

BRIEFING NOTE FOR INFORMATION

DATE: February 27, 2014

PREPARED FOR: Honourable Todd Stone, Minister of Transportation and Infrastructure

MEETING: MLA Dan Ashton, Summerland and Penticton on February 27, 2018

ISSUE: Summerland's Proposal for a Municipal Bike Trail along with the Penticton Indian Band's Green River (Satkan Crossing) Bridge Project.

SUMMARY:

- The ministry is very supportive of community projects that encourage residents to use cycling and walking as an alternate form of transportation.
- The Okanagan Lakeside Pathway between Thorneber Street and Lakeshore Drive adjacent to Highway 97 is an important part of this community's plans.
- I understand that Summerland is looking to the ministry to reduce the shoulder width on the Highway to accommodate the pathway and reduce their costs.
- While we see the benefits to this trail, we also need to ensure that the safety of Highway 97 users is maintained.
- I assure you that my local staff are committed to looking at options that will facilitate the construction of this trail in the most cost effective manner.
- I will ask our local Operations Manager, Jeff Wiseman, to work directly with the municipality and our engineers to explore all available options.
- I am aware of the Penticton Indian Band's plans to construct a crossing of the canal at Green Avenue (Satkan Crossing)
- My ministry supports this project as we see significant benefits for both the Penticton Indian Band (PIB) and the City of Penticton.
- Staff have developed a strong collaborative working relationship with the PIB.
- Our staff are partnering with the PIB to expedite the approvals for this project.
- Safety is our primary concern and we are reviewing the proposal to ensure that it addresses all safety requirements at the Highway 97 intersection.
- I understand that staff are working closely with PIB on this project and several others including the Skaha Hills development which has already received approval from my ministry for the necessary highway upgrades for Phase 1.

BACKGROUND:

Recent conversations with MLA Ashton's CA indicates the MLA met with members of the "Trail of the Okanagans" Society and local cycling groups in February 2014 regarding the Okanagan Lakeside Pathway, a District of Summerland sponsored project to construct a lakeside trail adjacent to the north bound lanes of Highway 97 between Thorneber Street (municipal) and Lakeshore Drive (municipal) in the District of Summerland.

In December 2010 MoTI engaged in preliminary discussion with the District of Summerland regarding a potential municipally sponsored project to develop a cycling / pedestrian trail along the Okanagan Lake side of Highway 97 to connect Lakeshore Drive and Thorneber Street approximate 1.2 km in length. The municipality was exploring the feasibility and potential concerns that would need to be addressed. MoTI responded supporting the initiative and agreeing to work with the municipality but pointed out the

proximity of the lake and riparian concerns, and the need to address safety of trail and highway users with the project works.

The municipality hired a professional engineering firm to design the pathway and work with the various agencies toward approval. The municipality has proceeded to develop a two way pathway concept along the lakeside of Highway 97.

Approximately 300 metres of the highway adjacent to the proposed pathway has roadside barrier offset 2.0 metres from the edge of the travelled lane. The barrier was placed to reduce risk from lack of clear zone along this section of lake front. The opposite, southbound side has barrier placed at a 0.9 metre offset. This barrier was installed to limit material from chronic slope erosion from reaching the roadway and does not meet current standards.

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DISCUSSION:

Okanagan Lakeside Pathway

In late 2013 MoTI provided the municipality with advice regarding the offset required for the pathway from the travelled lanes. This 2.0 metre offset would be required to be maintained after the construction of the pathway.

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s17 They have asked that the MoTI consider reducing the offset requirement in this area to match the 0.9 metre offset as it would significantly reduce the construction costs.

MoTI has indicated that although a substandard offset is in place on the opposite side of the highway it needs to maintain the safety condition that exists today with the 2.0 metre offset. Moving toward the 0.9 metre offset would introduce potential safety concerns.

MoTI want to work with the municipality to address the cost of construction and see the project successfully delivered. It is happy to explore other options for maintaining the current safety allowances while reducing the cost for the municipality.

PIB Projects

Since 2011 MoTI has been actively working on requests and meets with the PIB representatives to ensure coordination and priority of work is maintained.

Satkiw Crossing (River Channel Lands)

This project was formerly known as the River Channel Lands project. The project involves the construction of the Green Avenue bridge across the Penticton Channel by the PIB to provide access to their planned development on band and locate lands. These lands had been cut off by the construction of the channel and were the subject of a Conditional Grant Agreement (CGA) intended to fund design and construction of land access by the PIB.

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The province also committed to assist the PIB with technical advice on the design of the Green Avenue Bridge and its connection with Highway 97. The province was contacted by PIB's engineer in January 2014 on behalf of the PIB providing preliminary design information for review and comment. The provincial engineering team is working with the PIB's engineer with the goal of completing provincial approvals for the bridge project to meet

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Skaha Hills (Arrow Leaf Development)

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MoTI 's role is limited to the assessment of road improvement requirements. MoTI has approved first phase of access changes to support the PIB's staged development on the lands. This work included the relocation of Old Airport Road intersection at Old Okanagan Highway (identified as First Phase Intersection on accompanying map). MoTI will be involved again when future phases of the development trigger improvements to the Old Okanagan Highway intersection at Highway 97.

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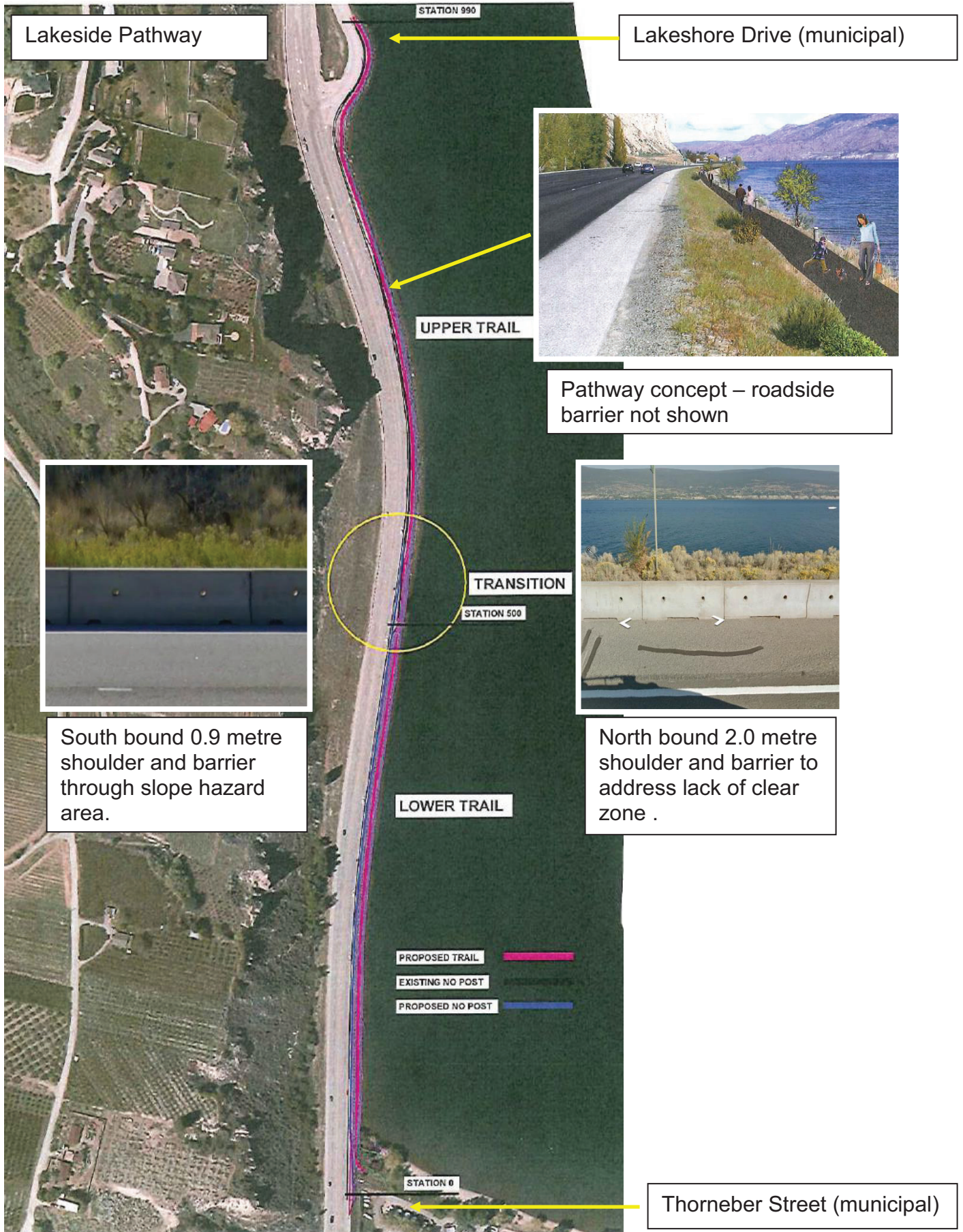
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PIB Projects

