Sicamous-to-Armstrong Rail-Trail Initiative

Prepared for Regional Leadership – July 20, 2016 by: The Shuswap Trail Alliance www.shuswaptrailalliance.com

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





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 Splatsin 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.



cSicamous approx. 50 kms **E**nderby **Armstrong** approx. 26 kms %ernon approx. 50 kms **9**0yama Winfield Kelowna Penticton approx. 125 kms © 20 Oliver mac

Osoyoos

Imag

→Linking:

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

The Vision

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 railtrail 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.



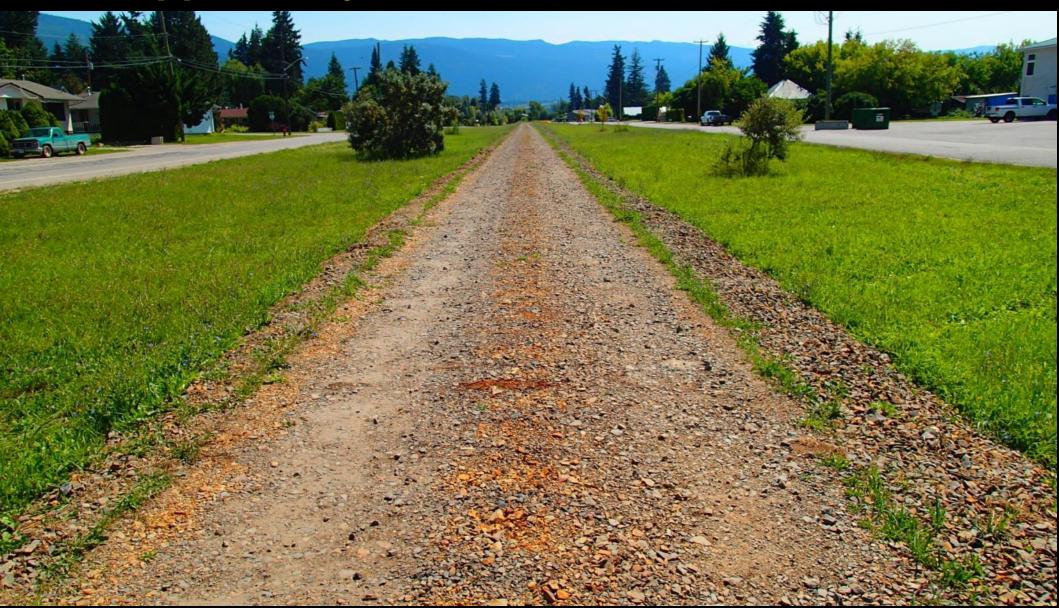


Capital Development Build-Out: Anticipated Cost

- 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...

