

# Proposed Fully Separated Active Transportation Pathway from Lakestone to Downtown Lake Country

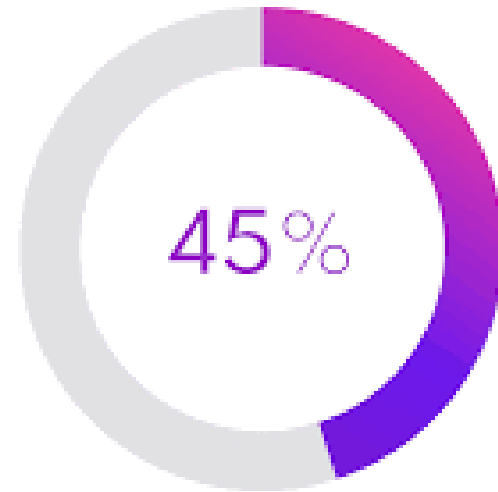
Walking, Cycling, Rolling



# Benefits of Active Transportation

- Increased air quality, reduced air pollution from personal vehicles
- Positive impact on climate change, decreased carbon dioxide emissions
- Increased health for people, decreased sedentary habits and inadequate physical activity
- Increased mobility!



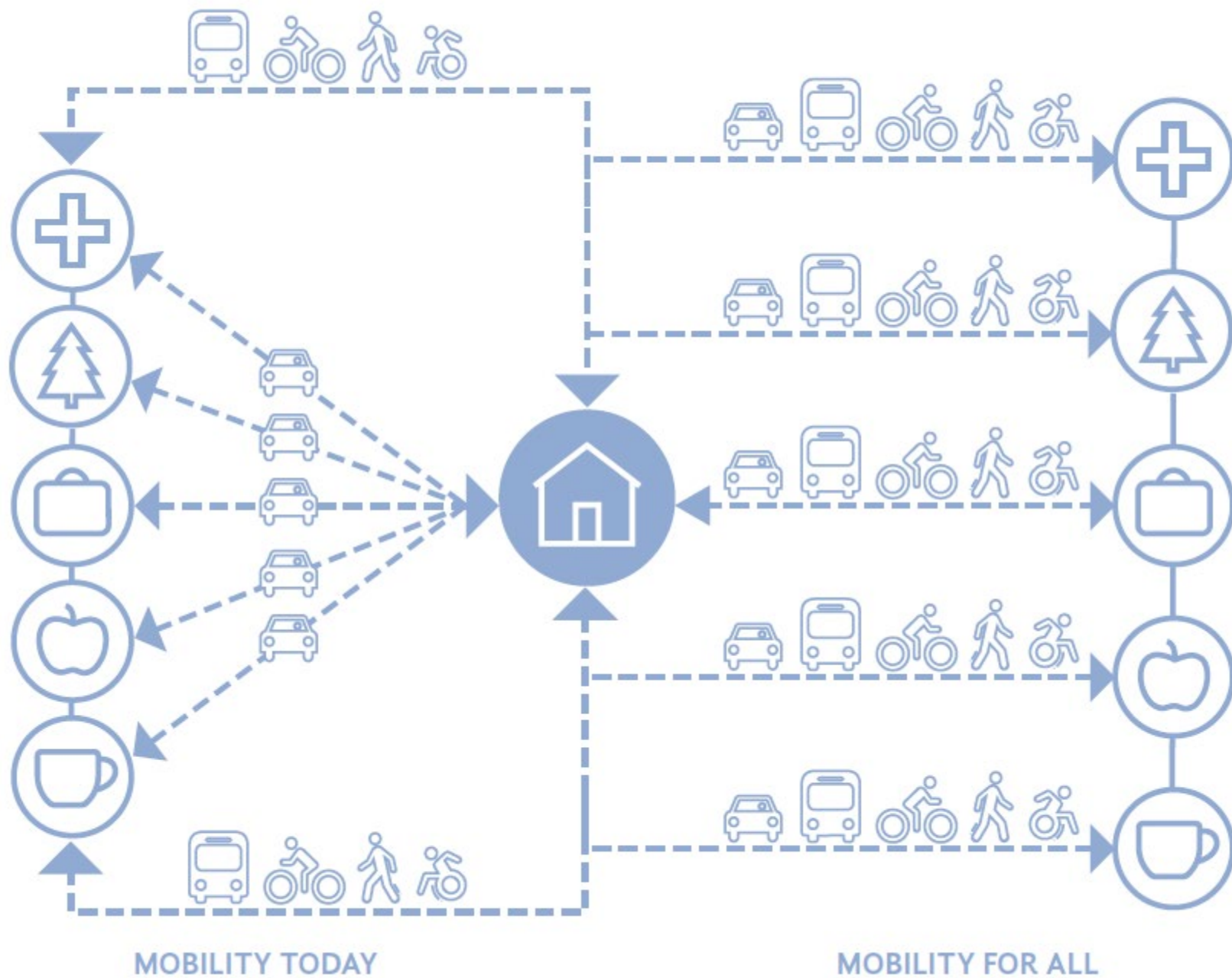


Only 45% of Canadian adults meet the recommended guidelines for exercise (150 min of moderate to vigorous activity per week)

# MOBILITY IMPROVEMENT PROGRAM



getting around Lake Country in safe and enjoyable ways



MOBILITY TODAY

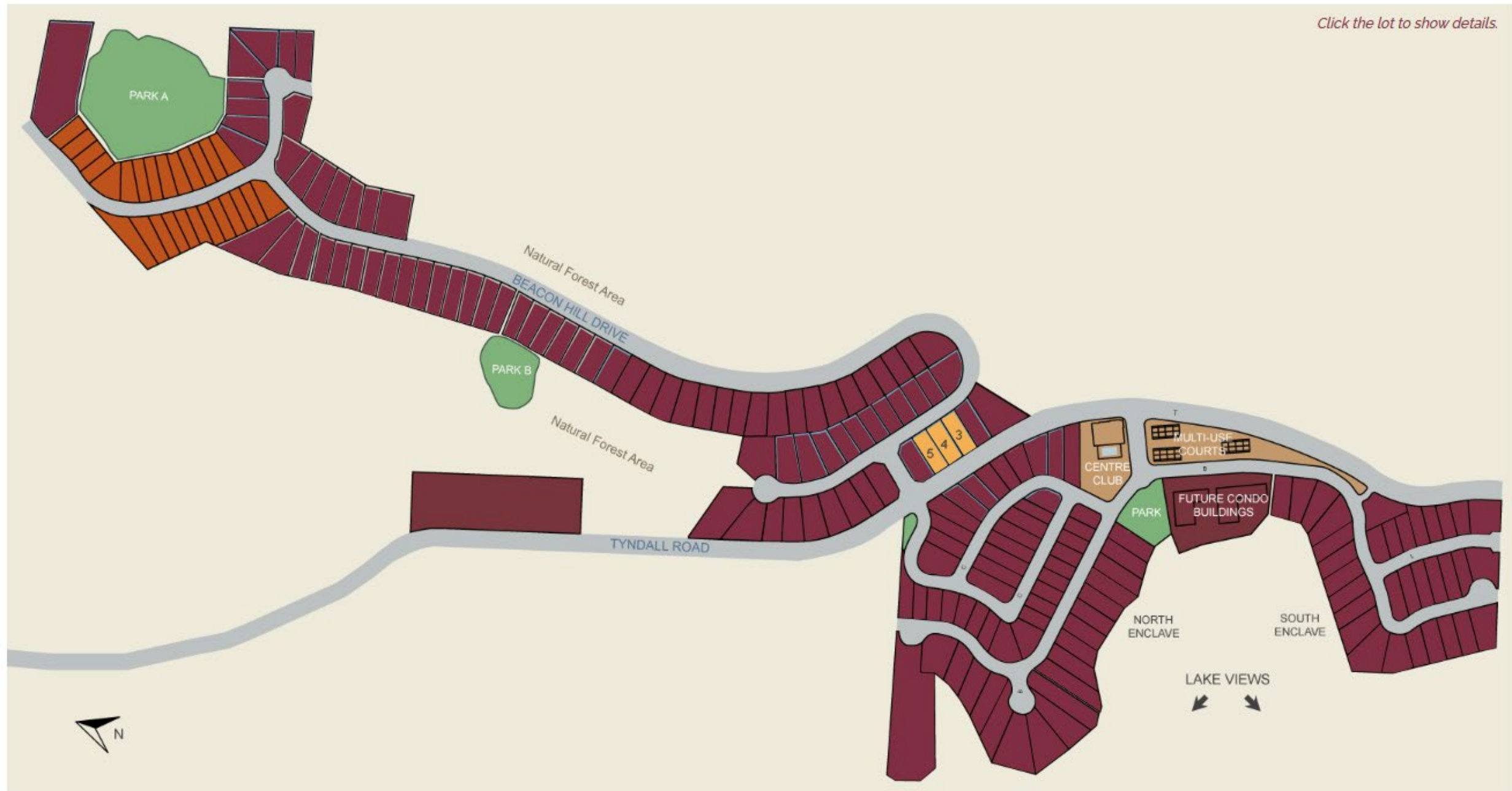
MOBILITY FOR ALL

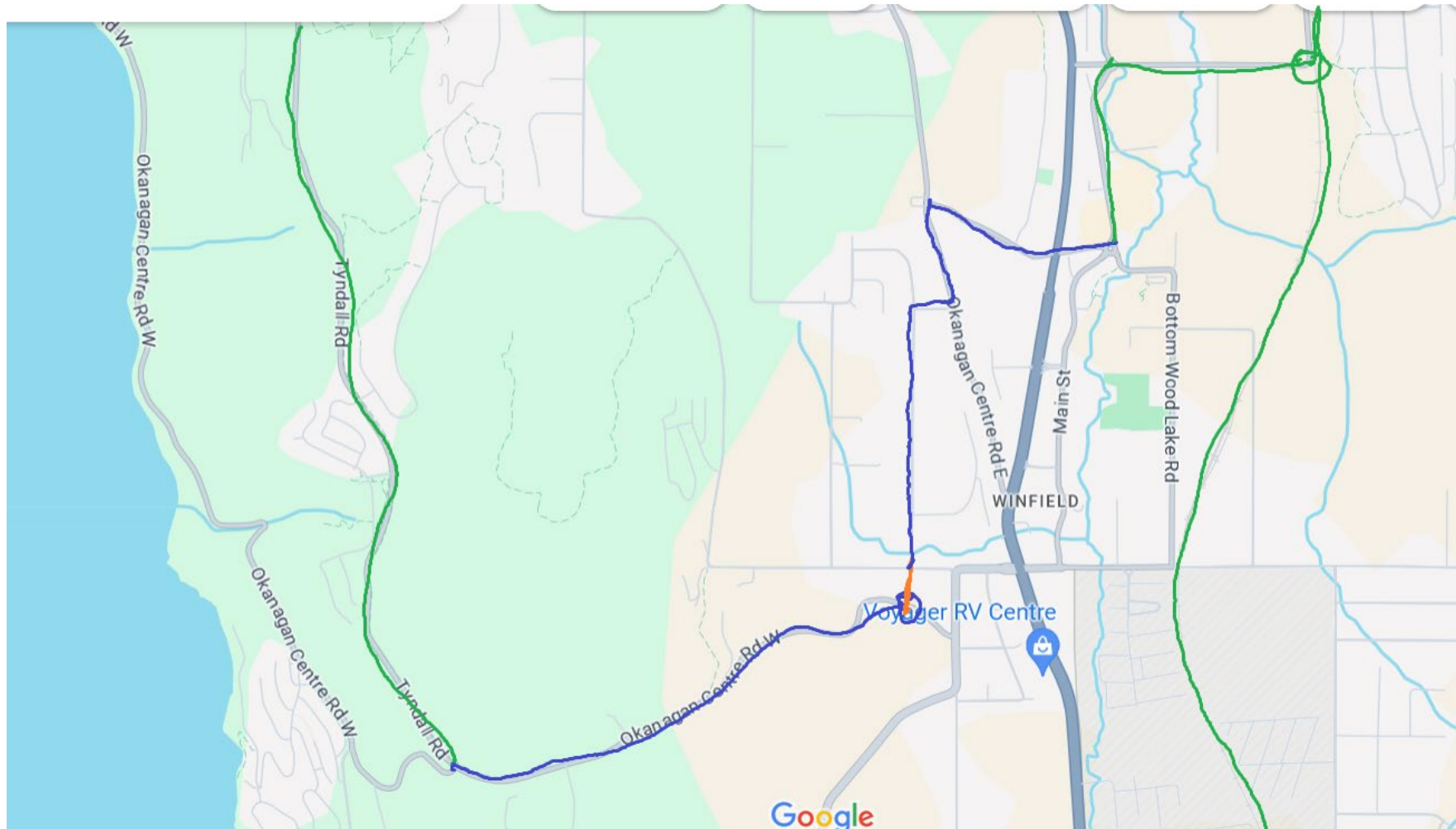


AVAILABILITY

- Selling Now
- Show Homes
- Show Homes for Sale
- Future Show Homes
- Sold
- Conditional Sale
- Coming Soon
- Timberline at Lakestone

*Click the lot to show details.*





Legend:

Blue = new path along existing roadway (3.6km)

Orange = new path through public lands (200m)

Green = already existing active transportation infrastructure (Tyndall Road Multi-Use Path (2.1km) and Okanagan Rail Trail (16km))

# How this project fits within Lake Country's goals

- Transportation equity a priority of the District, mobility a goal of the Official Community Plan (2018)
- Already identified mobility priorities (Master Mobility Plan, 2021 & Mobility Improvement Plan, 2022):
  - Highway 97 crossing at Berry Road
  - Connect facilities to and along Okanagan Centre Road E, Berry Road, Tyndall Road
  - increasing pedestrian pathways 50km by 2030
  - increasing cycling pathways 50km by 2030
  - Prioritize Bottom Wood Lake Road connection to Okanagan Rail Trail



# Costs of this project

- Projected cost: \$611,800
- Does not include upgrade costs to Berry Rd – Highway 97 crossing or naturalization costs

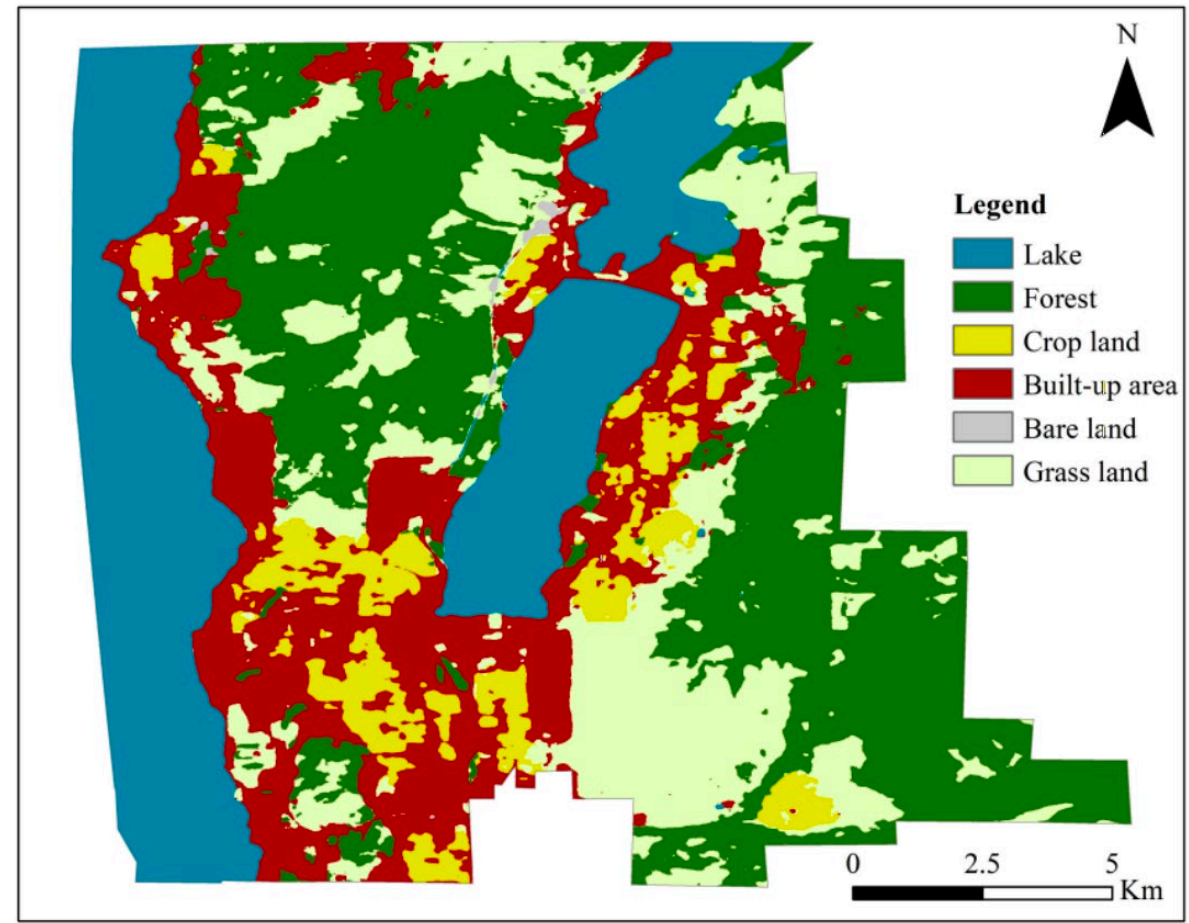
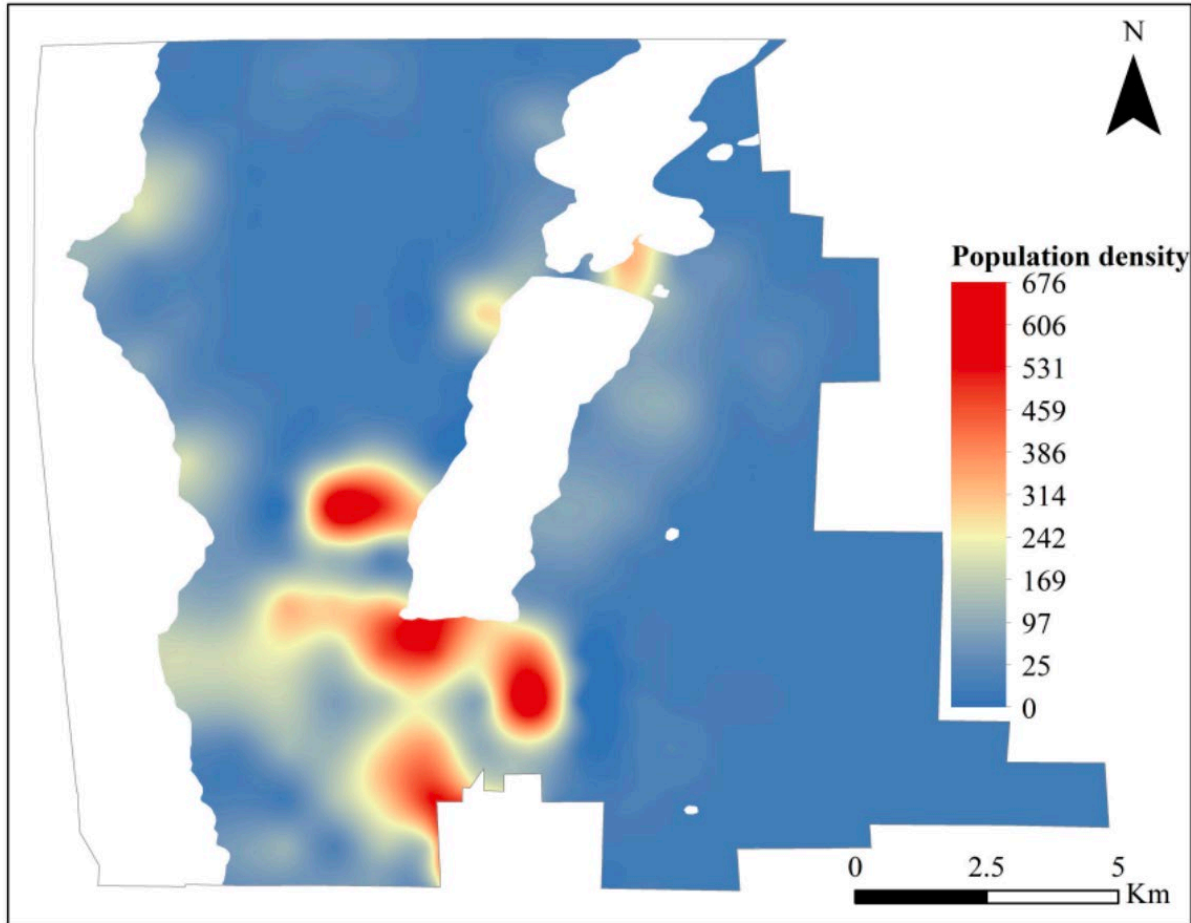
# Our pathway

We have considered the below factors in our path:

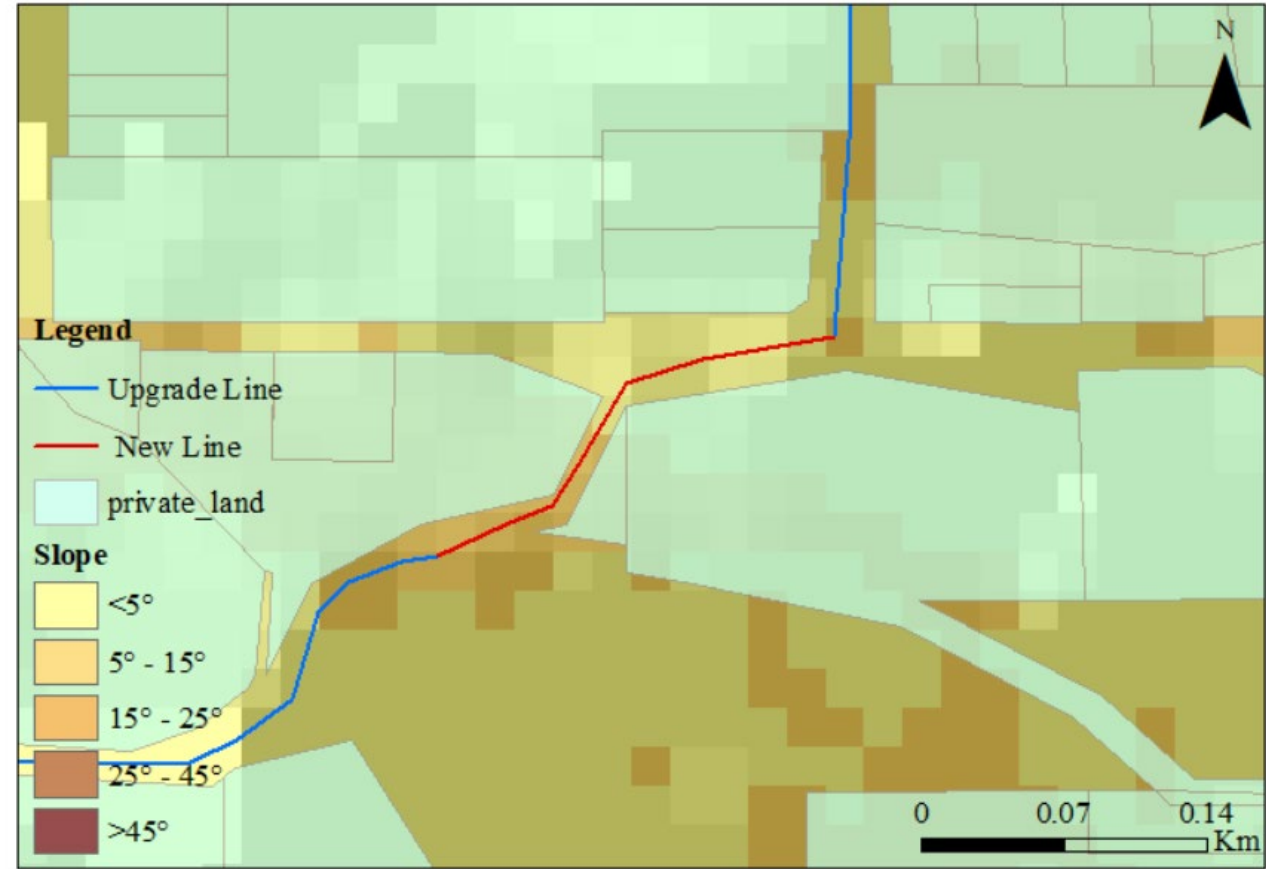
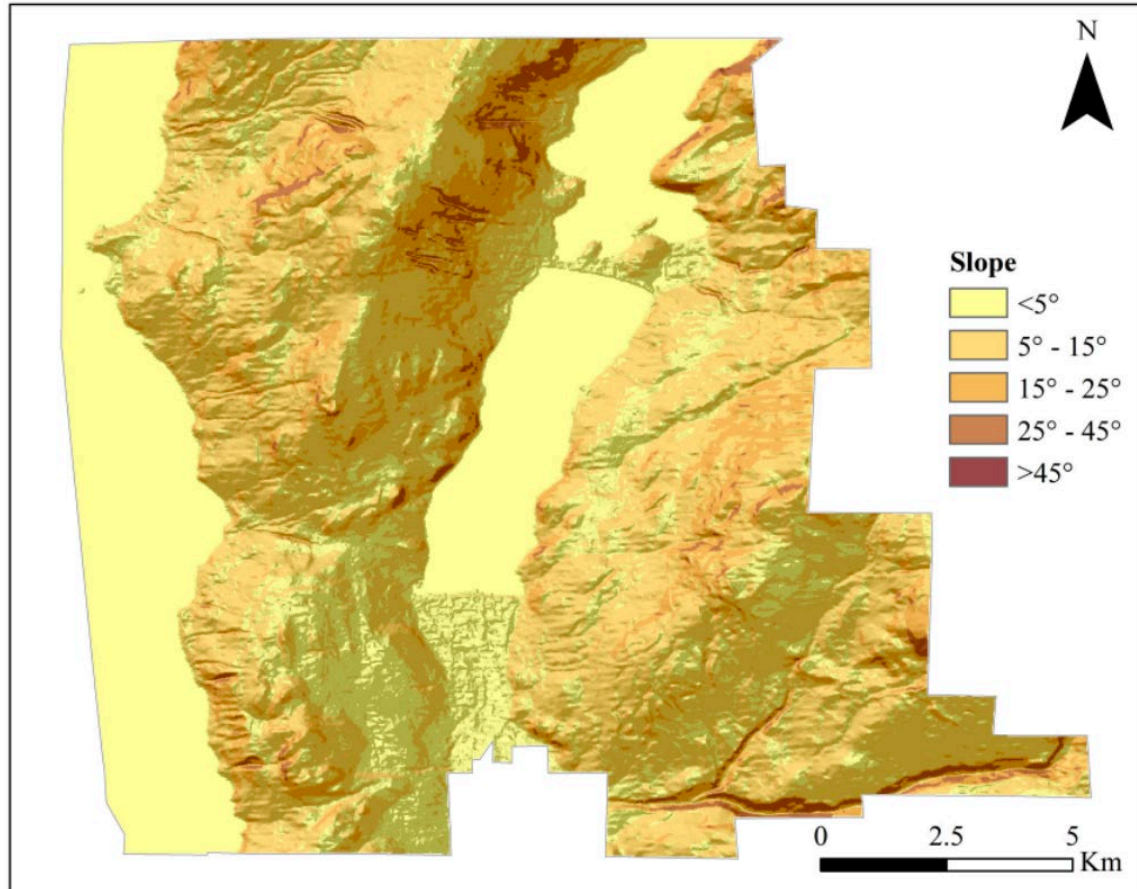
1. Sustainability: population and ecology
2. Feasibility: slope and land type
3. Economy: cost and potential earnings
4. Connection: separated and sightseeing



# Sustainability: population and ecology

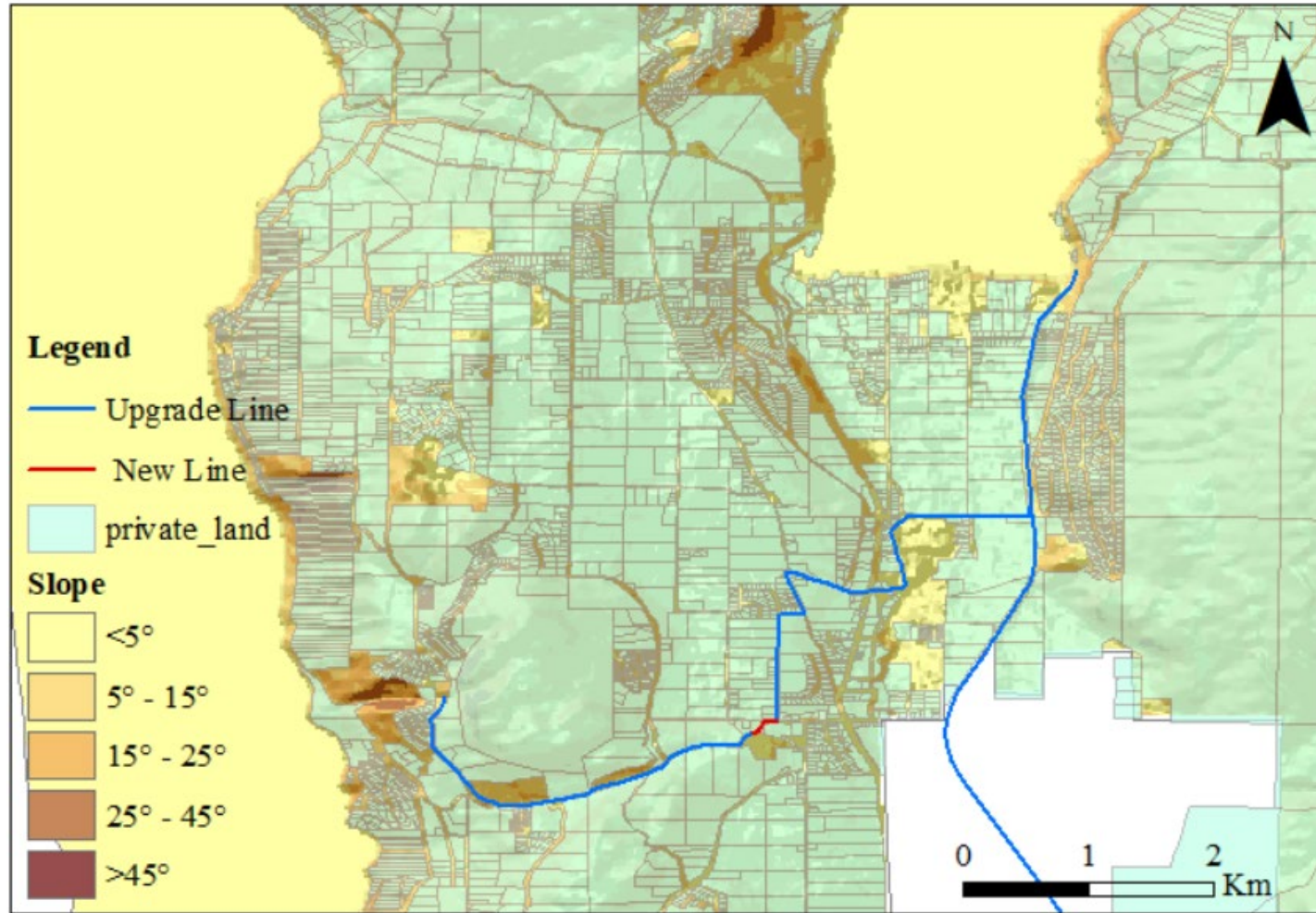


# Feasibility: slope and land type



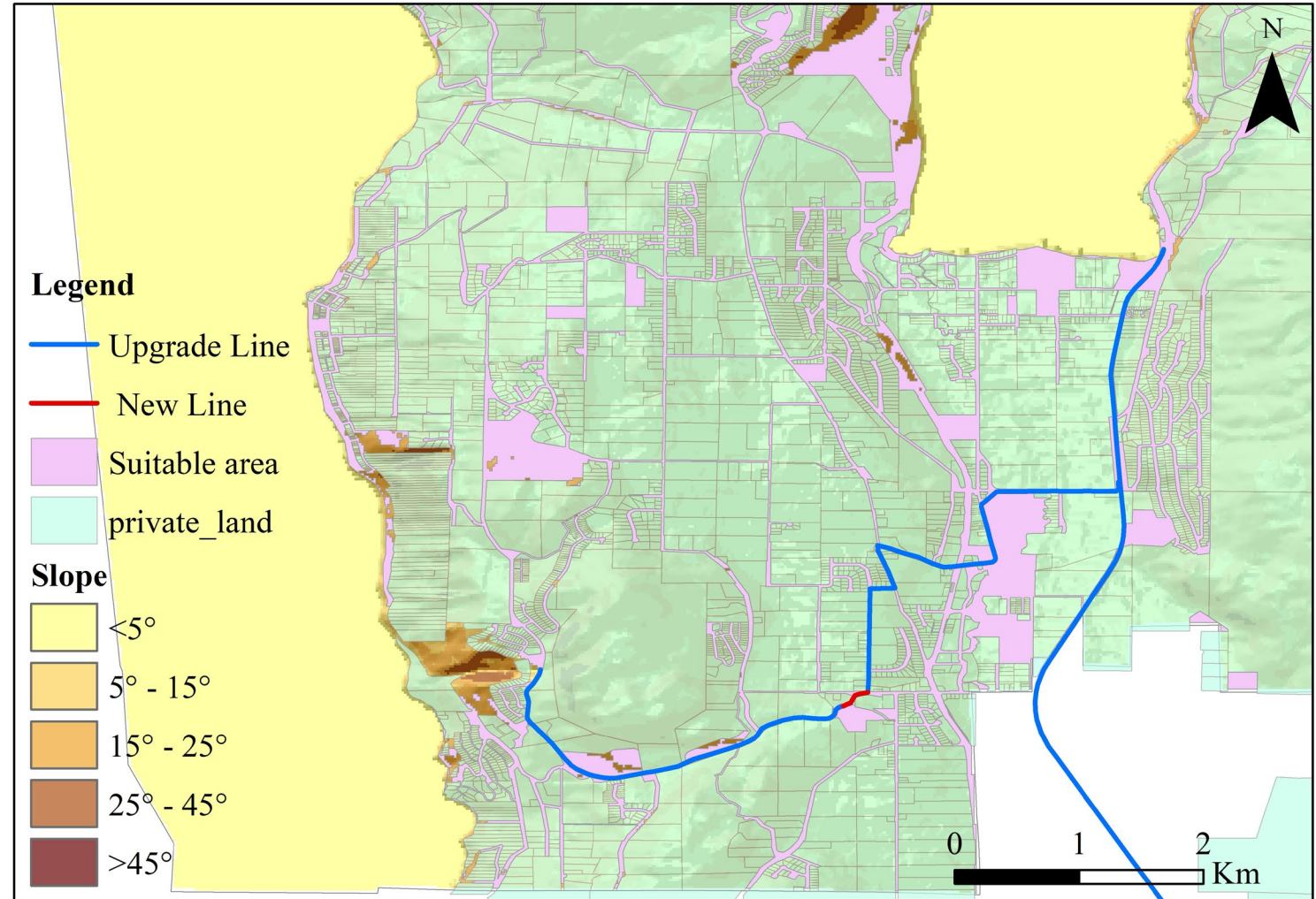


# Economy: cost and potential earnings





# Connection: separated and sightseeing



# Reflection

- Safety?

Yes, we designed the bridge and separated the road.

- Traffic congestion?

No, greater traffic capacity

Source: IC's Research shows that London's cycle superhighways didn't worsen traffic congestion!

## No evidence that London's Cycle Superhighways worsen traffic congestion

by Hayley Dunning  
09 April 2021



7 comments

Share this

Post this

Share on reddit

Share on LinkedIn

Print this story

**1 Travel lane on typical road can accommodate 1,600 cars per hour or 7,500 bikes or 9,000 pedestrians**



Private motor vehicle:  
600-1,600/hour



Two-way protected bike-way:  
7,500/hour



Sidewalk:  
9,000/hour