

NO TRAIL ACCESS DURING CONSTRUCTION • OBEY ALL SIGNS

Trail Construction Continues

SEPT. 2024: Construction nears completion on the Rail Trail between km 0.5 - 4.5 (CSRD) and km 49 - 50 (Lansdowne Rd-Armstrong) and starts this fall on sections between km 4.5 and km 42.6 (Stepney X Rd). Sections south of km 15 are awaiting final Agricultural Land Commission approval before proceeding. The Enderby pilot section (km 35.8 to km 37.8) was completed in 2023. The Splatsin Development Corporation’s Yucwmenlúcwu (Caretakers of the Land) are acting as primary construction contractor.

Background: The Shuswap-North Okanagan Rail Trail is a joint project of the Splatsin te Secwépemc, Regional District North Okanagan (RDNO) and the Columbia Shuswap Regional District (CSRD) with funding assistance from the Province of BC and Government of Canada.

The Vision: to protect environmental, agricultural, and Secwépemc 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.

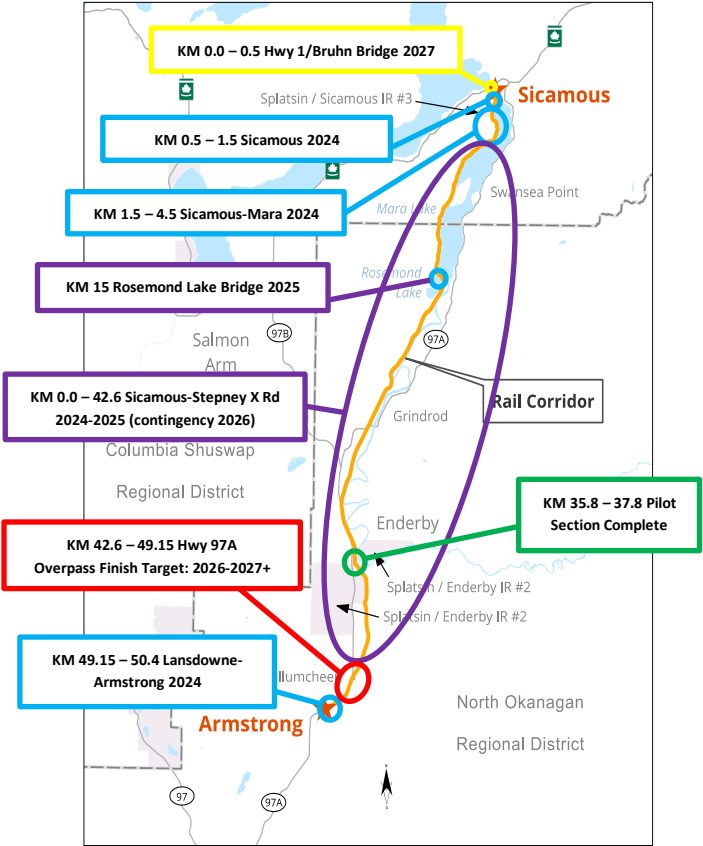
About the Trail: The trail will be just over 50 km in length and mostly flat. It traverses lakefront shoreline, forested hillside, rivers, streams, farmland, and rural towns.

The finished surface will consist of crushed and compacted aggregate, suitable for pedestrian and bicycle use, as well as universal mobility access (i.e. wheelchairs, electric scooters). E-bikes will be allowed. Dogs on leash will be allowed. No motorized vehicles or equestrian use.

Developing the Trail: The Shuswap-North Okanagan Rail Trail Development Plan was completed in 2021, the long-term maintenance plan in 2023, and funding is in place to complete 43 km of trail construction.

A joint *Governance Advisory Committee* is overseeing the project, and a *Technical Operational Committee* is conducting the day-to-day project management.

The Rail Trail Owners are working to raise final funding for the project including a pedestrian overpass at Hwy 97 and trail construction from Stepney X Road to Lansdowne Road.





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CURRENT PROGRESS UPDATE: SEPTEMBER 2024

- The rail trail partners have been focused on building two sections of trail between km 0.5 - 4.5 and km 49.15 - 50.4 through the summer. The northern section is close to completion but has several sections identified for additional surface elevation to improve flood erosion protection. Some sections will be raised up an additional 2.5 feet. Trucks and equipment will be back on site through September to complete this work. Construction staging continues from Folland Road.
- The southern section is a one-kilometre pathway next to the active CN/CP railway spur and highway 97A from Lansdowne Road into the City of Armstrong adjacent to Pleasant Valley Road. This section is located on CPR owned land next to an active railway spur requiring construction of a completely new trail subsurface and the movement of a hydro pole. Once complete, the City of Armstrong will construct an extension of this path to connect into town.
- Watch for vehicles and equipment along roads and crossings at both locations. Both trails are currently closed to public access.
- Funding for these two project sections is from the BC Active Transportation grant program, with contributions from CSR and RDNO rail trail reserves, and contributions from the District of Sicamous and CSR Electoral Area E Economic Opportunities Fund.
- As these two sections come close to completion (September 2024) the next phases of work south of km 4.5 to 42.6 are getting prepared for construction through into 2025. The project work will include flood erosion repairs along Mara Lake and the Shuswap River, aggregate surfacing of the trail, pedestrian-friendly modifications to rail bridges, road crossings, signage installation, and improved trailhead access.
- Final approvals from the Agricultural Land Commission (ALC) are pending after the rail trail partner owners agreed this spring to offer crossing easements for agricultural landowners who prefer them. Construction on sections within the Agricultural Land Reserve will commence once the ALC issues a response.
- All other sections will proceed as soon as detailed designs, road crossing approvals, archaeological assessments, and environmental management plans are approved over the next months into 2025.
- The targeted completion date for the 42.6 km section is fall 2025, with a contingency plan extending into 2026 for delays and final finishes. The Splat sin Development Corporation's Yucwmenlúcwu (Caretakers of the Land) are acting as primary construction contractor. Funding for this section will come from the Federal Active Transportation funding agreement with the Splat sin te Secwépemc on behalf of the three rail trail partner owners. A formal announcement on this funding will be coming shortly.



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- The Rail Trail partners aim to open portions to the public as soon as trailhead access is completed and deemed safe for use. For now, except for the pilot section in Enderby between km 35 and 37 which opened in 2023, the rest of the trail remains closed until safe trailhead access is finalized. Construction delays on Bruhn Bridge mean the northern access may be delayed as long as three years. The Rail Trail partner owners are working on finding alternate interim access, however, and hope to open that new section of trail as soon as possible.
- Once the 42.6 km section is completed, the final step for the Rail Trail partners will be securing funding for the design and construction of a pedestrian and bicycle overpass across Highway 97A, as well as the adjacent trail north of Armstrong (km 42.6 to km 49.15). The partners aim to finish this final segment within the next three years. The Rail Trail Partners continue to welcome donations, as further funding will be required to complete the final portion of the project.
- Additional funding is being sought to implement revegetation plans for disturbed portions of the rail trail including sections through Enderby and Sicamous. These plans target reestablishment of indigenous native species along the entire rail trail corridor.
- Maintenance of the corridor is being jointly managed by the rail trail owners (Splatsin te Secwépemc, RDNO, CSR D) with day-to-day maintenance conducted by the Splatsin Development Corporation’s Yucwmenlúcwu (Caretakers of the Land).
- Invasive plant management is being conducted by the Columbia Shuswap Invasive Species Society on contract to the rail trail owners.
- Also - the first volunteer work bee for the rail trail is scheduled for September 21, 9:00 am to Noon at Belvidere Park in Enderby to help with invasive plant removal.

- Correspondence has been sent to all adjacent property owners near construction zones reminding them encroaching structures that could compromise the integrity of the rail trail, or interfere with the construction, maintenance, and repair of the rail trail or with future erosion mitigation works, must be removed, or modified prior to construction of the rail trail.
- Where feasible, encroaching infrastructure will be moved by construction crews. If it is not feasible to move the encroaching infrastructure, it may be damaged. To avoid damage to infrastructure, adjacent property owners are asked to please take steps to remove personal property from the Rail Trail.
- Additionally adjacent property owners and the public are being reminded that no construction of structures, including steps, stairs and retaining walls, or removal or disturbance of vegetation or soils is permitted within the rail trail lands without prior approval of the Rail Trail Owner.
- Adjacent properties should contact their respective regional district for information regarding the relocation of encroachments away from rail trail construction works. (For the CSR D . .

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...email info@csrd.bc.ca or telephone 250-832-8194, and for the RDNO including Agricultural Land Reserve properties email CommunityServices@rdno.ca or telephone 250-550-3712.)

- Kukstsámč (thank you) to all the jurisdictional and funding partners, donors, technical staff, contractors, and political and community leadership who are continuing to bring the rail trail into reality!

Following is an updated summary of progress and projected timelines for construction of the rail trail:

- July 2023 – rock scaling completed along Mara Lake.
- November 2023 - rail trail Pilot Section completed between km 35 – 37 in Enderby.
- Fall 2024 – complete trail surfacing between km 0.5 – 4.5 (Sicamous and North Mara Lake)
- Fall 2024 – complete trail construction of km 49 – 50 (Lansdowne Road to Armstrong).
- Fall 2024 – submit erosion mitigation plans for environmental review and archaeology.
- Fall 2024-2025 – continue trail surfacing between km 4.5 – 42.6 (Sicamous and Stepney X Road).
- Fall 2024-2025 –repair and decking on the Rosemond Lake and Fortune Creek Bridges.
- 2025-2026 – finish erosion repairs, trailhead areas, and signage; fundraising for overpass.
- 2026 and beyond – secure funds for Hwy 97A pedestrian overpass and final trail construction.



For more information visit: shuswapnorthokanaganrailtrail.ca

CSR T: 250-832-8194 • S'platsin te Secwépemc • T: 250-838-6496 • RDNO T: 250-550-3700

The Shuswap North Okanagan Rail-Trail is in the unceded S'platsin territory of the Secwépemc Nation. We gratefully acknowledge the financial support of the Province of British Columbia, the Government of Canada, and the many individuals and businesses who have made this project possible.