

Sutherland Ave: Active Transportation Corridor

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Connecting Kelowna

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Sutherland's connections with Richter Street, Ethel Street and Gordon Drive provide direct access to the Pandosy Village, Okanagan College and Kelowna Secondary. It also facilitates walking and cycling between downtown and Capri Centre and Landmark Town Centre. Furthermore, it forms an active transportation loop in the core city area as it connects with Abbott ATC, Ethel ATC, Parkinson Pathway, Rails with Trails, Cawston ATC and waterfront pathways.

Due to its central location and opportunities for improved connectivity, this route has been identified as the major east-west ATC in the 2030 Official Community Plan, the 20-Year Servicing Plan, DCC Bylaw #10515 and the Pedestrian and Bicycle Master Plan (draft). A section of the ATC between Harvey Avenue and Burtch Road has already been completed.

Corridor Benefits

Active Transportation is any form of human-powered transportation, such as walking, cycling, wheeling, in-line skating or skateboarding. The benefits of Active Transportation include:

- ▶ Safety and protection for vulnerable road users (i.e.: cyclists and pedestrians)
- ▶ Improved health from increased physical activity
- ▶ Health and environmental benefits from reduced air pollution
- ▶ Supporting growth by reducing demands for roads and parking
- ▶ Improved mobility for non-drivers
- ▶ More livable communities

Financing

The corridor will primarily be funded through gas tax and development charges. The section between Gordon and Burtch will be fully financed by Capri Development. Federal and provincial grant opportunities will be explored to support taxpayer contributions.

Design Concept

The ATC is designed to be a safe and attractive corridor that can be enjoyed by everyone. The corridor is planned to include:

- ▶ A two-way street-level cycle track separated by a median from the vehicular traffic lane
- ▶ Existing boulevards, sidewalks, curbs and gutters
- ▶ Existing parking on south side of the street

Parking

Parking will be retained on the south side of the street except near busy intersections where left turn lanes are needed.

Bus Routes

Transit connections are a great way to enhance the use of the ATC. The plans are to maintain bus service along the corridor. While most bus stops will remain in their current locations, some will be relocated to accommodate changes within the right of way.

Timing

Construction is planned in phases, with completion anticipated by 2020. Design for the section between Ethel Street and Gordon Drive will be completed in 2016 with construction expected to begin in 2017.

Project Information

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Contact

Mahesh Tripathi
Infrastructure Planning
mtripathi@kelowna.ca