District of Summerland

Trails Master Plan

February 2019

URBAN systems

REPORT FOR:

District of Summerland
Box 159
Summerland, BC V0H 1Z0

PREPARED BY:

Urban Systems Ltd.
550 – 1090 Home Street
Vancouver, BC V6B 2W9

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INTRODUCTION

The District of Summerland is a vibrant community in British Columbia's Okanagan Valley, located between Kelowna and Penticton with a population of over 11,500 residents. The District covers a large area in a diverse and picturesque landscape characterized by lakes, creeks, and sunny and dry Okanagan hillsides. The District unique topography allows residents and tourists to enjoy stunning vistas of Okanagan Lake framed by Conkle Mountain, Giant's Head Mountain and Cartwright Mountain.

Summerland is in the heart of the South Okanagan, which is an attractive recreation destination. The landscape of accessible rolling hills with open forest and grasslands coupled with the hot and dry summer climate make it popular with visitors and outdoor enthusiasts of all types. The area has made a name for itself for its wide-open backcountry that is enjoyed by equestrians and known for its unique style of fast flowy mountain biking. Trail users of all types can easily find scenic lookouts with sweeping mountain and lake views. The area is famous for the presence of the popular Kettle Valley Railway, wineries and endurance events like the Test of Humanity. Trails were highlighted by residents as being an important amenity that makes Summerland a great place to live.

Investments in trails for walking, cycling and other forms of active transportation result in a more balanced transportation system—one that is more accessible, cost-effective and efficient in terms of infrastructure investments. Promoting trails as an integral part of the transportation system can help reduce automobile dependence, increase physical activity levels, improve public health, reduce infrastructure demands, and create a more livable and vibrant community.

The Trails Master Plan is being developed concurrently with the Cycling Master Plan and the Sidewalk Master Plan with the understanding that all three plans will collectively influence active modes in Summerland. The three plans should be considered in conjunction with each other and an understanding of the overlap of infrastructure such as off-street pathways which serve both trail users and commuter cyclists. An existing conditions summary report has been developed for each of the three plans.

1.1   PLAN PURPOSE AND OBJECTIVES

Some of the key objectives and deliverables of the **Trails Master Plan** include:

- Documenting existing trails and identifying new trails and trail related amenities within the District. New trails will focus on connecting neighbourhoods, parks, open spaces and community amenities.

- Ensuring that existing and future trails meet the needs of the community.

- Identifying policies and procedures for ensuring trails are well maintained, safe, well promoted and signed and have a minimal impact on the natural environment.

1.2 PLAN PROCESS

The Trails Master Plan will be developed through a phased approach with a Draft Plan being presented to the project team by the end of 2018. The following four phases allow the plan to be developed with comprehensive feedback and engagement from the internal project team, stakeholders and interest groups, as well as community members.

- **Phase 1: Project Launch (September 2018).** This phase included collecting and reviewing existing background information and data, consulting with District Staff and developing a Public Engagement Strategy for public engagement in future phases of the planning process.

- **Phase 2: Understanding Existing Conditions (October 2018).** This phase focused on understanding the existing state of trails in the District. This includes a review of existing trails related policy documents, existing trail facilities and programs, and engaging with the public to better understand existing issues and opportunities related to trails.

- **Phase 3: Setting the Future Direction (October/November 2018).** This phase focused on exploring possibilities for the future of trails in the District of Summerland. This phase included identifying a vision, goals, proposed trail network and policies and procedures to enhance trail usage for all. These possibilities have been reviewed and prioritized based on feedback from the public and stakeholders.

- **Phase 4: Implementation and Finalize Trails Master Plan (November/December 2018).** This final phase consisted of refining and prioritizing the draft plan presented in Phase 3 and develop an Implementation Plan.

Throughout the process of developing the Trails Master Plan, geotechnical, archaeological, environmental, cultural and historical considerations were made. Conversations with the District and the South Okanagan Similkameen Conservation Program (SOSCP) informed environmental and geotechnical considerations. Cultural, historical and archaeological considerations were informed by conversations with the District, stakeholders and the public.

1.3 COMMUNICATIONS AND ENGAGEMENT

An effective and meaningful community engagement strategy was critical to the success of the Trails Master Plan. As such, the process to develop the Plan included several opportunities for residents and stakeholders to participate and provide feedback. This section outlines the public and stakeholder engagement that occurred throughout the planning process.

During the second phase of the project, an interactive online survey was used to collect information of existing conditions for cycling. This included understanding existing travel patterns and issues and opportunities for cycling in the District. The online survey was open between October 5th to 30th, 2018. The survey was viewed 553 times and completed 403 times. During this time, meetings with targeted stakeholders were held on October 18th with representatives from

Summerland schools, community groups and associations, youth groups, service clubs, business groups, as well as trail, cycling, environmental and parks groups. A public Open House was held on October 25 (5:00pm to 7:00pm) to identify issues and opportunities related to cycling, sidewalks and trails, there were approximately 85 attendees.

During the third phase of the project, a second stakeholder meeting was held on November 29th and a public Open House was held on December 6 (5:00pm to 7:00pm). The focus of both the stakeholder meeting and the public Open House was to present the primary themes and actions to be included in the Trails Master Plan as well as the proposed long-term trail network. Attendees were asked to provide input on the content that was being proposed and identify which themes, actions and infrastructure projects they would prioritize. A survey was distributed to all Open House attendees to collect their input, there were approximately 65 attendees at the Open House. Open House materials were also available on the District's website, and an online version of the survey distributed at the Open House was available to collect feedback between December 5th and 13th. The survey received a total of 242 responses.

A summary of the public engagement completed as part of this project can be found in **Appendix A.**

1.4 VISION AND GOALS

A shared vision for the Summerland's Trails, Cycling and Sidewalk Master Plans was developed. The vision was developed based on feedback received from residents and stakeholders, and direction from key District documents including the Council Strategic Plan 2015 – 2019, the Official Community Plan (OCP), and the 2018 Parks and Recreation Master Plan. This vision emphasizes that Summerland is an active and healthy community with a trail network that is safe and comfortable for people of all ages and abilities. Reflecting these themes, the vision for the Trails, Cycling and Sidewalk Master Plans is shown below:

> *"Summerland is a community where active and healthy living is encouraged and walking, cycling and other forms of active transportation are safe and comfortable for people of all ages and abilities, year-round, and for all trip purposes, including recreation and commuting."*

In support of the above vision, the Trails Master Plan has three goals that are intended to provide direction to help achieve the vision identified above. The goals have been broken down based on the themes of use, safety and accessibility and infrastructure.

- **Goal #1 Use –** The trail network is shared by walkers, bikes and other outdoor activities for recreation and commuter purposes in appropriate locations that are integrated with on-street facilities and regional trails.

- **Goal #2 Safety and Accessibility –** The trail network is safe, well maintained and includes a range of facilities targeted at different user groups and provides clear direction on appropriate uses and etiquette for each trail.

- **Goal #3 Infrastructure –** The trail network includes high quality amenities and facilities for residents and visitors to showcase Summerland's unique landscape and biodiversity. Trails are developed to minimize impact on Summerland's natural environment.

The themes and actions presented in this plan are intended to enable the District to achieve this vision and goals.
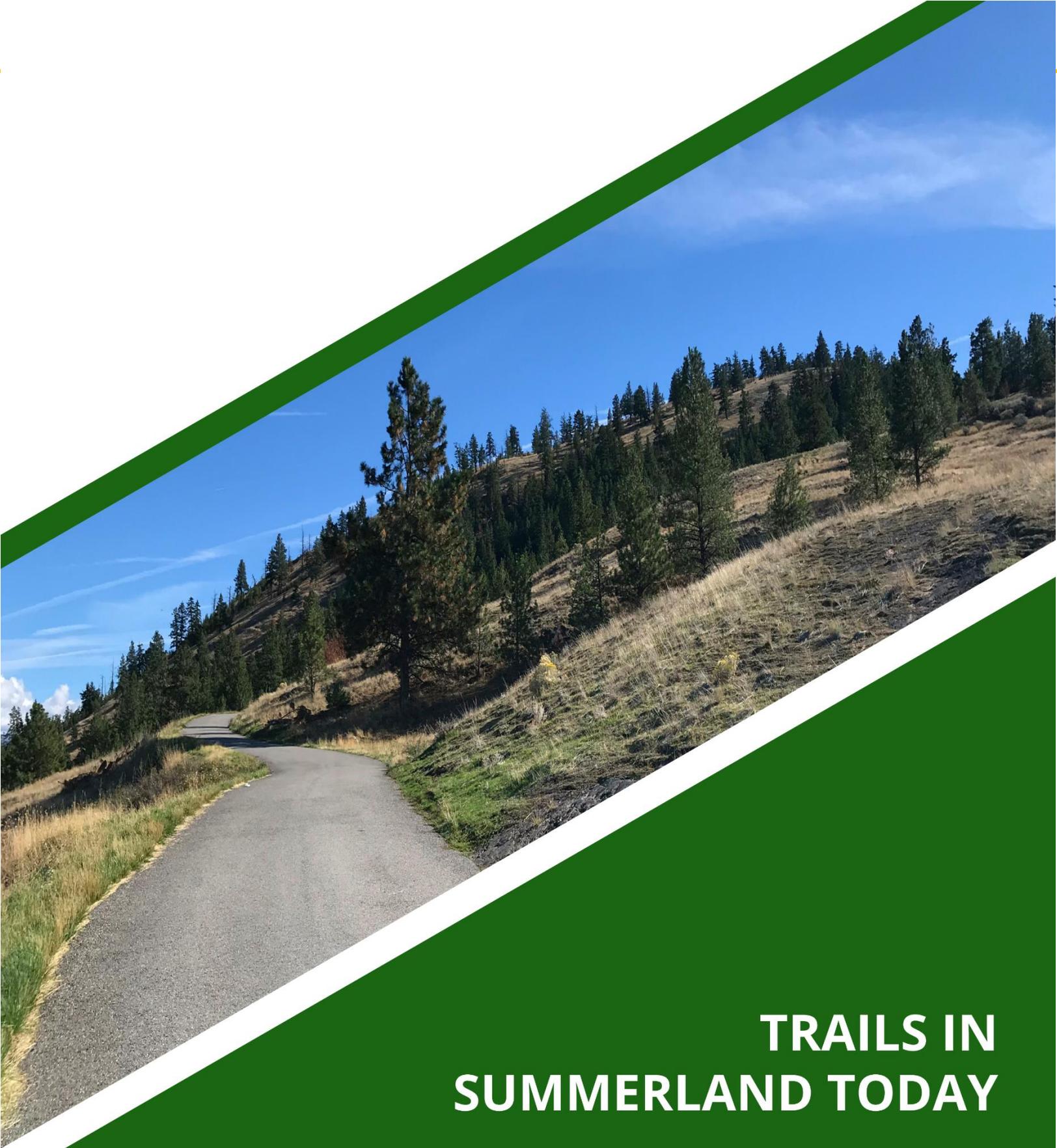
TRAILS IN SUMMERLAND TODAY

This section describes the context for the Trails Master Plan, including the community context such as demographics, land use profile and relevant policies and bylaws. This section also includes a summary of the existing conditions for trails in Summerland. Together, these elements of the community context have shaped the recommended improvement strategies for the Trails Master Plan. Further details regarding existing conditions for cycling in Summerland are outlined in the **Existing Conditions Summary Report** found in **Appendix B**.

2.1   COMMUNITY CONTEXT

This section includes a summary of the key demographic, land use, transportation, and natural characteristics of Summerland that effect trails, as well as the key District policies and plans that have influenced the Trails Master Plan.

- **Demographics** - The District is a desirable location for retirement aged residents to relocate to and has attracted a large population of retired individuals who have moved to the District to enjoy the beauty and seasonable climate. More than 40 percent of the District's population (42%) are either too young to drive, or are seniors. Both these groups often need transportation alternatives such as bicycle riding.
- **Neighbourhoods** - Summerland is a municipality made up of diverse neighbourhoods that provide a range of living environments from rural agricultural homes, to multi-family residence. For the most part, Summerland's neighbourhoods are relatively low-density.
- **Community Amenities and Land Use** - The region is a popular destination for tourists visiting orchards, vineyards, trails, parks and the many beaches. The neighbourhoods within the District are surrounded by vast agricultural lands that primarily produce fruit and vegetables.
- **Barriers** - Summerland's geography leads to physical barriers that create mobility challenges for people on bicycles. In some locations topography and steep grades create a challenge for people riding their bicycles between different neighbourhoods and destinations in the District. Additionally, Highway 97 is a major barrier between the neighbourhoods west of the highway and the beaches along the water in the Lower Town.

2.2   POLICY CONTEXT

The Trails Master Plan is closely linked to, and will be informed by policies and plans from the District of Summerland as well as those from Provincial Government agencies such as Recreation Sites and Trails BC (RSTBC), neighbouring regional districts and key environmental partners such as the South Okanagan Similkameen Conservation Program (SOSCP). The following policies, plans, bylaws, and initiatives were reviewed to help inform the development of the Trails Master Plan.

- **2015 District of Summerland Official Community Plan (OCP).** The OCP supports the development and enhancement of trail networks to promote connectivity through the community and emphasizes specific areas that would benefit from enhanced trail and pathway connections**.**

- **2008 Transportation Master Plan (TMP).** The 2008 Transportation Master Plan includes broad recommendations for the trail network and recognizes its importance as part of the community's multimodal infrastructure. The plan also emphasizes the importance of growing the network and continuing to build connections to connect different parts of town and amenities**.**

- **2018 Parks and Recreation Master Plan.** The Parks and Recreation Master Plan recognizes the importance of the District's trail network and the opportunities that it provides in terms of tourism and events. The plan also identifies the need to create a network of pathways and bicycle lanes that connect neighbourhoods, parks, and open spaces, and community amenities to provide active transportation and recreation opportunities.

- **2018 Giant's Head Mountain Trails Re-Development Plan.** The Giant's Head Mountain Trails Redevelopment Plan aims to preserve the park for the future use of residents and visitors and was developed in response to a long-standing need to address the degradation of the park since its establishment in 1967 and to recognize its importance as a key recreation feature in Summerland. This plan should serve as a framework for future trail re-development plans in Summerland.

Other documents reviewed include the District's Community Climate Action Plan, the 2017 South Okanagan Regional Growth Strategy, The Regional District of Okanagan Similkameen Regional Trails Plan (2012), The 2016 Trout Creek Ecological Reserve Management Plan, the 2008 Trail Strategy for British Columbia, British Columbia's Tourism Strategy and others as identified in the **Existing Conditions Summary Report** found in **Appendix B**..

Environmental Background Report

The southern Okanagan is a unique landscape within Canada that contains sensitive habitats and it home to several species of plants and animals. As part of the planning process, the South Okanagan and Similkameen Conservation Program (SOSCP) prepared an **Environmental Background Report** that is attached in **Appendix C.** The Environmental Background Report outlines the environmental regulatory frameworks, key habitat and ecosystem considerations and existing conditions as well as important recommendations for environmentally responsible trail development. The report is intended to provide advice in support of the Trails master Plan to ensure that trail development, maintenance and decommissioning are carried out in the most environmentally sensitive manner possible.

2.3   TRAILS IN SUMMERLAND TODAY

Summerland's trail network is a well-loved community asset. The community is situated between Conkle, Cartwright and Giant's Head mountains which all offer unique and exceptional recreation opportunities for residents and visitors. Other key locations for trails in the District include areas along the lakeshore, Garnett Valley and regional connections to networks such as the Trans Canada Trail (the Great Trail), and the Fur Brigade Trail. The trail network includes provides a variety of experiences that include paved lakeside pathways and rugged mountain hiking trails. Trail users in Summerland include walkers and hikers, dog walkers, equestrians, mountain bikers and others. Many trails in Summerland today are unauthorized or otherwise unofficial. Reconciling these unofficial networks with official networks is an important step in improving the District's trail network.

2.3.1 Infrastructure

Within the District, there are many different trail types, as shown in **Figure 1**. on the following page. There are trails for different purposes, created for different uses and maintained differently depending on their use and ownership. There are lakeside off-street pathways; narrow, rugged hiking trails; and single-track mountain bike trails. These surfaces can be paved, or unpaved depending on the purpose of the trail. Details on the different trail types in Summerland is below in **Table 1.**

Paved pathways like the pathway through Peach Orchard Park along the lakeshore are a popular amenity with walkers, joggers, seniors and beachgoers while steep gravel trails are appreciated by more active users who visit Giant's Head Mountain.
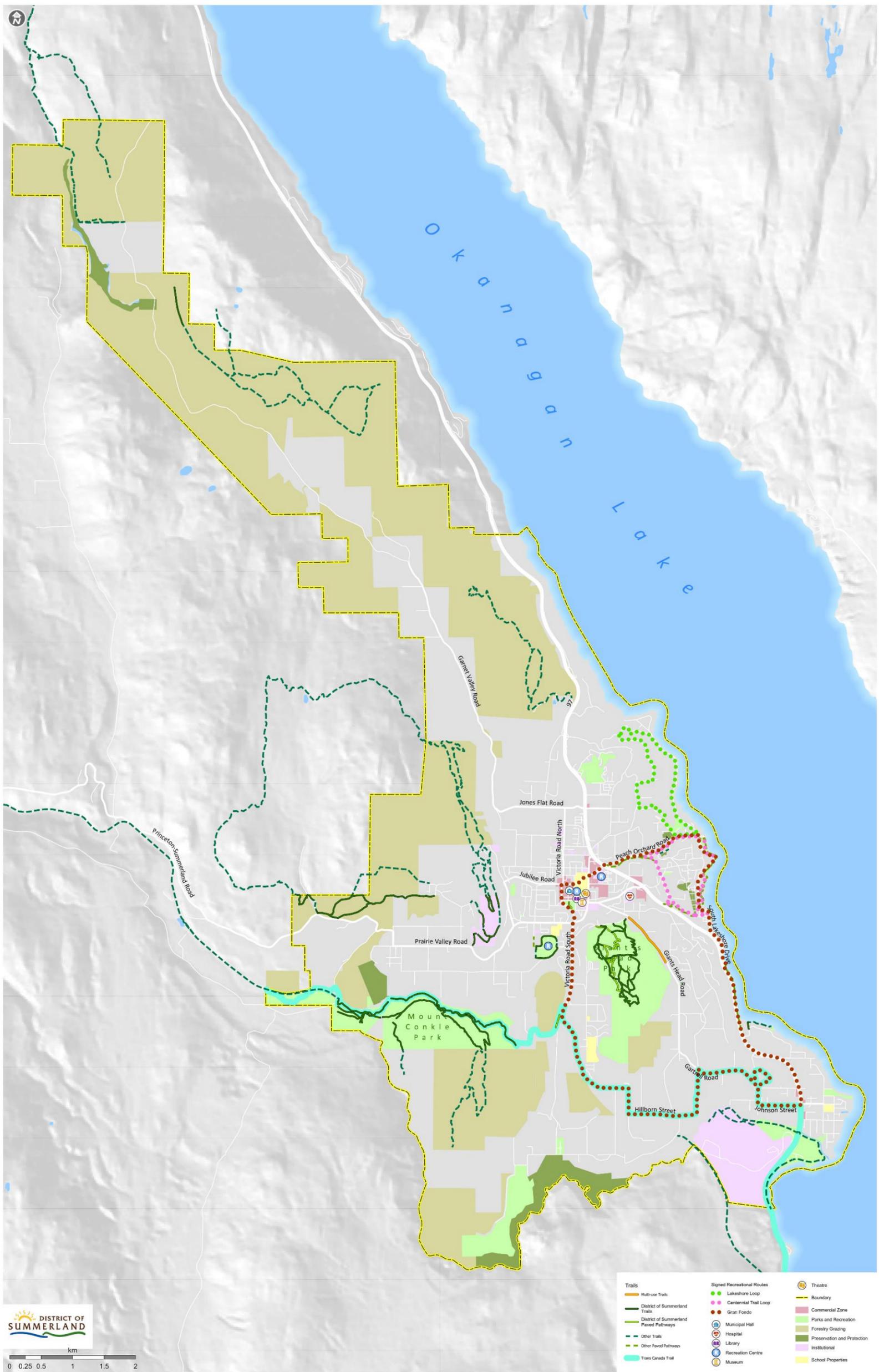
Figure 1 - Existing Trail Infrastructure in Summerland

Table 1 - Trail type summary for existing trails in Summerland

| Owned by	Access Type	Asphalt	Gravel	Natural	Grand Total (m)
District of Summerland	Multi-Use Pathway	926			926
	Pedestrian	149	8,576		8,725
	Mixed Use Trails	2,306	9,764	1,102	13,171
District of Summerland Total		3,381	18,340	1,101	22,822
Other Ownership	Pedestrian	3,089	19,631	347	23,068
	Mixed Use Trails	1,413	7,211	11,779	20,403
Other Total		4,503	26,842	12,127	43,472
Grand Total (m)		7,883	45,183	13,228	66,294

2.3.2 Key Issue and Opportunities

Key issues and opportunities were discussed with stakeholders and interested residents through several engagement events and the online survey.

Issues

Online survey respondents were asked to select what they felt were the top three challenges for using Summerland trails from a list of 13 challenges, the results are presented in **Figure 2**. The top three challenges selected were gaps in the trail network (19%), not enough signage (16%) and lack of trails (13%).

In addition to the challenges identified by survey respondents, key challenges for developing a fully connected trail network in Summerland include navigating changes in property ownership, balancing the needs of different user groups and developing trails in an environmentally responsible way.
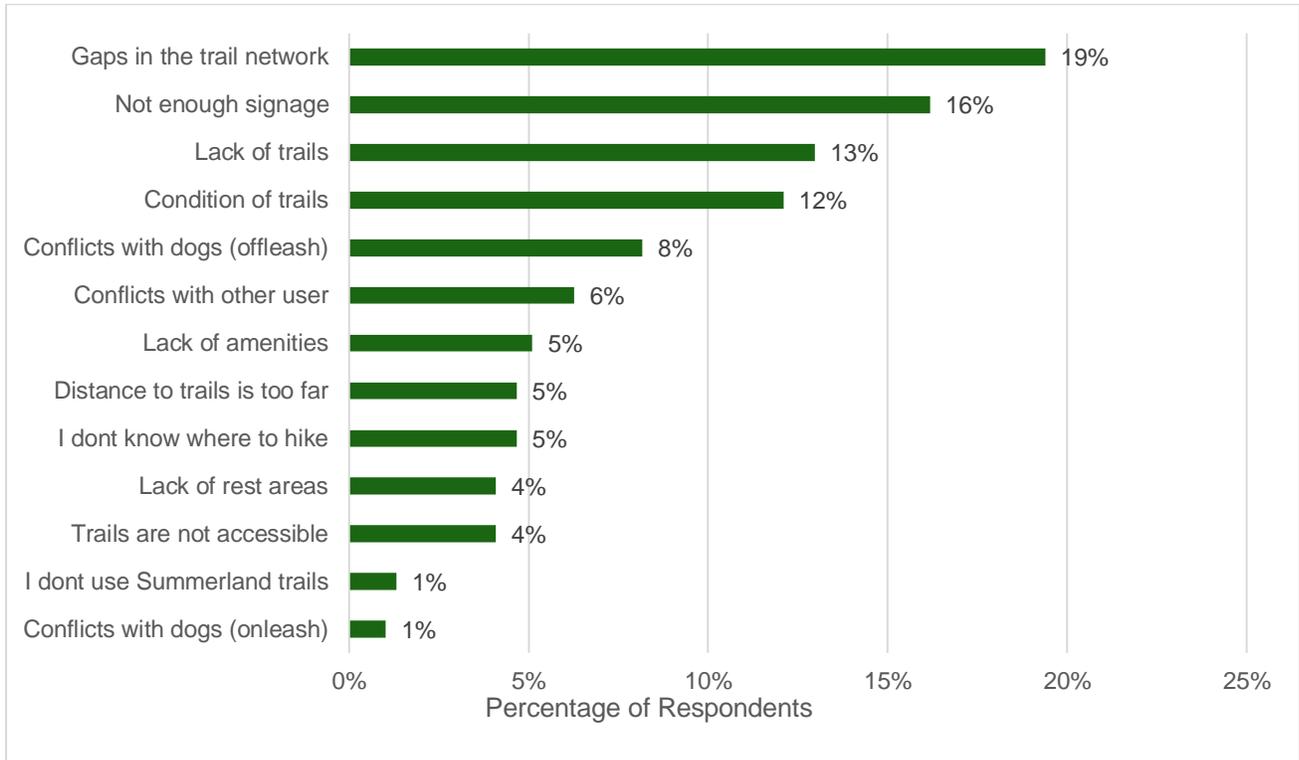
Figure 2 - Online Survey Top Trails Challenges (Cycling, Trails, and Sidewalks Master Plan Survey 2018)

The online survey included an interactive map for respondents to identify specific challenges or areas for improvements. Respondents could drag and drop 'topic pins' onto specific locations and provide comments to help explain what challenge they have experienced or suggest improvements. Using this information specific challenges for key trail use areas were identified. The top three issues for each trail use area are presented below in **Table 2.**

**Table 2 - Top three trail related issues by trail use area.**

Top 3 Issues for major Trail Use Areas				
Conkle Mountain	Cartwright Mountain	Lakeshore Mountain	Giant's Head Mountain	Trout Creek
Signage wayfinding and maps	Signage wayfinding and maps	Access issues	Trail condition	Dog related issues
Conflicts between bikes and other users	Conflicts between bikes and other users	Connections to lakeshore pathways	Signage wayfinding and maps	Signage wayfinding and maps
Equestrian issues	Motorized vehicles	Conflicts between bikes and other users	Connections to Giant's Head Park	Connections to Trout Creek

Opportunities

Respondents were then asked to indicate what the District could do to encourage them to use Summerland trails more, the results are presented in **Figure 3**. They were asked to select three choices out of 10 options. The top choices selected were: Build more unpaved trails (19%), Provide more maps/route information (16%), Fill gaps between trails (14%), and Add more signage (14%).

Other key opportunities for developing a connected trail network in Summerland include improving the visitor experience for tourists as well as residents. Trails are a major attractant for visitors and having a well developed network is key to attracting tourists to enjoy what Summerland has to offer. The trail network also encourages healthy active lifestyles and connections with green space and natural areas, both of which are identified as important goals for healthy built environments by Interior Health.

Trails also play an important role in active transportation networks and are an extension these networks that double as recreation infrastructure. The Trails Strategy for British Columbia encourages corridors like the Kettle Valley Railway and other trail networks for their contribution to active transportation, community health and tourism. Framing trails as an extension to the active transportation network, there are opportunities to get support from Recreation Sites and Trails BC, as well as tie-ins with Destination BC. These tie-ins are good because they encourage visitors to use the infrastructure in addition to residents which would be applicable to Summerland because of its reputation as an outdoor recreation destination.
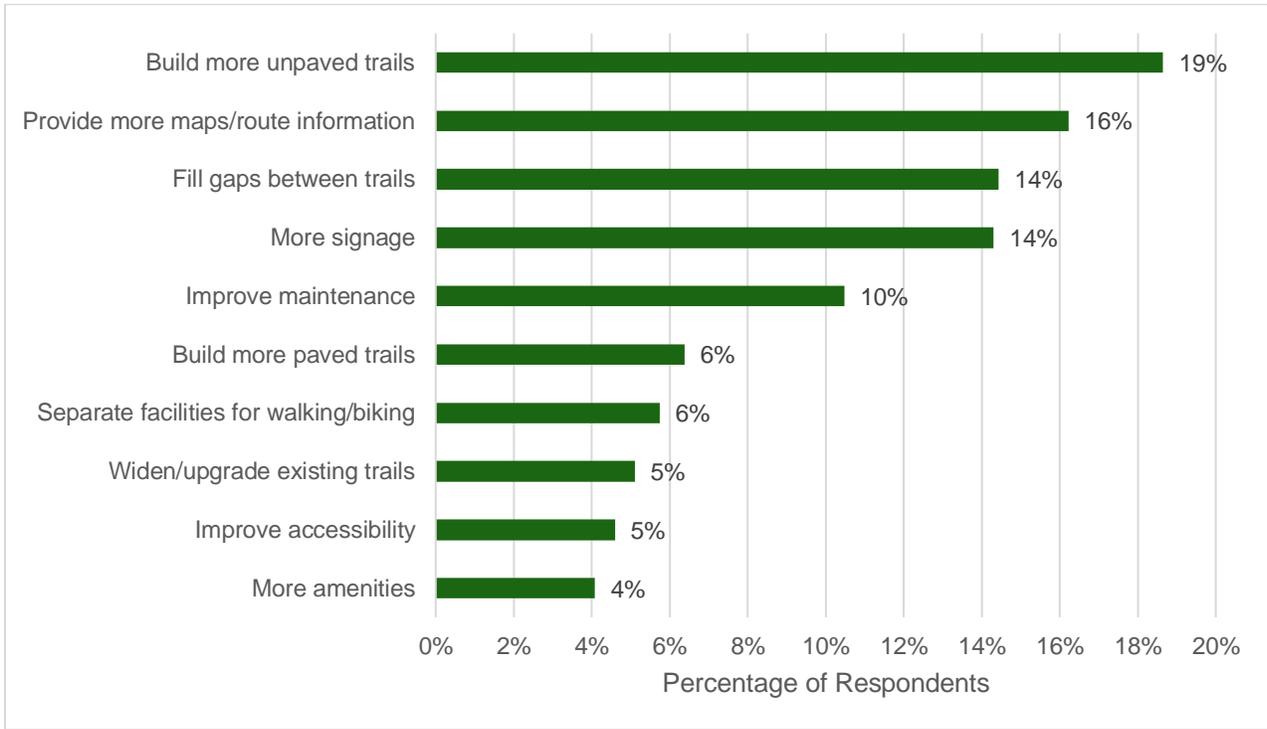
Figure 3 - Online survey top trails opportunities (Cycling, Trails, and Sidewalks Master Plan Survey 2018)

THEMES AND ACTIONS

THEME 1 – TRAILS NETWORK.

The actions presented in this theme describe where new trails could be built, how trails can be decommissioned, and how to build on the District's trail network by partnering with private and provincial landowners. This theme also provides information on the standards that will apply to trail building and strategies for how to maintain and monitor the network.

Action 1.1 - Identification of new trails and trail networks and strategies to decommission trails

New Trails and Trail Areas

Identifying new trails within the District's trail network is a conversation that needs to include user groups, land owners, and the public. The considerations for adding new trails vary depending on the context. There is significant demand for trails on both Conkle and Cartwright Mountains. Both areas have complex usage and ownership patterns that would be best planned through a comprehensive Trail Re-Development plan, such as the process that was completed for Giant's Head Park in 2018. These plans would contain detailed information including trail design guidelines and possible trails to be decommissioned.

The best opportunity for the District to create new trails is within existing rights-of-way that are under District ownership. The District holds several rights-of-way throughout the community. These connections will be important in improving active transportation options by increasing the permeability of neighbourhoods. These connections should be examined and prioritized in terms of how well they function in connecting the sidewalk, cycling and trail networks and as to how well they connect important community resources such as community centres and schools. These connections are listed below in order of preference gathered during public engagement events held as part of the planning process.

1. Williams Ave to Sunoka Beach
2. Dale Meadows Park to Walker Ave
3. Julia St. to Victoria Rd. North
4. Dale Meadows Park to Dale Meadows Rd
5. Evans Ave to Nixon Rd
6. Happy Valley Rd to Morrison Close
7. Mountford Ave to Cedar Ave
8. Palmer Terrace to Little Giant's Head
9. Reynolds Ave to Wright Ave
10. Downton Ave to Pohlman Ave
11. Pollock Terrace to Little Giant's Head
12. Century St. to Solly Rd

In addition to these right-of-way connections, this plan proposes the integration of several new off-street pathways. Off-Street Pathways are typically considered a facility that is appropriate for people of all ages and abilities (AAA). They are physically separated from motor vehicles by an open space or a barrier, depending on the application. Off-street pathways can provide enough width to be used by a variety of users including, people walking, cycling, and other forms of active transportation like inline skating and joggers. Off-street pathways can have paved or unpaved

surfaces. Paved or firm surfaces are often preferable for people cycling and people with mobility aids or strollers. Off-street pathways are an effective facility on roads or off-street locations where right-of-way is available. They can be installed parallel to a major roadway, within a park or along a utility corridor.

New right of way connections and off-street pathway alignments are shown in **Figure 4.** New off-street pathways reflect consultation and common goals arrived at through the parallel Sidewalk and Cycling Master Planning processes and are described in the implementation plan at the end of the document.
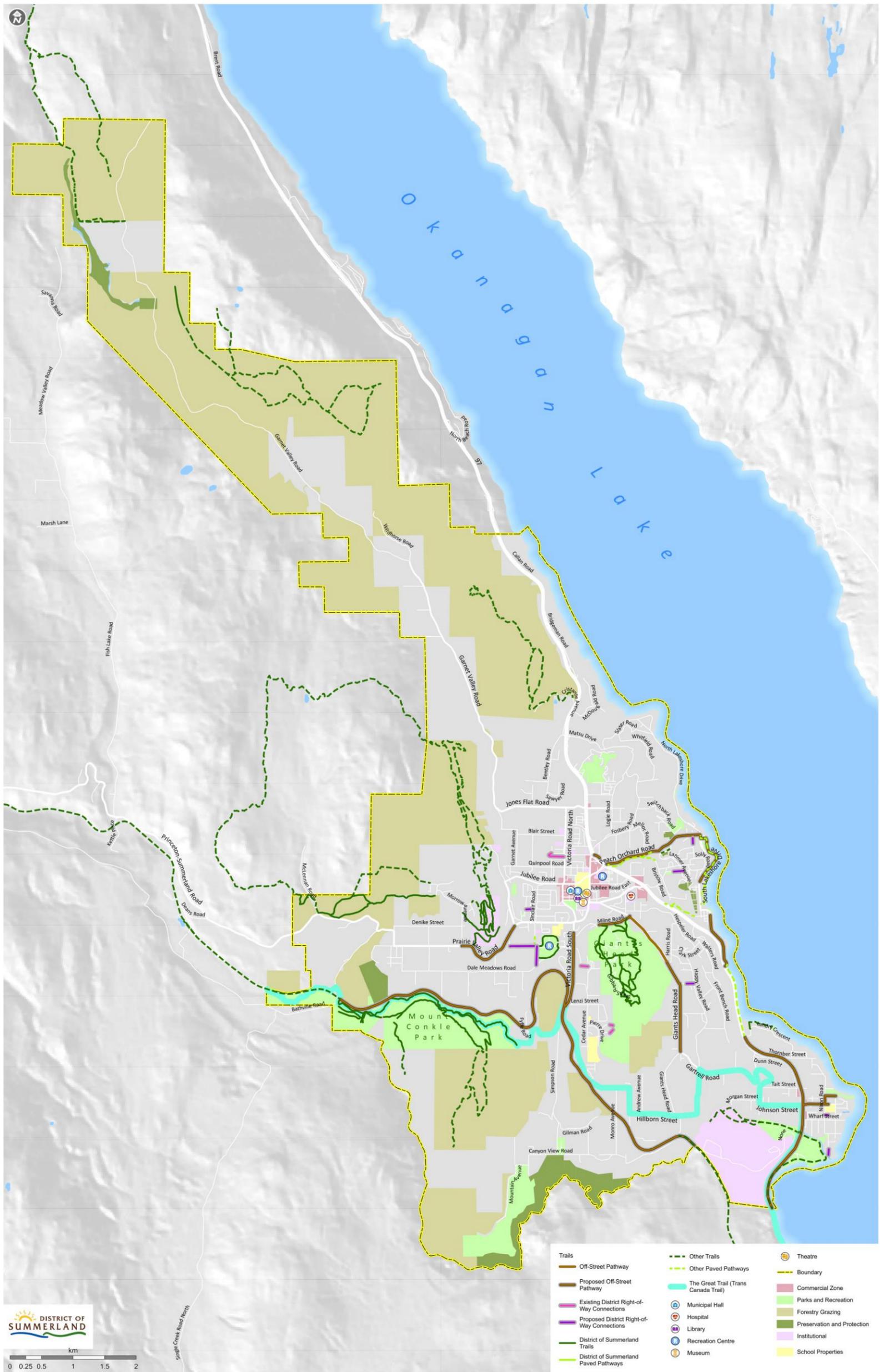
Figure 4 - Map of Rights-of-Way Connections and Off-Street Pathways

Existing Informal Trails

There area several informal trails that connect neighbourhoods and parks throughout Summerland. Many of these trails cross private lands that are being developed for other purposes which often means that some of these informal connections are lost. Residents voiced concerns over such connections within the Trout Creek neighbourhood as pathways are lost to private development.

The Environmental Background Report developed by the South Okanagan Similkameen Conservation Program, outlines important information for building trails and recreation amenities in the Summerland area. These recommendations should guide all trail development, decommissioning and maintenance activities in the District. This report is in **Appendix C.**

The District of Summerland's - Guide to Development in Sensitive areas handbook describes best practices for developers who are planning projects in environmentally sensitive areas. One of the best practices listed in this document reads: "Connect to existing parks, natural open spaces and pedestrian trails for enhanced recreational opportunities". Although this statement was intended to apply to development in sensitive areas only, it may be a good best practice for the District to adopt.

Currently that District has the ability to require developers to preserve access to the water through the subdivision process. Unofficial walkways through lands to be subdivided should also be considered during the application process. Public consultation on the use of any informal trails moving through lands in question should be assessed for their inclusion in the over all trail network.

Decommissioning Trails

Part of a well functioning trail system is identifying when trails need to be decommissioned. The need to decommission a trail can arise from environmental or geotechnical reasons, unauthorized trail building, or safety considerations. Sometimes trails are not in the right places, and properly decommissioning trails can ensure that the network overall becomes more usable and safer for users. The process involved in decommissioning a trail will differ slightly depending on the user groups and land ownership involved, but should consist of the following steps:

1. Identify the location and type of trail to be decommissioned;

2. Determine the land ownership associated with the trail and contact landowners;

3. Meet with relevant user groups, landowners, and stakeholders to discuss the problems associated with the trail and determine if it needs to be decommissioned, or if there is an opportunity to rehabilitate it;

4. Use applicable standards (depending on trail type) to decommission the trail by:

a. Communicating that the trail is closed through user group communication networks and localized signage; and

b. Adding physical barriers and decommissioning strategies to close the trail and prevent future use.

c. Where possible, ensure there is an appealing alternative route;

d. Recruit volunteers from local user groups to help with decommissioning to help build awareness and support for the closure

The actions and physical interventions to decommission trails will differ depending on the context; however, some basic strategies for decommissioning trails include:

- Add signage that explains the closure;

- Close off the trail by adding physical barriers made from natural materials including rocks, logs, fallen trees or new plantings that obscure ingresses. Physical barriers should be added where ever the trail to be decommissioned intersects trails that are to remain open; **(Figure 5)**

- "Score" or disturb the soil on obsolete trails at intersections with official trails to promote plant growth; and/or

- For major trail decommissions, the addition of guardrail fencing may be necessary to block usage.
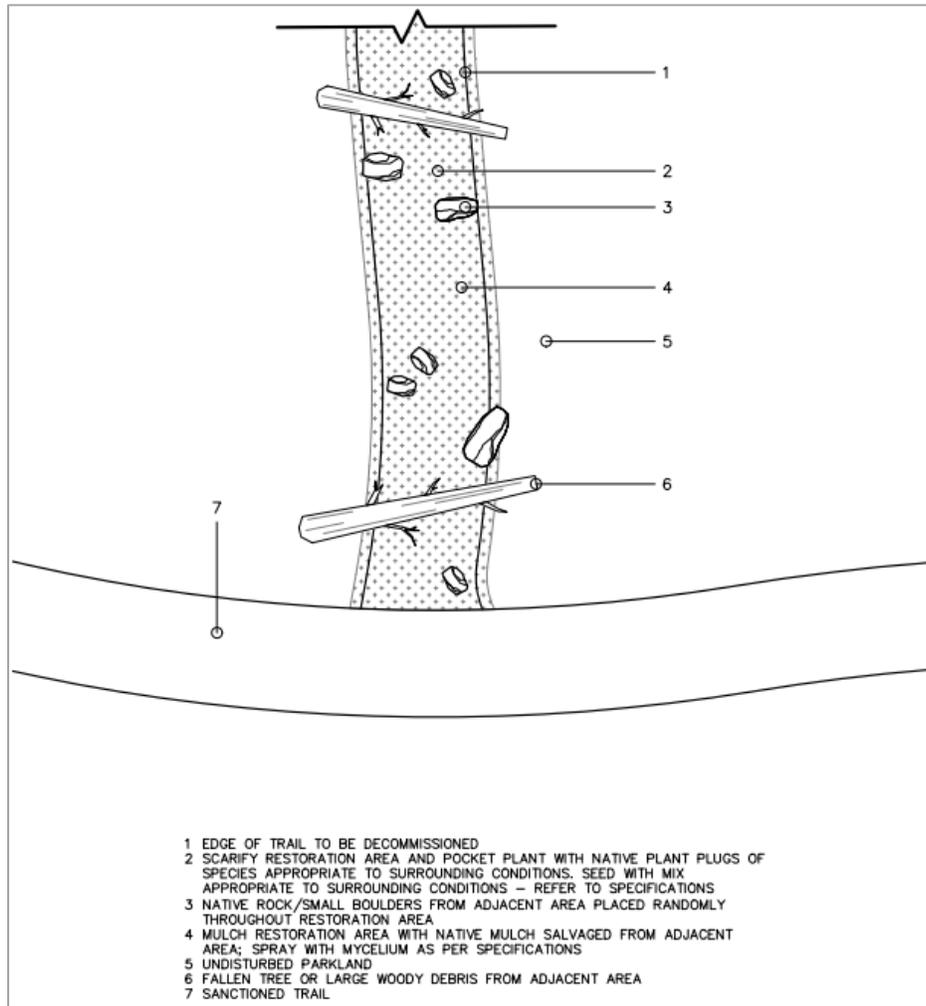
1 EDGE OF TRAIL TO BE DECOMMISSIONED
2 SCARIFY RESTORATION AREA AND POCKET PLANT WITH NATIVE PLANT PLUGS OF
  SPECIES APPROPRIATE TO SURROUNDING CONDITIONS. SEED WITH MIX
  APPROPRIATE TO SURROUNDING CONDITIONS – REFER TO SPECIFICATIONS
3 NATIVE ROCK/SMALL BOULDERS FROM ADJACENT AREA PLACED RANDOMLY
  THROUGHOUT RESTORATION AREA
4 MULCH RESTORATION AREA WITH NATIVE MULCH SALVAGED FROM ADJACENT
  AREA; SPRAY WITH MYCELIUM AS PER SPECIFICATIONS
5 UNDISTURBED PARKLAND
6 FALLEN TREE OR LARGE WOODY DEBRIS FROM ADJACENT AREA
7 SANCTIONED TRAIL

Figure 5 - Trail decommissioning example (RDCO, 2015)

Action 1.2 - Ensure the trail network is well integrated with the sidewalk network and cycling network

Trails in Summerland are located near interesting or popular natural features. These areas, which include Conkle Mountain, Cartwright Mountain, the Lakeshore, and Giant's Head Mountain are in different parts of the community and are unlikely to be connected with solely with new trails. To integrate trails with the rest of the community, careful attention must be paid to how they intersect with the cycling and sidewalk networks. Connecting trailheads means integrating directions to trails through wayfinding programs throughout the District.

As the District's Trails Master Plan was developed in conjunction with the Sidewalk Master Plan and the Cycling Master Plan, there are a number of projects that have been identified in the two

other plans that can have an impact on the trail network, as a result it is important that when discussing any new active transportation project in the District, all three plans are reviewed.

Action 1.3 - Work with partners to provide regional trail connections to adjacent communities

Summerland is part of the larger Regional District of Okanagan Similkameen, the closest communities to Summerland are Peachland and Penticton. The Penticton Indian Band land is located within the District, adjacent to the District's border to the south.

There are several important regional trail systems both existing and planned that move through Summerland that include the Kettle Valley Railway, the Fur Brigade Trail, and the trail network on Cartwright Mountain beyond the District's border **(Figure 6)**. Maintaining and improving these connections is key to improving active transportation and tourism connections to locations outside the District. Partnerships with neighbouring jurisdictions as well as local volunteer organizations are critical to developing these connections.

The District should continue to work with partners to explore opportunities to extend the cycling network into communities and land outside of the District's boundary. This action ties in closely with a number of strategies outlined in this plan and the proposed off-street pathway routes identified in **Figure 7**. Some of the key partners the District should work with include, the Regional District of Okanagan Similkameen, the Regional District of Central Okanagan, the Recreation Sites and Trails (RSTBC), Ministry of Transportation (for potential cycling connections on Highway and adjacent to Ministry infrastructure) and the Penticton Indian Band. Partnerships with other organizations such as clubs and environmental groups will also be important for making sure that regional connections are developed and maintained in a way that is amenable to users and in a way that is respectful of the environment.
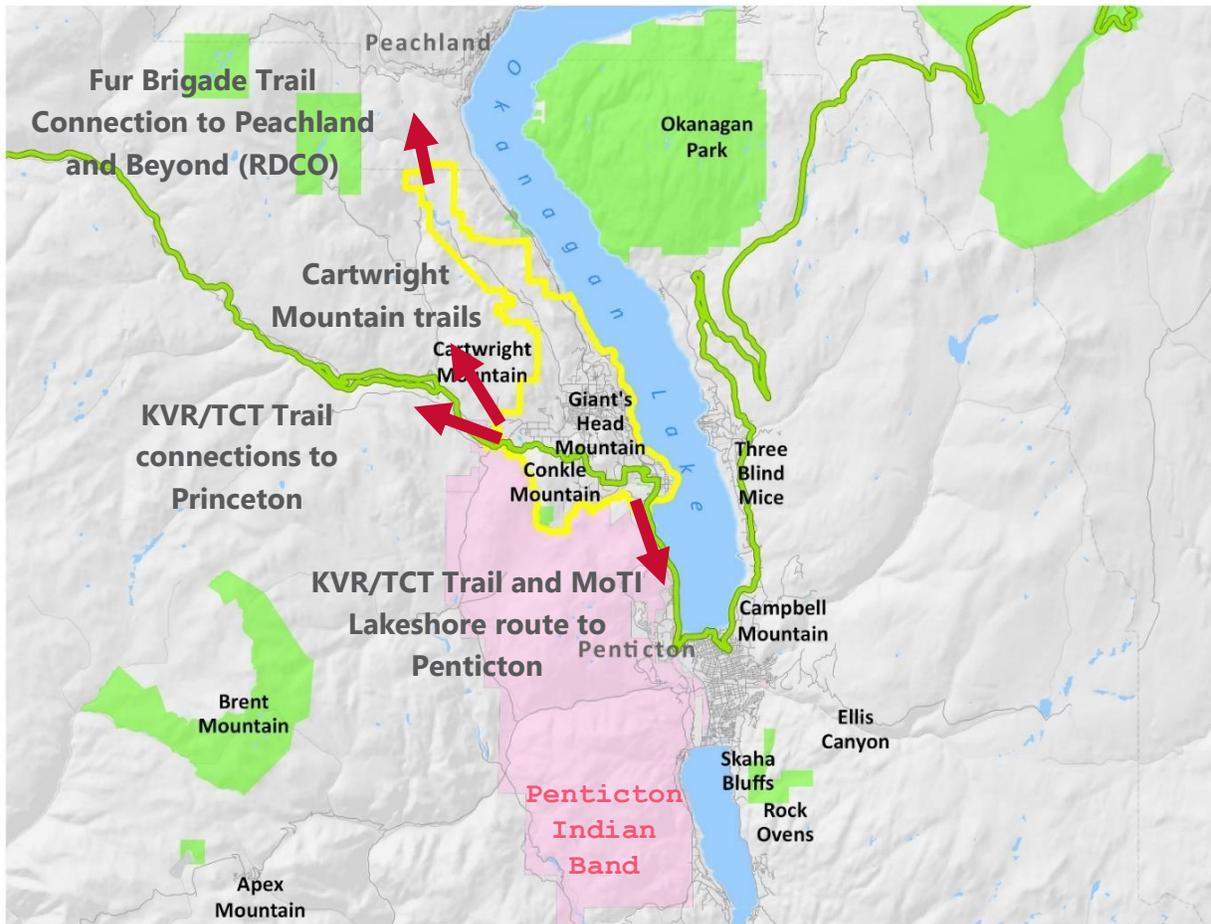
Figure 6 - Regional trail connections

Action 1.4 – Work with partners to Develop detailed Trails Re-Development Plans for Cartwright Mountain and Conkle Mountain

In 2018 the District of Summerland completed the Giant's Head Mountain Trails Re-Development Plan. This plan included detailed planning for how trails on Giant's Head Park would be used in the future and provided a detailed plan for decommissioning trails, developing new trails, and provided guidance on wayfinding and amenities at trailheads and environmental protection measures.

New Trail Re-Development Plans should be made for Mount Conkle and Cartwright Mountain. The District should work with partners to plan for the future use of these important recreation areas to ensure that they meet user needs, consider important environmental issues, and are sensitive to the needs of landowners. These areas are popular multi-use areas that need their own planning processes to come up with wayfinding and amenity strategies, multi-use strategies that are inclusive of all existing user groups.
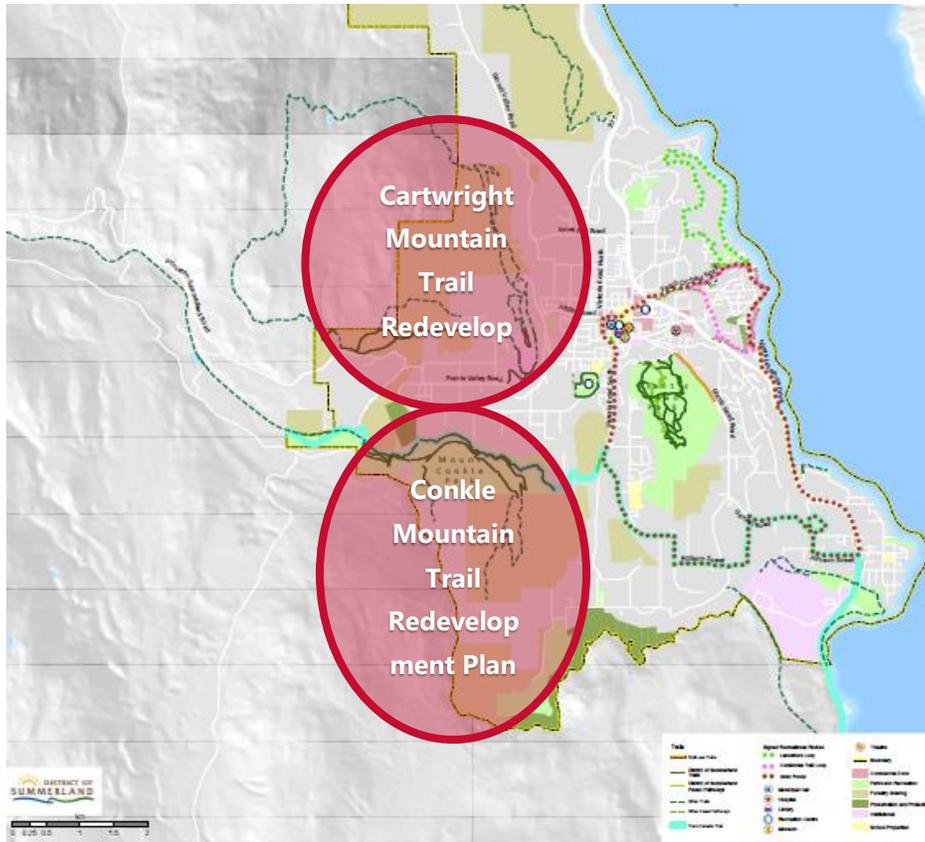
Figure 7 - Proposed Trail re-development plan areas

Action 1.5 - Develop and identify processes to support authorized trail building and address unauthorized trail building across multiple jurisdictions

Without detailed plans or visions for popular trail use areas, some user groups have moved in and started to develop their own trails. Additionally, old trails created from cattle ranching, or wildlife corridors, are being repurposed by new users. Many of these unsanctioned trails have not been built to any standard and are creating problems including safety and liability, user conflicts and environmental degradation.

The District does not have a formal process for engaging and partnering with trail users who wish to build and maintain trails. Establishing such processes would be useful in helping to communicate what the District's expectations are for safety, construction methods, environmental protection, and the number and types of trails present. These processes will differ with the land ownership of the trail area. Trails that traverse multiple land ownership types will have several different processes that apply to them. The table below lays out established and proposed processes for authorizing and decommissioning trails on District owned land, Provincial Crown land, and private land.

Table 3 Processes for authorizing trails

Process for Authorizing Trails		
District Owned Land	**Provincial Crown Land**	**Private Land**
The process for authorizing trails on District property should include the following: • Group initiates desire to build new trail • Determine merit of proposal and nature of potential District involvement • Determine trail type, need and appropriateness • Develop partnership agreements between involved parties. Proponents of trails should provide a trail management and design plan which includes the trail alignment, proposed use, applicable design guidelines that will be used, strategies for mitigating environmental impact and a plan for maintenance. Trail should also satisfy the Environmentally Sensitive Development Permit Area requirements. • If all requirements are met, the process should be approved.	• **Authorization to Build Trails (FRPA Section 57)** The most basic level of recognition by RSTBC simply allows a group to build a trail after working with RSTBC. These trails are authorized under Section 57 of the Forest and Range Practices Act. Although these trails are authorized, they are not protected from conflicting land uses and resource development. • **Trail Registration (Legally Established Trails - FRPA Section 56)** A registered trail is a legally protected trail. A group would apply to RSTBC to have their trail registered under section 56 of the Forest and Range Practices Act. Under this section "objectives" may also be established for a recreation site or recreation trail. According to staff from RSTBC, the most common objectives are established to distinguish between "motorized" and "non-motorized" use. Section 56 registered trails with objectives are recognized and protected with RSTBC. Any land user (e.g. a forestry company) doing work in an area must work with RSTBC to preserve the registered recreation sites and trails and develop strategies to address objectives. RSTBC will also only enter on working maintenance agreements for trails that are registered under Section 56.	**The process for authorizing trails on Private Property should include the following:** • Trail building on private land should only proceed with the expressed permission of the land owner. • Group initiates desire to build new trail • Determine trail type, need and appropriateness • Develop partnership agreements between involved parties. Proponents of trails should provide a trail management and design plan which includes the trail alignment, proposed use, applicable design guidelines that will be used, strategies for mitigating environmental impact and a plan for maintenance. Trail should also satisfy the Environmentally Sensitive Development Permit Area requirements. • If all requirements are met, the process should be approved.

Table 4 process for addressing unauthorized trail building

Process for Addressing Unauthorized Trail Building		
District Owned Land	**Provincial Crown Land**	**Private Land**
The process for decommissioning trails on District Land will include the following: • Unwanted, unsafe or environmentally damaging trails should be reported to the District by user groups, environmental groups or through annual District inspections. • Determine merit of proposal and nature of potential District involvement • Trails shall be closed according to closure practices outlined in relevant design guidelines as applicable by the trail type. This may include combination of signage, fencing or other physical barriers or environmental restoration. • Identifying unsafe, or environmentally damaging trails through regularly scheduled inspections performed by either the District or Adopt-a-Trail groups as appropriate.	• **Protection of recreation and range resources on Crown Land (FRPA Section 58)** Recreation areas or resources like trail can be closed under the Forest and Range Practices Act if it is deemed necessary by the Minister. These closures are most often put in place to protect environmental resources to promote ecological restoration. These closures are paired with signage that indicates the reason for the closure at access points and signage along the boundaries of closure area intended to keep people out. Trails are deactivated according to procedures published in the RSTBC Recreation Manual.	Trails should not be built on private land without the expressed permission and authorization from the landowner. Unauthorized and unwanted trails on private land should be removed from trail network maps and their accesses from District property closed. The landowner also reserves the right to block trail access on their land.

Recreation Sites and Trails BC (RSTBC)

Recreation Sites and Trails BC (RSTBC) is the Provincial organization responsible for planning and delivering Crown land recreation facilities in BC. While this organization focuses on Crown land, it does take into account existing plans from municipalities and regional districts. This plan in conjunction with coordination with the District of Summerland will be important for continuing discussions coordinating planning efforts for recreation management in and around Summerland with RSTBC. The District of Summerland should maintain contact with the RSTBC area Recreation Officer to ensure that their goals for recreation in the area are aligned.

Building trails and recreation sites on Crown land requires authorization from RSTBC to ensure they meet certain standards for safety, environmental protection, and liability. RSTBC is a division of the Ministry of Forests, Lands and Natural Resource Operations that provides safe, quality

recreation opportunities to the public. RSTBC will often partner with local organizations to establish and maintain recreation sites and trails. RSTBC authorizes the maintenance and development of recreation sites. Authorizations are granted and coordinated from their regional offices (e.g. Williams Lake). New recreation sites and trails on Crown land must be coordinated with RSTBC.

RSTBC enters into Partnership Agreements with legally established clubs and associations who wish to build and register trails on Crown land. These agreements are typically for five year terms and are renewable on expiry. The agreements set out the terms under which the club or association can use Crown land. The agreements include detail on legal responsibilities, permitted activities, insurance, plans, maintenance and design standards, user fees, structures, and annual reporting requirements.

RSTBC also keeps an inventory of authorized trails and recreation sites. Trail maps are available on their website at http://www.sitesandtrailsbc.ca.

Action 1.6 - Identify trail design standards for different users and activities

There are several design standards that have been carefully thought out for different types of trails. New trails should be developed either through area-specific redevelopment plans or through other processes which engage trail user groups and other stakeholders. Trail Re-Development Planning processes should reference user group specific trail standards as needed.

Appropriate trail standards should be chosen that reflect adjacent or integrated trail systems. Trail systems integrating with the RDCO or RSTBC trails should blend with these guidelines. Additionally, there are specific design guidelines for different types of trails that should be adopted as best practice.

- **General Hiking and Recreation**: Ministry of Forests Recreation Manual: Chapter 10 – Recreation Trail Management
- **Mountain Biking:** Whistler Trail Standards: Environmental and Technical Features, International Mountain Biking Association Trail Building and Design
- **Equestrian Trails**: USDA Forest Service: Equestrian Design Guidebook for Trails, Trailheads, and Campgrounds,
- **Motorized Trails:** RSTBC – Guidelines and Best Practices for Planning, Design and Development of Summer Off-Highway Vehicle Trails

Although there are several different design standards that will be applicable in different situations, the District should adopt general standards for hiking and walking trails based on RSTBC's Recreation Manual. These standards are used throughout the Province, including the adjacent Regional Districts. These standards are important for the Summerland context because many trails

on District property move into adjacent Crown lands. Adopting these standards for trail design will ensure a consistent experience through out the trail network.

Table 5 - Foot trail guidelines, RSTBC Recreation Manual, 2018

Trail Types	Uses	Tread Width	Grade
Type I	High standard, short walks 5-30-minute duration Steady two-way traffic	2.0 m	<= 8% Average <= 5%
Type II	Walking trails Minutes to 2 hours duration 1 - 6 km	1.25 m	<= 10% Average 5 - 8 %
Type III	Single file, hiking trails 1-7-hour day use, overnight and multi-day 3-20 km or more	0.75 m	<= 10-12%
Type IV	Backcountry hiking trails Multi-day Light use	0.50 m	N/A
Type V	Backcountry routes over difficult terrain Overnight to multi-day	N/A	N/A

Action 1.7 - Maintain and regularly update an inventory of existing trails

Several maps for trails and recreation routes exist for Summerland. These maps are produced online and in hardcopy by the District, various user groups, the local tourism agency, and others. Although there are several resources available for finding information about trails, there is no

single repository for information. The District should maintain an inventory of trails that is made available online and in hard copy at key locations. The current up to date trail inventory is presented in **Figure 1**.

The trail network inventory should be treated as a living document and should be checked and updated annually. The trail network inventory is already integrated with the District's asset management system and should be updated as is dictated by that process. The inventory should represent the alignments of trails within the District and include the following attributes:

- Park Name (if applicable)
- Trail Name
- Authorization or Ownership Details
- Maintained By
- Funding Agency
- Surface material

- Width
- Install Year
- Condition
- Permitted users
- Last Inspection Date

Trail Network: Summary of Actions

The actions that have been developed to under the theme **Trail Network** are summarized below:

- **Action 1.1**: Identification of new trails and trail networks and strategies to decommission trails
- **Action 1.2**: Ensure the trail network is well integrated with the sidewalk network and cycling network
- **Action 1.3**: Work with partners to provide regional trail connections to adjacent communities
- **Action 1.4**: Work with partners to Develop detailed Trails Re-Development Plans for Cartwright Mountain and Conkle Mountain
- **Action 1.5**: Develop and identify processes to support authorized trail building and address unauthorized trail building across multiple jurisdictions
- **Action 1.6**: Identify trail design standards for different users and activities
- **Action 1.7**: Maintain and regularly update an inventory of existing trails

THEME 2 – TRAIL RECREATION MANAGEMENT STRATEGY.

Collaboration between the District, user groups, landowners, environmental groups and other stakeholders will be important for improving and formalizing Summerland's trail network. This theme describes actions that would support this collaborative process.

Action 2.1 - Work with neighbouring landowners, stakeholders, and volunteer groups to identify roles and involved parties for the development of a Trail Recreation Management Strategy

Building new trails requires partnerships with landowners, user groups and environmental stakeholders. Although the District is able to build trails on land that it owns, trail users in Summerland prefer to wander further afield than is possible on District land alone. To build longer trails the District must partner with its neighbours and user groups who wish to use the trails in order to deliver a high quality experience. **Figure 8** displays the proposed and current trail networks in conjunction with the land ownership type.

Figure 9 displays a framework for how the District and its partners could approach building new trails within District boundaries. The process is initiated by parties interested in building new trails. The process then identifies important steps in determining the trail type, land ownership, partner agreements and building and maintenance standards that should apply. With open dialog between interested parties, this process could facilitate responsible new trail building.

This process could also be followed to identify and decommission trails that are no longer needed, or that have degraded to a point where they are obsolete. Trail design standards referenced in **Action 1.6** include information on how to properly decommission trails.

Parcel Map BC - Ownership

- Federal; Crown Provincial; Crown Agency
- First Nation
- Municipal
- Mixed Ownership
- Private
- Unknown; None

Trails

- Off-Street Pathway
- District of Summerland Trails
- District of Summerland Paved Pathways
- Other Trails
- Other Paved Pathways
- The Great Trail (Trans Canada Trail)

- Municipal Hall
- Hospital
- Library
- Recreation Centre
- Museum
- Theatre
- Boundary

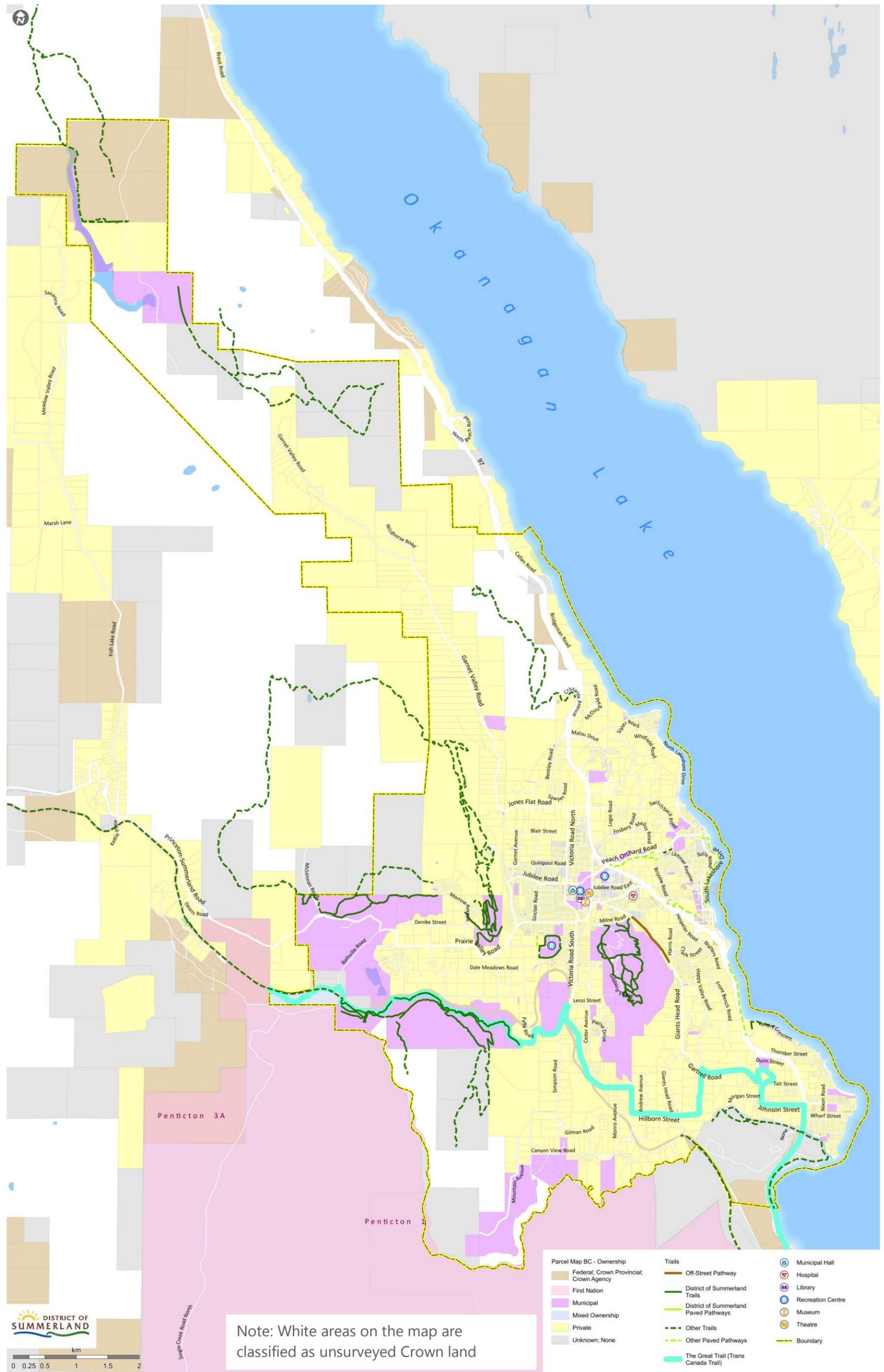Note: White areas on the map are classified as unsurveyed Crown land

Figure 8 - Current Trail Networks with Land Ownership Types

Process to Create New Trails with Variable Landownership

Step 1

Group initiates desire/idea for a new trail and gets District approval

District of Summerland	User Group or Club	RSTBC	Other/Private

Step 2

Determine trail type

Mountain Bike Trail	Hiking/ Walking Trail	Equestrian Trail	Motorized Trail

Step 3

Determine land ownership

District Land	Provincial Crown Land	Private Land

Step 4

Perform Environmental Review and get necessary approvals

District of Summerland	Environmental Groups	RSTBC

Step 4

Make agreements with landowners and approving bodies for trail construction and maintenance

District of Summerland	User Group or Club	RSTBC	Other/Private

Step 5

Use applicable trail standards to finalize trail design, maintenance and provision of amenities

Mountain Bike Standard (IMBA/ Whistler)	Hiking and Walking (RSTBC Recreation Manual)	Equestrian Trail Standard (USDA Forest Service)	Motorized Trail (RSTBC Off Highway Vehicle Guide)

Step 6

Build trail that honours landowners, uses responsible construction techniques and fosters continued collaboration
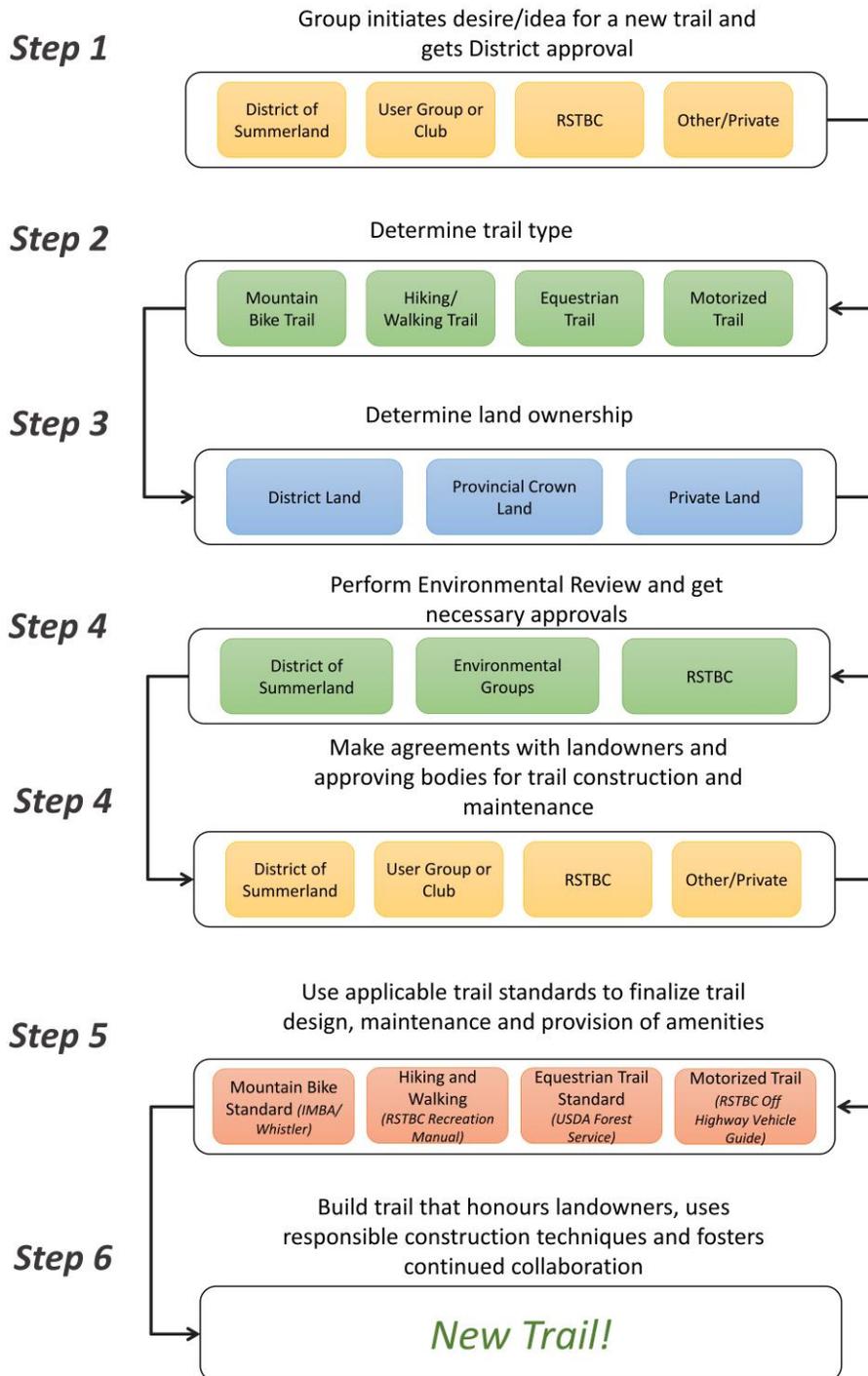
New Trail!

Figure 9 – Process to create new trails with variable land ownership

Aside from building new trails, the District has several options available to interface with user groups and individuals who wish to donate their time or resources to improving the trail experience in Summerland. Four different mechanisms are detailed below.

District Volunteer Program

The District has interfaced with volunteer groups on certain projects in the past related to parks or other civic works. To date, this program is not finalized. Other jurisdictions such as the District of North Vancouver have established volunteer programs where people can help build or maintain trails. North Vancouver has a large mountain biking community, and their program was very important for opening a conversation between the District and groups who were building unauthorized trails. Through the volunteer program, the District of North Vancouver holds training with their operations and maintenance and parks staff to educate trail builders on the standards that trails need to be built and maintained to. This program is also a gateway for school groups to volunteer their time on different District initiatives.

The District of Summerland could explore setting up a more formalized volunteer program where they interface with individuals and groups wishing to build or maintain trails. A volunteer program for trail builders could be composed of a training session for trail builders where the District communicates its requirements in terms of design, maintenance, inspection, environmental protection and navigating its general process for approving new trails (outlined above in **Action 2.1**). This can also include some information on fundraising.

Adopt-a-trail program

The District currently runs an Adopt-a-trail program, that encourages private public partnerships with local clubs, and organizations to provide litter pick up along trails. The current adopt-a-trail program could be expanded to include more language on maintenance standards and inspections as the District sees fit. The adopt-a-trail program could be run in tandem with a new District Volunteer program. A user group or club would apply to take care of a trail to ensure that it remains usable. The adopt-a-trail program could be an important component of the District's trail authorization process (outlined in **Action 1.5**). If a user group was willing to adopt a trail, they might be more amenable to the District to authorize it.

Amenity Donation Program

The District of Summerland has a bench donation program where residents can sponsor a bench in the name of a loved one or a community organization. The donation program can be expanded to allow residents to donate commemorative items along trails. Benches could be added to scenic lookouts along trails and trail heads. Other amenities that could be donated include bike repair stands, picnic tables, or equestrian mounting blocks.

Trail Pass Program

Trail groups in other jurisdictions sell memberships or trail passes to help pay for advocacy and trail work. The Penticton Area Cycling Association (PACA) sells annual memberships for $25 per year. PACA also get support from local government and businesses. Summerland may wish to explore the possibility of supporting PACA or some other trail groups that could offer a trail pass or membership program

Volunteer/Partnership Agreements

Volunteer or Partnership agreements will be needed should the District wish to work with different stakeholder groups to maintain, build and inspect trails on District property. These types of agreements are already widely used between the Province and stakeholder groups who wish to do the same on Crown land. These agreements may also be beneficial for private land owners who are also looking to interface with user groups to provide trails on their land. Volunteer and Partnership Agreements outline the legal terms of an arrangement between two parties. These agreements are needed to protect both parties when working together. The District should only enter into partnership agreements with official clubs that have insurance.

Recreation Sites and Trails forms Partnership Agreements with volunteer groups and clubs all over the province. These partnership agreements include detailed information on the nature of the agreement and includes, but is not limited to detail on the following:

- Legal Names of all parties
- Terms of the agreement
    - Services Agreement
    - Duration and Modification
    - Representation of the Agreement Holder
    - Indemnity and Waiver
    - Insurance
    - Records Management & Inspection
    - Disposition of Improvements
    - Miscellaneous Terms and Conditions
    - Fees
    - Interpretation
    - Designated Contacts
- Schedules
    - Agreement Area
    - Services and Special Provisions
    - Insurance
    - Annual Reporting
    - Operational Standards
    - Annual Operating Plan
- Appendices

- – Partnership Agreement Engagement Summary
- – Initial Trail & Feature Inventory Assessment Form Template
- – Annual Trail Inspection Form Template
- – General Liability Insurance Policy Summary
- – Accidental Death and Dismemberment Insurance Summary
- – Frequently Asked Questions and Answers

Regarding Motorized Use

There are many people who enjoy the outdoors on off road vehicles (ORVs) in Summerland. At present there are no areas within the District of Summerland where the recreational use of these vehicles is permitted. Motorized use is prohibited in all District parks and closed in many areas due to environmental and user conflict concerns. Throughout the planning process motorized users indicated that their main riding areas were outside of District boundaries, and that they would like to find ways to reach these areas easier. Popular riding areas outside the District primarily consist of Provincial Crown land through which RSTBC and other provincial agencies, authorize recreation access.

RSTBC partners with local user groups and clubs to deliver recreation facilities throughout the province. RSTBC partners must agree to perform maintenance and keep new recreation areas up to RSTBC standards. With sufficient partnerships, funding and interest in place RSTBC will work to develop a plan for future recreation amenities.

Currently there are no such partnerships or plans in place for areas that border Summerland. Should local motorized groups wish to facilitate access to Crown lands from within the District boundaries, they should contact RSTBC to begin a dialogue.

Action 2.2 - Identify possible structures for Trail Recreation Management Organization

Stakeholders wishing to advance and continue trail opportunities in Summerland may wish to consider consolidating management activities. Currently, there are many interests and several groups that deliver a wide variety of recreation programs on an individual basis. Management of trails within the District of Summerland could benefit from consolidating management activities. Some benefits of consolidated management include:

- Pooling volunteer resources to help respond to volunteer burnout.

- Shared administrative load. Gain efficiencies of scale for administrative tasks.

- Higher success rate for grant funding. A more formalized consolidation may have more success in obtaining grant funding.

- More attractive sponsorship and advertising partner. A broader organization would have a larger user base and wider marketing reach making it a more attractive sponsorship partner.

Two options for consolidating management are below.

Trails Committee

The District may consider the development of a Trails Advisory Committee to help guide the future development and maintenance of trails within the District. Such a committee should include the District, members from relevant user groups, environmental groups, and landowners/managers that evenly represent the competing interests of the overall trail network. The Trails Advisory Committee could discuss future directions for trails and coordinate volunteer maintenance and administration where it was relevant. The District could offer meeting space free of charge to community groups in the municipal hall or the recreation center. This provides a good low-risk opportunity to explore co-management of trails in Summerland that includes all interested parties. If the constituent user groups find that the Recreation Committee is valuable, it may wish to evolve into a more formalized association as described below.

Recreation Development Associations

Recreation Development Associations (RDAs) are organizations that coordinate recreation resources and user groups for a given area. RDAs can act as central bodies for several different recreation user groups to raise funds, deliver maintenance services and promote recreation activities in an area. Organizations like this can gain broader support from the community because they represent many different interests. This broader representation makes it easier for an RDA to approach local businesses.

The Valemount & Area Recreation Development Association (VARDA) is a non-profit association made up of local recreation user groups and local businesses. VARDA is involved in area management for snowmobiling and mountain biking and is also an advocate and educator for the sustainable use of public land. Each member club of VARDA maintains its autonomy but participates in monthly strategy meetings to manage recreation in the Valemount area. The key to VARDAs success is that it has a dedicated full-time staff member that acts as a coordinator, negotiator, promoter and grant writer, and its broad support from local business.

VARDA collects user fees for memberships and trail passes as well as sponsorship donations from local businesses. Individual memberships to VARDA offer discounts to local businesses as an incentive. Many businesses display certificates of their support for VARDA and residents display VARDA stickers on their vehicles. More information: http://www.ridevalemount.com/

The Shuswap Trails Alliance is another organization that works to deliver a consistent and high-quality trails experience in the Shuswap area. The group has been very successful in making connections with local First Nations to incorporate traditional stories and place names into the trail network. More information: http://www.shuswaptrails.com/

Trail Recreation Management Strategy: Summary of Actions

The actions that have been developed to under the **Trail Recreation Management Strategy** theme are summarized below:

- **Action 2.1** - Work with neighbouring landowners, stakeholders, and volunteer groups to identify roles and involved parties for the development of a Trail Recreation Management Strategy

- **Action 2.2** - Identify possible structures for Trail Recreation Management Organization

THEME 3 – ENVIRONMENTAL PROTECTION.

The South Okanagan has some of Canada's most diverse and fragile ecosystems. This theme speaks to the importance of environmental oversight when constructing new trails and maintaining existing ones.

Action 3.1 - Work with partners to develop a process to plan and manage access to trails through environmentally sensitive areas

This action described the importance of working with environmental stakeholders to ensure trails are built responsibly. This will include working with the South Okanagan Similkameen Conservation Program (SOSCP) and other partners to ensure the trails are planned and managed to mitigate impacts to species and risk, impacts to ecosystems at risk, and wildfire risk and to include design considerations and environmental protection measures. Additionally, the Environmental Background Report provides a list of recommendations related to environmentally responsible trail building, including managing access though sensitive areas, and can be found in **Appendix C**.

The South Okanagan is one of Canada's most sensitive landscapes. It is sensitive to drought, wild fire and human impacts. These are animal and plant species here that are specially adapted to this unique climate that are extremely sensitive. The District should work with SOSCP and other environmental partners to ensure that trails are planned and managed to mitigate impacts to species at risk impacts to ecosystems at risk and wildfire risk.

Access to environmentally sensitive areas should be managed during the development of new trails or the development of new trail development plans, or as new environmental concerns related to existing trails (authorized or otherwise) are identified. Environmental partners such as SOSCP can help identify areas or specific concern that need careful consideration. An overview of critical habitat and species and ecosystems at risk within the District is provided in **Figure 10.**
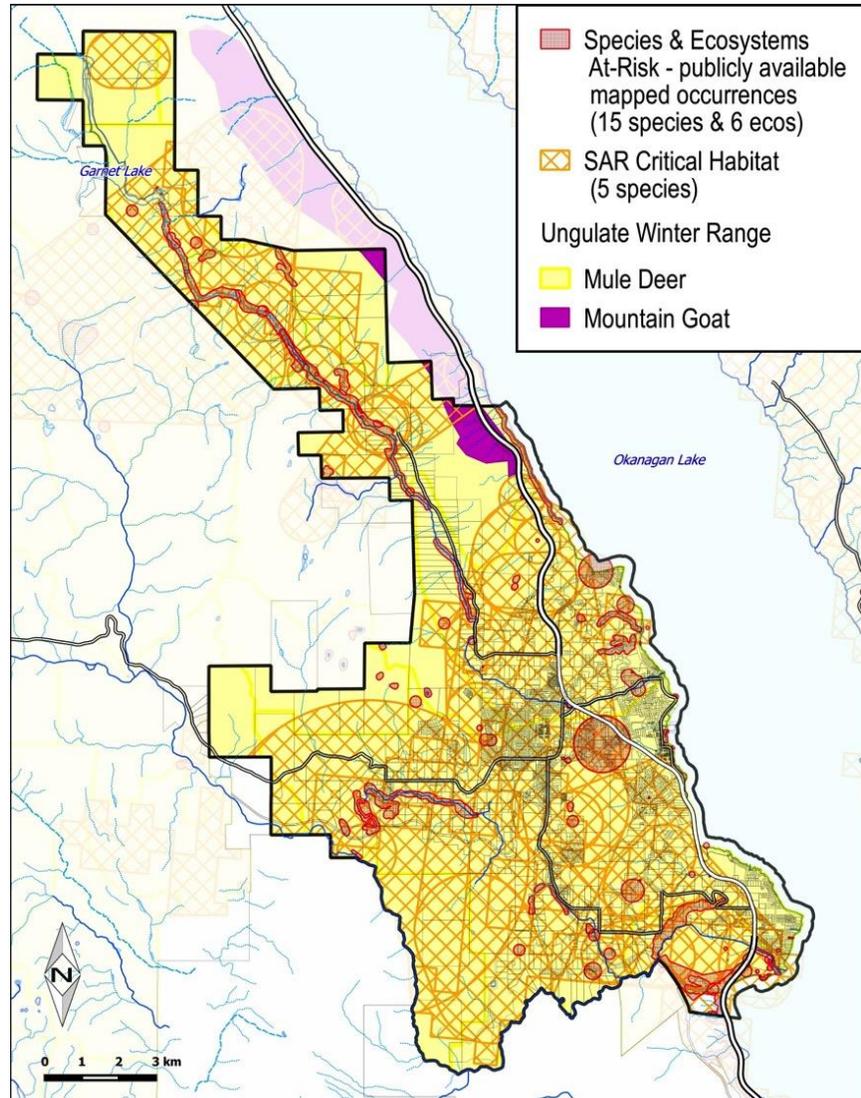
Figure 10 - Species and ecosystems at risk within the District of Summerland (SOSCP, 2018)

Action 3.2 - Work with partners to develop a process to manage erosion, environmental degradation, and invasive species

As the trail network in Summerland evolves, existing trails will be upgraded, and new trails may be built. As these activities occur it will be important to ensure that new upgrades and construction proceed in a manner that is sensitive to the landscape. As part of the trail development process the District should work with SOSCP, the Summerland Environmental Science Group (SESG), Okanagan and Similkameen Invasive Species Society (OASISS) and other environmental partners to ensure that trails are designed to limit:
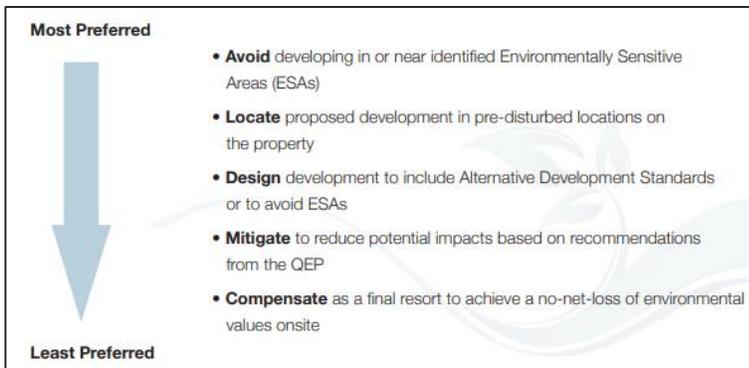
- Soil erosion

- The spread of invasive plant species

- Wildlife disturbances

- Damages to sensitive habitat (e.g. mud bogging in wetlands)

- Barriers to species movement

- Fragmentation of habitat.

In addition, the District should ensure that appropriate trail design and construction guidelines are being followed as trail development proceeds. Existing trail design guidelines such as those provided by RSTBC, IMBA, or the USDA include environmental protection measures that should be used as a starting point for trail design. Environmental partners such as SOSCP, SESG and OASISS can aid in ensuring that specific parameters of the design guidelines are appropriate for the given trail context as needed.
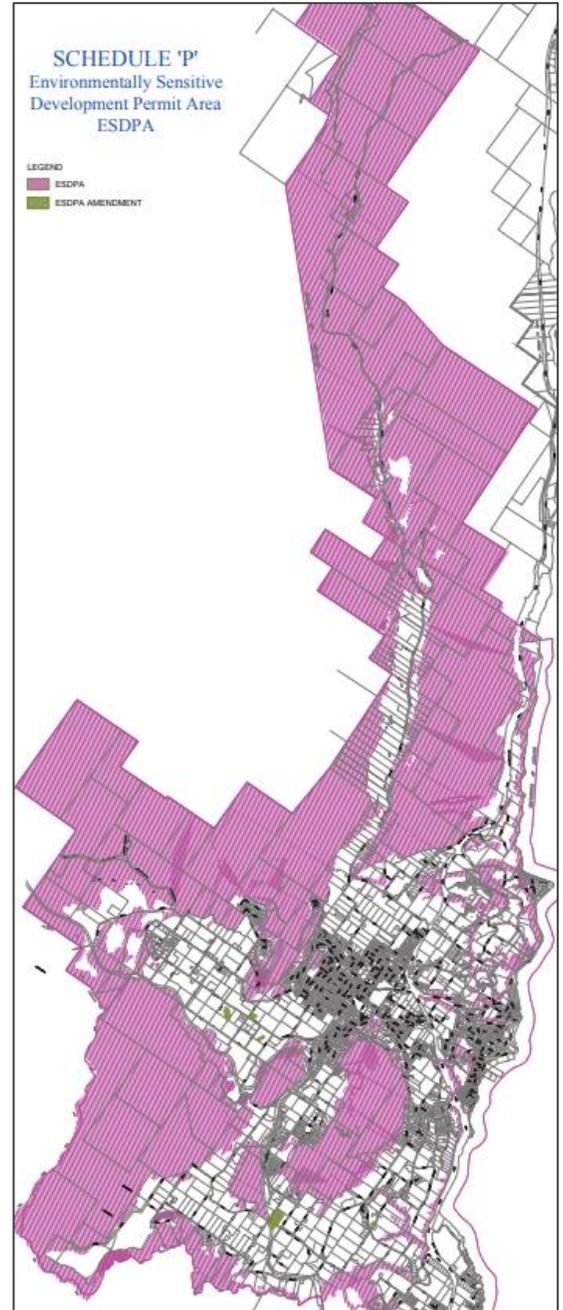
Action 3.3 - Develop a process to ensure new and existing trails consider environmental, geotechnical and other considerations

The majority of the District of Summerland's most popular trail areas fall within the existing Environmentally Sensitive Permit area designation as identified in the OCP. As such there is a clearly identified process for developing within these areas outlined in the District's "Guide to Development in Sensitive Areas". Although the document is intended for traditional development, the document could also be applied to the construction of trails. The District could also consider enacting this process for trails that fall out side of the development permit area as a best practice for trail development.

Most Preferred

- **Avoid** developing in or near identified Environmentally Sensitive Areas (ESAs)
- **Locate** proposed development in pre-disturbed locations on the property
- **Design** development to include Alternative Development Standards or to avoid ESAs
- **Mitigate** to reduce potential impacts based on recommendations from the QEP
- **Compensate** as a final resort to achieve a no-net-loss of environmental values onsite

Least Preferred

Figure 11 - Preferred approaches for development in environmentally sensitive areas.

The guide outlines a preferred approach for development in sensitive areas that gives preference to projects that avoid development in sensitive areas first and that requires compensation for environmental areas affected by development only as a last resort **(Figure 11).**

Figure 12 - Environmentally Sensitive Areas Development Permit Area (District of Summerland, 2010)

Environmental Protection: Summary of Actions

The actions that have been developed to under the **Environmental Protection** theme are summarized below:

- **Action 3.1** - Work with partners to develop a process to plan and manage access to trails through environmentally sensitive areas

- **Action 3.2** - Work with partners to develop a process to manage erosion, environmental degradation, and invasive species

- **Action 3.3** - Develop a process to ensure new and existing trails consider environmental, geotechnical and other considerations

THEME 4 – WAYFINDING AND AMENITIES.

Trail users in Summerland area are diverse with different needs. This theme presents actions that identify and support the development of improved wayfinding programs and providing amenities on trails.

Action 4.1 - Develop and implement trail wayfinding guidelines

Well designed wayfinding and signage allows trail users to navigate and use trail networks with ease and efficiency. Wayfinding systems act as visual aids to help users know how to interact with the space and help to ease or prevent potential conflicts between users, the environment or other hazards to facilitate positive experiences. Proper wayfinding signage is lacking on most trails in Summerland. This absence of signage information makes it difficult for people to know where to go and which trails, they should be using. Wayfinding signage can also communicate important details on the intended use and difficulty of certain trails. It can also remind users of the etiquette they should be following so they know when to give way to more vulnerable users.

Wayfinding should mesh with adjacent standards for signage. Many trails on District land extend into adjacent private or Provincial Crown land. The Province, through RSTBC, has their own signage standards that are well established. Private land owners may choose to have signs that look different as well. It is important to coordinate with adjacent land owners to ensure that wayfinding systems mesh together. This is best done as signs get implemented for each trail.

Suggested components and partnerships for implementing wayfinding signage are presented in the **Table 6** below. Key transitions that will need to be managed include those between District land and private or Provincial Crown land. Key transitions are described below:

District Land to Private Land

When implementing signage along a trail that moves between District Land and private land, the District should contact the property owner to ensure that they authorize the presence of the trail. The District should then work with the property owner to see if they have any concerns that they would like to have reflected in the signs. The District can offer to use signs that are consistent with sign available on District trails.

District Land to Provincial Crown Land

When implementing signage along trails that move from District land to Provincial Crown land, the District should work with RSTBC to ensure that the trail in question is authorized and permitted under the Forest and Range Practices Act. If this trail is authorized, it should work with RSTBC to adopt their standard for signage.

Table 6 Wayfinding Management Guidelines

Sign Type	Placement	Components	Standard	Purpose	Responsibility			
					District of Summerland	User and Stakeholder Groups	RSTBC	Private Owners
Trailhead Kiosk	Trailheads	Area map Safety Information Trail Etiquette Information Environmental Information	District of Summerland/ RSTBC	To provide an overview of the trail use area and to provide information to trail users regarding safety, the environment, etiquette and wayfinding	✔		✔	
Trail direction sign	Trail intersections	Direction Trail Name Trail Difficulty (if applicable) Trail User (if applicable)	District of Summerland/ RSTBC	To provide direction information and indicate the difficultly level and user types permitted on the trail.	✔	✔	✔	
Property Sign	Where trails cross property lines	Small information sign	District of Summerland	To alert trail users when they are leaving District owned property.	✔			✔
Trans Canada Trail Signage	Along the Trans Canada Trail	TCT Logo, directional arrows	Trans Canada Trail	To indicate the route for the Trans Canada Trail		✔		
Environmental Signage	At points of special environmental consideration	Interpretive sign	District of Summerland/ SOSCP	To indicate where and explain where environmentally sensitive areas are and to discourage disturbance	✔	✔		
Historical or interpretive signage	At important historical locations	Interpretive sign	District of Summerland	To provide information on interesting historical events.	✔	✔		
Hazard signage	At natural hazards, or busy road intersections	Warning Sign	District of Summerland/ RSTBC	To warn trail users of potential hazards	✔		✔	
Etiquette signage	At trailheads, trail intersections	Etiquette Sign	District of Summerland/ RSTBC	To communicate the appropriate rights of way for shared trails and to communicate proper trail use.	✔	✔	✔	✔

Action 4.2 - Develop a hierarchy for trail amenities and information along with trail amenity standards

The Summerland Parks and Recreation Master Plan suggests amenities that should be provided at trail heads. Desired amenities include waste/recycling bins, signage and dog waste bags where dogs are permitted. These would provide a basic level of service at trailheads that could be easily implemented. At popular multi use areas, different amenities could be considered. Amenities for specific user groups could be considered upon consultation. One method for supplying new amenities at trail heads could be through a donation program such as the bench donation program.

Table 7 displays a suggested plan for supplying amenities at trailheads in the District. Standard trailheads provide basic amenities for walkers and hikers, amenities at multi use areas may warrant additional facilities depending on the user groups present, the involvement of local clubs and the ability to obtain funding for upgrades.

Table 7 Hierarchy for amenities at District Trailheads

Amenity Type	Description	Placement		
		Standard Trailhead Amenities	Context Dependant Amenities for Urban Trails	Context Dependant Amenities for Nature Trails
Trailhead Kiosk	To provide an overview of the trail use area and to provide information to trail users regarding safety, the environment, etiquette and wayfinding	✔		
Waste/recycling bins	Animal proof waste/recycling bins at nature trail heads and standard park waste bins at urban trail heads.	✔		
Dog bag dispenser	Provide bags to dog owners so they can clean up waste. These should be provided where dogs are permitted.		✔	✔
Bench	Standard park benches near trail kiosks.		✔	✔
Picnic Table	Standard picnic tables near trail kiosks.		✔	✔
Parking Area	To indicate where and explain where environmentally sensitive areas are and to discourage disturbance	✔		
Lighting	Lighting at trail heads and parking areas.		✔	✔
Bike Repair Stand	Bike wash station at major mountain biking trail head areas such as Conkle Mountain. Allow users to make quick repairs to their bikes.		✔	✔
Bike Wash	Bike wash station at major mountain biking trail head areas such as Conkle Mountain. Allow mountain bikers to hose off their mountain bikes after a muddy ride.			✔
Mounting block	Mounting blocks present at equestrian trailhead areas such as Conkle Mountain and Cartwright Mountain. Mounting blocks allow for easier mounting of horses.			✔
Watering Trough	Watering trough present at equestrian trailhead areas such as Conkle Mountain and Cartwright Mountain. Intended to provide water to horses.			✔
Water fountain	Add water fountains. Consider adding fountains that also have water bowls for dogs.		✔	✔
Toilets	Add toilet facilities at important and busy trailheads.		✔	✔
Boot Brush Stations	Add at hiking trails do help limit the spread of invasive species			✔

Action 4.3 - Develop staging areas for users where applicable

Staging areas at trail heads are important so that users can organize themselves and prepare for their adventures. These areas have different requirements depending on the user group. For example, equestrians may need extra space for trailers. These and other amenities are described in more detail in this section.

Issues for single use staging areas have been noted by other jurisdictions. The note below offers some cautionary language that emphasizes the importance of planning and monitoring staging areas appropriately. All staging areas should also be planned and designed with environmental values and oversight by the District and its environmental partners.

> *Note:*
>
> *Other jurisdictions have found that single use staging areas can be an attractant for large gatherings (bush parties). These areas are usually large, open and isolated which makes them especially amenable to large gatherings. Complaints from these range from fires, drugs and alcohol, noise and garbage and human waste and illegal shooting. The Thompson Rivers Forest District published the "Off-road vehicle recreation strategy – Recommendation paper" which lays out some possible strategies for mitigating issues related to bush parties that include:*
>
> - *Mixing of staging areas - integrating multiple user groups into one area*
> - *Outreach and education*
> - *Involving local clubs in the fundraising and upkeep of staging areas so there is a sense of ownership*
> - *Establishing a voluntary trail pass program that helps to pay for maintenance*

Staging areas for equestrians

Staging areas for equestrians may require more room to accommodate horse trailers. Beyond space requirements, there are specific amenities that can make the trail head experience more pleasant that include:

- Mounting blocks
- Watering trough for horses
- Hitching posts
- Manure bins

These amenities can be integrated at any trailhead and can help promote the understanding of shared usage amongst all users.

Equestrian staging areas should be developed at Mt Conkle and Cartwright Mountain/North Prairie Valley Lands

Staging areas for mountain bikes

Mountain bike staging areas have few requirements beyond parking. However, the inclusion of specialized amenities such as repair stands, and bike wash stations can make the experience better for users. In other jurisdictions such as the Hartland Mountain Bike Park in Saanich BC, staging areas include technical training areas near the trail head.

Mountain bike staging areas should be developed at Mt. Conkle and Cartwright Mountain.

Figure 13 - Bike wash station at Mt. Fromme, District of North Vancouver (Trailforks.com, 2018)

Staging areas for motorized users

Staging areas for motorized users should only be built if sufficient partnership agreements and recreation plan requirements for lands to be accessed are met by RSTBC. No such plans or partnerships are currently in place for lands bordering the District so no staging areas are recommended at present. Should RSTBC wish to proceed with developing new motorized recreation areas near Summerland, a possible staging area within the District may be revisited as described below.

Staging areas for motorized users are intended to allow adequate space for trailers so that users can safely unload their off-road vehicles (ORVs). These areas should have hard gravel surface that is resistant to damage from off road vehicles. Hard surfaces composed of large granule gravel is also less desirable to ride on which discourages damage of staging areas. Important amenities to include at motorized vehicle staging areas include:

- Animal proof waste and recycling bins
- Trailhead kiosks with etiquette and environmental information (including authorized routes and area closures).
- Adequate space for trailers and safe loading
- Loading ramps

Action 4.4 - Ensure parking considerations are identified at trailheads

A common issue identified in the Summerland Parks and Recreation Master Plan was a lack of parking at key locations. As recreation amenities trail use areas have similar parking challenges. Many trail areas throughout the District are separated from where people live, so many users choose to drive to the trailhead. Parking areas should be clearly marked and integrated with staging areas.

Parking areas should be monitored periodically to ensure that there is adequate supply. Where parking is found to be constrained (such as at Cartwright Mountain), appropriate overflow street parking areas should be identified.

Planning of new parking areas should involve a Qualified Environmental Professional to ensure that they are not planned within critical habitat areas.

Popular parking areas should also be cleared of snow in the winter as appropriate.

Wayfinding and Amenities: Summary of Actions

The actions that have been developed to under the **Wayfinding and Amenities** theme are summarized below:

- **Action 4.1** - Develop and implement trail wayfinding guidelines
- **Action 4.2** - Develop a hierarchy for trail amenities and information along with trail amenity standards
- **Action 4.3** - Develop staging areas for users where applicable
- **Action 4.4** - Ensure parking considerations are identified at trailheads

THEME 5 – MAINTENANCE AND INSPECTION

This theme presents actions that support the inspection and maintenance of trails in the District. Maintenance and inspection activities will be collaborative, and efforts will be shared among user groups and stakeholders. Some maintenance activities can have negative environmental effects depending on the time of year and specific circumstances. It is good practice to check in

with an environmental planner at the District of Summerland or a registered Qualified Environmental Professional (QEP) before proceeding with works to confirm that the activities are mindful of their environmental setting.

Action 5.1 - Develop and follow formalized maintenance and inspection policies and procedures for District trails

There are few documented standards for the frequency and types of maintenance that trails receive in Summerland. The District should review these standards annually to ensure that they are sufficient to maintain a consistent and safe trail experience available to trail users and are practical given the availability of District resources. Some trails may have different maintenance standards that should be cross-referenced with applicable design guidelines depending on the trail use type.

Trails that are used year-round may have different maintenance standards depending on the season. These standards should be determined by working with winter and summer user groups for different trails to assess their needs. **Table 8** provides guidelines on maintenance activities that should be carried out for all trails and lists the frequency of each activity and the party who should be responsible.

Table 8 Maintenance Plan

Activity	Frequency of Activity	Responsibility		
		District Operated Trails	**User Adopted Trails on District Land**	**Trails on Provincial Crown or Private Land**
Regular garbage pick-up and clean-up of trail head and staging areas	Monthly	District of Summerland	District of Summerland	Landowner and user groups
Ensure that the trail surface is free from wind fallen debris and downed trees	Annually in early spring for summer use trails. Annually in Fall for winter use trails. Annually in spring and fall for trails used in summer and winter	District of Summerland	Group that adopted the trail	User groups
Annual vegetation trimming. Trim vegetation so that it does not encroach into the trail area. Horizontal clearance should be at least 2.5 metres and vertical clearance should be 3 metres from the trail surface. (RSTBC Recreation Manual 2018)	Annually, Fall (September – December) *	District of Summerland	Group that adopted the trail	User groups
Annual invasive species clearing	Annually, Fall (September – December) **	District of Summerland	Group that adopted the trail	User groups
Annual garbage pick-up along trail	Fall	District of Summerland	Group that adopted the trail	User groups
Note any major damage or degradation that will need more involved repairs. Major repairs should occur in the spring to ensure that the trail is in good condition prior to the arrival of higher summer volumes.	Annually, in early spring	District of Summerland	Group that adopted the trail/District of Summerland partnership	Group that adopted the trail/Landowner partnership

Activity	Frequency of Activity	District Operated Trails	User Adopted Trails on District Land	Trails on Provincial Crown or Private Land
Repair structures such as stairs, bridges, culverts, fencing or view platforms as required.	As required***	District of Summerland	Group that adopted the trail/District of Summerland partnership	Group that adopted the trail/Landowner partnership
			Responsibility	
Wayfinding and trail marker repair or replacement	Annually in early spring for summer use trails. Annually in Fall for winter use trails. Annually in spring and fall for trails used in summer and winter	District of Summerland	Group that adopted the trail/District of Summerland partnership	Group that adopted the trail/Landowner partnership

*Vegetation trimming activities need to be planned in accordance with timing windows for the protection of sensitive environmental values/compliance with environmental law. The District should seed the advice of a Qualified Environmental Professional (QEP) before proceeding with vegetation clearing in environmentally sensitive areas.

** Invasive plants can have important removal considerations that are specific to the species. Removal of invasive plants can also disrupt bird nesting cycles. Removal of invasive species should proceed with advice from a QEP.

***Structures that span waterbodies or watercourses need to be authorized by the Province and meet instream work windows. Repairs to these structures must proceed in conjunction with advice from a QEP.

Encourage stakeholders and volunteer groups to continue to maintain non-District trails

The District should implement a formal process for engaging user groups who wish to participate in trail building and maintenance activities and should encourage user groups who are committed to maintaining trails to participate. The District should engage with groups who wish to provide trail maintenance to ensure that maintenance is being carried out to an appropriate and consistent standard for the trails being maintained.

Continued maintenance of unsanctioned trails is not encouraged. User groups with interest in trails that are currently unsanctioned should work with the appropriate land managers and owners to have these trails authorized or legalized and brought up to an applicable standard.

Theme 2 - Trail Recreation Management Strategy lays out some options for engaging with different stakeholders to deliver a trail system that works for landowners, user groups and the environment.

Action 5.2 - Inspect District trails regularly to ensure they are well maintained

Trails should be regularly inspected to ensure that they are free of debris and that they are well maintained. Trails that are used year-round should be inspected more regularly to ensure that they meet users needs in both seasons. **Table 9** lists inspection activities that should be conducted and are broken out by trails operated by the District, trails operated by user groups on District land and trails on Provincial or private land.

Table 9 Trail inspection plan

District Owned Land	User Adopted Trails on District Land	Trails on Provincial Crown or Private Land
Inspections of District Operated Trails should occur annually and include the following:	**Inspections of User Adopted Trails should occur annually and include the following:**	**Inspections of Trails on Provincial Crown land or Private Land should include the following:**
• A general assessment of the trails condition	• A general assessment of the trails condition	• A general assessment of trail condition according to the partnership agreement with RSTBC or the landowner
• Logging locations of significant erosion or trail degradation if present	• Logging locations of significant erosion or trail degradation if present	
• Logging locations of invasive species	• Reporting of trail condition and other information to update the District's trail network inventory as required	
• Updating the trail network inventory as required	• Logging locations of invasive species	
	•Trails that are used in winter and summer should be inspected at the end of each season to remove deadfall and maintain appropriate brush clearance.	

Maintenance and Inspection: Summary of Actions

The actions that have been developed to under the **Maintenance and Inspection** theme are summarized below:

- **Action 5.1** - Develop and follow formalized maintenance and inspection policies and procedures for District trails

- **Action 5.2** – Ensure that District trails regularly, either by District Staff or Adopt-a-Trail groups as appropriate, to ensure they are well maintained

THEME 6 – EDUCATION AND AWARENESS.

The diversity of Summerland's trail system is one of its greatest strengths. The network is well loved by locals and attracts a wide range of visitors — the actions presented in this theme address how the trail network can be shared and promoted responsibly.

Action 6.1 - Develop signage and information that explains trail etiquette to manage conflicts between different user groups

The District should develop informational signage that clearly communicates and explains trail etiquette, outdoor preparedness and environmental stewardship. Information signage on these topics is important to include at trailheads as well as along trails and at specific environmental features or conflict areas. Clear signage can help establish right-of-way for different users or explain the environmental impact of unsanctioned trail building. Trail information signage is also important for letting users know when they have crossed property lines or when they are moving between districts. Key types of information are listed below:

- User right of way **(Figure 14** - Trail right-of-way signage example (IMBA 2018)**)**
- Environmental protection and species at risk information
- Impacts of unsanctioned trail building. Contacts for establishing or upgrading trails
- Invasive plant species information including plant ID and prevention measures.
- Information on outdoor preparedness
- Property ownership markers

Figure 14 - Trail right-of-way signage example (IMBA 2018)

Action 6.2 - Consider the impact of changing technologies and different users on the trail network

Changing technologies will have unknown effects on trails. The District should stay watchful for the appearance of new forms of recreation and user groups that may impact how trails are used. Mountain biking has emerged over the last decade in Summerland as a popular recreation activity. A new evolution of this activity has emerged with electric assist mountain bikes are showing up in recreation areas, and their impacts so far are unclear.

As an emerging technology, different jurisdictions are still determining how to handle electric assist mountain bikes (e-mountain bikes). The Province of British Columbia is expected to release a policy on how e-mountain bikes will be regulated some time in 2018 or 2019. In the United States, the most common official position is that e-mountain bikes are considered to be motorized vehicles and are therefore not allowed on trails intended for non-motorized users. However, isolated jurisdictions in California have stated that e-mountain bikes will be treated the same as mountain bikes.

A study conducted by the IMBA sought out to determine the differences in soil displacement between e-mountain bikes and regular mountain bikes on a closed course. The study concluded that e-mountain bikes did exhibit more wear on corners and grade changes than regular mountain bikes, but that the trail surface was also an important determining factor. Mountain biking is, a sport that consists almost wholly of grade changes and corners, which makes this problematic, especially in sensitive landscapes.

Other discussions on e-mountain bikes suggest that purpose-built trails with more robust surfacing could be the solution, however, there is no clue as to who will be responsible for constructing and maintaining trails for e-mountain bikes. More robust trail surfaces like the Trans Canada Trail may be more appropriate for e-mountain bike use.

E-mountain bikes allow trail users to achieve greater distances and more laps at greater speeds. E-mountain bikes could also contribute to an increase in user conflicts as other trail users such as dog walkers, young families, equestrians, or other hikers have to compete for space with a small population of quiet and fast-moving electric assisted mountain bikes.

The increase range means that bikes are getting out to places that are likely more sensitive and less likely to be maintained. Areas further out could become damaged and hard to repair, making management of trails an even harder task for those involved.

Action 6.3 - Continue to actively market and promote trails through various forms of media

The District should actively promote trails in Summerland to aid in tourism development. The District should explore various online platforms for tourism information, navigation and social media to help promote trails. Trails should be promoted through the Thompson Okanagan Tourism Association, Destination BC, Tourism Summerland and other channels as appropriate.

The District can also promote trails to residents and visitors through existing campaigns and District-wide communications using various forums such as radio advertisements, bus shelter advertisements, online/website content and others. The District already has a website dedicated to the Cycling, Trails and Sidewalk Master Planning process, and should ensure that the content on this website is regularly updated with news updates, project information and other materials and resources.

Action 6.4 – Improve signage of non-motorized areas

The Trails Master Plan will provide considerations for improving signage and education of non-motorized areas in the District. The District does not allow motorized vehicles such as ATVs, dirt bikes or other off road vehicles (ORVs) on District trails or through District parks and has put up signage to discourage these activities **(Figure 15).** Despite this signage, there have been numerous reports, complaints and evidence that motorized users are still using off-limits areas. Increased education and signage could be one method for helping to combat this problem. Improved signage for non-motorized areas should include:

- Activities that are permitted or not permitted
- Maps that clearly show authorized vs. unauthorized routes
- Explanations of why certain activities are not allowed to build awareness. This includes maps, phots and explanations of environmentally sensitive areas, wildlife habitat or corridors, etc.

Other jurisdictions such as the Ministry of Forests have found that clear and explicit signage that outline the items listed above have helped to curb motorized activities through motorized closed areas (**Figure 16 and Figure** 17). Such signage and practices could help discourage motorized use through District lands as well.
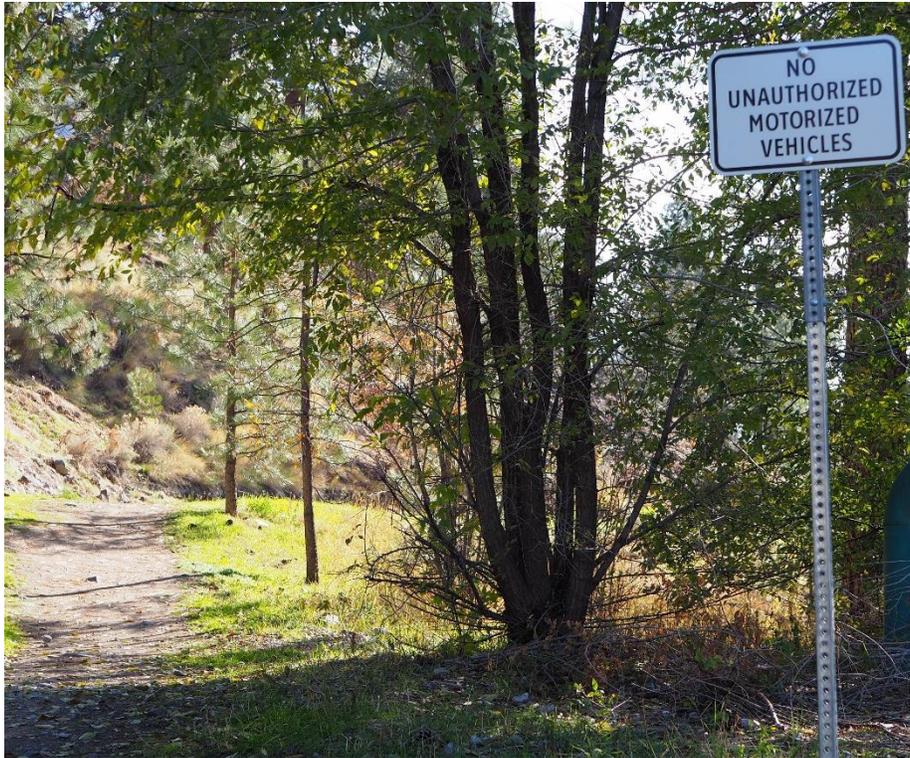
Figure 15 - Signage considerations for non-motorized areas

Figure 16 - Example of motorized closure signage, and trail obstructions Example of motorized closure signage near Kamloops BC.

Figure 17 - Example of motorized closure signage near Kamloops BC.

Education and Awareness: Summary of Actions

The actions that have been developed to under the **Education and Awareness** theme are summarized below:

- **Action 6.1** - Develop signage and information that explains trail etiquette to manage conflicts between different user groups
- **Action 6.2** - Consider the impact of changing technologies and different users on the trail network
- **Action 6.3** - Continue to actively market and promote trails through various forms of media
- **Action 6.4** – Improve signage of non-motorized areas

IMPLEMENTATION STRATEGY

The District of Summerland Trails Master Plan provides long-term actions which include a variety of projects and policy directions to enhance and encourage cycling within the District. Recognizing that the long-term vision will require significant investment, an Implementation Strategy is required to prioritize improvements and identify priority projects.

This Implementation Strategy details the priorities and costs for capital improvements within the District's jurisdiction that are required for implementation of the Trails Master Plan. The Implementation Strategy identifies cycling capital projects as high priority projects or a longer term priority.

The following sections summarizes the priorities and costs for the capital improvements and administrative programs within the District's jurisdiction that will help realize the vision for the implementation of the Trails Master Plan. The implementation strategy includes order-of-magnitude cost estimates for each capital project based on typical unit costs and recent construction pricing in Summerland and British Columbia. Cost estimates have been provided to identify the relative cost between projects for planning purposes but should not be used for budgeting purposes. Wherever possible, the District should work with other agencies and levels of governments to establish cost sharing agreements or to seek grant opportunities in order to off-set total project costs. The implementation strategy for the Trails Master Plan also identifies projects where partnerships between the District, landowners, trail user groups and clubs and neighbouring government agencies will be critical.

It is important to note, the Trails Master Plan is intended to be a flexible, working, document. For the proposed networks and infrastructure projects there has been a level of flexibility assigned regarding the specific corridors, facility types and level of priority that are recommended. It should also be noted that these priorities may change over time. The District should need to review the feasibility and desirability of each infrastructure project regarding changes to the overall transportation network and as the District grows and develops. If an opportunity arises to implement an action or infrastructure project identified as a longer-term priority, such as through a redevelopment opportunity or other capital project, the District should seek to maximize the opportunity. Additionally, the list of projects provided in the Plan is not exhaustive and the District recognizes the need to be flexible and adapt to change.

Summerland should engage in further public consultation to implement many recommendations of the Trails Master Plan. Many of the initiatives in the Plan require more detailed input and technical work. Summerland will work closely with partners, residents and stakeholder groups to move forward with priorities identified.

4.1 PRIORITIES

Strategies for implementing each of the actions identified in the Trails Master Plan are outlined in **Table 11**. This table provides guidance with respect to:

- **Timeframe.** Each action is identified as either a short-term (within 5 years), medium-term (within 10 years) or long-term (10 years and beyond) initiative. Many actions will be implemented on an ongoing basis, in which case they are shown under each timeframe. It should also be noted that these priorities may change over time.
- **Method of Implementation.** This column identifies how each action will be implemented: as a capital project, through ongoing operations and maintenance, or as a policy or programming initiative.
- **Responsibility**. This column suggests responsibility for each action. Many actions are the primary responsibility of the District, some of the actions can be supported by external agencies.

Trail and pathway network improvements focus on increasing off-street pathway facilities within the District. Prioritization of infrastructure projects was based on location, estimated ridership levels, and improvements to network connectivity as well as feedback received from stakeholders and residents through the process of developing the Trails, Sidewalk, and Cycling Master Plans. identifies the high priority off-street pathway projects.

Table 10: Summary of Priority Pathway Projects

Project Name	Project Extents	Facility Type
High Priority Projects		
Giants Head Road	Harris Road to Gartell Road	Off-Street Pathway
South Victoria Road	Beavis Place to Simpson Road	Off-Street Pathway
Prairie Valley Road	Cartwright Avenue to Morrow Avenue	Off-Street Pathway

Table 11: Trails Master Plan Themes and Actions

	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY			
	Short	Medium	Long-Term	Capital	Operations and Maintenance	Policy and Programming	District	Adjacent Government and NGO Agencies (RDOS, RDCO, RSTBC, SOSCP)	Landowners	User Groups/ Public
	5 yr	5 -10 yr	10+ yr							
1. Trails Network										
Action 1.1 - Identification of new trails and trail networks and strategies to decommission trails	Ongoing			✓		✓	✓			✓
Action 1.2 - Ensure the trail network is well integrated with the sidewalk network and cycling network	Ongoing			✓		✓	✓			
Action 1.3 - Work with partners to provide regional trail connections to adjacent communities	Ongoing			✓	✓	✓	✓	✓	✓	✓
Action 1.4 – Work with partners to develop detailed Trails Re-Development Plans for Cartwright Mountain and Conkle Mountain	✓					✓	✓	✓	✓	✓
Action 1.5 - Develop and identify processes to support authorized trail building and address unauthorized trail building across multiple jurisdictions	✓					✓	✓	✓		
Action 1.6 - Identify trail design standards for different users and activities	✓					✓	✓	✓		✓
Action 1.7 - Maintain and regularly update an inventory of existing trails	Ongoing				✓	✓	✓			✓
2. Trail Recreation Management Strategy.										
Action 2.1 - Work with neighbouring landowners, stakeholders, and volunteer groups to identify roles and involved parties for the development of a Trail Recreation Management Strategy	✓					✓	✓	✓	✓	✓
Action 2.2 - Identify possible structures for Trail Recreation Management Organization		✓			✓		✓	✓	✓	✓
3. Environmental Protection										
Action 3.1 - Work with partners to develop a process to plan and manage access to trails through environmentally sensitive areas	✓				✓	✓	✓	✓	✓	✓
Action 3.2 - Work with partners to develop a process to manage erosion, environmental degradation, and invasive species	✓				✓	✓	✓	✓		✓
Action 3.3 - Develop a process to ensure new and existing trails consider environmental, geotechnical and other considerations	✓				✓	✓	✓	✓		✓

	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY			
	Short	Medium	Long-Term	Capital	Operations and Maintenance	Policy and Programming	District	Adjacent Government and NGO Agencies (RDOS, RDCO, RSTBC, SOSCP)	Landowners	User Groups/ Public
	5 yr	5 -10 yr	10+ yr							
4. Wayfinding and Amenities										
Action 4.1 - Develop and implement trail wayfinding guidelines	✓			✓	✓	✓	✓	✓		✓
Action 4.2 - Develop a hierarchy for trail amenities and information along with trail amenity standards	✓			✓	✓	✓	✓			✓
Action 4.3 - Develop staging areas for users where applicable		✓		✓	✓		✓	✓		✓
Action 4.4 - Ensure parking considerations are identified at trailheads		Ongoing			✓		✓			
5. Maintenance and Inspections										
Action 5.1 - Develop and follow formalized maintenance and inspection policies and procedures for District trails	✓				✓	✓	✓	✓		✓
Action 5.2 - Inspect District trails regularly to ensure they are well maintained		Ongoing			✓		✓		✓	✓
6. Education and Awareness										
Action 6.1 - Develop signage and information that explains trail etiquette to manage conflicts between different user groups	✓			✓		✓	✓	✓	✓	✓
Action 6.2 - Consider the impact of changing technologies and different users on the trail network		Ongoing			✓	✓	✓			
Action 6.3 - Continue to actively market and promote trails through various forms of media		Ongoing				✓	✓	✓		✓
Action 6.4 – Improve signage of non-motorized areas	✓			✓		✓	✓	✓	✓	✓

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4.2   COST ESTIMATES

The Trails Master Plan includes order-of-magnitude capital cost estimates for the implementation of off-street pathways. The cost estimates presented are based on typical unit costs and recent construction pricing in Summerland. The cost estimates have been provided to identify the relative cost for planning purposes and should not be used for budgeting purposes. Wherever possible, Summerland will work with developers, other agencies and levels of governments to establish cost sharing agreements or to seek grant opportunities in order to offset total project costs. It is important to note that the same off-street pathways projects are recommended as part of the Trails Master Plan and Cycling Master Plan.

The cost to implement the proposed pathway network is approximately **$16,100,000** over the long-term as seen in **Table 12**. However, by prioritizing projects as high priority and identifying longer term projects, it is estimated that the highest priority projects for implementation would cost approximately **$3,000,000**.

Table 12: Summary of Cost and Priorities of Off-Street Pathway Infrastructure

Priority	Distance (km)	Cost Estimate
High	4	$3,000,000
Longer-Term	17	$13,100,000
Total	**21**	**$16,100,000**

4.3 FUNDING STRATEGIES

The costs of implementing the improvements identified in the Trails Master Plan can be significantly reduced by pursuing external funding sources and partnership opportunities for many of the identified projects. This section describes some funding strategies and potential funding sources that the District may consider to help leverage its investments and to maximize its ability to implement trail and transportation improvements. The District should regularly check with all levels of government to keep up to date on current funding opportunities. The District should also pursue all available sources of funding for trail, transportation and recreation infrastructure and programs, including the programs identified below (Note: as funding opportunities change regularly, the information in this section is subject to change):

- **Provincial Programs and Initiatives.** The Provincial Government administers the **Rural Dividend Fund** program, which funds various initiatives throughout the province and includes consideration for destination trail projects through cost-sharing with local governments. Recreation Sites and Trails BC can also help with trail related work through in-kind support with signage, partnership agreements and Crown land access. Other tourism related funding programs from the province include:
    - **Community, Culture and Recreation Infrastructure –** Cost sharing program that supports new recreation infrastructure.
    - **Economic Development Funding** - Funds that support economic development for various initiatives including tourism
    - **Tourism Events Program -** Funding for events that raise awareness for BC's tourism brands and motivate people to travel to BC
    - **Regional Economic Trusts –** Trusts set up to stimulate economic development in target sectors including tourism

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- Funding for trails projects may also be available through the **New Building Canada Fund — Small Communities Fund.** The provincial and the federal governments will each allocate funding to support infrastructure projects in communities with a population of less than 100,000 people. This 10-year funding program runs from 2014 to 2024.

- **Federal Funding**. There are several programs that provide funding for environmental and local transportation infrastructure projects in municipalities across Canada. Typically, the federal government contributes one-third of the cost of municipal infrastructure projects. Provincial and municipal governments contribute the remaining funds, and in some instances, there may be private sector investment as well. The **Canada Job Grant** may be applicable as Summerland builds its trail tourism reputation and is a program that helps employers train employees for positions (including tourism industry positions).

- **Green Municipal Funds.** The Federation of Canadian Municipalities manages the Green Municipal Fund, with a total allocation of $550 million. This fund is intended to support municipal government efforts to reduce pollution, reduce greenhouse gas emissions and improve quality of life. The expectation is that knowledge and experience gained in best practices and innovative environmental projects will be applied to national infrastructure projects.

- **Developers**. The District should explore opportunities for road improvements to be constructed as development occurs within the District. This process could be formalized through an update to the *Subdivision Development Servicing Bylaw* or through individual negotiations.

- **Programs to ensure environmental stewardship**. There are a number of programs available that can assist trail and recreation projects with environmental guidance. Trail and recreation projects should proceed with sound environmental advice which comes at an additional cost. The programs below can help offset some of these costs and ensure responsible projects.

- **South Okanagan Conservation Fund.** Regional, tax-based conservation funding for undertaking environmental conservation projects and assistance in ensuring the long-term sustainability of communities

- **Habitat Stewardship Program for Species at Risk –** Federal funding that contributes to the recovery of species at risk by supporting projects that assist in species recovery.
- **EcoAction –** Federal funding for projects that address key environmental priorities including those related to fresh water.

- **Private sector.** Local businesses can make great sponsors for recreation and tourism-based activities. A local tourism agency or recreation development organization could partner with local businesses to gather sponsorships. Recreation group and local businesses are mutually reinforcing from a tourism perspective. The recreation amenities built by clubs offer an attraction and reason to visit the area, and the businesses offer goods and services to those visitors. A coordinated cross-promotion could benefit businesses and recreation clubs. Some examples of possible sponsorship opportunities include:

  - **Advertising and Promotion** - Erect a sponsorship board at parking areas or trail staging areas or online.
  - **Discounts** - Businesses could offer discounts with proof of membership of local trail groups.
  - **Play and Stay Deals** – Local hotels or accommodations offer a discounted trail pass or room rate to attract people using trails in Summerland.
  - **Services in lieu** – Local businesses or service clubs could lend a hand by providing services like litter cleanup, trail inspections or invasive species pulls, administrative services, etc.

- **Development Cost Charges**. Opportunity to update the DCC bylaw to incorporate active transportation projects that benefit new growth in the community. Local governments are now enabled to create unique reserve funds by bylaw for 'transportation infrastructure that supports walking, bicycling, public transit or other alternative forms of transportation' (LGA 906 (7)) or the acquisition of park land (LGA 936 (1)). The District may wish to consider this option to allocate a portion of payment in-lieu of parking to fund alternative transportation improvements. This would create an additional revenue stream to standard levies such as Development Cost Charges that fund capital works for roads, parks, water, storm, and sewer infrastructure.

- **Service Clubs**. In many communities, service clubs have been involved in funding and building bicycle infrastructure and facilities including rails trails and bicycle parking.

- **Advertising**. If the District is creating a bicycle route map it may want to work with local business who would be interested in providing advertising and therefore revenue to cover some or all of the cost of advertising.
    – **Destination BC Co-op Marketing Program** Destination BC is British Columbia's Provincial tourism organization. The organization has several programs for helping communities to develop their tourism products and extend their marketing reach. The Co-op Partnership program is an application-based program that provides tourism marketing funding. Communities can apply individually or as consortiums. Summerland is already part of a Co-op Partnership initiatives in the south Okanagan together with Naramata and Penticton.

CLOSING

The Trails Master Plan provides an approach to guide Summerland's investments in trails and outdoor recreation over the next 20 years and beyond. The Plan includes recommendations for partnering with enthusiastic local trail user groups, land owners and other government agencies to help improve trail experiences throughout the District. These partnerships will be vital for moving Summerland's vision for trails forward to ensure that trails are built and cared for by their users and developed in a way that is sensitive to the environment and attractive to visitors.

The Trails Master Plan is one step towards implementing the vision for outdoor recreation, healthy living and active transportation in Summerland, but it is not the last. The actions identified in the Plan are intended to lay the groundwork for implementation over the long-term. However, it is important to recognize that implementation will require investment and resources. This includes coordinating volunteer efforts, possible structures for approaching multi-jurisdictional trail development, investments in new infrastructure, upgrades to existing infrastructure, ongoing maintenance of existing and new facilities, funding for new programming and public education, and staff resources.

The Trails Master Plan has been developed based on technical work and engagement with the Summerland community over a four-month period. Through this public engagement process, hundreds of community members provided input into the development plan at various phases.

The District of Summerland would like to thank all community members for their participation in the process and valuable input developing the Trails Master Plan.

APPENDIX A
Existing Conditions Report

REPORT FOR:

District of Summerland
Box 159
Summerland, BC V0H 1Z0

PREPARED BY:

Urban Systems Ltd.
550 – 1090 Home Street
Vancouver, BC V6B 2W9

CONTENTS

1 INTRODUCTION

The District of Summerland is a vibrant community in British Columbia's Okanagan Valley, located between Kelowna and Penticton with a population of over 11,500 residents. The District covers a large area in a diverse and picturesque landscape characterized by lakes, creeks, and sunny and dry Okanagan hillsides. The District unique topography allows residents and tourists to enjoy stunning vistas of Okanagan Lake framed by Conkle Mountain, Giant's Head Mountain and Cartwright Mountain.

The South Okanagan is an attractive recreation destination. The landscape of accessible rolling hills with open forest and grasslands coupled with the hot and dry summer climate make it popular with visitors and outdoor enthusiasts of all types. The area has made a name for itself for its wide-open backcountry that is enjoyed by equestrians and motorized users and for its unique style of fast flowy mountain biking. Trail users of all types can easily find scenic lookouts with sweeping mountain and lake views. The area is famous for the presence of the popular Kettle Valley Railway, wineries and endurance events like the Test of Humanity. Trails were highlighted by residents as being an important amenity that makes Summerland a great place to live.

The Trails Master Plan is being developed concurrently with the Cycling Master Plan and the Sidewalk Master Plan with the understanding that all three plans will collectively influence active modes in Summerland. The three plans should be considered in conjunction with each other and an understanding of the overlap of infrastructure such as multi-use pathways which serve both trail users and commuter cyclists. An existing conditions summary report has been developed for each of the three plans.

1.1 PLAN PURPOSE AND OBJECTIVES

Some of the key objectives and deliverables of the **Trails Master Plan** include:

- Documenting existing trails and identifying new trails and trail related amenities within the District. New trails will focus on connecting neighbourhoods, parks, open spaces and community amenities.
- Ensuring that existing and future trails meet the needs of the community.
- Identifying policies and procedures for ensuring trails are well maintained, safe, well promoted and signed and have a minimal impact on the natural environment.

1.2 PLAN PROCESS

The Trails Master Plan will be developed through a phased approach with a Draft Plan being presented to the project team by the end of 2018. The following four phases allow the plan to be developed with comprehensive feedback and engagement from the internal project team, stakeholders and interest groups, as well as community members.

- **Phase 1: Project Launch (September 2018).** This phase includes collecting and reviewing existing background information and data, consulting with District Staff and developing a Public Engagement Strategy for public engagement in future phases of the planning process.
- **Phase 2: Understanding Existing Conditions (October 2018).** This phase focuses on understanding the existing state of cycling in the District. This includes a review of existing trails related policy documents, existing trail facilities and programs, and engaging with the public to better understand existing issues and opportunities related to trails.
- **Phase 3: Setting the Future Direction (October/November 2018).** This phase focuses on exploring possibilities for the future of trails in the District of Summerland. This phase includes identifying a vision, goals, proposed trail network and policies and procedures to enhance cycling for all. These possibilities will be reviewed and prioritized based on feedback from the public and stakeholders.
- **Phase 4: Implementation and Finalize Trails Master Plan (November/December 2018).** This final phase will consist of refining and prioritizing the draft plan presented in Phase 3 and develop an Implementation and Monitoring Plan.

This report summarizes the findings of the first two phases of Trails Master Plan process.

1.3 COMMUNICATIONS AND ENGAGEMENT

An effective and meaningful community engagement strategy is critical to the success of the Trails Master Plan. As such, the process to develop the Plan includes several opportunities for residents and stakeholders to participate and provide feedback. Engagement for the Trails Master Plan will be combined into one consultation process with the Sidewalk and Cycling Master Plans.

A variety of engagement activities are being used to allow feedback to be heard from a wide audience of residents and stakeholders.

During the first phase of the project, an interactive online survey was used to collect existing conditions information such as travel patterns and highlight specific concerns flagged by survey respondents. The online survey was open between October 5th to 30th, 2018. The survey was viewed 553 times and completed 403 times. Meetings with targeted stakeholders were held on

October 18th with representatives from Summerland schools, community groups and associations, youth groups, service clubs, business groups, as well as trail, cycling, environmental and parks groups. A public Open House was held on October 25 (5:00 pm to 7:00 pm) to identify issues and opportunities related to cycling, sidewalks and trails, there were approximately 85 attendees.

The engagement process will continue through the plan development. The second series of stakeholder meetings, as well as another Open House, will be held later in the process to present the proposed plan directions, vision, goals, policy recommendations, and network maps.

In addition to engaging with Summerland residents, the project team met with District of Summerland staff, staff from the Regional Districts of Okanagan-Similkameen and the Central Okanagan and the South Okanagan-Similkameen Conservation Program to discuss their plans and standards for regional connections and the environment as it relates to trails in and around Summerland.

The results of the first round of engagement have been presented in this document.

2 SETTING THE CONTEXT

This section describes key community features in Summerland that are relevant to the Trails Master Plan. Understanding the geographic, demographic, and policy influence on trails in Summerland will ensure the development of a Trails Master Plan that meets Summerland's needs.

2.1 COMMUNITY PROFILE

The District of Summerland is a picturesque and diverse community of 11,600 residents on the southwestern shore of Okanagan Lake 15 kilometres north of Penticton (**Figure 1**). Summerland is located within the Regional District of Okanagan Similkameen. The District is a desirable location for retirement-aged residents to relocate to and has attracted a large population of retired individuals who have moved to the District to enjoy the beauty and seasonable climate. This is evident in the median age according to the 2016 Census and discussed further in **Section 2.1.4** below.

The extensive trail network found in the District of Summerland is growing in popularity attracting residents and visitors to hike and/or bike through the District. The District hosts a number of events on the trail network including the Test of Humanity mountain bike race and the Giant's Head Grind hiking/running and bike race.

2.1.1 Land Use

Summerland's location provides both residents and visitors with numerous amenities, including trails and parks, a scenic waterfront on Okanagan Lake, and abundant recreational activities in the hills surrounding the municipality. The region is a popular destination for tourists visiting fruit orchards, vineyards and the many beaches. The Downtown, Prairie Valley, Garnet Valley, Crescent Beach, Lower Town, and Trout Creek residential neighbourhoods are surrounded by vast agricultural lands that primarily produce fruit and vegetables.

2.1.2 Neighbourhoods

Summerland is a municipality made up of diverse neighbourhoods that provide a range of living environments from rural agricultural homes, to multi-family residence. For the most part, Summerland's neighbourhoods are relatively low-density, comprised predominantly of single detached, semi-detached, and townhouses.

Summerland is comprised of the following six informal neighbourhoods located throughout the District.

- **Downtown** - the commercial centre of Summerland housing the highest density of amenities and services.
- **Prairie Valley** – is the residential neighbourhood to the west of the Downtown neighbourhood. This neighbourhood is primarily a residential neighbourhood which becomes agricultural west of Cartwright Mountain.
- **Lower Town** – is the neighbourhood east of the highway running along the shore of Okanagan Lake. This neighbourhood is home to key destinations along the waterfront.
- **Trout Creek** – is a neighbourhood at the southern end of the District on the east and west side of the highway.
- **Garnet Valley** – is the neighbourhood north of the Downtown neighbourhood. Garnet Valley is primarily a rural residential neighbourhood with farm and agricultural land.
- **Crescent Beach**- is a residential neighbourhood at the northern end of the District along Okanagan Lake.

2.1.3 Barriers

Summerland's geography leads to physical barriers that create challenges connecting and expanding the trail network.

Physical Geography - With many of Summerland's trails being in natural areas, the sensitive ecology, location-specific geology and steep slopes create natural barriers that make trail construction and maintenance challenges. The Centennial Trail has been closed since 2017 due to damage from flood-related erosion.

Highway 97 – Highway 97 is a major trail barrier between the neighbourhoods west of the highway and the beaches along the water in the Lower Town. Three signalized crossings and a highway underpass provide a highway crossing for some trail users at four locations. One of the three signalized intersections is in Trout Creek at the south end of the District.

Land Ownership - Other barriers for trails in the District include privately held lands and established ecological protection zones (like Trout Creek Ecological Reserve) where trails may not be allowed.

2.1.4 Demographics

Summerland is an aging community. According to the 2016 Census, Children under the age of 15 account for only 12% of the District's population compared to nearly 15% for the rest of British Columbia. The population was 53% female and 47% male in 2016 and persons of age 65 years and over accounted for nearly 30% of the population compared to 18% for the

province of British Columbia. The median age in Summerland is 54.8 years compared to 43 years for British Columbia.

More than 40 percent of the District's population (42%) are either too young to drive or are senior citizens, both groups are frequent trail users and often in need of transportation alternatives such as bicycle riding to get to trailheads. Providing a range of trail types and difficulties is important to ensure that an aging population can enjoy the outdoors in their communities at all stages of their lives, regardless of ability. For example, some older trail users, or users with mobility challenges prefer trails and pathways that have shallow grades and even surfaces.,

Despite the older population in Summerland, the population of the District is growing as seen by the three percent growth between the 2011 and 2016 census'.
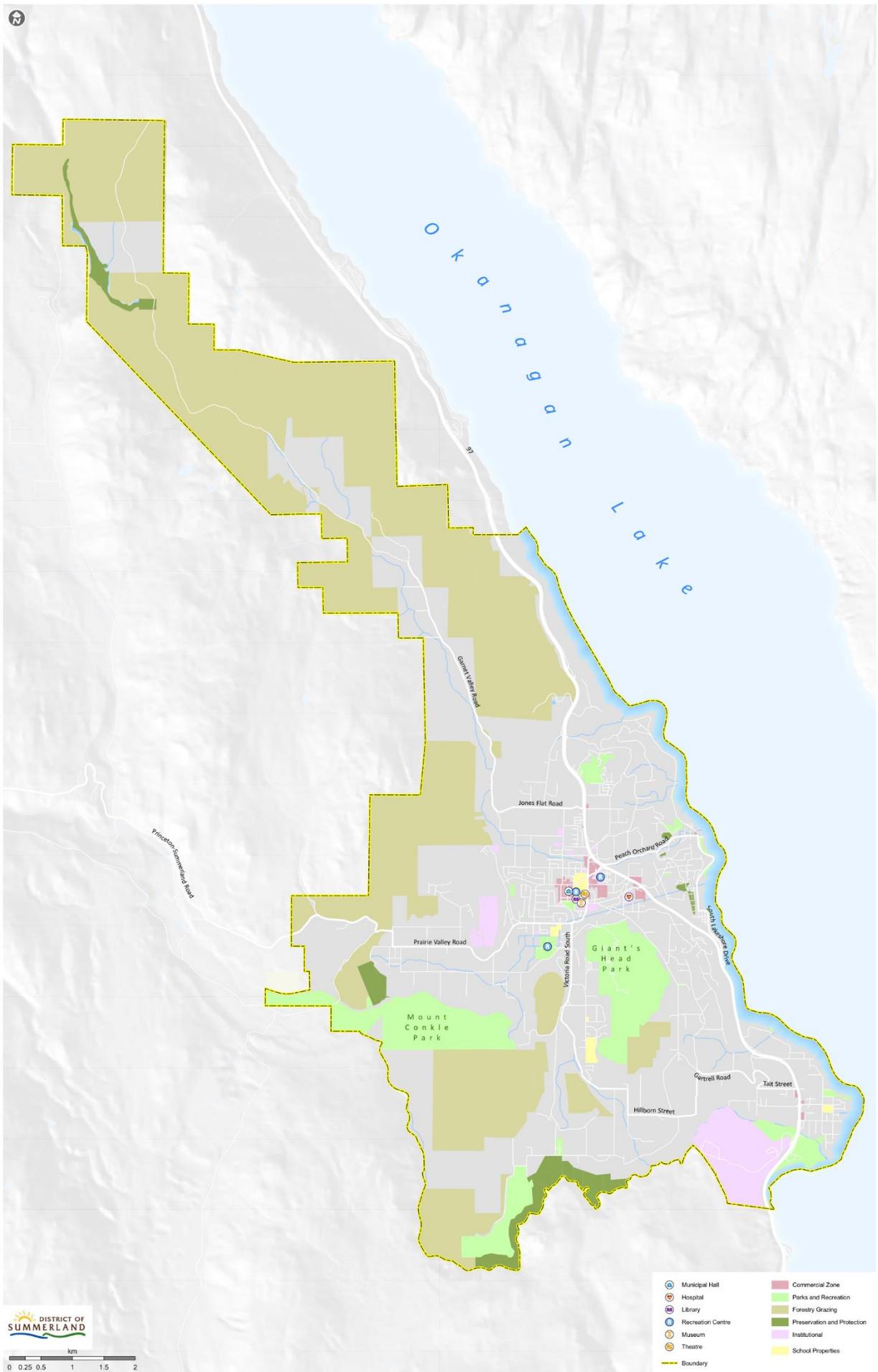
Figure 1 - District of Summerland

2.2 POLICY CONTENT

The Trails Master Plan is closely linked to and will be informed by, many of Summerland's key guiding policies and plans as well as initiatives from the Regional District of Okanagan Similkameen and the Province of British Columbia. The regional policies reviewed were most relevant to this plan with a focus on regional trail connections to destinations beyond the District's boundaries. The following policies, plans, bylaws, and initiatives were reviewed to help inform the development of the Trails Master Plan.

2.2.1 Summerland

- **2015 District of Summerland Official Community Plan (OCP).** The OCP vision states that Summerland will "…proactively work to ensure balance among our shared values of protecting our natural environment, supporting a sustained local economy, showcasing cultural and historical legacies, and providing quality facilities and services…" The OCP was developed to meet the goals of the Regional District of Okanagan-Similkameen's Regional Growth Strategy that includes a focus on creating healthy, efficient, and sustainable communities.

  Broadly, the OCP supports the development and enhancement of trail networks to promote connectivity through the community and emphasizes specific areas that would benefit from enhanced trail and pathway connections. As the community grows, the OCP states that new developments should have pathways and trails incorporated into their site design to connect to trail and sidewalk networks to continually enhance connectivity through the community. The OCP also promotes community stewardship through involvement in things like the Adopt-a-Trail-program, and it supports the enhancement of historic trail opportunities such as the Brigade trail and the Kettle Valley Railway (KVR).

  Specific areas of improvement mentioned in the OCP include improving connections to lower town and the waterfront from all directions and enhancing amenities along important trails such as -KVR, Centennial trail, OK Brigade Trail, and Giant's Head Trails. The plan also emphasizes the need to enhance connections between trails as well as to nearby amenities such as the Bird Sanctuary, Crescent Beach and Trout Creek.

- **2008 Transportation Master Plan (TMP).** The 2008 Transportation Master Plan outlines road improvements that focused on both the motor vehicle network and active modes including walking and cycling. The plan includes broad recommendations for the trail network and recognizes its importance as part of the community's multimodal infrastructure. The plan also emphasizes the importance of growing the network and continuing to build connections to connect different parts

of town and amenities. New trails were identified as part of the plan include Lakeshore Drive to Trout Creek, Flume Trail (parallel to Denike Street), and the completion of the Trans Canada Trail (KVR).

- **2018 Parks and Recreation Master Plan.** The Parks and Recreation Master Plan identifies the need to create a network of bicycle lanes and pathways that connect neighbourhoods, parks, and open spaces, and community amenities to provide active transportation and recreation opportunities. The plan recognizes the importance of the Districts trail network and the opportunities that it provides in terms of tourism and events. The plan introduces the need for a comprehensive Trails Plan that provides detailed direction on network improvements, design, maintenance, and wayfinding. Other key recommendations related to trails in this plan include avoiding environmentally sensitive and geologically hazardous areas when planning access and permitting cycling and horseback riding in more areas. For motorized users, the plan suggests the creation of more formalized staging areas and designating routes that people can use to get out of the District to popular sanctioned riding areas. The District's Parks and Recreation Master Plan also mentions the presence of environmentally sensitive areas and species at risk within the District. It also discusses the negative impact trail activity can have on these areas.

- **2018 Giant's Head Mountain Trails Re-Development Plan** The Giants Head Mountain Trails Redevelopment Plan was adopted in July 2018 in response to a long-standing need to address the degradation of the park since its establishment in 1967 and to recognize its importance as a key recreation feature in Summerland. The new plan aims to preserve the park for the future use of residents and visitors. Giants Head Park is important to the region for annual events like the Giant's Head Grind, the Ride the Giant downhill Longboard race, and other events. The mountain is also popular amongst road cyclists who use it for hill training. Key problems that the park has struggled with over the years include unsanctioned motorized use, erosion, trail braiding, and the encroachment of invasive species along disturbance areas. The plan recommends new strategies for limiting damage to the natural environment and enhanced enjoyment with improved wayfinding, deactivation of old and unsanctioned trails and the introduction of a select few new trails, as seen in **Figure 2**.

PROPOSED TRAILS
GIANT'S HEAD MOUNTAIN PARK

NTS

—— EXISTING ROADWAY
—— THE GRIND TRAIL
—— HIKING TRAIL
—— MULTI-USE TRAIL
- - - ROAD WALKING ROUTE
= = = NEW TRAIL
········ DECOMMISSIONED TRAIL

★ VEHICLE PULL-OFF
• MOUNTAIN BIKE / PEDESTRIAN PULL-OFF

Milne Rd.
Giant's Head Rd.
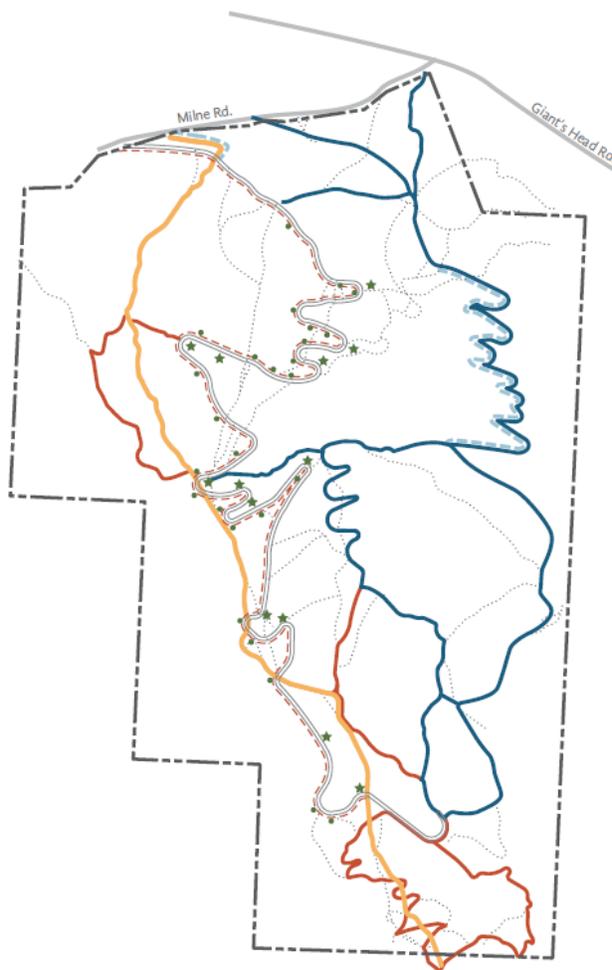
Figure 2 - Proposed trails map from the Giant's Head Mountain Trail Re-Development Plan

- **2011 Summerland's Community Climate Action Plan**. The Community Climate Action Plan was adopted in March 2011 and introduces Summerland's goals for addressing the impacts and sources of climate change and reducing greenhouse gas emissions. It provides direction on reducing greenhouse gas emissions and addresses trails in broad terms as it relates to changing transportation behaviour overall. The plan notes that as of 2007 55% of Summerland's greenhouse gas emissions were from transportation. The plan states goals of supporting active networks such as trails and emphasizes the need for more multi-use trails to improve network connectivity. One of the action items to support the goal of improving transportation efficiency is to investigate the construction of a multi-use pathway between Lower Town and Trout Creek.

2.2.2 Regional District of Okanagan Similkameen

- **2012 Regional Trails Plan** The Regional Trails Plan was completed in 2012 and is a comprehensive document that provides guidance on trail use and planning for through 2022 for the Regional District. The document provides a series of 35 action items, 19 prioritized recommendations, and 55 trail specific projects ranked as first second and third priority for implementation. Key recommendations for Summerland primarily relate to improving surfacing, signage and invasive plant management along the Kettle Valley Railway connection between Summerland and Princeton.

  A survey conducted as part of the planning process found that respondents want to see more trails built that better separate motorized and non-motorized users. While there were few negative comments on the quality of the trails in the area, concerns over motorized users were raised through the planning process. A lack of signage was noted as to clarify who is allowed to use the trail at all between motorized and non-motorized users. Key concerns noted by survey respondents in this plan include:
    - KVR Summerland is the highest priority regarding conflicts between motorized and non-motorized users
    - Opportunity for a non-motorized route to Penticton along the waterfront
    - Recommendation to make non-motorized from Summerland to Faulder (10km west)

2.2.3 Province of British Columbia

- **2016 Trout Creek Ecological Reserve Management Plan.** Ecological reserves are open to the public, but their primary purpose is to preserve representative examples of different ecosystems. These areas are protected and allowed to flourish under their natural processes to preserve protected species of flora and fauna and the function of the ecosystem overall. The Trout Creek Ecological Reserve is just south of Conkle Mountain Park and was established in 1971. The reserve has been fenced off to keep out livestock and off-road vehicles to limit disturbance. The management strategy encourages open forest management which has minimal interference in the ecosystem beyond some controlled burning activity and some vegetation removal. Visitors are encouraged to report wildlife sightings to BC Parks so that they can add to the ecological record of the protected area.

- **2008 Trail Strategy for British Columbia.** The Trail Strategy for BC is a high-level document that lays out 22 key actions for improving BC's trail networks. The document is a call to action to develop new recreation opportunities for the people of British Columbia with an appreciation for new and changing forms of trail use. The Trail Strategy was created in the spirit of building partnerships between local volunteer and user groups and local and provincial governments. The long-term goal is to develop a world-class trail system

that will help meet the growing local demand for trails and to attract visitors from all over the world.

- **Gaining the Edge: 2015-2018 (British Columbia's Tourism Strategy).** British Columbia's tourism strategy is the Province's high-level approach for growing tourism over the 2015-2018 period. The document is a marketing strategy that details the demographics, outlook and demands of the growing tourism sector. The strategy mentions trails several times as integral parts of growing tourism in the province and highlights the BC Parks commitment to building more trails to meet demand. The strategy also highlights the goal of increasing cycle tourism and the role that trails have to play in growing that market. The strategy specifically mentions the importance of providing a variety of different cycle touring experiences, including leisurely rides through wine country.

- **Agricultural Land Reserve.** Agricultural Land Reserve (ALR) is a special land use zone established by the provincial government to protect agricultural land. Within this zone, most "non-farm" uses are heavily regulated or prohibited altogether. The ALR is backed by Provincial Legislation and takes precedence over local government policies and bylaws (including those of the District of Summerland). Many trails in Summerland pass through agricultural land reserve. Most trails that are affected are resource roads or motorized ATV or motocross trails.

- **Guidelines and Best Practices for Planning, Design and Development of Summer Off-Highway Vehicle Trails.** With recent advances in technology, off-highway vehicles (OHVs) are becoming more prevalent on BC's trails. This document provides a set of guidelines and best practices for trail planners on how to manage OHV use in local trail systems. Motorized vehicles are more likely to cause damage to the environment if they are used on trails that are not properly managed or built for the purpose. Key themes in this document involve the sustainable long-term management of trails for OHV's to minimize conflicts with other users, reduced damage from erosion and sedimentation and to close trails that do not meet minimum standard until they have been repaired.

- **2018-2020 Hunting and Trapping Regulations Synopsis.** This document lays out a full account of the hunting regulations for all of British Columbia. It includes information on different animal species and specific areas where hunting is allowed. Relevant to this plan is the description of a motor vehicle closure for the west side of Garnet Valley. The closure is designed to protect the winter range for mule deer. There is one route that is open year-round, but most other routes through this area are only open from May 1st to December 31st. An example of the regulatory signage present that explains this closure is below in **Figure 3.**
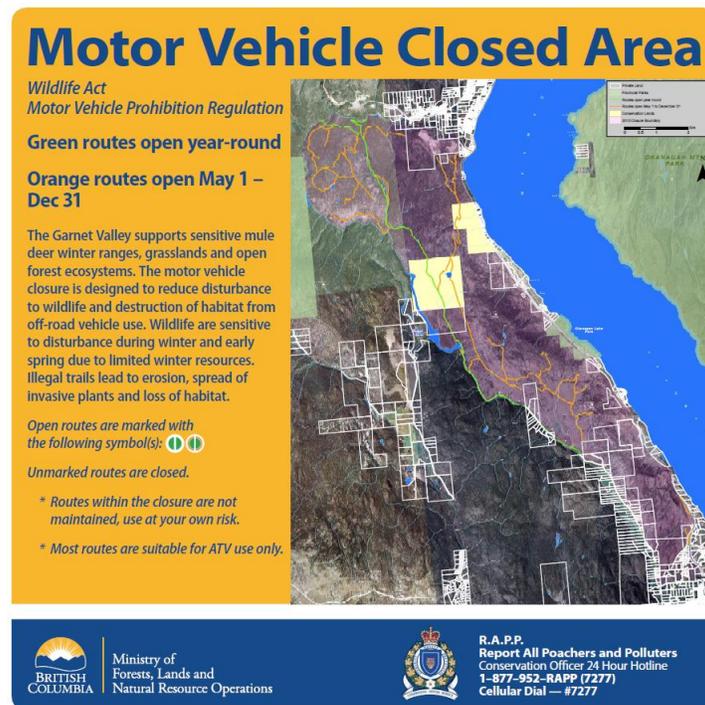
Figure 3 - Motor Vehicle closure signage for Garnet Valley.

2.2.4 Other Agencies

- **Summerland: Conkle Mountain and Environs Ecological Values – Ecosystems and Species at Risk.** This summary document was developed in 2016 for the South Okanagan Trails Society to inform of the environmentally sensitive nature of Conkle Mountain, and to encourage collaborative discussions when planning new trail facilities in the area. The summary includes a description of sensitive ecosystems and species at risk present on Conkle Mountain. Conkle Mountain has three main management units that apply to it including Mount Conkle Park, Trout Creek Ecological Reserve and a large area of Provincial Crown Land designated as Potential Enhanced Protection. The entire area is composed of sensitive ecosystems. Most of the mountain ranks as having a "Very High" conservation ranking and is made up of Old and Mature forests, grasslands and sparsely vegetated areas. The summary also lists endangered species that are present in the area which require special management considerations.

3 TRAILS IN SUMMERLAND TODAY

3.1 INFRASTRUCTURE

3.1.1 Regional Context

Summerland has several excellent trail networks within its boundaries, but it is also important to understand how Summerland's trails connect to the regional trails network in the South Okanagan (**Figure 4**). A key trail route through the region is the Trans Canada Trail (TCT)/ Kettle Valley Railway (KVR) which connects communities from Hope to Castlegar. The TCT/KVR route from Penticton to Kelowna is a continuous route that moves through Naramata, Chute Lake and Myra Canyon and is one of British Columbia's most scenic trail routes for visitors. In Summerland, the route moves through the District from east to west and extends out towards Princeton. Several sections of this trail have been upgraded in recent years, such as Myra Canyon and sections near Castlegar and Grand Forks, but the section between Summerland and Princeton has been heavily degraded by motorized use. Through the District, the route is partially on trail and partially on street. Within the District, the KVR and the TCT diverge as they move towards Penticton; the TCT route follows Highway 97 into town, while the KVR follows the old rail bed. Formal Trail connections with proper infrastructure to Penticton from Summerland are nonexistent. This portion of the KVR also moves through lands held by the Penticton Indian Band. The old KVR railbed has not been upgraded through the District as it has been along other parts of its alignment. Improving this desire line between Summerland and Penticton was indicated as a major priority by stakeholders and residents, and any improvements to this section will require collaboration with the Penticton Indian Band.

Improved and additional trail connections to the north of the District were also highlighted as an important long-term goal by some stakeholders. The District and the Regional Districts to the north and south of Summerland have indicated that they would like to see an improved connection from Penticton that eventually connects all the way to Kelowna. The Regional District of the Central Okanagan is currently working on establishing a trail that connects from the north end of Summerland into Peachland along the old Fur Brigade trail. The timing of this connection is unknown at this point.

More details on important regional trail and recreation networks such as the Great Trail (Trans Canada Trail) and the Recreation Sites and Trails BC network are provided in this section.
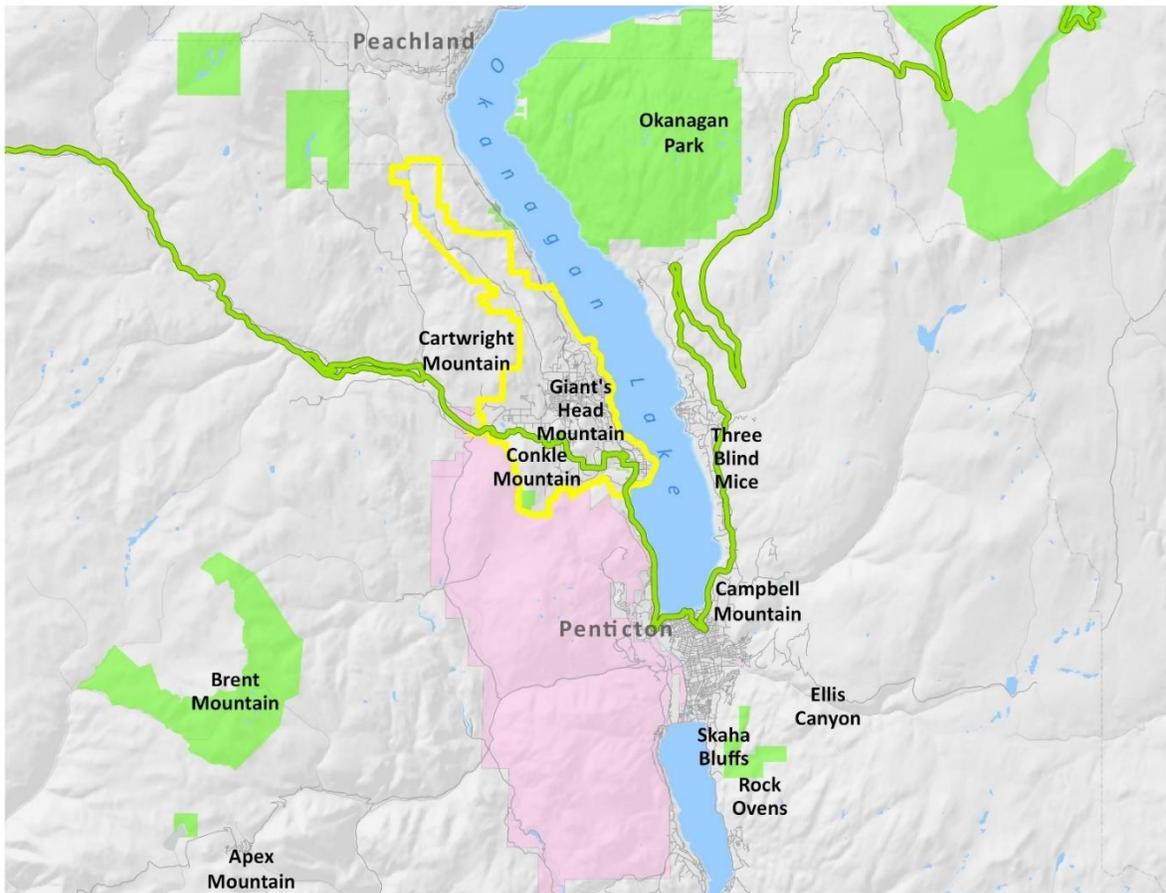
Figure 4 - Regional context for trails in Summerland

- **Great Trail (Trans Canada Trail).** The Great Trail (formerly the Trans Canada Trail) Runs through Summerland (**Figure 5**). and emerges from the west where it begins in Princeton and continues through to Penticton and up through Kelowna. Through this area, the Great Trail follows the route of the Kettle Valley Railway (KVR). The KVR is a popular recreation amenity in much of southern British Columbia and spans hundreds of kilometres through Princeton to the west and Penticton, Kelowna and Castlegar to the east.

The route that has two main typologies as it moves through Summerland. The western section along the base of Conkle Mountain is a multi-use gravel pathway that is closed to motorized vehicles (**Figure 6).** Typically, Kettle Valley Railway follows an abandoned rail bed; however, the stretch through Summerland is still active and is occupied by a tour company that runs historical trips along the route. The occupation of the rail bed means that the majority of the Great Trail route through Summerland is routed along existing roadways, as seen in (**Figure 7**). The Route is signed, but there

are no facilities beyond the gravel section that runs along the base of Conkle Mountain.

Documents from the District of Summerland suggest there is an intention to upgrade the Great Trail/KVR route to provide a higher standard of amenity, as is available in other parts of the Okanagan.
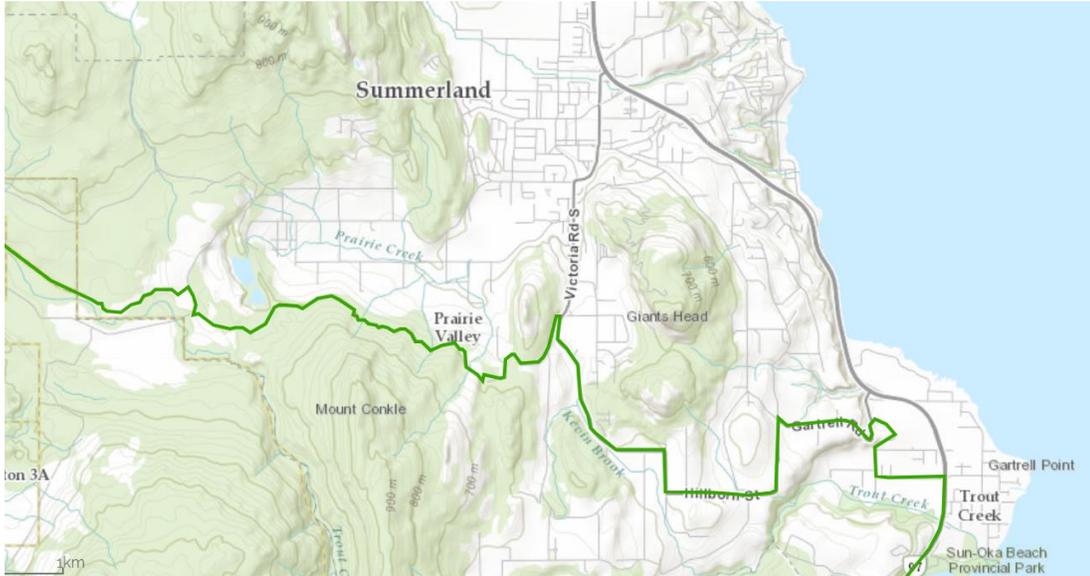
Figure 5 - Great Trail Official Route Through Summerland

Figure 6 - Eastern Trailhead at Conkle Mountain

Figure 7 - Trans Canada Trail Signage

- **Recreation Sites and Trails BC.** Recreation Sites and Trails BC (RSTBC) is a Provincial Agency that operates as an arm of the Ministry of Forests, Lands, Natural Resource Operations & Rural Development. RSTBC works with local clubs and volunteer groups to help facilitate, build, and maintain legal trails on Crown Land. Figure 8 shows there are not currently any trails on crown land close to Summerland, but there may still be an opportunity to register trails on crown land to make them legal and to enter them into a more formalized management regime. It is recommended that groups interested in developing trails on crown land or using existing trails on crown land reach out to RSTBC.
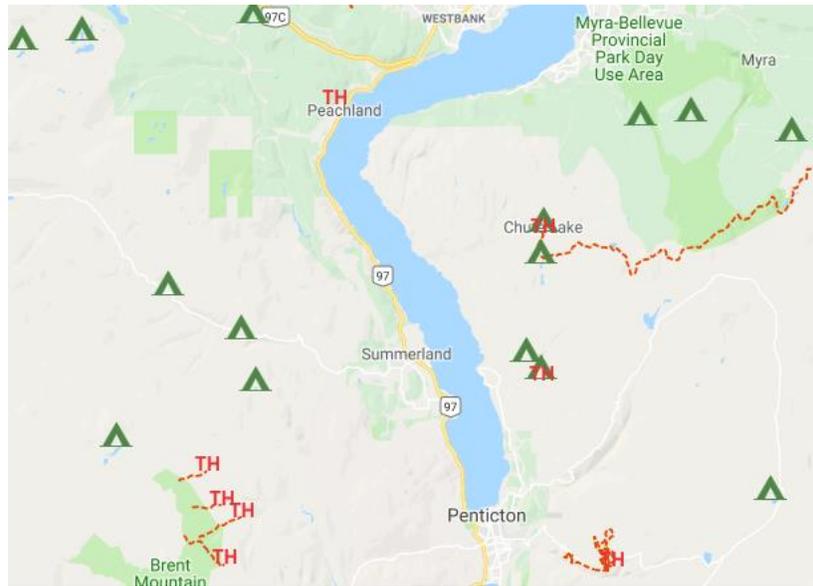
Figure 8 - RSTBC Trail and recreation site inventory near Summerland

Figure 9 - Existing Trail Network

3.1.2 Existing Network

Within the District, there are many different trail types, as shown in **Figure 9**. on the previous page. There are trails for different purposes, created for different uses and maintained differently depending on their use and ownership. There are lakeside multi-use pathways; narrow, rugged hiking trails; and single-track mountain bike trails. These surfaces can be paved, or unpaved depending on the purpose of the trail. Details on the different trail types in Summerland is below in **More details** on the specific trail areas in Summerland are presented in Section 3.2.

Table 1. More details on the specific trail areas in Summerland are presented in Section 3.2.

Table 1 - Trail type summary for existing trails in Summerland

| Owned by	Access Type	Asphalt	Gravel	Natural	Grand Total (m)
District of Summerland	ATV			599	599
	MUP	926			926
	Pedestrian	149	8,576		8,725
	Vehicle		842		842
	Unclassified	2,306	8,922	502	11,730
District of Summerland Total		*3,381*	*18,340*	*1,101*	*22,822*
Other	ATV		2,688	8,015	10,703
	Pedestrian	3,089	19,631	347	23,068
	Vehicle		1,124		1,124
	Unclassified	1,413	3,399	3,764	8,576
Other Total		*4,503*	*26,842*	*12,127*	*43,472*
Grand Total (m)		**7,883**	**45,183**	**13,228**	**66,294**

Paved pathways like the pathway through Peach Orchard Beach Park (**Figure 10**) along the lakeshore are a popular amenity with walkers, joggers, seniors and beachgoers while steep gravel trails are appreciated by more active users who visit Giant's Head Mountain.

Figure 10 - Pathway through Peach Orchard Beach Park

Informal Trail Networks

The official trail network in Summerland does not represent the complete trail network. Many unsanctioned trails have been built in the District and many more informal trails have come to exist as desire lines through natural areas such as Little Giant's Head. These trails are not represented by the District's official network, and many are undocumented. To understand how the trail network works in Summerland it is important to recognize that other trails are being created and utilized, so that conversations about their management and regulation can begin. Online tools like Trail Forks and Strava are user reported recreation databases that can help illuminate where unsanctioned trails might be.
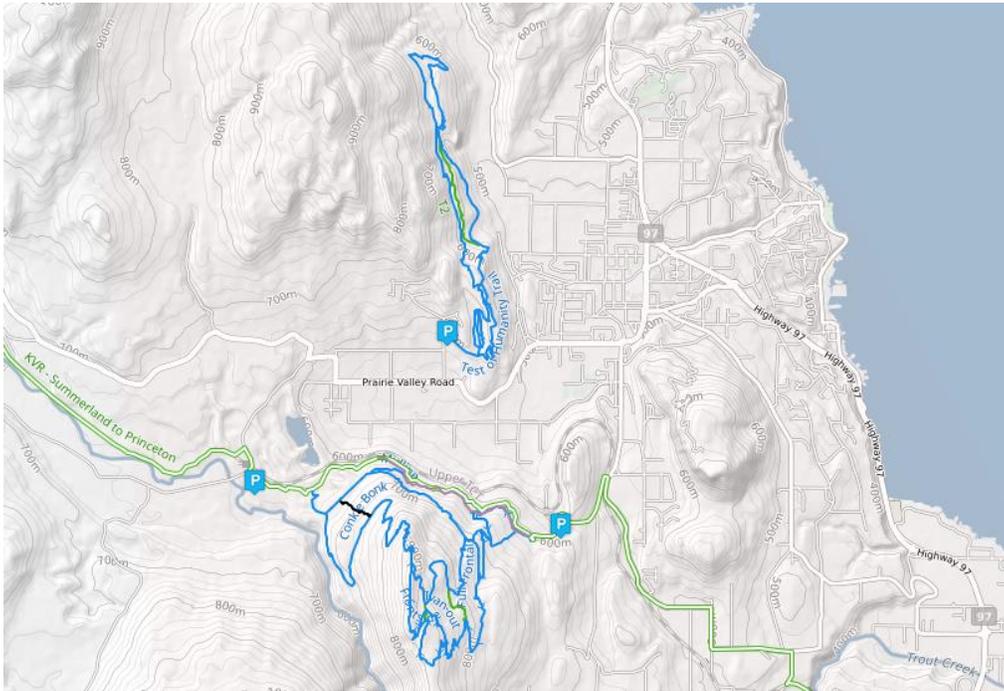
Figure 11 - Trails identified on TrailForks.com for Summerland.

Trail Forks

Trail Forks is a community-driven trail data and navigation platform. This database offers the most comprehensive listing of mountain bike trails in the world. Two riding areas are identified in Summerland, the north face of Conkle Mountain and the Test of Humanity Trail (**Figure 11**). Trails are entered by individual users or clubs, and anyone can update trail conditions or add notes about their ride. Some users have identified the need for better signage on the Conkle Mountain trails.

Strava

Strava is a social networking platform centred around exercise and fitness tracking. Users create an account and can log their runs, walks and bike rides on their phone through an app. The app then provides users detailed information on their pacing, GPS tracks and other metrics. Users can compete on popular routes to see how they compare with others in the area. Strava collects, aggregates and anonymizes this data to provide a dataset on recreation patterns. **Figure 12** shows two maps that display use patterns for cycling (left) and running/walking (right). Heavily used routes are red, while lesser used routes are blue. With these maps, it is easy to see how and where different user groups are using an area. For instance, on Conkle Mountain, we can see that there are many more routes being used than those that officially exist. Comparing the maps, it is also possible to see that cyclists are not

tracking rides on Giant's Head Mountain aside from the access rod to the top. Cycling patterns also range further than walking patterns, but walking patterns are much tighter and complex closer to downtown than cycling patterns in the same area.
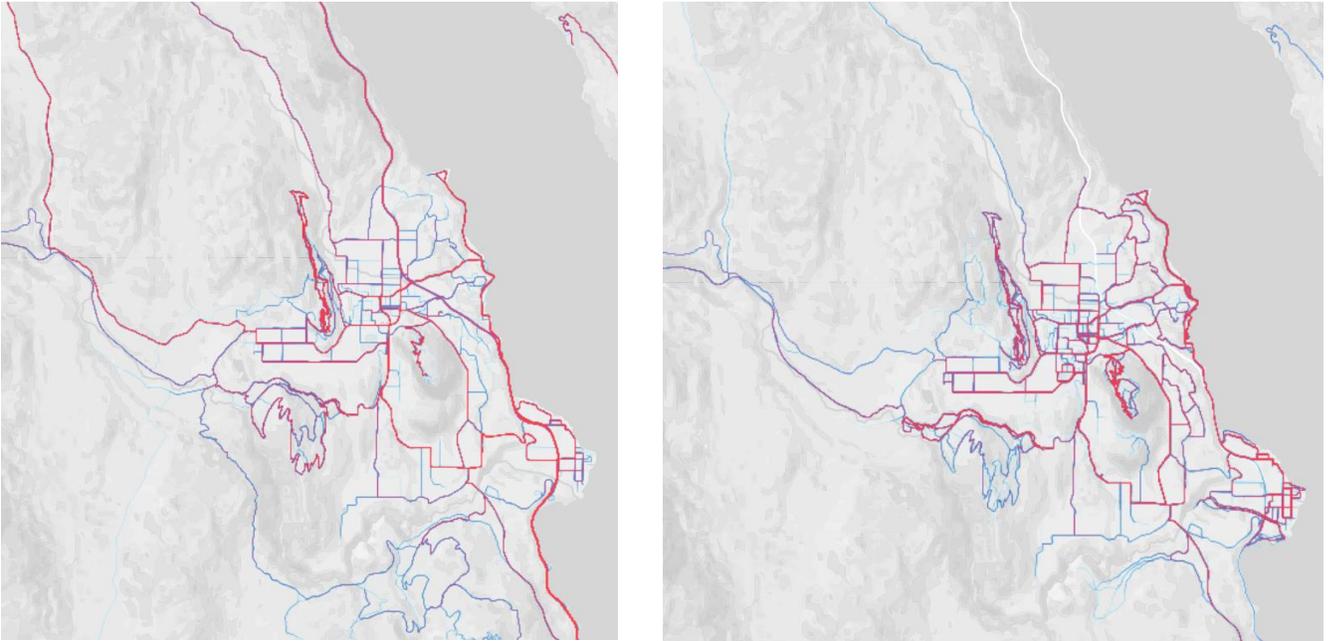
Figure 12 - Self reported cycling, running and walking patterns in Summerland - Strava

3.1.3 Safety

The safety of trail users is a very important consideration when planning new trails and maintaining existing networks. Occasionally, unsafe trails will need to be decommissioned. The 2018 Giants Head Mountain Trail Redevelopment Plan recommends decommissioning several trails as they pose a threat to the environment and are a liability to the District as they were not maintained. The nature of safety considerations for trails vary with the trail's purpose. For example, mountain bike trails will not have the same safety considerations as the lakeshore pathway in Peach Orchard Beach Park.

Broad safety considerations when planning new trails in the District include the following:

- Proximity to the highway
- Steep ravines
- Proximity to the railway and railway crossings
- Natural processes such as floods and fires
- Uneven surfaces along trails that are designated as accessible for people of all ages and abilities.
- Conflicts between users

Conflicts between different user groups can also create safety concerns on trails. Conflicts between motorized and non-motorized users, users travelling on horses, by bike, or by foot can all impact one another. These conflicts are discussed in greater detail in section 3.2.

3.1.4 Amenities Along Trails

Amenities like benches, lighting, disposal containers and picnic tables can make a trail experience more enjoyable for people visiting the trail (**Figure 13**). The District provides a certain number of amenities along trails to increase the enjoyment of an area, make it safer, and to guide appropriate use. Lighting heavily used trails can make areas safer at night, while information kiosks and disposal containers can help guide users as to where they should go and what they should do with their refuse.
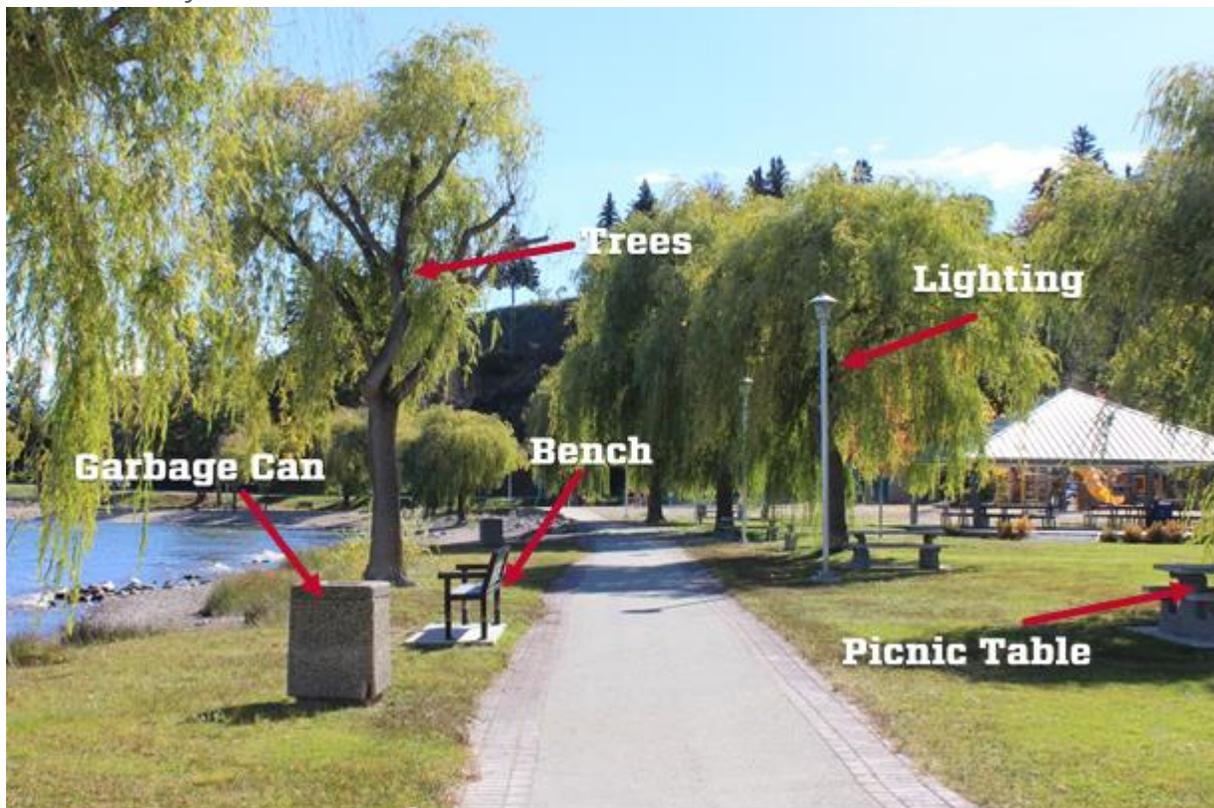
Figure 13 Amenities line the pathway in Peach Orchard Park

Amenities along the existing trail network include disposal containers (garbage and/or recycling), interpretive kiosks, maps, benches and lighting. Some examples of current amenities are below in **Figure 14** and **Figure 15**. Existing amenities are scattered througought the network and do not appear to be installed according to a consistent plan. Assorted amenities can be found in Giant's Head Park, along the Lakeshore Pathway and at the trail head to Conkle Mountain Park, but the types and standards for these amenities vary from place to place. The District does not have standards for what kind of amenities should

be provided along trails and at trail heads. The 2018 Parks and Recreation Master Plan notes that several areas were lacking in amenities.

Figure 14 - Information Kiosks at Conkle and Giants Head Mountains


**Figure 15 - Disposal containers and signage at Giants Head Mountain.**

3.2 TRAIL USERS

Trails in Summerland are a well-loved and a diverse community resource. Several user types that include walkers, hikers, mountain bikers, road cyclists, horseback riders, off-road vehicle users and dog walkers all enjoy different parts of the District's trail network. Trails in Summerland are becoming more well known outside the community, which is drawing more events and visitors who also enjoy the District's trails. While new visitors and events are welcome, the increase in use comes with management implications that need to be addressed. Additionally, mountain biking is becoming more popular on Conkle and Cartwright Mountains, and working with local clubs will be an important part of planning for the future of these areas.

Residents of Summerland were asked to participate in a community-wide survey on sidewalks, cycling and trails in the District. Respondents were asked to consider what motivates them to use Summerland trails by selecting as many options that applied to them. **Figure 16** shows which aspects of the Summerland trail network they enjoyed most. Walking and hiking were the top choices among respondents, followed by enjoying nature and viewing wildlife.
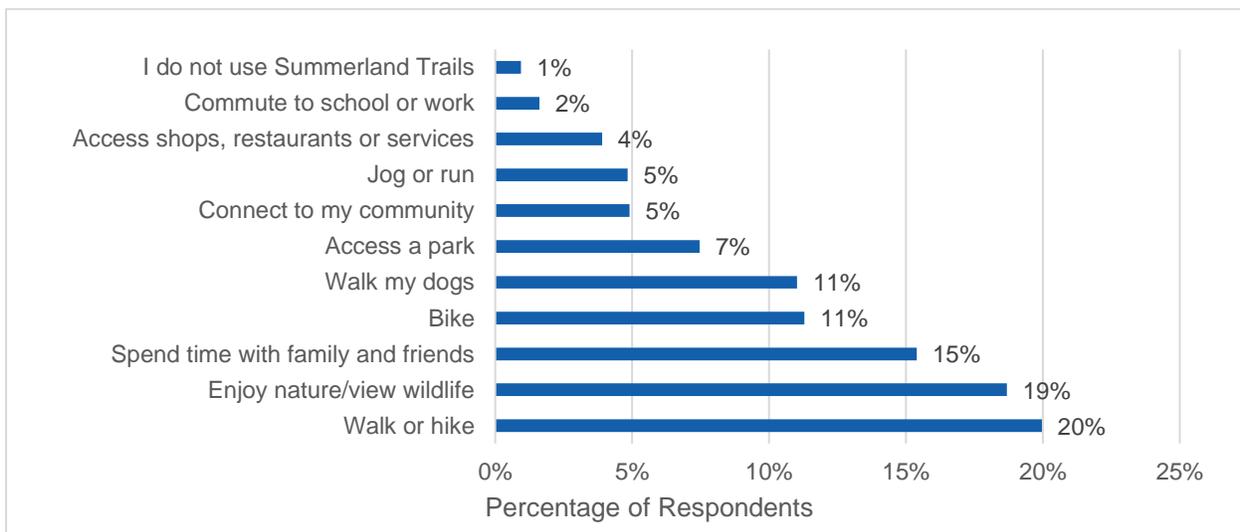
Figure 16 - Relative popularity of different activities on Summerland trails (Cycling, Trails and Sidewalks Master Plan Survey 2018)

Respondents were also asked to indicate how often they use the trails in Summerland in a typical month (**Figure 17**). 19% of respondents indicated they use the trails 5-6 days a week, 25% of respondents indicated that they use the trails 3-4 days a week, and 19% of people indicated they use the trails 1-2 days a week. Only 2% of respondents indicated they never use the trails.
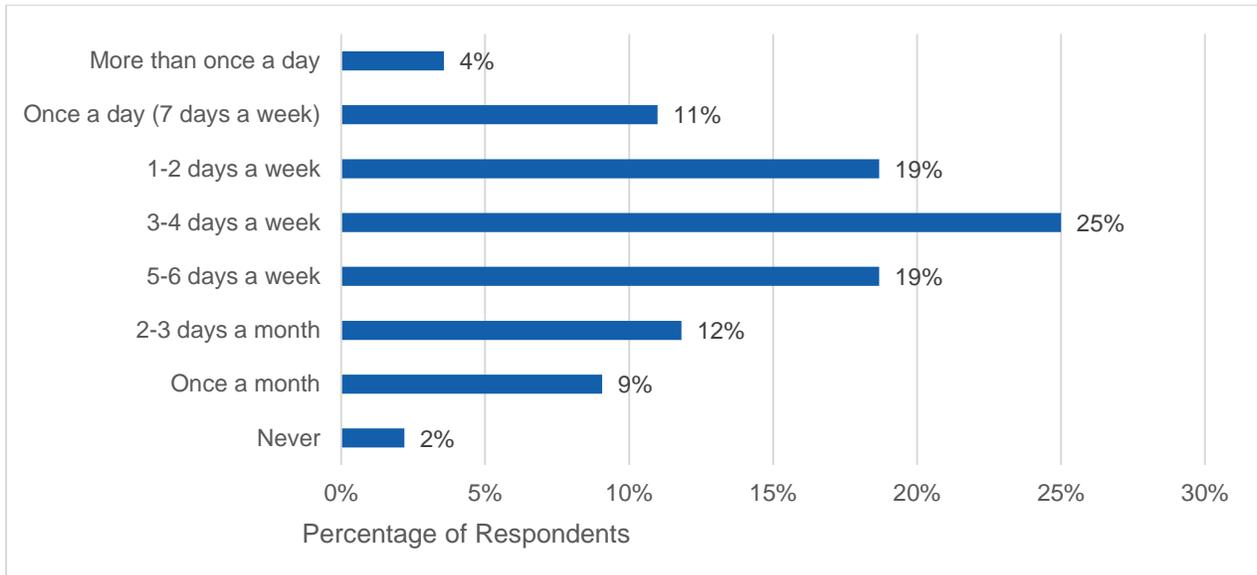
Figure 17 - Frequency of Trail use in Summerland (Cycling, Trails, and Sidewalks Master Plan Survey 2018)

3.2.1 Trail User Data Collection

As part of the review of existing conditions, information on trail usage, conflicts and opportunities were collected through several methods that included reviewing previous studies and reports, feedback from stakeholders and public through organized meetings and events, survey data, and the installation of Mio Vision Cameras. The processes for each of these data collection methods are described below.

Mio Vision Cameras

Four cameras were set up around the District over a four-day period between October 12th and 15th. Cameras were set up along the Lakeshore Pathway near Peach Orchard Beach Park, one of the western trailheads for the Test of Humanity Trail, the eastern trailhead for Conkle Mountain Park and the parking lot of for the lookout trail on Giants Head Mountain. Each location captured a weekday and weekend activity. Mio Vision camera data is low-resolution and is used to identify counts of people walking or biking, but not identify specific individuals. It is known that trails on Conkle and Cartwright Mountains are popular with equestrians, though none were detected during the data collection period. Numbers collected during the time of the planning process represent volumes for the shoulder season. Summer numbers, when visitor numbers are higher, would likely show greater volumes of trail users.

Stakeholder Feedback

Two formal sessions were held that brought together groups of stakeholders to talk about issues and opportunities related to cycling, trails and sidewalks. Through these meetings, information on trail users was collected based on information provided by stakeholders and trail user experiences. Additional meetings were held with District of Summerland staff, staff from the Regional Districts of Okanagan-Similkameen and the Central Okanagan and the South Okanagan-Similkameen Conservation Program to discuss the different user types typical on trails in and around Summerland.

Public Feedback

Residents of Summerland were invited to attend a Public Event learn about the planning process for the Cycling, Trails and Sidewalk Master Plans and provide their input on issues and opportunities related cycling trails and sidewalks and discuss different trail users. The public was invited to identify conflict areas on maps of the existing networks.

MetroQuest Survey

As part of the Summerland Cycling, Trails and Sidewalk Master Plans engagement process residents were invited to provide input to guide the development of future infrastructure and policy direction. The Cycling, Trails and Sidewalk Master Plans online survey was available through the District of Summerland's website from October 5, 2018, to October 30, 2018, and resulted in 553 views and 404 participant responses.

3.2.2 Destinations

Trail users in Summerland have several trail areas available to them. Each area provides a unique experience, and some trail areas have a different appeal depending on the user type. Key destinations in the District include Giant's Head Park, Mount Conkle Park, Cartwright Mountain, the Lakeshore and Trout Creek. Other areas, including Garnet Valley, also have a following amongst some user groups, but there is less information about them than more popular parts of the District.

Survey respondents were asked to indicate their favourite places to visit trails in the District. The results from these responses is summarized in the Table 2 - Trail user preference and type by area.**Table 2.** Several other trail areas were mentioned by survey respondents that are summarized in Table 2 as other. These areas received few votes each but are significant in aggregate. "Other Areas" include places like the Kettle Valley Trestle, Downtown, and the Highway Trail.

Table 2 - Trail user preference and type by area.

Favourite Trail by Area		User Groups Present (If Indicated)					
Area	Area Indicated as a Favourite	Hike/Walk/Run	Bike	Horse	Dog walking	Birding	No User Type Indicated
Conkle Mountain	66	9	20	8	3		36
Cartwright Mountain	53	8	13	4	3	1	30
Lakeshore	36	7	3		1	1	26
Giant's Head Mountain	27	6	3		2		18
Trout Creek	8	2	1		1	1	4
Other Areas	35	12	10	1	1		14

This section describes the most popular trail destinations in the District. Key destinations for trails in the District are described below with data collected through a combination of survey data, Mio Vision Camera information, and stakeholder and public feedback:

- Conkle Mountain
- Cartwright Mountain
- Giant's Head Mountain
- The Lakeshore
- Trout Creek

Conkle Mountain

Users

Conkle Mountain is the busiest and most complex trail use area in Summerland. Historically, Conkle Mountain was used as rangeland and over time the cattle tracks formed into beaten paths. Eventually, cattle ranging dropped off in the area, but ranchers and equestrians continued to use the area for recreation. The Kettle Valley Railway/Trans Canada Trail runs along the base of Conkle Mountain and connects all the trails coming down off the mountain. It also provides easy access to areas beyond Summerland to the west. In recent years, mountain bikers have started to frequent the area, and have created a dense network of trails in and among the existing trails and old cattle tracks. Hikers, walkers and dog walkers also use the area's trail network.

The online survey results show that Conkle Mountain was most often indicated as respondents' favourite trail area. It was also identified as the top spot for mountain bikers, equestrians and dog walkers. During the stakeholder meetings and Public Event, many

people indicated that they like to use the area for different activities and don't identify as one type of user. Many people use Conkle Mountain for a combination of mountain biking, hiking and horseback riding.

A sample data count from October 13, 2018 for bicycles and pedestrians are presented in the Figure 18. Volumes were consistent throughout the day with peak usage between 11:00 am and 12:00 pm. The proportion of cyclists counted at this location was the highest of all areas sampled. This may be because of information about the mountain bike trails present on Conkle Mountain can be found on TrailForks.com.
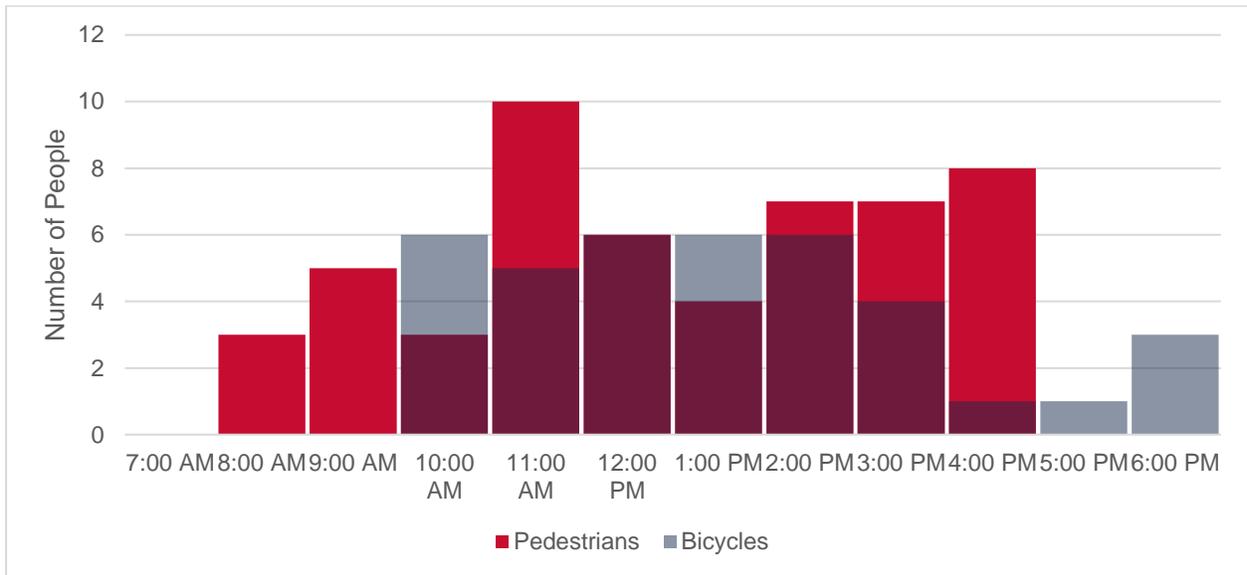
**Figure 18 - User volumes recorded at Conkle Mountain eastern trailhead by type**

Issues and Conflicts

As the most complex trail use area in the District, Conkle Mountain also has its share of conflicts. The area has been used for ranching and horseback riding for decades, but new trail users have been emerging and building new trails in recent years. Mountain bikers have been the most noticeable new user group to Conkle Mountain, building a dense network of trails through the park. In addition, unauthorized motorized users, dog walkers and hikers share the mountain.

The top issue identified by survey respondents and stakeholders was a lack of wayfinding and signage. This was a common problem throughout the District, but on Conkle Mountain it was the most noticeable because of the dense mix of user types. Public and stakeholders commented that there were no signs present to tell them where they should go, or what trails went where in the park. Also missing is information on who gets right-of-way on shared trails, or which trails are shared and by whom.

The next most common issue identified on Conkle Mountain was the presence of mountain bikes. The sport has gained popularity in Summerland in recent years, and the mountain has seen a significant increase in the number of trails present. These trails are unauthorized and are not built to any approved standard. Some of the feedback received noted that bikers are often moving very fast and do not give right-of-way to other users.

Motorized vehicles on Conkle Mountain was also identified as an issue. There is signage located on the mountain that indicates motorized vehicles are prohibited. Dogs off leash have also been reported to be an issue in the area. **Figure 19** displays the frequency of keywords related to issues identified in the survey. This information gives a sense of the types of issues being reported by survey respondents.
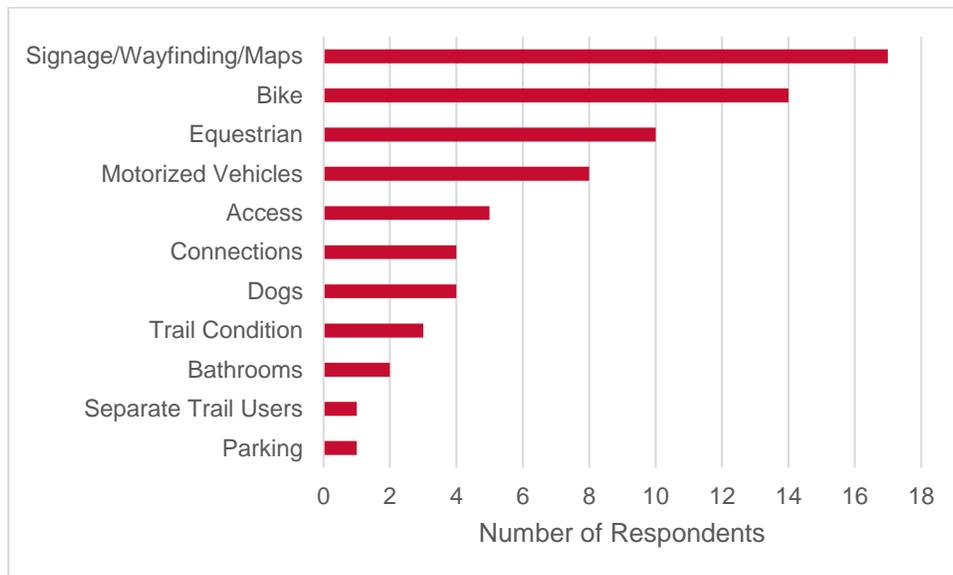
Figure 19 - Top issue types identified by survey respondents in the Conkle Mountain area (Cycling, Trails, and Sidewalks Master Plan Survey 2018)

Land Ownership

The District of Summerland owns Conkle Mountain Park, which consists of almost the entirety of the north face of the mountain. Trails extend beyond the park boundary into provincially owned surveyed and un-surveyed crown land. The south face of the mountain is shared by the municipal golf course and the Trout Creek Ecological Reserve.

Cartwright Mountain

Users

Cartwright Mountain was identified as the second most favourited trail area in Summerland by survey respondents. Cartwright Mountain is a large area north of Conkle Mountain that includes the popular Test of Humanity Trail. It also serves as an important staging area for motorized users who use it to access areas outside of the District boundary. Like Conkle Mountain, there is a diverse mix of user group who use the trails. The main user groups are hikers/walkers and mountain bikers, as reported by stakeholders, and the public. Cartwright mountain has fewer trails than Conkle and the main trail network present, which is centered around the Test of Humanity Trail, was purpose-built for the Test of Humanity endurance event. Motorized users and equestrians tend to use more of the backside of the mountain and like to do loops outside of the District's boundaries.

The Test of Humanity trail was built for use by the Test of Humanity endurance event held each September, though it sees activity year-round. Much of the trail passes over private land, however, the organizers have an agreement with the landowner to operate the trail. It is a popular mountain biking and hiking trail. Additional trail building is happening on Cartwright Mountain with permission from private land owners. Attendees to the public and stakeholder events reported that signage indicating access, wayfinding and private land was poor along the route. **Figure 20** shows a sample of MioVision camera data collected on October 15th, 2018. The main user group counted was hikers, with only one cyclist being counted for the day. Site visits and stakeholder interviews indicate a much higher usage than what was counted during the data collection period. The count from October 15th shows sporadic use throughout the day with the highest volumes in the morning between 8:00 am and 9:00 am.
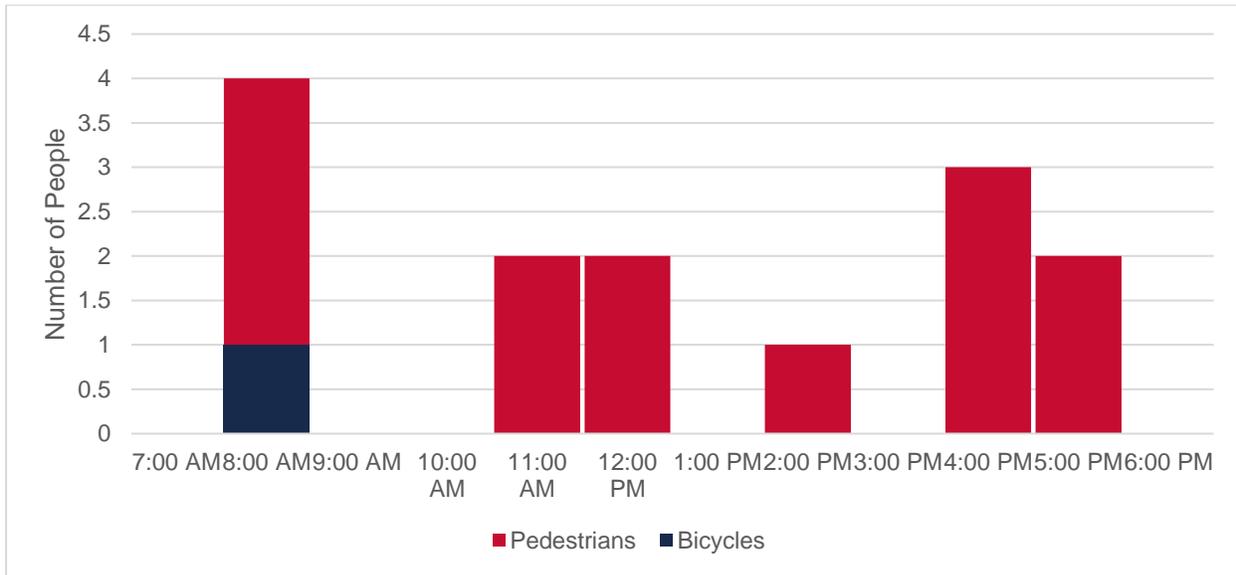
Figure 20 - User volumes recorded at Test of Humanity western trailhead by type

Issues and Conflicts

Figure 21displays the frequency of keywords related to issues identified in the survey. This information gives a sense of the types of issues being reported by survey respondents. A lack of wayfinding and signage was identified as an issue on Cartwright Mountain. Placing of signs is challenging due to the number of different people and agencies that own the land that the trail passes over. The second most commonly reported conflict was between hikers and people on bicycles. Conflicts with motorized vehicles were also identified by the public and stakeholders. Motor vehicle users access the backside of Cartwright from various points along the Princeton to Summerland Road at the west end of the District. Many unmarked routes lead away from these staging areas that crisscross over Cartwright Mountain and lead through private lands and into areas where non-motorized users are more prominent.
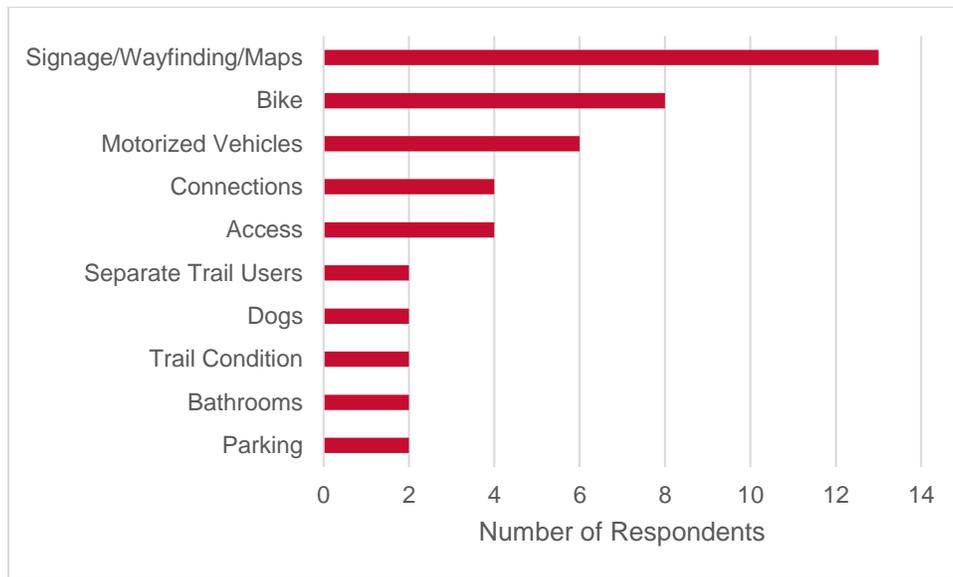
Figure 21 - Top issue types identified by survey respondents in the Cartwright Mountain area (Cycling, Trails, and Sidewalks Master Plan Survey 2018)

Land Ownership

Land ownership on Cartwright Mountain is a mix of provincial crown land, District land and private lands. The most significant land ownership issue is related to the Test of Humanity Trail. While the trailhead at the south end of the Test of Humanity course is on District property, the majority of the trail network is on privately held land. It was noted that the privately held land where the Test of Humanity trail is located may be developed in the future, this could have a significant impact to local mountain biking and hiking.

Lakeshore Area
Users

The Lakeshore area is broadly described as trails and routes that are east of highway 97 that lead down to Okanagan Lake between Crescent beach and Trout Creek. The primary user groups for the Lakeshore area are people walking (both with and without dogs) and people cycling. The Lakeshore area has a much different feel than other popular trail areas in the District. The trail context is much more urban, and routes are made up of a patchwork of sidewalks, bike lanes, multi-use pathways, neighbourhood streets and road shoulders. This area is much easier to access, it has good signage, and parking. Peach Orchard Beach Park is a central and easy staging area for many. Popular walking and cycling routes including the Centennial Trail, the Rotary Lakeshore Loop, the Gran Fondo – Axel Merckx, and the Tour the Town route all pass through the Lakeshore area.

Data for the Lakeshore Trail was collected from a mid-point along the trail near the Dog Beach at the south end of Peach Orchard Beach Park (**Figure 22**). This spot was chosen because it is located between two parking lots for the park which allowed it to capture people parking at both areas as they moved through the park. The Lakeshore pathway is one of the only walkways near Okanagan Lake within the District of Summerland. The pathway is a flat, paved even surface which makes it attractive for walkers and people with mobility challenges. Peak usage was recorded between 2:00 pm and 4:00 pm and between 10:00 am and 11:00 am. Few cyclists were recorded moving along the lakeshore pathway, those that were counted appeared in the late afternoon. There is an on-street cycle route that parallels the Lakeshore Pathway that likely serves as the preferred route for cyclists because it is more direct.
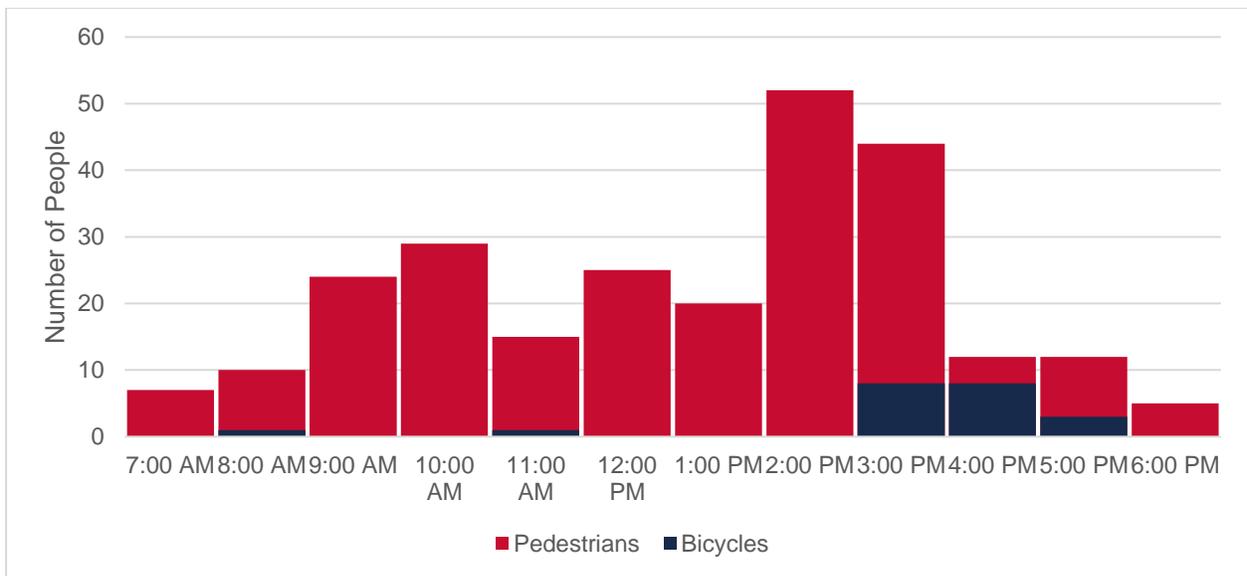

Figure 22 - User volumes recorded on the Lakeshore Pathway by type

Issues and Conflicts

Figure 23 displays the frequency of keywords related to issues identified in the survey. This information gives a sense of the types of issues being reported by survey respondents. Conflicts in the Lakeshore area mainly arise from connections and access to the area. Highway 97 divides the majority of Summerland from the Lakeshore area, making access and connections difficult. The steep grades downtown the lake itself also present challenges for access, especially among those who have mobility challenges. As many of the routes and trails through this area are mixtures of sidewalks, tails and on-street cycling facilities, some

of the conflicts or issues arise from the sudden change between the route type. The figure below shows the most commonly reported conflicts in the lakeshore area.
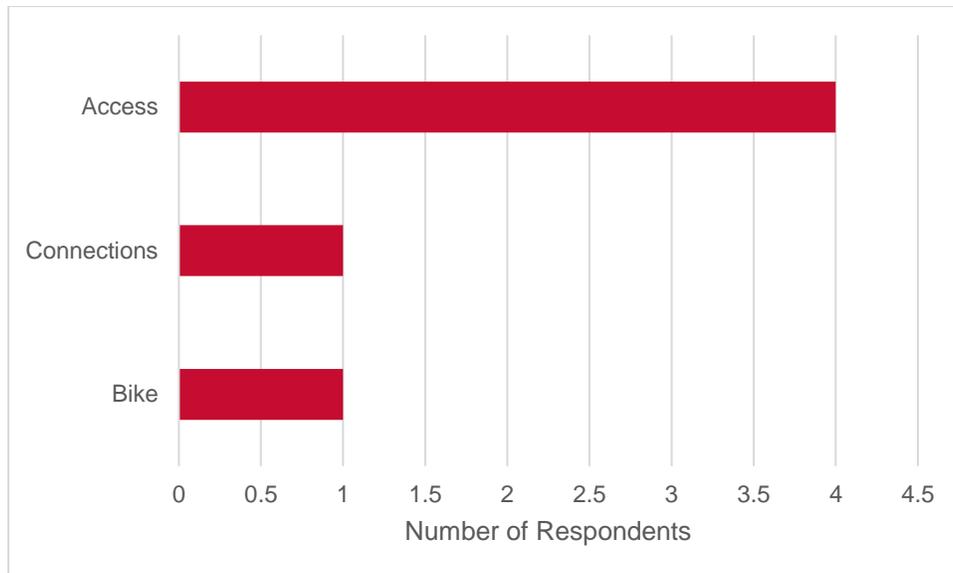
Figure 23 - Top issue types identified by survey respondents in the Lakeshore area (Cycling, Trails, and Sidewalks Master Plan Survey 2018)

Another major issue that was flagged in the Lakeshore Area is damage to trails and pathways due to flooding. A section of the Centennial Trail along Peach Orchard Road was badly damaged by flooding in 2017 and it has been closed since that time. Many residents have indicated it as an important connection to the lakeshore. Flooding also caused damage to the lake side pathway in Peach Orchard Beach Park and other pathways along Lakeshore Drive. Many residents indicated this as an issue in the online survey. The District is currently undergoing a separate project to assess the feasibility of replacing the damaged section of Centennial Trail along Peach Orchard Road, this project includes reviewing environmental impacts. The District is also assessing repairs to the lakeshore pathway.

Land Ownership

Existing trails are largely within District parks or road rights-of-ways. Issues arise when planning new infrastructure due to constraints within existing rights-of-way that are between private property and Okanagan Lake. There are also places in the lakeshore area where private property owners have made improvements in the right of way, that could cause conflict should they affect possible future improvements in the right-of-way by the District.
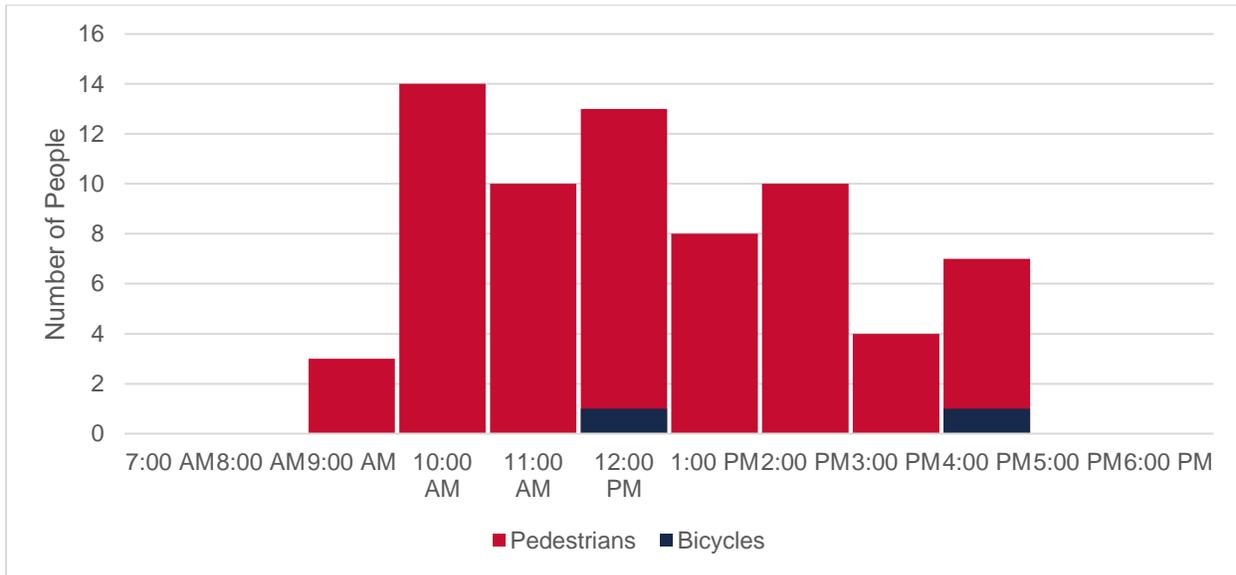
Giants Head Park

Users

The main users of Giant's Head Park are hikers, and people walking with and without their dog(s). In the past, mountain bikes used Giant's Head Park more frequently, but stakeholder groups indicated that fewer mountain bikers were using the area as more trails were developed on Conkle Mountain. The paved roadway up to the lookout trailhead is well used by road cyclists and longboarders.

Little Giant's Head is directly south of the main park area and has a more diverse mix of users. While half of the area is part of Giant's Head Park, a District owned and operated facility, the eastern half is privately owned. Nearby residents have reported seeing dirt bikes riding on unsanctioned routes that are accessed through private land. The District has put up signs at official access points to the park that prohibit the use of motorized vehicles.

Giants Head Mountain is mainly used by pedestrians. There are no designated trails for biking on the mountain so there are few bikers present. **Figure 24** shows a sample of MioVision camera data collected on October 15th, 2018. The peak for usage at Giants Head is between 10:00 am and 11:00 am and falls steadily after that. Data was collected from the start of the lookout trail at the top parking lot. This data may not capture users on the lower part of the mountain and does not account for road cyclists training on the access up to the parking lot.

Figure 24 - User volumes recorded at Giant's Head Mountain lookout trailhead by type

Issues and Conflicts

The main issue identified on Giants Head Mountain was the condition of the trails. The park has not been well maintained for several years, and several unsanctioned trails have emerged. These issues were also noted in the Giant's Head Mountain Trails Re-Development Plan in 2018. New trails forged by mountain bikers and others have not been constructed to any standard and suffer from erosion and invasive species problems. Road cyclists and long boarders who use Giants Head Road noted that the surface is degrading, and that the pavement needs to be repaired. The new Giant's Head Park plan provides direction on deactivating unsanctioned trails and upgrading other parts of the park, but the work has yet to begin.

As with other areas in the District, signage and wayfinding is an issue. There are very few signs and lots of trails which has in part, led to some of the trail braiding issues in the park. The landscape of the Summerland area is open and dry which makes new trail creation easy. **Figure 25** displays the frequency of keywords related to issues identified in the survey. This information gives a sense of the types of issues being reported by survey respondents.

The park is not well used by mountain bikers, but some users have reported conflicts with mountain bikers on Giant's Head Mountain.
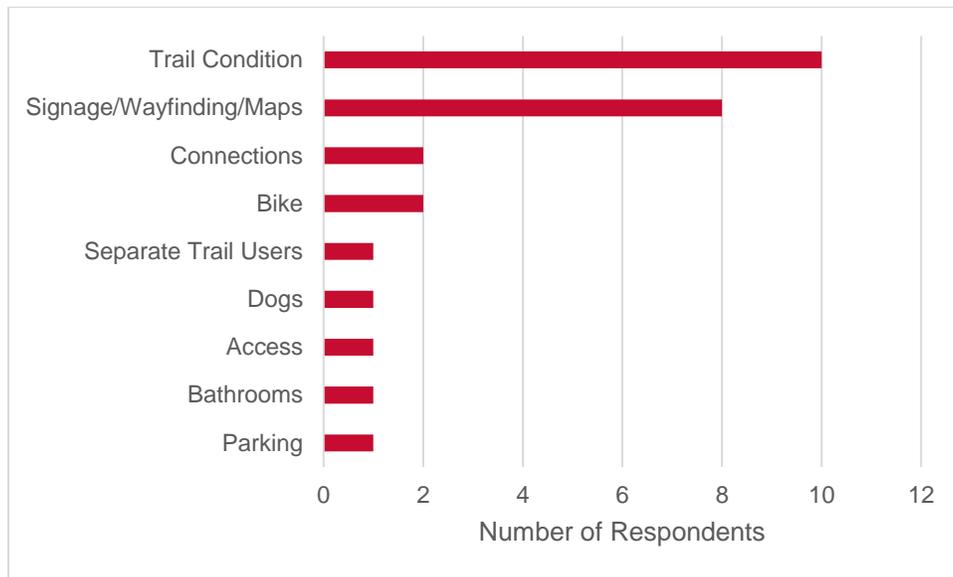
Figure 25 - Top issues identified by survey respondents in the Giant's Head Mountain area (Cycling, Trails, and Sidewalks Survey 2018)

Land Ownership

Most of Giant's Head Mountain is District-owned land and designated as park. The area is composed of Giant's Head Park and Little Giant's Head, which is an informal area directly south of Giants Head Park. Half of Little Giant's Head is owned by the District, and half is privately held. Some of the area may be developed in the future, but there are no plans or timelines associated with potential development.
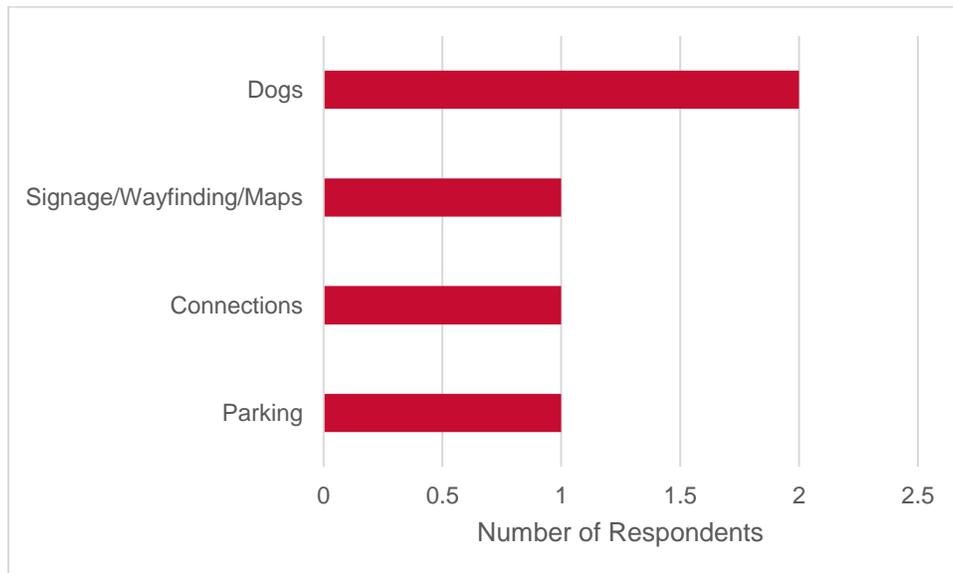
Trout Creek
Users

Trout Creek is a neighbourhood that is separated by dramatic glacial topography from the core of Summerland. Residents of Trout Creek report that it is difficult for them to access other parts of the District as well as parts of their neighbourhood. There are few amenities for walking or cycling routes and trails in Trout Creek. Users and residents of the area are mainly walkers or hikers looking for an opportunity to stroll around their neighbourhood. The user groups present are similar to those present in the Lakeshore area as there are lots of families, seniors, dog walkers and road cyclists that move through Trout Creek.
The Trout Creek trail is also present in this area and also attracts trail runners in addition to the types of users present in other parts of the Trout Creek neighbourhood.

Issues and Conflicts

The main conflicts between user groups in Trout Creek involve dogs. People reportedly allow dogs to run off-leash along the Trout Creek Trail, but there are no signs that indicated whether it is allowed or not. Some users of the area have complained about off-leash dogs along the trail. The Trout Creek Neighbourhood identified similar issues. Some survey respondents indicated that the parking lot for the Trout Creek Trail is unsafe and that there have been vehicle break-ins.

Residents of Trout Creek also reported that there has been significant degradation of the James & Mary Gartrell pathway at the North part of the neighbourhood and that it has remained in disrepair for some time. **Figure 26** displays the frequency of keywords related to issues identified in the survey. This information gives a sense of the types of issues being reported by survey respondents.

Figure 26 - Top issue types identified by survey respondents in the Trout Creek area (Cycling, Trails, and Sidewalks Master Plan Survey 2018)

Land Ownership

Most land in Trout Creek is privately held. The Trout Creek Trail runs on the south side of the creek where the land is owned by the Federal Government as part of the Summerland Research and Development centre operated by Agriculture and Agri-Food Canada. Several stakeholders and residents indicated that they wanted to see the pathway that runs along the north side of the Trout Creek neighbourhood near the lake repaired.

3.3 SUMMARY OF KEY ISSUES AND OPPORTUNITIES

The purposed of this section is to give a general overview of the issues and opportunities collected through several engagement events and the online survey. Many location and user specific issues were discussed in the previous section, the issues discussed here are more general apply to the whole District.

3.3.1 Issues

Online survey respondents were asked to select what they felt were the top 3 challenges for using Summerland trails from a list of 13 challenges, the results are presented in **Figure 27**. The top 3 challenges selected were gaps in the trail network (19%), not enough signage (16%) and lack of trails (13%).
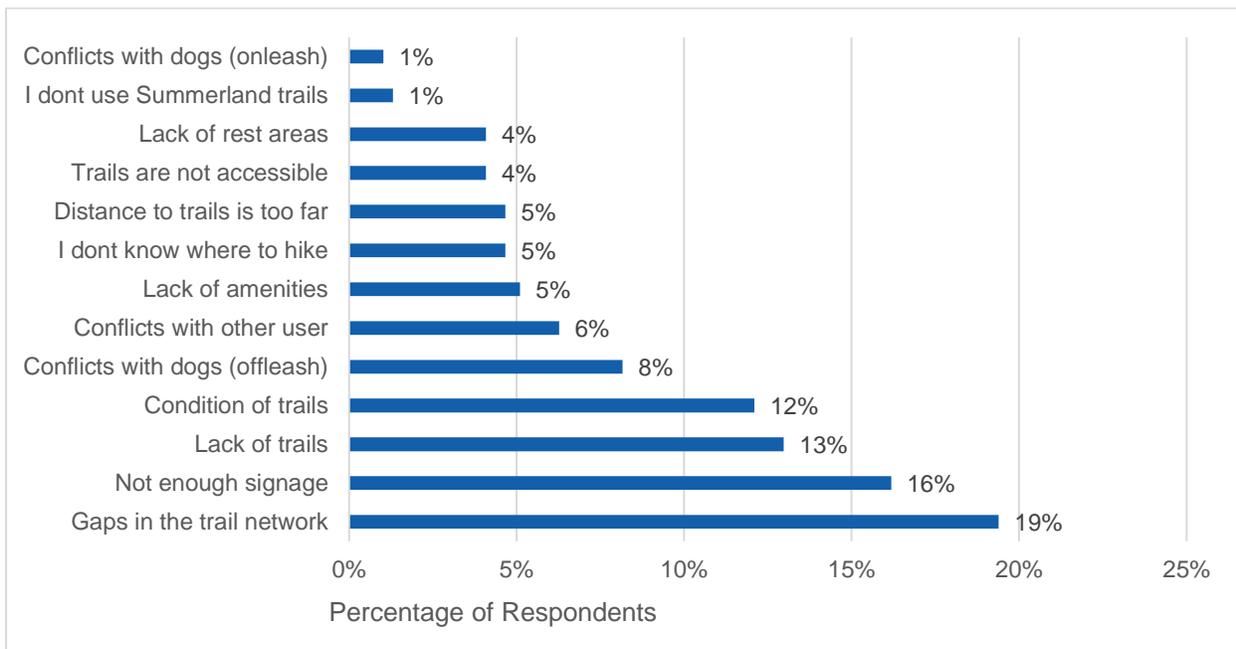
Figure 27 - Online Survey Top Trails Challenges (Cycling, Trails, and Sidewalks Master Plan Survey 2018)

In addition to the issue type, the location of issues identified by online survey respondents is summarized in the chart presented in **Figure 28** and the map presented in **Figure 29** below. Figure 28 shows where most conflicts and issues were identified. The highest number of issues were identified on Conkle Mountain. The next most troublesome areas were Cartwright Mountain and Giant's Head Mountain.
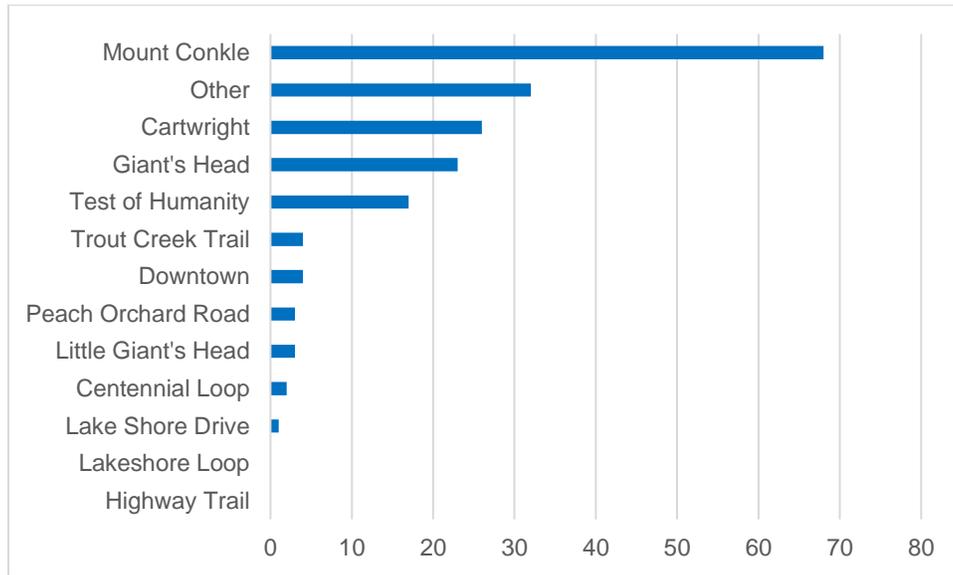
**Figure 28 - Count of Classified Issues by Location**

Similarly, the feedback on the top challenges and opportunities heard at the public and stakeholder engagement events included the following:

- Adding signage and wayfinding to existing trails and trailheads
- Educate trail users to stay on trail to limit environmental damage
- Find a way to enforce motorized closures
- Post signs at areas where dogs are allowed to be off leash
- Develop signage that communicates trail etiquette and user right of way (e.g. Horses, bikes, pedestrians)
- Limit unsanctioned trail building
- Develop standards for trails and build new trails to these standards
- Build trails in a way that limits impact on natural ecosystems and limits the spread of invasive species
- Keep areas as multi-use.
- Maintain and upgrade existing trails before building new ones
- Repair or replace trails and pathways that have been damaged by flooding or erosion in recent years (Peach Orchard Beach Park, Trout Creek, etc.)

Figure 29 - Trail Issues (Cycling, Trails, and Sidewalks Master Plan Survey 2018)

3.3.2 Opportunities

Respondents were then asked to indicate what the District could do to encourage them to use Summerland trails more, the results are presented in **Figure 30**. They were asked to select three choices out of 10 options. The top choices selected were: Build more unpaved trails (19%), Provide more maps/route information (16%), Fill gaps between trails (14%), and Add more signage (14%).
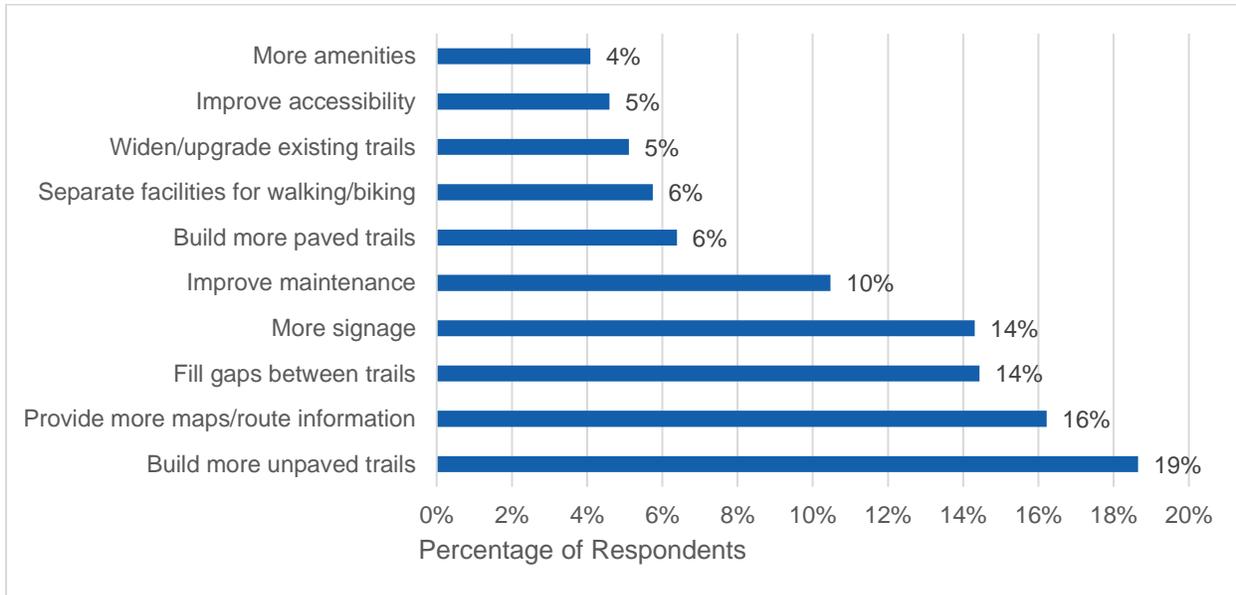
Figure 30 - Online survey top trails opportunities (Cycling, Trails, and Sidewalks Master Plan Survey 2018)

4 NEXT STEPS

This existing condition report has been prepared as part of the process to develop a Trails Master Plan. This document summarizes existing conditions for trails in Summerland today based on technical analysis and public input received to date. The next phase of work will focus on charting the course for the future of trails in Summerland. Based on input received from the public and stakeholders, a future vision will be developed along with supporting goals, strategies, actions for managing trail networks in Summerland.

APPENDIX B
Public Event Summary

CONTENTS

1   Introduction

An effective and meaningful community engagement strategy was critical to the success of the Cycling, Trails and Sidewalks Master Plans. As such, the process to develop the Plans included several opportunities for residents and stakeholders to participate and provide feedback. This section outlines the public and stakeholder engagement that occurred throughout the planning process.

During the second phase of the project, an interactive online survey was used to collect information on existing conditions for cycling, trails and sidewalks. The online survey was open between October 5th to 30th, 2018. The survey was viewed 553 times and completed 403 times. During this time, meetings with targeted stakeholders were held on October 18th with representatives from Summerland schools, community groups and associations, youth groups, service clubs, business groups, as well as trail, cycling, environmental, and parks groups. A public Open House was held on October 25 (5:00pm to 7:00pm) to identify issues and opportunities related to cycling, sidewalks, and trails, there were approximately 85 attendees.

During the third phase of the project, a second stakeholder meeting was held on November 29th and a public Open House was held on December 6 (5:00pm to 7:00pm). The focus of both the stakeholder meeting and the public Open House was to present the primary themes and actions to be included in the Cycling, Trails and Sidewalks Master Plans as well as the proposed long-term networks. Attendees were asked to provide input on the actions and infrastructure proposed in the plan and how they would like to see them prioritized. A survey was distributed to all Open House attendees to collect their input, there were approximately 65 attendees at the Open House. Open House materials were also available on the District's website and an online version of the survey was available to collect feedback between December 5th and 13th. The survey received a total of 242 responses.

This document summarizes the results of the communications and engagement process.

2 Survey #1 Summary

As part of the Summerland Cycling, Trails and Sidewalk Master Plans engagement process, residents were invited to provide input to guide the development of future infrastructure and policy direction. The Cycling, Trails and Sidewalk Master Plans online survey was available through the District of Summerland's website from October 5, 2018 to October 30, 2018 and resulted in 553 views and 404 participant responses.

The following is a summary of what we heard from participants in the Cycling, Trails and Sidewalks Master Plans survey.

Typical Mode of Transportation: Sunny/Mild days vs. Rainy/Cold days

Respondents were asked to specify their typical mode of transportation when commuting for work, school, appointments, etc. Because weather is known to influence a person's decision to use active modes of transportation, participants were asked to specify the typical mode they would choose when it is sunny and mild or when it is cold or rainy. As shown on the graph below, respondents were more likely to drive alone when it is rainy or cold; and more likely to walk or bike when it is sunny or mild.
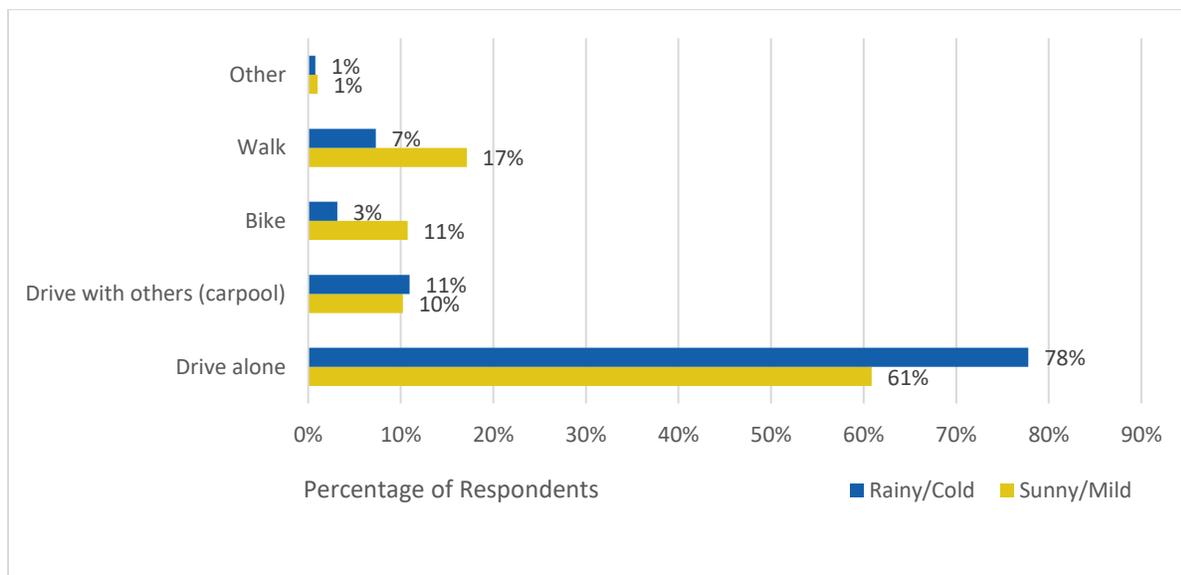
Travel Patterns for Recreation

Respondents were asked to specify how often they use Summerland's pathways, trails, sidewalk and cycling facilities for recreational purposes when it is sunny and mild or when it is cold and rainy. 59% of residents indicated that they used pathways, trails and sidewalks more regularly (four or more times a week) when it is sunny and mild.
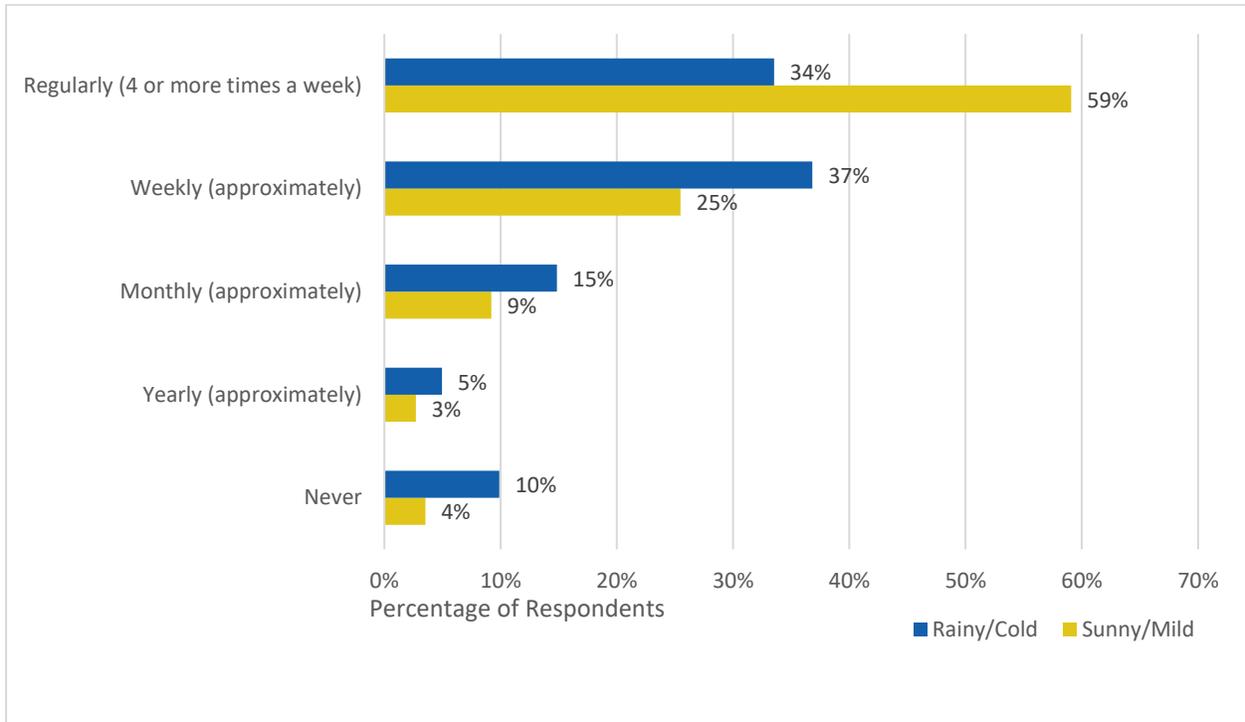
Cycling

Cycling Patterns

Respondents were asked to consider what motivates them to cycle by selecting as many options that applied to them. To exercise or have fun was the top choice among respondents, followed by to access trails and paths and spending time with family or friends.

Travel to work or school — 8%
Go to shops, restaurants or services — 12%
Spend time with family or friends — 18%
To access trails or path — 26%
Exercise or have fun — 37%

Percentage of Respondents
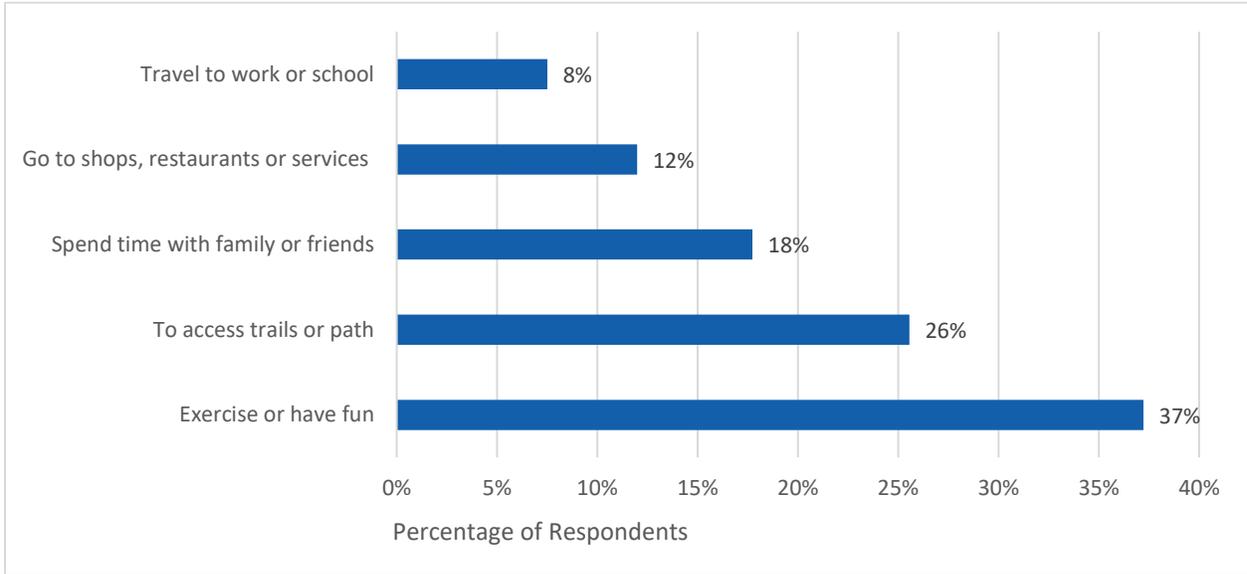
Respondents were also asked to indicate how many times they cycle in a typical month. 21% of respondents indicated that they never cycle in a typical month while 20% of respondents indicated that they bike 1-2 days a week during a typical month.

Once a day (7 days a week) — 2%
More than once a day — 2%
1-2 days a week — 20%
3-4 days a week — 17%
5-6 days a week — 10%
Once a month — 15%
2-3 days a month — 13%
Never — 21%

Percentage of Respondents
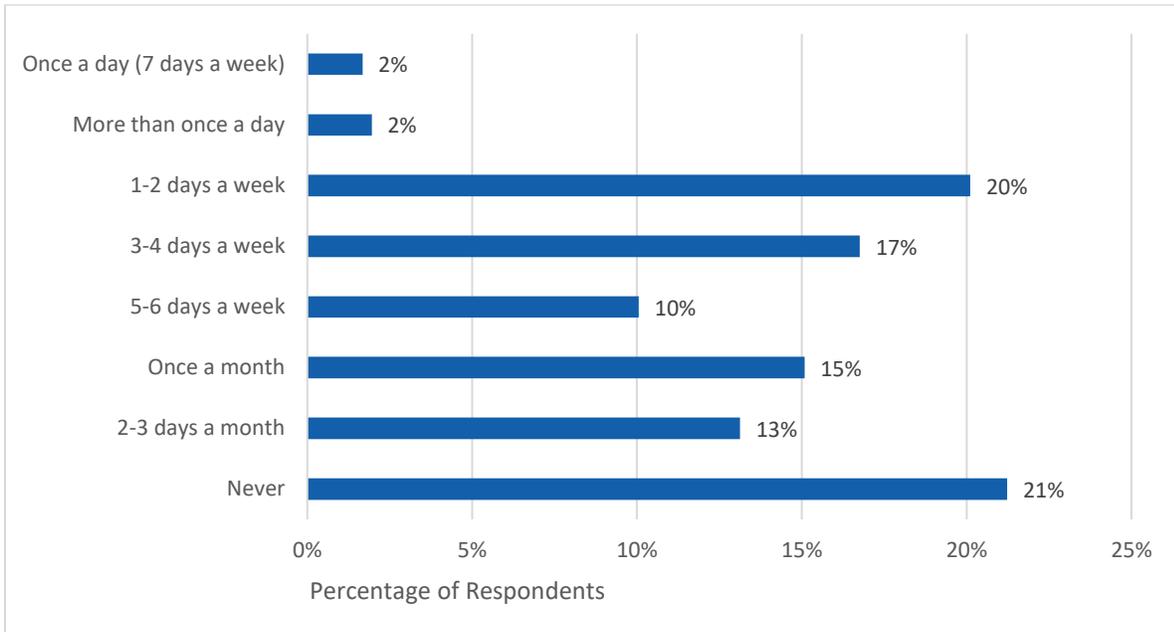
Cycling Issues and Opportunities

Respondents were asked to select what they felt were the top three challenges for cycling on Summerland roads from a list of 10 challenges. The top three challenges selected were lack of bike lanes (29%), condition of bike routes (18%), and gaps in the bike network (15%).
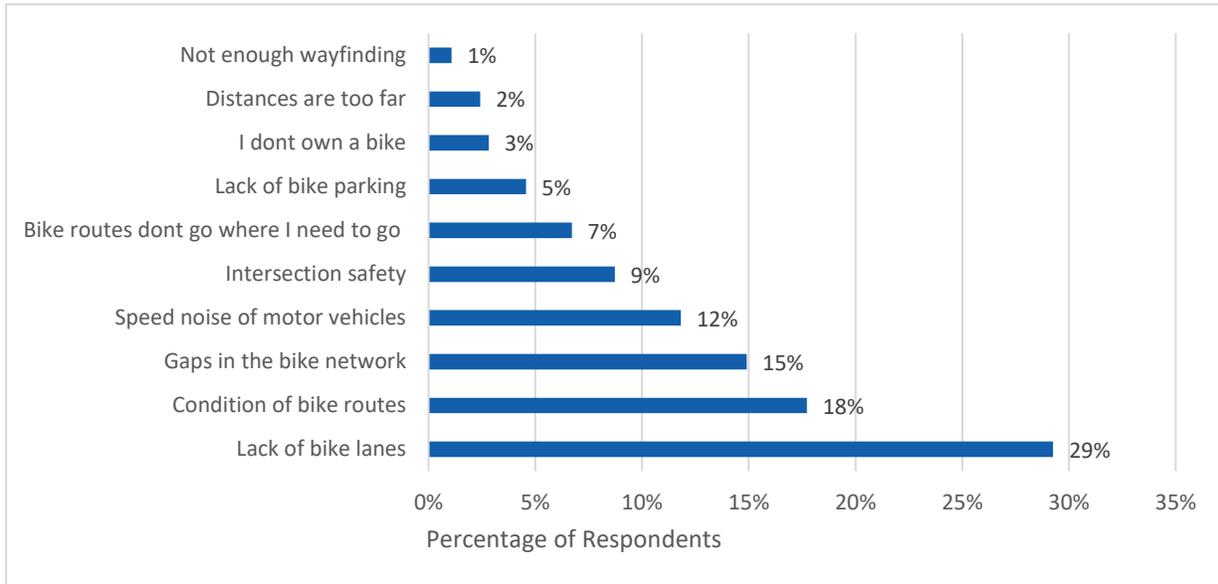
Respondents were then asked to indicate what the district could do to encourage them to cycle on the road more often. They were asked to select three choices from a list of 10 options. The top three choices were more shoulder bike lakes (21%), more painted bike lanes (20%), and ensuring bike routes are properly maintained (15%).

Not interested in cycling	4%
More bike parking	5%
Separated biking/walking lanes	11%
More bike routes on quiet streets	11%
Fewer gaps in the bike network	13%
Ensuring bike routes are properly maintained	15%
More painted bike lanes	20%
More shoulder bike lanes	21%

Percentage of Respondents
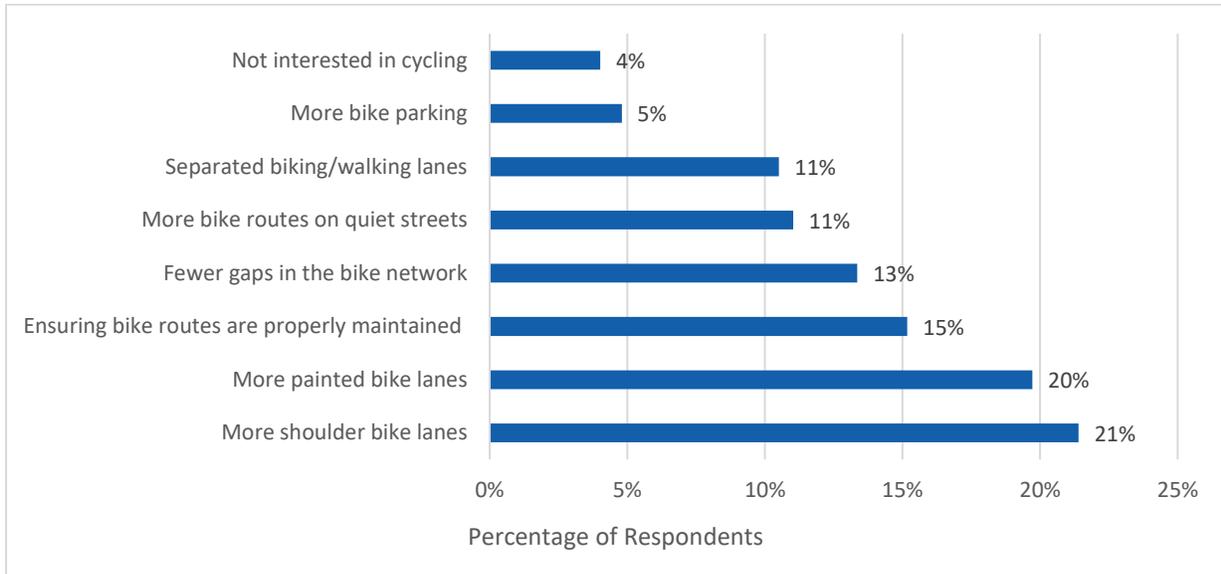
Trails

Trails Patterns

Respondents were asked to consider what motivates them to use Summerland trails by selecting as many options that applied to them. To walk or hike was the top choice among respondents, followed by to enjoy nature and view wild life.

Chart: Percentage of Respondents

- I do not use Summerland Trails: 1%
- Commute to school or work: 2%
- Access shops, restaurants or services: 4%
- Jog or run: 5%
- Connect to my community: 5%
- Access a park: 7%
- Walk my dogs: 11%
- Bike: 11%
- Spend time with family and friends: 15%
- Enjoy nature/view wildlife: 19%
- Walk or hike: 20%

Respondents were also asked to indicate how often they use the trails in Summerland in a typical month. 19% of respondents indicated they use the trails 5-6 days a week, 25% of respondents indicated that they use the trails 3-4 days a week, and 19% of people indicated they use the trails 1-2 days a week. Only 2% of respondents indicated they never use the trails.
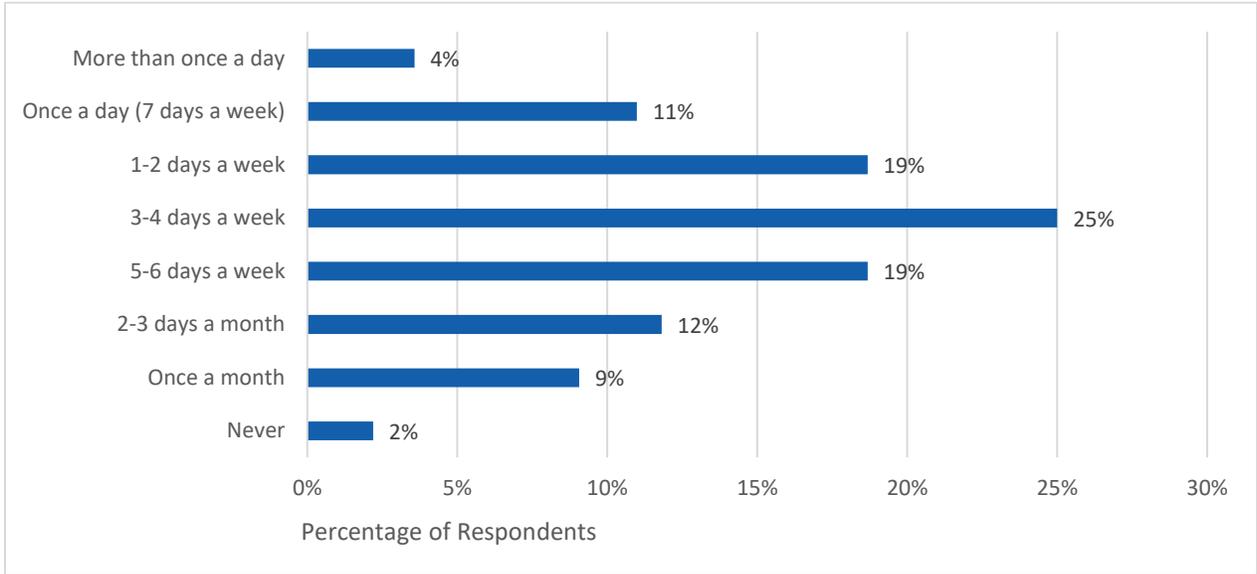
## Trails Issues and Opportunities

Respondents were asked to select what they felt were the top three challenges for using Summerland trails from a list of 13 challenges. The top three challenges selected were gaps in the trail network (19%), not enough signage (16%) and lack of trails (13%).
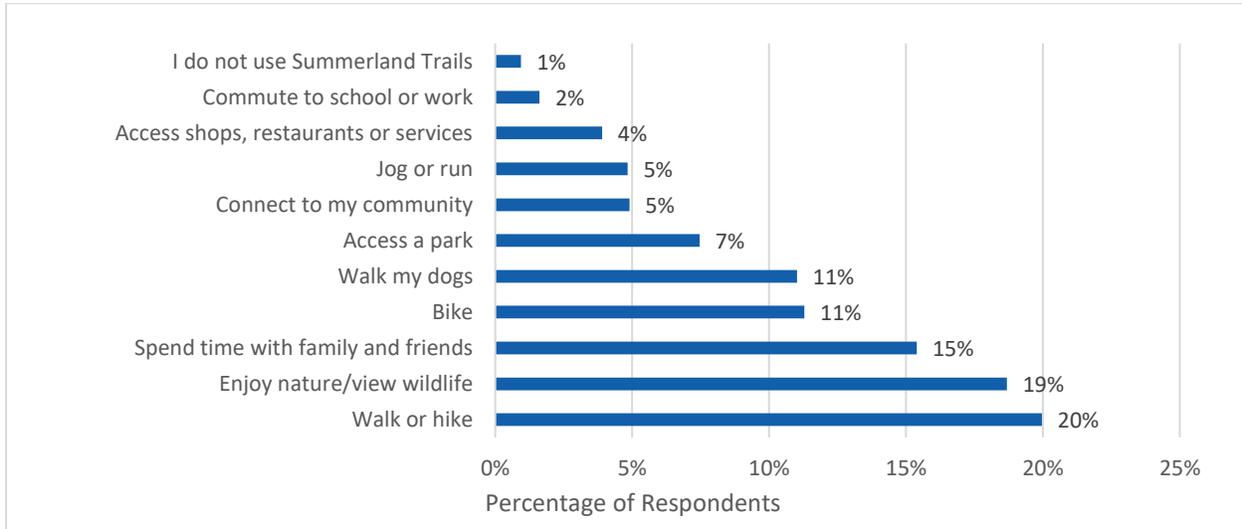

Respondents were then asked to indicate what the district could do to encourage them to use Summerland trails more. They were asked to select three choices out of 10 options.

The top choices selected were build more unpaved trails (19%), provide more maps/route information (16%), fill gaps between trails (14%), and more signage (14%).

Sidewalks

Sidewalks Patterns

Respondents were asked to consider what motivates them to walk by selecting as many options that applied to them. To exercise was the top choice among respondents, followed by to enjoy nature and view wildlife.
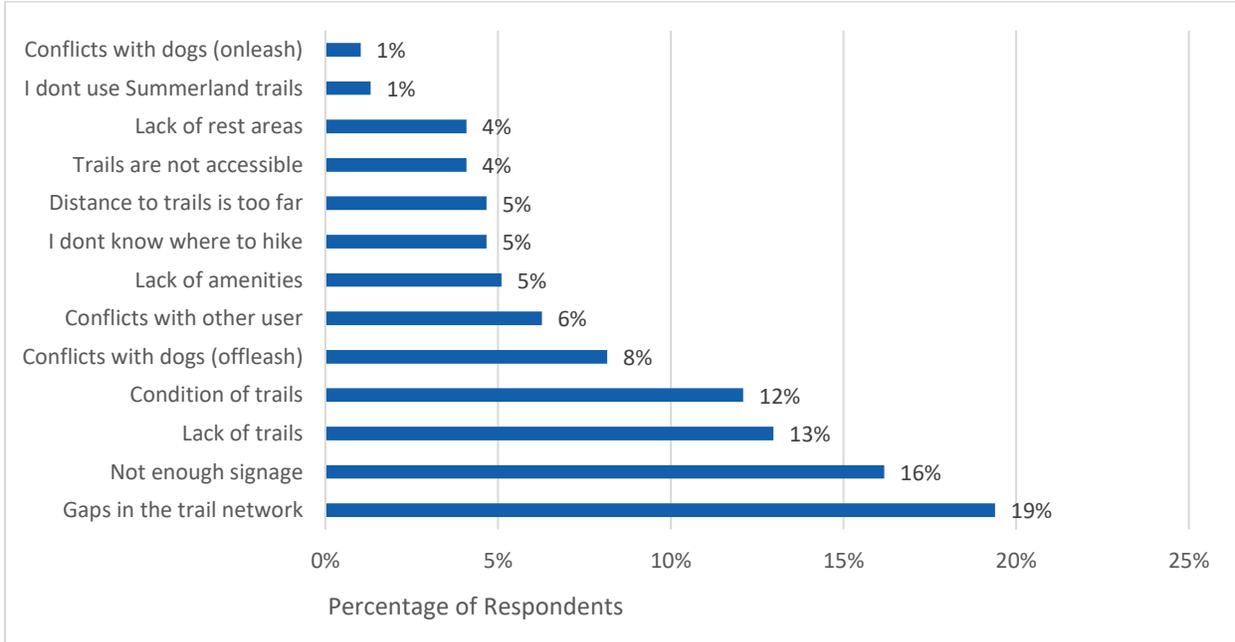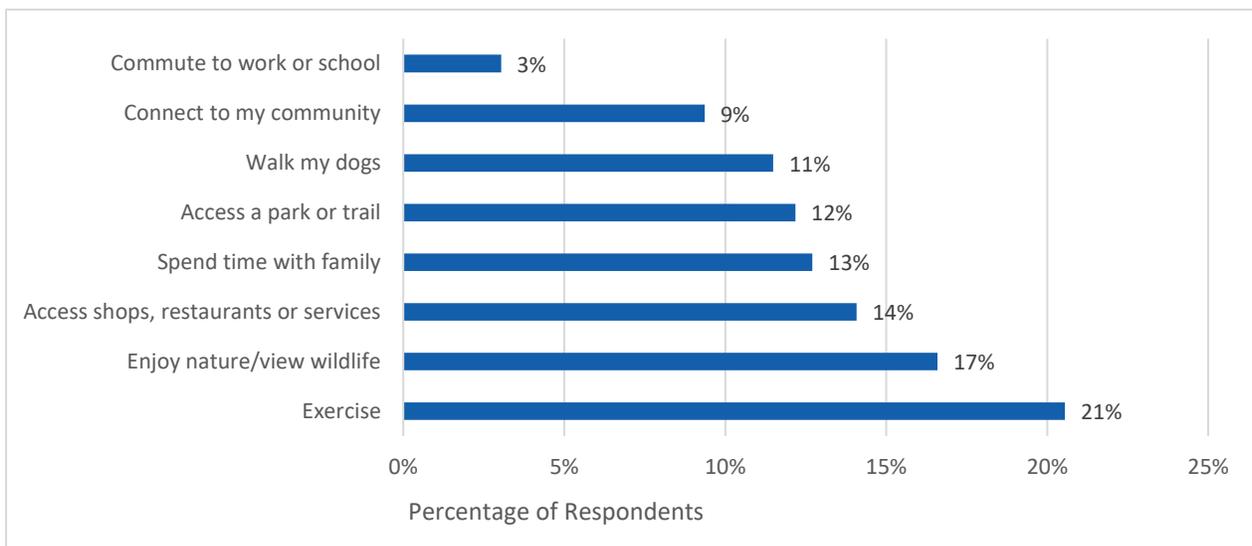
Respondents were also asked to indicate how often they walk in a typical month. 21% of respondents indicated they walk 5-6 days a week, 26% of respondents indicated they walk 3-4 days a week and 16% of respondents indicated they walk 1-2 days a week. Only 1% of respondents indicated they never walk.

Once a day (7 days a week) — 12%
More than once a day — 10%
1-2 days a week — 16%
3-4 days a week — 26%
5-6 days a week — 21%
2-3 days a month — 7%
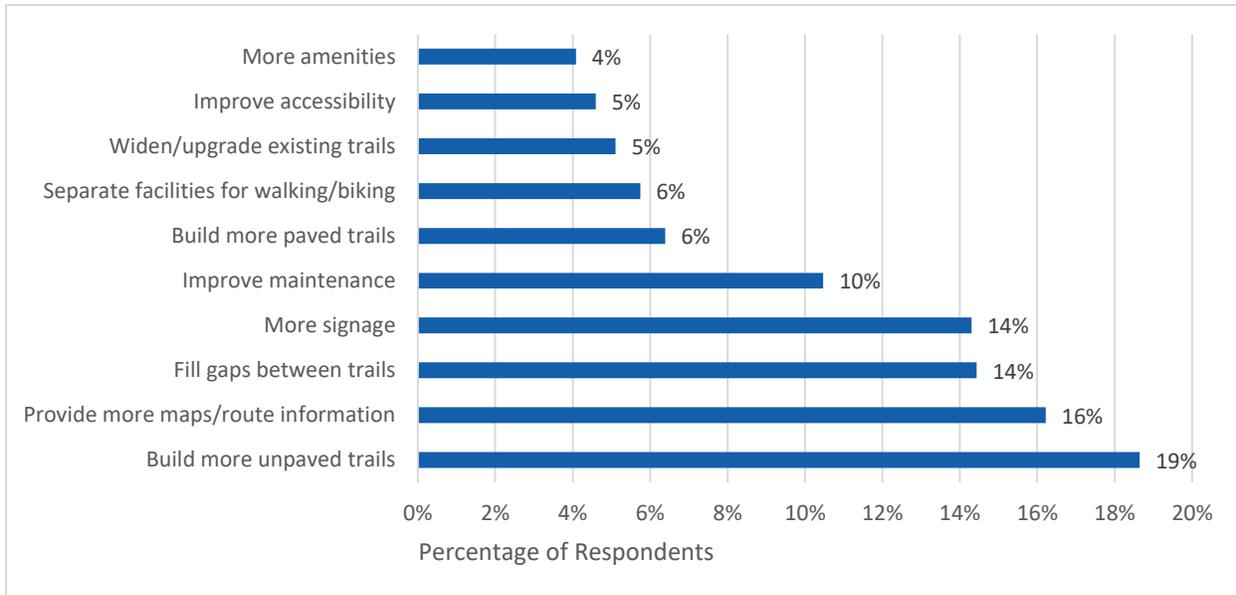Once a month — 6%
Never — 1%

Percentage of Respondents
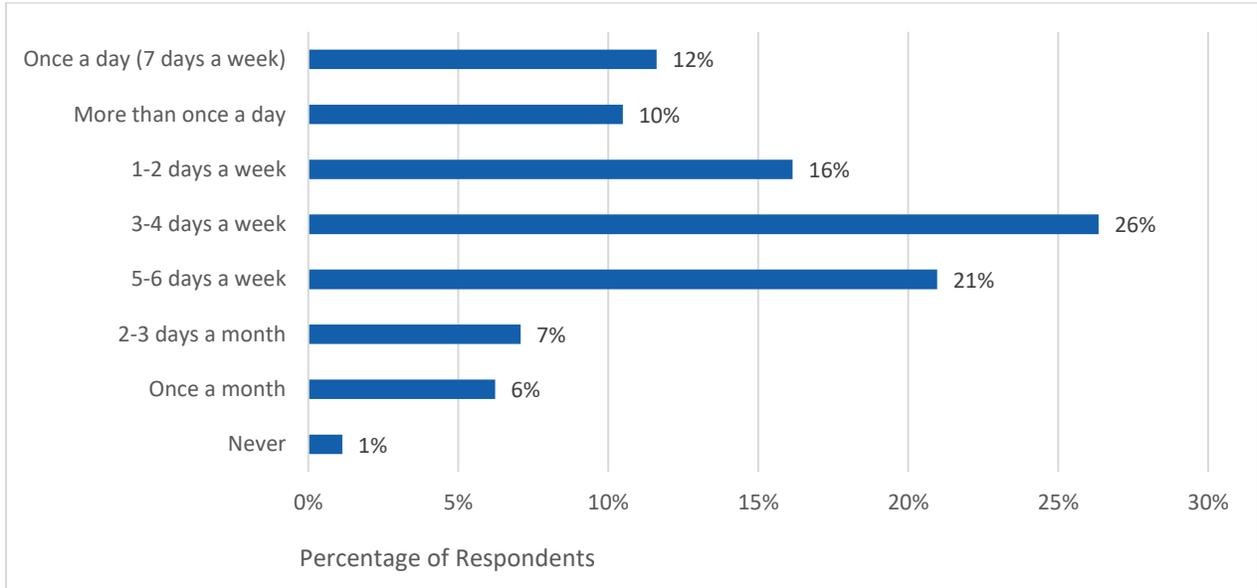
Sidewalks Issues and Opportunities

Respondents were asked to select what they felt were the top three challenges for using Summerland sidewalks from a list of 7 challenges. The top three challenges selected were lack of sidewalks (40%), sidewalks end abruptly (28%), and uneven sidewalks (12%).
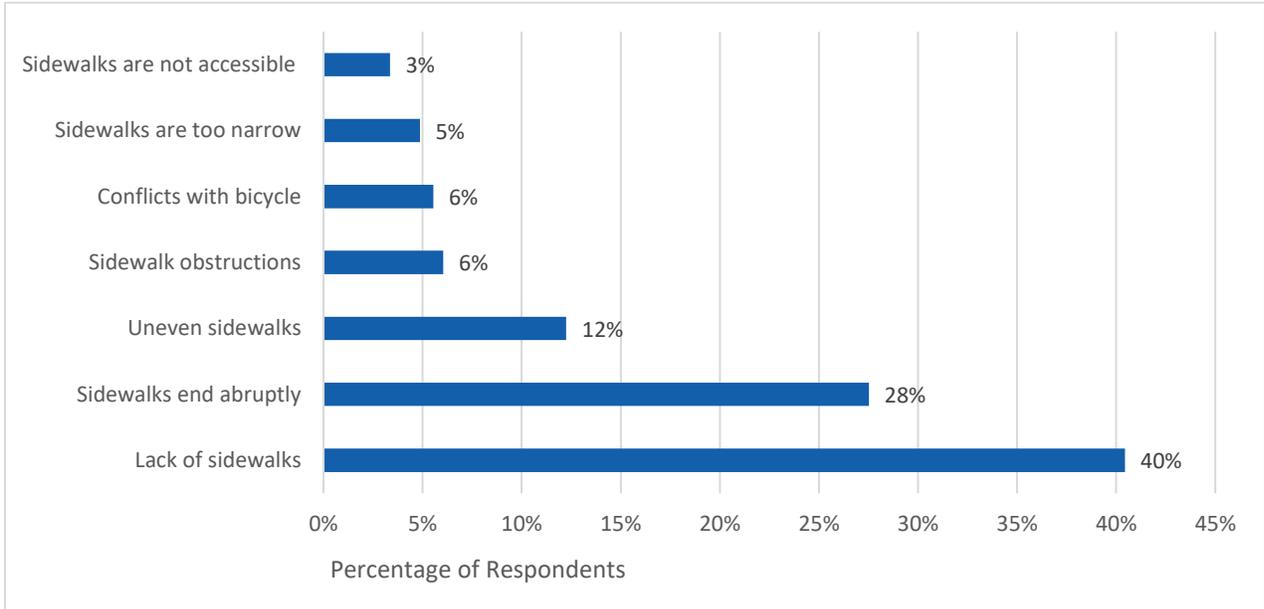
Chart 1: Sidewalk Issues

- Sidewalks are not accessible — 3%
- Sidewalks are too narrow — 5%
- Conflicts with bicycle — 6%
- Sidewalk obstructions — 6%
- Uneven sidewalks — 12%
- Sidewalks end abruptly — 28%
- Lack of sidewalks — 40%

Percentage of Respondents (0% – 45%)

Respondents were then asked to indicate what the district could do to encourage them to use Summerland sidewalks more. They were asked to select three choices out of five options. The top three choices selected were build more sidewalks (37%), fill gaps in the sidewalks (33%), and repave uneven sidewalks (15%).

Chart 2: Encouragement Options

- Widen existing sidewalks — 7%
- Improve accessibilitys — 8%
- Repave uneven sidewalks — 15%
- Fill gaps in the sidewalks — 33%
- Build more sidewalks — 37%

Percentage of Respondents (0% – 40%)
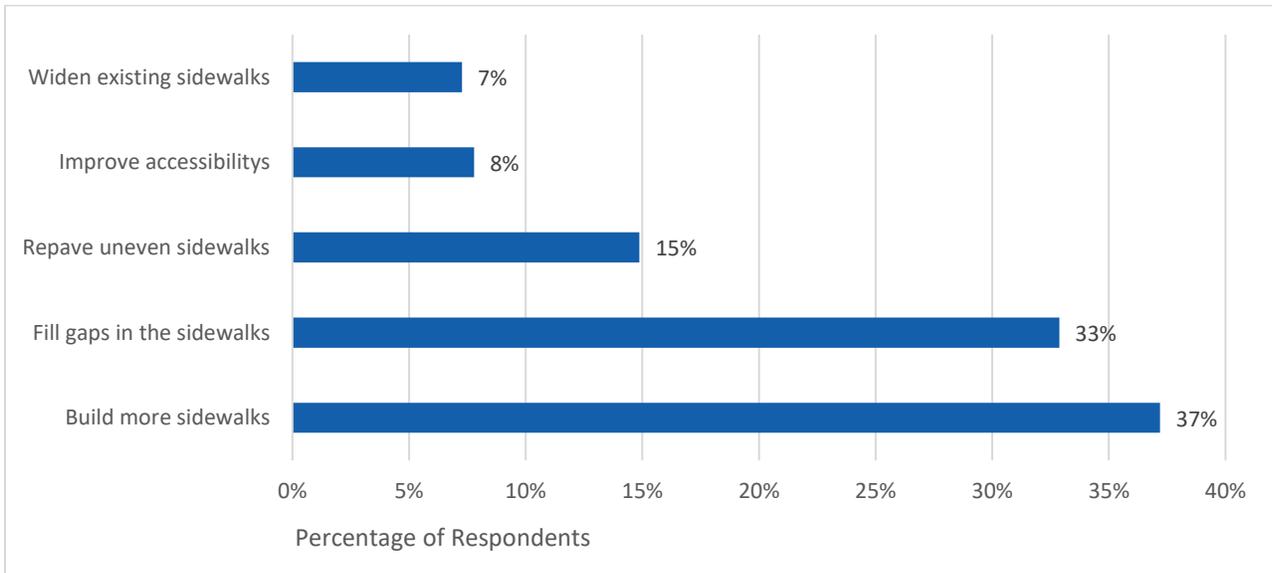
Priorities

Of the three master plans, respondents were asked which plan they were most interested in. As shown in the graph, respondents were most interested in the Trails Master Plan (40%). Almost an even number of respondents were interested in the Sidewalk Mater Plan

(19%) and the Cycling Master Plan (18%). 23% of respondents were interested in all three plans equally.
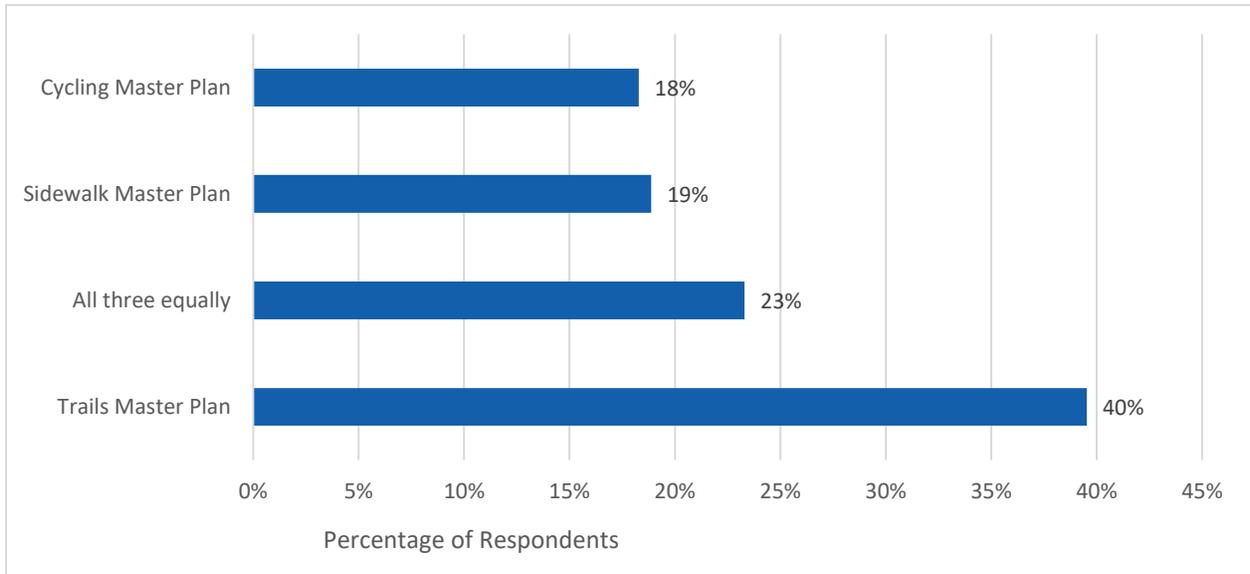
Demographics

At the end of the online survey, respondents were asked to provide their demographic information, including their age, gender and limitations. This information provided the project team with a better understanding of who responded to the online survey. As these questions were optional, not all respondents disclosed their demographic information and the graphs below do not include the demographic information of all respondents.

Age of Respondents

Age	Percentage
19 to 24 years old	1%
18 years or younger	1%
25 to 34 years old	6%
35 to 44 years old	14%
65 years or older	18%
45 to 54 years old	26%
55 to 64 years old	35%

Percentage of Respondents

Gender of Respondents

Gender	Percentage
Non-binary/Gender fluid	0%
Prefer not to say	1%
Male	35%
Female	64%
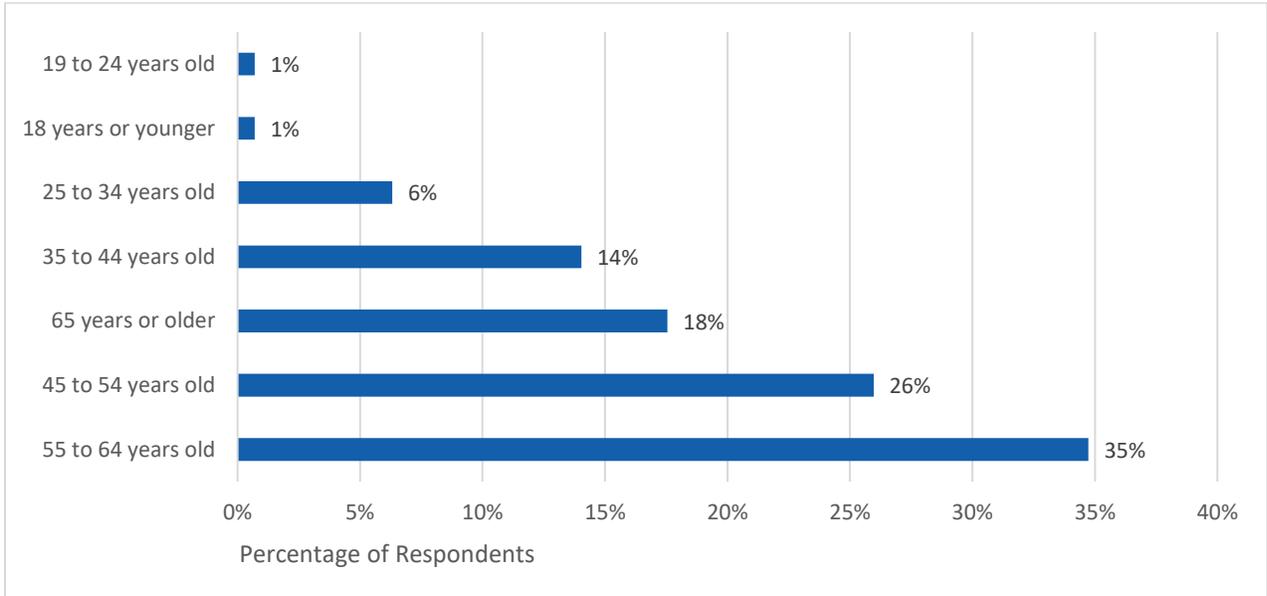
Percentage of Respondents

Limitations

Vision — 1%
Other — 1%
Prefer not to disclose — 3%
Hearing — 3%
Mobility — 5%
None — 86%
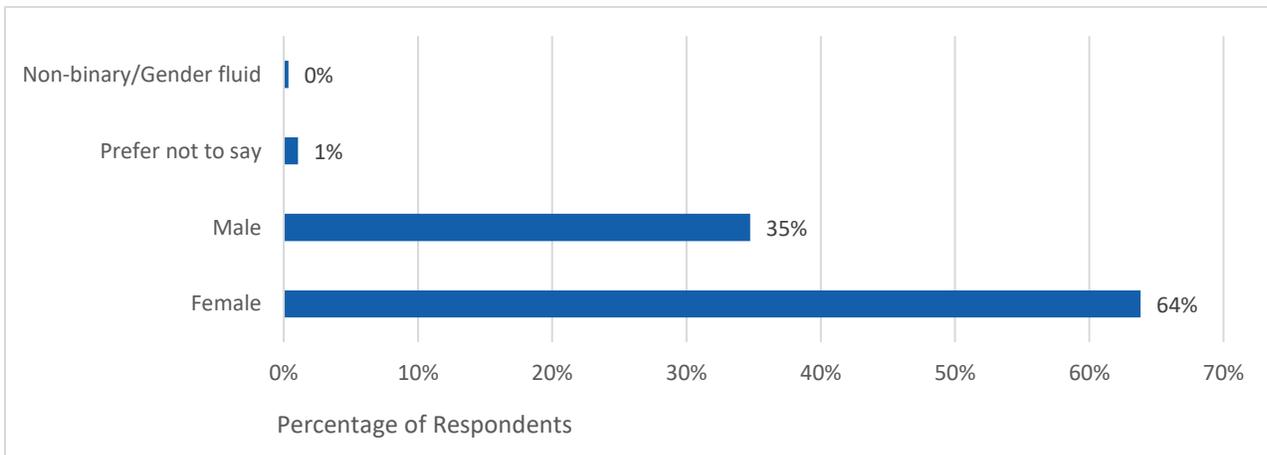
Percentage of Respondents
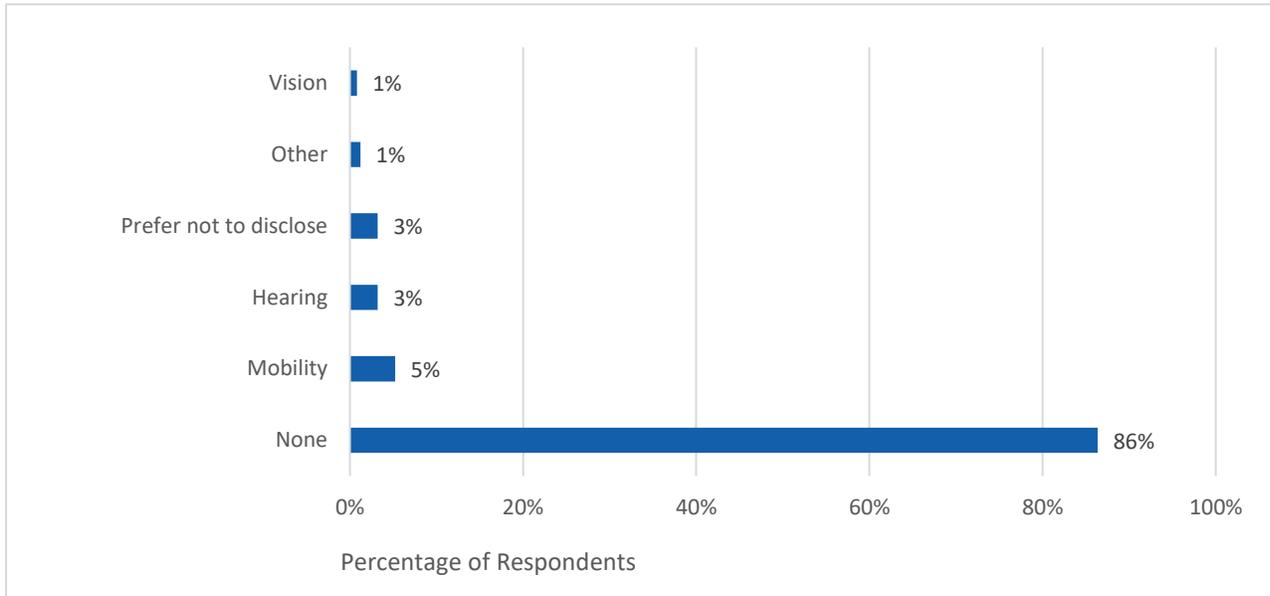
3   Survey #2 Summary

As part of the Phase 2 engagement process for Summerland's cycling, trails and sidewalks master plans, residents were invited to provide their input and the level of support of each of the draft long-term plans and priorities for implementation. The online survey was available through the District of Summerland's website from December 6, 2018 to December 17, 2018 and resulted in 242 participant responses. *Respondents were not required to answer every question in the survey and percentages were calculated based on the number of respondents per question.*

Demographics

Respondents were asked demographic questions to better understand their needs.

Age of Respondents

- 65 years and older: 20%
- 55 to 64 years old: 38%
- 45 to 54 years old: 26%
- 35 to 44 years old: 12%
- 25 to 34 years old: 5%

Gender of Respondents

- Female: 37%
- Male: 43%
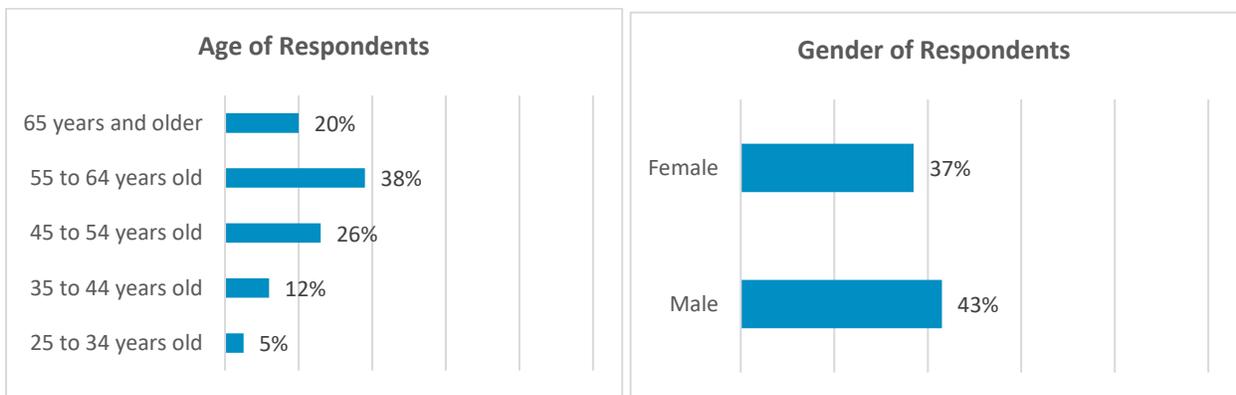
Eleven percent of respondents also indicated that they have limitations with five percent having mobility issues.

Cycling Master Plan

Four themes were established for the preliminary directions for cycling in Summerland. For each theme, actions have been developed to be implemented over the long-term.

Cycling Network

Satisfactory
13%

Excellent
52%
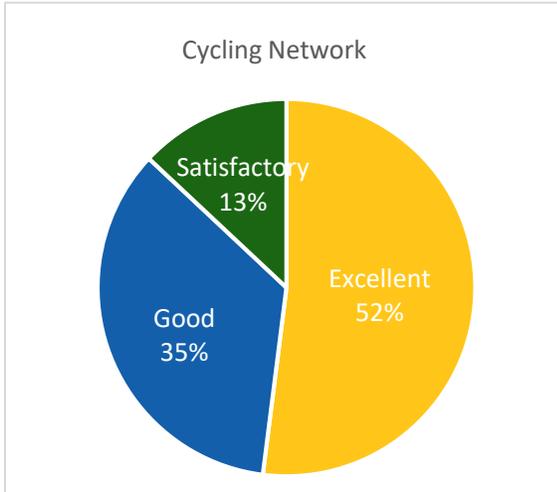
Good
35%

Theme 1:

Respondents were asked to indicate their overall view of the proposed actions being recommended to enhance the cycling network.

Eighty-eight percent of respondents indicated that the proposed actions were excellent or good. Thirteen percent of respondents indicated that the proposed actions were satisfactory.

Respondents were asked to indicate their top three priorities for the proposed bicycle routes. Giants Head Road was seen as the top priority route and selected the most frequently as a priority.

Location	Priority 1	Priority 2	Priority 3
Giants Head Road	14	5	10
South and North Victoria Road	7	7	7
Prairie Valley Road	8	4	1
Lakeshore Road	4	6	2
Garnet Valley Road	3	5	2
Peach Orchard Road	3	4	
Gartrell Road	3	1	2
KVR route	2	1	1
Trans Canada Trail	1	2	1
Conkle Mountain			4
Cartwright Mountain	2	1	
Happy Valley Road	1	2	
Dale Meadows Road		1	1
Hwy 97			2
Matsu Drive Loop	1		
Johnson Street	1		
Jubilee Road		1	
Bathville Road			1

Maintenance and Accessibility

Fair
5%

Poor
2%

Satisfactory
11%

Excellent
45%

Good
37%

Theme 2:

Respondents were asked to indicate their overall view of the proposed actions being recommended to enhance the cycling network's **maintenance and accessibility**.
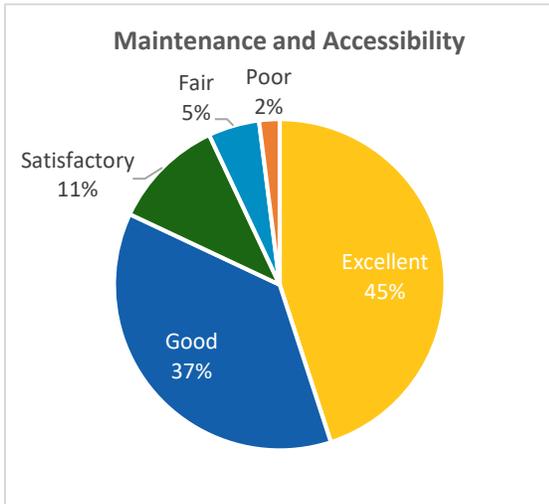
Eighty-two percent of respondents indicated that the proposed actions were excellent or good. Sixteen percent of respondents indicated that the proposed actions were satisfactory or fair. Two percent indicated that the proposed actions were poor.

End-of-trip Facilities and Amenities

Fair
3%

Poor
2%

Satisfactory
23%

Excellent
33%

Good
40%

Theme 3:

Respondents were asked to indicate their overall view of the proposed actions being recommended to enhance **end-of-trip facilities and amenities**.

Seventy-three percent of respondents indicated that the proposed actions were excellent or good. Twenty-six percent of respondents indicated that the proposed actions were satisfactory or fair. Two percent indicated that the proposed actions were poor.
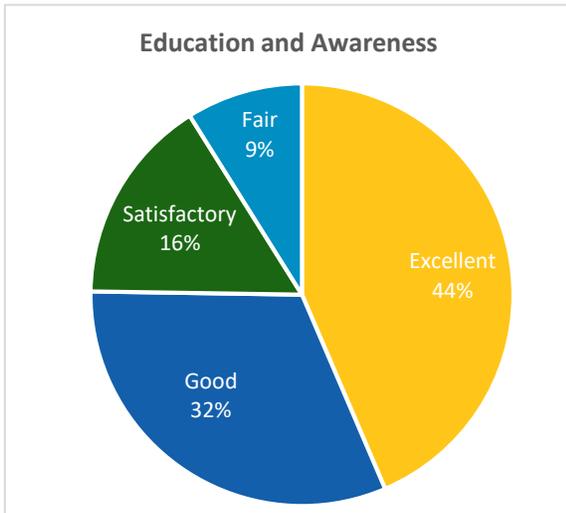
Education and Awareness

Fair
9%

Satisfactory
16%

Excellent
44%

Good
32%

Theme 4:

Respondents were asked to indicate their overall view of the proposed actions being recommended to enhance **education and awareness**.

Seventy-six percent of respondents indicated that the proposed actions are excellent or good. Twenty-five percent of respondents indicated that the proposed actions are satisfactory or fair.

Respondents were asked to rank the four themes based on their top priorities, with 1 being the top priority and 4 being the lowest priority.

Theme	Average Ranking
Cycling Network	1.43
Maintenance and Accessibility	2.05
Education and Awareness	3.16
End-of-trip Facilities and Amenities	3.29

The cycling network was ranked as the highest priority with an average ranking of 1.43, followed by maintenance and accessibility with an average ranking of 2.05.

As an optional question, respondents were asked if they had any additional comments regarding the proposed themes and actions recommended for the cycling master plan. These verbatim comments are included below.

- Adding a bike wash station at various end of trail locations. This will help reduce the spread of dirt and other debris throughout the urban areas and help encourage cycle us to get out into the natural environment
- Appreciate all the work on this initiative, and for listening to our input. This town could have an incredible cycling system of trails
- As a cyclist my primary concern is safety. Having designated cycling or multi-use trails greatly reduces the risk associated with riding your bike. Having to share roads with motor vehicles can put cyclists in very dangerous situations.
- As an avid cyclist, road and mountain bike, there needs to be a re-route section along Prairie Valley to take Dale Meadows to Haddrell and avoid the curve in the

road along Prairie Valley to just before Morrow. Truck traffic often hugs the side of the road making it extremely dangerous to ride along the shoulder.

- Consider creating proper parking areas at trail heads with maps, signage and garbage cans.
- Create cycling infrastructure for short distance (casual cyclists). The growth in cycling will come from short distance casual trips not hard core racers on mountain bikes. For example, make it easy and safe for uptown residents to ride to the grocery store in Summerland
- Earlier removal of sand on main cycling roads.
- Ensure e-bikes are included in single track as it addresses and encourages the old population of Summerland to keep active and help to maintain rain the trails.
- Ensure whatever possible, that the cycling network is a separate path or trail from the road traffic to increase safety for cyclists
- Focus on building route for people who cycle to work, go to doctor appointments, shopping and visiting friends. Most of these type of trips are 5km or less and involve route in core areas.
- Focus on safe cycling lanes for kids to ride bikes to school without having to ride on Sidewalks. Upgrading mountain biking trails to encourage out of town guests.
- Great place to cycle but many of the roads are in rough shape and require some upgrades like replacing really rough pothole sections, broken shoulder edges
- Have more routes that take you along orchards and boneyards for the views and the less traffic. Have loops with names given. Like switchback route, lakeshore route, Jones flat route, garnet valley route, quinpool route, Cartwright route many more. Improve north Victoria rd up the hill with a sidewalk for safety and cyclists heading to jones flat rd area.
- I cycle regularly and the main concern I have is with the traffic circles. I feel educating drivers on how to safely use a traffic circle should be a priority. Drivers need to understand who has the right of way and that bicycles are vehicles too. It could be as simple as putting up a few signs in the round abouts. I've been dangerously cut off numerous times, sometimes while pulling my child in a chariot. Id hate for a cycler to be hurt before something is done.
- I would love to see Summerland become the e-bike capital of the Okanagan by connecting us to both Penticton across the PIB Reserve and through Garnett Valley to Peachland, and by providing secure lockups in the downtown area.
- If the result is to encourage people to commute by bicycle, then main arterials to downtown should be improved. These same routs also lead to the Trans Canada Trail and the highway and Penticton where many people work
- Include in Theme 4 education and awareness of car drivers

- Include the Province in support multi-modal transportation to Princeton and throughout the Okanagan Valley
- Make sure schools are a key part of the plan, ensuring safe access for kids going to and from school on their bikes.
- Make the roads safe (Surface/ shoulder/ debris/ signage/ lanes etc) and comfortable for bikes. This will be the most effective way to encourage more more commuters and will yield better access to trails.
- Push to make cycling rights and awareness a part of the provincial driving training and licensing, provide or indicate access to public washrooms on routes
- Road riding on Prairie Valley Road is hazardous right now. This needs consideration
- Routine and regular maintenance repair damage and vandalism quickly
- Safety of the bike rider is very important to me. Separate routes or protected routes. Sharing the road has bicyclists at a disadvantage.
- Theme 1 is so much more impactful than the other 3 themes
- Theme 1 is the absolute most critical path item. You could drop themes 3 &4 if it meant success with Theme 1. Focus on connecting all of Summerland property. Include Lower town and Trout Creek
- There is too much emphasis on cycling. I find most cyclist hog the road, never dismount, and would rather run over a dog or child to keep on going.
- This plan is confusing and doesn't seem to be realistic? Many examples but a secondary route out to Paradise road (who goes there? the rest is private property on Mountain?) Many of the trails and paths just don't make sense?
- Two of Summerland's busiest street, Rosedale and Prairie Valley do not have bike lanes. If Summerland is serious about biking, create bike lanes of these two streets
- Very happy this is being implemented
- We should look at both road bike and mountain bike facilities. There needs to be dialogue with the Penticton Indian Band about how to access trails across the Trout Creek trestle to mutual advantage. E.g. an access fee that goes towards trail maintenance with acknowledgment of the PIB and their culture.
- You need to build a network for all users to be more friendly and respectful of one another cyclists dog owners and horse riders and hikers

Sidewalk Master Plan

Three themes were established for the preliminary directions for sidewalks in Summerland. For each theme, actions have been developed to be implemented over the long-term.

Sidewalk Network

Theme 1:

Respondents were asked to indicate their overall view of the proposed actions being recommended to enhance the sidewalk network.

Eighty-eight percent of respondents indicated that the proposed actions were excellent or good. Thirteen percent of respondents indicated that the proposed actions were satisfactory.

Respondents were asked to indicate their top three priorities for the proposed sidewalks.

North and South Victoria Road were seen as the top priority and was selected most frequently as a priority.

Location	Priority 1	Priority 2	Priority 3
North and South Victoria Road	11	6	4
Giants Head Road	3	5	4
Solly Road	5	1	2
Prairie Valley Road	5	1	2
Peach Orchard Road	1	4	3
Lakeshore Drive	3	2	2
Jubilee Road		5	2
Downtown Area	2		
Wharton Street	1	1	
Sinclair Road	1		1
Cartwright Road		1	1
Johnson Street	1		
Trans Canada Trail	1		
Trout Creek		1	
Hwy 97			1

Maintenance and Accessibility

Theme 2:

Respondents were asked to indicate their overall view of the proposed actions being recommended to enhance sidewalk **maintenance and accessibility**.

Ninety percent of respondents indicated that the proposed actions were excellent or good. Ten percent of respondents indicated that the proposed actions were satisfactory.
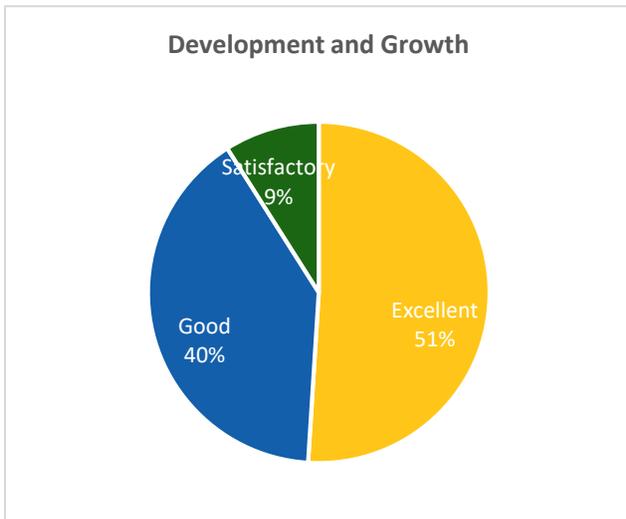
Development and Growth

Theme 3:
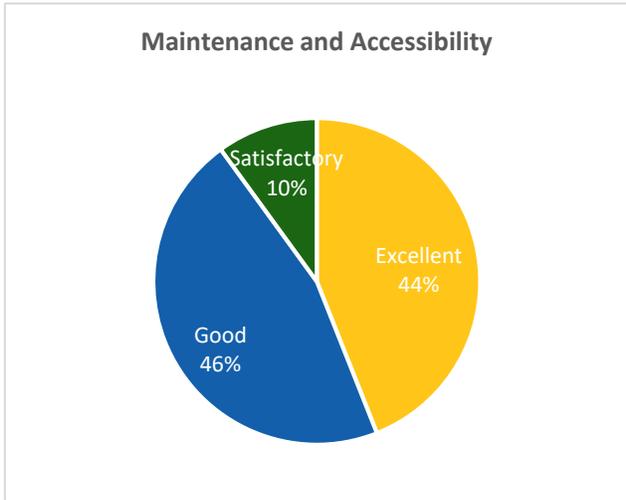
Respondents were asked to indicate their overall view of the proposed actions being recommended to ensure sidewalks are considered under **development and growth**.

Ninety-one percent of respondents indicated that the proposed actions were excellent or good. Nine percent of respondents indicated that the proposed actions were satisfactory.

Respondents were asked to rank the three themes based on their top priorities, with 1 being the top priority and three being the lowest priority.

Theme	Average Ranking
Sidewalk Network	1.81
Development and Growth	2.08
Maintenance and Accessibility	2.12

The sidewalk network was ranked as the highest priority with an average ranking of 1.81, followed by development and growth with an average ranking of 2.08.

As an optional question, respondents were asked if they had any additional comments regarding the proposed themes and actions recommended for the sidewalk master plan. These verbatim comments are included below.

- All new subdivisions and existing updating of subdivisions should have sidewalks as part of their plan
- Any new development if not right in downtown core should be built to move bodies not cars. This is done by making developer build sidewalks and bike lanes.
- Arterial sidewalks should be fully maintained (plowed and landscaped) by the district along entire portion including rights-of-way.
- As a person with health issues that make hiking and cycling impossible, I really appreciate an improvement in sidewalk connectivity and maintenance. I would love to be able to safely walk from Turner Street to downtown and I think there are many others would as well.
- Continue to seek input from users, currently this does not impact my household
- District should maintain primary sidewalks year around
- Ensure that bikes and pedestrians have clear and separate lanes,
- I think we should focus on our waterfront, make that attractive
- In less congested areas, shared cycling and walking on one side of the road should be sufficient. Roads need to be wide enough for vehicle traffic, pedestrians, cyclists and mobility scooters. This would allow winter maintenance to be done with the road and not a separate crew with smaller equipment.
- In the meantime, pedestrians need to educated how to walk on roads w/out sidewalks ie. facing traffic
- Just the one about making one side of Prairie Valley for bikes. Sidewalks on Solly - or through Old Hospital easement onto Latiuner Avenue to MacDonald
- Love the options avail, hopefully quinpool to Jones flat sidewalk with happen sooner than later, it a busy road going in and out of the core!
- Low volume routes could be shared routes walking and cycling
- Maintaining the safety of Peach orchard trail should be a priority in my opinion.
- Make as many pathways and cycle paths as shared similar to the pathway on Giants Head (just continue that path father)
- Make sure the rude cyclists are not on these pathways.
- Part of development needs to be adding sidewalks in new subdivisions
- Please consider putting a sidewalk all along Lakeshore Dr. N. out to Crescent Beach. There is a large residential population living at Crescent Beach and many Summerlanders use this road to walk and ride and it is also marked for access to Lakeview Trail. In summertime there is really high density of non-drivers on this very narrow, two lane road, with little or no allowance at several places along the road. I

believe it poses a risk/liability issue for the Summerland Corporation and I do not want a death or serious accident to have to occur before this issue is addressed. It is used daily by dog walkers, bikers, walkers, mothers with baby strollers, children, etc. and there really is no where to walk except on the roadway. Work was done during the last two years of high lake water, and several loads of rubble were put into the lake to shore up the road. It would be possible to continue this work and put a sidewalk all along the water side of this narrow road. Please consider this! There is only one development that was required to put in a sidewalk and it is the only safe place along this road to walk, otherwise people have to use the roadway itself. When two cars come and there are many homes at Crescent Beach and only this narrow road access, it is a safety issue of a serious nature.

- Please look at the curb/sidewalk on S Victoria. It is dangerous to walk or cycle. Lots of blind corners, curbs that change (8 times between traffic circle and Simpson road). It is a busy road for vehicles and lots of kids use this road to travel to school
- Proposed district right of way connection makes no sense in areas of Gillard, Rippen, Lumsden, Gould - who would these links serve and they look like they require crossing private property. The TCT already allows people to travel in that direction only a few meters away?
- Safety is key for kids
- Sidewalks should be automatically done through developers
- Subdivisions - make the designer pay
- Theme 2 is my top priority, 2nd theme 1, third theme 3
- There is no mention of accessibility for wheelchairs and scooters
- Walking and cycling in safety will encourage more residents and visitors to use those modes of transportation. Active transportation reduces health costs, both physical and mental health.

Trails Master Plan

Six themes were established for the preliminary directions for trails in Summerland. For each theme, actions have been developed to be implemented over the long-term.
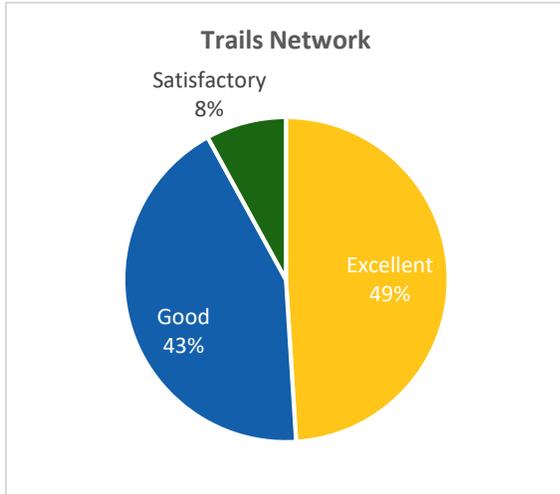
Trails Network

Theme 1:

Respondents were asked to indicate their overall view of the proposed actions being recommended to enhance the trails network.

Ninety-two percent of respondents indicated that the proposed actions were excellent or good. Eight percent of respondents indicated that the proposed actions were satisfactory.

Respondents were asked to indicate their top three priorities for the proposed trail connections or pathways. Gould Avenue to Fyffe Road was seen as the top priority. Williams Avenue to Sunoka Beach was selected the most frequently as a priority.

Location	Priority 1	Priority 2	Priority3
Williams Avenue to Sunoka Beach	7	3	5
Gould Ave to Fyffe Road	9	3	1
Dale Meadows Park to Dale Meadows Road	3	2	5
Julia Street to Victoria Road North	4	1	3
Dale Meadows Park to Walker Avenue	4	2	1
Lumsden Avenue to Gillard Avenue	2	2	1
Downtown Avenue to Pohlman Avenue		1	4
Evans Avenue to Nixon Road	1	3	
Cartwright Trail		3	1
Mount Conkle Trail	2		1
Mountford Avenue to Cedar Avenue	1	1	1
Happy Valley Road to Morrison Close	1	1	
Reynolds Avenue to Wright Avenue	1		1
Howis Crescent to Summer Fair		2	
Lakeshore Road		2	
Pollock Terrace to Little Giants Head		1	1
Giants Head Road	1		
Palmer Terrace to Little Giants Head	1		

Trail Recreation and Management Strategy

Fair 4%
Satisfactory 15%
Excellent 36%
Good 45%

Theme 2:

Respondents were asked to indicate their overall view of the proposed actions being recommended related to the **trail recreation and management strategy**.

Eighty-one percent of respondents indicated that the proposed actions were excellent or good. Nineteen percent of respondents indicated that the proposed actions were satisfactory or fair.

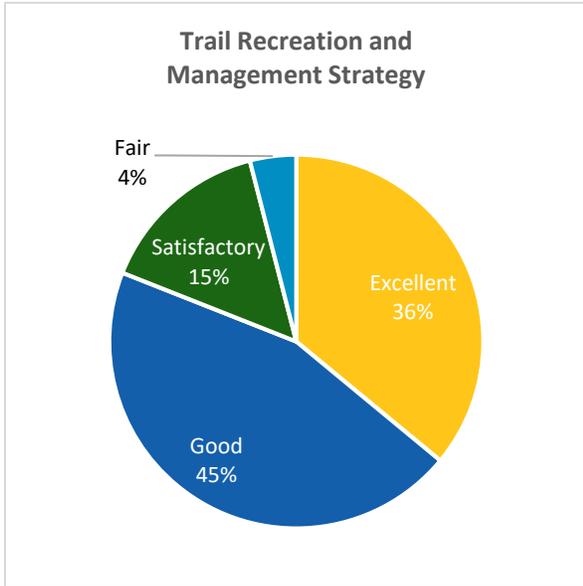**Environmental Protection**

Poor 2%
Fair 4%
Satisfactory 12%
Excellent 39%
Good 47%
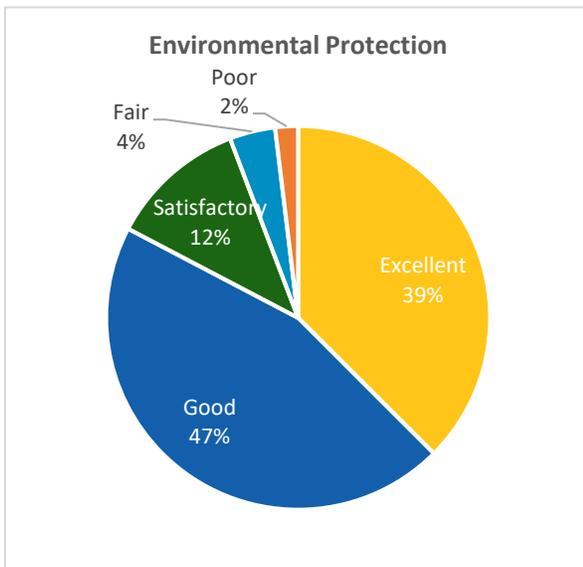
Theme 3:

Respondents were asked to indicate their overall view of the proposed actions being recommended under the theme **environmental protection**.

Eighty-six percent of respondents indicated that the proposed actions were excellent or good. Sixteen percent of respondents indicated that the proposed actions were satisfactory or fair. Two percent indicated that the proposed actions were poor.

Trail Wayfinding and Amenities

Fair 3%
Satisfactory 16%
Excellent 38%
Good 43%

Theme 4:

Respondents were asked to indicate their overall view of the proposed actions being recommended to enhance **wayfinding and amenities**.

Eighty-one percent of respondents indicated that the proposed actions were excellent or good. Eighteen percent of respondents indicated that the proposed actions were satisfactory or fair.

Trail Maintenance

Satisfactory 22%
Excellent 43%
Good 36%

Theme 5:

Respondents were asked to indicate their overall view of the proposed actions being recommended to enhance **trail maintenance**.

Seventy-nine percent of respondents indicated that the proposed actions were excellent or good. Twenty-two percent of respondents indicated that the proposed actions were satisfactory.

Education and Awareness

Theme 6:

Respondents were asked to indicate their overall view of the proposed actions being recommended to enhance trail **education and awareness**.
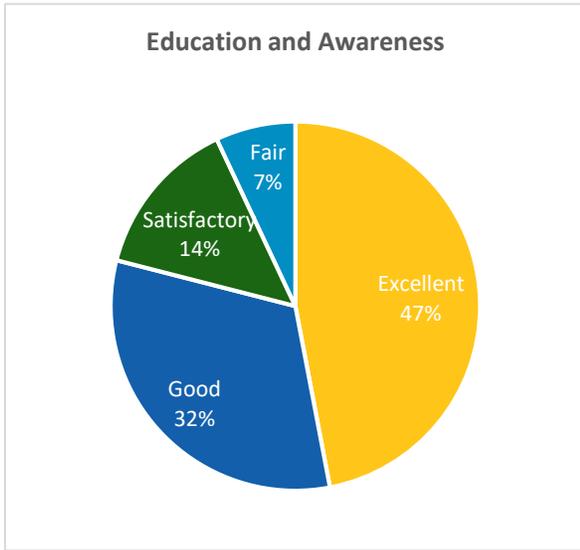
Seventy-nine percent of respondents indicated that the proposed actions were excellent or good. Twenty-one percent of respondents indicated that the proposed actions were satisfactory.

Respondents were asked to rank the six themes based on their top priorities, with 1 being the top priority and 6 being the lowest priority.

Theme	Average Ranking
Trails Network	2.19
Trail Recreation Management Strategy	2.98
Environmental Protection	3.11
Maintenance	3.75
Wayfinding and Amenities	4.13
Education and Awareness	4.55

The trails network was ranked as the highest priority with an average ranking of 2.19, followed by trail recreation management strategy with an average of 2.98.

As an optional question, respondents were asked if they had any additional comments regarding the proposed themes and actions recommended for the trails master plan. These verbatim comments are included below.

- Adding new trails to connect areas that are not currently connected would be awesome. Signage at Trailheads and on the trails is critical to having newcomers to the area and guests utilize our trails and enjoy the experience.
- Address user conflicts by not trying to make all trails for all users, have bike trails, walking trails, and horse trails for those uses unless can be made wide enough to accommodate all.
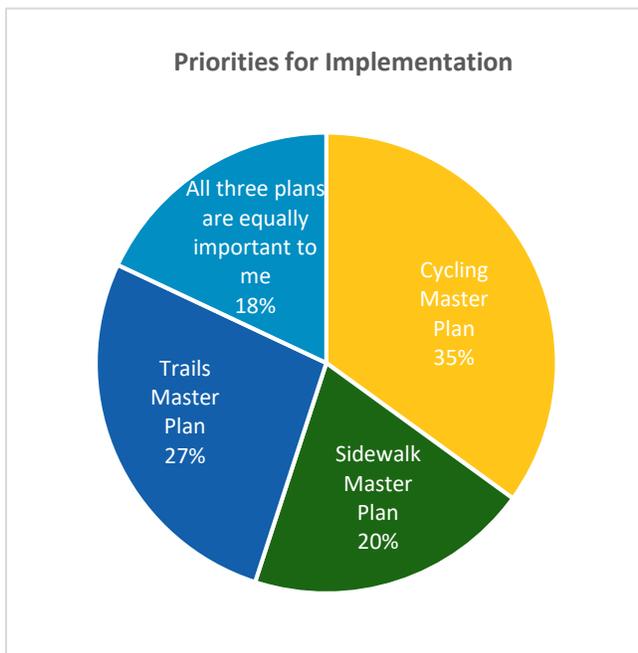
- All trails should be well marked in google maps. Need more dog waste stations with bags and cans for collection
- assuming 'changing technologies' refers to e-bikes there is much ado about nothing as these do not impact trail conditions especially if they are pedal assist enabling seniors to continue to get out and keep fit. The ones that do the damage are the dirt bikes which have been around forever
- Conkle mountain trail network. Need a masterplan so that trails can be used by many user groups: hikers, dog owners, horseback riders, cycling
- Connectivity to Peachland and Penticton must be provided.
- Don't understand #12? A safer walk on parts of Solly where it is currently a bit sketchy makes more sense. It would be steep, I think, and would need maintenance. If you wanted to shorten the walk up the McDonald road allowance makes more sense. I live adjacent to McDonald so not just sending traffic away from my own house. Again, would be steep. The roads do provide easier paths up the hill.
- Ensure washroom facilities (portables) as there currently are none on Conkle or Cartwright
- Great trails exist on cartwright and Conkel. Don't try to fix what is not broken.
- Have volunteer groups overseen by the District to help with trail maintenance
- I think it is really important to find areas for the ATV/Dirt bike users to use which don't conflict with bikers/cyclists/horses
- I want to make sure the Dog Users for trails and sidewalks are being heard. Make sure there is signage that Dogs/humans are allowed to use these trails as well. And make sure there is sufficient waste bags and garbage bins to rid of waste matter. More education so that cyclists can respect those using the trails to walk their dogs or taking a hike with the family. Cyclists need to know that all users groups have use as well these trails are not just fore their use.
- Integrate First Nations in the planning and use of the trail.
- Let's move it forward
- Lights for the dale meadows trails. People still need to safely walk their dogs and kids at night, this trail system is safe from cars but too dark in the winter and fall.
- Love the trails and sidewalks. The cyclists are a painful group.
- Lumping the Trails Master Plan in with sidewalks and road cycling was a mistake -- does not reflect the high priority many Summerlanders put on trails. I'd like to see the Trails Master Plan get further attention, with the development and inclusion of trail plans for Conkle and Cartwright before it goes further.
- Make it public - not just posted on the District Website
- Managing the trails effectively, for road, mountain bike and hiking could be a huge tourist attraction for the community. Go for it!

- Opportunities for all citizens. Currently, little opportunity for handicapped. The Trans Canada Trail from the gazebo to the Rodeo Grounds should be paved to allow wheelchairs.......it is relatively flat
- Pedal assist mountain bikes are great for the older populations, as they allow people to get out on the trails without causing harm to the trails. My wife and I enjoy mountain biking and e-bike mountain biking with pedal assist and would enjoy more outhouses and possibly lighting on the TCT along the base of Conkle Mountain. We know the area very well and signage is not important to us. Conkle Mountain is well developed with great access on the east and west side. Cartwright mountain is mostly dirt bike and quads. We would like more single track west of Hermiston Drive
- Please ensure Class 1 e-bikes are requiring pedal assist are permitted on single track, do not allow Class 2 (throttle bikes) on single track. Consider adding outhouses/highlighting outhouse location of existing ones – i.e. on Trans Canada. E-bikes - pedal assist bikes are fine in all areas, promotes trail maintenance to get supplies in, promotes cycling as you age, excellent mode of transportation to get people out of cards. I participate in trail maintenance regularly - today cleared a large tree fallen on Conkle with manual saw. The male "full frontal" hiker on Conkle needs to be dealt with if Conkle is promoted for families. I saw him three times too many this year.
- Priority should be given to extend and repair damaged trails along the waterfront. Summerland has ignored the waterfront!
- Regular maintenance / adopt a trail without a lot of bureaucracy (i.e. RDOS requires insurance etc.)
- Signage for dogs, garbage bins for waste
- Theme 3 is my top priority. Can't figure out how to rank them
- Themes 2, 3 and 4 are the most important
- To much emphasis on "citifying" our small town trails. We don't need signs, amenities, rules and marketing. We are not the north shore or Lynn Canyon with multiple interface and rescue requirements. Keep it simple - preserve the environment, control "rogue" trail building and interest groups who claim the trails as their own. Focus on the basics - infill the gaps in the network and ensure the safety of those travelling popular routes along roadways. It would seem specific comments have been taken and generalized to apply to everywhere for purposes of the plan. It is not strategic enough. Will we end up with another Rotary Beach and the docks fiasco?
- We have some amazing trails here in Summerland but they just end. No signage, no continuation from one point to another.

- Work with the Penticton and Area Cycling Association. They have a strong and positive relationship with land managers such as the Ministry of FLNROD, BC Parks and City of Penticton. The non-profit club has experience with sanctioning existing trails, building new trails and the maintenance and management. Trails are well-loved by many groups and the demand will only increase. It is best to get ahead of the curve. Summerland has a great start with some of the existing trails, vistas, volunteers and terrain.

Wrap Up

Of the three plans, respondents were asked which plan(s) they think should be the District's top priority for implementation and comment on why they chose the plan(s).

Priorities for Implementation

Cycling Master Plan 35%

Sidewalk Master Plan 20%

Trails Master Plan 27%

All three plans are equally important to me 18%

Eighteen percent of respondents indicated that all three plans are equally important to them. The largest percentage of respondents (35 percent) indicated that the cycling master plan should be the District's top priority.

Comments from respondents are included below.

- All equally important. BUT.....I think we should focus on our waterfront to make our community more attractive
- Although I consider trails the highest priority, I think it also requires the most work do do well -- the other two plans could likely be implemented first so that trails master planning could be done properly.
- Because the cycling master plan has the potential to enhance lifestyle, recreation, safety and the environment by encouraging people of all ages to ride/ commute/ explore our community. To get to trails, we need safe road routes.
- Best the majority of tax payers in Summerland will benefit.

- Biggest impact on CFC reduction, largest available user base. Summerland is spread-out and cycling is the best way to get around and reach the various attractions, shopping facilities and sports venues.
- Cycling is a preferred mode of transport for many people. Quick cheap and easy to learn
- Cycling on roadways is dangerous and in my opinion safety needs to be a top priority for the District. I also walk and hike regularly but riding my bike on busy streets is my biggest worry.
- For people who are willing to cycle to work, recreation or run errands this is the greatest way to get people out of the vehicles. They must feel safe in separated facilities away from automobiles and it must be easy and direct.
- Growing demographic of cycling community and tourist opportunities
- Having safe routes to move about the community for all citizens and visitors is of prime importance. This is unto itself a major undertaking given resource levels (personnel and financial) The other two are nice to have but not necessary.
- I do cycle, walk and hike. Having my cycling safe is my top priority
- I feel the sidewalk plan is most important because it promotes inclusiveness, healthy habits, connection to community and shopping local for the most Summerlanders on a daily basis.
- I have 5 kids and try to instill a healthy active lifestyle in them. Most are still too young to ride a bike so we walk a lot (scooter and stroller too). I'm vey limited where I can walk safely with my brood :)
- I like biking in Summerland but find many of the roads to be in rough shape in places
- I personally use the sidewalks most often for walking my dog
- I think Summerland could market itself as a tourist destination for outdoor activities for all abilities if these measures were in place
- I use trails for recreation and transport daily and they bring in out of towners as Test of Humanity and Conkle are so great. The cycling master plan really shouldn't be developed until road maintenance can be addressed
- I'm a cyclist
- It's a safety concern and environmental concern
- Lived her for nearly thirteen years with my family and safety is a top priority for children adults of all ages.
- Many cyclists come through town and most roads are not bike friendly
- More users on sidewalks
- Most financially feasible to accomplish.

- Mountain Biking is a huge tourism draw. Tourism is money.
- People most likely to be killed on our roads
- Promote more people to cycle in the area.
- Safer for Seniors
- safety
- Safety for kids, seniors and dog walkers. Provide a good walking route to get to schools and shops.
- Safety for people on the streets, especially children and the elderly. How can they be safe when sidewalks are non existent or have gaps? S Victoria is a good example of a very scary place to walk. It would be an excellent walking route to town but with all of the big trucks, farm equipment and winery traffic it is dangerous.
- Safety to pedestrians on busy streets, for young families and the elderly. For people to easily connect to downtown and or trail systems and not have to wrangle through traffic to cross streets or be safe.
- The benefits including safety and enjoyment of off road cycling go far beyond that of road riding
- The trails present an opportunity for tourism revenue but are currently not signed well enough for a good experience for tourists.
- There is no real connected cycling network in Summerland
- Trails are the least managed and most abused at the moment. There should be more attention focused on trails. I applaud the city for the incredible initiatives and accomplishments so far on increasing park space and trail upgrades.
- Trails can accommodate different user groups.
- We are mountain bike first and road riding second. A lot of our friends are road riders and Prairie Valley is the worse
- We can have less cars on the road while encouraging active lifestyles. Cycling is a faster way to commute or get around and is accessible to many.
- Would select both the cycling and trails master plans - we need to get people out cycling safely. We need to get trails designated before it is too late and they become inaccessible (new trails)

Respondents were also asked if they have any final comments. Comments received are included below.

- All the plans have merit. In terms of numbers, the cycling and trails will affect more people but we should not forget access. Thank you!
- Focus on making all these plans dementia friendly and accessible to all.
- Good work, keep it up.

- I am a very active over 65 female. I take my 2 dogs up Giants Head park daily. The only time we have to stop walking is for the never able to dismount cyclists. And the cars but they are better then the cyclists
- I am disappointed to see hardly any mention of connecting Summerland with Penticton and Peachland. We are missing a huge opportunity to integrate our community with the evolving regional cycling network.
- I would like to see a bike lane on the Summerland Princeton road and fish lake road (Faulder to camp Boyle)
- I'm curious if cross country skiing on trails has been brought up at all. I know our weather doesn't always permit, but it's something I'd love to see more of in our community!
- It's very important to me to be able to bring my dog with me wherever I can.   I believe it's also very important to have an accessible fully fenced off leash dog park in the main town area
- Just do it!! !
- Please implement these strategies. Summerland will greatly benefit and it will bring more tourists and residents to Summerland ensuring future growth.
- Road maintenance should be prioritized in already signed road. Mud routes
- Sidewalk and road repairs on many roads in Summerland need to be addressed
- some issues of biking, sidewalks and trails were not explored in this survey. To me, the survey is incomplete
- Summerland could be a real cycling hub if money is allocated and they are well kept. Good signage and maintenance.
- Thank you for allowing users an opportunity to express our concerns!
- Thank you for having this Master Plan and for ensuring that public consultation is taken. I have just had knee surgery and am unable to attend the open forums. I am so grateful to get some input and hope that it will be seriously taken. Thank you for the work that you are doing!
- Thank you for your thoughtful consideration of our ideas.
- Thanks for the multiple opportunities to provide feedback. I care deeply about the single track trails on Mount Conkle and want to see them managed well to ensure permanent access for hiking and biking.
- This is great work providing resources and a vision for using the outdoor networks.
- Trails , trails ,trails !!
- Under control (leash or otherwise) dogs should be permitted anywhere walking is.
- Wonder why we can't have a safe walking route all the way around giants head mountain. Taking my life in my hands when walking to town through industrial area

to town to work. Summerland rental center doesn't have parking for their employees so they park on the road where we should have safe passage.

4   Public Event #1 Summary

Summerland Public Event Responses – October 25, 2018

Cycling

Trails and Connectivity:

- Giant's Head needs to be safer to connect to tressel/KVR (needs a bike route)
- Paths need to go somewhere
- Prairie Valley make a separated bike route
- No way to access the lakeshore from DT
- E-Bikes - Hills less of a barrier
- Bike to Penticton – adjacent to living west side
- Present bike lane to Trout Cr. (a huge bonus) and continue route to Penticton
- Cycle trail along KVR railbed from Summerland to Penticton
- Giants Head Rd badly needs a designated bike lane. There is room to build one
- Negotiate & PIB for dev. of KVR connection from Summerland to West Bench
- A bike lane on Victoria Rd. S. from the Prairie Valley roundabout to Simpson would greatly reduce safety issues for all cyclists
- Continue trail system south on Giant's Head R.D.
- Route to Penticton KVR and a long highway
- Separate bike lane from Trout Creek on to Penticton
- Waterfront has been ignored! N/S connection on the water
- Separated bike from trout Creek to Penticton
- Pathway the full length of Giants Head Rd to the Trestle
- Talk to Kelowna about bike trails

Safety and Maintenance:

- Safety is why people don't bike
- Unauthorized trail building in parks and modifying existing trails
- If you truly wish Summerland to be cycle friendly the roads must be repaired – too many potholes and random curbs to make cycling
- Improve the conditions of the roads
- Sign routes through neighbourhoods
- Upgrade/pave KVR Trail from Trestle to Penticton
- We have some great 'back roads' but the condition of the roads causes my tires to puncture – please fix 'em
- Secure bike parking inside
- Improve for Brigade trail for cyclist to continue from Garnet Valley to Peachland
- Upgrade/pave KVR Trestle to Penticton

- Improve intersection at Post Office for cyclists, pedestrians and vehicles
- Street names on maps

Multi-use:

- Separate bikes and pedestrians when possible
- Wider sidewalks half for cycling, half for walking: line down the middle with cycling logo on cycling side

Education:

- Secure bike parking inside
- Educate our youth in schools about cycling and walking (it is healthy and fun!)
- Education in schools about safe cycling, safe walking, driver education for bicycle users
- Driver/rider education program

Other:

- Wineries tourist/bike tour destination marketing

Sidewalks

Connectivity:

- Sidewalks along Solly Road to connect lower/upper town
- Connect neighbourhoods to schools. i.e. James Lake subdivision
- School routes lacking sidewalks. Needed on Quinpool and Jubilee. Also N. Victoria at least to neighbourhood park
- Sidewalks are not continuous on Victoria Rd. S.
- Fill in gaps around schools

Safety:

- Every road should have a sidewalk on at least one side of the street
- Trout Creek school access is too dangerous. Please add sidewalks
- N. Victoria, Jubilee East, Builders Mart, Quin Pool – all safety hazards
- Victoria Rd. S is dangerous! Gaps in sidewalk narrow road! Industrial! Vehicles! Random curbs!
- Powell Bead should connect a sidewalk to Trout Creek school because kids want to be safe
- Fix curb in front of 10209 Victoria Rd. S. Sidewalks needed.

Accessibility:

- Prefer roll-over curbs
- Sidewalks around Memorial Park for accessibility (strollers, mobility aids)
- Sidewalk on Fosbery – lots of walkers!

Multi-use:

- It would be nice if sidewalks were wider with a line down the middle: one for cycling, one side for walking as in much of Europe

Other:

- Make sure developers or Dec's pay for sidewalks development -> town

Trails

Trails and Connectivity:

- Gaps connecting routes most critical
- Trail Summerland to Penticton. More unpaved trails. Connections Osoyoos to Salmon Arm
- Connect trail w/ PIB bench lands hike and bike joint venture interpretive sites
- Connected and contiguous
- More off road cycling trails
- Focus on existing trails and infill of gaps
- Involve the greater connectivity in maintenance of trails

Dogs:

- If areas are off leash it should be posted so all users are aware. Especially if young children are using the area
- Dog control enforcement. Giant's Head path has off leash problem
- Never had issues with off leash dogs
- More off leash areas. Dogs need to socialize
- Please have dog off leash areas
- Off leash dogs not a concern (Agreed!)
- Extensive system of stands with dog poop bags (biodegradable)

Multi-use:

- Horseback riders need to included in Master Plan (Conkle Mtn, Trans Canada Trails, Garnett Valley)
- Keep ATVs off Trans Canada Trail from Bathville Rd. to Faulder!
- Keep trails multi-use

- Parking spaces, bike racks

Amenities:

- Water fountains on all trails = less waste from plastic bottles

Maintenance and Signage:

- Coordinated maintenance and signage to minimize degradation, cutoffs, etc.
- Fix/upgrade Peach Orchard trail
- Somehow encourage people to stay on the trail so the undergrowth grows
- Trail signs on Conkle (Agreed!)
- Don't overdo signage. Trailforks works well
- Put trailhead signs up with clear map routes (Yes!)
- Trailhead signage and routes within trail system, maybe colour coded!
- Building trails is not necessary – natural is best. Fixing existing roads to accommodate recreation users

Other:

- Keep trails "natural." i.e. don't make Giant's Head a theme park

Vision Goals

Sidewalks:

- Need unimpeded sidewalks
- Clarify how seniors/disabled people can use their motorized vehicles on sidewalks
- School age children should be priority! Sidewalks!
- Sidewalks that are continuous are important
- We need more sidewalks!
- Connecting public spots with other public spots with sidewalks especially when only a block away. Make it safe.
- Shouldn't walk into a pole on sidewalk
- Need more sidewalks in TC

Cycling:

- Separate cycling from vehicle traffic
- I cycle every day in Summerland. Safe cycling is separate paths from traffic. Routes that connect to other routes.
- Good cycling networks are separated from vehicular traffic
- On street cycling mean that roads are maintained and curbs less random

- Goals are fine. Bike trails separated from traffic.

Trails:

- Trails to through and around
- The goals are great. We need safe, well maintained and contiguous routes leading to the downtown core
- Vision and goals are brilliant but 1st priority is maintenance of Centennial and Lake Shore trails

Multi-use and Accessibility:

- Happy Valley Rd. needs to be widened for vehicles, bikes, cyclists, bus routes
- More hoverboard lanes
- Allow access for all user groups, cycling, hiking, horse riding. Multi-user group trails
- All ages and abilities is important

Other:

- Vision/goals great but let's go beyond words/talk. If the plan is finalized, let's get it executed!

5   Public Event #2 Summary

Sidewalk Network

Network Map Comments and Feedback

- Proposed residential subdivision west of Garnet Valley Road needs sidewalks
- Sidewalks proposed on both sides on Victoria Road north of Turner Street are not necessary
- Julia Street – there should be sidewalks on both sides of the street
- Peach Orchard Road – invest in sidewalk for pedestrians and the trail and pathway for the people cycling
- Wharton – should have sidewalks on both sides
- Prairie Valley Road – Extend pedestrian facility to Morrow Avenue
- Add sidewalk on one side of Elliott Street / Saunders Cres /Ward Street
- Quinpool Road – add proposed sidewalk between Washington and Cartwright pathway connection
- Add a sidewalk connection on Cedar Avenue and Mountford Avenue to the international school
- Hespeler Road – sidewalk on one side recommended
- Pedestrian connection on Fyffe Road
- Pathway at Peach Orchard Park needs to be upgraded
- Provide a loop around Giants Head Road
- Provide connection to Summerland Ornamental Gardens
- Connect the Ornamental Gardens to the trestle
- Johnston Street from Fir Avenue to the highway
- Waterfront connection in Trout Creek connecting down to Sunoka Beach
- Connection from Sunoka Beach to Powell Beach/Trout Creek
- A bridge from Trout Creek to Sunoka Beach
- Lots of quiet street connections through Trout Creek
- Lots of school children are using this route (Cedar Avenue) it should be a high priority

Proposed Sidewalk Network Priorities

Roadway / Pathway	Prioritize New Facility (Count)	Prioritize Maintenance (Count)
Quinpool Road	2	-
Julia Street	1	-
Jubilee Road	1	1
Jubilee Road East	1	
Rand Street	1	1
Peach Orchard Road	1	-
Solly Road	3	-
Atkinson Road	1	-
Saunders Crescent	1	-
Cedar Avenue	1	
Canyon View Road	-	3
Giants Head Road	-	1
Connection to Sunoka Beach	-	2

Cycling Network

Network Map Comments and Feedback

- Facility on Canyon View Road
- Upgrade Trans Canada Trail to a Secondary Route
- Consider a route on Front Bench Road / Hespeler Road
- Waterfront connection within Trout Creek
- Sunoka Beach
- Add a railing to the pathway adjacent to the highway
- Bike paths on Prairie Valley Road – fast cars
- Peach Orchard should be a multi-use pathway
- Victoria Road South near the industrial does need an improvement and some type of cycling facility
- Dale Meadows Road between Haddrell Avenue and Lister Avenue is a nice alternative to Prairie Valley Road. It is narrow but is nice.
- Victoria Road and Jubilee is a bad intersection
- Provide a connection across the highway at Jones Flat Road
- Recreational routes on Matsu Drive and Fosbery Road
- People are parking in the bike lanes on Peach Orchard Road
- Pathway at Peach Orchard park needs maintenance

Proposed Cycling Network Priorities

Roadway / Pathway	Prioritize New Facility (Count)	Prioritize Maintenance (Count)
Garnet Valley Road	1	-
Whitfield Road	1	-
Lakeshore Drive	1	-
Peach Orchard Road	7	-
Jubilee Road	2	-
Fyffe/Fenwick Road	1	-
Giants Head Road (North)	(see trails table)	3
Giants Head Road (South of Gartrell Road)	-	3
Gartrell Road	1	2
Front Bench Road	-	1
Walters Road	-	1
Victoria Road South	(see trails table)	
Victoria Road South (west of Lewes Avenue)	3	
Prairie Valley Road	5	2

Trail Network

Network Map Comments and Feedback

- Problems with people parking on narrow shoulders along Prairie Valley Road
- Importance of peach orchard trail
- Wheelchair accessible trails
- Basalt columns could be a possible attraction at Little Giants Head
- Idea to re-align the TCT through downtown
- Trout creek trails are important to residents
- Opportunity to include First nations place names and language
- Woodbridge area has important trails that connect to Sunoka beach
- Development in trout creek threatens existing informal pathways
- Is there a way to preserve pathways through private lands through the development process?
- Access to Little Giant's Head

Proposed Pathway and Trail Connections Priorities

Roadway / Pathway	Prioritize New Facility (Count)	Prioritize Maintenance (Count)
Peach Orchard Trail	-	7
Peach Orchard Park Pathway	-	9
Pathway Connection to Sunoka	5	
Victoria Road South Pathway	8	-
Kettle Valley Rail Trail	3	
Pathway Connection to Penticton (KVR)	7	-
Pathway Connection to Penticton (Highway)	5	-
Giants Head Road Pathway	5	-
Pathway adjacent to Highway	-	1
Pathway adjacent to waterfront – Trout Creek	3	1
Pathway to Powell Beach	-	2
Conkle Mountain – General Area	-	1
Little Giants Head – General Area	-	5
Flume Trail	1	
Centennial Trail Recreational Route		2
Julia to Victoria Road North (Right-of-Way Connection)	1	
Downtown Ave to Pohlman Ave (Right-of-Way Connection)	1	
Century St. to Solly Road (Right-of-Way Connection)	1	

6   Stakeholder Meeting #1

Afternoon Session

Subject:	District of Summerland – Cycling, Trails and Sidewalk Master Plans Stakeholder Meeting Round #1 – Community Groups (Organizations, Schools, Service Clubs, Transit, Youth Groups, Recreation Commission, Businesses)
Date:	October 19, 2018
Meeting Date:	October 18, 2018
Location:	Summerland Arena Banquet Hall
File:	0872.0069.01
Prepared By:	Brian Patterson
Distribution:	All

Company / Organization

Rotary Club

School District / Summerland Healthy Community Initiative

Summerland Middle School

Summerland Chamber of Commerce

Parks and Recreation Commission

Kinsmen Club

District of Summerland (Parks & Rec)

District of Summerland (Recreation)

District of Summerland (Transit)

District of Summerland (Planning)

Urban Systems

Item	Discussion	Action By
1.0	**Introductions**	
2.0	**Project Overview**	
	• Brian Patterson provided an overview of the purpose of today's meeting, the purpose of the project, the study process, and the objectives of each Master Plan	
3.0	**Engagement and Your Role**	
	• Brian Patterson provided an overview of the engagement process and the role of stakeholders	
4.0	**Cycling, Sidewalks and Trails in Summerland Land Today**	
4.1	*What do you like MOST*	
	Participants were asked what they like most about cycling, walking and trails in Summerland – and why?	

- We live in a very beautiful place. Most of us chose to live here because of that.
- Opportunity to get out and enjoy it.
- There is always green space to look at.
- The ease of getting to very different ecosystems, although there is room for improvement.
- Things are located close together, but they are disconnected.
- Wayfinding is a big piece, particularly for on-street to off-street connections.
- How to make it the 'easy' choice. Needs to be well-mapped and signed.
- Regional connections to Penticton. Penticton has a continuity of trails.
- The vision of the Rotary Club is that one day there will be a trail from Penticton to Summerland. We need to set ourselves up to make that happen. We have a starting point to trails. We could build on this with a central hub for cycling as a starting point for arrivals for people to explore. Merchants will benefit from this and people will enjoy the experience.
- Wineries and beaches.
- Opportunity for a bike parking program throughout the downtown that reflects how cyclists use destinations downtown.
- Memorial Park is an important hub and destination with maps, bathrooms, benches.
- Opportunity for a Summerland interactive map that could provide a self-guided tour of the active transportation system.
- Opportunity for smartphone apps.
- Print out maps are available in the park.
- The downtown core is dense and walkable, but the rural area is very spread out, and beyond that, there is a lot of green space beyond. Opportunity to link these together.
- Tourist potential.
- Bicycle racks at schools.
- There are a lot more trail opportunities.
- Amazing terrain.
- Amazing views.
- The fact that the trails exist is what we love the most. Just need to work to be connected.

- Beautiful creeks.
- Great topography between Upper Town and Lower Town.
- People can access multiple areas on trails.
- Possibility of creating cycling mecca where you can ride all the way to Meadow Valley.

4.2   What do you like LEAST
Participants were asked what they like least about cycling, walking and trails in Summerland – and why?

- Roundabout usage.
- Not an easy community to navigate due to the layout, including three separate industrial parks.
- Within the downtown core, all three schools are within walking distance to the arena and aquatic centre, but there are gaps in the sidewalk network which present safety concerns.
- We need sidewalks.
- Upgrades to Garnet Valley Road include a bike path and sidewalk. Bicycle traffic is high on Sundays.
- Concerns over safety of students and others walking on the road.
- Lack of signage and maintenance on trails.
- Trails end on the road with no infrastructure.
- Sidewalk obstructions such as fire hydrants.
- Trout Creek – the biggest issue is the hill. E-bikes are a great opportunity and can be a starting point for many cyclists.
- Opportunity to advise users on the difficulty of trails.
- Some of the most interesting roads to ride on are also the narrowest and most dangerous such as Giants Head Road.
- It was noted there is no road classification of Transportation Master Plan and no cross-sections or standards for developers which has led to ad hoc standards with development.
- Need to focus on implementation.

4.3   Relevant Plans and Policies

- 2016 Cultural Plan identifies the need for a link between public art, garden spaces, etc to connections with active transportation

4.4   Cycling

- Brian Patterson presented an overview of existing conditions for cycling.
- Key cycling destinations include:
  - Peach Orchard Park
  - Crescent Beach

- Antler Park
- The four schools
- Rodeo Grounds, the trailhead of Fyfe Road
- Deer Ridge
- Cartwright Mountain
- Test of Humanity trails
- The trestle bridge and Summerland Sweets
- Wineries
- Dale Meadows Park with ballfields
- The 10 km loop around Giants Head Mountain
- Lakeshore Drive
- Downtown
- Golf course
- Cycling loops – wayfinding will be important

4.5   *Sidewalks*

- Sarah Freigang presented an overview of existing conditions for walking.
- Key issues and opportunities include:
  - Memorial Park – major sidewalk gap on Wharton Street. This is only one block from Main Street downtown. Wharton Street was originally developed as a lane.
  - Prairie Valley Road – sidewalk stops, sightline issues, and only a pathway on one side
  - Jubilee Road – sidewalk only on one side. Children walk on shoulders.
  - Peach Orchard Road – steep, sidewalks not provided on both sides.
  - There is no simple way to walk from Lower Town to Upper Town
  - Victoria Road – missing sidewalks
  - Areas lacking infrastructure are often due to topography, erosion of the soft, silty lands. The District needs properly engineered solutions for this very sensitive landscape.
  - Lakeshore Drive multi-use pathway leads pedestrians to Trout Creek where there are no sidewalks which present safety issues. The pathway doesn't go anywhere. Lakeshore Drive should be like the Seawall in Vancouver.
  - Solly Road – one of the scariest roads to walk on. People have taken over easements.

4.6   Trails

- Andrew Cuthbert presented an overview of existing conditions for trails.
- Key issues and opportunities include:
  - Centennial Trail was closed due to flooding and has not been renewed.
  - Schools – children aren't using trails much to get to schools, but they often use Centennial Trail to Peach Orchard Beach.
  - Mount Conkell and Trail of Humanity are the key mountain bike trails.
  - Maintenance and user conflict are two interrelated and connected issues.
  - Equestrians use Cartwright Mountain.
  - There is untapped potential on the backside of Cartwright Mountain.   Lots of opportunities for more multi-use pathways.
  - Look to others for best practice an example being the Shuswap Trail Marker Plan.
  - People care deeply about environmental issues.
  - One of the biggest conflicts is motorized vs non-motorized use. For example, families may not use a given pathway if they know if it motorized.
  - The Trans Canada Trail group has disbanded.
  - Every user group should have space, with signage. No single trail user group is more important than any other.
  - Create a route to Penticton past the trestle through PIB.
  - Opportunities to connect to Penticton via waterfront route or inland route. The railway is the preference because it is largely already in place and has gentle grades. 14km to Penticton.

5.0   Next Steps and Closing

The preceding is the writer's interpretation of the proceedings and any discrepancies and/or omissions should be reported to the writer.

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Brian Patterson
Transportation Planner

/bp

Evening Session

Subject:	District of Summerland – Cycling, Trails and Sidewalk Master Plans
	Stakeholder Meeting Round #1 – Community Groups (Trail Users & Cycling Groups, Parks & Environmental Groups)
Date:	October 19, 2018
Meeting Date:	October 18, 2018
Location:	Summerland Arena Banquet Hall
File:	0872.0069.01
Prepared By:	Brian Patterson
Distribution:	All

Company
South Okanagan Dirt Bike Club
Summerland Environmental Science Group
Summerland Sportsman Association
Summerland Rodeo Grounds Equine Development Committee
South Okanagan Similkameen Conservation Program
Summerland Trail Users (FB grp)
Summerland Middle School
Penticton & Area Cycling Association
Test of Humanity
Rotary / Trail of the Okanagans Society
South Okanagan Trail Alliance
District of Summerland (Planning)
District of Summerland (Parks & Rec)
Urban Systems

Item	Discussion	Action By
1.0	**Introductions**	
2.0	**Project Overview**	
	• Brian Patterson provided an overview of the purpose of today's meeting, the purpose of the project, the study process, and the objectives of each Master Plan.	
3.0	**Engagement and Your Role**	

- Brian Patterson provided an overview of the engagement process and the role of stakeholders.
- It was noted that the survey did not include questions for equestrian use and that this should have been included. The survey did include opprounities to provide comments on user conflicts.

4.0   Cycling, Sidewalks and Trails in Summerland Land Today

4.1   What do you like MOST

Participants were asked what they like most about cycling, walking and trails in Summerland – and why?

- Easy proximity to things
- Close to town
- Lots of trail options – you can often choose between Option A and Option B
- Vistas
- Low level for snow lines
- A variety of trails for different skill levels
- Quiet
- Ease of access – easy to get places quickly
- Clean and free of garbage
- Lots of bike trails
- High value on viewscapes and nature
- A spectacular variety and rate and unusual species and ecosystems.
- Wineries
- Fruit stands
- People are friendly and happy on the trails
- Not a lot of other people on the trails
- Trail etiquette is important and generally quite good

4.2   *What do you like LEAST*
Participants were asked what they like least about cycling, walking and trails in Summerland – and why?

- Road cycling is not very comfortable for women
- Parking is an issue
- No established staging areas
- No washrooms
- Although there are a lot of trails, many have been developed illegally, which has led to erosion. This is a concern for horses.
- Lack of signage.
- Erosion results in weeds.
- Jurisdictional issues, particularly where trails cross private lands. There is a need to acknowledge whose jurisdiction you are on.
- Need more enforcement.
- Road conditions are poor.
- Happy Valley Road descent into Trout Creek
- Lack of access on Rattlesnake Mountain.
- Perception that the area available for trails is shrinking and under threat, while at the same time usage is increasing, which is leading to crowding issues and conflicts.
- Limited space is available for trails, which limits the possibilities, and increases the use of existing trails, leading to overuse.
- Include a serious and honest critique on existing urban and inter-urban cycling infrastructure in and near Summerland. It should include examples, risks etc. Where are we now?

4.6   *Issues and Opportunities for Walking, Cycling and Trails*
Key issues and opportunities include:

- Closures of motorized trails at certain times of the year for wildlife.
- KVR is designated as non-motorized but gets motorized used.
- Giants Head is traditionally used by mountain bikes.
- Little Giants Head is non-motorized but receives motorized use.

- Neighbourhood perspectives are important to consider, such as safety concerns, strangers in the neighbourhood, and parking impacts.
- It is important to consider urban and inter-urban cycling infrastructure. There is a desire to see the Plan expand on how cycling infrastructure is important for communities. Provide examples.
- If the Cycling Plan includes recommendations for developments in cycling infrastructure anywhere, it must include cost-benefit analysis. A cost benefit analysis will allow Summerland and its Council to make better allocation of scarce resources – and in some cases investments that will provide economic returns and growth in our community.
- The resulting Plan's should NOT be locked down into a rigid 10-year plan as is the RDOS Trails Master Plan. A locked down plan time frame can be dysfunctional if used to fend off new ideas and innovation or to meet new standards in adjoining areas.
- Summerland is a bedroom community, with challenging topography and conditions that are not the same as Vancouver Island which makes year-round cycling challenging (comment made about mode share comparison).
- A major portion of Cartwright Mountain is private land. How do we address this, particularly when there are gaps separated by private land? Need to show ownership on maps.
- Need education on what you can and can't do on trails.
- It was noted that Recreation Sites and Trails BC could help facilitate recreation on Crown land (Grounds can work towards a Section 57).
- There was recognition of the potential to work towards the legal authorization or establishment of trails through RSTBC with a Section 57 authorization for some areas on Conkle Mountain
- Test of Humanity is largely located in private land, and future viability may be impacted by development.

- Opportunities on the back side of Cartwright Mountain. Ownership is unclear and is a patchwork.
- If the community loses the trails on Cartwright Mountain to development, we should think about how this will be replaced, so we do not displace existing users. Need to be proactive. This could include Crown land outside of Summerland.
- Trail improvements need to consider overlay of jurisdiction and environmental layers on mapping.
- Neighbourhood planning can be a useful process to outline aspirations for future trails which can help preserve them.
- Bringing various users together is very important to build a shared understanding that all of these users' value and love the trails. We all want to use them, but need to understand how to maintain them, ensure access to all, and reduce conflicts.
- Environmental values need to be considered. In 1985 the first Provincial State of the Environment report was produced which stated there are no impacts from recreation. However, there is a need to understand the environmental implications of trail use. When a trail is built, it damages the environment, which leads reduces the environmental value, which means there are no environmental values remaining to be preserved from development.
- Need to all understand each other's interests.
- Need to minimize environmental impacts for all trails, not just new trails.
- Consider the effects of trails on tourism. There are huge opportunities to connect the three mountains.
- No signage or wayfinding info is available. People must rely on Trailforks.
- Equestrians must be considered. Equestrians use most areas. Conkle Mountain is frequently used, and this has been used for decades by equestrians.
- Conflicts between users and harassment of wildlife is an issue, particularly with off-leash dogs. This is a chargeable offence under the BC Wildlife Act.

- Giants Head has more walking than cycling.
- Consider signage to clarify right-of-way and priority of different users. An example from Campbell Valley in Langley was cited.
- Road cyclists would locate to have a road connection to Peachland that is not on the Highway.
- If we build bike lanes, need to do them well. Paint doesn't work, especially when trying to attract women. Physical separation is required, like what was done on a portion of Prairie Valley Road.
- Opportunity to connect downtown with the Summerland trestle via Victoria Avenue.
- Complete a circular segregated pathway around Giants Head using Giants Head Road and South Victoria Road. The sidewalk options on South Victoria disappear well before Simpson Road. This absolutely should be addressed for risk, connections to the Great Trail and for a safe recreational loop.
- Segregated cycling routes will not be subject to the degradation of roads and the wear and tear caused by all types of vehicles.
- Protect our cycling route successes.
- Need basic design standards for cycling.
- Garnet Valley Road has curves and sightline issues. Drivers cut corners.
- Significant economic opportunities to link all trails and bring people into the community.
- Several existing roads are in poor condition, including sweeping.
- Many bike lanes are treated as parking lanes. North Victoria and Prairie Valley Road.
- Connection between Prairie Valley and Jubilee on Sinclair. Sinclair is a raceway; there are no sidewalks. Traffic calming is needed. Priority for sidewalks.
- Area in front of arena is a sidewalk priority.
- Summerland should develop a working relationship with Penticton, Peachland and the RDOS to develop and maintain

cycling infrastructure. Maintain and continue conversations such as these after the plan is complete.

5.0   Next Steps and Closing

The preceding is the writer's interpretation of the proceedings, and any discrepancies and/or omissions should be reported to the writer.

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Brian Patterson

Transportation Planner

/bp

7   Stakeholder Meeting #2

Subject:	District of Summerland – Cycling, Trails and Sidewalk Master Plans
Date:	December 6, 2018
Meeting Date:	November 29, 2018
Location:	Summerland Arena Banquet Hall
File:	0872.0069.01
Prepared By:	Sarah Freigang
Distribution	All

Company
Test of Humanity
Interior Health
Summerland Trail Users (FB grp)
Penticton & Area Cycling Association
Summerland Middle School
Summerland Environmental Science Group
South Okanagan Similkameen Conservation Program
Summerland Rodeo Grounds Equine Development Committee
Penticton & Area Cycling Association
Summerland Dog Owners Association
Parks and Recreation Commission
Rotary / Trail of the Okanagan Society
District of Summerland
Urban Systems

Item	Discussion	Action By
1.0	**Introductions**	
2.0	**Project Update**	
	• Brian Patterson provided an update of the project process, the purpose of todays meeting and the public engagement done to date.	
	• There was a question as to whether the maps will be online. It was confirmed that maps will e posted on the project webpage along with the display boards and the survey.	
3.0	**Vision and Goals**	
	• Brian Patterson presented the proposed shared vision for the Cycling, Trails and Sidewalk Master Plans and the goals for each of the three plans.	

4.0   Draft Plan Overview – Cycling Master Plan

- Sarah Freigang presented the draft themes and actions of the Cycling Master Plan.
- There was a question about whether cycling infrastructure will be considered with new and redesigned roads proactively? It was confirmed that the action "seek opportunities to implement bicycle infrastructure in conjunction with other capital projects, plans or developments" is intended to reflect this.
- There was a comment about cyclists on sidewalks as well as mixing cyclists with dog walkers.
- There was support for the action related to the development of an Active Transportation Advisory Committee. Embedding stakeholder input on the design process and obtaining their input on design concepts would be valuable.
- There was a question as toe whether skateboarding would be included. There is a new skate park being build and need to ensure there are connections to the skate park.

5.0   Draft Plan Overview – Sidewalk Master Plan

- Brian Patterson presented the draft themes and actions of the Sidewalk Master Plan.
- There was a question about electric scooters and their role within the plan. It was noted that Summerland is an aging community and that new technologies are considered in the plan.
- There was a comment about the demographics of the engagement to date, and consideration for whether children to school were adequately captured in the public engagement. This was noted in particular because the survey found that only 3% of walking trips were to commute to work or school, and perhaps adults were not thinking about travel patterns made by their children. There were also comments about the social media coverage of the first round of engagement and whether all user groups were aware of the survey.
- There was a question as to why there was no theme on education and awareness for walking.
  - The Sidewalk Master Plan has more of a focus on infrastructure as per the Terms of Reference.
  - There will be discussion about sidewalk cycling, education and safe routes to school work in the Cycling Master Plan.

DoS to ensure the next survey is distributed to various user groups, including sending a survey link to schools

- o May want to consider amenities in the public realm for people walking.
- There was a question whether the plan considers the need for sidewalks around schools.
  - o The proposed sidewalk network focuses on filling gaps in the sidewalk network around schools and proximity to schools will be a factor that influences implementation prioritization.
  - o It was felt that students were not engaged through the plan – representatives from schools were included in the stakeholder group and attended the meetings.
  - o A recommendation from the Cycling Master Plan is to consider a safe and active routes to school initiative which would include working directly with schools to identify opportunities and challenges to promoting more walking and cycling.
- There was a question if the plan would provide recommendations for lighting.
  - o The plan currently does not consider lighting.

6.0   Draft Plan Overview – Trails Master Plan
- Andrew Cuthbert presented the draft themes and actions of the Trails Master Plan.
- There was a question about how trails for decommissioning will be identified. It was noted that the plan will not identify specific trails, but instead will outline a process that involves discussion and partnerships amongst various interested groups.
- It was noted that the existing trail inventory map presented does not include trails on Little Giant's Head.
  - o Those trails are not show because they are currently not authorized by the District. Unauthorized trails would need to be reviewed through a separate process.
- It was noted that the District currently has a 'donate a bench' program.
- There was a question about whether Little Giants Head was zoned park or not and if it was being shown currently on maps.
  - o A review of the District data bases revealed that it was being shown correctly on maps and that much of Little Giants Head is zoned as park.

Stakeholders felt this issue requires further discussion

- It was noted that invasive plant management should be a component of the trail's maintenance theme.
- There was some discussion on the appropriateness of electric mountain bikes being used on trails. This included the impact of e-mountain bikes on the trail maintenance and the impact on other users. There was some discussion on limiting the wattage that is permitted on certain trails and questions regarding how this could be enforced. It was suggested that this topic may need more discussion and a separate study.
- There was some discussion on the recommendations for other motorized users. Noting that the goals of the plans focus on active forms of transportation. There was some question to the appropriateness of providing staging areas for ATVs etc. Some stakeholders felt this needs to be explicitly addressed in the plan.

Stakeholders felt this issue requires further discussion

5.0   Review Proposed Networks

- Maps of the proposed cycling, trails and sidewalk network were available for viewing at the end of the meeting. The group was advised that the proposed networks would also be available for viewing and feedback at the public event the following week on December 6.

The preceding is the writer's interpretation of the proceedings and any discrepancies and/or omissions should be reported to the writer.

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APPENDIX C
SOSCP Environmental
Summary Report

SUMMARY
ENVIRONMENTAL BACKGROUND REPORT
FOR SUMMERLAND TRAILS MASTER PLAN

January 2019

Prepared for Summerland Parks Department
By the South Okanagan Similkameen Conservation Program (SOSCP)

The Environmental Background Report for District of Summerland's Trails Masterplan provides environmental information to support the Trails Master Plan for Summerland. The intent of this report is to highlight and summarize the detailed Environmental Background Report (in prep) and provide advice in support of the Summerland Trails Master Plan goal to carefully plan, avoid and minimize impacts to ecologically sensitive or significant habitat or animals in in natural areas.

By providing guidance for managing existing trails, identifying new trail requirements, and providing recommendations that serve the diverse needs of Summerland, this report helps provide the community with an understanding of its biodiversity and the approaches required to protect it while encouraging valued recreation uses in a region of Canada rich in biodiversity. This report seeks to provide detailed advice to inform future planning by identifying environmentally valuable resources, describing legislation relevant to trail development and use, describing potential issues and providing recommendations for planning, construction, operation and decommissioning of trails in targeted areas like Conkle Mountain and Cartwright Mountain.

Environmentally Valuable Resources:

Environmentally Valuable Resources (EVRs) include all features, sites, and species whose presence enhances the natural diversity of the area and supports ecosystem services that would otherwise be delivered through costly investments in infrastructure, pollination, flood and drought mitigation etc.[1]. They range in size from small patches to extensive landscape features and can include rare or common habitats, plants, and animals. EVRs highlighted in this report include:

- Sensitive Ecosystems (i.e. wetlands, riparian areas, broadleaf woodlands, grasslands, sagebrush steppe, coniferous woodland, old forest and sparsely vegetation (rocky) areas),
- Connectivity,
- Sensitive Features (smaller scale ecological features including vegetated dry gullies, dens, animal burrows, ground nests, rugged bedrock and talus, raptor and Heron nests, Wildlife Trees, Vernal Pool and Groundwater seeps),
- Ecological Communities at Risk.

Sensitive Ecosystems/Conservation Rank: Beyond developed areas, sensitive ecosystems in Summerland cover almost all the remainder of the district, a situation that is not typical in most regions of BC or Canada. Figure 3 in the environmental background report documents where sensitive ecosystem occurs and the report also describes the features and functions of each sensitive ecosystems, explains their characteristics and communicates their extent in the region. Trails are likely to cross any of these areas, requiring careful mitigation for all but particular care for old forest, riparian areas and wetlands. This care is justified by their rarity on the landscape (old forest with less than 5% of historic areas remaining in the region and wetlands with less than 15% remaining) and importance in providing ecosystem services (riparian areas provide critical roles in flood and drought mitigation, and water quality

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[1] Natural ecosystems provide a range of 'ecosystem services' (e.g., water and air purification, management of erosion and sediment runoff, and pest control) that would otherwise have to be paid for by local governments and taxpayers.
For information on the many benefits from Environmentally Valuable Resources, see Appendix C: Benefits of Environmental Protection in In *Develop with Care* (Government of BC 2014a).

protection helping residents avoid expensive and extensive added investments in engineered infrastructure).

Table 1 and Figure 5 document conservation rank for lands in Summerland. The conservation ranking system was developed by a panel of conservation experts (including vegetation ecologists and wildlife biologists) to stratify/prioritize areas based on relative conservation values using the Sensitive Ecosystem Inventory mapping. Factors include provincial and regional rarity of the vegetation community, threats (including current/potential impacts, and/or historic loss), fragility (vulnerability to damage, potential to recover from disturbance), and value to wildlife (important habitats for rare species and high biodiversity). Most of the District's remaining natural areas have a conservation ranking of high or very high.

Ecological Connectivity: Key areas of ecological connectivity in the District of Summerland include riparian corridors (e.g. in Prairie Valley, and along Eneas Creek and Trout Creek), shorelines (e.g. Okanagan Lake), and upland areas (e.g. remaining tracts of grassland, sagebrush steppe and woodlands) extending north-south across the length of the District, and east-west across its breadth, from Okanagan Lake to its western edge. Summerland's parks serve as stepping-stones to help facilitate ecological connectivity across the district. Connectivity planning for the region is being initiated in partnership with UBC and many other partners including local governments. Summerland may have an opportunity to identify and strengthen protection of connectivity corridors as this project unfolds.

Sensitive Features: Sensitive features should be identified by qualified professionals in environmental assessments applicable to site specific trail projects. Features will be located and measures to avoid impacts and mitigate impacts will be prescribed. This report particularly highlights Wildlife Trees which are likely to be found in association with most trails in the district. It is important that trails planning be done in a way that supports long term protection and supply of wildlife trees. It is important that trail management consider the laws that protect these trees including timing windows to address their management, rather than focusing only on public safety, site lines and other recreation related concerns.

Ecological Communities and Species at Risk: The environmental background report maps communities and Critical Habitat for Species at risk (Figure 4), lists them in Appendix A and provides additional detail in Appendix B specifically about species at risk in the District. As described under the Canada Species at Risk Act (SARA), Critical Habitat is habitat necessary for the survival or recovery of a listed wildlife species and is identified in the recovery strategy for those species found in Summerland.

The District contains extensive areas of Critical Habitat mapping, which have associated legal requirements, where habitat attributes are present. Critical Habitat mapping is designed to be interpreted by qualified professionals (e.g. biologists), who visit sites and assess if habitat attributes (e.g. trees suitable for nesting; winter den sites, wetland breeding areas etc.) are present. Some mapped areas of Critical Habitat do not contain habitat attributes and therefore are not subject to legal protection however, where attributes are present, destruction of Critical Habitat is prohibited. Activities likely to destroy Critical Habitat are described in recovery strategies for each species. Species with Critical Habitat mapped in Summerland include Great Basin Gophersnake, Western Rattlesnake, Great Basin Spadefoot, Tiger Salamander, and Lewis's Woodpecker. The prevalence of Critical Habitat in Summerland is not unusual in when compared to other areas in the Okanagan but is not typical in most areas of Canada.

Regionally significant species: Wildlife species not considered at risk but that may have sensitivities to trail use or be relevant in planning or management of trails are also discussed in the Environmental Background report. Key species that are highlighted include:

- *Mule Deer:* concerns focus on avoiding impacts to Winter Range.
- *Mountain Goat:* concerns focus on the localized area of Summerland- north of town, and west of highway 97- and their sensitivity to human disturbance.
- *Amphibians and Reptiles:* concerns about persecution of snakes, acknowledgement that effective mitigation is difficult for both groups of species and requires detailed inventory to address, and general direction that site specific projects need to focus on avoidance of impacts to wetlands, floodplains, dens and other site specific features.
- *Carnivores:* key species that may need to be addressed in trails plans include bear and coyote; common issues include public safety, conflicts between carnivores and pets and management of garbage.
- *Birds:* key species that may need to be addressed in trails plans include eagles, hawks, falcons, owls, ospreys and vultures. Mitigation and planning for timing of trails construction and vegetation management may be required to address legislation that protects birds, nests and eggs.

Applicable laws and regulations:

The environmental background report provides a list of environmental laws and regulations that may affect trails planning. These include:

Species at Risk Act: This legislation affects trails planning in Summerland through its prohibition of destruction of Critical Habitat, which is found in many natural areas within the district. To address this legislation, qualified professional advice is required as part of trails planning.

Canada Fisheries Act: This legislation has limited application to trails, but may be applicable in proximity to fish bearing streams/lakes requiring QEP advice to protect fish and fish habitat.

Migratory Birds Convention Act: This legislation has broad application to management of trees and other vegetation. It generally provides protection for migratory birds, their nests and eggs. This legislation particularly limits activities between April and August, where they may affect migratory bird nests. Broader restrictions are possible with advice from qualified professionals. For example, Great Horned Owls may nest earlier in the year than April.

BC Wildlife Act: BC Wildlife Act Also provides protection for birds and eggs, beaver dams and muskrat dens. A QEP would address any site-specific provisions that might be applicable, in concert with the Migratory Birds Convention Act (re birds and eggs).

BC Forest and Range Practices Act: This legislation is specifically applicable to forest and range practices on Crown land and may have limited implication for trail building on Provincial Crown land areas; it could affect ATV use in wetlands and unauthorized trail/recreation facility construction on Crown land, potentially requiring removal/restoration of land affected by unauthorized use/impacts of trails/facilities.

Weed Control Act: The provincial Weed Control Act "imposes a duty on all land occupiers to control [provincially or regionally] designated noxious plants". As part of trails planning, noxious weed infestations would be identified and a QEP would provide advice on actions to address existing infestations, avoid new ones and overall requirements to comply with this legislation.

Community Charter: Direction in charter has relevance in the overall governance of Summerland, but also in the application of regulations related to invasives, addressing species not on Provincial or Regional Noxious Weed list.

Water Sustainability Act: This act governs water use and protects stream health and aquatic environments. In the District it interacts with the Riparian Areas Regulation (see below) to address development impacts including trails where they occur in proximity to a stream within includes water bodies like lakes, ponds, rivers, creeks, springs, ravines, gulches and wetlands (with open standing water). Activities like bridge building and culvert installation would be addressed under this regulation

BC Riparian Areas Protection Act/Riparian Areas Regulation: The Riparian Areas Regulation is enacted under the provincial Riparian Areas Protection Act which applies to areas like the Okanagan where significant private land development is occurring. Under this regulation, permits are required for development in proximity to watercourses (stream, lakes, wetland etc. with overland connections to fish bearing waters). Setbacks from these watercourses are established by qualified professionals and development including trail building/maintenance is typically prohibited within these setbacks which would typically be 5-30m from watercourse, depending on site-specific characteristics, but occasionally may be greater (e.g. where the watercourse is located in a deeply incised channel, or where private land is located above a steep slope in proximity to a lake or wetland).

Official Community Plan (OCP)/Development Permit Area: OCPs enable implementation of the above referenced Riparian Areas Regulation and provide direction for implementing development permits for protection of the environment. Development Permits are generally required for trail building in areas mapped and applicable to Environmentally Sensitive, Watercourse and Hazard Area Development permits.[2] These permits trigger a requirement for reports by qualified professionals to address provisions in the Official Community Plan and consistent with Summerland's Terms of Reference for Environmental Reports[3]. Development permits are required for activities that meet the OCP definition for development; some exemptions apply but the district does not exempt itself from these permit requirements, so development by the local government itself is subject to these provisions.

Potential Issues and Impacts:

General: The existing trail network in the District of Summerland winds through a mosaic of sensitive ecosystems and habitats, with high to very high conservation ranking (**Figures 3 & 5**). Google Earth

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[2] Development permit maps can be accessed for Summerland by visiting the following website https://www.summerland.ca/planning-building/gis-mapping Note that you have to "zoom in" to a finer scale to see the development permit mapping categories. Figures 6 in the report also shows the environmental and watercourse development permit areas at a broad scale.

[3] The terms of reference is currently available at the following website, however this document is being updated and the link may change at that time. Contact the Summerland planning department if you are unable to find this document. http://www.summerland.ca/docs/default-source/administration/policies/300-4-environmental-assessment-reports---terms-of-reference.pdf?sfvrsn=2

satellite imagery shows that there is a much larger network of trails and tracks in these areas than is indicated on these figures. **Figures 3 to 6** in the Environmental Background Report provide context for the actual on-ground trail network and its location relative to sensitive environmental ecosystems, species, features and more.

The establishment, maintenance and use of Summerland's trail network generate an ecological footprint that impacts on the environmentally valuable resources (EVRs)**.** Expansion and increased use of this network will, in general, increase net impacts on EVRs. On the other hand, trail rerouting and/or redesigning to avoid sensitive features and wildlife habitat, trail decommissioning, improved erosion control, invasive plant. Impacts are providing in more detail below but include:

- direct destruction/persecution of of habitat and wildlife (e.g. snake run over on trails, toad/spadefoot/salamanders crushed or injured during migrations to and from ponds or eggs damaged/crushed in ponds/pools by foot traffic/bikes; impacts to turtle nest and hatchings when nests located near trails);
- reduced condition of ecosystems by disturbing drainage, soils, shorelines, rock features and vegetation; spread of invasive plants and associated reduced habitat quality, changes to fire risk, loss of resources for native plants, reduction in native insects, erosion, and indirect impacts associated with control of invasives;
- impacts to ecosystem functions like loss of connectivity, loss of key species, increased fragmentation of ecosystems in to small patches interrupted by trails and road;
- increased fire risk caused by trespass camping, use of ATVs in proximity to dry vegetation, campfires etc.;
- disturbance of sensitive wildlife (e.g. changes in behaviour, abandonment of otherwise suitable habitat, reproduction failure, disruption of nesting birds due noise disturbance/pets, loss of vegetation, people use in movement corridors displacing species that would normally use these; impacts to game species especially on winter range causing additional mortality or reduced health condition of wildlife); ;
- perceived or real threats to people by wildlife (e.g. bears, rattlesnakes, coyotes) leading to habitat modifications for safety or animal control measures; and
- Damage or destruction of Critical Habitat attributes and features (e.g. direct loss of snake dens through trail building.

Ecosystems and Wildlife Habitat:

- Direct loss and fragmentation of sensitive ecosystems and wildlife habitat,
- Impacts to wetlands and other sensitive ecosystems caused by off-trail ATV use,
- Loss and disturbance of shorelines resulting from poorly designated trails, water crossings, desire for improved viewscapes, and poor understanding of the role that shorelines play in protecting water quality and preventing erosion,
- Impacts to broadleaf (deciduous) forests by trail development and ATV use,
- Impact to grasslands and sagebrush-steppe including destruction of microbiotic crusts that overlay grassland soils, introduction of invasive plants, nutrient/moisture loss, erosion impacts and soil compaction,

- Impacts to Coniferous Woodland and Old forest by off-trail use are similar to impacts on grasslands/sagebrush-steppe, plus loss of wildlife trees due to firewood cutting/perceived safety issues,
- Impacts to Sparsely Vegetated areas include damage to sensitive shallow soils and impacts to habitat features caused by climbing, hiking and off-road vehicle/bike use.
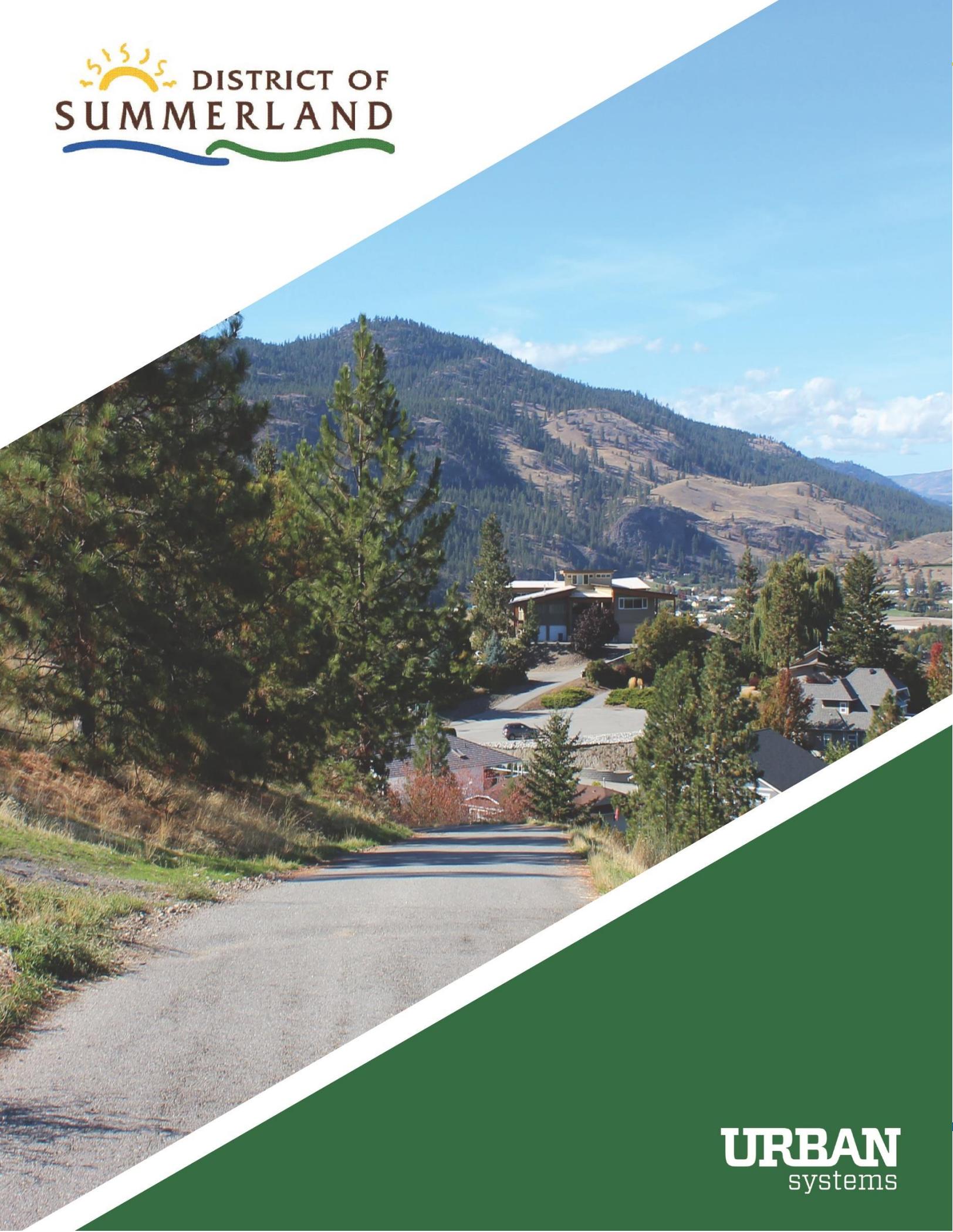
Key Recommendations:

- Before trail routes are planned, conduct detailed environmental assessments to support development permits and site-specific project planning for trails projects, including inventory for species at risk (usually spring), advice on project timing and legislative compliance advice.
- Identify opportunities to reduce overall trail footprint and reduce impacts on sensitive ecosystems (e.g. wetlands and riparian areas) and species by avoiding trail development and decommissioning existing trails in sensitive ecosystems, Critical Habitat, steep slopes, areas prone to erosion and trail braiding (e.g. clay and organic soils).
- Do not route trails in proximity to sensitive wildlife habitat (e.g. Mountain Goat habitat) or sensitive wildlife features (e.g. snake hibernacula (dens)).
- Maximize distance between trails in open areas (grassland; sage brush-steppe) to reduce the chance of users creating short-cuts between trails;
- Think about trail locations and designs that can provide firebreaks as well as access corridors for fire crews; but consider and mitigate impacts to sensitive habitat and species, if this use occurs;
- Consider timing of use and pet restrictions (on leash or no pets) on trails where sensitive species, features and Critical Habitat are exposed to high levels of human use on trails;
- Ensure that trails construction and management projects are informed by qualified professional advice include measures to address invasives and are supported by environmental monitors.
- Ensure that trails planning/implementation include robust measures for drainage, erosion and sediment control.
- Plan trails to minimize loss of vegetation and limit impacts to features like large diameter (greater than 60 cm trees) Ponderosa Pine, Douglas Fir, Black Cottonwood Trees, including avoiding location of trails near these features. Where this cannot be achieved, seek qualified professional advice and ensure that any management of dangerous trees or limbs occurs consistent with legislation. This can be achieved through site specific advice and general direction from a tree and vegetation management policy.
- Consider opportunities to conduct post-construction surveys (at appropriate times) to determine any effects on species and ecological communities at risk, critical habitats, sensitive ecosystems and features (including wildlife trees, and large trees) and other significant wildlife (for comparison with pre-construction status identified by the environmental assessment, and by the QEP during the alignment staking).
- Review the Environmental Background report for recommended reading, best management practices and sources for detailed avoidance and mitigation guidance useful in planning, constructing and maintaining trails