



# Okanagan Rail Corridor

Have your say until March 27, 2016 at [getinvolved.kelowna.ca](http://getinvolved.kelowna.ca)  
(this link is for residents of all the corridor's communities)



### Project Benefits

The CN Rail line is an approximately 49.5 km continuous corridor that connects the communities from Coldstream to Kelowna and provides access to many of the valley's most scenic features.

Protecting and developing the rail corridor for use as a public right of way benefits residents and recreational enthusiasts today and provides opportunities to meet the transportation and economic needs of the region in the future.

- ▶ Connects more than 212,000 residents living in communities in the Okanagan Valley
- ▶ Provides access to some of the valley's most scenic features
- ▶ Provides potential for reduced vehicle traffic on existing provincial, federal and local road network systems and GHG emissions
- ▶ Improves the overall pedestrian and cycle linkages
- ▶ Advances destination tourism opportunities in the region
- ▶ Improves economic development opportunities
- ▶ Increases opportunity for preventative healthcare with associated recreational uses



Okanagan Indian Band



### Track Removal and Site Remediation

Except for road crossings and some track in Kelowna, CN Rail and their contractor have removed all of the rail from the corridor. Remaining structures and the spikes and plates left behind by removal of the rail will be removed throughout 2016. There may be intermittent traffic delays as track is removed from roadway crossings.

For safety reasons, residents are reminded to stay off the corridor as it is currently undeveloped and not maintained. Rail spikes and ties may cause hazards until they are removed.

As a condition of the sale, CN is responsible for track removal and environmental site remediation. CN has until 2017 to complete these terms.

### Corridor Use

The flat grade, limited road crossings and connection to the urban centres of the valley make the corridor a viable transportation and recreation route for future generations.

Local governments are eager to see a trail component developed, however it may be several years before the entire route is sufficiently completed to provide continuous access.

The intention is that the trail will be developed in phases, with the initial construction to include a compact gravel trail with road crossings, signage, and barriers to provide a basic level of safe and accessible use by pedestrians and cyclists.

### Public Engagement

The Inter-jurisdictional Development Team will be engaging the public through a series of public open houses in partner jurisdictions during March 2016.

Community input on draft concepts will be gathered to inform the initial phase of trail development, including types of uses and future amenities.

Additional feedback collected as a result of the engagement process will be retained for future planning and development of the rail corridor.

This phase of planning is only intended to scope and cost requirements for development of a basic trail within the corridor. Enhanced trail amenities can be considered once funding for the basic trail is secured.

Like other municipal construction projects, as the design moves into a detailed design phase additional costing, construction staging and schedule information will become available and directly affected owners and stakeholders further engaged at those times.



## Background

The CN Rail line was constructed to bring Okanagan Valley produce and lumber to markets across the country. The line was operated by Kelowna Pacific Railway until June 2013 when, challenged with high costs and low revenues, it ceased rail service.

To protect the corridor as a public asset and preserve its integrity and connectivity, local governments and the Province of B.C. invested \$22 million in the purchase of the discontinued CN railway running from Coldstream to Kelowna.

The purchase was finalized on June 1, 2015 by the City of Kelowna, the District of Lake Country and the Regional District of North Okanagan. In doing so they have made a long-term commitment to the ultimate development of the rail corridor as a multi-modal regional transportation corridor, including use of the corridor as a recreational trail.

The Inter-Jurisdictional Development Team is comprised of the local governments of Lake Country, Kelowna, Okanagan Indian Band and the Regional District of North Okanagan.

## Trail Development

Contingent on funding, the first goal is to establish a basic, continuous gravel trail along the length of the corridor with work beginning as early as Spring 2017.

The planning and design process underway for the corridor includes public engagement, cost estimates and development phases. Respective councils and board will consider the Trail Development Plan later this spring.

## Corridor Lands

The corridor is approximately 49.5 km long:

- ▶ 18 km in Kelowna
- ▶ 2.5 km in Okanagan Indian Band Territory
- ▶ 16 km through the District of Lake Country
- ▶ 13 km through the Regional District of the North Okanagan

The corridor spans from Kelowna's industrial area in the north end of downtown, past the airport and continues along the east shores of Duck Lake and Wood Lake and the west shore of Kalamalka Lake through Coldstream to the railway junction, near the end of Vernon Creek.

## Timing

Like other municipal construction projects, as the design moves into a detailed design phase additional costing, construction staging and schedule information will become available and directly affected owners and stakeholders will be further engaged at those times.

The timing and funding of any construction work will ultimately be at the discretion of the elected councils of the City of Kelowna and the District of Lake Country, the Okanagan Indian Band Council and of the board of the Regional District of North Okanagan and planned for in the annual budgeting cycle.

## What's Next

Residents are invited to give their feedback online until March 27, 2016.

A trail development plan is anticipated to be submitted to the Inter-jurisdictional Teams' respective councils and board for consideration later this spring.

Opportunities to work with the community, external fund raisers and granting agencies to secure funds for development are being explored.