

WELCOME

A new multi-use pathway to provide a continuous walking and cycling route between Rutland and downtown, UBCO, the airport and beyond is being developed.

The multi-use pathway will connect:

- **OKANAGAN RAIL TRAIL**
(under construction this spring/summer).
- **HOUGHTON ROAD ACTIVE TRANSPORTATION CORRIDOR**
(constructed in 2010)

The purpose of this project is to:

- ▶ Identify a route to connect the Houghton Road Active Transportation Corridor to the Okanagan Rail Trail
- ▶ Provide a safe crossing of Highway 97 using an overpass, tunnel or signals.
- ▶ Provide a continuous All Ages and Abilities (AAA) route in alignment with the goals and objectives of the Pedestrian and Bike Master Plan.

Four options have been short-listed and are presented for your feedback.



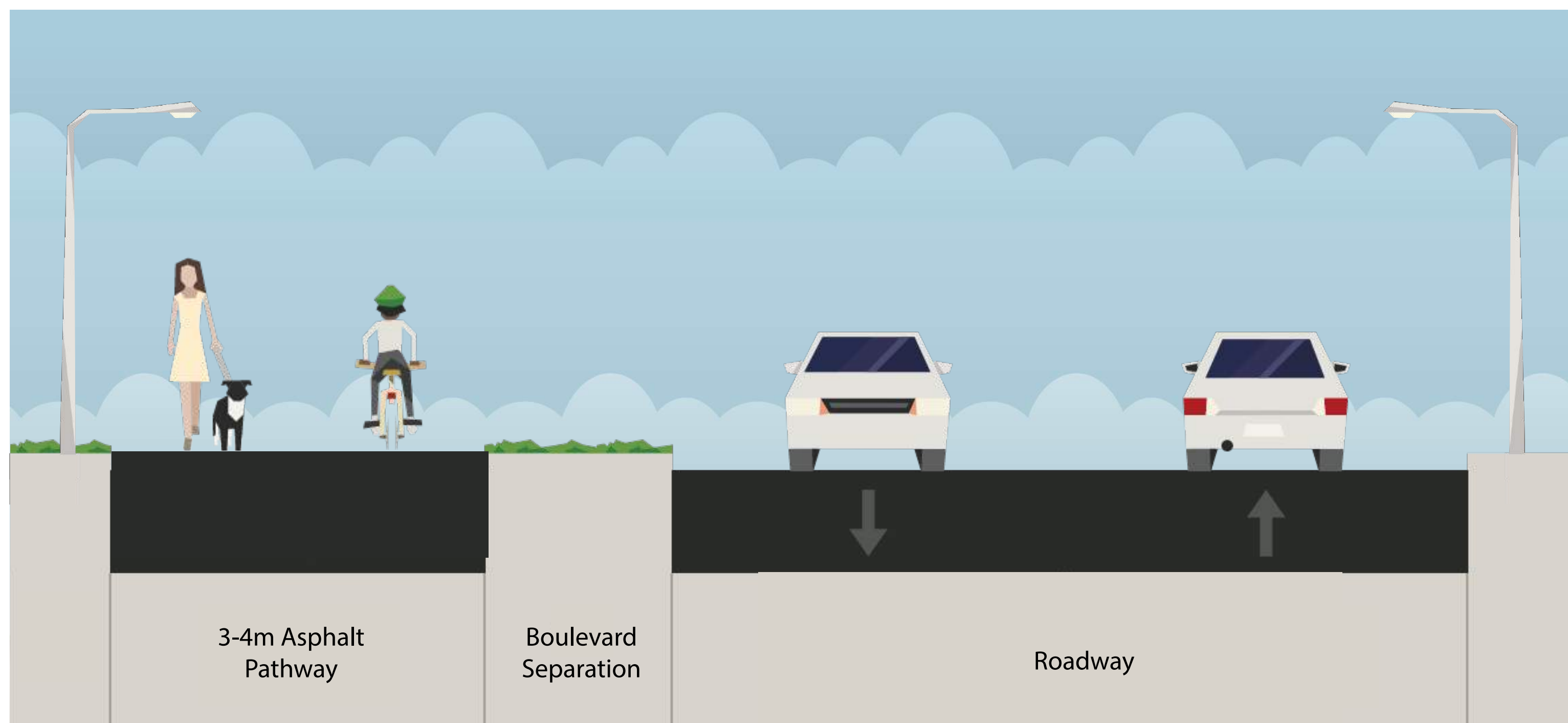
Houghton Road Active Transportation Corridor Connection

April 18, 2018

OPTION OVERVIEW

A typical cross section and four route options have been short-listed for review and feedback

Typical Cross Section

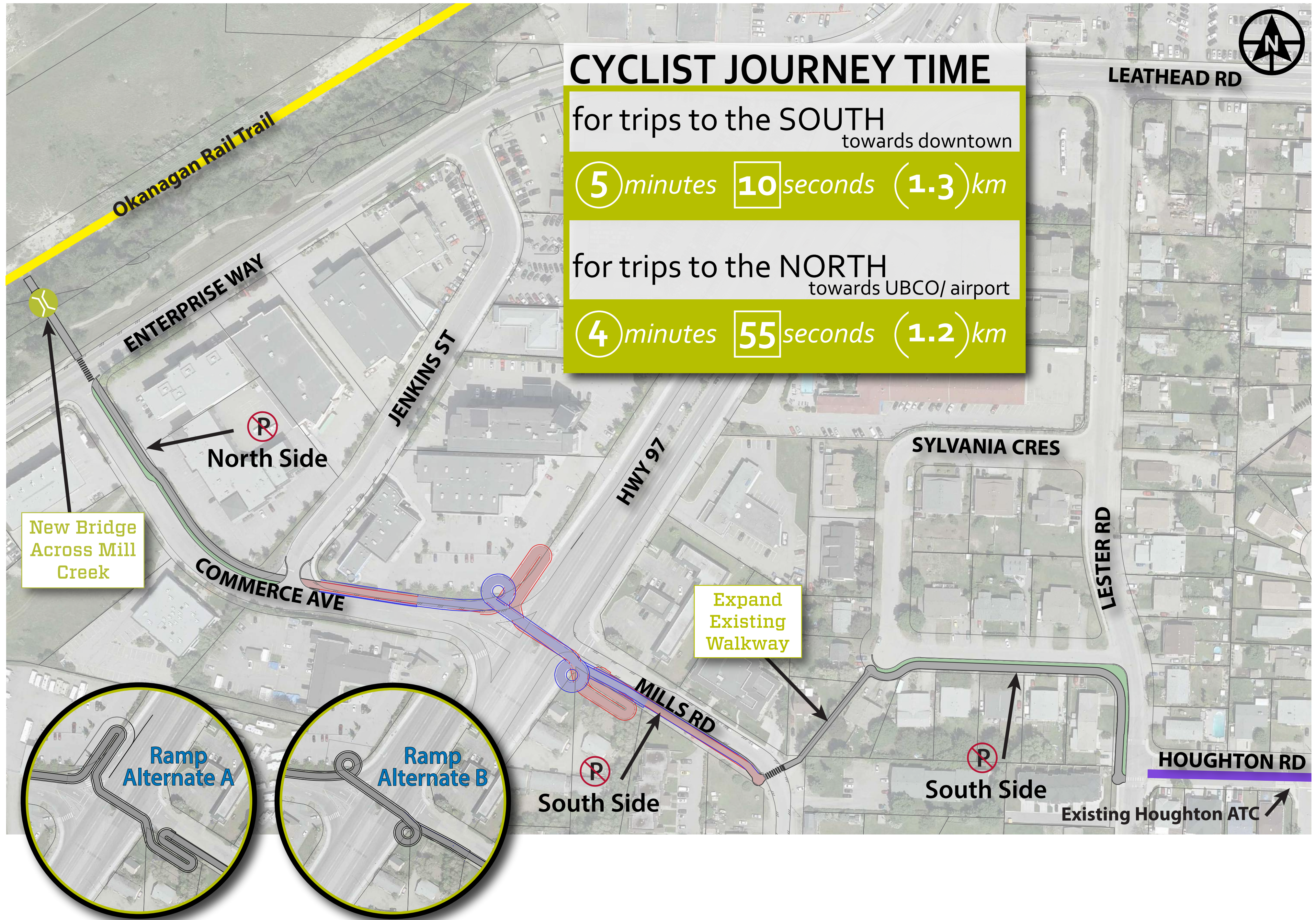


- OPTION 1 MILLS ROAD OVERPASS
- OPTION 2 MILLS ROAD TUNNEL
- OPTION 3 MILLS ROAD PEDESTRIAN SIGNAL
- OPTION 4 LEATHEAD ROAD

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PROS

- ➕ Only low volume road crossings
- ➕ Reasonable natural surveillance
- ➕ No impact to Highway 97 vehicles

CONS

- ➖ Environmental impacts -requires new bridge across Mill Creek
- ➖ Moderate annual maintenance costs
- ➖ Higher cost (~\$6 million)
- ➖ More complex construction

Houghton Road

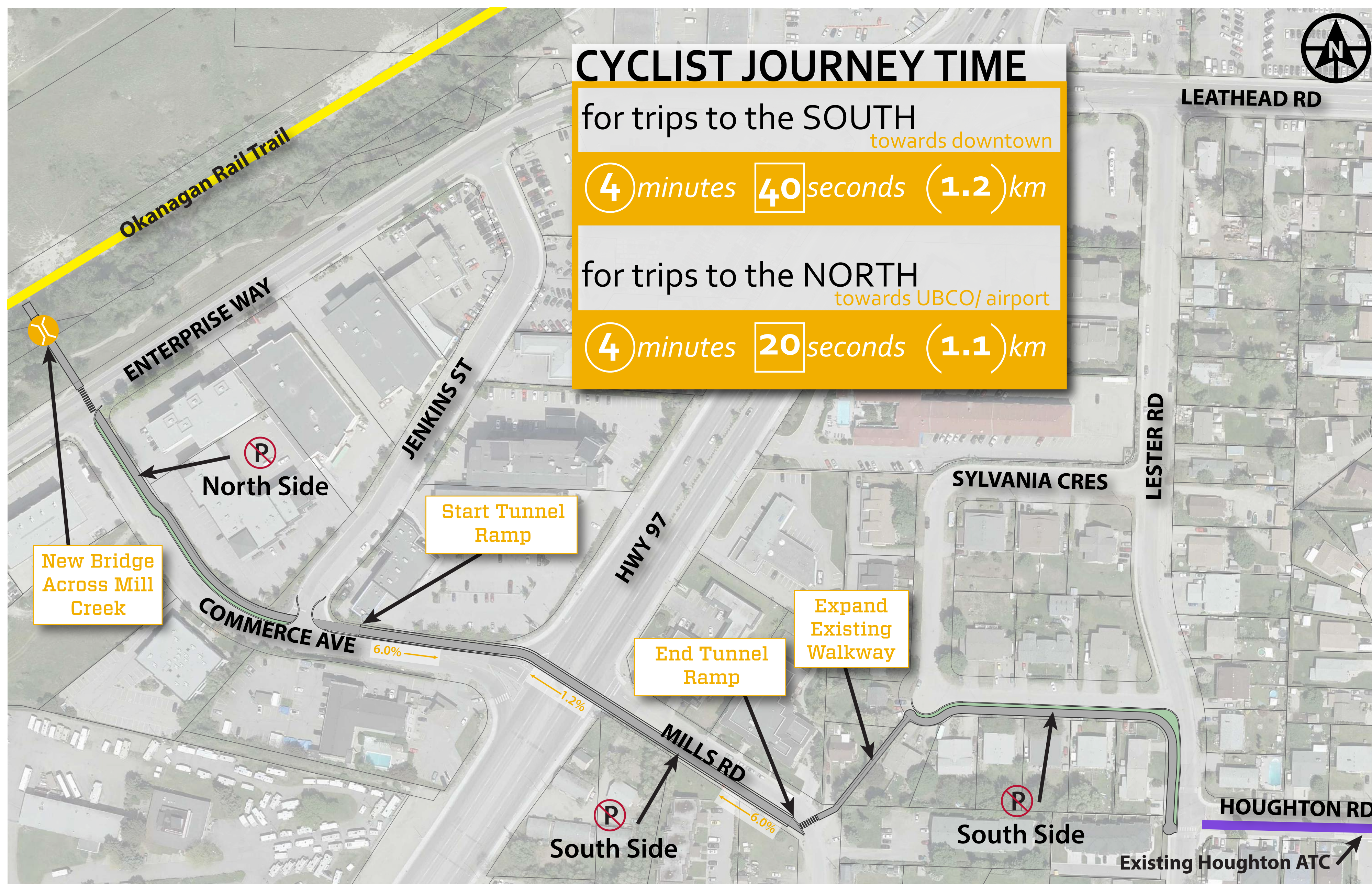
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OPTION

2

MILLS ROAD TUNNEL



PROS

- ⊕ Only low volume road crossings
- ⊕ No impact to Highway 97 vehicles

CONS

- ⊖ Poor natural surveillance and limited sightlines in the tunnel
- ⊖ Environmental impacts -requires new bridge across Mill Creek
- ⊖ Significant construction complexity and traffic impacts during construction
- ⊖ Higher annual maintenance costs
- ⊖ Highest cost (~\$8.2 million)

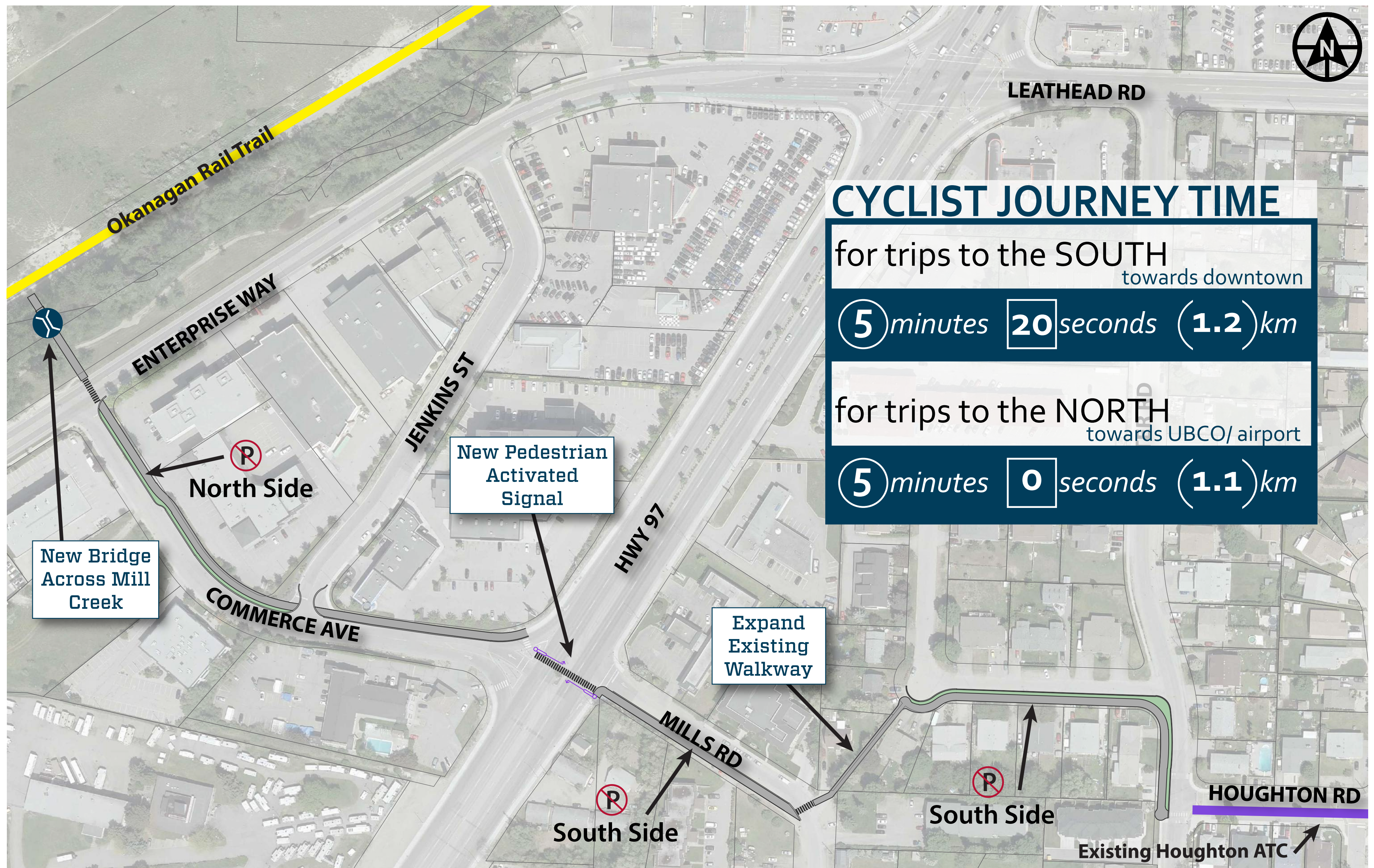
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OPTION

3

MILLS ROAD PEDESTRIAN SIGNAL



PROS

- ⊕ Good natural surveillance (except Sylvania to Mills)
- ⊕ Simple construction
- ⊕ Low annual maintenance costs
- ⊕ Lowest cost (~\$2.1million)

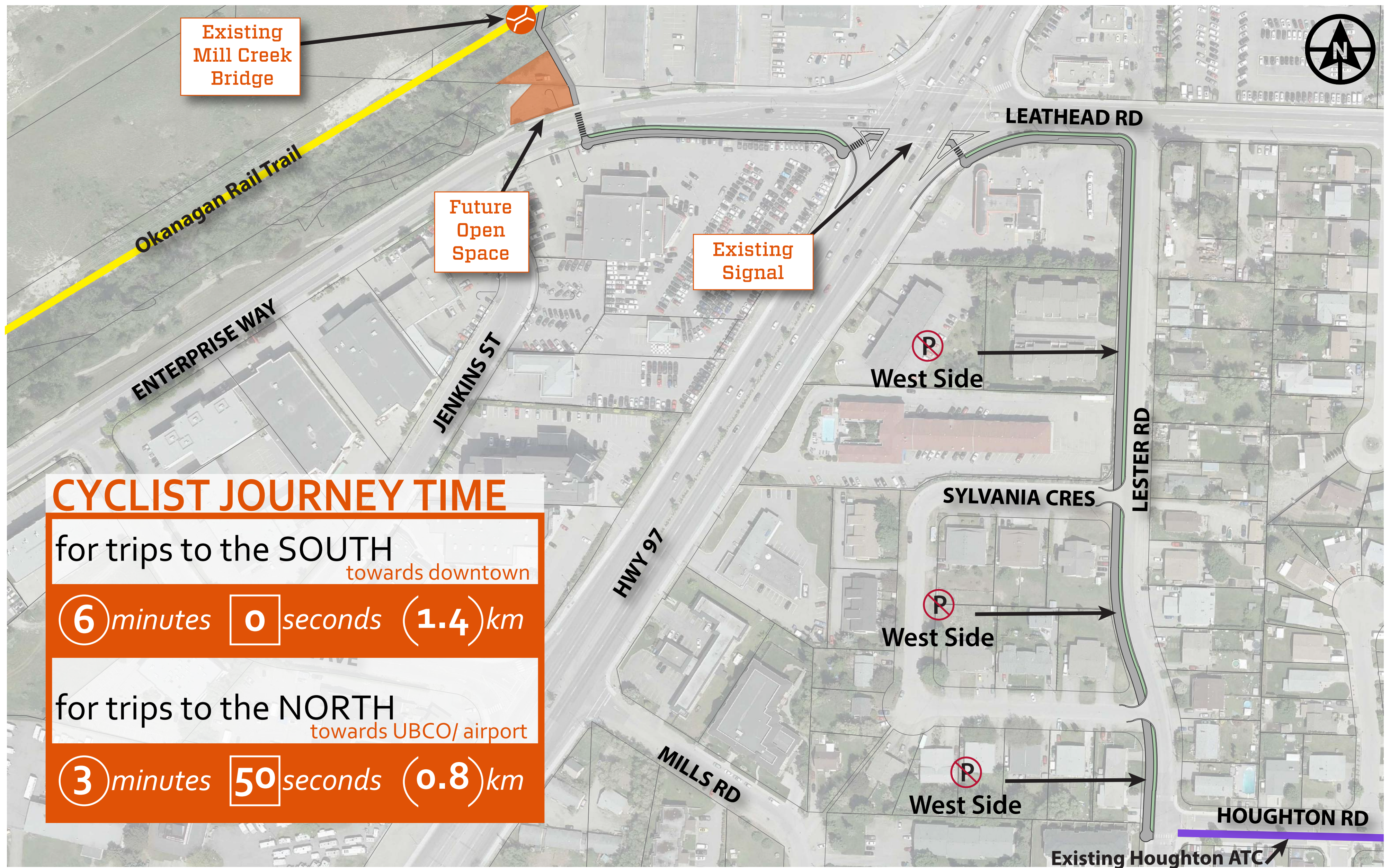
CONS

- ⊖ Environmental impacts - requires new bridge across Mill Creek
- ⊖ Requires crossing Highway 97 at a signal and some local roads
- ⊖ Approximately 10 seconds of additional delay for vehicles on Highway 97

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OPTION 4 LEATHEAD ROAD



PROS

- ⊕ Good natural surveillance
- ⊕ Simple construction
- ⊕ Least environmental impact -uses existing bridge across Mill Creek
- ⊕ Lowest annual maintenance costs
- ⊕ Lower cost (~\$2.4 million)

CONS

- ⊖ Requires crossing Highway 97 at a signal and some unsignalized roads
- ⊖ Small increase in delay for Highway 97 vehicles

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OPTION COMPARISON

	OPTION 1	OPTION 2	OPTION 3	OPTION 4
	MILLS ROAD OVERPASS	MILLS ROAD TUNNEL	MILLS ROAD PEDESTRIAN SIGNAL	LEATHEAD ROAD
JOURNEY TIME TO THE SOUTH	~ 5min 10sec	~ 4min 40sec	~ 5min 20sec	~ 6min 0sec
JOURNEY TIME TO THE NORTH	~ 4min 55sec	~ 4min 20sec	~ 5min 0sec	~ 3min 50sec
NATURAL SURVEILLANCE	Reasonable	Poor	Good	Good
ROAD CROSSINGS	All low volume unsignalized	All low volume unsignalized	Highway 97 & low vol unsignalized	Highway 97 & low/moderate vol unsignalized
ENVIRONMENTAL IMPACTS	New bridge across Mill Creek	New bridge across mill creek	New bridge across mill creek	Least - uses existing mill creek bridge
VEHICLE DELAY IMPACT	None	None	~ 10sec	~ 4sec
CONSTRUCTION COMPLEXITY	Moderate	Significant	Low	Low
MAINTENANCE COSTS	Moderate	High	Low	Low
CONSTRUCTION COSTS	~ \$6 Million	~ \$8.2 Million	~ \$1.2 Million	~ \$2.4 Million

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NEXT STEPS

Summer 2018

OPTIONS
EVALUATION &
SELECTION

Late 2018

DETAILED DESIGN

Proposed 2020

CONSTRUCTION

(proposed for 2020 in the
City's 10 year Capital Plan,
subject to council approval)

HAVE YOUR SAY!

Complete the online survey at:

getinvolved.kelowna.ca

For more information about the project, visit:

kelowna.ca/cityprojects

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