

# Ethel Street Active Transportation Corridor (ATC) - Phase 3

## Phase 3 Improvements - Sutherland to Harvey Avenues:

Phase 3 of the Ethel Street ATC will include the streetscape between Sutherland Avenue and Harvey Avenue. The improvements will include:

- Separated “cycle tracks” on both sides of the road
- New sidewalks
- New roadway
- New landscaping
- Utility improvements
- LED streetlights

Parking bays will be provided on one side of the street except near busy intersections where left turn lanes are needed.

## What to Expect During Construction:

- Construction is scheduled to begin in April of 2017 with anticipated completion by October 2017.
- Ethel Street will be closed between Sutherland and Harvey Avenues during this time.
- East-West movement onto Ethel Street from Saucier, Laurier, DeHart, Borden and Rowcliffe Avenues will be prohibited while deep utilities are installed and detours should be expected.
- Pedestrian access will be maintained, while parking will be required on side streets or in lanes.
- Intermittent interruption to water service during water main replacement should be expected.



Ethel Street Active Transportation Corridor

Phase 3 Improvements and Construction Impacts

March 2017

# Ethel Street Active Transportation Corridor (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, 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.

## 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:

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.

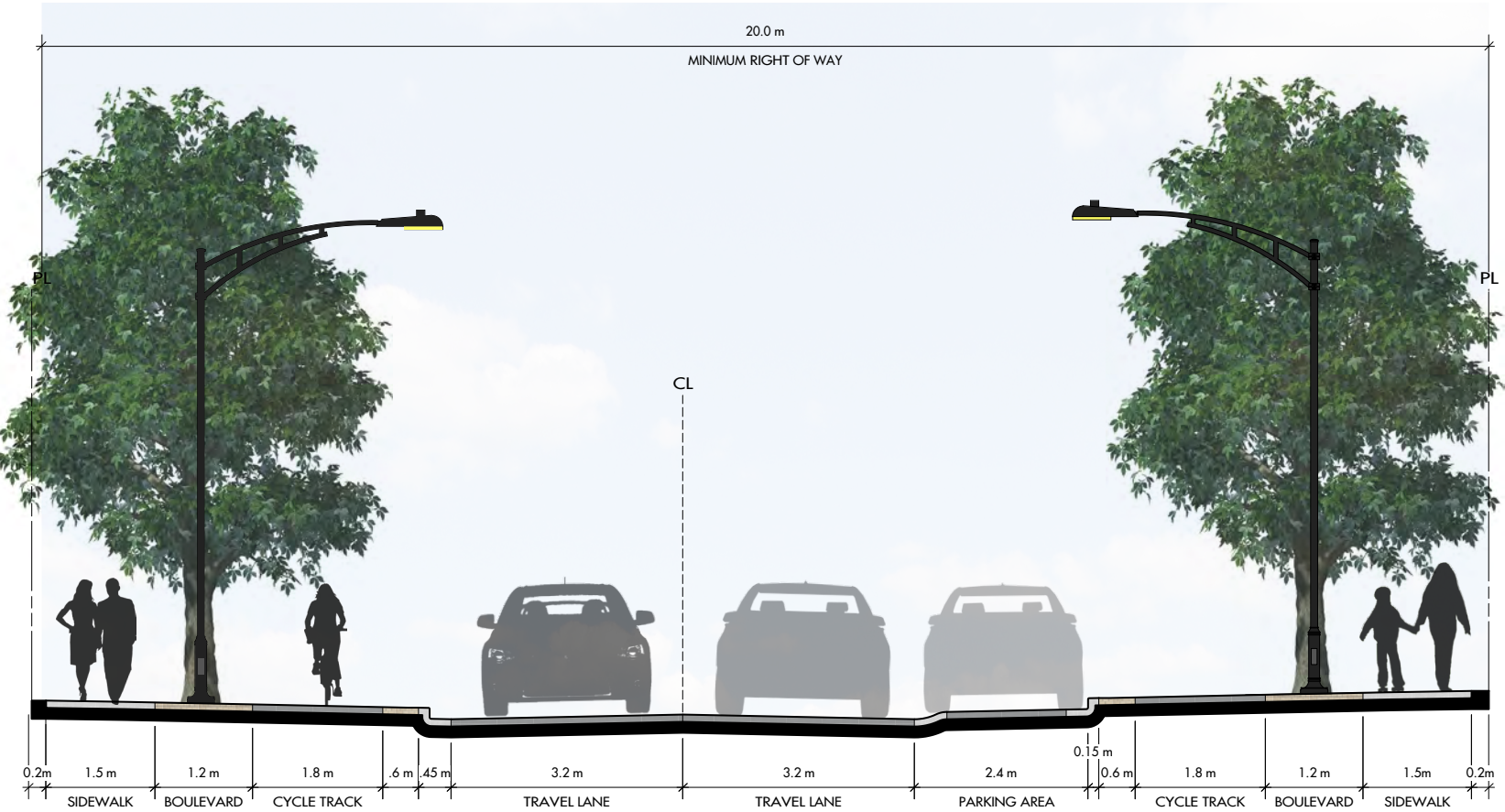
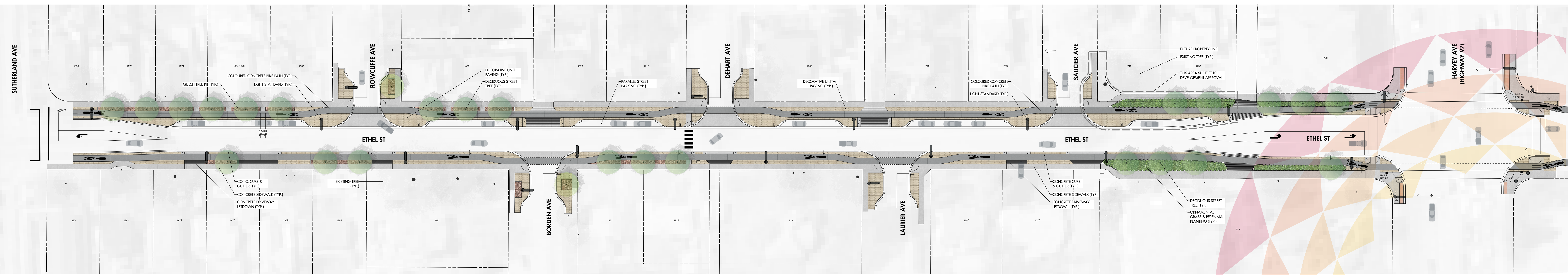
As additional budgets for future phases are approved, public engagement opportunities will be made available to inform the public of detailed design and construction details about the project.

Ethel Street Active Transportation Corridor

Project Overview

March 2017





Typical Cross Section of Ethel Street - Scale 1:100



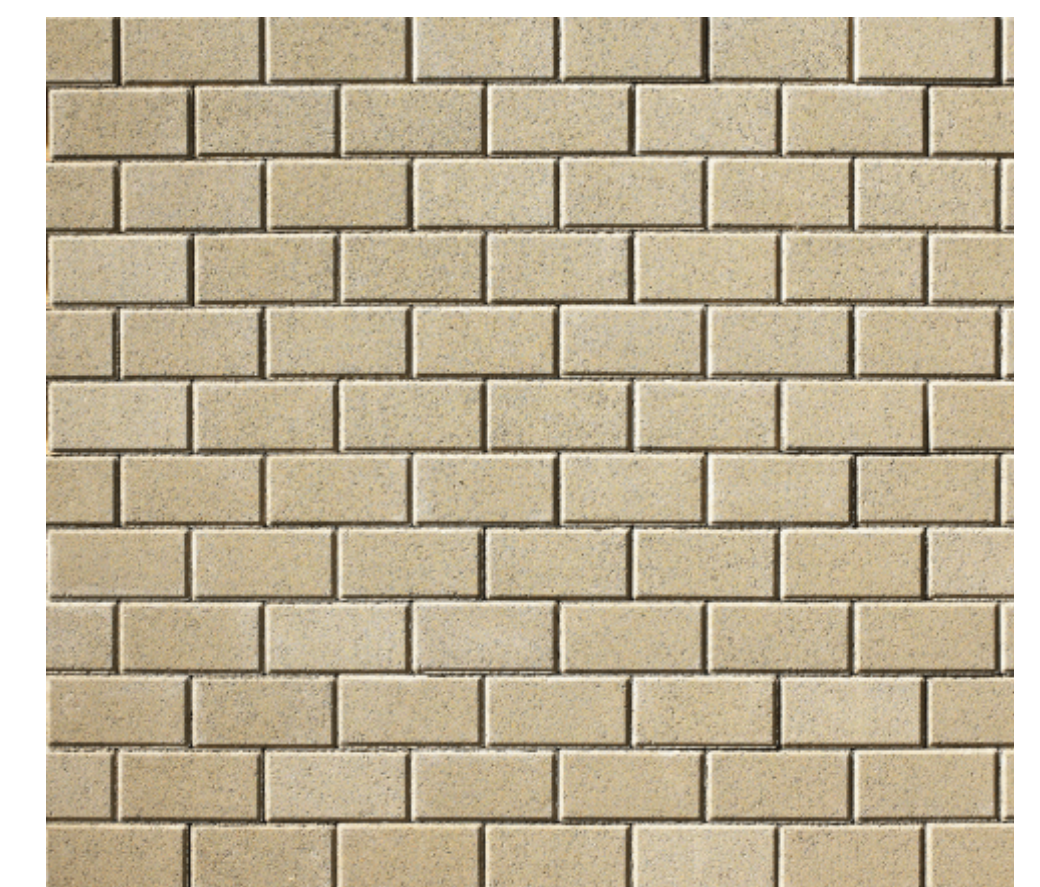
Crimson Sunset Maple



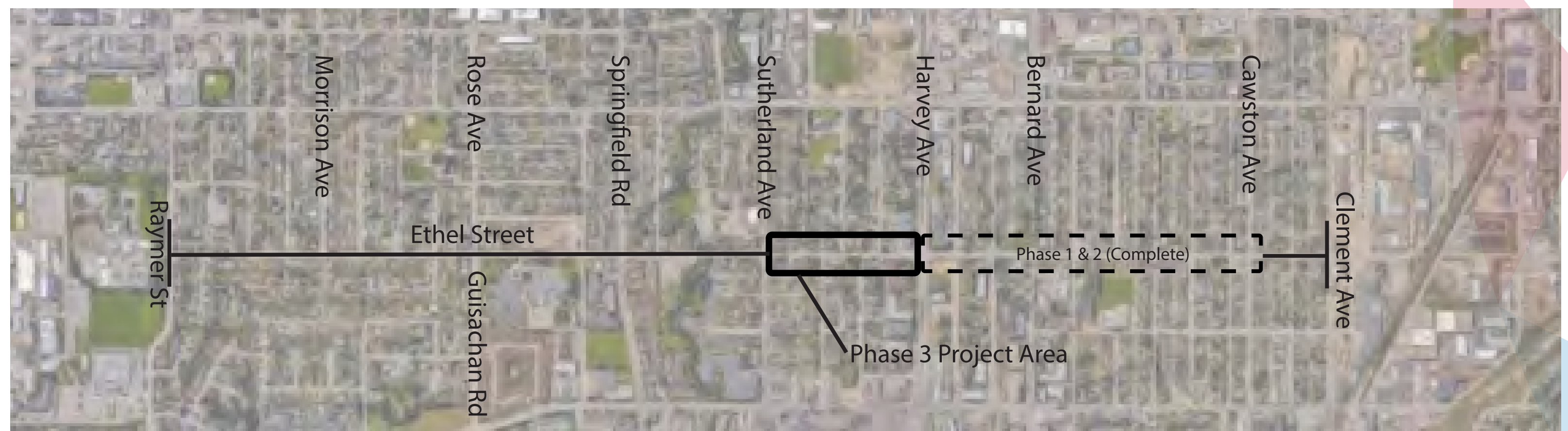
Redpointe Maple



Autumn Purple Ash



Decorative Unit Paving



Ethel Street Active Transportation Corridor - Project Limits

# Ethel Street Active Transportation Corridor - Phase 3

## Conceptual Landscape Plan: Sutherland Avenue to Harvey Avenue

March 1, 2017

