

City Of Kelowna

Rutland Neighbourhood Bikeway

The City of Kelowna is exploring opportunities to enhance our bike network with a new bike facility in Rutland.

Rutland Neighbourhood Bikeway was selected to be Kelowna’s first neighborhood bikeway. This route was chosen with consideration of existing and future bike infrastructure, community benefits, feedback from the Neighbourhood Bikeways Study, and key elements of what makes a good neighborhood bikeway demonstration corridor.



SASKATOON



HALIFAX



VANCOUVER



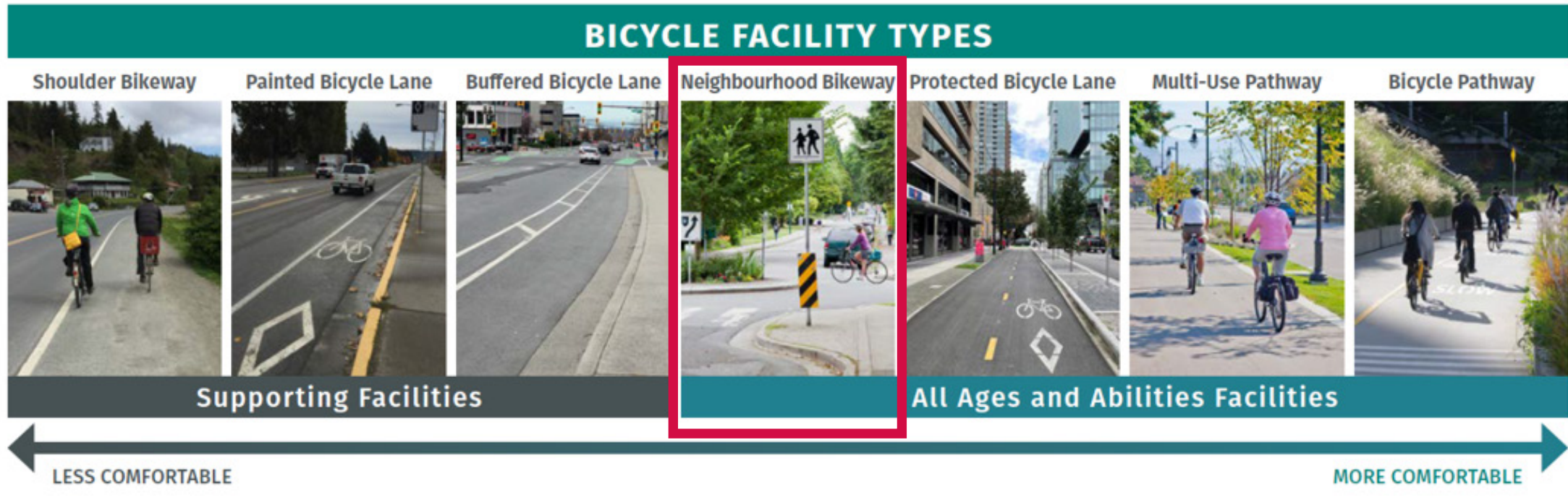
LETHBRIDGE

While neighbourhood bikeways are not currently used in the City of Kelowna, they are common in many communities across Canada.

What is a Neighbourhood Bikeway?

Neighborhood bikeways, or bicycle boulevards, are roads that are shared by both cyclists and motorists. They are typically located on quiet, low-traffic streets and are designed to prioritize the safety and comfort of people biking. Neighbourhood bikeways can also provide improvements for people walking. They often include traffic calming measures like speed humps, traffic circles, and signage, to slow down and reduce cut-through traffic.

As part of a larger network of bike infrastructure, neighborhood bikeways offer a low-stress alternative to busy roads and are commonly used for commuting, recreational biking, and other forms of active transportation. With low motor speeds and volumes, these bikeways are an attractive and inviting option for users of all ages and abilities and are more comfortable compared to bike lanes for many users.



Get Involved

We want to hear your thoughts on the Rutland Neighbourhood Bikeway routing and potential design treatments to better understand public level of support, challenges, concerns and opportunities.

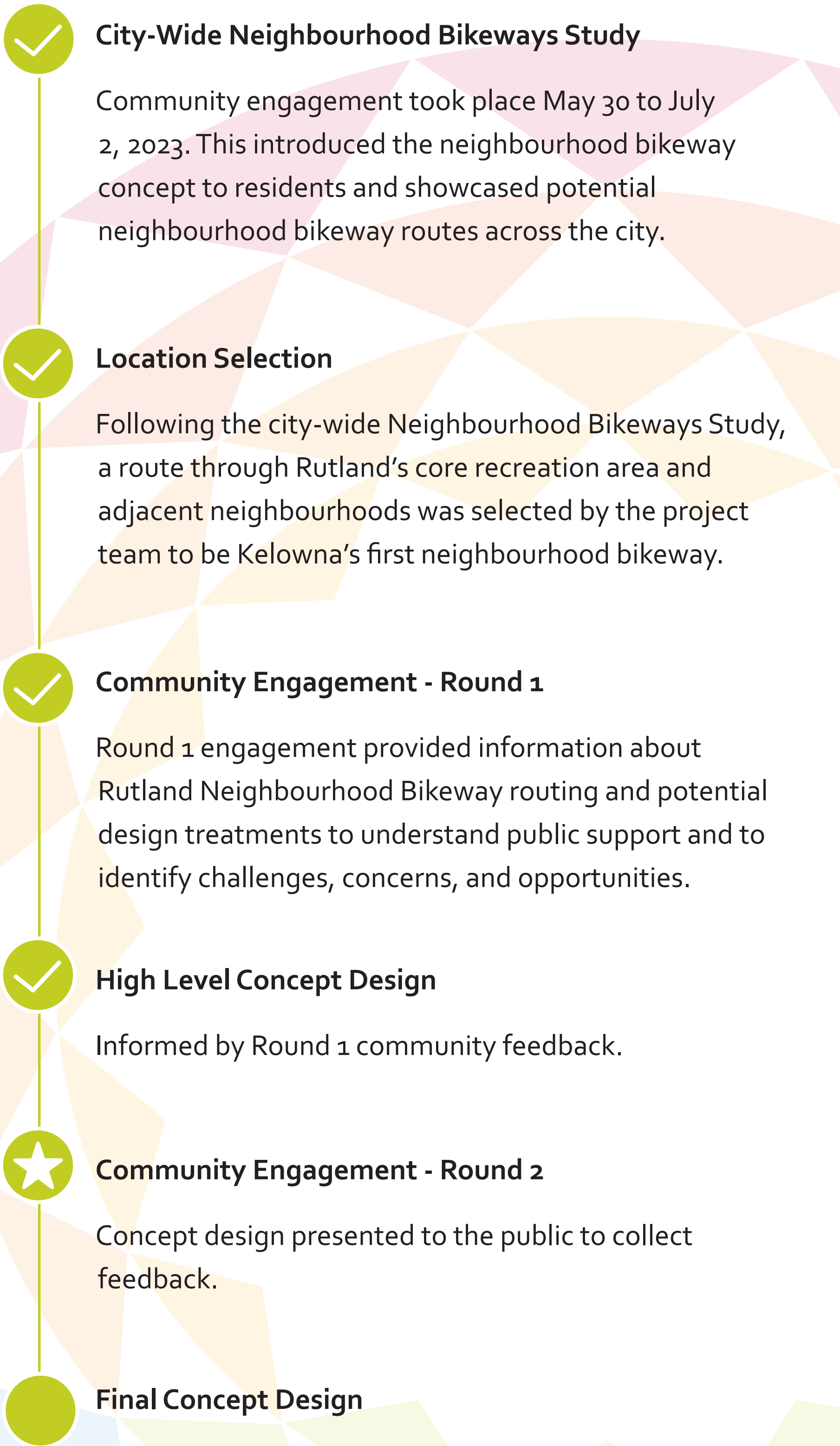
Online Survey

- Open until Sunday, July 7th

For more information, visit:
getinvolved.kelowna.ca/rutland-neighbourhood-bikeway



Project Timeline



What are the Benefits of Neighbourhood Bikeways?

Neighbourhood bikeways offer several benefits for all road users, including:

- Increased safety and comfort for people who bike, walk, and drive
- Enhanced street aesthetics and creation of a more pleasant environment through traffic calming
- Improved bike connectivity throughout our community
- Establishes an accessible space that accommodates cyclists of all ages and abilities
- Attracts cyclists to safer and more comfortable designated routes
- Encouragement of active transportation, particularly to newer or less experienced cyclists
- Better air quality and reduced noise compared to busier streets
- Low cost in comparison to separated cycling facilities
- On-street vehicle parking is typically permitted



How do Neighbourhood Bikeways Work?

Neighbourhood bikeways are designed to create a safe and comfortable space for people biking. This is accomplished by using different methods to reduce vehicle speeds and volumes.

The type of methods used along a neighbourhood bikeway typically depends on the road's existing conditions, such as the current vehicle speeds and volumes and any street crossings. These methods can include:

- Intersection signalization with bike detection to minimize potential conflicts with motor vehicles
- Bike and pedestrian prioritized crossings on local streets
- Signage and pavement markings to help identify neighbourhood bikeway routes
- Traffic calming measures such as speed humps, curb extensions, or traffic circles
- Traffic diversion measures such as right in, right out



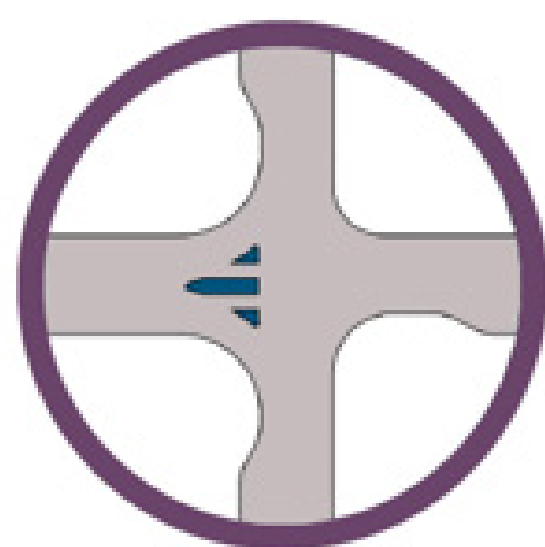
TRAFFIC CIRCLE



SPEED HUMP



PAVEMENT MARKINGS

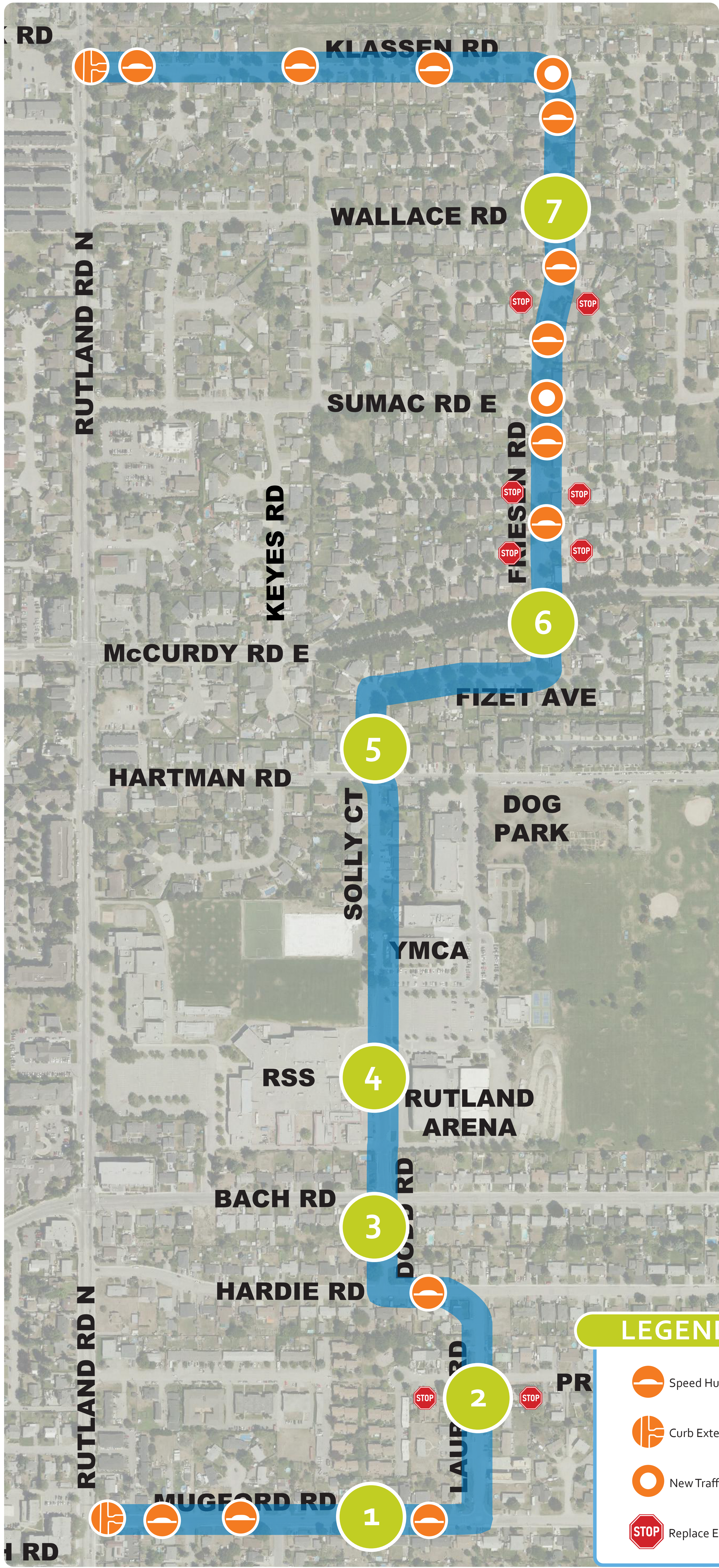


RIGHT IN, RIGHT OUT
(BC ACTIVE TRANSPORTATION GUIDE, 2019)



INTERSECTION SIGNALIZATION

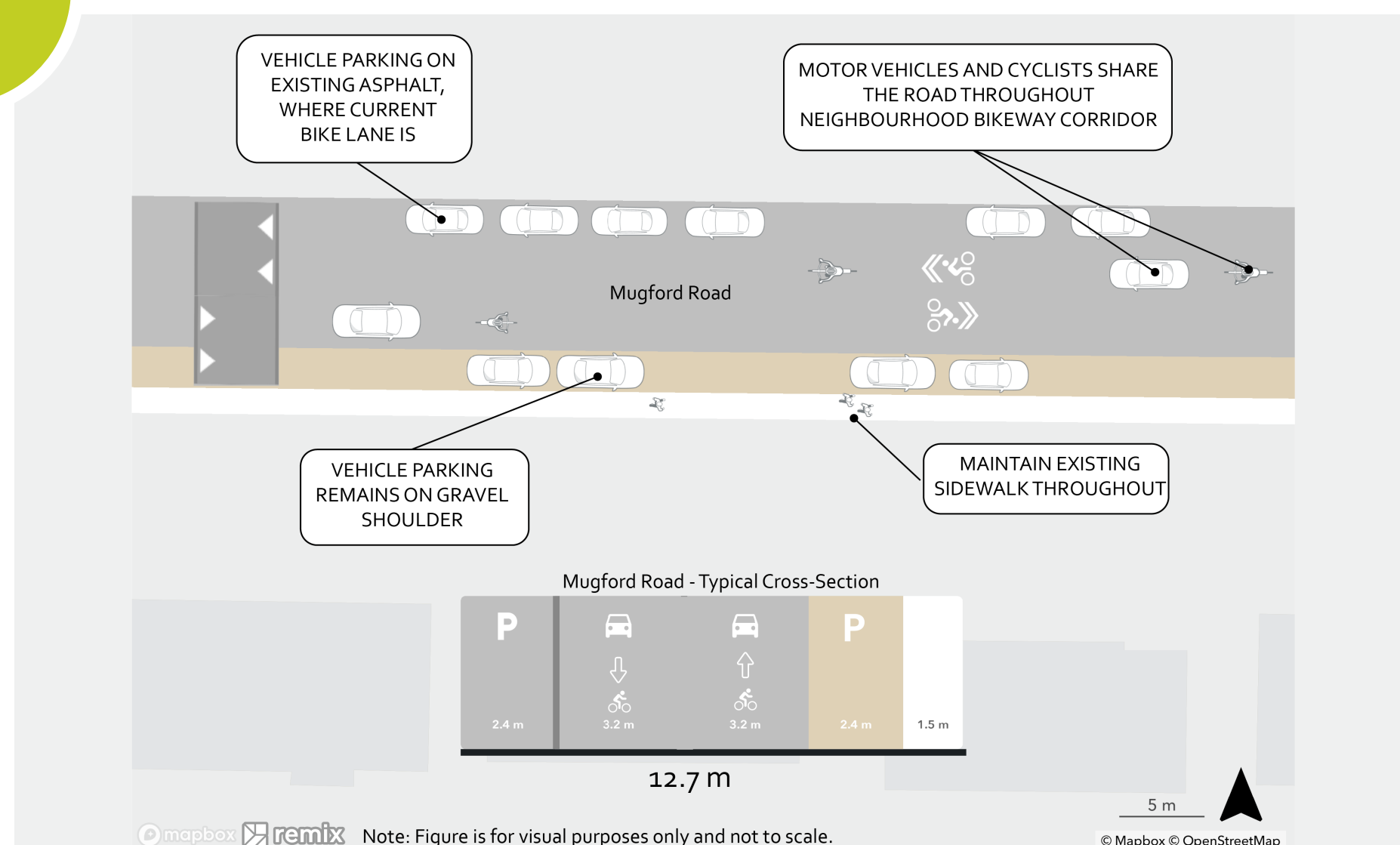
Certain sections of neighbourhood bikeways, particularly those that pass through busy areas, may be protected to provide increased safety.



LEGEND

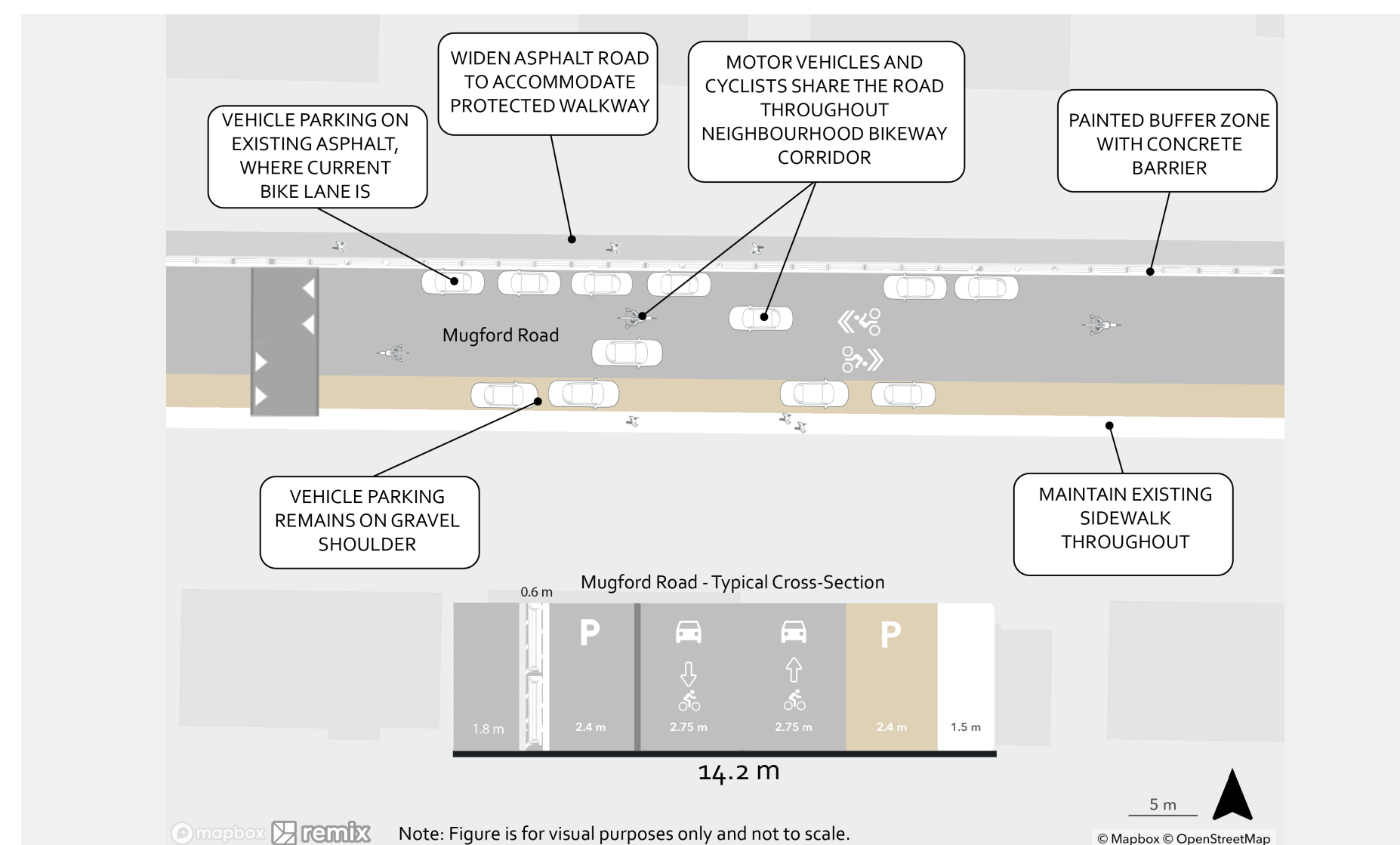
-  Speed Humps or Cushions
-  Curb Extensions
-  New Traffic Button
-  Replace Existing Yield Sign to Stop Sign

1



Mugford Road

**OPTION 1:
WIDER NEIGHBOURHOOD BIKEWAY**



Mugford Road

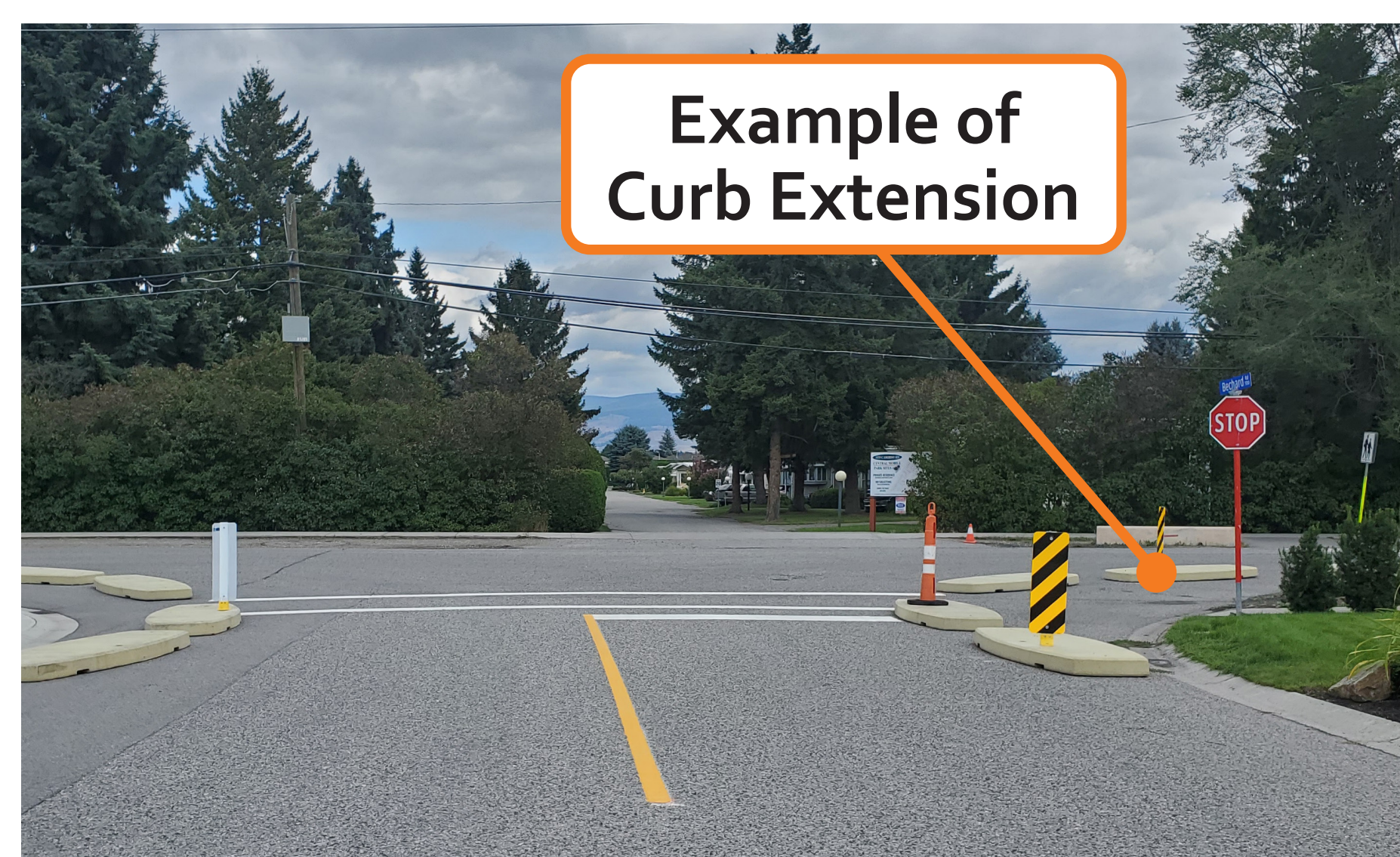
**OPTION 2:
NARROWER NEIGHBOURHOOD BIKEWAY
WITH PROTECTED WALKWAY**

2



Laurel Road

**OPTION 1:
SPEED HUMP**



Laurel Rd at Primrose Rd

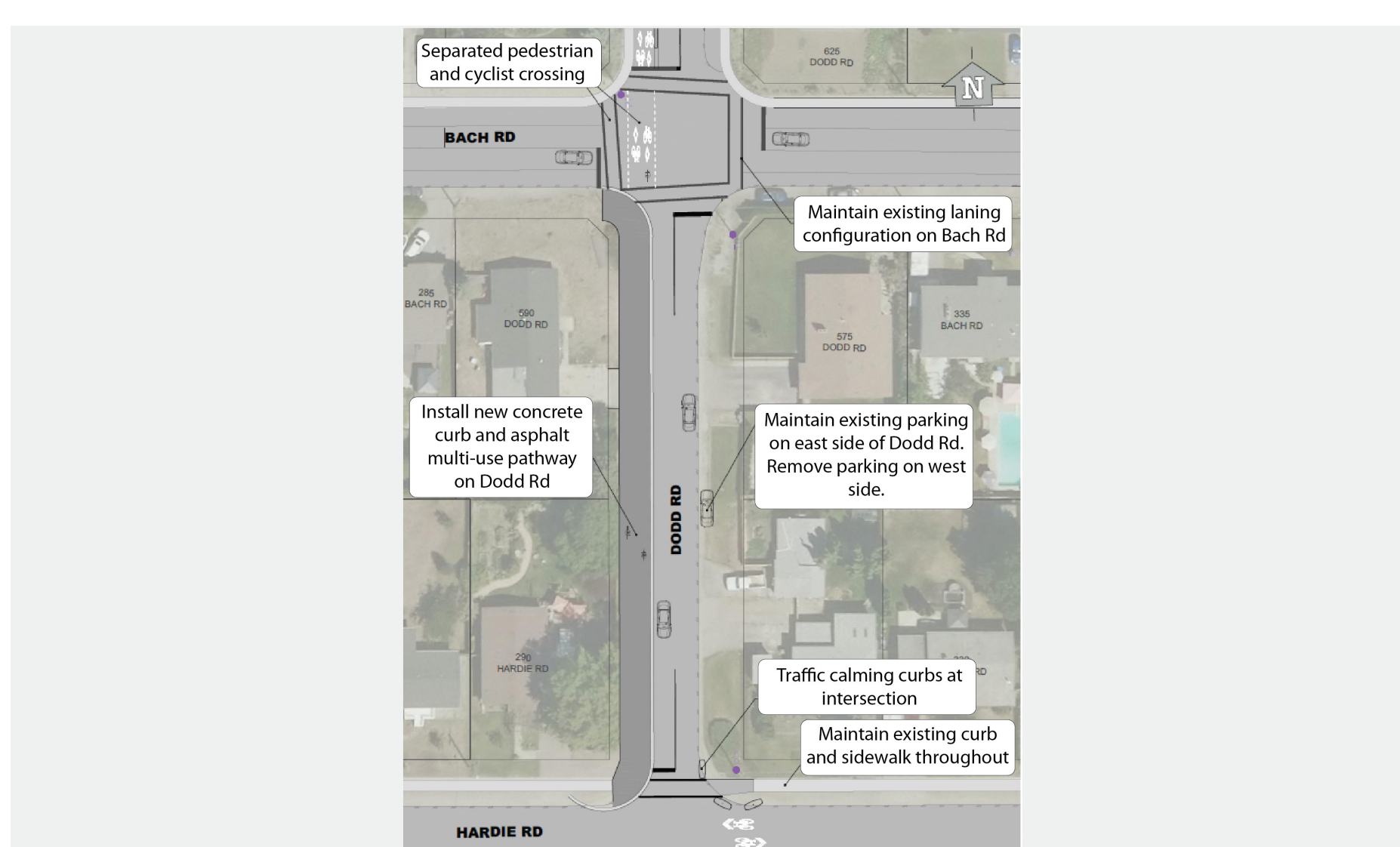
**OPTION 2:
CURB EXTENSIONS**

3



Dodd Road

**OPTION 1:
SIDEWALK AND TWO-WAY
PROTECTED BIKE LANE**



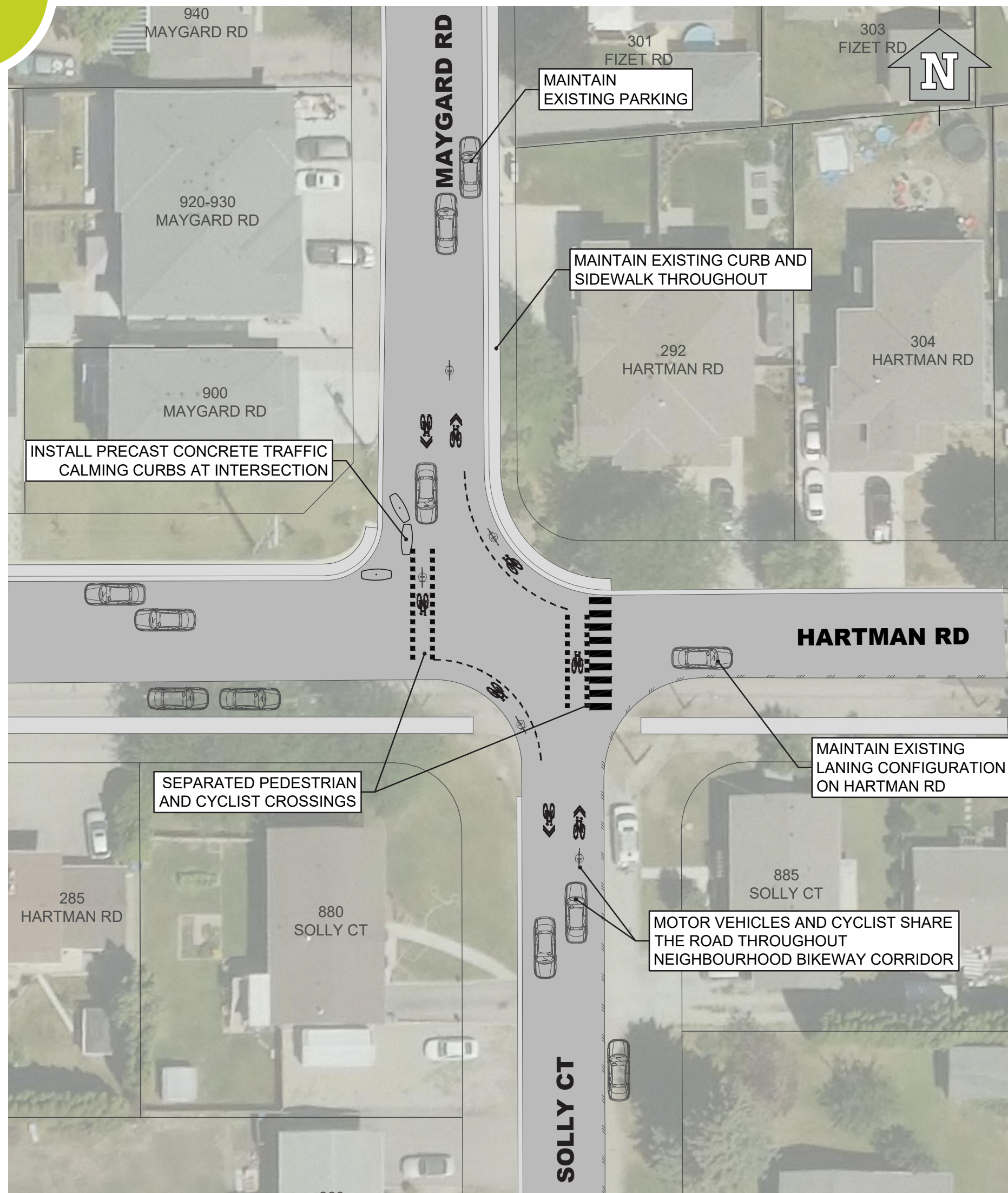
Dodd Road

**OPTION 2:
MULTI-USE PATHWAY**

RUTLAND RECREATION PARK



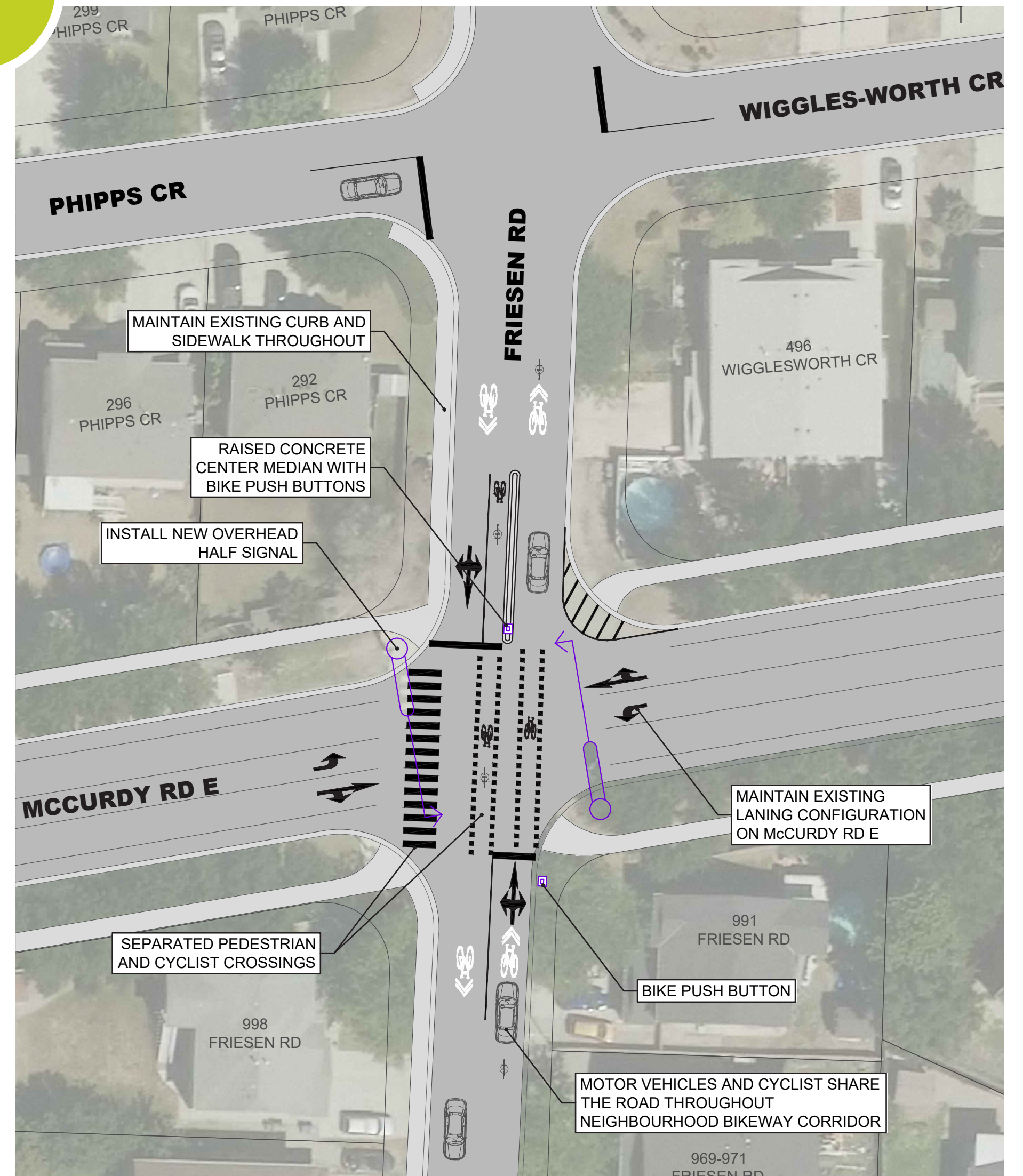
5



Solly Court/Hartman Road

NEW CROSSING

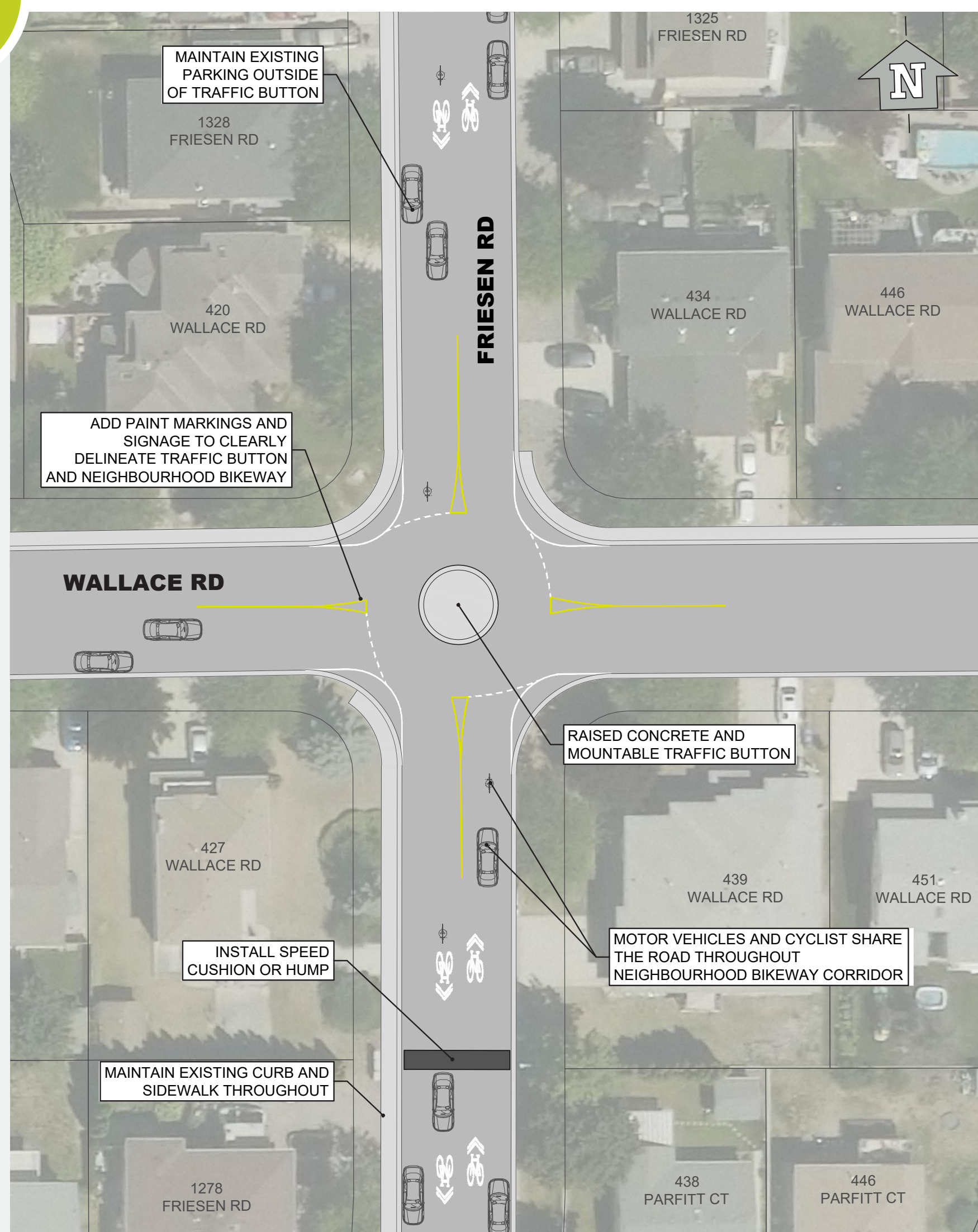
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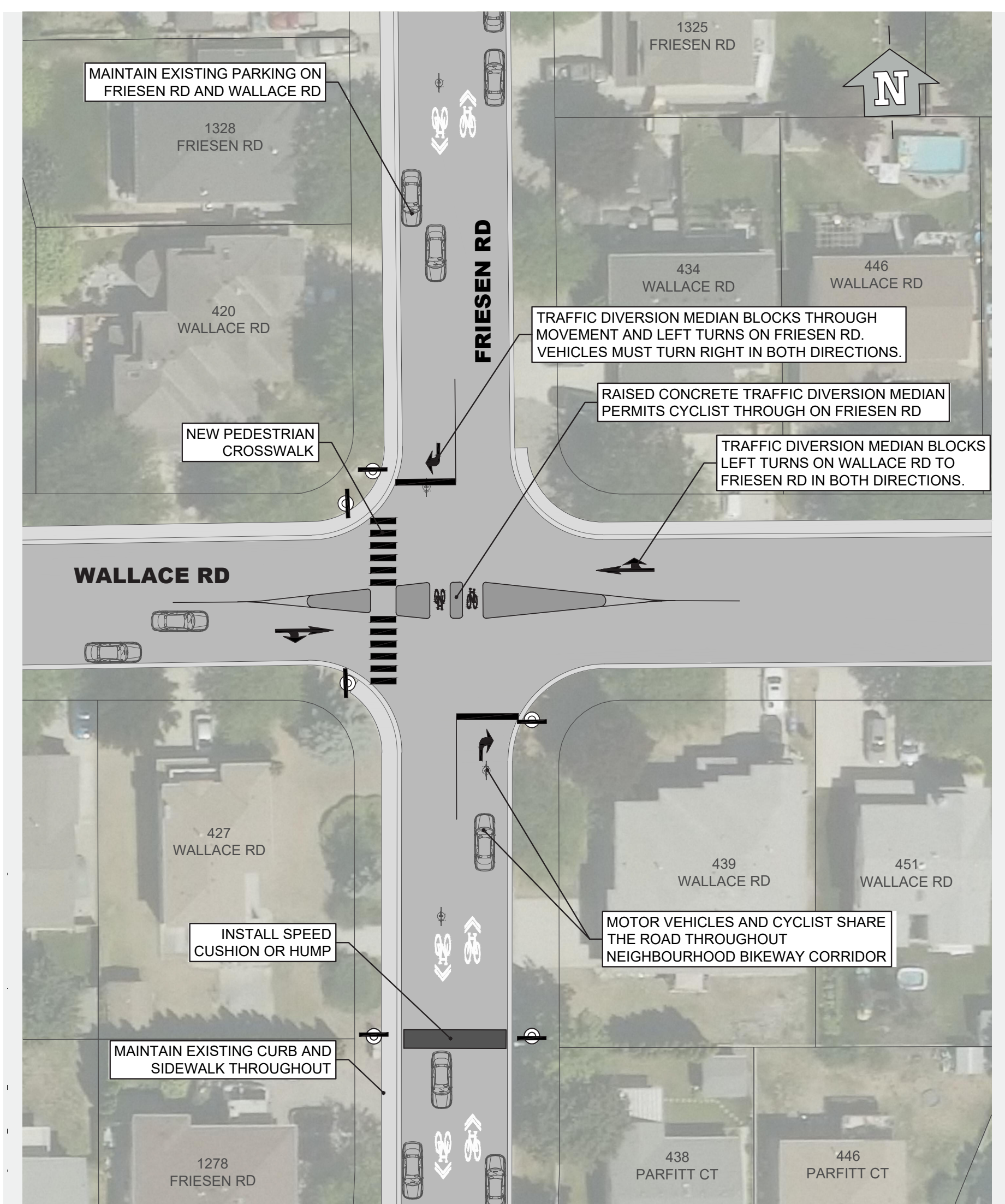
Friesen Road/McCurdy Road

UPGRADED CROSSING

7



Friesen Rd/Wallace Road

OPTION 1:
TRAFFIC CIRCLE

Friesen Rd/Wallace Road

OPTION 2:
TRAFFIC DIVERSION

Overall, do you support the proposed concept design?

Please tell us why or why not on a sticky note.

Do you think you'd feel more comfortable biking in this area when the neighbourhood bikeway is constructed?

Please tell us why or why not on a sticky note.