

Additional Project Design Details

The following list outlines additional key design details and rationale regarding the proposed safety improvements on Loseth Dr.

1. Lane Narrowing, Delineation, and Curb Extensions

What's proposed:

- Revised lane markings, flexible delineator posts, and a concrete median segment
- Treatments that visually and functionally narrow travel lanes
- Curb-extension effects at intersections without major concrete reconstruction

Why:

- Loseth Dr currently has wide, undefined lanes due to low parking use and past restrictions, which contribute to higher vehicle speeds
- Narrower lanes influence driver behaviour, encouraging lower speeds and reducing collision severity
- Better-defined lanes improve sightlines and separation between vehicles, pedestrians, and cyclists

Travel lane widths will be updated to align with current industry standards and the City of Kelowna Subdivision, Development, and Servicing [Bylaw No. 7900](#). This includes 3.4 m travel lanes along most sections of the corridor.

Where lanes are adjacent to the curb, an additional 0.3 m is provided to the face of curb, offering additional buffer space. The proposed lane widths are designed to accommodate typical vehicle movements, including passing stationary objects such as waste collection bins and flexible delineator posts. While this space is sufficient for safe passage, it may feel less comfortable at higher travel speeds and thus help encourage lower speeds. Note that waste collection bins may also be placed behind the curb, consistent with typical practice in most areas.

As part of the design process, turn-path analysis is completed to confirm vehicle movements along the corridor and at driveway accesses.



Figure 1. Example of flexible delineator posts

2. Parking Restrictions

What's changing:

- Parking restrictions are being added or extended at:
 - Intersections
 - Curves
 - Key sightline constraints
- On-street parking will remain where viable

Why:

- Improving visibility is one of the most effective ways to reduce collision risk
- The corridor study found:
 - Approximately 120 legal parking spaces today
 - About 70 spaces will be maintained after restrictions
 - Average parking usage is low (around 20% per segment)
 - The remaining supply, nearby side streets, and driveways are expected to meet local demand

The following maps illustrate the existing and proposed on-street parking:

- [Planned Parking](#)
- [Existing Parking](#)

3. Crosswalks with Flashing Beacons

What's proposed:

- Two new crosswalks with rectangular rapid flashing beacons (RRFBs):
 - Feedham Ave & Loseth Dr
 - Large Ave & Loseth Dr

Why:

- These locations provide strategic connections between neighbourhoods, sidewalks, pathways, and transit stops
- Crosswalk locations and traffic controls are determined using an objective traffic-engineering process based on the Transportation Association of Canada (TAC) Pedestrian Crossing Control Guide
- More information: [Crosswalks | City of Kelowna](#)

4. New Sidewalk and Connection to Transit

What's proposed:

- A new sidewalk / multi-use path between Highway 33 and Feedham Ave, on the west side of Loseth Dr
- Connects to the southbound Loseth Dr transit stop

Why:

- This segment provides a significant benefit by:
 - Improving pedestrian safety and the pedestrian network
 - Supporting accessibility
 - Creating a direct connection to transit and a new crosswalk
 - Links pedestrians to a future commercial development south of Highway 33

5. Bike Lanes

Why bike lanes are included:

- Lane narrowing and parking removals create unused roadway space
- Reallocating this space to cycling:
 - Improves safety and separation
 - Reduces the need for excess concrete and flexible posts
 - Makes efficient use of the roadway while supporting active transportation

What's proposed:

- Between Highway 33 and Large Ave
 - Bike lanes in both directions, consistent with the [Pedestrian and Bike Master Plan](#)
 - Connections to future commercial development and existing bike lanes south of Highway 33
- North of Large Ave
 - An uphill bike lane where speeds and grades create the greatest conflict
 - Downhill cyclists will share the travel lane, where speed differentials are lower, and road width is constrained

6. Measures Not Included in the Project

Speed humps

Speed humps are not viable on Loseth Dr due to the following:

- Its role as a primary emergency access route
- Steep grades exceeding 8%
- Combined horizontal and vertical curves
- Arterial road classification near Highway 33

Both TAC guidance and Kelowna [Council Policy No. 300](#) prohibit speed humps under these conditions.

Roadside barriers

Roadside barriers are not proposed because:

- They are not recommended for urban streets under Bylaw 7900
- They can introduce new hazards
- Collision patterns are best addressed by improving speed management and sightlines
- Barriers are typically reserved for highway applications and require system-wide specialized design

7. Future Development Coordination (Tentative)

Improvements at the Highway 33 & Loseth Dr intersection are anticipated as part of future commercial development to the south. Timing is unconfirmed, but potential upgrades may include further modifications to the intersection.

- More information: [Z25-0014 | City of Kelowna](#)