

# Sicamous-to-Armstrong Rail-Trail Initiative

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# The Sicamous-to-Armstrong Rail-Trail. . .



Abandoned rail corridor along west shores of Mara Lake viewed from the Hyde Mountain Lookout





## Unfolding the True Story. . .

- “Unfolding the true story” within **Secwepemc territory** is fundamental to our approach in the North;
- an initiative very much being led by Splat sin leadership **in partnership** with municipal/regional leadership;
- and seen as **complimenting & linking** with the Okanagan Nation Territory and rail-trail efforts to the south.





## Splatsin/Municipal/Regional Collaborative Agreement

- Splatsin Chief and Council have signed an unprecedented **collaborative agreement** with the Mayors, Councillors, and Regional Directors of all the municipalities and regional districts within the Sicamous-to-Armstrong corridor committing to work together toward the acquisition of the rail-trail corridor. (LoU, 2015)

**Note:** The Shuswap Trail Alliance, as the regional organization through which we work together to develop greenway trails in the Shuswap, has acted as a resource to assist in the **research, development, and advocacy** of the rail-trail concept and link wider community leadership supporting the initiative.





approx. 50 kms

approx. 26 kms

approx. 50 kms

approx. 125 kms



## Linking:

- Sicamous
- Mara
- Grindrod
- Enderby
- Splat sin
- Armstrong
- CSRD Area E
- NORD Area F
- Township of Spallumcheen

## The Vision

. . .to **protect** environmental and cultural values, and **create** tourism and transportation benefits for the region, through the acquisition and management of the entire abandoned Sicamous-to-Armstrong rail corridor as a **continuous non-motorized greenway** for walking & cycling (in the immediate short term)

## The **Vision** continued. . .

. . . **linked** with the Vernon-Kelowna rail-trail greenway and south to Osoyoos in order to realize **increased tourism value**.  
("Three Sections; One Vision")

As well, we recognize **additional options** for future consideration including right-of-way accommodation for roadway alterations, potential shared use with other utilities, and future alternate rail transit.

(See Splatsin Discussion Paper, Jan 14, 2015)



**Well designed,**  
**Well signed,**  
**Well maintained,**  
**Well promoted**

# A Three-Part Strategy. . .

- Acquisition Strategy
- Capital Development Strategy
- Long-Term Management Strategy





## Current status: Acquisition

- Splatsin has **successfully acquired 7 km** of the abandoned rail corridor within reserve lands.
- A three-person negotiating team (Splatsin/CSRD/RDNO staff) are currently in final stages of **negotiating purchase** of the remaining corridor with CP Rail on behalf of all regional partners.
- Final details are still in-camera, but anticipate needing to **assemble purchase funds** this season.







## Capital Development Build-Out: Anticipated Cost

- based on **engineering designs** completed for a 420 metre Enderby-Splatsin section
- Bid-ready per/metre estimates = **\$166.29/metre** (4 m wide shared walk/cycle paved asphalt pathway, including signage and entrance bollards)
- 50 km rail-trail corridor = **\$8.3 million.**

(Note: Does not include estimates for two key highway crossings TBD in partnership with MoTI.)



# Our Opportunity. . .



Abandoned rail corridor through Enderby

## Sicamous-to-Armstrong. . .



A scenic landscape photograph showing a large lake nestled between green, forested mountains. In the foreground, there are dark, silhouetted branches of trees. A yellow dotted line with arrowheads at both ends traces a winding path that starts in the lower-left foreground, goes up the right side of the lake, and then curves towards the top right. The text "Thank you!" is centered over the lake.

Thank you!