

# Ethel Street Active Transportation Corridor (ATC) - Phase 2

## Ethel Street ATC Overview:

Ethel Street is a North/South route connecting with Casorso, Rose, Sutherland, and Cawston ATC's between downtown and South Pandosy area with a number of schools, parks, health care institutions and businesses enroute or nearby. It is quieter and less of a barrier for cycling than the four-lane arterial on Gordon Drive and avoids the Richter Street power lines and the narrow, congested Pandosy Street right-of-way.

In accordance with the City of Kelowna's Official Community Plan 2030, the current 2020 Capital Plan anticipates many new ATCs to be constructed over the next 5 - 7 years, pending budget and City Council approval, including: Dilworth Drive ATC, Ethel Street ATC, and Sutherland ATC. Visit [kelowna.ca/cityprojects](http://kelowna.ca/cityprojects) for more details on these corridors.

Ethel Street is expected to be a busy cycling corridor in the near future. As cycling and other wheeled modes of transportation continue to increase, separating uses for the recreational cyclists, commuter cyclists, and motorists will ensure a safer and more enjoyable experience and at the same time reduce greenhouse gas emissions.

The total budget for the entire Ethel Street corridor is estimated at \$12 million.

## Phase 2 Improvements - Bernard to Cawston Avenues:

Phase 2 of the Ethel Street ATC will include the streetscape between Bernard Avenue and Cawston Avenue. The improvements will include:

- Separated "cycle tracks" on both sides of the road
- New sidewalks
- Landscaping
- Utility improvements

Parking surveys were conducted and indicated that most residents use their driveways, lane accesses or side streets. Parking bays will be provided on one side of the street except near busy intersections where left turn lanes are needed.

## Ethel Street Active Transportation Corridor

### Project Overview and Summary of Improvements

January 27, 2016

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## What is a Cycle Track?

A cycle track is a protected bike lane that has a physical barrier from roadways and sidewalks. They can be either one-way or two-way and can be located at road level or raised to be at the same level as pedestrian sidewalks. They make the street safer for all roadway users and are more predictable for people who walk, bike, and drive. Certain rules apply for cycle tracks:

- Motorists will continue in their lane as normal and follow regular traffic rules. Vehicle parking is not permitted in any bike lane.
- Cyclists are to use the cycle track to provide separation from vehicles and pedestrians.

## Public Engagement During the Project:

Public engagement will be undertaken during each phase of the project. As additional budgets for future phases are approved, engagement opportunities will be made available to inform the detailed design and share construction details about the project.

In June of 2014, two open houses were held to consult the public for feedback and input on the overall Ethel Street corridor (Clement to Raymer). An online survey was made available to the public to provide their comments. Another open house for Phase 1 of the Ethel Street corridor was held in June of 2015.

## What to Expect During Construction:

- Construction is scheduled to begin in April of 2016 and completion is anticipated by October.
- Ethel Street will be closed between Bernard and Cawston Avenues during this time.
- East-West movement on local roads will be prohibited while deep utilities are installed and detours should be expected.

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Public Engagement and Construction Impacts

January 27, 2016

