

Westside Trail Technical Brief

Sustainable Transportation Partnership of the
Central Okanagan

December 21, 2020



Summary

This document updates the 2016 Westside Trail Collaboration Technical Brief. It follows the recent regional active transportation planning projects and initiatives as outlined in the **Regional Transportation Plan (RTP)** and the **Regional Bicycling and Trails Master Plan (RBTMP)**. These documents have updated the alignments originally shown in the 2016 Brief among other changes. There have also been recent local initiatives and improvements to the transportation network that have advanced and transformed the use of active transportation in the area.

The following agencies continue to be involved in discussions and planning initiatives related to the Westside Trail since the 2016 Brief: District of Peachland; City of West Kelowna; Westbank First Nation; and the Regional District of Central Okanagan.

The Westside Trail recommended in this Brief spans the W.R. Bennett Bridge to Highway 97 south of Peachland. Once complete, the Trail will connect the communities of Kelowna, West Kelowna, West Bank First Nation, and Peachland. The municipalities surrounding the Trail have experienced a significant amount of population growth and land use changes over the years, which has resulted in the need for new and updated strategies that will encourage healthy and environmentally friendly communities through active modes of travel.

The segments are described in this document for preliminary discussion with the partner organizations on advancing the planning, engineering and/or construction of the improvements. As the segments cross many jurisdictions, a lead agency for advancing further work has been identified.

Background

Active transportation refers collectively to walking and bicycling as well as other self-propelled means of travel. Like the automobile, these forms of mobility need to have designated corridors and appropriate infrastructure for their convenient and safe use.

On the east side of Okanagan Lake within the Central Okanagan, the communities have teamed up to realize an important regional trail system using the abandoned CN Rail corridor. Together they have purchased the rail corridor and completed a significant portion of the Okanagan Rail Trail (ORT). One section of the Trail, between Old Vernon Road and McCarthy Road north of Kelowna, is incomplete; however, there are plans to convert this section to trail in the future.

Attention also needs to be focused on the Westside to make active transportation a safe and attractive option for intra and inter-regional mobility. The communities of Peachland, West Kelowna and the Westbank First Nation along with the Regional District of Central Okanagan are working together to identify, plan and implement regional active transportation improvements. This includes the potential for a continuation of the ORT on the west side of Okanagan Lake.

The 2016 Westside Trail Collaboration Brief was created in response to the need for active transportation on the Westside, which formed a desire for partner agencies to work collaboratively to plan the route(s) for regional active transportation corridors on the Westside in the Central Okanagan. The document includes identification of trail additions and improvements along the Highway 97 corridor through the Okanagan as well as off-highway corridors that redirect bicyclists to parallel routes.

Ongoing Regional Active Transportation (AT) Initiatives

There are many regional planning strategies that have recently been developed to support the inter-municipal connectivity of active transportation networks.

These initiatives have included the **Regional Transportation Plan (RTP)** and the **Regional Bicycling and Trails Master Plan (RBTMP)**. These two documents were developed concurrently to ensure coordination between content and successful connectivity between all transportation networks. The Regional Transportation Plan establishes transportation projects and priorities for the Central Okanagan with a vision in mind to connect people in the Central Okanagan and surrounding area and beyond. While the RTP provides recommendations for all modes of travel, the RBTMP goes in more depth on regional active transportation connections in the Central Okanagan.

The RBTMP identifies the Westside Trail as a high priority project. Aiming for an all ages and abilities standard, these facilities are predominantly traffic separated facilities. The routing travels through both Goats Peak and Kalamoior Regional Parks, and ecological considerations suggest these sections should remain unpaved. This route will nonetheless serve both commuter and utilitarian bicyclists travelling east-west, while also forming part of the larger Trail of the Okanagans¹, and could help draw tourists to the area as part of a greater 'Westside Wine Trail²' route.

¹ <https://www.trailoftheokanagans.com/>

² <https://www.thewestsidewinetrail.com/>

Active Transportation Planning Initiatives by Local Jurisdictions

There have been several planning documents developed by local jurisdictions that have promoted the inclusion of infrastructure, policies and programs related to active transportation.

Local documents that will continue to shape active transportation networks and other sustainable modes of travel on the east side of Okanagan Lake include Lake Country's **Parks and Recreation Master Plan (2018)** and City of Kelowna's **Pedestrian and Bicycle Master Plan (2016)**. Both documents provide direction for the future of the ORT, including inter-municipal connectivity to surrounding areas such as West Kelowna.

To support active transportation on the west side, the City of West Kelowna has developed a **Pedestrian and Bicycle Infrastructure Plan (2016)** and a **Recreational Trails Master Plan (2013)**. District of Peachland's **Park and Recreation Master Plan (2018)** works alongside these documents to establish trail connections throughout the region, including the Westside. Westbank First Nation also released an **Active Transportation (AT) Plan** in July 2020 that includes policy, program and infrastructure recommendations to promote walking and bicycling in the community.

The Westbank First Nation's AT Plan focuses on two reserve areas of Westbank First Nation, IR 9 and 10, which are divided by a part of West Kelowna. The network recommendations include a proposed ultimate network with the addition of 7.5km of multi-use trail alongside multi-use paths, protected bikeways, buffered bike lanes, neighbourhood bikeways, sidewalks, a grade-separated crossing along Highway 97, and future to-be-determined bikeway connections. Many of the fourteen projects identified for prioritized implementation connect to West Kelowna.

The Board of the Regional District of the Central Okanagan approved the **Goats Peak Regional Park Management Plan** in 2016, which guides the park development over the next 20 years. The Plan envisions a 3.0m wide (with 1.0m of clearance on either side) 2 km multi-use trail, also known as Big Sage Trail. This Trail connects the east end of the park to Seclusion Bay Road and a small parking area in the west. The Trail formalizes an existing access road and is envisioned to be "a part of the Regional Active Transportation Network".

Volunteer Organizations

Several volunteer organizations have developed plans that help build an interconnected trail network throughout the Okanagan Valley.

The **Okanagan Rail Trail Initiative** is a community- and volunteer-based organization that has helped raise \$7.8M over two years for transformation of the rail corridor into a trail. The

Initiative has continued as the **Friends of Okanagan Rail Trail**, which works with the public to raise money and is in discussion with municipalities in the region. West of the lake, the **Gellatly Bay Trails Society** has been actively planning and advocating for trails on the Westside for many years. The group is focused on development of a seamless trail connecting Peachland to Okanagan Lake.

The **Trail of The Okanagans Society** organization envisions a valley-wide trail network consisting of a continuous 370 km route (mostly on abandoned rail corridors) as well as loops and spurs connecting key destinations throughout the valley. The **Shuswap Trails Alliance** is a strong, long running trails advocacy and management organization dedicated to development of trail networks in the Shuswap region. The group is now actively supporting efforts to develop a valley-wide inter-regional trail network.

Westside Trail

The Westside Trail spans 28km, connecting from the District of Peachland to the W.R. Bennet Bridge. The Trail connects from southern Peachland into the City of West Kelowna and West Bank First Nation Tsinstikeptum Indian Reserve (IR) 9 and Tsinstikeptum Indian Reserve (IR) 10.

Unlike the ORT, the Westside Trail does not have a decommissioned rail line to repurpose or follow. Forging a new connection in many areas, the Trail navigates topographically challenging lakefront terrain. Where new connections are required, the Trail draws on previous plans or desire lines for its alignment. The facility types recommended in this Brief draw on the facility types describe in the RBTMP.

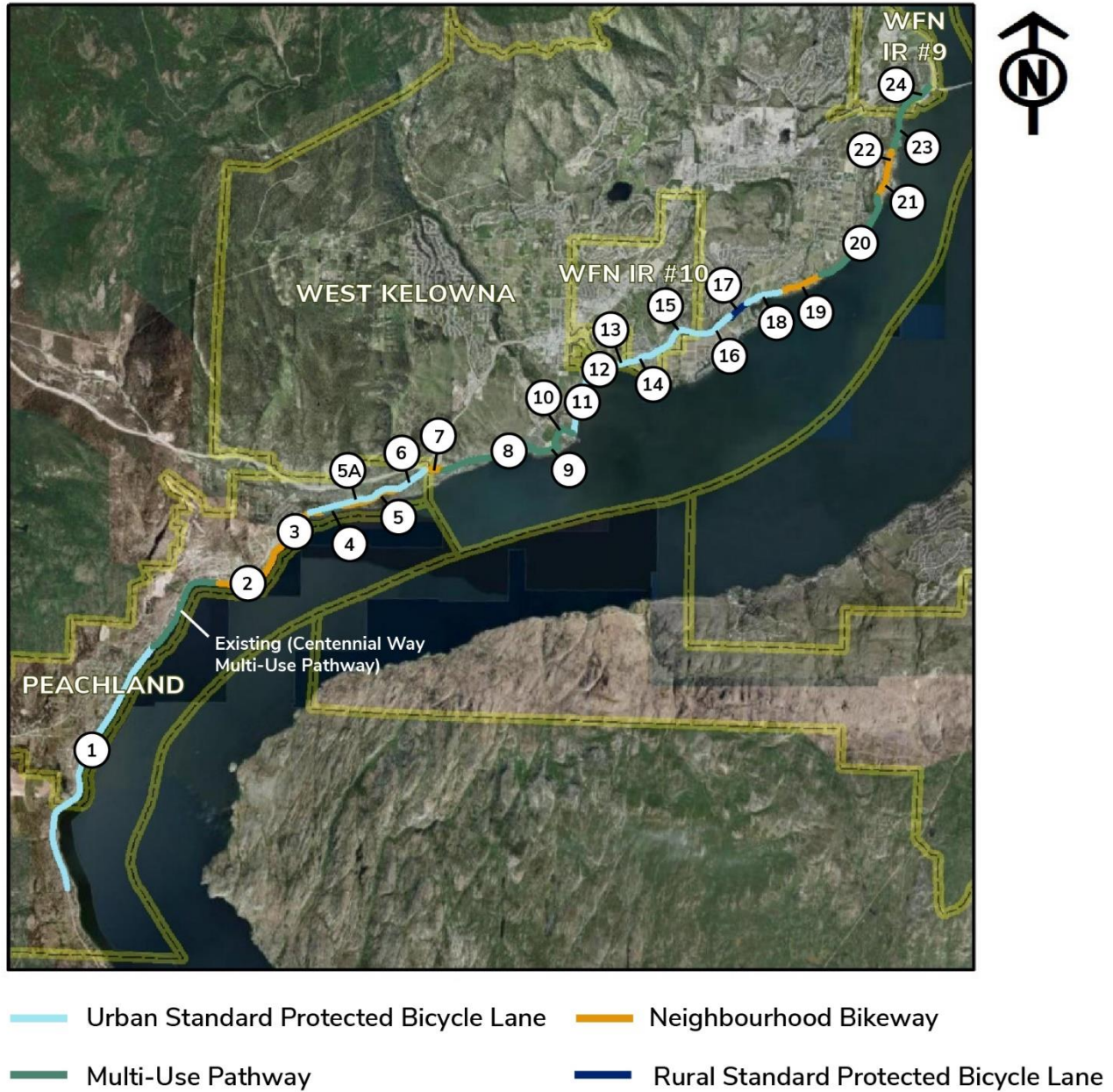
Further engineering work is required to more clearly understand the feasibility of the Trail, including surveys and geotechnical investigations. Where possible, the Trail makes use of existing right-of-way, to reconfiguring existing streets into multi-modal corridors.

Summary of Westside Trail Segments

For the purposes of this Brief, the project team has broken up the Westside Trail into 24 segments, which are summarized in Figure 1 and Table 1. Table 1 summarizes each segment, including an implementation lead, supporting or partner agencies in implementation, the proposed facility type and cost estimate. The cost estimate includes 50 percent contingency, which reflects the high planning-level nature of the cost assumptions. Costs will likely change as each segment is advanced through planning, design, and construction.

Facility types are described in Chapter 4 of the [Regional Bicycling and Trails Master Plan](#).

Figure 1. Westside Trail Segments



Note: The purpose of this document is to serve as a helpful resource to implementing agencies. Content is based on the best available information at the time of developing this document. Segment alignments and facility types may change as they go through further planning and design.

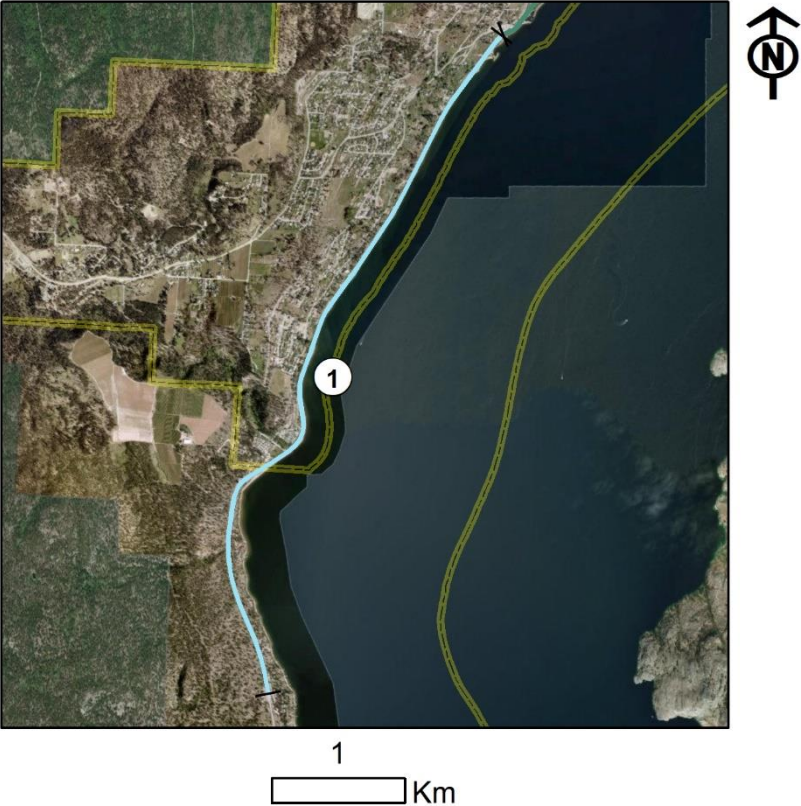
Table 1. Westside Trail Segment Descriptions

Map ID	Trail Segment	Implementation Lead	Supporting / Partner Agencies	Proposed Facility Type	Length (m)	Cost Estimate (\$)
1	Hwy 97 (from Brent Rd to Beach Ave)	Peachland	RDCO, Province of British Columbia, Government of Canada	Urban Standard Protected Bicycle Lane	5,694	9,680,000
2	Beach Ave (from 13 th St to Buchanan Rd)	Peachland	RDCO, Province of BC, Government of Canada	Neighbourhood Bikeway	2,123	90,000
3	Buchanan Rd / Robinson Pl (from Beach Avenue to Robinson Lane)	Peachland	None	Neighbourhood Bikeway	860	35,000
4	Robinson Drought Trail (from Robinson Pl to Drought Rd)	Peachland	BC Ministry of Transportation and Infrastructure (MOTI), RDCO, Province of BC, Government of Canada	Multi-Use Pathway	407	345,000
5	Drought Rd (from Robinson-Drought Trail to Hwy 97)	Peachland	RDCO, Province of BC, Government of Canada	Neighbourhood Bikeway	1,163	50,000
5A	Alternative Route: Hwy 97 (from Buchanan Rd to Drought Rd intersection)	MOTI	Peachland, RDCO, Province of BC, Government of Canada	Urban Standard Protected Bicycle Lane	1,507	3,175,000
6	Hwy 97 (from Drought Rd to Seclusion Bay Rd)	MOTI	Peachland, RDCO, Province of BC, Government of Canada	Urban Standard Protected Bicycle Lane	741	1,260,000
7	Seclusion Bay Rd (from Hwy 97 to Goats Peak Regional Park)	West Kelowna	RDCO, Province of BC, Government of Canada, MOTI	Neighbourhood Bikeway	394	15,000
8	Goats Peak Park Path (from Seclusion Bay Rd to Whitworth Rd)	RDCO	West Kelowna, Province of BC, Government of Canada	Multi-Use Pathway	1,825	1,550,000
9	Whitworth Road (from Goats Peak Path to Gellatly Nut Farm Path)	West Kelowna	RDCO, Province of BC, Government of Canada	Multi-Use Pathway	767	650,000
10	Whitworth Rd/Gellatly Rd S (from George Crt to Cove Path)	West Kelowna	RDCO, Province of BC, Government of Canada	Multi-Use Pathway	753	640,000
11	Gellatly Rd (from Cove Path/ Gellatly Rd S to Gellatly Bay Park)	West Kelowna	RDCO, Province of BC, Government of Canada	Separated Bicycle and Pedestrian Pathway	1,276	2,170,000
12	Gellatly Rd/ Boucherie Rd (from Gellatly Bay Park to Westbank First Nation Public Beach)	West Kelowna	RDCO, Province of BC, Government of Canada	Urban Standard Protected Bicycle Lane	457	775,000
13	Boucherie Rd (from Westbank First Nation Public Beach to end of Westbak First Nation Public Beach)	West Kelowna	RDCO, Province of BC, Government of Canada, Westbank First Nation	Urban Standard Protected Bicycle Lane	382	650,000
14	Boucherie Rd (from end of Westbank First Nation Public Beach to Old Boucherie Rd)	Westbank First Nation	RDCO, Province of BC, Government of Canada	Urban Standard Protected Bicycle Lane	703	1,235,000
15	Boucherie Rd (from Old Boucherie Rd to Pritchard Dr N)	Westbank First Nation	RDCO, Province of BC, Government of Canada	Urban Standard Protected Bicycle Lane	997	1,695,000
16	Boucherie Rd (from Pritchard Dr N to Green Bay Rd)	West Kelowna	RDCO, Province of BC, Government of Canada	Urban Standard Protected Bicycle Lane	785	1,335,000
17	Green Bay Rd (from Boucherie Rd to Green Bay – Sunnybrae Path)	West Kelowna	RDCO, Province of BC, Government of Canada	Rural Standard Protected Bicycle Lane	483	185,000
18	Green Bay – Sunnybrae Path (from Green Bay Rd to Sunnybrae Rd)	West Kelowna	RDCO, Province of BC, Government of Canada	Multi-Use Pathway	728	620,000
19	Sunnybrae Rd/ Sunnyside Rd (from Green Bay – Sunnybrae Path to Benedick Rd)	West Kelowna	RDCO, Province of BC, Government of Canada	Neighbourhood Bikeway	931	40,000
20	Kalamoir Park Pathway (from Sunnyside Rd to Benedick Rd)	RDCO	West Kelowna, Province of BC, Government of Canada	Multi-Use Pathway	2,180	1,855,000
21	Benedick Rd / Campbell Rd (from Kalamoir Pathway to Lucinde Rd)	West Kelowna	RDCO, Province of BC, Government of Canada	Neighbourhood Bikeway	280	15,000
22	Campbell Rd (from Lucinde Rd to Casa Grande Rd)	West Kelowna	RDCO, Province of BC, Government of Canada	Neighbourhood Bikeway	690	30,000
23	Campbell Rd (from Casa Grande Rd to IR #10 Boundary)	West Kelowna	RDCO, Province of BC, Government of Canada	Multi-Use Pathway and Bicycle Lanes	837	745,000
24	Campbell Rd (from IR #10 Boundary to WR Bennett Bridge)	Westbank First Nation	RDCO, Province of BC, Government of Canada	Multi-Use Pathway and Bicycle Lanes	820	730,000

Detailed Segment Descriptions and Recommended Improvements

Each segment description includes a map of the segment, the proposed improvements and associated costs. Notes for additional engineering and technical investigation are also included.

Segment #1: Hwy 97 from Brent Road to Beach Avenue, Peachland



SEGMENT DESCRIPTION:

Highway 97 south of Peachland is a 100 km/hr four to six lane expressway with paved shoulders.

PROPOSED SEGMENT IMPROVEMENTS:

An urban standard protected bi-directional bicycle lane is recommended on the northbound side of Highway 97. The addition of a protected facility can likely be accommodated within the existing road right-of-way. The 3.5m wide vehicle travel lanes should be maintained. Due to travel volumes and speeds, a concrete barrier along the eastern side of the road will provide safe separation between those travelling by bicycle and those travelling in motorized vehicles.

ESTIMATED COST:

The estimated cost is \$9,680,000, which does not include cut/fill slope work. Cost could dramatically increase if major work is required.

IMPLEMENTATION CONSIDERATIONS:

The improvement should be considered for inclusion as part of a larger road rehabilitation project in order to achieve cost efficiencies.

Segment #2: Beach Avenue from 13th Street to Buchanan Road, Peachland



SEGMENT DESCRIPTION:

Beach Avenue is a main street through the heart of Peachland. It is a 30km/hr corridor marked by sharrows. There is a multi-use pathway between Beach Avenue and the lake, between 8 Street (boat launch entrance) and 13 Street (City Park).

PROPOSED SEGMENT IMPROVEMENTS:

A Neighbourhood Bikeway is proposed along Beach Ave from 13 Street to approximately 3976 Beach Ave (Todd's RV and Campground). This section of Beach Avenue accommodates bidirectional traffic, with a painted center line. In order to create a comfortable bicycling facility, improvements for this segment include removal of that painted centre line as well as traffic

calming to complement the existing on-street sharrows marked along the length of Beach Avenue.

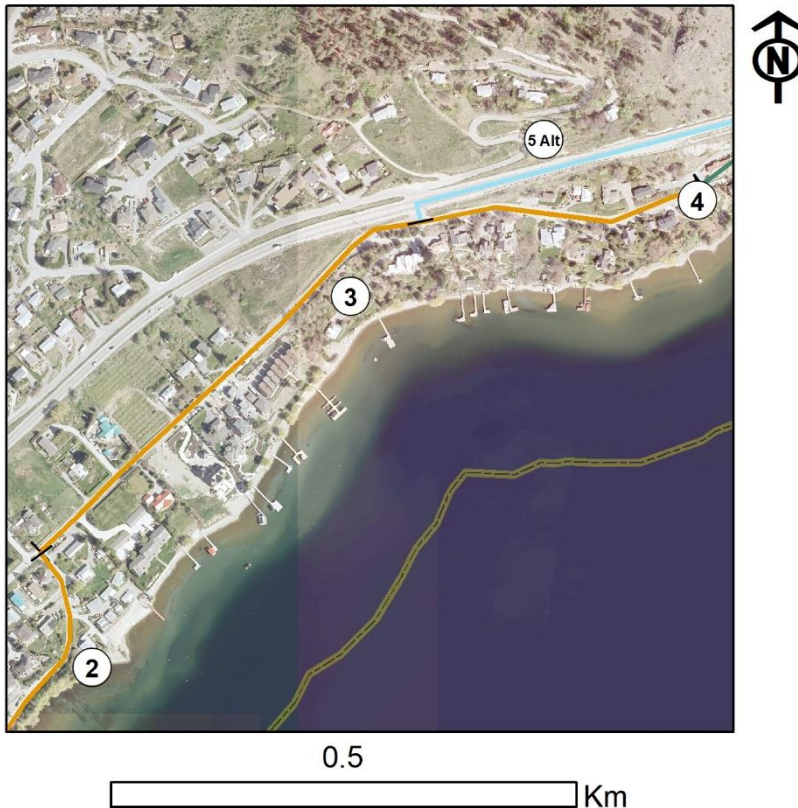
ESTIMATED COST:

The approximate cost estimate with contingencies for segment improvements is \$90,000.

IMPLEMENTATION CONSIDERATIONS:

Consider a phased approach, add signage and pavement markings, removing lane lines, and consider implementing physical calming if 85 percentile traffic speeds of less than 30 km/h have not been achieved.

Segment #3: Buchanan Road, Robinson Place from Beach Ave to Robinson Lane, Peachland



SEGMENT DESCRIPTION:

Buchanan Road and Robinson Place are two-lane roads with posted speeds of 50 km/hr serving primarily low-density residential uses with front facing driveways. Robinson Place ends in a traffic circle with a connection to Robinson Lane, which is a private road.

PROPOSED SEGMENT IMPROVEMENTS:

Proposed improvements include traffic calming that will support a new posted 30 km/h speed limit. The addition of pavement markings and signage for the route create conditions for a Neighbourhood Bikeway. If necessary, include physical traffic calming devices such as speed humps. Robinson Place, with lower volumes, will likely need less traffic calming, and simply the addition of signage and pavement markings to create a comfortable route.

The removal of central dividing line on Buchanan Road is preferred for the application of Neighbourhood Bikeway.

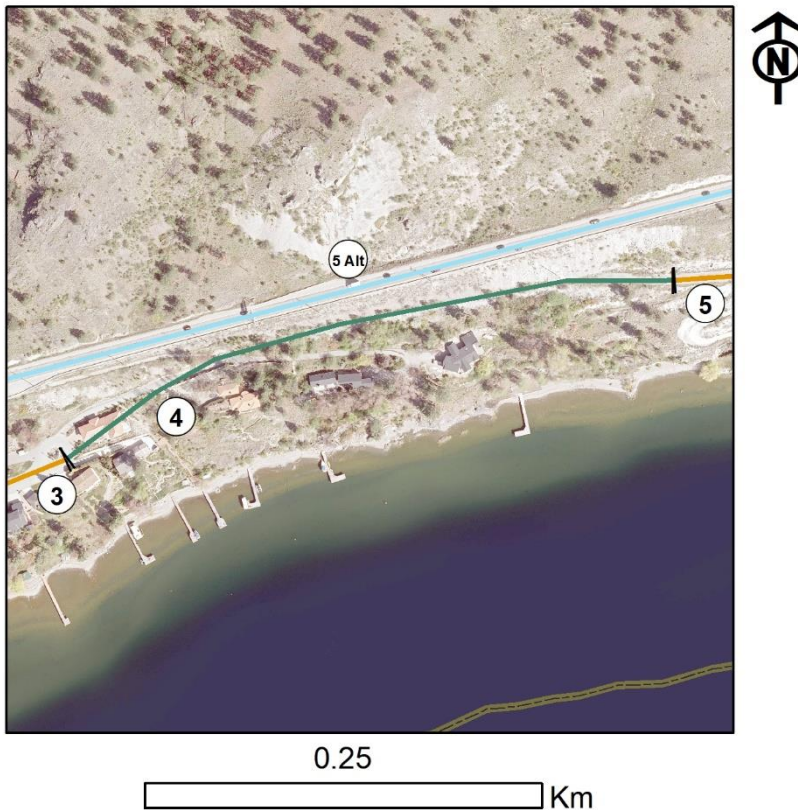
ESTIMATED COST:

Estimated cost for these improvements is estimated at \$40,000.

IMPLEMENTATION CONSIDERATIONS:

Consider first application of reduced speed limit and signage, then assess the need for additional speed limiting measures if necessary. This will spread the cost over time and may reduce total costs if additional infrastructure is deemed unnecessary. Robinson Pl is already physically constrained and will likely only need signage and pavement markings to create a comfortable routing option, thus allowing a possible reduction relative to the estimated cost.

Segment #4: Robinson Drought Trail from Robinson Place to Drought Road, Peachland



SEGMENT DESCRIPTION:

The terminus of Robinson Place connects to a private road serving lakefront residential properties. Between the private road and Highway 97 are a series of informal trails.

PROPOSED SEGMENT IMPROVEMENTS:

A new multi-use pathway (MUP) is proposed along this segment, formalizing travel by foot or bicycle through the area. The MUP would be located between the private residential roads and Highway 97.

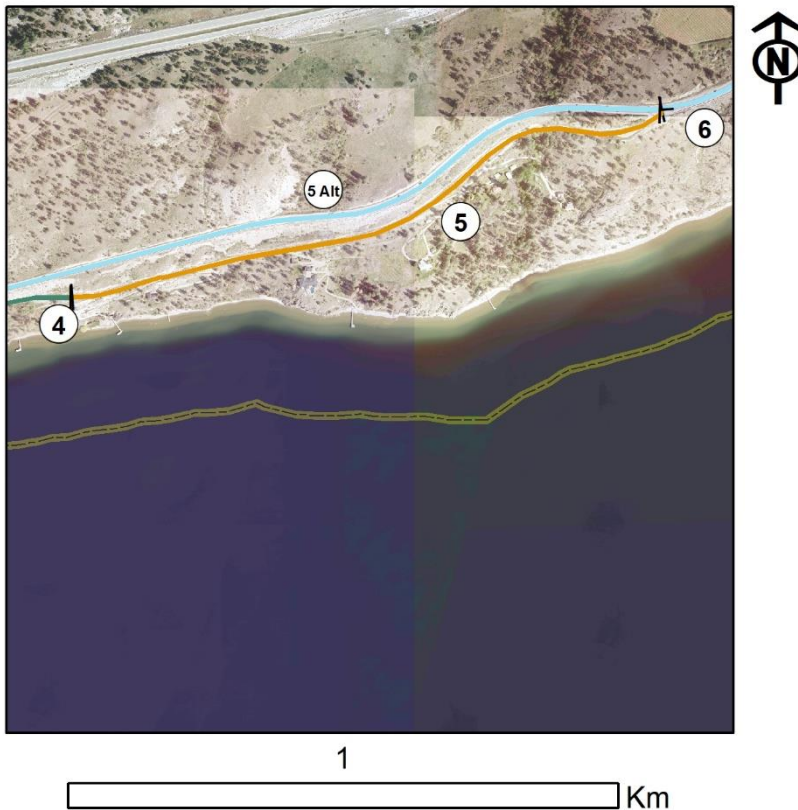
IMPLEMENTATION CONSIDERATIONS:

Geotechnical issues of highway slope will require additional engineering costs to design an adequate retaining structure.

ESTIMATED COST:

Estimated cost for improvements is \$345,000, assuming no significant retaining structures are required.

Segment #5: Drought Rd from RD Trail to Highway 97, Peachland



SEGMENT DESCRIPTION:

Drought Road is a narrow, paved low-volume roadway with moderate grades. There is no existing active transportation infrastructure along this corridor.

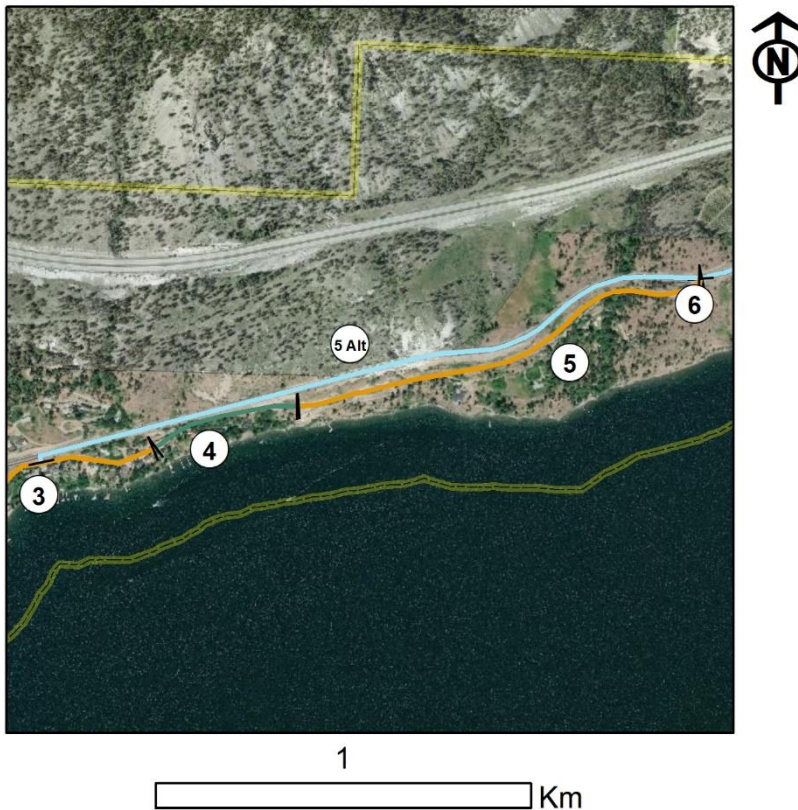
PROPOSED SEGMENT IMPROVEMENTS:

Since this is a low-volume roadway, a Neighbourhood Bikeway is proposed. Signage and pavement markings (sharrows) will help to increase the awareness of shared road conditions for those travelling by motor vehicle.

ESTIMATED COST:

Estimated cost for improvements is \$50,000.

Segment #5A: Highway 97 from Buchanan Road to Drought Road, Peachland



SEGMENT DESCRIPTION:

This alternative focuses on the Highway 97 corridor between Buchanan Road and the Drought Road intersection. Highway 97 in this location includes two northbound lanes with a narrow shoulder and jersey barrier and a single southbound lane with a shoulder. This section of Highway 97 is characterized by moderate grades.

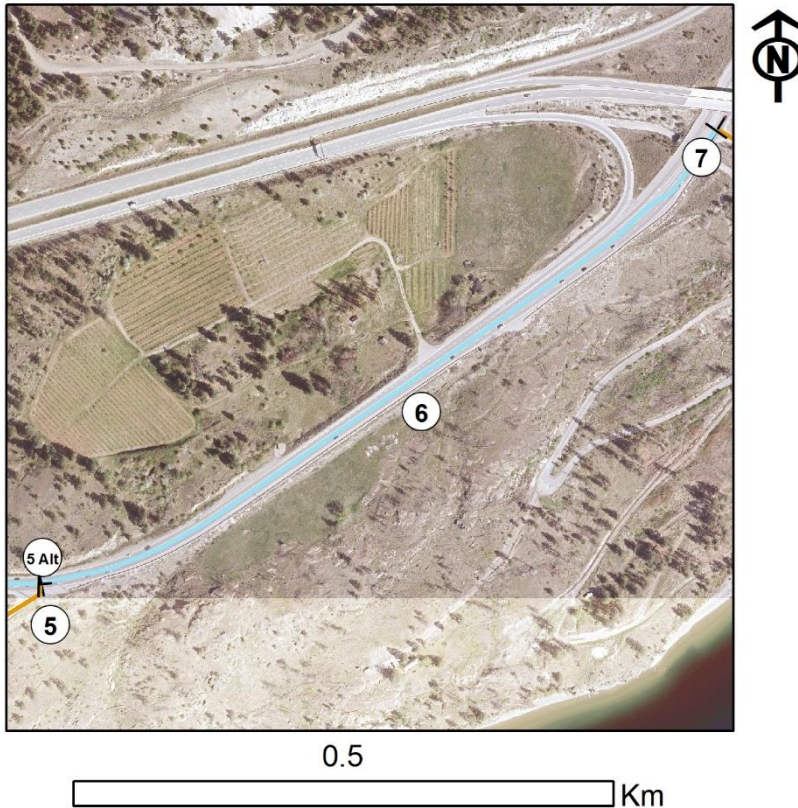
PROPOSED SEGMENT IMPROVEMENTS:

Utilizing the existing right of way, this option recommends an urban standard protected bicycle lane on the south side of the roadway. This option would require a physical crash barrier between moving traffic and the existing crash barrier.

ESTIMATED COST:

The estimated cost for these improvements is \$3,175,000.

Segment #6: Highway 97 from Drought Road to Seclusion Bay Road, Peachland



SEGMENT DESCRIPTION:

This segment of Highway 97 between Drought Road and the Highway 97C interchange is characterized by two climbing lanes in the northbound direction and a single southbound lane with paved shoulders in each direction at variable widths of 1.75 to 3.5m. There is a generally large right of way, with considerable slopes on either side.

PROPOSED SEGMENT IMPROVEMENTS:

The recommended improvements for this segment of Highway 97 are to include an urban standard protected bicycle lane.

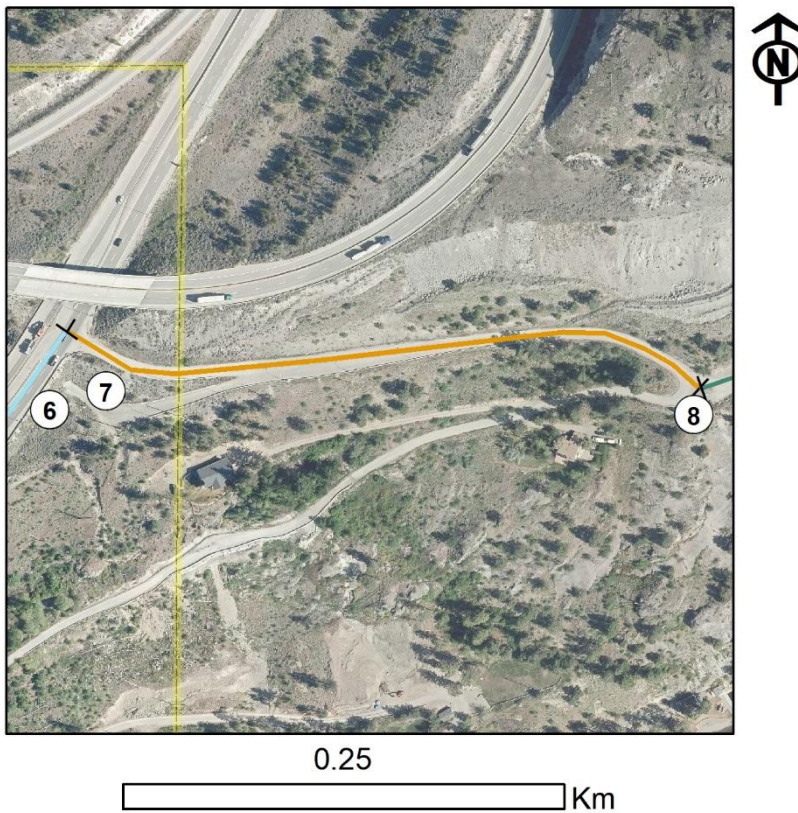
ESTIMATED COST:

Approximate cost is \$1,260,000.

IMPLEMENTATION CONSIDERATIONS:

Slope stabilization may significantly increase costs.

Segment #7: Seclusion Bay Road from Highway 97 to Goats Peak Park, West Kelowna



SEGMENT DESCRIPTION:

Seclusion Bay Road is a narrow low-volume road with no existing active transportation infrastructure. The road leads to Highway 97, Goats Peak Park, and Seclusion Bay Resort near the lake.

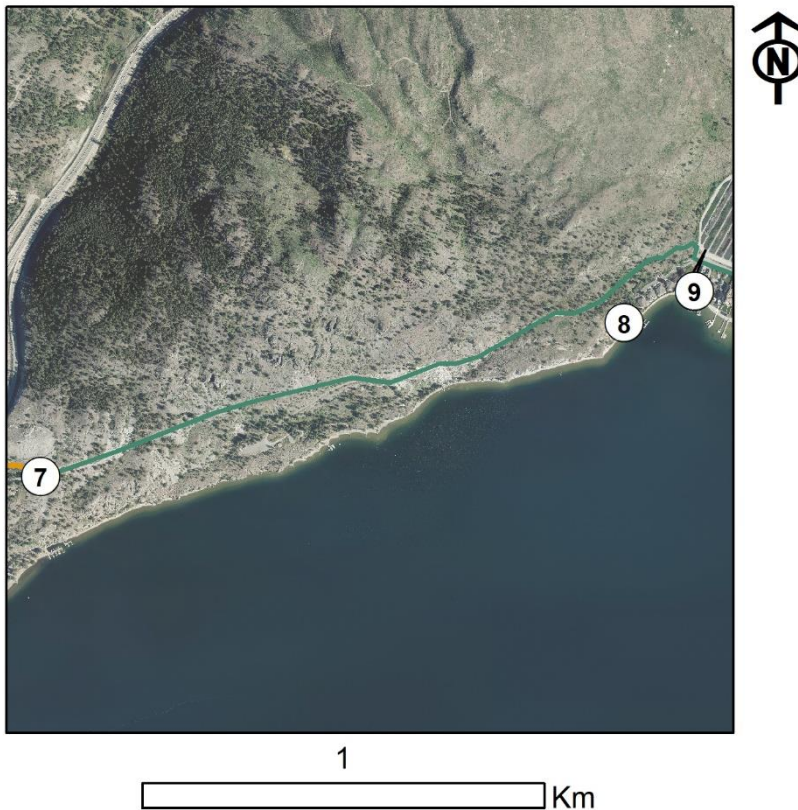
PROPOSED SEGMENT IMPROVEMENTS:

A Neighbourhood Bikeway is proposed for this corridor. This includes signage and pavement markings.

ESTIMATED COST:

The estimated cost for a Neighbourhood Bikeway along this road is \$15,000.

Segment #8: Goats Peak Path from Seclusion Bay Road to Whitworth Road, RDCO



SEGMENT DESCRIPTION:

This segment traverses Goats Peak Regional Park. There are a series of informal trails through the Park. The Goats Peak Regional Park Management Plan envisions a 3.0m multi-use trail that connects the length of the park.

PROPOSED SEGMENT IMPROVEMENTS:

The recommended improvement to this segment includes an aggregate multi-use pathway (MUP). The MUP will remain compressed gravel for the foreseeable future, at least until demands warrant further upgrades.

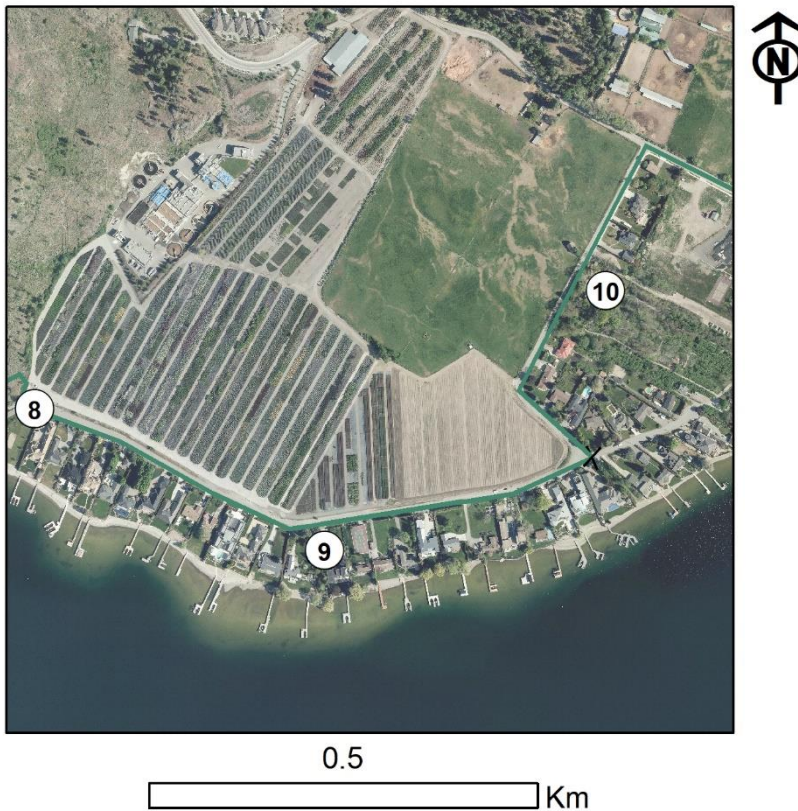
ESTIMATED COST:

Proposed upgrades are estimated to cost \$1,550,000.

IMPLEMENTATION CONSIDERATIONS:

The provision of lighting may be considered and would increase costs.

Segment #9: Whitworth Road, George Court from Goats Peak Path to Gellatly Nut Farm Path, West Kelowna



SEGMENT DESCRIPTION:

Whitworth Road, from Goats Peak Regional Park to George Court, is a low-volume residential road with a series of residential driveways on the south side.

PROPOSED SEGMENT IMPROVEMENTS:

Due to the rural nature of this connection, the recommended facility type is a multi-use pathway on the north side of the roadway.

ESTIMATED COST:

The estimated cost for a multi-use path is \$650,000.

**Segment #10: Whitworth Road, Gellatly Road South from George Court to Cove Path,
West Kelowna**



SEGMENT DESCRIPTION:

Whitworth Road and Gellatly Road are low-volume rural residential roads. Alternate routes could also be explored.

PROPOSED SEGMENT IMPROVEMENTS:

Due to the low-volume and rural nature of these roadways a multi-use pathway is recommended.

ESTIMATED COST:

The cost of a multi-use path along this segment is approximately \$640,000.

Segment #11: Gellatly Road from Cove Path / Gellatly Road S to Gellatly Bay Park, West Kelowna



SEGMENT DESCRIPTION:

Gellatly Road is a 50km/hr two-lane road with painted bike lanes in each direction. The corridor connects to several recreational destinations, including the west Kelowna Yacht Club, Gellatly Bay Boat Launch, Gellatly Landing Park, Marina Park, Willow Beach, and Gellatly Bay Park.

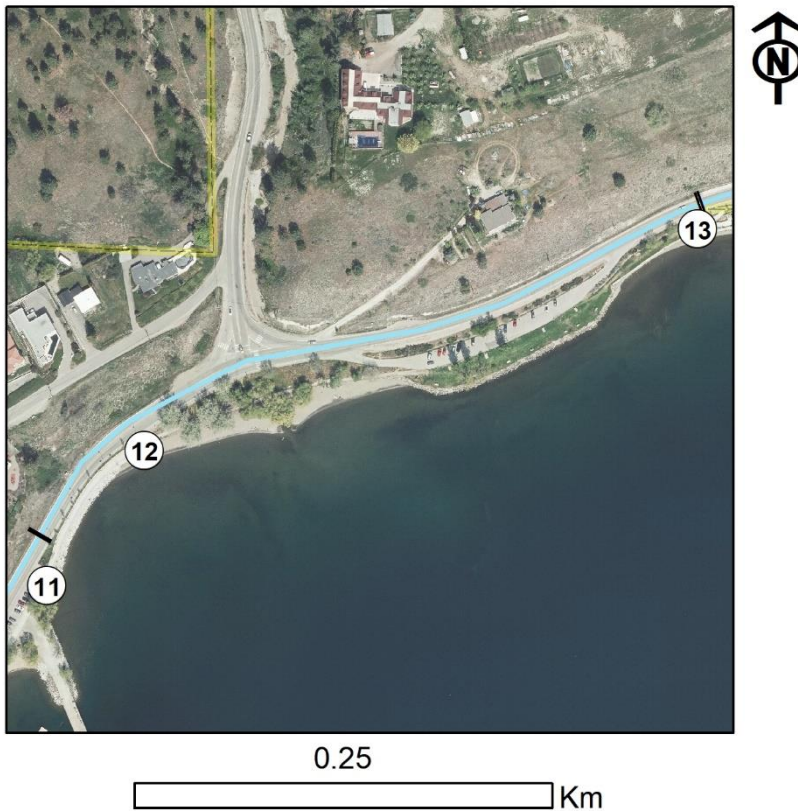
PROPOSED SEGMENT IMPROVEMENTS:

A multi-use bicycle and pedestrian pathway is already present in this segment. Over the long term, as active transportation volumes grow along this corridor it may be desirable to separate pedestrian from bicycle traffic and convert the facility to a separated bicycle and pedestrian pathway.

ESTIMATED COST:

The estimated cost of converting to a separated bicycle and pedestrian pathway is \$2,170,000.

Segment #12: Gellatly Road, Boucherie Road from Gellatly Bay Park to Westbank First Nation Public Beach, West Kelowna



SEGMENT DESCRIPTION:

Gellatly Road transitions into Boucherie Road through this area. It is posted at 50km/h and is two-lanes with paved shoulders in each direction. Connections to Rotary Park are provided just north of the Gellatly Road/Boucherie Road intersection.

PROPOSED SEGMENT IMPROVEMENTS:

Due to higher volumes of both vehicular traffic and pedestrian traffic along the corridor, greater separation among modes is recommended. To achieve this, an urban standard protected bicycle lane is proposed in each direction.

ESTIMATED COST:

The estimated cost of adding an urban standard protected bike lane in each direction is \$775,000.

Segment #13: Boucherie Road from start to end of Westbank First Nation Public Beach, West Kelowna



SEGMENT DESCRIPTION:

Boucherie Road in this area is a two-lane 50 km/hr road with unpaved space for parking in the eastbound direction. There is a narrow multi-use pathway in the eastbound direction that also accommodates street lighting standards. At Carrall Road, there is a sidewalk serving the residential development on the north side of the corridor.

PROPOSED SEGMENT IMPROVEMENTS:

To provide adequate space for all roadway users, urban standard protected bicycle lanes are recommended through this section. It is recommended to make the multi-use pathway on the south side of the corridor pedestrian only to avoid user conflicts.

ESTIMATED COST:

The estimated cost is \$650,000.

Segment #14: Boucherie Road from End of Westbank First Nation Public Beach to Old Boucherie Road, Westbank First Nation



SEGMENT DESCRIPTION:

Boucherie Road through this area is a two-lane road with unpaved shoulders. There are a few bus stops with benches and signage throughout the segment.

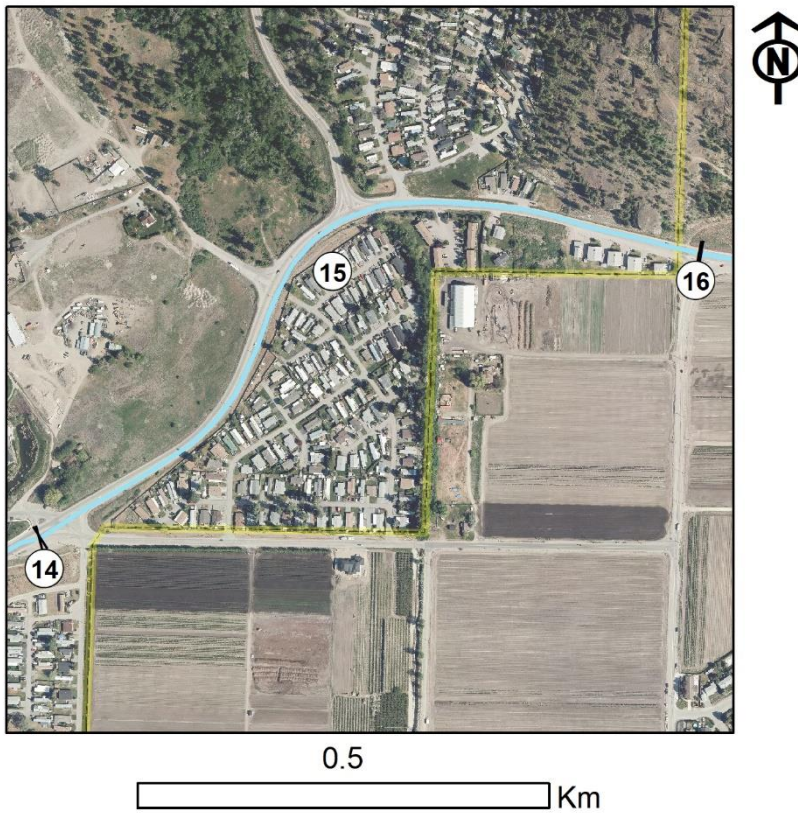
PROPOSED SEGMENT IMPROVEMENTS:

An urban standard protected bicycle lane in each direction is recommended through this section.

ESTIMATED COST:

The estimated cost for these improvements is \$1,235,000,

**Segment #15: Boucherie Road from Old Boucherie Road to Pritchard Drive North,
Westbank First Nation**



SEGMENT DESCRIPTION:

Boucherie Road from Old Boucherie Road to Pritchard Drive North is a wide two-lane road built largely to a rural standard.

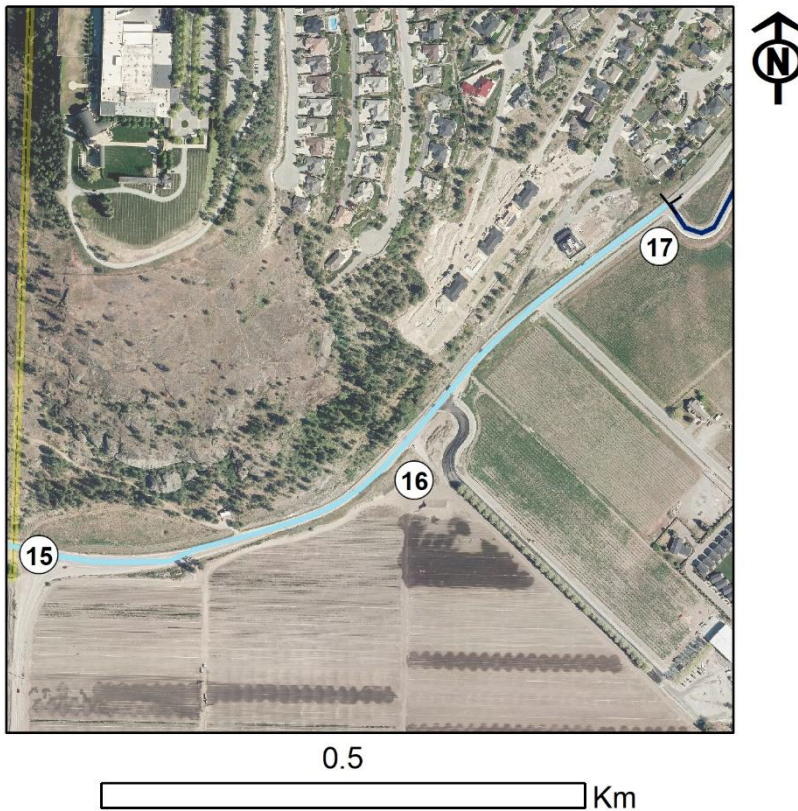
PROPOSED SEGMENT IMPROVEMENTS:

An urban standard protected bicycle lane in each direction is recommended through this section.

ESTIMATED COST:

The estimated cost for these improvements is \$1,695,000,

Segment #16: Boucherie Road from Pritchard Drive North to Green Bay Road, West Kelowna



SEGMENT DESCRIPTION:

Boucherie Road between Pritchard Drive North to Green Bay Road is a 60km/h two lane rural road with eastbound shoulder and signage to share the road. A mixture of undeveloped and agricultural land surrounds the road. A short multi-use path next to the road begins at West Bay Road and ends at Green Bay Road.

PROPOSED SEGMENT IMPROVEMENTS:

An urban standard protected bicycle lane in each direction is recommended through this section.

ESTIMATED COST:

The estimated cost for these improvements is \$1,335,000,

**Segment #17: Green Bay Road from Boucherie Road to Green Bay – Sunnybrae Path,
West Kelowna**



SEGMENT DESCRIPTION:

Green Bay Road is a two-lane road with bicycle lanes on both sides. The road is surrounded by mostly agricultural land and ends at a bed and breakfast. Alternate routes could also be explored.

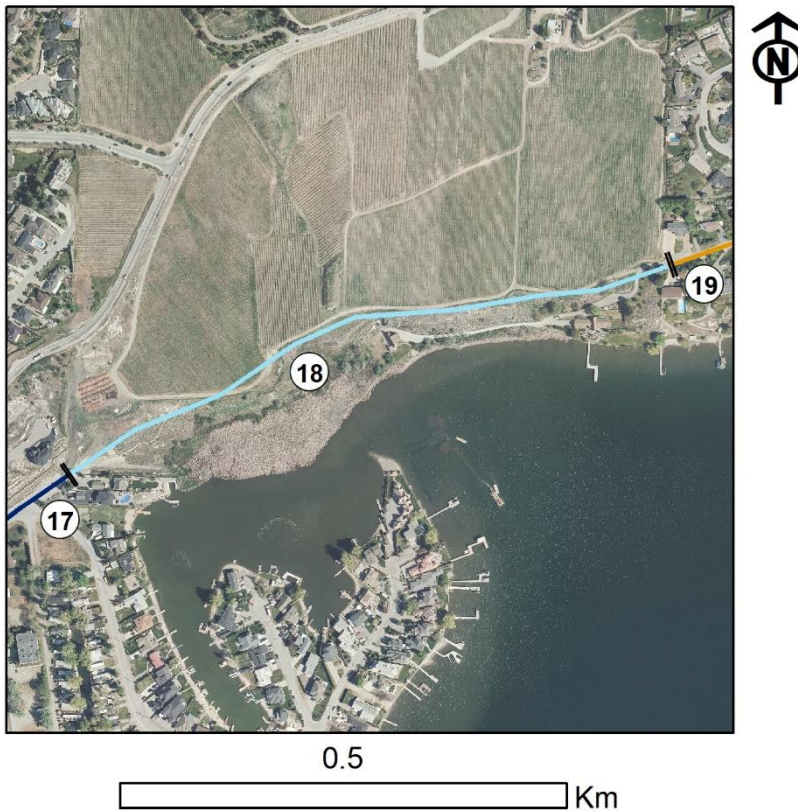
PROPOSED SEGMENT IMPROVEMENTS:

With painted bicycle lanes already in place, it is recommended to increase comfort and safety through the addition of flexible bollards to upgrade the facilities to rural standard protected bicycle lanes.

ESTIMATED COST:

The estimated cost for these improvements is \$190,000.

**Segment #18: Green Bay/ Sunnybrae Path from Green Bay Road to Sunnybrae Road,
West Kelowna**



SEGMENT DESCRIPTION:

This connection uses a 728m path between Green Bay Road and Sunnybrae Road. This existing unpaved connection is currently along private lands and is currently used by winery farm equipment. This segment provides a direct connection between Green Bay Road and Sunnybrae, avoiding a longer more circuitous and hilly connection along Boucherie Road. Alternate routes could also be explored.

PROPOSED SEGMENT IMPROVEMENTS:

A multi-use pathway is proposed for this segment.

ESTIMATED COST:

The estimated cost for these improvements is \$620,000.

IMPLEMENTATION CONSIDERATIONS:

An easement may be required to facilitate this connection. Fencing may be required to maintain separation between public and private connections and to maintain the integrity of winery

operations, and require additional design and costs. Alternatively, a form of shared-use agreement could be explored whereby farm access and utilization of the trail is provided.

Segment #19: Sunnybrae Road, Sunnyside Road from Green Bay – Sunnybrae Path to Kalamoior Park Path, West Kelowna



SEGMENT DESCRIPTION:

Sunnybrae Road is a two-lane with no pavement markings, sidewalks and bike lanes. The road moves through a single-family residential community with houses on both sides that have driveway access to the road.

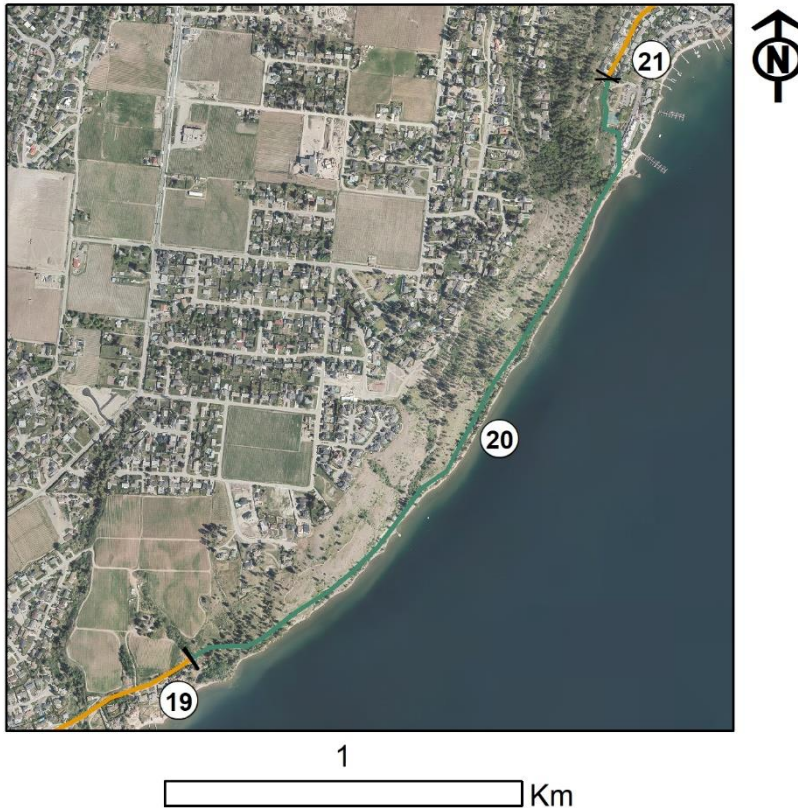
PROPOSED SEGMENT IMPROVEMENTS:

Due to the low-volume nature of this segment, a Neighbourhood Bikeway is proposed. This would largely be facilitated through improved pavement markings, traffic calming and signage.

ESTIMATED COST:

The estimated cost for these improvements is estimated at \$40,000.

Segment #20: Kalamoior Park Pathway from Sunnyside Road to Benedick Road, RDCO



SEGMENT DESCRIPTION:

This segment runs through Kalamoior Regional Park. The Park is home to a series of undulating unpaved trails.

PROPOSED SEGMENT IMPROVEMENTS:

It is recommended to formalize the lakefront designated trail as a paved multi-use pathway.

ESTIMATED COST:

The approximate cost for a multi-use pathway is \$1,855,000.

IMPLEMENTATION CONSIDERATIONS:

The addition of lighting would benefit those traveling through the Park, and would increase the estimated cost.

**Segment #21: Benedick Road, Campbell Road from Kalamoir Pathway to Lucinde Road,
West Kelowna**



SEGMENT DESCRIPTION:

This 280m segment Kalamoir Park to the Casa Loma Lakeshore Resort near Benedick Road. Benedick Road is a residential road with no sidewalks. The road is bordered by single-detached houses along both sides with driveway access to the road.

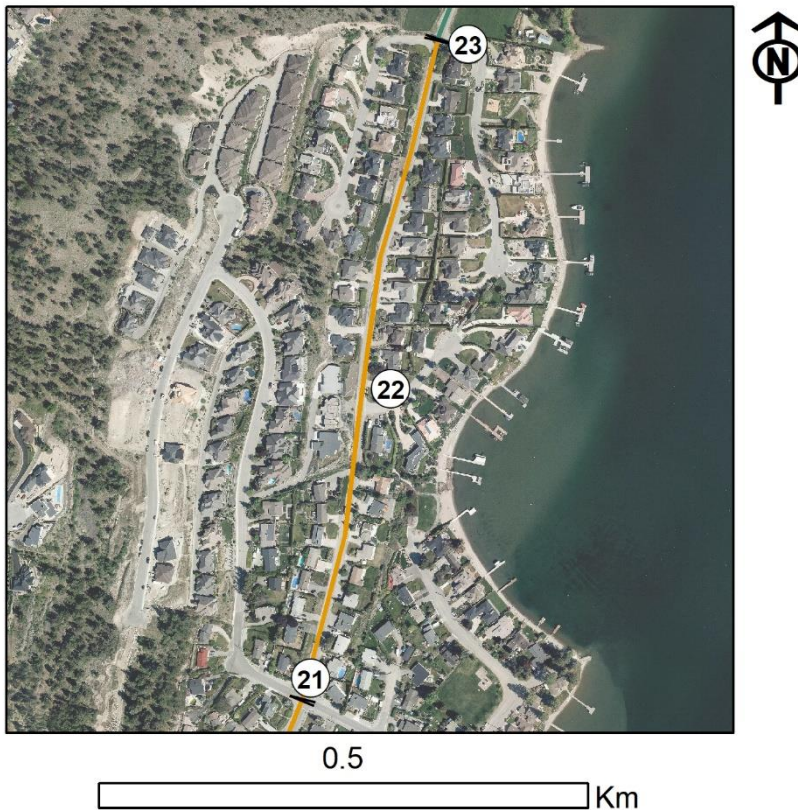
SEGMENT DESCRIPTION:

Due to the low-volume and low-speed nature of this segment, a Neighbourhood Bikeway is recommended.

ESTIMATED COST:

The estimated cost is \$15,000.

Segment #22: Campbell Road from Lucinde Road to Casa Grande Road, West Kelowna



SEGMENT DESCRIPTION:

Campbell Road is a low-volume residential road bordered by single-family homes with driveway access to the road.

PROPOSED SEGMENT IMPROVEMENTS:

Due to the low-volume, low speed nature of the roadway a Neighbourhood Bikeway is proposed. Alternatively a multi-use pathway could be explored.

ESTIMATED COST:

The estimated cost is \$30,000.

Segment #23: Campbell Road from Casa Grande Road to IR#10 Boundary, West Kelowna



SEGMENT DESCRIPTION:

This section of Campbell Road is largely rural in nature, with a small painted shoulder on either side of the roadway.

PROPOSED SEGMENT IMPROVEMENTS:

A combination of multi-use pathway with on street bicycle lanes are proposed to align with current local plans for this area. The bicycle lanes will serve those who wish to travel quickly while the parallel multi-use pathway will serve those who want to ride away from vehicle traffic.

ESTIMATED COST:

The estimated cost is \$745,000.

**Segment #24: Campbell Road from IR#10 Boundary to WR Bennett Bridge, Westbank
First Nation**



SEGMENT DESCRIPTION:

This section of Campbell Road continues to be rural in nature. At the north end of the corridor, Campbell Road connects to the W.R. Bennett Bridge via a multi-use pathway that begins at the Shelter Bay Marina entrance.

PROPOSED SEGMENT IMPROVEMENTS:

A combination of multi-use pathway with on street bicycle lanes are proposed to align with current local plans for this area. The bicycle lanes will serve those who wish to travel quickly while the parallel multi-use pathway will serve those who want to ride away from vehicle traffic.

ESTIMATED COST:

The estimated cost is \$730,000.

Next Steps

The Westside Trail Collaboration Brief Update builds upon the Technical Brief, published in 2016. Since then, the implementation of significant portions of the Okanagan Rail Trail between Kelowna and Vernon has demonstrated the popularity and functionality of a continuous, inter-municipal route that avoids significant grades while serving recreational and utilitarian trips. Inspired by this success, the Westside Trail Update recommends an extension of the Okanagan Rail Trail through West Kelowna and Peachland.

The lead agency for each of the 24 segments described in this Brief will be the jurisdiction in which the segment lies and/or the road authority if the proposed trail lies within the provincial highway. The following table summarizes the segments and reiterates the lead and support agencies for each.

Trail Segment Summary Table

Segment #	Location	Lead	Support Agencies
1	Hwy 97 (from Brent Rd to Beach Ave)	Peachland	RDCO, Province of British Columbia, Government of Canada
2	Beach Ave (from 13 th St to Buchanan Rd)	Peachland	RDCO, Province of BC, Government of Canada
3	Buchanan Rd / Robinson Pl (from Beach Avenue to Robinson Lane)	Peachland	None
4	Robinson Drought Trail (from Robinson Pl to Drought Rd)	Peachland	BC Ministry of Transportation and Infrastructure (MOTI), RDCO, Province of BC, Government of Canada
5	Drought Rd (from Robinson-Drought Trail to Hwy 97)	Peachland	RDCO, Province of BC, Government of Canada
5A	Alternative Route: Hwy 97 (from Buchanan Rd to Drought Rd intersection)	MOTI	Peachland, RDCO, Province of BC, Government of Canada
6	Hwy 97 (from Drought Rd to Seclusion Bay Rd)	MOTI	Peachland, RDCO, Province of BC, Government of Canada
7	Seclusion Bay Rd (from Hwy 97 to Goats Peak Regional Park)	West Kelowna	RDCO, Province of BC, Government of Canada, MOTI
8	Goats Peak Park Path (from Seclusion Bay Rd to Whitworth Rd)	RDCO	West Kelowna, Province of BC, Government of Canada
9	Whitworth Road (from Goats Peak Path to Gellatly Nut Farm Path)	West Kelowna	RDCO, Province of BC, Government of Canada
10	Whitworth Rd/Gellatly Rd S (from George Crt to Cove Path)	West Kelowna	RDCO, Province of BC, Government of Canada
11	Gellatly Rd (from Cove Path/ Gellatly Rd S to Gellatly Bay Park)	West Kelowna	RDCO, Province of BC, Government of Canada
12	Gellatly Rd/ Boucherie Rd (from Gellatly Bay Park to Westbank First Nation Public Beach)	West Kelowna	RDCO, Province of BC, Government of Canada
13	Boucherie Rd (from Westbank First Nation Public Beach to end of Westbank First Nation Public Beach)	West Kelowna	RDCO, Province of BC, Government of Canada, Westbank First Nation
14	Boucherie Rd (from end of Westbank First Nation Public Beach to Old Boucherie Rd)	Westbank First Nation	RDCO, Province of BC, Government of Canada

Segment #	Location	Lead	Support Agencies
15	Boucherie Rd (from Old Boucherie Rd to Pritchard Dr N)	Westbank First Nation	RDCO, Province of BC, Government of Canada
16	Boucherie Rd (from Pritchard Dr N to Green Bay Rd)	West Kelowna	RDCO, Province of BC, Government of Canada
17	Green Bay Rd (from Boucherie Rd to Green Bay – Sunnybrae Path)	West Kelowna	RDCO, Province of BC, Government of Canada
18	Green Bay – Sunnybrae Path (from Green Bay Rd to Sunnybrae Rd)	West Kelowna	RDCO, Province of BC, Government of Canada
19	Sunnybrae Rd/ Sunnyside Rd (from Green Bay – Sunnybrae Path to Benedick Rd)	West Kelowna	RDCO, Province of BC, Government of Canada
20	Kalamoir Park Pathway (from Sunnyside Rd to Benedick Rd)	RDCO	West Kelowna, Province of BC, Government of Canada
21	Benedick Rd / Campbell Rd (from Kalamoir Pathway to Lucinde Rd)	West Kelowna	RDCO, Province of BC, Government of Canada
22	Campbell Rd (from Lucinde Rd to Casa Grande Rd)	West Kelowna	RDCO, Province of BC, Government of Canada
23	Campbell Rd (from Casa Grande Rd to IR #10 Boundary)	West Kelowna	RDCO, Province of BC, Government of Canada
24	Campbell Rd (from IR #10 Boundary to WR Bennett Bridge)	Westbank First Nation	RDCO, Province of BC, Government of Canada

In order to realize this ambitious plan, Central Okanagan governments must continue to work together to advance implementation of the projects contained in this Brief. Immediate actions that may be taken include:

- Aligning local bicycling and trails plans to reflect the connections contained in this plan
- Council reports
- Confirm project definition/scoping
- Undertake more detailed engineering
- Get refined capital cost estimates
- Confirm partnership opportunities
- Seek funding

Through these efforts, the Central Okanagan can realize a continuous, traffic separated pathway linking communities across the region, serving the growing demand for local active transportation and attracting visitors from around the world.