

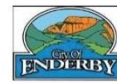


# Weytkp (Hello)... Shuswap-North Okanagan (Sicamous-to-Armstrong) Rail Trail



*The Shuswap-North Okanagan Rail Trail Greenway along Mara Lake viewed from Hyde Mountain*

## Working Together:



*We gratefully acknowledge the support of the Province of British Columbia*

## Contributing Partners:



**The Sicamous-to-Armstrong Rail-Trail is in the Splatsin traditional territory of the Secwepemc First Nation.**

# Planning Underway...

**Background:** The Shuswap-North Okanagan Rail Trail is a joint project of the Splat-sin, Regional District of North Okanagan (RDNO) and the Columbia Shuswap Regional District (CSR D) with assistance from the Province of BC.

**About the Trail:** The trail will be developed along the discontinued CP railway corridor between Sicamous and Armstrong. Roughly 50 km in length and mostly flat, it traverses lakefront shoreline, forested hillside, rivers, streams, farmland, and rural towns.

The trail will be multi use (i.e. pedestrian and cyclists). No motorized vehicles. Pedal assist E-bikes will be allowed. Dogs on leash will be allowed. Equestrian use is still under study.

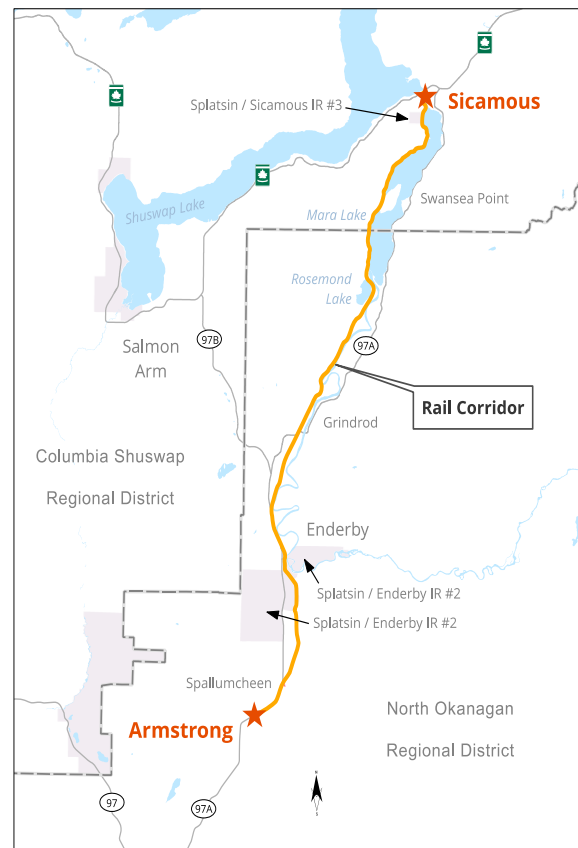
Surfacing is still in the design and budgeting stage. The primary surface will be compacted aggregate, but the benefits of hard surfacing is being researched.

**Developing the Trail:** Currently the project is actively in design mode with studies underway for geotechnical requirements, environmental and agricultural impacts, steep slope issues, archaeological reports, cultural heritage management and water/erosion protections.

A Governance Advisory Committee is overseeing the project, and a Technical Operational Committee is conducting the day-to-day work with coordinating support provided by the *Shuswap Trail Alliance*.

*Urban Systems Ltd.* have been engaged as the project's lead technical design consultant and engineer-on-record. They are helping us to

coordinate the many sub-consultants needed to complete the design. Most of these should be complete by late spring, 2020.



**Public and stakeholder meetings** will occur over the next several months. Dates and times to be announced.

**Construction of the trail** could begin as early as mid-summer 2020, if sufficient funds are raised through non-taxation grants and fundraising.

**For more information** please contact  
[railtrail@shuswaptrails.com](mailto:railtrail@shuswaptrails.com)  
 or call (778) 930-RAIL (7245)  
[www.shuswapnorthokanaganrailtrail.ca](http://www.shuswapnorthokanaganrailtrail.ca)

# Unfolding the True Story. . .

**The Shuswap North Okanagan (Sicamous-to-Armstrong) Rail-Trail Vision:** to protect environmental, agricultural, and Secwepemc cultural values, and create tourism and transportation benefits for the region, through the development of the entire abandoned Sicamous-to-Armstrong rail corridor as a continuous non-motorized greenway for walking & cycling (in the immediate short term) – and to link with the Vernon-Kelowna rail-trail greenway and 200 km south to Osoyoos in order to realize the full tourism value of this unprecedented opportunity. (“Three Sections; One Vision”)

**Strengthening Relationships and Unfolding the True Story** within Secwepemc Nation territory is fundamental to this approach in the North. It is an initiative being led by Splat'sin leadership in partnership with municipal/regional leadership; and seen as complimenting and linking with the Okanagan rail-trail efforts to the south. The parties intend for the relationship created by the Memorandum of Understanding and the opportunity to work together in pursuing the North Okanagan-Shuswap Railway to promote communication and strengthen relationships between their respective communities and residents. (MoU, 2015)

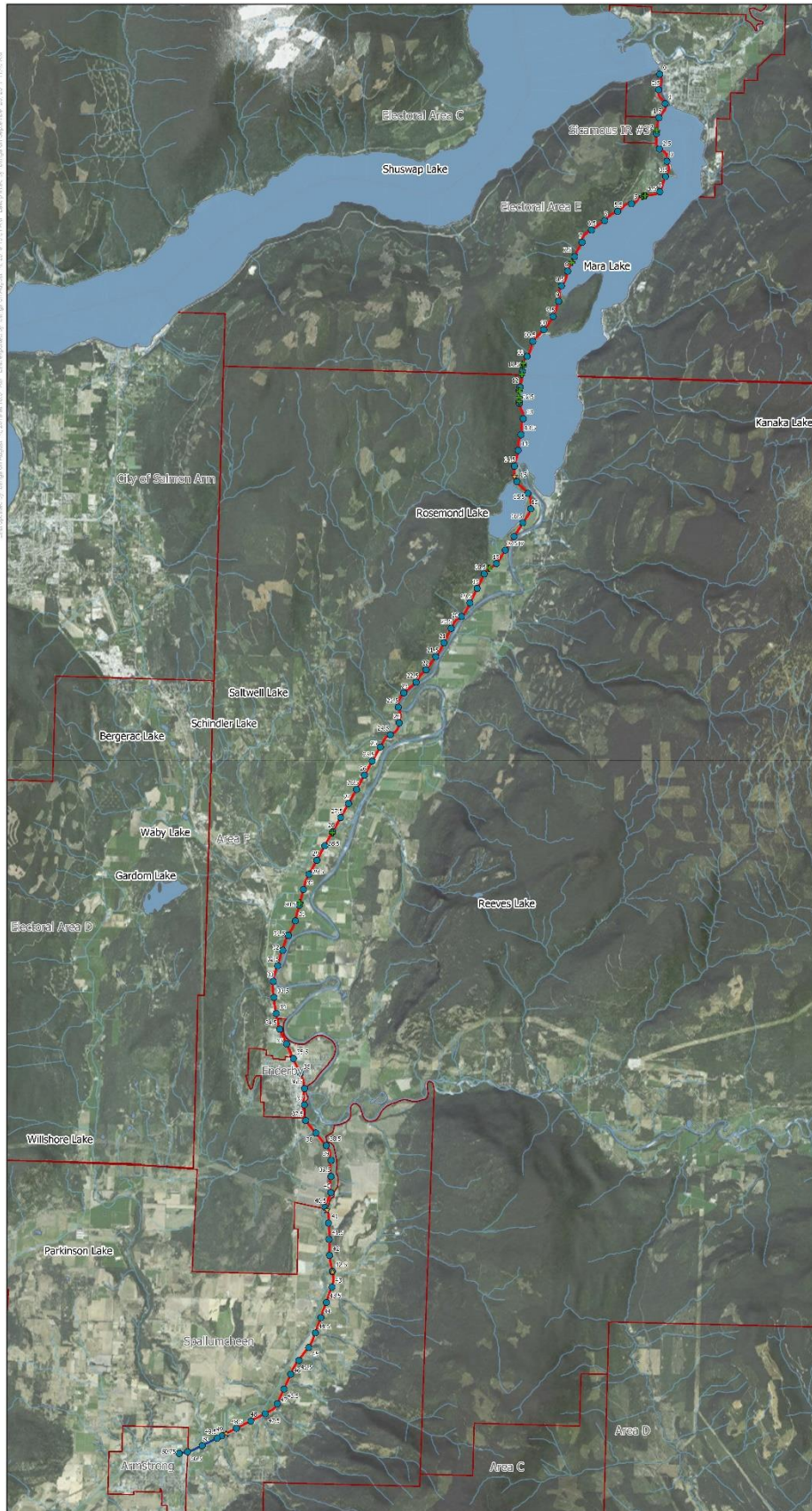


*Photo: Splat'sin, CSR, & RDNO Governance leadership sign the Rail Trail joint Memorandum-of-Understanding to work together.*



# Strategic Vision. . .


- a commitment to work together cooperatively
- unfolding the true story within Secwepemc territory and promoting communication and strengthened relationships between Secwepemc & municipal/regional communities and residents
- the protection of sensitive environmental and cultural sites along the corridor
- creation of tourism and transportation benefits
- revitalization of Splatstin culture and connections back to the land
- maximizing recreational and economic potential
- acknowledge agricultural values and the role of the Agricultural Land Commission
- maintaining a continuous non-motorized corridor for both walking & cycling recreation (and active transportation) in the near term, and potential use as a flexible multi-modal transportation corridor in the future, for the joint benefit of all regions
- linking with the Okanagan Nation Territory and the Vernon-Kelowna rail-trail greenway and the Kelowna-to-Osoyoos greenway trail initiative in the south, in order to realize increased tourism value.





-erial imagery by Google on August 14, 2019 at 10:57 AM. Last updated by the user on August 14, 2019 at 10:57 AM. Last printed by the user on September 20, 2019 at 11:58 AM.




Shuswap Trail Alliance

Shuswap North Okanagan  
Rail Trail

**Rail Trail - Overall**

**Legend**

- ★ Bridge
- ✚ Culvert
- Kilometer Markers (0.5 km)
- Acquired Section
- Unacquired Section
- Stream
- Lake
- Administrative




**Data Sources:**

- Freshwater Atlas
- CSR D

**Coordinate System:**

Name: NAD 1983 UTM Zone 11N



0328930  
Units

Scale: 1:56,000  
(When plotted at 22"x34")

The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.

**URBAN**  
systems

Project #: 0475.0068.01  
 Author: RB  
 Checked: TS  
 Status: **DRAFT**  
 Revision: A  
 Date: 2019 / 8 / 14



# Milestones To-Date. . .

**CP Rail Discontinuance** – In August 2009, CP Rail began the formal process of discontinuing the line between Sicamous and Armstrong.

**Splatsin Acquisition** – In 2014, Splatsin leadership successfully negotiated with CP Rail to purchase 11.7 hectares (29 acres) of the discontinued railway corridor, including a 1.5 km section south of Sicamous and a 6 km section south of Enderby.

**Agreement to Work Together** – In January 2015, Splatsin invited municipal and regional leadership to join them in developing an agreement to work together to acquire the remaining sections of the corridor from CP Rail and develop a plan for its future. Splatsin, regional and municipal leadership confirmed their intention to work together cooperatively to acquire the Okanagan Shuswap Railway through a jointly signed Memorandum-of-Understanding and an inter-jurisdictional negotiating Team.

**Provincial Support/Regional Alternate Approval Process** – In March 2017, the Province of British Columbia announced a commitment of \$2.17 million toward the remaining purchase cost of \$6.5 million. The RDNO and CSR D agreed to split the unfunded cost on a 50:50 basis, each paying \$2.17 million. Both received elector authorization to borrow funds through an alternate approval process in July 2017, with the balance coming from the Sicamous/Area E Economic Opportunity Fund (\$250,000), and the Revelstoke/Area B Economic Opportunity Fund (\$100,000).

**RDNO/CSR D Acquisition** – In December 2017, the Regional District of North Okanagan (RDNO) and the Columbia Shuswap Regional District (CSR D) successfully concluded the purchase of the remaining sections of the CP Rail corridor.

**Joint Agreement to Develop, Operate, Maintain** – To ensure the corridor remains contiguous, the three owner jurisdictions have agreed the corridor will be developed, operated and maintained for its use as a continuous recreational trail in the near future, particularly pedestrian and bicycle use, as well as future potential use as a continuous multi-modal regional transportation corridor.

**Project Management, Planning & Design** – In April 2019, a \$500,000 grant was awarded by the Provincial Rural Dividend Program leveraging \$300,000 assembled by Sicamous & CSR D Area E to mobilize project management and technical design work.

**Capital Funding** – Splatsin, Regional, and Municipal partners are now seeking Capital funding to realize full construction of the 50 kilometre greenway corridor.

# Governance Structure. . .

A **Governance Advisory Committee** representing all local government partners is overseeing the project, and a **Technical Operational Committee** is conducting the day-to-day work with coordinating support provided by the *Shuswap Trail Alliance*.

*Urban Systems Ltd.* have been engaged as the project's lead technical design consultant and engineer-on-record. They are helping to coordinate the many sub-consultants needed to complete the design.

1. Governance Advisory Committee (policy, planning, and decision-making)



2. Technical Operational Committee (design, construct and maintain)



3. Project Management & Administrative Support (Shuswap Trail Alliance)



4. Technical staff, regional partners, community leadership, working groups, and sub-contractors, (as needed) – to implement:
  - a) Short-term management
  - b) Capital development (design/build)
  - c) Long-term management plan
  - d) Funding strategy & fund-raising
  - e) Communications & PR (community engagement)
  - f) Inter-regional collaboration



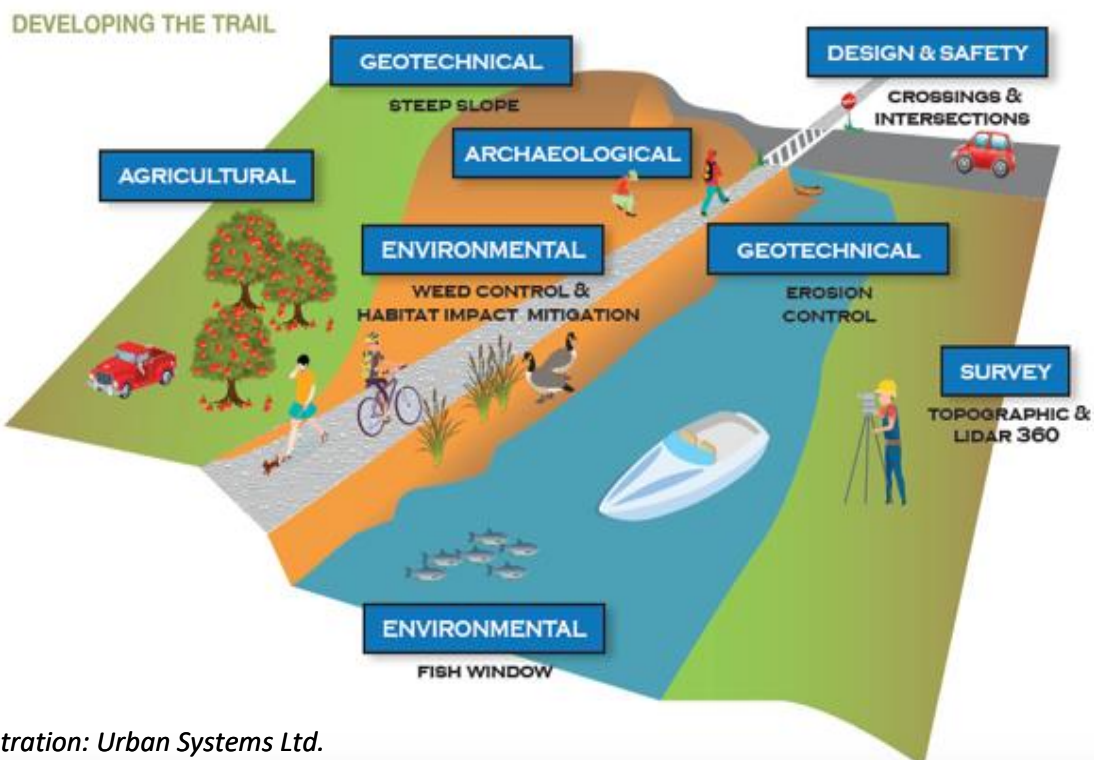
Photo (Sutra Brett): Rail-Trail on west side of Mara Lake

# Planning the Trail. . .

Currently the project is actively in design mode with studies underway for geotechnical requirements, environmental and agricultural impacts, steep slope issues, archaeological reports, cultural heritage management and water/erosion protections.

**Key Management Goals:** the development plan for the rail corridor will address. . .

- ✓ Protection of sensitive habitat and natural environments
- ✓ Protection of archeological and culturally significant sites
- ✓ Preservation and protection of agricultural values
- ✓ Prevention of vandalism, garbage, noise, & unwanted use for adjacent properties
- ✓ Long-term access and safety for pedestrian and bicycle use
- ✓ Connections to local community amenities, destinations, and routes
- ✓ Potential future co-use for alternative transportation solutions
- ✓ Link with Okanagan leadership to create a continuous greenway to Osoyoos



*Illustration: Urban Systems Ltd.*



# Technical Design. . .

**Typical Trail Section** – 3.0–4.6 m width, generally to a similar standard as the Okanagan Rail Trail between Vernon and Kelowna. Enhanced signage objectives include Secwepemc interpretation.



**Trail Surface Options** – Surfacing is still in the design and budgeting stage. The primary surface will be compacted aggregate, but the benefits of hard surfacing is being researched.



**Road Crossings** – Where a crossing with a road occurs, clear and appropriate signage and use of bollard posts will be used to stop and warn trail users as well as motorists. Two major crossings on Hwy 97 require safety assessment and crossing design solutions in collaboration with the Provincial Ministry of Transportation and Infrastructure.



**Trailheads and Amenities** – Key Trailheads will be identified in the overall design plan in consultation with the communities along the rail-trail corridor – but primary access/egress points will target already established destination community hubs of Sicamous, Grindrod, Enderby, Splat-sin, and Armstrong.



**Trail Use** – The trail will be four-season multi use (i.e. pedestrian, cyclists, and ungroomed snowshoe & ski), designed for universal accessibility. No motorized vehicles. Pedal assist E-bikes will be allowed. Dogs on leash will be allowed. Equestrian use is still under study.





# Costs and Funding. . .

A lot goes into developing a legacy rail-trail greenway. The design phase currently underway will provide an accurate cost analysis when done. But to assist in preliminary planning the following table shows cost projections for the full 50 km corridor based on section designs done in 2015, construction costing comparisons with other provincial legacy trail projects, consideration of additional costs for bridges, bank stabilization, climate mitigation, Hwy 97 crossings, trailhead areas, and contingency for cost increases based on annual CPI.

Expense Category	Estimate	Cost Projection		
Environmental assessments & compensation plan	1% of build cost	\$107,200	Plan	
Traditional Use and Archeological PFR/Assessments	1% of build cost	\$107,200		
Site Survey and Terrain Mapping	2% build cost	\$214,400	Design	
Engineering and design drawings				
Project Management	Over 2 years	\$450,000	Construction/Materials	
Surface Construction (see /m cost projections above)	\$166/m x 50 km	\$8,300,000		
Signage – integrated trailhead and en route program	Design/print/install	\$250,000		
Highway 97 Crossings (MoTI standard light activated)	\$125,000 x 2 locations	\$250,000		
Bank Erosion and Bridge Stabilization	X 4 bridge/bank sites	\$1,200,000		
Fencing - trailheads & en route	\$12,500 x 8 sites	\$100,000		
Vault Toilets	\$15,000 x 8 sites	\$120,000		
Benches, Tables, Garbage/Recycling Receptacles	\$2500/unit x 20	\$50,000		
Landscaping - Trailhead & Rest Areas	contract	\$150,000		
Storm Sewer Works – Ditching and Culverts	contract	\$300,000		
Other – communications, asphalt testing, geotechnical	contract	\$250,000		
Contingency (CPI allowance 2015 - 2020)	2% x 5 years	\$1,072,000		Other
<b>Combined Total</b>	<b>\$258/metre</b>	<b>\$12,920,800</b>		

## Funding Commitments To-Date: Planning & Design

Economic Opportunities Fund	CSR D Area E	\$168,000
Reserve Funds	District of Sicamous	\$168,000
BC Rural Dividend Program	Province of British Columbia	\$500,000
In-Kind Contributions	Regional Partners	\$79,000

**Funding Ahead: Become a Rail-Trail Legacy Partner:** Splatsin, Regional, and Municipal partners are now seeking Capital funding through grants, sponsorships, and legacy donations to realize full construction, as well as long-term management of the Rail-Trail.

**Donate** to the construction and maintenance of the trail: (tax deductible)

Shuswap Trail Alliance, PO Box 1531, Salmon Arm, BC V1E 4P6

[www.shuswapnorthokanaganrailtrail.ca](http://www.shuswapnorthokanaganrailtrail.ca)

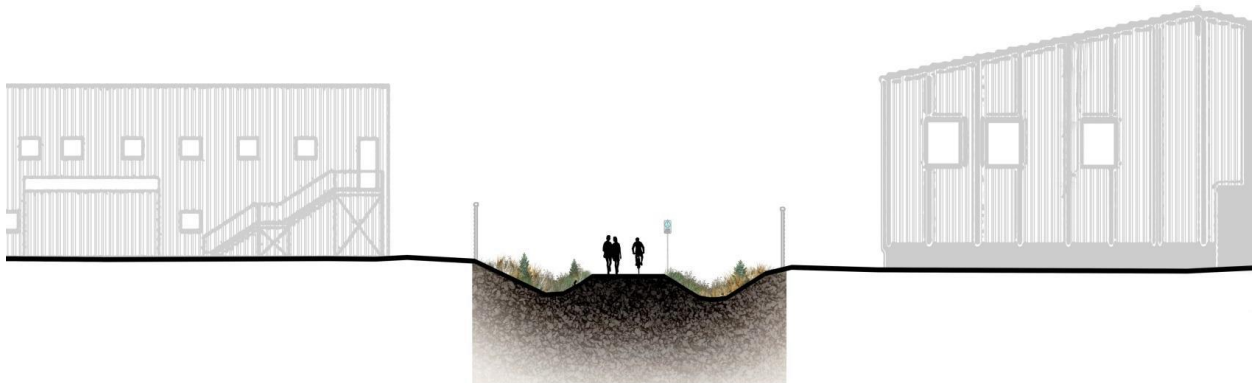
# Adjacent Properties. . .

Design of the rail-trail includes working with neighbouring agriculture, businesses, and private properties. A variety of *Encumbrance Agreements* permit special use like access across the rail-trail property to reach farms and homes. They ensure the safety and interests of adjacent owners, the rail-trail property, and trail users are appropriately managed.

**Adjacent Agriculture** – considers things like farm crossings, irrigation, and invasive plants



**Adjacent Businesses** – considers things like safety, access, and lease arrangements



**Adjacent Properties** – considers things like access, crossing, and structural agreements

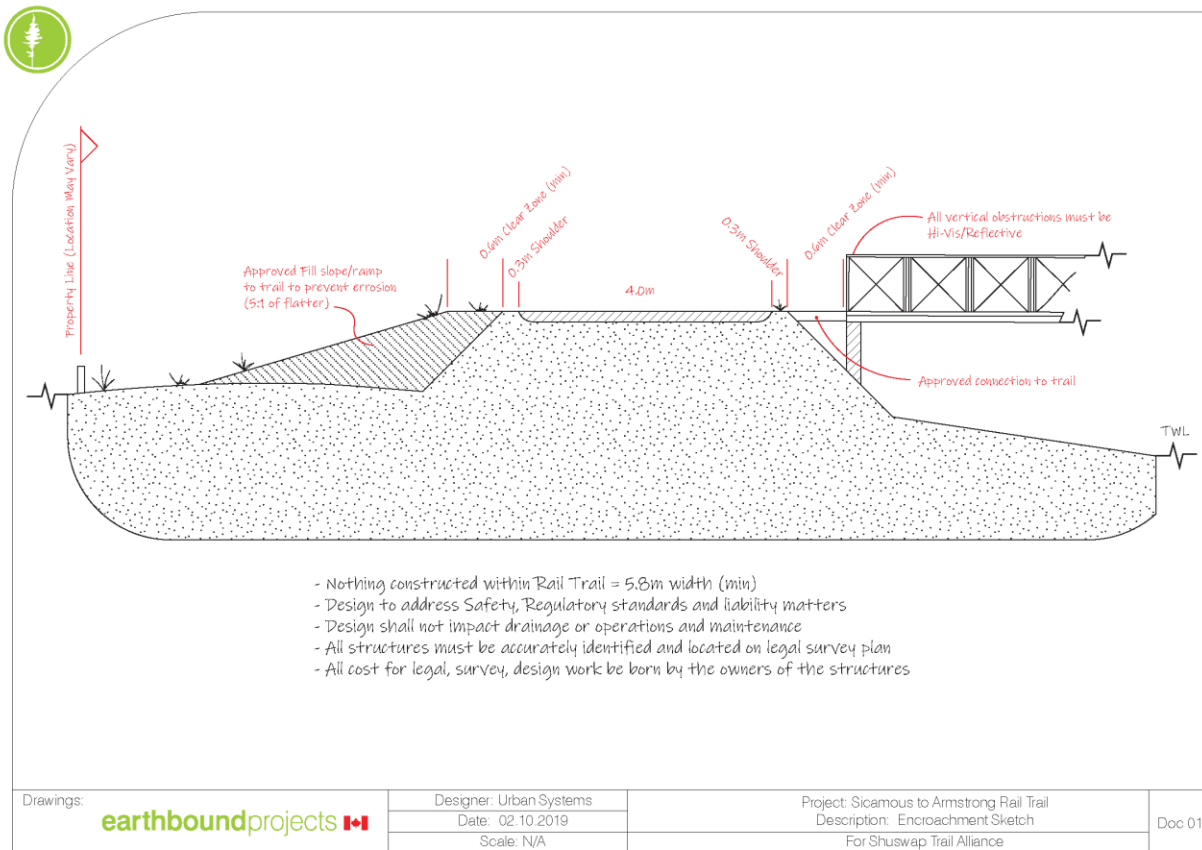


*Illustrations: Urban Systems Ltd.*

**For further information contact:** (778) 930-RAIL (7245) or [railtrail@shuswaptrails.com](mailto:railtrail@shuswaptrails.com)

# Trail Cross-Section. . .

Here’s what we need to consider when reviewing encroachment agreement requests in order to build the trail, keep people safe, manage risks, protect the natural environment and Secwepemc cultural values, and ensure appropriate agreements are in place that are consistent and meet all jurisdictional regulations. . .



## Additional considerations:

- Maintaining a continuous, unencumbered trail corridor is important
- Maintaining natural vegetation along each side of the trail is important
- Removal of trees, shrubs, vegetation & landscaping is not allowed unless authorized
- Encroachments within the rail-trail property require application for encroachment agreements, and should be brought forward for consideration on case-by-case basis
- See the *Encroachment Technical Guidelines Brochure* for further information.

**For more information or to discuss an encroachment agreement contact:**

(778) 930-RAIL (7245) or [railtrail@shuswaptrails.com](mailto:railtrail@shuswaptrails.com)



# What Happens Next?

- Sub-consultants continue assessments and recommendations
- Agricultural land owner consultation and application to Agricultural Land Commission
- Crossing, encumbrance, and lease agreements developed
- Public Information Sessions and updates continue
- Draft Plan and Class C Costing assembled for review
- Permits submitted for review (Archaeological Heritage, Environment, Agriculture, etc.)
- Capital development fundraising
- Tendering of construction (pending permit approvals and funding)

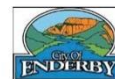
### How can you get involved?

- ✓ Sign on for the Rail-Trail Bulletin updates
- ✓ Tell others about the Rail-Trail progress
- ✓ Make a Donation (Tax Deductible)

### For more information, to provide feedback, or donate contact:

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[www.shuswapnorthokanaganrailtrail.ca](http://www.shuswapnorthokanaganrailtrail.ca)



We gratefully acknowledge the support of the Province of British Columbia

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