
6.8 CAPITAL PROJECT RECOMMENDATIONS

Recommendations identified in the previous sections which align with capital projects have been translated into a 2045 Transportation Capital Project list that is integrated with water, sanitary and stormwater infrastructure recommendations that have been identified through the rest of the Integrated Infrastructure Master Plan process. This process has included several iterative steps:

- Determine capital projects required for each issue or network component:
 - Pedestrians (sidewalks and KVR links);
 - Cycling (cycling facilities); and,
 - Street Network (intersection traffic capacity improvements).
- Prioritize capital projects within their own networks:
 - Pedestrians (sidewalks and KVR links);
 - Cycling (cycling facilities); and,
 - Street Network (intersection traffic capacity improvements).
- Prioritize all transportation projects, emphasizing mode hierarchy.
- Overlay transportation project priorities with Stormwater, Sanitary, Water infrastructure to determine overlaps and priority adjustments.

The final lists of projects and priorities provided in this step include all steps of this iterative process. The priorities shown have been integrated across all utilities.

6.8.1 PEDESTRIAN PROJECTS

Pedestrian projects are separated into sidewalk segments and trail connections.

Trails are categorized as high priorities and sidewalk segments are split into high, medium and low based on collision data and the Draft Sidewalk Priority Plan outputs as shown in **Figure 4-1**. Streets missing sidewalks on both sides should be prioritized ahead of streets missing sidewalk on one-side within each grouping.

Additional public engagement is also required to identify all missing links and achieve buy-in on the prioritization process. Although infrastructure including walkways, pedestrian crossing improvements, and curb ramps have not been included in this assessment an annual budget has been identified to address these needs. The following criteria are based on the best Penticton-wide data available at the time of this study.

High – Missing sidewalk segments are identified where they align with collisions involving pedestrians along a corridor, priority 1 and priority 2 segments.

Medium – Missing sidewalk segments identified within priorities 3 and 4.

Low – Missing sidewalk segments identified as priority 5.

A note on Strategic Investment Areas: It is recommended that the City first consider missing segments within the strategic investment areas before proceeding to missing segments in areas outside of the strategic improvement areas within in each category. Sidewalks constructed in Strategic Investment Areas could be cost recoverable through developer funding with an updated Development Cost Charge Bylaw.

6.8.2 CYCLING PROJECTS

Cycling project corridors were segmented to create significant links in the network. Some project corridors are lengthy (Naramata Road and Lakeside Road, for example), however they have been considered as a single project to prioritize network connectivity. The City may wish to further segment the cycling projects to facilitate detailed design and constructability.

Proposed cycling facility projects were prioritized as follows. The prioritization incorporates the best data available at the time to address issues such as safety, connectivity and prioritizing investment in infill growth areas.

High – A collision involving a cyclist, in the 2015 to 2019 period, occurred at one or more intersections along the project corridor.

Medium – Greater than 8 casualty crashes in the 2014 to 2018 period occurred at one or more intersections along the project corridor OR the project corridor overlaps with a Strategic Investment Area.

Low – The project is located outside of a Strategic Investment Area.

In addition to these analytical criteria any projects currently in the planning stages, such as the Lake-to-Lake route are prioritized accordingly.

While these projects have been assessed at a high level in this TMP, and previously in the cycling network plan, it is strongly recommended that during the concept design phase, using the best data available at the time, the cycling facility type will be validated according to the most current guidelines (BC MOTI *Active Transportation Design Guide*).

Three existing bike routes were identified for upgrades as described in **Section 4.2.1.1**. These facilities were not included in the capital program as the program focuses on growth and expanding the bike network. The upgrade of these facilities should be considered with asset renewal.

6.8.3 TRANSIT PROJECTS

Transit projects were identified that reflected the needs of the network as identified by this study's assessment of existing and future network gaps as well as direct inputs from the City, BC Transit, and public stakeholders. The projects presented here also acknowledge the ongoing planning process of the *Transit Futures* update currently being undertaken by BC Transit.

Capital program recommendations are shared between large, singular projects to assist with transit operations and customer service and smaller, citywide projects to improve access to transit for the most vulnerable road users: seniors, children, and persons with special mobility needs.

- Feasibility, Design, and Construction of a centralized transit exchange;
- Feasibility, Design, and Construction of Main Street transit priority corridor;
- In alignment with pedestrian project priorities, and future Accessibility Audit, construction of sidewalks, curb ramps, and accessibility measures to and from all transit stops; and,
- Other capital planning items that may come out of the 2021 *Transit Futures* planning process.

The scope and budgets for these projects will be coordinated between City, Province, transit user, and BC Transit stakeholders to ensure they maximize benefit for value and prioritize the efficient movement of people over the immediate convenience of motorists.

6.8.4 CORRIDOR SAFETY REVIEWS OR STUDIES

In reviewing capital project improvements in Penticton's transportation networks, a number of corridors emerged where, in series, there were significant casualty collisions at intersections. Any of these corridors which do not

overlap with other pedestrian, cycling, or intersection projects are identified in **Table 6-6** as candidates for traffic calming or corridor safety studies.

TABLE 6-6 CORRIDORS IDENTIFIED FOR ADDITIONAL STUDY

Street Name	From	To	Study Description
Lakeside Road	Yorkton Avenue	City Limits	Traffic Calming Study
Lower Bench Road	Bankview Road	Tupper Avenue	Traffic Calming Study
Middle Bench Road	Tupper Avenue	Munson Avenue	Traffic Calming Study
Upper Bench Road	Johnson Road	McMillan Avenue	Traffic Calming Study
Government Street	Eckhardt Avenue E	Duncan Avenue East	Safety Study
Skaha Lake Road	Kinney Avenue	Channel Parkway	Safety Study
Westminster Avenue	Maple Street	Main Street	Downtown Safety Study
Wade Avenue East	Winnipeg Street	Ellis Street	
Padmore Avenue West	Martin Street	VanHorne Street	
White Avenue West	Martin Street	VanHorne Street	
Nanaimo Avenue West	Winnipeg Street	Ellis Street	
Eckhardt Avenue West	Winnipeg Street	Ellis Street	
Main Street	Full Extents / Limits to be Confirmed through Study		Safety Study
Highway 97	Full Extents / Limits to be Confirmed through Study		Safety Study

Traffic Calming Studies are identified where the City had specifically requested attention to traffic calming, as part of the TMP scope. Safety Studies are identified on corridors with two or more casualty collisions per year at successive intersections along the corridor. Safety Studies have been suggested in order to complete a holistic assessment of the cause of the safety issue, where it has not been predetermined as a traffic calming issue. Scope of the safety studies may include:

- Review of collision data including collision cause, severity and collisions with vulnerable road users;
- Review of traffic volumes and speeds;
- Review of pedestrian and cyclist volumes; and,
- Review of geometry, human factors, and operations.

6.8.5 STREET NETWORK/INTERSECTION OPERATIONS

Intersection capacity priorities are assigned based on the horizon year in which the intersection fails in the traffic model.

High – the intersection fails in existing conditions or by 2025.

Medium – the intersection fails in 2030 or 2040.

Low – the intersection fails in 2045.

As under existing conditions, WSP also reviewed the key locations for proposed roundabouts, namely:

- Johnson Road / Alder Street / Middle Bench Road (currently a pedestrian signal);
- Lower Bench Road / Tupper Avenue;
- Middle Bench Road / Tupper Avenue;

- Upper Bench Road / McMillan Avenue/Naramata Road; and,
- Naramata Road / Reservoir Road.

As with the existing conditions analysis, these locations are anticipated to continue to operate well with no capacity or delay issues. Signal warrants would not be anticipated to be met. The roundabout project locations have been prioritized based on discussions with and input from the City.

A note on Strategic Investment Areas: Intersection improvements in Strategic Investment Areas could be cost recoverable through developer funding with an updated Development Cost Charge Bylaw.

6.8.6 INTEGRATED TRANSPORTATION PROJECT PRIORITIZATION

As outlined in the transportation project prioritization framework early in the report, transportation projects are prioritized by:

- Safety Issues;
- Strategic investment areas;
- Mode hierarchy:
 - Sidewalks;
 - Cycling Facilities;
 - KVR Trail connections; and,
 - Intersection Capacity Improvements.

To truly reflect the City of Penticton’s mode hierarchy, all intersections projects (which generally are prioritizing vehicle capacity) that involve capital improvements are bumped down a priority ranking for the integrated transportation project prioritization. This means that any high priority intersection projects involving capital improvements are designated as medium priority in the integrated priority list.

High priority:

- High priority sidewalks;
- High priority cycling facilities; and,
- High priority signal re-timings (non-capital improvements).

Medium priority:

- Medium priority sidewalks;
- Medium priority cycling facilities; and,
- High priority intersection capital improvements.

Low Priority:

- Low priority sidewalks;
- Low priority cycling facilities; and,
- Medium and low priority intersection capital improvements.

The final transportation project priorities shown in the following sections represent the integrated project priorities across all utilities. The process for integrated prioritization across all master plans is described in detail in the covering report.

6.9 COST ESTIMATES

A summary of the cost estimate inputs is provided prior to illustrating all project priorities and costs in the implementation and phasing section. The approach to the project cost estimates is to provide a high-level understanding of individual project costs for the purposes of capital planning. The cost figures provided in this report should be updated based on detailed design of the individual projects. Assumptions have been developed to inform the costing of different facility types identified in the project lists. The same assumptions are then applied for all projects of that facility type. Basic assumptions for all projects are summarized in **Table 6-7**.

Costs do not include property acquisition, utility relocations or drainage improvements such as catch basins. Cost estimates are provided in 2020 dollars and should be inflated for capital planning in future years.

TABLE 6-7 COST ESTIMATE ASSUMPTIONS

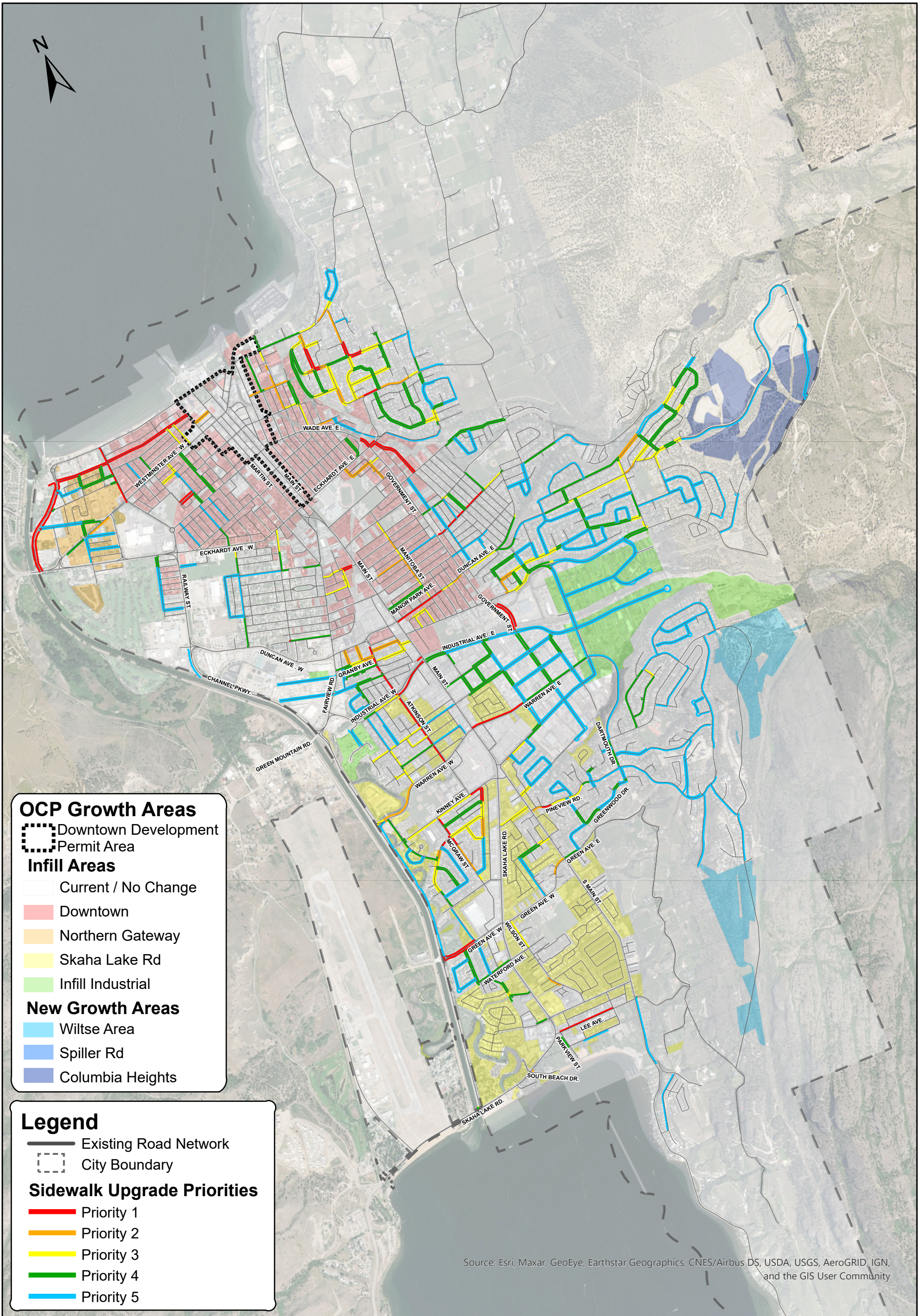
Sidewalks and Cycle Facilities		
Project Type	Assumptions	Unit Cost per Metre
Sidewalk Projects (All)	1.8m boulevard walk, 1.7m boulevard with grass, rollover curb, trees at 10m spacing	\$510
Trail Projects (All)	3.0m asphalt pathway, separated from street traffic	\$150
Shared Bike Facility	bicycle route sign in advance of intersections, shared use lane pavement marking at 75m spacing	\$12
Standard Bike Facility	1.8 m painted bike lane lines, bicycle symbol pavement marking every 200m and at intersections. Includes allowance for road structure and excavation	\$130
Separated Bike Facility	based on the Lake-to-Lake design of 1.5m one-way bicycle lanes in each direction with 0.3m concrete delineator. Known project costs are assumed for the specific Lake-to-Lake facilities, based on the most current designs of each segment.	\$720
Intersections		
Key Intersection Project Components	Assumptions	Unit Cost
New Traffic Signal	Cost will vary based on signal complexity	\$225,000
New Signal Phase	-	\$10,000

Roundabout	Depends on size and urban vs. rural	\$900,000 to 1,200,000
Bridge Structures	Cost will vary between concrete girders and steel girders	\$6,000/m ²
Pavement	Typical pavement cost	\$58/m ²
Sidewalk	2.5m sidewalk with barrier curb	\$345/m

6.10 IMPLEMENTATION AND PHASING

6.10.1 PHASED NETWORK PLANS

The Pedestrian, Cycling and Intersection capital projects are illustrated in the following figures, by High, Medium, and Low horizon, which will be tabulated with cost estimates in the subsequent sections.



OCP Growth Areas

- Downtown Development
- Permit Area

Infill Areas

- Current / No Change
- Downtown
- Northern Gateway
- Skaha Lake Rd
- Infill Industrial

New Growth Areas

- Wiltse Area
- Spiller Rd
- Columbia Heights

Legend

- Existing Road Network
- City Boundary

Sidewalk Upgrade Priorities

- Priority 1
- Priority 2
- Priority 3
- Priority 4
- Priority 5

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



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Client:



**Figure 6-6
Sidewalk Upgrade Priorities
Integrated Infrastructure Master Plan**

Project No.:

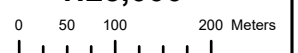
20M-00462-00

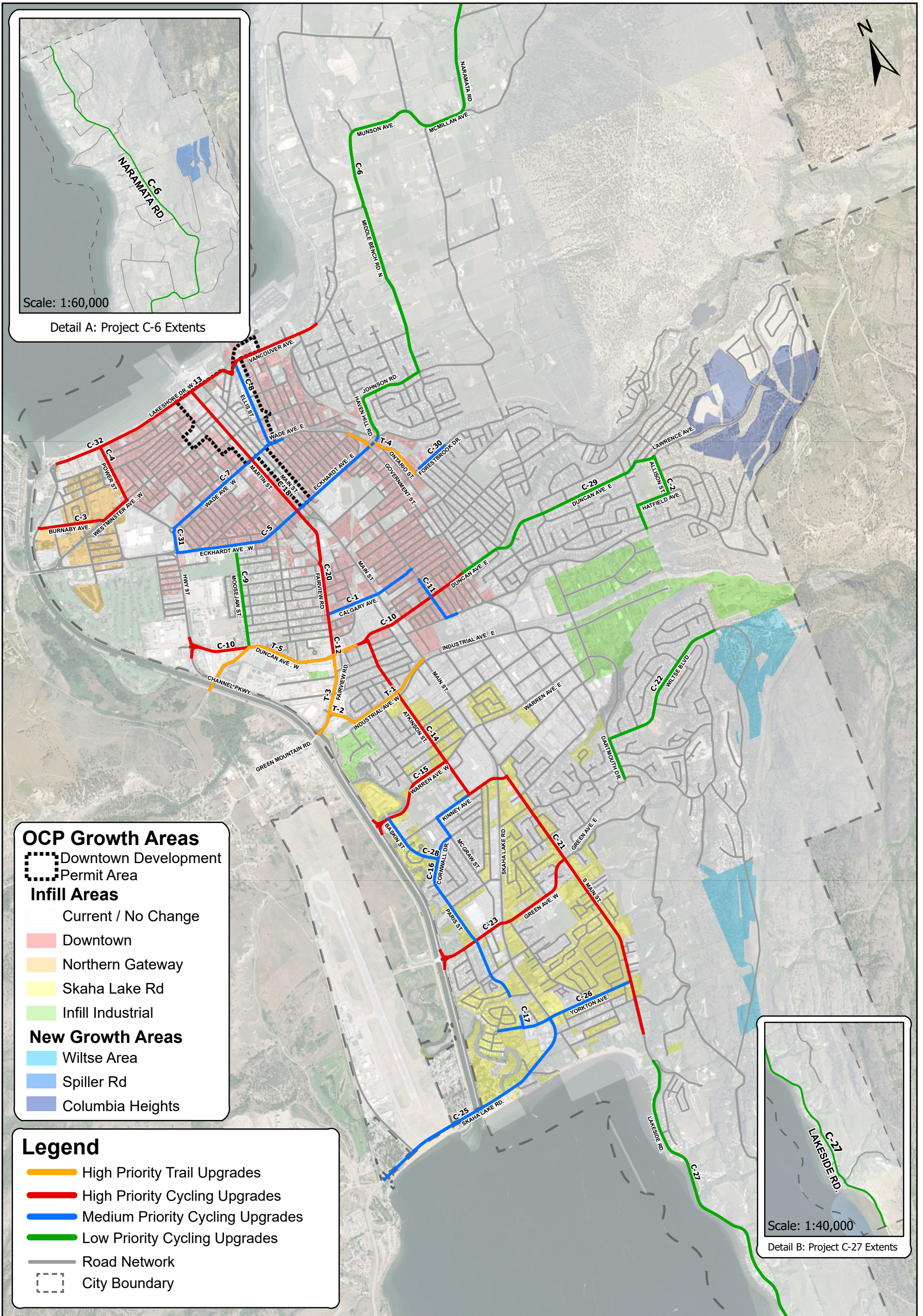
Date:

4/21/2021

Scale:

1:25,000





OCP Growth Areas

- Dotted line: Downtown Development Permit Area
- Infill Areas**
 - White: Current / No Change
 - Red: Downtown
 - Orange: Northern Gateway
 - Yellow: Skaha Lake Rd
 - Light Green: Infill Industrial
- New Growth Areas**
 - Light Blue: Wiltse Area
 - Blue: Spiller Rd
 - Dark Blue: Columbia Heights

Legend

- Orange line: High Priority Trail Upgrades
- Red line: High Priority Cycling Upgrades
- Blue line: Medium Priority Cycling Upgrades
- Green line: Low Priority Cycling Upgrades
- Grey line: Road Network
- Dashed line: City Boundary

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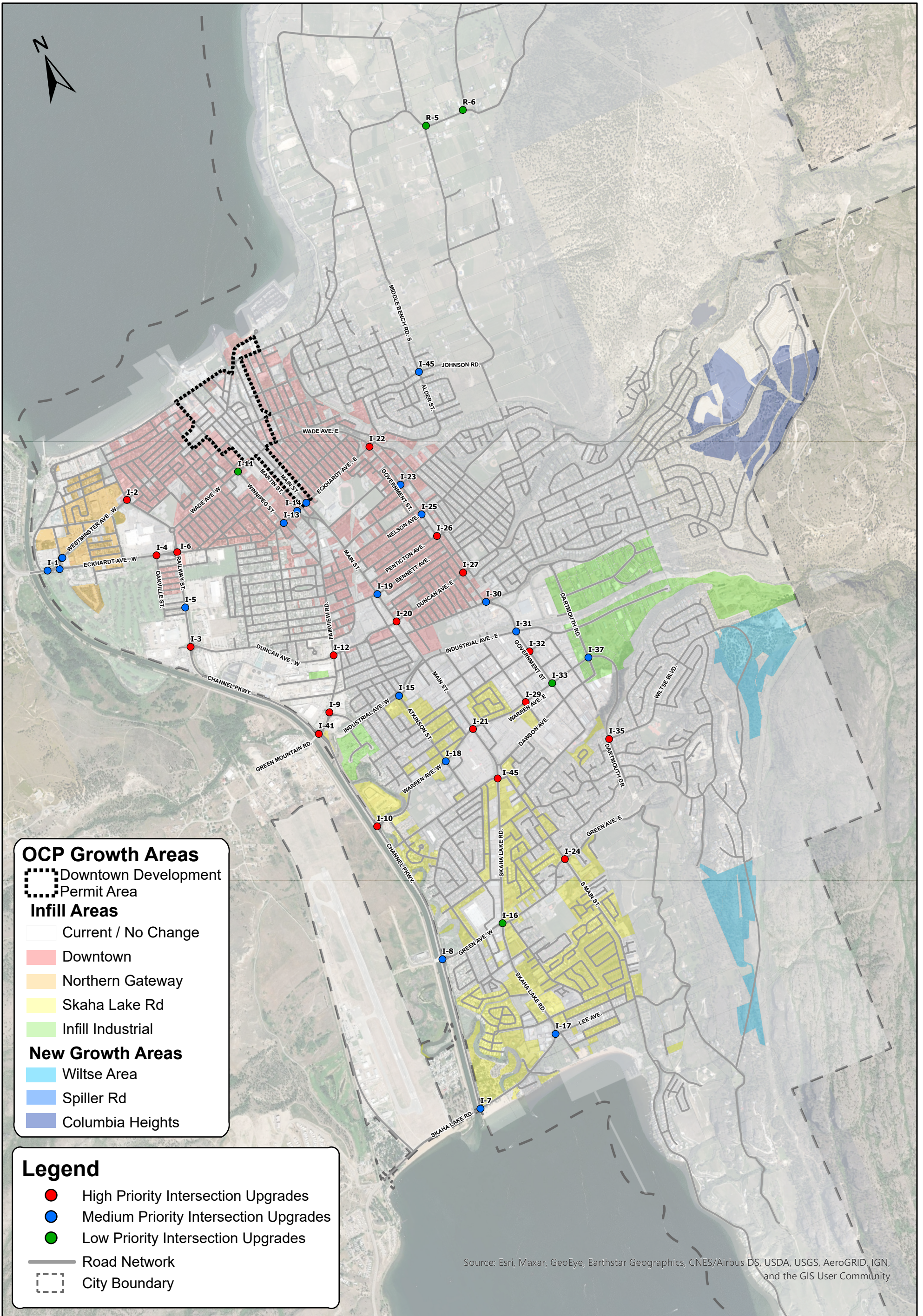
Figure 6-7
Prioritized Cycling Upgrades
Integrated Infrastructure Master Plan

Project No.: **20M-00462-00**

Date: **4/21/2021**

Scale: **1:25,000**

0 50 100 200 Meters



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PENTICTON IIMP

Figure 6-8
Prioritized Intersection Upgrades
Integrated Infrastructure Master Plan

Project No.: **20M-00462-00**

Date: **4/19/2021**

Scale: **1:25,000**

0 50 100 200 Meters

6.10.2 HIGH PRIORITY - 1 TO 5 YEARS

Because the High Priority project horizon aligns with the City's 2021 to 2025 capital budget, a summary table (**Table 6-8**) is shown to illustrate the TMP projects by type, mapped to the 2021 to 2025 capital budget categories. This summary table is only provided in this section for comparison purposes. With the results of integrating project priorities across all utilities, the TMP budget is higher than the 2021 to 2025 budget at 154% of the original budgeted value. The allocation of projects within each category is significantly different, however, with the TMP allocating more capital dollars sidewalks, trails and cycling projects.

TABLE 6-8 HIGH PRIORITY PROJECT SUMMARY

Project Type	No. of Projects	TMP High Priority Project Costs (City Costs Only)	City 2021 to 2025 Budget (Pre-TMP)
Sidewalks and Trails	17.22 km	\$6,328,100	\$1,075,000
Cycling	12	\$15,309,000	\$8,069,000
Safety/Traffic Calming	-	\$500,000	\$2,363,000
Streets	17	\$9,055,440	\$9,249,650
Signals	5	\$675,000	\$751,340
Total		\$31,867,540	\$20,756,650

Table 6-9 High Priority Projects

Project ID	Link	From	To	Project Description	Priority	Project Costs	City Costs	Other (DCC or MOTI)	Overlapping Project Reference
T-1	Ellis Creek Trail	Main Street	Industrial Ave W	Ellis Creek Trail	High	\$152,000	\$152,000	\$0	
T-2	Ellis Creek Trail	Industrial Ave W	Fairview Road	Ellis Creek Trail	High	\$65,000	\$65,000	\$0	
T-4	Penticton Creek Trail	KVR Trail	Forestbrook Drive	KVR Trail	High	\$133,000	\$133,000	\$0	
T-5	Duncan Avenue E	Atkinson Street	Channel Parkway	KVR Trail	High	\$227,000	\$227,000	\$0	
Priority 1	-	-	-	Sidewalks	High	\$7,841,200	\$3,450,100	\$4,391,100	STM-04, STM-02, STM-03, STM-06
Priority 2	-	-	-	Sidewalks	High	\$5,229,500	\$2,301,000	\$2,928,500	
Subtotal						\$13,647,700	\$6,328,100	\$7,319,600	

Project ID	Link	From	To	Project Description	Priority	Project Costs	City Costs	Other (DCC or MOTI)	Overlapping Project Reference
C-10	Duncan Avenue W	Highway 97	Government Street	Add Separated Bike Lanes	High	\$2,568,000	\$2,568,000	\$0	WAT-I
C-12	Fairview Road	Highway 97	Hastings Avenue	Add Separated Bike Lanes	High	\$873,000	\$873,000	\$0	WAT-L
C-14	Atkinson Street	Duncan Avenue	Kinney Avenue	Lake to Lake AAA Bike Facility - Segment 2	High	\$3,716,000	\$3,716,000	\$0	
C-15	Warren Avenue E	Highway 97	Atkinson Street	Add Separated Bike Lanes	High	\$955,000.00	\$955,000	\$0	
C-18	Martin Street	Scott Avenue	Lakeshore Drive	Lake to Lake AAA Bike Facility - Segment 4	High	\$1,539,000	\$1,539,000	\$0	
C-20	Fairview Road	Hastings Avenue	Winnipeg Street	Lake to Lake AAA Bike Facility - Segment 3	High	\$716,000	\$716,000	\$0	
C-21	Kinney Avenue/South Main Street	Atkinson Street/Kinney Avenue	South Main Street/Elm Avenue	Lake to Lake AAA Bike Facility - Segment 1	High	\$210,000	\$210,000	\$0	WAT-Q, WAT-S
C-23	Green Avenue W	Highway 97	South Main Street	Add Separated Bike Lanes	High	\$1,508,000	\$1,508,000	\$0	
C-3	Burnaby Avenue/Westminster Avenue	Riverside Drive/Burnaby Avenue	Westminster Avenue/Power Street	Add Separated Bike Lanes	High	\$726,000.00	\$726,000	\$0	STM-04
C-13	Lakeshore Drive Front Street Vancouver Avenue	Winnipeg Street Lakeshore Drive W Front Street	Front Street Vancouver Avenue Vancouver Place	Add Separated Bike Lanes	High	\$1,298,000	\$1,298,000	\$0	SAN-03
C-4	Power Street	Westminster Avenue	Lakeshore Drive	Add Standard Bike Lanes	High	\$164,000	\$164,000	\$0	STM-03, S-12
C-32	Lakeshore Drive	Riverside Drive	Winnipeg Street	Add Separated Bike Lanes	High	\$1,036,000	\$1,036,000	\$0	
Subtotal						\$15,309,000	\$15,309,000	\$0	

Project ID	Intersection Main Street	Intersection Minor Street	Capital project	Ultimate (2045) Project Description	Priority	Project Costs	City Costs	Other (DCC or MOTI)	Overlapping Project Reference
I-26	Government	Penticton	not capital project	Retime signal	High	\$0	\$0	\$0	
I-46	Ellis	Westminster Avenue E	Construction	Upgrade due to Nanaimo bridge removal. Potential Roundabout, pending review	High	\$ 1,500,000	\$1,500,000	\$0	
I-45	Skaha Lake Road	Kinney Avenue	Construction	Redesign to address queuing	High	\$6,300,000	\$6,300,000	\$0	C-21
I-3	Hwy 97	Duncan	Construction	3rd NBT, SBL phase	High	\$261,600	\$0	\$261,600	C-10
I-12	Fairview	Duncan	Construction	2 EBT, NBL, SB 1L, 1T, 1R WBL phase, SBL phase	High	\$375,240	\$375,240	\$0	C-10, T-5, C-12
I-21	Main	Warren	Construction	add EBL WBL and phases	High	\$105,000	\$105,000	\$0	S-4
I-27	Government	Duncan	Construction	4 lane Government; not likley feasible because of ROW and bike lane	High	\$493,200	\$493,200	\$0	C-10
I-41	Hwy 97	Green Mtn	Construction	2 EBL, 2 WBL, 3 NBT, 3 SBT	High	\$12,230,700	\$0	\$12,230,700	C-12
I-10	Hwy 97	Warren	limited capital project	Signalize with SBL phase subject to warrant	High	\$337,500	\$0	\$337,500	C-15, S-1
I-32	Government	Okanagan	limited capital project	signal subject to warrant	High	\$337,500	\$337,500	\$0	WAT-44A, WAT-44B
I-35	Dartmouth	Wiltse	limited capital project	Add 2nd WB approach lane (pavement markings)	High	\$3,000	\$3,000	\$0	WAT-7
I-20	Main	Duncan	Construction	add EBL, WBL	High	\$75,000	\$75,000	\$0	C-10
I-24	S Main	Green	Construction	EBL, SBR (pavement marking), EBL phase	High	\$55,500	\$55,500	\$0	C-21, C-23, S-23
I-2	Power	Westminster	limited capital project	Change lane configurations to exclusive NBL, SBL	High	\$7,500	\$7,500	\$0	C-3, C-4, S-12
I-22	Government	Eckhardt	Construction	EBR, NBR but bike lane; alignment; ROW probably needed	High	\$51,000	\$51,000	\$0	T-4, C-5
I-29	Camrose	Warren	limited capital project	signal subject to warrant	High	\$337,500	\$337,500	\$0	S-4, WAT-44B
I-9	Fairview	Industrial	Construction	add NBL, SBL lanes on Fairview and SBL phase	High	\$90,000	\$90,000	\$0	C-12, WAT-L
Subtotal						\$22,560,240	\$9,730,440	\$12,829,800	

6.10.3 MEDIUM PRIORITY – 5 TO 10 YEARS

Medium priority projects recommended for the 5 to 10 year horizon are summarized in **Table 6-10**.

Table 6-10 Medium Projects

Project ID	Link	From	To	Project Description	Priority	Project Costs	City Costs	Other (DCC or MOTI)	Overlapping Project Reference
Priority 3	-	-	-	Sidewalks	Medium	\$11,590,700	\$8,345,300	\$3,245,400	
Priority 4	-	-	-	Sidewalks	Medium	\$22,510,400	\$16,207,500	\$6,302,900	
Subtotal						\$34,101,100	\$24,552,800	\$9,548,300	

Project ID	Link	From	To	Project Description	Priority	Project Costs	City Costs	Other (DCC or MOTI)	Overlapping Project Reference
C-1	Calgary Avenue and	Fairview Road	Manitoba Street	Add Standard Bike Lanes	Medium	\$265,000	\$265,000	\$0	
C-5	Eckhardt Avenue	Veas Drive	Pickering Street	Add Separated Bike Lanes	Medium	\$1,720,000	\$1,720,000	\$0	WAT-E, WAT-F
C-7	Wade Avenue W	Power Street	Van Horne Street	Add Separated Bike Lanes	Medium	\$1,078,000	\$1,078,000	\$0	
C-8	Ellis Street	Wade Avenue W	Vancouver Avenue	Add Separated Bike Lanes	Medium	\$674,000	\$674,000	\$0	
C-25	Skaha Lake Road	Penticton-Oliver Highway	Yorkton Avenue	Add Separated Bike Lanes	Medium	\$1,891,000	\$1,891,000	\$0	
C-31	Veas Drive	Eckhardt Avenue	Wade Avenue	Add Separated Bike Lanes	Medium	\$389,000	\$389,000	\$0	
C-11	Manitoba Street Carmi Avenue	Municipal Avenue Manitoba Street	Carmi Avenue Leir Street	Add Shared Bike Lanes	Medium	\$8,000	\$8,000	\$0	
C-16	Kinney Avenue McGraw Street Cornwall Drive Paris Street	Atkinson Street Kinney Avenue McGraw Street Green Avenue W	McGraw Street Cornwall Drive Green Avenue W Guelph Avenue	Add Separated Bike Lanes	Medium	\$2,838,000	\$2,838,000	\$0	
C-17	Hemlock Street	KVR Trail	Yorkton Avenue	Add Shared Bike Lanes	Medium	\$1,000	\$1,000	\$0	WAT-U
C-26	Yorkton Avenue	West Terminus	South Main Street	Add Standard Bike Lanes	Medium	\$398,000	\$398,000	\$0	WAT-U
C-28	Baskin Street	Warren Avenue W	Cornwall Drive	Add Standard Bike Lanes	Medium	\$187,000	\$187,000	\$0	
C-30	Forestbrook Drive	Killarney Street	Penticton Creek Trail	Add Shared Bike Lanes	Medium	\$4,000	\$4,000	\$0	WAT-G
Subtotal						\$9,453,000	\$9,453,000	\$0	

Project ID	Intersection Main Street	Intersection Minor Street	Capital project	Ultimate (2045) Project Description	Priority	Project Costs	City Costs	Other (DCC or MOTI)	Overlapping Project Reference
I-1	Hwy 97	Westminster	Construction	3rd WBT	Medium	\$246,600	\$0	\$246,600	
I-7	Hwy 97	Skaha Lake	Construction	2 EBL, 1 EBT, 2 SBR	Medium	\$11,782,200	\$0	\$11,782,200	
I-31	Government	Industrial	Construction	SBR; low feasibility	Medium	\$5,062,500	\$0	\$5,062,500	
R-1	Lakeside	Smythe	Construction	Roundabout - traffic calm	Medium	\$1,500,000	\$1,500,000	\$0	
I-5	Hwy 97	Fairway	limited capital project	Signalize subject to warra	Medium	\$337,500	\$0	\$337,500	
I-37	Dartmouth	Warren	limited capital project	signal subject to warrant	Medium	\$337,500	\$168,750	\$168,750	
I-43	Hwy 97	Bench Hill	limited capital project	signal subject to warrant	Medium	\$375,000	\$0	\$375,000	
I-44	Hwy 97	Penticon Oliver Hwy	limited capital project	signal subject to warrant	Medium	\$375,000	\$0	\$375,000	
I-8	Hwy 97	Green	not capital project	Retime signal	Medium	\$0	\$0	\$0	
I-13	Winnipeg	Eckhardt	not capital project	Retime signal	Medium	\$0	\$0	\$0	
I-14	Martin	Eckhardt	not capital project	Retime signal	Medium	\$0	\$0	\$0	
I-18	Atkinson	Warren	not capital project	Retime signal	Medium	\$0	\$0	\$0	
I-19	Main	Calgary/Bennet	not capital project	Retime signal	Medium	\$0	\$0	\$0	
I-23	Government	Forestbrook	not capital project	signal timing, PHF to 0.90	Medium	\$0	\$0	\$0	
I-25	Government	Nelson	not capital project	Retime signal	Medium	\$0	\$0	\$0	
I-30	Government	Carmi	not capital project	Retime signal	Medium	\$0	\$0	\$0	
R-3	Lower Bench	Tupper	Construction	sightline issue / functiona	Medium	\$1,800,000	\$1,800,000	\$0	
R-4	Middle Bench	Tupper	Construction	sightline issue / functiona	Medium	\$1,800,000	\$1,800,000	\$0	
I-15	Atkinson	Industrial	Construction	NS LT lanes	Medium	\$75,000	\$37,500	\$37,500	
I-17	Skaha	Lee	Construction	2 WB lanes	Medium	\$25,500	\$12,750	\$12,750	
Subtotal						\$23,716,800.00	\$5,319,000.00	\$18,397,800.00	

6.10.4 LOW PRIORITY – 10 TO 25 YEARS

Low priority projects, prioritized over the 10 to 25 year horizon project are summarized in **Table 6-11**.

A new active modes bridge across the channel north of the Water Treatment Plant has not been included with the medium to long term horizons. Further consultation and feasibility analysis are required before a cost estimate can be established.

Table 6-11 Low Priority Projects

Project ID	Link	From	To	Project Description	Priority	Project Costs	City Costs	Other (DCC or MOTI)
Priority 5	-	-	-	Sidewalks	Low	\$46,508,500	\$38,369,500	\$8,139,000
Subtotal						\$46,508,500	\$38,369,500	\$8,139,000

Project ID	Link	From	To	Project Description	Priority	Project Costs	City Costs	Other (DCC or MOTI)
C-2	Columbia Street Hatfield Avenue Allison Street	Carmi Avenue Columbia Street Hatfield Avenue	Hatfield Avenue Allison Street Lawrence Avenue	Add Standard Bike Lanes	Low	\$273,000	\$273,000	\$0
C-6	Naramata Bench Area	-	-	Add Standard Bike Lanes	Low	\$3,386,000	\$3,386,000	\$0
C-9	Moosejaw Street	Duncan Avenue	Eckhardt Avenue w	Add Standard Bike Lanes	Low	\$287,000	\$287,000	\$0
C-22	Dartmouth Drive Wiltse Boulevard	Greenwood Drive Dartmouth Drive	Wiltse Boulevard Westview Drive	Add Separated Bike Lanes	Low	\$1,565,000	\$1,565,000	\$0
C-27	Lakeside Road	Brantford Avenue	South City Limits	Add Standard Bike Lanes	Low	\$1,351,000	\$1,351,000	\$0
C-29	Duncan Avenue E Lawrence Avenue E	Government Street Duncan Avenue E	Lawrence Avenue Allison Street	Add Separated Bike Lanes	Low	\$678,000	\$678,000	\$0
Subtotal						\$7,540,000	\$7,540,000	\$0

Project ID	Intersection Main Street	Intersection Minor Street	Capital project	Ultimate (2045) Project Description	Priority	Project Costs	City Costs	Other (DCC or MOTI)
I-42	Hwy 97	Sage Mesa	limited capital project	signal subject to warrant	Low	\$375,000.00	\$0	\$375,000
I-16	Skaha Lake	Green	not capital project	Retime signal	Low	0	\$0	\$0
I-11	Winnipeg	Wade	not capital project	Retime signal	Low	0	\$0	\$0
I-33	Government	Warren	not capital project	Retime signal	Low	0	\$0	\$0
R-5	Upper Bench	Naramata	Construction	City improved this a few ye	Low	\$1,800,000.00	\$1,800,000	\$0
R-6	Naramata	Reservoir	Construction	this location has a lot of tra	Low	\$1,800,000.00	\$1,800,000	\$0
Subtotal						\$3,975,000.00	\$3,600,000.00	\$375,000.00