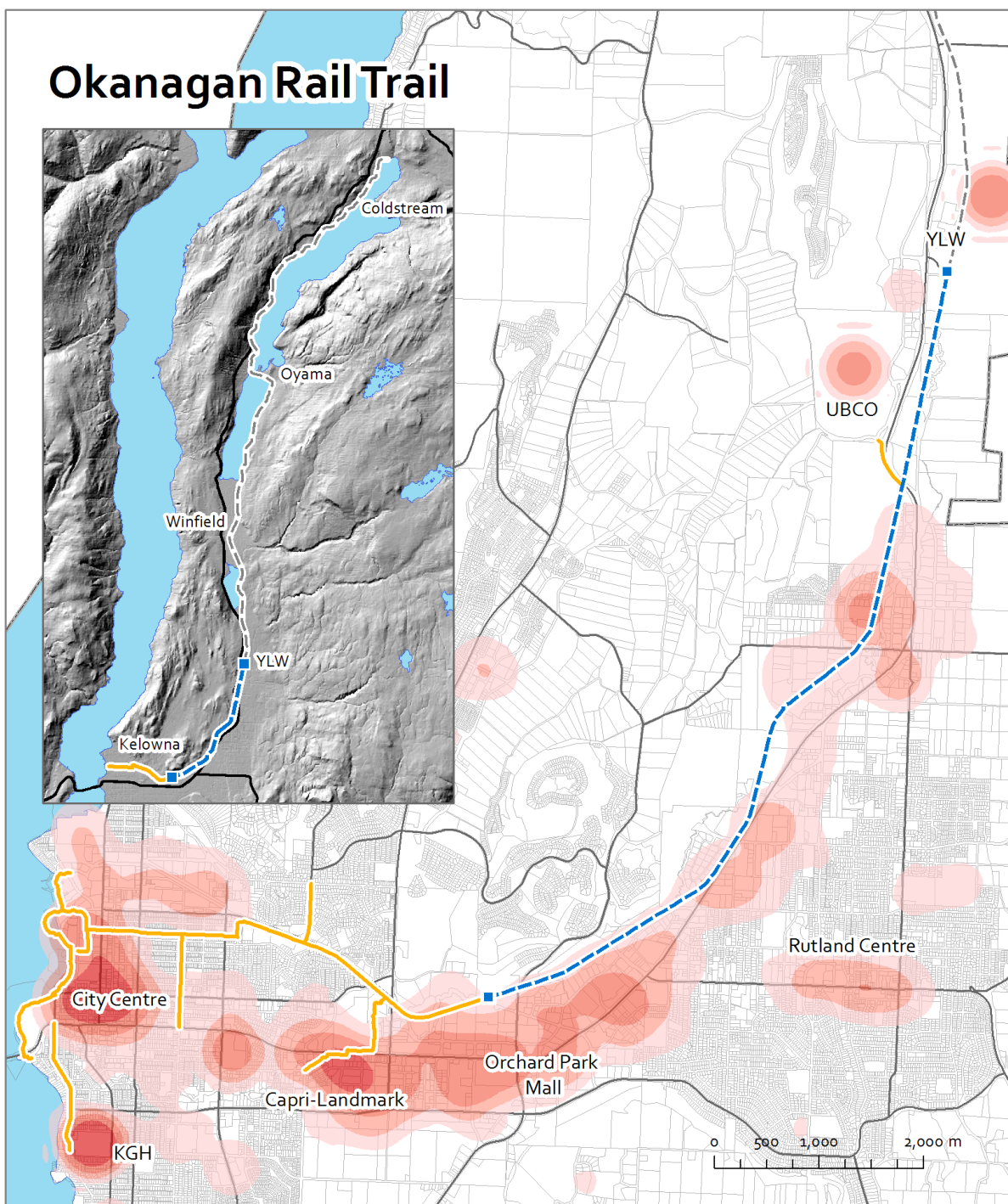
In later phases, the City of Kelowna would anticipate developing the corridor within its jurisdiction to provide an all ages and abilities active transportation route available 24-hours a day, all-year-round. Further improvements including paved asphalt surface and corridor lighting are anticipated in the next stages of upgrades and would be funded in a different manner.

- b) **Ethel Street Active Transportation Corridor:** Ethel Street is a two-lane north-south arterial road, which runs from Raymer Avenue to Clement Avenue. The total length of this corridor is approximately 3 km. When completed this corridor will provide a much anticipated north-south walking and cycling facility serving downtown Kelowna, high density residential developments, several schools and regional institutions including Okanagan College, Kelowna General Hospital, Parkinson Recreation Centre and parks. It will also connect to other east-west corridors including Cawston ATC/Rails-with-Trails, Rose Ave bike lanes and the future Sutherland ATC. The first two phases of the corridor between Harvey Ave (Hwy 97) and Cawston Ave (approximately 0.85 km long) have been constructed in 2015 and 2016. The first phase between Harvey Ave and Bernard Ave received a separate provincial cycling grant in 2015.

The next phase of the corridor will extend it by 0.5 km further south from Harvey Ave to Sutherland Ave. The improvements will retro-fit the existing rural cross-section to include a single travel lane in each direction with a segregated cycle track and sidewalk on each side of the road. Boulevard, street lights and urbanization are also proposed for safety and convenience.

The attached map and table show details of Okanagan Rail Trail and Ethel Active Transportation Corridors.

# Okanagan Rail Trail



## Cycling Network

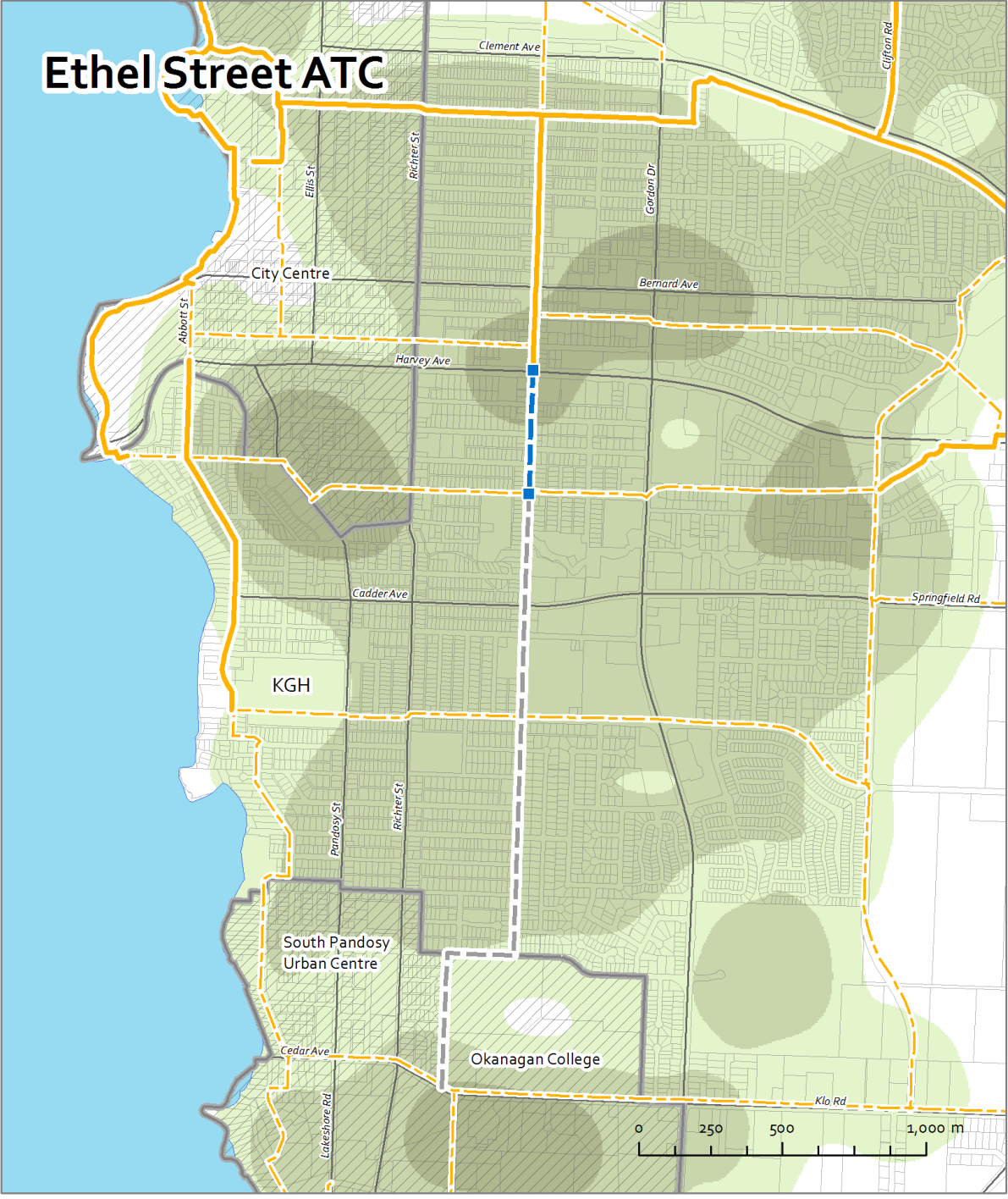
- Existing
- Current Application


Future Rail Trail

## Jobs per Hectare

- 6 - 19
- 20 - 43
- 44 - 86
- 87 - 176








City of Kelowna

**Cycling Network**

- Existing
- Current Application
- Future Ethel ATC
- Future ATCs

**Population per Hectare**

6 - 19	44 - 86
20 - 43	87 - 176



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