Summerland
Transportation Plan

DISTRICT OF SUMMERLAND

Summerland Transportation Plan
Final Report
May 2025

Prepared by Urban Systems

URBAN SYSTEMS

CONTENTS

EXECUTIVE SUMMARY

The District of Summerland is a vibrant community in British Columbia's Okanagan Valley, located along Highway 97 between Kelowna and Penticton with a population of over 12,000 residents. The District is located within the traditional, ancestral, and unceded territory of the Syilx People of the Okanagan Nation.

The District's existing Transportation Plan was adopted in 2008 and has served as an important planning tool for the District over the past 15 years. The existing Transportation Plan now requires a comprehensive update to reflect changing priorities, new and emerging mobility trends and best practices, completed projects, and recent growth and development patterns since the last plan was developed. The Summerland Transportation Plan provides a renewed vision for transportation and mobility to reflect our community's evolving priorities, needs, and emerging mobility trends.

The Summerland Transportation Plan provides a comprehensive approach to guide Summerland's progress and investments in transportation infrastructure, programming, and policies over the next 30 years and beyond. The Plan includes recommendations for improving transportation policies, standards, infrastructure and programs over the long-term, along with priorities over the short- and medium-term.

The Plan includes recommendations for improving policies, standards, infrastructure, and programs over the long-term, along with priorities over the immediate-term and short-term. The Summerland Transportation Plan will contribute to increased transportation options by improving the accessibility, comfort, convenience, and safety of active transportation.

PLAN PROCESS

The plan was developed through a five-phase process between March 2024 and April 2025. The plan was developed using a combination of technical analyses grounded in best practices and ensuring alignment with the local and regional policy and plans, along with input from community and stakeholder feedback.

Throughout the planning process, hundreds of community members provided direction and input on the development of the plan through two rounds of engagement. The first round of engagement took place in summer 2024 and focused on understanding existing conditions and gathering feedback to inform the draft plan's vision and goals. The second round of engagement took place in fall 2024 and involved presenting key elements of the draft plan for community review and input. Engagement tactics included community surveys, pop-up engagement events, public open houses, stakeholder meetings, and focus group meetings.

PLAN FRAMEWORK

The Summerland Transportation Plan is composed of several interrelated layers that combine to form the plan's framework:

- **1 Vision** that describes the District's aspirations for transportation today and in the future.
- **5 Goals** that further guide the direction of the Summerland Transportation Plan.
- **20 Objectives** along with Key Performance Indicators that provide more specific statements regarding each goal.
- **6 Focus Areas** that include broad themes for implementing the vision and goals.
- **26 Themes** provide strategic direction on specific topics within each Focus Area.
- **74 Actions** provide specific guidance and direction for what the District should do under each strategy to meet the vision and goals of the plan.

VISION, GOALS, AND OBJECTIVES

The Plan's long-term vision offers a snapshot into the future of how people will move through, around, and experience the community:

> *Our **people-focused** transportation system connects our **vibrant downtown heart** with our neighbourhoods, the lakeshore, and the rest of the Okanagan.*
>
> *Residents, businesses, and visitors can experience our historic and unique lakeside community with **equitable**, **safe**, **comfortable**, **accessible**, and **affordable** transportation choices for people of **all ages and abilities**, by all modes of transportation, for all reasons, and in all seasons.*
>
> *Our streets are **safe and welcoming**, provide a **strong sense of place**, and support a **vibrant**, **active**, **healthy**, **resilient**, and **economically thriving** community with a **high quality of life**.*

The vision is supported by five goals that will further guide the direction of the Summerland Transportation Plan. Each goal includes a series of more specific objective statements to support each goal.

- Goal #1: A welcoming and vibrant community
- Goal #2: A safe, accessible, and equitable community
- Goal #3: A **connected** and **complete** community
- Goal #4: An active, healthy, and sustainable community
- Goal #5: A resilient community

FOCUS AREAS, THEMES, AND ACTIONS

The vision, goals, and objectives will be achieved through a series of themes and actions within six focus areas.

Focus Area 1: Driving, Parking, and Goods movement

- Theme 1.1: Street Network Classification and Design Standards
- Theme 1.2: Speeds and Traffic Calming
- Theme 1.3: Intersection Safety Improvements
- Theme 1.4: Roadway Condition and Asset Management
- Theme 1.5: Advocate for Highway Improvements
- Theme 1.6: Goods Movement
- Theme 1.7: Parking
- Theme 1.8: Electric Vehicle Charging

Focus Area 2: Walking and Accessibility

- Theme 2.1: Sidewalk Network
- Theme 2.2: Maintenance
- Theme 2.3: Growth & Development
- Theme 2.4: Universal Accessibility
- Theme 2.5: Intersections and Crossings
- Theme 2.6: Places for People

Focus Area 3: Cycling and Rolling

- Theme 3.1: Cycling Network
- Theme 3.2: Maintenance and Accessibility
- Theme 3.3: End-of Trip Facilities and Amenities
- Theme 3.4: Education and Awareness

Focus Area 4: Trails

- Theme 4.1: Trails Network
- Theme 4.2: Trail Recreation Management Strategy
- Theme 4.3: Wayfinding and Amenities
- Theme 4.4: Maintenance and Inspections
- Theme 4.5: Education and Awareness

Focus Area 5: Transit

- Theme 5.1: Transit Service
- Theme 5.2: Transit User Experience
- Theme 5.3: Transit Accessibility and Equity

Focus Areas #6: Safe Routes to School

IMPLEMENTATION AND MONITORING

The plan includes an implementation strategy to provide a framework for advancing specific transportation improvements. The implementation plan was developed based on the following guiding principles:

- The Summerland Transportation Plan is one step towards implementing the vision for transportation in Summerland; it is not the last step.
- The Summerland Transportation Plan is a flexible and living document.
- The District should monitor, review, and update the Summerland Transportation Plan on a regular basis, as needed.
- The District should actively foster partnerships and seek external funding sources to help implement the plan.

- The District should engage in further public consultation to implement the recommendations included in the Summerland Transportation Plan.
- The District should incorporate the short-term priorities into its 5-year Financial Plan, and a new investment strategy should be developed for the long-term.

A short-term action plan was developed based that can be implemented over the next 5 – 7 years and includes a number of capital, operations, maintenance, policy, and programming initiatives for rapid implementation of the plan to ensure a combination of engineering, education, and encouragement initiatives.

There are several strategies that the District may consider to help leverage its investments and to maximize its ability to implement transportation improvements. The District should pursue all available sources of funding for transportation facilities and programs, including the programs identified below. As funding opportunities change regularly, the information in this section is subject to change. The District should regularly check with all levels of government to keep up to date on current funding opportunities.

However, it is recognized that the external funding sources do not provide a consistent and stable funding stream, and that in order to ensure completion of projects identified in the plan, consistent funding sources should be identified to help ensure staff can logically plan for improvements and coordinate these improvements with other capital works to provide economies of scale for construction activities providing best value for capital expenditures.

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

1.0 INTRODUCTION

1.1 BACKGROUND

The District of Summerland is a vibrant community in British Columbia's Okanagan Valley, located along Highway 97 between Kelowna and Penticton with a population of over 12,000 residents. The District is located within the traditional, ancestral, and unceded territory of the Syilx People of the Okanagan Nation. The District covers a large area in a diverse and picturesque landscape characterized by lakes, creeks, and sunny and dry Okanagan hillsides. The District's 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 District's existing Transportation Plan was adopted in 2008 and has served as an important planning tool for the District over the past 15 years. In 2019, the District also developed the Cycling, Sidewalk, and Trails Master Plans. The existing Transportation Plan now requires a comprehensive update to reflect changing priorities, new and emerging mobility trends and best practices, completed projects, and recent growth and development patterns since the last plan was developed.

The Summerland Transportation Plan provides a renewed vision for transportation and mobility to reflect our community's evolving priorities, needs, and emerging mobility trends.

1.2 PLAN PURPOSE

The Summerland Transportation Plan establishes a strategic vision that will guide transportation decisions and public investments over the next 5-10 years and beyond. The plan will help support our vision of being a unique historic lakeside community with a small town character, high quality of life, agricultural roots, and distinctive natural setting.

The plan was developed through a series of interim reports and engagement summary reports. The plan provides an overview of Summerland today, lays out the long-term vision and goals for improving transportation, and provides an implementation strategy to guide the District's capital planning.

The long-term directions in this plan have been developed based on a review of existing transportation conditions in Summerland, a review of national and international best practices and emerging trends in transportation and mobility, and input received from the community.

1.3 WHY TRANSPORTATION MATTERS

Transportation is an important element in our everyday lives and directly impacts how safe, affordable, and equitable our communities are. The modes we have available to us and choose to use have impacts for our own health and community. Creating a transportation system that prioritizes people and sustainability can address a wide range of broader societal objectives, shaping our communities and lives.

Public Health

Transportation can effectively encourage physical activity. With more active transportation and transit options, people can be more active. Being more physically active improves people's overall health and can reduce rates of chronic disease and premature death.

Improved Safety

High automobile speeds and traffic volumes contribute to traffic-related injuries and fatalities for pedestrians, cyclists and motorists. Safe street design improves safety for all road users and addresses people's perception of safety.

Equity & Affordability

Affordable and equitable transportation can enable residents of all incomes and abilities to access necessary services and supports that are critical components to people's dignity and well being. The cost of owning a vehicle is significant and rapidly increasing. This also disproportionately impacts lower income individuals and families.

Economy

An efficient transportation network benefits more than just commuting employees – goods are delivered with ease, customers can access shops more frequently and the community becomes a sought-after destination for new businesses. Housing and transportation costs, both of which are often the two largest expenditures for households, are barriers for many.

Environment

Transportation-related air pollutants are the largest contributors to poor air quality and produce greenhouse gas (GHG) emissions, which have negative implications for community quality of life, public health, and climate change. Supporting sustainable transportation options, such as walking, rolling, cycling and transit use are ways the District can implement climate action that improves air quality and the resilience of our transportation network.

1.4 AN EQUITY-CENTERED PLAN

Transportation barriers, such as a lack of affordable and safe options, prevent people from accessing jobs, education, healthcare, recreation, and ultimately connecting with their community. One of the aims of the Summerland Transportation Plan is to develop a transportation system that serves all areas of the District and provides equitable access for all residents. This means being inclusive of and prioritizing the needs of equity-deserving groups.

A GIS-based equity analysis was used to identify areas of the District where there are higher concentrations of equity-deserving groups. The results of this analysis identify under-served areas in the District where there is an opportunity to make strategic investments to improve transportation equity.

The equity analysis used nine indicators that were combined to determine an overall equity score. A higher equity score (dark blue) indicates a higher equity need. The areas with the greatest concentrations of equity-deserving groups are found near the Downtown centre, as shown in **Figure 1**.

The plan was also developed with targeted engagement with equity-deserving groups, including seniors and youth. Equity was also incorporated into the implementation plan as a key prioritization criteria to ensure strategic investments are priorities in areas of high equity need.

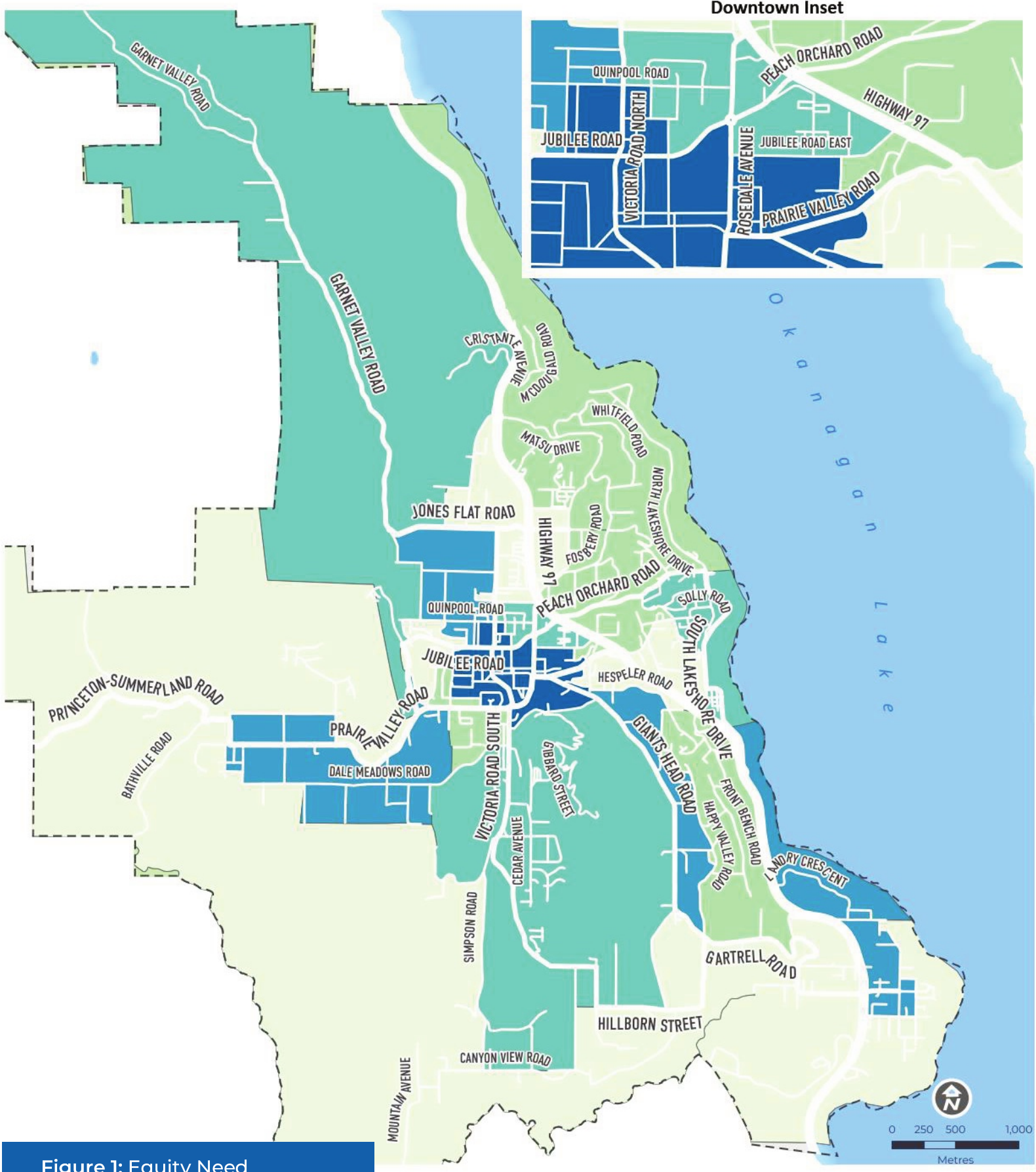

Figure 1: Equity Need

Overall Equity Score

- Low Equity Need
- Moderate-Low Equity Need
- Moderate Equity Need
- Moderate-High Equity Need
- High Equity Need
- District Boundary

DISTRICT OF SUMMERLAND

1.5 PLAN PROCESS

The plan was developed through a five-phase process between March 2024 and April 2025. The plan was developed using a combination of technical analyses grounded in best practices and ensuring alignment with the local and regional policy and plans, along with input from community and stakeholder feedback. The following five phases allowed the updated plan to be developed with comprehensive feedback and engagement from stakeholders and interest groups, as well as community members.

1.6 COMMUNICATIONS AND ENGAGEMENT

Throughout the planning process, hundreds of community members provided direction and input on the development of the plan through two rounds of engagement. The first round of engagement took place in summer 2024 and focused on understanding existing conditions and gathering feedback to inform the draft plan's vision and goals. The second round of engagement took place in fall 2024 and involved presenting key elements of the draft plan for community review and input. Engagement tactics included:

- **Two Community Surveys** to gather input on the community's transportation experiences, priorities, challenges and opportunities and to provide input on the Transportation Plan's proposed Vision, Goals, actions, and network plans. Over 300 surveys were received.
- **Two School Travel Surveys** were distributed to the two elementary schools within Summerland. A total of 59 surveys were completed.
- **Three pop-up Engagement Events** were held to raise awareness and obtain input about the plan and were attended by approximately 65 people.
- **Two Public Open Houses** were held to present existing conditions and to present the draft plan and were attended by approximately 25 people.
- **Four Stakeholder Meetings** were held to gather diverse perspectives and insights relating to transportation in Summerland and to present the proposed Vision, Goals, actions, and network plans for review and input.
- **Two Focus Group Meetings** were held with key groups, including a seniors-focused meeting with residents at Summerland Seniors Village and one youth-focused meeting with Parent Advisory Committee (PAC) representatives from Giant's Head Elementary.

A summary of the engagement process is provided in the corresponding **Round 1 Engagement What We Learned Report** and **Round 2 Engagement What We Learned Report.**

1.7 REPORT OVERVIEW

This plan summarizes current conditions, issues, and opportunities for transportation in Summerland, and offers insight into how these, along with the overarching policy context, influence the transportation network. Finally, the plan provides strategies and actions to build a transportation network that meets the vision and goals of the plan. The plan includes the following sections:

- **Section 1: Introduction** summarizes the overall purpose and process of the Summerland Transportation Plan.
- **Section 2: Community & Travel Highlights** outlines the overall conditions of the District that shape the development of the updated plan. This includes demographics, policy, travel patterns, and economic conditions.
- **Section 3: Community Vision & Goals** presents the vision and goals developed to inform and guide the direction of the updated Transportation Plan. This includes themes that future projects and initiatives will be categorized into.
- **Section 4: Future Directions** describes the current infrastructure gaps for all modes of transportation in the District, and presents the proposed strategies, actions, and network plans for walking, cycling and rolling, trails, transit, driving, goods movement, and parking.
- **Section 5: Implementation Strategy** outlines key implementation principles and priorities all the actions and the projects identified in the plan along with funding sources.
- **Section 6: Closing and Next Steps** summarizes the key findings of this plan and describes the next steps for the District as it moves to implement the plan.

1.8 PLAN FRAMEWORK

The Summerland Transportation Plan is composed of several interrelated layers that combine to form the plan's framework:

- **1 Vision** that describes the District's aspirations for transportation today and in the future.
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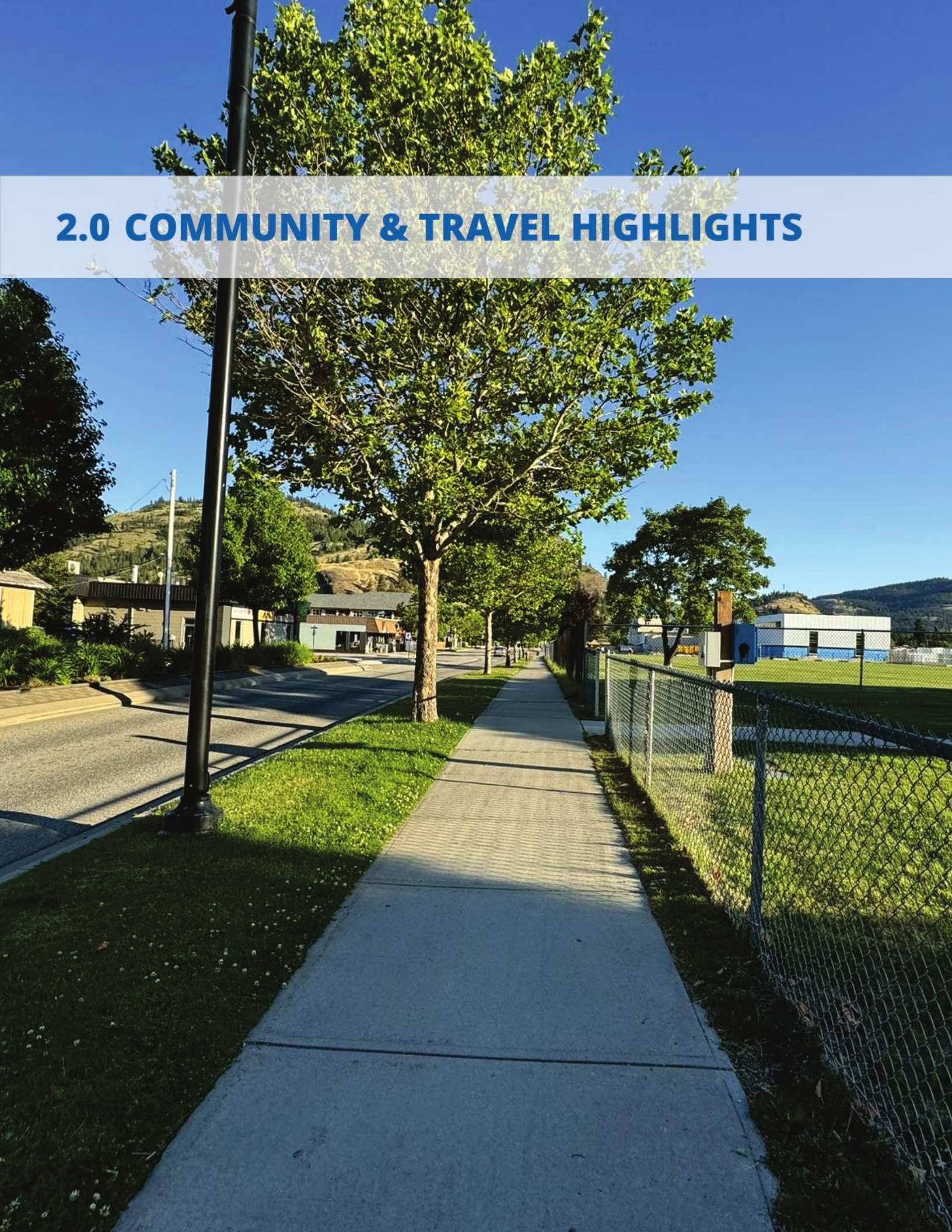
- **74 Actions** provide specific guidance and direction for what the District should do under each strategy to meet the vision and goals of the plan.

The strategies and actions make up the main recommendations of the Summerland Transportation Plan and are outlined in detail in the following sections.

2.0 COMMUNITY & TRAVEL HIGHLIGHTS



This section provides a high-level summary of Summerland's existing community demographics, land use, and equity considerations.

2.1 COMMUNITY AND LAND USE CONTEXT

Summerland is a large municipality in land area that provides numerous amenities including trails and parks, a scenic waterfront on Okanagan Lake, and abundant recreational activities in the hills surrounding the community. The region is a popular destination for tourists visiting the orchards, vineyards and the many beaches. There are several neighbourhoods in the District that are surrounded by a vast agricultural land. Summerland's neighbourhoods are relatively low-density, comprised predominantly of single detached, semi-detached, and townhouses.

Key destinations in Summerland are shown in **Figure 2** and include schools, recreation centres, the downtown commercial area, parks, and the beaches along the waterfront. Key destinations include:

- Downtown
- Peach Orchard Beach Park
- Crescent Beach
- Dale Meadows Park
- Antler Park (located at the end of Garnet Valley Road)
- Rodeo Grounds
- Cartwright Mountain and the Test of Humanity Trail
- Conkle Mountain
- The Great Trail (formerly known as the Trans Canada Trail)
- The trestle bridge and Summerland Sweets
- Wineries
- The 10 km loop around Giant's Head Mountain
- Lakeshore Drive
- Golf courses

Summerland's geography leads to physical barriers that create mobility challenges for walking and cycling. In some locations topography and steep grades create a challenge for people travelling between different neighbourhoods and destinations in the District. In addition, Highway 97 is a major barrier between the neighbourhoods west of the highway and the beaches along the water in Lower Town.

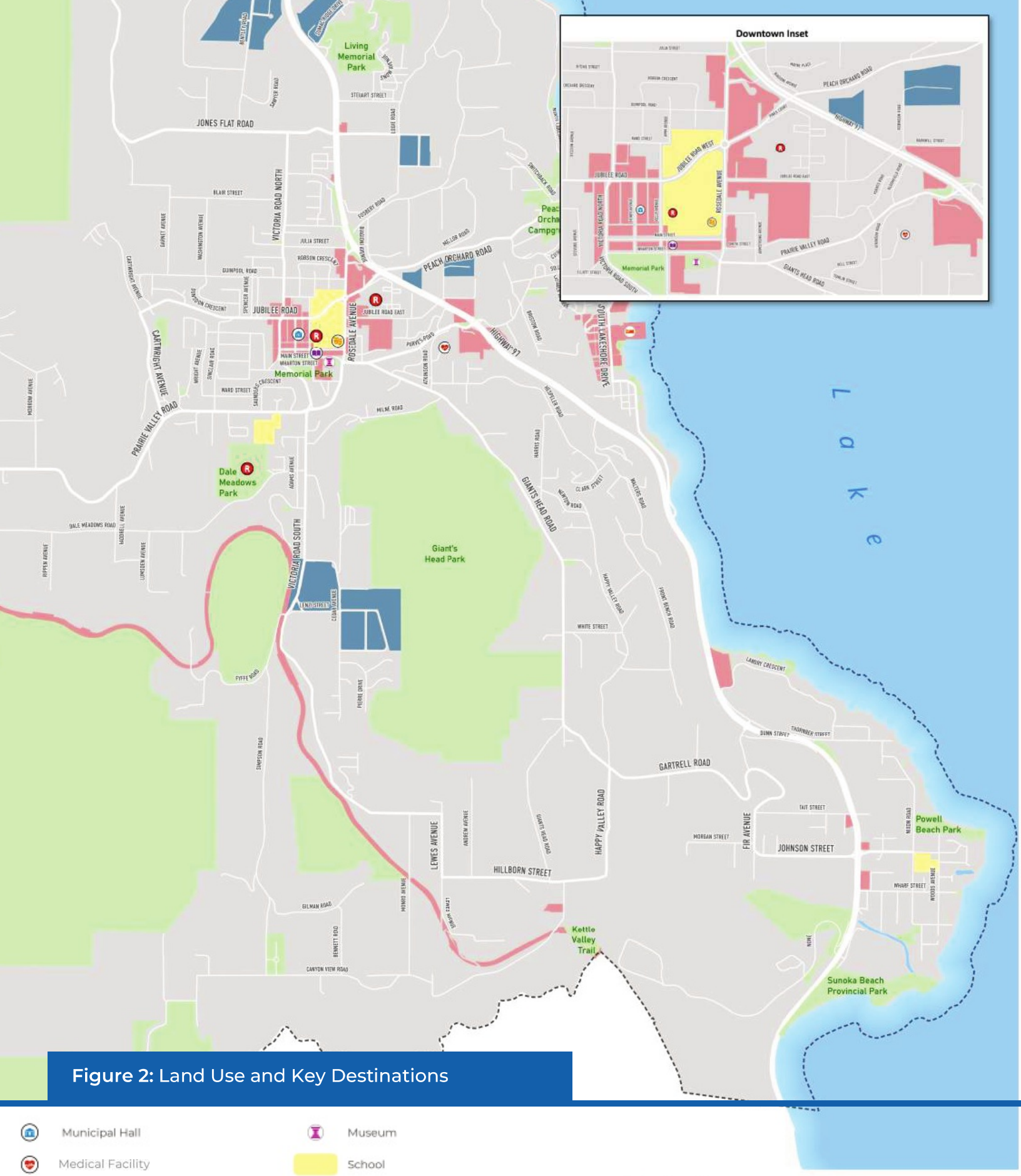


Figure 2: Land Use and Key Destinations

2.2 POLICY CONTEXT

The Summerland Transportation Plan is closely linked to several other plans and policies at the local, regional, and provincial levels as well as with the connections with Indigenous communities. These documents set the overarching goals, visions and objectives for land use, transportation and other key long-term planning considerations in Summerland and beyond.

Local Plans and Policies

The District has numerous policies, plans, municipal bylaws, and transportation studies that help guide the community's transportation system. These documents affect transportation in Summerland at varying scales from community-wide initiatives to specific corridors and intersections, and as such detail some of the District's challenges, opportunities, and aspirations around transportation. In addition to direction on transportation, these documents contextualize the District's land use, environmental, and economic development goals.

The updated Transportation Plan is an update to previous work that has been completed in the District, including:

- Official Community Plan (2024 Update);
- Roads and Water Integrated 20 Year Asset Management Plan (2023);
- Downtown Neighbourhood Action Plan (2022);
- Community Energy and Emissions Reduction Plan (2020);
- Trails, Cycling, and Sidewalks Master Plans (2019); and
- Parks and Recreation Master Plan (2018).

External Plans and Policies

Both the Provincial and Federal governments have established bold targets to reduce greenhouse gas (GHG) emissions. Canada has set a target to cut its GHG emissions by 40-45% below 2005 levels by 2030, while the Province's *CleanBC* plan includes targets to reduce GHGs to 40% below 2007 levels by 2030, 60% by 2040, and 80% by 2050.

The Province released *Move. Commute. Connect. — B.C.'s Active Transportation Strategy* in 2019. The strategy sets bold targets to double the percentage of trips taken with active transportation by 2030 as a way to help the Province meet its GHG emissions targets to support the implementation of active transportation infrastructure, the Province released the *B.C. Active Transportation Design Guide* to ensure consistent active transportation facility design across the Province. The Province also administers the *Active Transportation Infrastructure Grant* to support active transportation investments across British Columbia**.** These provincial initiatives, along with Canada's new federal *National Active Transportation Strategy* and *National Active Transportation Fund*, represent new partnership opportunities to help finance transformational active transportation infrastructure programs for communities with shovel-ready projects that meet the goals of making active transportation safe, comfortable, and connected.

At the regional level, relevant plans and policies include the Regional District of Okanagan-Similkameen (RDOS) *Regional Growth Strategy*, School District 67 *Long-Range Facility Plan* (LRFP), BC Transit *South Okanagan-Similkameen Transit System Transit Future Action Plan*.

2.3 DEMOGRAPHIC CONTEXT

The District has a population of over 12,000 people. As shown in **Figure 3**, the District has seen modest but steady population growth throughout the last century, and this is level of growth is expected to continue. Further, the District has seen a number of larger developments in recent years which could increase this expected growth rate, including developments on Sanborn Street and near Morrow Avenue.

The median age of residents in the District is 54.4 and the average age is 49.2. Approximately 31.9% of the population is aged 65 or over, and 17.8% of the population is 19 and younger, as shown in **Figure 4**. Each of these groups benefit from safe and convenient alternatives to driving. Alternatives such as walking, cycling, rolling, using a mobility aid, and transit provide a range of independent mobility options for those who do not have access to motor vehicles and can promote fitness and engagement in recreational activities. Females aged 65 to 69 years old make up the largest population group in the District. The larger senior population will have impacts to the travel behaviours within the District. For example, seniors are more likely to travel mid-day to avoid the peak hours of people commuting to and from work.

Figure 3: Historic Population Change
Source: Census Canada

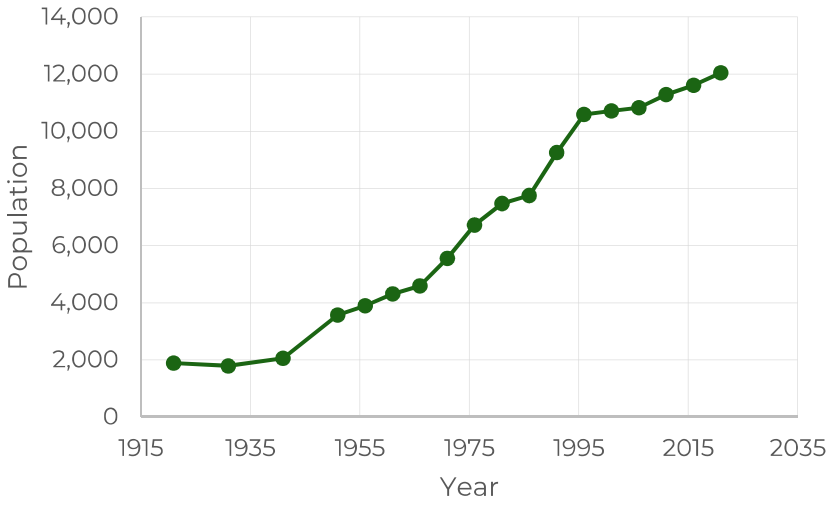
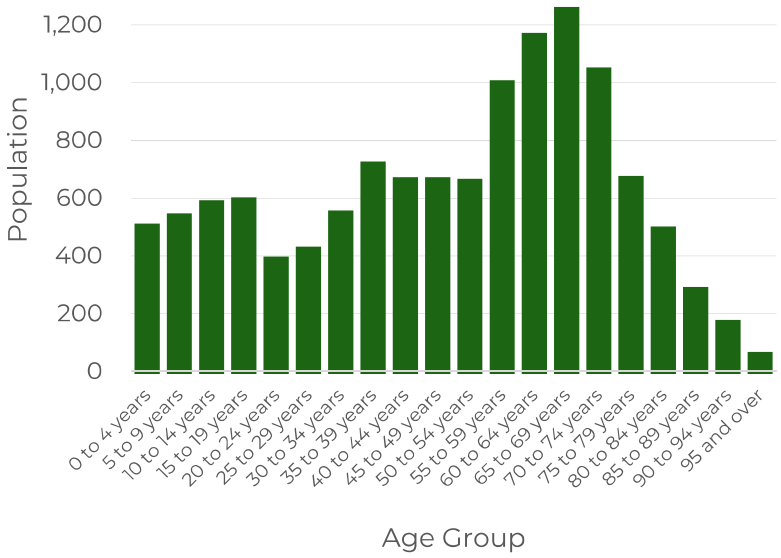


Figure 4: 2021 Population Profile
Source: Census Canada

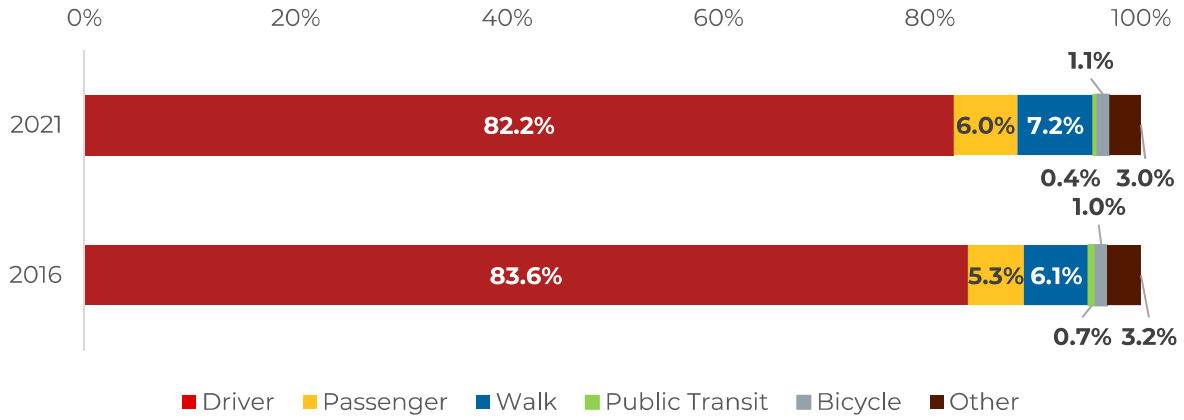


2.4 TRAVEL PATTERNS

Based on data from the 2021 Census, most trips to work or school made by Summerland residents are by motor vehicle, including approximately 82% of trips by vehicle drivers and 6% by vehicle passengers. Sustainable forms of transportation such as walking, cycling and transit make up nearly 9% of trips made by Summerland residents. Since 2016, the District has seen a small shift towards sustainable modes of transportation with an increase in the proportion of people walking and cycling. Transit ridership has decreased slightly since 2016; however, the 2021 Census data was collected during the COVID 19 pandemic in April 2021 which likely negatively impacted transit ridership data. Further, the District implemented a free transit fare pilot on April 22, 2023, which resulted in a 22% increase in transit ridership compared to the previous year.

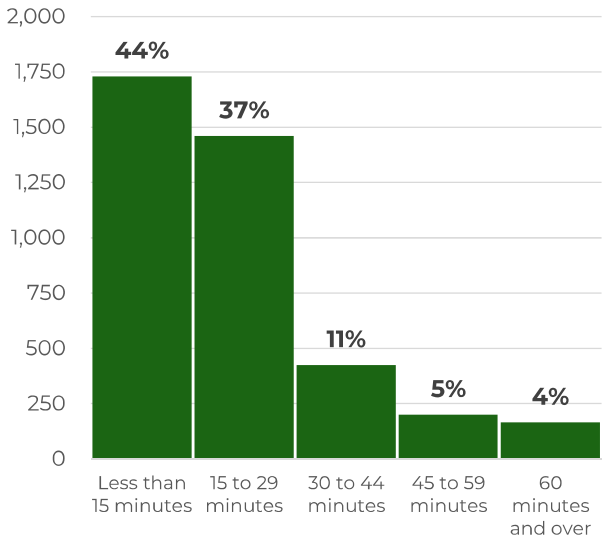
A summary of the mode share in the District is illustrated in **Figure 5**. Males and females are equally as likely to travel in all modes apart from transit.

Figure 5: Historic Mode Share
Source: Census Canada

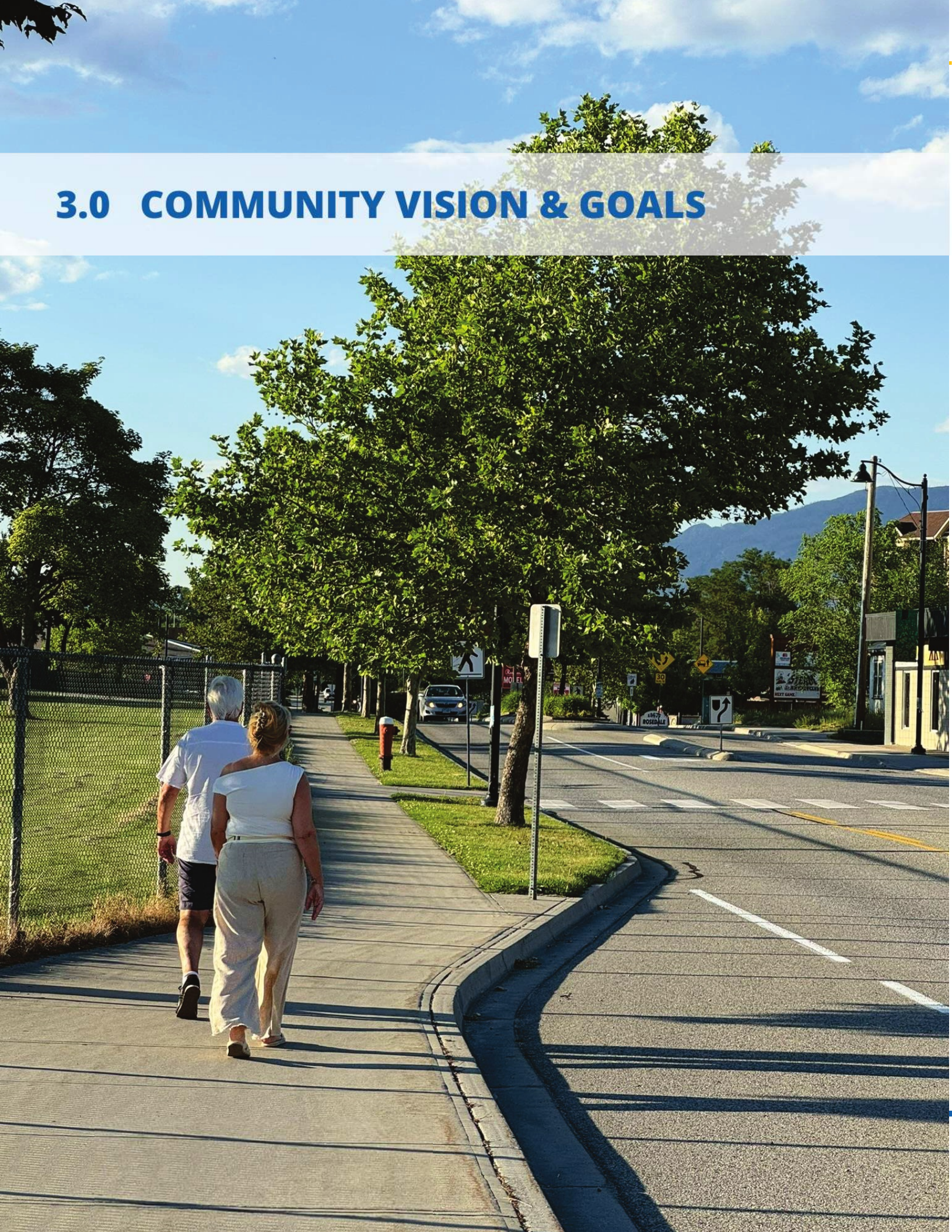


Due to its small population, most of whom lives in and around the Downtown core, most trips made by Summerland residents are relatively short. Approximately 81% of all trips are less than 30 minutes in length. Further, approximately 44% of all trips made by Summerland residents are less than 15 minutes in length. These shorter trips could be replaced by sustainable forms of transportation such as walking, cycling, rolling, transit, or many others. The commuting duration for trips made by Summerland residents is illustrated in **Figure 6.**

Figure 6: Summerland Commuting Duration
Source: Census Canada



3.0 COMMUNITY VISION & GOALS



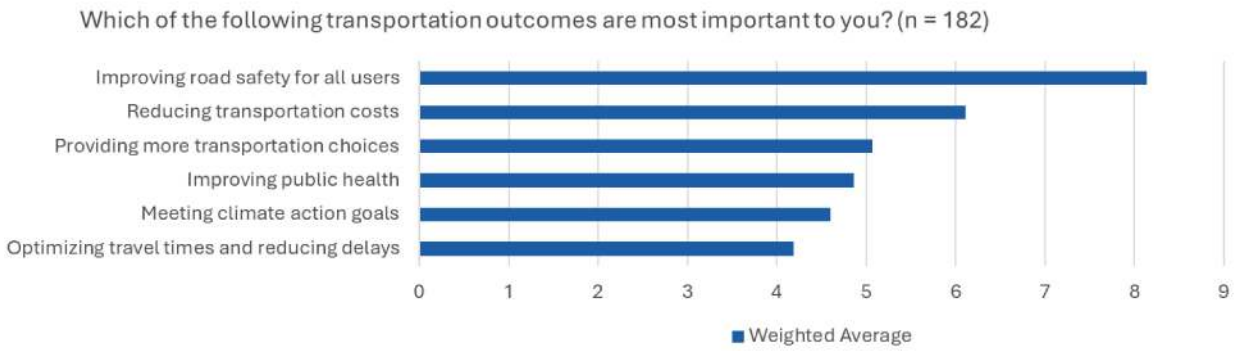
The Summerland Transportation Plan identifies key priorities identified by community members and presents a long-term vision that aligns with the District's overarching vision and goals in other policy documents. The plan also presents goals that will help shape the overall direction for the Plan and serve as the basis from which improvement opportunities and investments are identified and prioritized.

3.1 COMMUNITY PRIORITIES

The first round of public engagement provided the foundation for identifying the community vision and goals based on identified community priorities for transportation. The first community survey asked respondents to identify which transportation outcomes were most important, and which aspects of the District's transportation system should be considered the highest priorities. These identified priorities helped to shape the overall vision and goals.

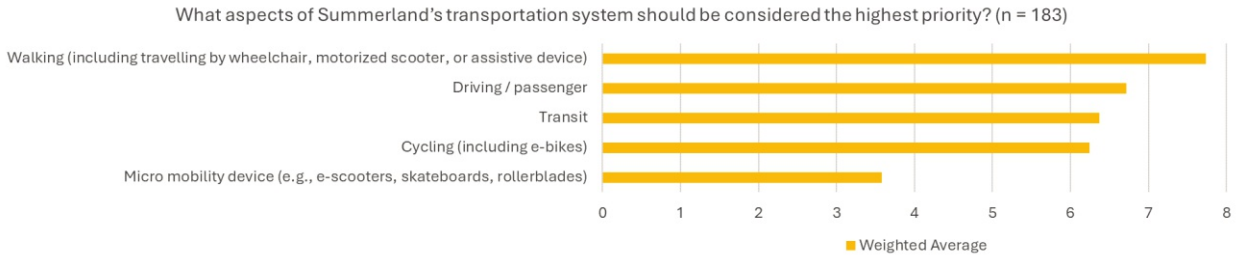
Survey respondents were asked to rank six outcomes from one to six in terms of what they believe is most to least important. As shown in **Figure 7,** the most important outcome for transportation for survey respondents was **improving road safety for all users**, which was chosen by over half of all respondents as their number one priority. This was followed by **reducing transportation costs** and **providing more transportation choices**.

Figure 7: Most Important Transportation Outcomes



Survey respondents were also asked to consider which aspects of the District's transportation system should be prioritized. Like the previous question, this question asked participants to rank the options from one to six in terms of what they believed should be considered highest to lowest priority. The mode ranked highest priority overall was **walking**, followed by **driving / passenger**, and **transit**, as shown in **Figure 8.** Commercial transportation and micro-mobility were ranked lowest overall, more commonly lower than the other mode choices.

Figure 8: Transportation Priorities



3.2 VISION

The vision for the Summerland Transportation Plan builds upon the District's commitments as outlined in the OCP, Downtown Neighbourhood Action Plan, and Sidewalks, Cycling, and Trails Master Plan; and feedback from the first round of community engagement. The Plan's long-term vision offers a snapshot into the future of how people will move through, around, and experience the community:

*Our **people-focused** transportation system connects our **vibrant downtown heart** with our neighbourhoods, the lakeshore, and the rest of the Okanagan.*

*Residents, businesses, and visitors can experience our historic and unique lakeside community with **equitable**, **safe**, **comfortable**, **accessible**, and **affordable** transportation choices for people of **all ages and abilities**, by all modes of transportation, for all reasons, and in all seasons.*

*Our streets are **safe and welcoming**, provide a **strong sense of place**, and support a **vibrant**, **active**, **healthy**, **resilient**, and **economically thriving** community with a **high quality of life**.*

3.3 GOALS AND OBJECTIVES

The vision is supported by five goals that will further guide the direction of the Summerland Transportation Plan. Each goal includes a series of more specific objective statements to support each goal.

Goal #1: A welcoming and vibrant community

Summerland should be a welcoming and vibrant community that is safe and attractive, and a place where people want to live over the long-term. This includes ensuring residents can access their daily needs within a short walking, cycling, or transit distance. This can be achieved with a complete and connected sidewalk network with interesting placemaking, high-quality cycling infrastructure with amenities such as bicycle parking, and transit that is frequent, comfortable, and accessible, while also managing vehicle trips.

Supporting Objectives:
Objective 1.1: Integrate land use with transportation planning in
Objective 1.2: Encourage mixed use developments to provide the opportunity for residents to access goods and services within a 15-minute walk
Objective 1.3: Create a vibrant, economically thriving downtown with a strong sense of place and unique identity that attracts residents and visitors
Objective 1.4: Create a unique and attractive waterfront experience

Goal #2: A safe, accessible, and equitable community

All residents and visitors, regardless of age, ability, income, gender, race, or other socio-demographic characteristics, should have safe, accessible, and equitable access to Summerland's transportation system regardless of which mode they choose to use.

Supporting Objectives:
Objective 2.1: Significantly reduce the number of collisions on Summerland's roads
Objective 2.2: Reduce the severity of collisions on Summerland's roads, including reducing serious injuries and fatalities
Objective 2.3: Improve the safety of vulnerable road users such as pedestrians, cyclists, and motorcyclists
Objective 2.4: Design the District's transportation system to be universally accessible to meet the needs of all users
Objective 2.5: Engage with equity-seeking groups and consider their needs in all transportation decision-making

Goal #3: A connected and complete community

The transportation network should connect to all key destinations and areas of Summerland, should connect modes together, and should foster complete communities that provide integrated mobility choices. This includes ensuring that residents' daily needs such as grocery stores and access to transit are provided within a 15-minute walking distance.

Supporting Objectives:
Objective 3.1: Ensure most residents can access their daily needs within a short walking distance
Objective 3.2: Ensure most residents live within 400 metres of a bus stop
Objective 3.3: Ensure most residents live within 400 metres of a bicycle facility
Objective 3.4: Ensure most residents have direct access to a sidewalk

Goal #4: An active, healthy, and sustainable community

The transportation network should be planned and designed to support and encourage active and healthy living and to reduce environmental impacts and greenhouse gas (GHG) emissions. This includes encouraging active forms of transportation such as walking and cycling, and encouraging quieter and non-polluting forms of transportation such as electric vehicles.

Supporting Objectives:
Objective 4.1: Promote walking for as the preferred choice for all short trips
Objective 4.2: Improve the transit customer experience with high quality transit services and facilities
Objective 4.3: Encourage cycling as a convenient form of transportation for short- and medium-distance commuter and transportation trips
Objective 4.4: Reduce transportation-related community greenhouse gas (GHG) emissions
Objective 4.5: Support non-polluting forms of transportation, including electric vehicles and e-bikes

Goal #5: A resilient community

The transportation network should be adaptive and responsive to local, regional, and provincial trends, embracing change and growth to serve the community's broader goals. The transportation network should plan for and be designed to manage external influences like changing land use, social, economic, and environmental contexts.

Supporting Objectives:
Objective 5.1: Identify and address areas of congestion and delay to improve the reliability of the transportation network
Objective 5.2: Ensure goods movement are able to move efficiently throughout the District's transportation network

4.0 FUTURE DIRECTIONS

4.1 FOCUS AREA 1: DRIVING, PARKING, AND GOODS MOVEMENT

While the District is continuing to grow each year with new developments being constructed, the demand on the transportation network is also expected to increase. However, the current vehicle delays experienced are minimal and often only occur during peak periods such as during school pick-up and drop-off or community events. The existing road network and intersection controls are generally anticipated to remain adequate into the future, with limited road network capacity improvements recommended other than road network improvements to accommodate new growth and development or to address safety issues . New developments should continue to complete Traffic Impact Assessments to evaluate their individual impact on the road network and provide fair and adequate compensation for the necessary improvements that may arise.

Further, the Subdivision and Development Servicing Bylaw was recently updated (2023, Bylaw No. 2022-042) which undertook a comprehensive review of the road network and appropriate cross-sections for each road classification in Summerland. The cross-sections developed for this bylaw should remain for the District.

Despite these findings, the existing conditions review and public engagement highlighted several challenges that are present in the existing road network, as summarized below.

4.1.1 Challenges and Opportunities

Based on community input, approximately half of respondents (44%) do not experience any barriers to driving in Summerland. Of those that identified a barrier to driving, the top three **challenges for driving** in Summerland are unsafe driving behaviours (e.g., speeding), unsafe intersections (e.g., impeded sight lines, crosswalks are too long, lack of dedicated left turn lanes), and too many large trucks.

Many respondents highlighted various concerns about road conditions, traffic safety and driving behaviours. Many emphasized the poor condition of the roads, mentioning large potholes, cracks and crumbling pavement that need urgent repair. There were calls for better visibility at intersections and road signage (for example, speed limit in school zones and stop signs), as well as traffic calming measures like speed bumps along long, straight streets and by the water park. Additionally, there were complaints about unsafe driving behaviour, such as driving above or below the speed limit and poor etiquette in roundabouts, and unsafe cyclist behaviour on the roads.

The top three types of opportunities to improve driving include: improving walking, cycling, and transit to reduce the need to drive, increasing enforcement, and improving sight lines at intersections.

Additional comments were related to poor road conditions and the need for repairs. Many called for fixing the existing roads, repaving and improving the quality of repairs to avoid recurring issues. Specific suggestions include designated truck routes to keep commercial vehicles off residential streets and enforcing this with fines. Traffic calming measures like traffic circles and speed bumps were suggested in certain areas, especially near parks and school zones. Intersection improvements were also recommended, with comments expressing the need for increased visibility, stop signs and turning lanes in certain areas. Respondents would also like to see greater enforcement of speeding, noise infractions and traffic laws in general.

4.1.2 Themes and Actions

The plan includes eight overarching themes for driving, goods movement, and parking. This section summarizes actions to improve driving in Summerland as it relates to each of these eight themes.

Theme 1.1: Street Network Classification and Design Standards

The District's street network is divided into a street network classification hierarchy including collector and local streets, as well as highways under MOTT jurisdiction. The street network classification is used to inform the typical cross-sections for each classification as outlined in the District's Subdivision and Development Servicing Bylaw. An updated street classification system has been developed to reflect network connectivity and current and anticipated travel demands, as shown **Figure 9**. The District should continue to update the Subdivision and Development Servicing Bylaw over time to reflect emerging best practices.

Two actions have been developed under the theme **Street Network Classification and Design Standards** as summarized below:

Theme 1.1: Street Network Classification and Design Standards Actions
Action 1.1.1: Amend the Official Community Plan to include proposed 'Road Network' plan as the District's Road Network Classification.
Action 1.1.2: Continue to update the Subdivision and Development Servicing Bylaw to reflect emerging best practices.

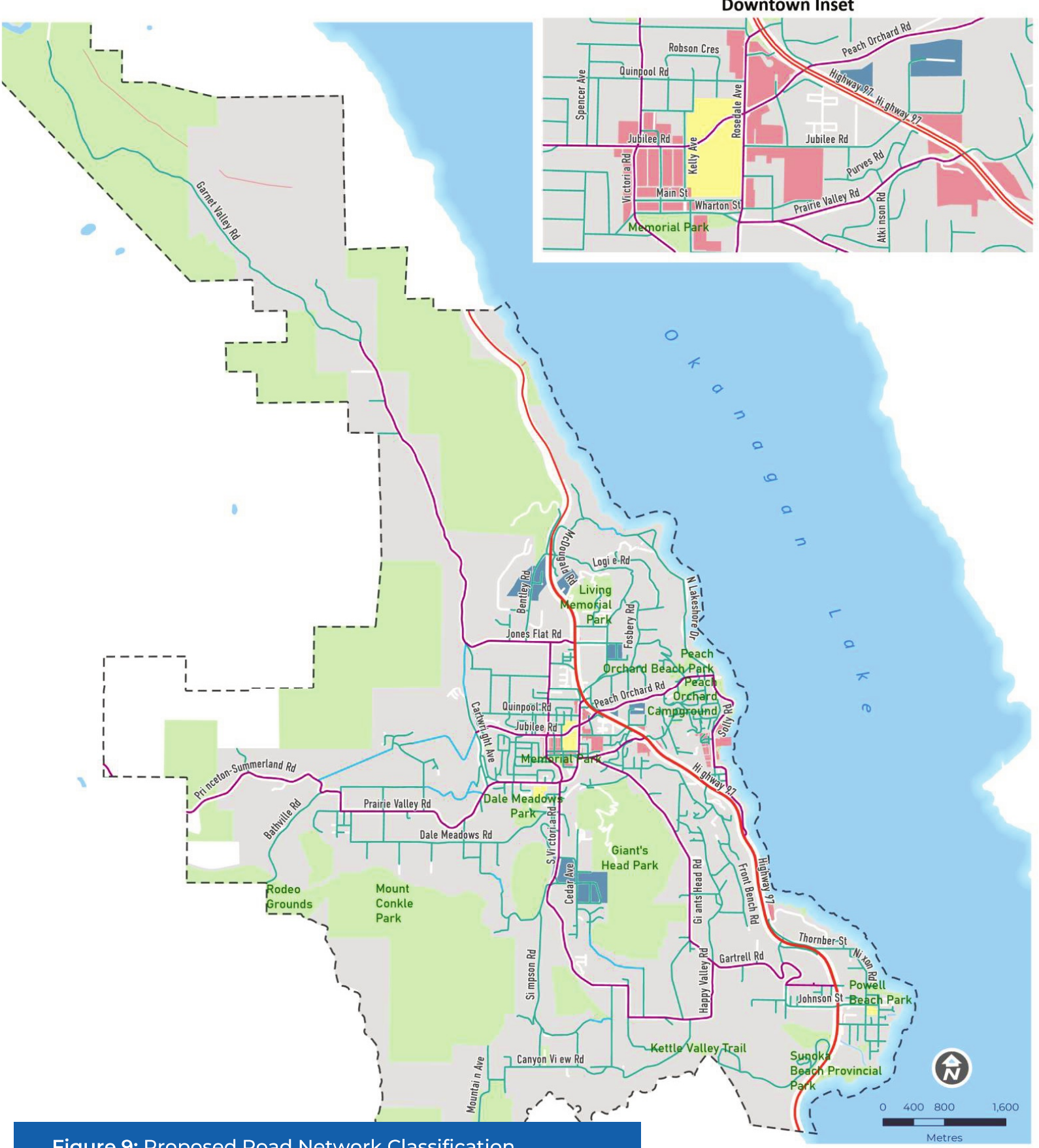


Figure 9: Proposed Road Network Classification

Landuse

- Parks / Open Lands
- Commercial
- Industrial
- School
- District Boundary

Road Classification

- Highway 97
- Collector
- Local
- Resource

Future Connection

- Future Road

DISTRICT OF SUMMERLAND

Theme 1.2: Speeds and Traffic Calming

Travel speeds are the main factor in how serious a crash will be and whether a crash occurs at all. The risk of death and injury increases significantly as travel speeds increase. Research has shown that a pedestrian struck at 30 km/h has a 90% chance of surviving, while at 50 km/h they have only a 15% chance of surviving. The District should develop an approach to reducing posted speed limits, looking to other municipalities (such as the City of Surrey, District of Saanich, Village of Harrison Hot Springs, and District of Squamish) that are reducing posted speeds, including considering reducing the default posted speed limit on some or all streets. This could include either a District-wide approach to speed limit reduction on all streets with gateway signage when people enter the community, or this could focus on specific road classifications (such as local roads) and/or neighbourhoods (such as Trout Creek or Downtown).

Speeding is generally not a significant issue in Summerland. GPS-based speed data used for this project found that most people generally travel at or below the posted speed limit in Summerland; however, some people speed in school and playground zones. Some people also travel above the posted speed limit on roads outside of the downtown area. Reducing the default speed limit on some or all roads would better match existing conditions on most streets in Summerland.

While reducing posted speed limits is one step, road design must support slower vehicle traffic to ensure it is abided by. Traffic calming treatments can help reduce the speed on roadways to create a more comfortable experience for road users and residents. A number of traffic calming treatments can be considered to reduce traffic speeds and volumes, including the following:

- **Raised Crosswalk** is a pedestrian crosswalk constructed at a higher elevation than the adjacent roadway.
- **Raised intersection** is an intersection constructed at a higher elevation than the adjacent roadway, including crosswalks.
- **Speed hump** is a raised area of roadway meant to slow the speed of through traffic.
- **Textured pavement** is pavement with specific textured or pattern surface to differentiate it from the adjacent roadway.
- **Chicane** is a series of alternating curb extensions which narrow the roadway and require vehicles to steer from one side of the roadway to the other to slow through traffic.
- **Curb extension** is horizontal intrusion of the curb into the road to create a narrow section of roadway at a particular location.
- **Curb radius reduction** consists of reconstructing an intersection corner using a smaller curb radius.
- **On-street parking** results in a reduction of overall roadway width to slow the movement of through traffic.
- **Traffic circle** is different from a roundabout, and does not change the alignment of approaching vehicles, but forces a circular movement around the intersection by introducing a central circular island.

The District should develop a traffic calming program that outlines a process to prioritize investments around key destinations such as schools, community destinations, parks, trails, and where speeding and/or short-cutting issues have been identified.

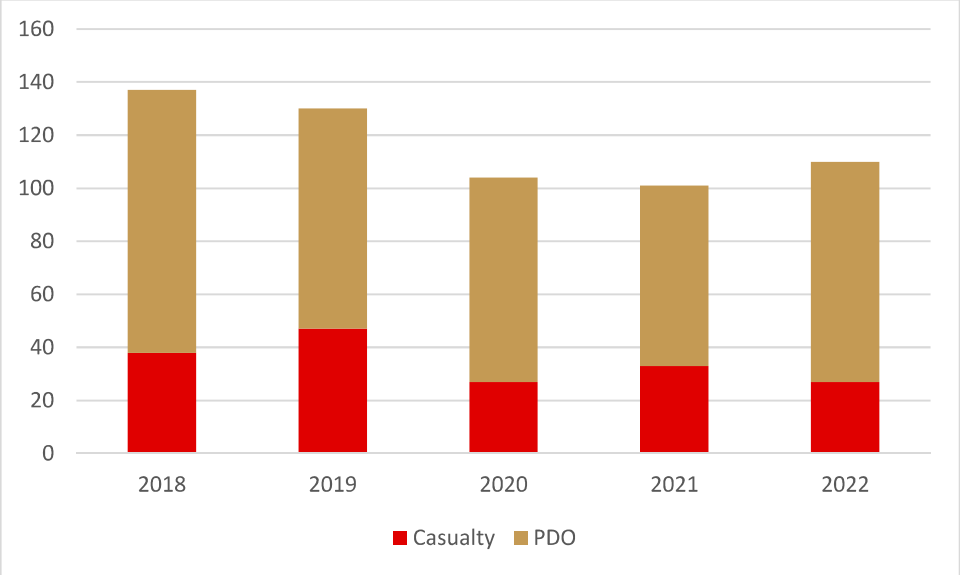
Two actions have been developed under the theme **Speeds and Traffic Calming** as summarized below:

Theme 1.2: Speeds and Traffic Calming Actions
Action 1.2.1: Consider the feasibility of reducing the default speed limit on all streets or select streets or neighbourhoods in Summerland.
Action 1.2.2: Develop a Traffic Calming Policy and Program to implement measures to reduce vehicle speeds on residential streets.

Theme 1.3: Intersection Safety Improvements

Between 2018 and 2022, 582 collisions within the District of Summerland were reported to ICBC, representing approximately 116 reported collisions per year, as shown in **Figure 10**. Nearly one third (30%) of reported collisions resulted in a casualty (injury or fatality), with the remaining 70% resulting in property damage only.

Figure 10: Reported Collisions in Summerland
Source: ICBC, 2018 - 2022)



The majority of collisions occur at MOTT intersections or along MOTT highways. The top collision locations on District roadways are summarized below for all locations that had an average of at least one reported collision per year between 2018 and 2022:

- **Jubilee Road & Victoria Road:** 10 reported collisions;
- **Prairie Valley Road & Victoria Road:** 10 reported collisions;
- **Jubilee Road East & Rosedale Avenue:** 7 reported collisions;
- **Agur Street & Victoria Road:** 6 reported collisions;
- **Jubilee Road West & Peach Orchard Road & Rosedale Avenue:** 6 reported collisions;
- **Prairie Valley & Rosedale & Wharton:** 6 reported collisions;

The District should identify locations for intersection safety improvements based on reviewing ICBC collision data and police-reported data. In addition, the District should identify safety improvements at any locations that are located along the cycling network, and any other locations that could benefit

from pedestrian safety improvements. Finally, safety improvements can be made at roundabouts to improve safety and comfort for pedestrians and cyclists.

Relatively small intersection improvements at these locations can mitigate existing safety issues and extend the life of infrastructure, helping to delay larger more expensive improvements.

Road safety is supported by ICBC through their Road Safety Improvement Program and could be a source of funding for spot safety improvements in Summerland.

Four actions have been developed under the theme **Intersection Safety Improvements** as summarized below:

Theme 1.3: Intersection Safety Improvements Actions
Action 1.3.1: Review ICBC and/or police-reported data on an ongoing basis to identify locations with safety issues.
Action 1.3.2: Develop an annual program to make minor intersection safety improvements.
Action 1.3.3: Improve designs of roundabouts to improve safety and comfort for pedestrians and cyclists.
Action 1.3.4: Partner with ICBC to identify funding for safety improvements through their Road Safety Improvement Program.

Theme 1.4: Roadway Condition and Asset Management

The District considers asset management as a critical and integral component of ensuring sustainable service delivery as well as supporting its goals of a sustainable environment, health and wellness, safe and creative community, active citizenship, a vibrant community, and service excellence. Asset Management and informed infrastructure investments are a priority of Council. Improved and informed decision making maximizes financial infrastructure investments by coordinating planning and projects.

In 2019, the District completed an Integrated Asset Management and Infrastructure Investment Forecast (AMIP), which revealed that Summerland, like many communities in BC, was in an infrastructure deficit. The AMIP recommended an average annual investment amount of $1.7M for roads and some $3M for water assets. The AMIP also indicated that $3M in road assets and $21M in water assets had passed their service life (known as the infrastructure deficit).

In 2023, the District conducted a Roads and Water Integrated 20-year Asset Management Plan, which included a risk assessment for roadways and the water system. The risk assessment was applied to each roadway asset in the District's network (not including curb, gutter and sidewalks). The result was a database of over 488 road segment assets with their own classification, characteristics, function, service level, replacement cost, and operation and maintenance cost.

In order to support the prioritization of projects for asset renewal, road assets were organized into three categories based on the risk score as well as physical and functional characteristics of the road corridor. This categorization was completed to yield a hierarchy of upgrades. This hierarchy relates directly to levels of service.

The prioritization categories are defined as:

Category 1 (High) – Roads that are either a bus route or serve the downtown core, commercial and institutional areas with a risk score 15 and greater.

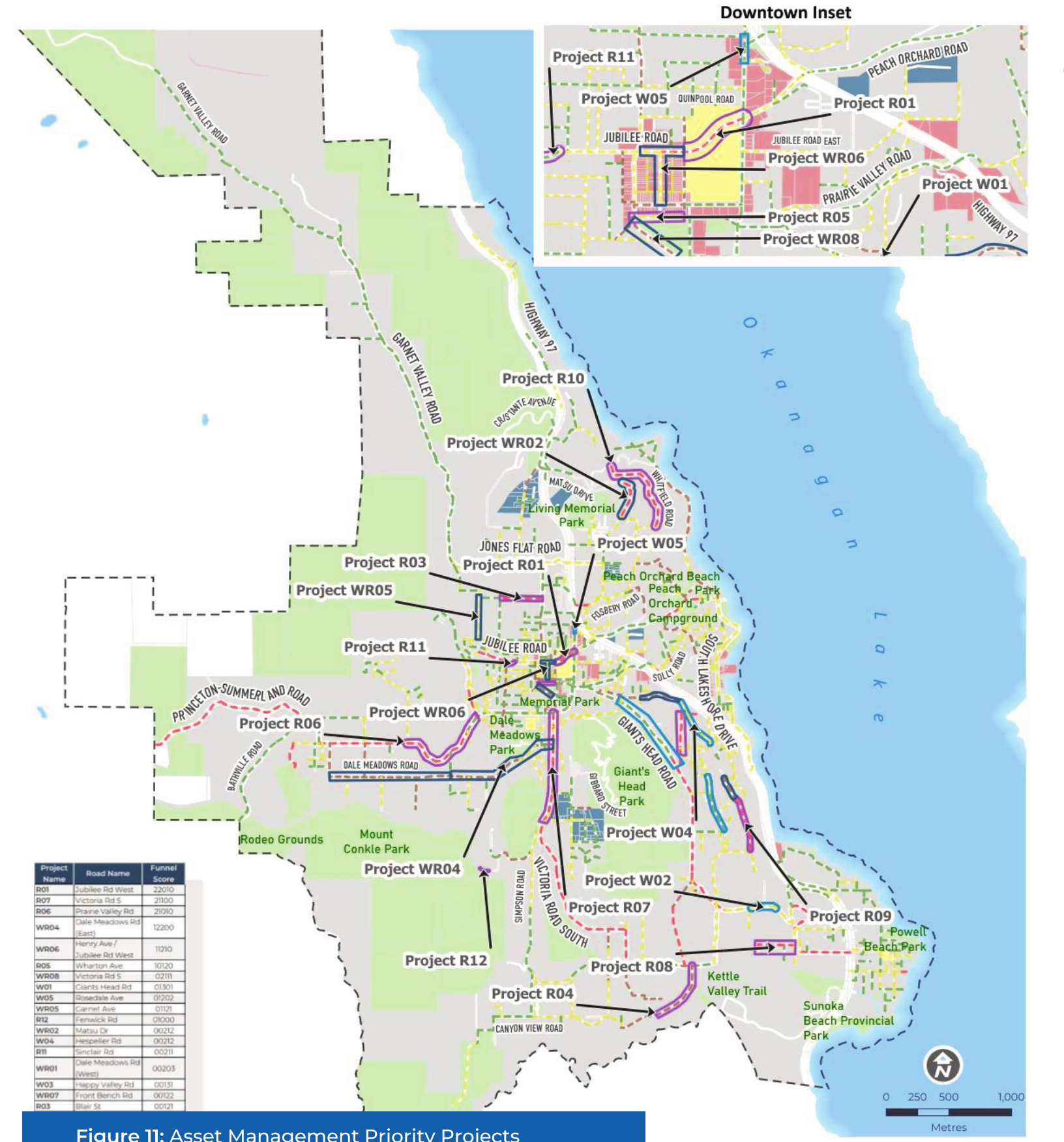
Category 2 (Medium) – Roads with a risk score between 11 and 14.

Category 3 (Low) – Roads that primarily serve residential areas and open spaces or act as laneways as well as any road with a risk score of less than 10.

In addition, a risk assessment was conducted for the water system, which also presents opportunities to integrated transportation capital improvements. The Asset Management Plan provided a prioritized list of 19 capital reinvestment projects based on the risk assessment, as shown in **Figure 11.**

Three actions have been developed under the theme **Roadway Condition and Asset Management** as summarized below:

Theme 1.4: Roadway Condition and Asset Management Actions
Action 1.4.1: Prioritize roadway improvements on high priority roadways identified in the Asset Management Plan, including roads that are either a bus route or serve the downtown core, or are commercial and institutional areas with a higher risk score.
Action 1.4.2: Develop and implement a multi-year pavement rehabilitation plan based on the roadway condition risk assessment results in the Asset Management Plan.
Action 1.4.3: Consider multi-modal improvements with all road upgrades and pavement rehabilitations.



Project Name	Road Name	Funnel Score
R01	Jubilee Rd West	22010
R07	Victoria Rd S	21100
R06	Prairie Valley Rd	21010
WR04	Dale Meadows Rd (East)	12200
WR06	Henry Ave / Jubilee Rd West	11210
R05	Wharton Ave	10120
WR08	Victoria Rd S	02111
W01	Giants Head Rd	01301
W05	Rosedale Ave	01202
WR05	Garnet Ave	01121
R12	Fenwick Rd	01000
WR02	Matsu Dr	00212
W04	Hespelier Rd	00212
R11	Sinclair Rd	00211
WR01	Dale Meadows Rd (West)	00203
W03	Happy Valley Rd	00131
WR07	Front Bench Rd	00122
R03	Blair St	00121

Figure 11: Asset Management Priority Projects

Landuse
- Parks / Open Lands
- Commercial
- Industrial
- School

Projects
- Roads
- Water
- Water & Roads

Road Risk Scores
- 3 - 5
- 6 - 10
- 11 - 14
- 15 - 25
- District Boundary

DISTRICT OF SUMMERLAND

Theme 1.5: Advocate for Highway Improvements

Highway 97 is under the jurisdiction of MOTT. While the District is not responsible for improvements along Highway 97 or at crossings of Highway 97, this Plan presents an opportunity to advocate for future improvements by MOTT.

Highway 97 is a four-lane divided highway with posted speed limits of 100 km/h on the northern and southern approaches to Summerland, 90 km/h between Trout Creek and the urban area surrounding Upper Town, and 70 km/h through Trout Creek and the urban area surrounding Upper Town. There are shoulders on both side of the highway, but there are no formalized active transportation facilities along the corridor, with the exception of a paved multi-use pathway between Lower Town and Trout Creek adjacent to Highway 97.

As noted previously, the majority of collisions occur at MOTT intersections or along MOTT highways, with the top seven collisions in Summerland at MOTT intersections. The top collision locations on MOTT roadways are summarized below with the number of reported collisions between 2018 and 2022:

- **Highway 97 & Prairie Valley Road & Solly Road:** 128 reported collisions
- **Highway 97 & Rosedale Avenue:** 28 reported collisions
- **Highway 97 & Johnson Street:** 27 reported collisions
- **Highway 97 & Arkell Road**: 20 reported collisions
- **Highway 97 & Lakeshore Drive Turning Lane:** 19 reported collisions
- **Highway 97 & Jones Flat Road:** 12 reported collisions
- **Highway 97 & Matsu Drive & Bentley Road:** 10 reported collisions
- **Highway 97 & Walters Report:** 8 reported collisions

There are three traffic signals on Highway 97 that are under the jurisdiction of MOTT, each of which are at large intersections with channelized right-turn lanes, and are the top three collision locations in Summerland:

- Rosedale Avenue;
- Prairie Valley Road & Solly Road; and
- Johnson Street.

The District should advocate for improvements to these signalized intersections to improve safety.

There are also a number of unsignalized intersections on the highway which may also have safety issues. The District should advocate for safety improvements, including conducting crosswalk and/or signal warrants and/or considering access management and restricting access at the following unsignalized intersections:

- Matsu Drive
- Jones Flat Road
- Jubilee Road / Robinson Road
- Walters Road
- Lakeshore Drive South
- Arkell Road

The District should also advocate for improved All Ages and Abilities active transportation facilities along Highway 97 such as a multi-use pathway as identified on the Cycling Network Map (shown below in **Figure 16**).

Three actions have been developed under the theme **Advocate for Highway Improvements** as summarized below:

Theme 1.5: Advocate for Highway Improvements Actions
Action 1.5.1: Advocate for MOTT to make safety improvements at signalized intersections within the District boundary (Rosedale Avenue, Prairie Valley Road / Solly Road, and Johnson Street).
Action 1.5.2: Advocate for safety improvements, including crosswalks and/or signal warrants at unsignalized intersections within the District boundary (Matsu Drive, Jones Flat Road, Jubilee Road / Robinson Road, Walters Road, Lakeshore Drive South, Arkell Road, and Green Lake Road).
Action 1.5.3: Advocate for improved All Ages and Abilities active transportation facilities along Highway 97.

Theme 1.6: Goods Movement

Highway 97 is a key component of the regional and national goods movement networks. The efficiency and reliability of trucks are essential components of a goods movement network and broader economic development priorities. The interface of truck routes with routes that prioritize active transportation and smaller passenger vehicles must be carefully designed to prioritize the safety of vulnerable road users. The number of at-grade interfaces should be limited as much as possible to increase safety and reduce delay times for the broader goods movement network. The industry is also working to electrify the truck fleet which will require specific high-capacity charging stations.

A truck route was recommended in the previous Transportation Master Plan and recommended to be implemented in the OCP; however, no truck route has been officially endorsed by the District. The recommended truck routes in the previous Transportation Master Plan are located on Prairie Valley Road, Victoria Road South, and Jones Flat Road. It is noted that the Downtown Neighbourhood Action Plan also recommends that a plan be developed for a transport truck bypass of Summerland's Downtown. The proposed truck network is shown in **Figure 12**.

In addition, the District is home to several gravel pits, many of which are increasing production which in turn leads to more large trucks on the District's roads. This increase of large trucks places increased pressure on the District's roads and can result in additional maintenance costs. The District's Traffic Bylaw states: "Where in the opinion of the Director, any highway is liable to damage through extra ordinary traffic thereon, he may regulate, limit or prohibit the use of the highway by any person operating or in charge of the extra ordinary traffic or owning the goods carried therein or the vehicles used therein." As such, the District should explore requiring a fee for gravel trucks to help offset potential damage to the District-owned roads.

Three actions have been developed under the theme **Goods Movement** as summarized below:

Theme 1.6 Goods Movement Actions
Action 1.6.1: Develop and adopt a Truck Route Bylaw, including designated truck routes.
Action 1.6.2: Develop a plan for a transport truck bypass of Summerland's Downtown.*
Action 1.6.3: Explore requiring a levy or fee for large trucks accessing the District's gravel pits to help offset increased maintenance requirements and costs.

**Recommended action from the Downtown Neighbourhood Action Plan*

Figure 12: Proposed Truck Routes

Figure 12: Proposed Truck Network

Landuse

- Parks / Open Lands
- Commercial
- Industrial
- School
- District Boundary

Truck Facilities

Solid Line = Existing | Dashed Line = Proposed

- Inter-City Truck Route (Highway)
- Truck Route

DISTRICT OF SUMMERLAND

Theme 1.7: Parking

The Downtown Neighbourhood Action Plan conducted a parking analysis of Downtown Summerland through an on-the-ground inventory assessment, policy review and analysis, and a community survey. The study included confirming inventory of on and off-street downtown parking areas by time restrictions, public versus private use, vehicle type (RV lots, electric vehicle charging stations), and reserved accessible stalls.

The key findings from this previous analysis included:

- Downtown Summerland has an adequate number of parking stalls to serve current average daily parking demands;
- Some residents expressed that parking is an issue in Downtown Summerland;
- Summerland has taken steps to implement parking policies that reflects best practices, and additional options to improve access to parking have been identified for consideration.

Recommended actions relate to maximizing the existing parking supply in Downtown Summerland, and incentivize development to provide parking options that are in the long-term best interest of the Downtown streetscape.

Six actions were identified in the Downtown Neighbourhood Action Plan under the theme **Parking**; two of which have been implemented since the Plan was completed. Two actions for parking are summarized below.

Theme 1.7: Parking Actions
Action 1.7.1: Continue to implement recommended parking recommendations from the Downtown Neighbourhood Action Plan
Action 1.7.2: Identify opportunities to expand parking recommendations from the Downtown Neighbourhood Action Plan to other areas of the District

**Recommended action from the Downtown Neighbourhood Action Plan*

Theme 1.8: Electric Vehicle Charging

Electric, hybrid, and alternative energy vehicles are becoming more affordable and more common across the world and in BC. In May 2019, the BC government passed the Zero-Emission Vehicles Act (ZEVA), which calls for 10% of all new light-duty cars and trucks sold to be zero emissions by 2025 and 100% by 2040. The government also offers an incentive program for purchasing zero-emission vehicles, including battery electric, plug-in hybrid electric, and hydrogen fuel-cell vehicles.

To accommodate the transition to electric vehicles (EVs), charging infrastructure is required. Three levels of charging stations exist:

- Level 1: AC 120V: 8-12 hours for a full charge;
- Level 2: AC 240V: 4-6 hours for full charge; and
- Level 3: DC Fast Charging: 0.5-1 hours for full charge.

EV charging stations have been constructed recently in Summerland. There are five locations with a total of 26 chargers that can be used by the public in Summerland, as shown in **Figure 13**.

Figure 13: Existing Charging Stations in Summerland
Source: District of Summerland

In addition to public charging locations, the District can ensure that new developments build more EV charging infrastructure as part of construction. The District should review its requirements for new developments, including the following information:

- Require outlets in secure bicycle parking areas for electric bicycle charging.
- Ensure buildings can accommodate a high level of future charging, including parking spaces that are ready for the installation of a final connection point.
- A minimum requirement for Level 2 chargers as part of parking requirements for commercial and institutional land uses.

One actions have been developed under the theme **Electric Vehicle Charging** as summarized below:

Theme 1.8: Electric Vehicle Charging Actions
Action 1.8.1: Continue to provide electric vehicle charging infrastructure in the District.

4.2 FOCUS AREA 2: WALKING AND ACCESSIBILITY

Walking is the most fundamental mode of transportation, as it is a part of almost every trip within the District. Providing safe and attractive pedestrian infrastructure can encourage people to walk rather than drive for shorter trips in the community. Additionally, increasing pedestrian activity in Summerland reduces reliance on personal vehicles, reducing GHG emissions, traffic congestion, and encouraging an active lifestyle reducing chronic diseases like obesity, cardiovascular disease, and diabetes.

Summerland is a large municipality consisting of parks, agricultural areas, and residential zones. The Downtown and Lower Town neighbourhoods, which host commercial lots, offer a variety of services and amenities. The combination of commercial buildings, services, and amenities in these neighbourhoods greatly support walking trips. However, the existing conditions review, and public engagement highlighted several challenges that are present in the existing pedestrian network.

4.2.1 Challenges and Opportunities

Based on community input, the top three **barriers to walking and accessibility** in Summerland are: a lack of pedestrian facilities (e.g., sidewalks, multi-use pathways, or trails), pedestrian facilities are in poor condition or uneven, and pedestrian facilities that end abruptly.

Additional comments highlighted several key themes regarding the walkability and safety of Summerland. There are concerns about the lack of sidewalks on main roads (such as Solly Road and Jubilee Road), making it dangerous due to high vehicle speeds, narrow roadways, and parked cars on the shoulder. Winter weather exacerbates these issues with icy conditions, particularly on hills. The steep hills were cited as a challenge by some, as well as road surfaces, wheelchair access, and noise from engine brakes.

The top three **opportunities to improve walking and accessibility** include providing more sidewalks, and more paved and unpaved multi-use pathways.

Respondents commented on improvements to infrastructure and safety in Summerland. Many respondents emphasized the need for better road maintenance and snow removal, particularly at bus stops and sidewalks. Improving intersection safety and lighting was also suggested, including crosswalk lights. Some advocated for more nature trails and designated walking paths, though there was concern about unnecessary trails damaging areas like Giant's Head. There were also calls for wider sidewalks, trails from the beach to upper town, better neighbourhood connections, and clearer signage for road safety (such as for cyclists entering roundabouts).

4.2.2 Themes and Actions

The Sidewalk Master Plan included three overarching themes: **Sidewalk Network**, **Maintenance and Accessibility**, and **Development and Growth**. While sidewalks are important to improving walking in Summerland, the District can take many other actions to encourage walking. This plan includes additional themes for walking, including **Universal Accessibility**, **Intersections and Crossings**, and **Places for People**. This section summarizes actions to encourage walking in Summerland as it relates to each of these themes. These actions were identified in the previous Sidewalks Master Plan and through public and stakeholder engagement for this Transportation Plan. More details for the first three themes can be found in the corresponding **Sidewalks Master Plan**.

Theme 2.1: Sidewalk Network

Expanding and enhancing the sidewalk network supports the Sidewalk Master Plan goals of creating more places for walking, making walking safer, and making walking a more convenient and attractive choice for moving around Summerland. A range of types of pedestrian facilities exist in Summerland, as shown in **Figure 14**, which primarily includes sidewalks and off-street pathways (paved and unpaved).

Standard sidewalks in Summerland are concrete with a curb, and typically range in width from 1.5 to 1.8 metres. Within the downtown core and on major commercial streets, they are often wider. The existing sidewalks have been built over the years based off the direction of the Subdivision and Development Servicing Bylaw, OCP and previous TMP.

As part of the Implementation Strategy for this plan, a list of priority sidewalk infrastructure projects has been identified based on a technical review and feedback from public and stakeholders. As recommended in the Sidewalks Master Plan, the District should consider developing and following a program for prioritizing new sidewalk infrastructure projects building off the methodology developed as part of the Sidewalk Master Plan. This tool can help the District prioritize sidewalks in the areas and locations that are most important

The purpose of this theme is to build off the existing sidewalk infrastructure that Summerland has today to fill in gaps in the sidewalk network and ensure people are able to walk to key destinations in the District such as, schools, downtown, community services and trails. The proposed sidewalk network is shown in **Figure 15**.

Figure 14: Pedestrian Facility Examples in Summerland

Two actions were identified in the Sidewalks Master Plan under the theme **Sidewalk Network** which are summarized below:

Theme 2.1: Sidewalk Network Actions
Action 2.1.1: Develop a complete sidewalk network throughout the downtown and to other major pedestrian destinations.
Action 2.1.2: Ensure the sidewalk network is seamlessly integrated with the trail and cycling networks.

Theme 2.2: Maintenance

Sidewalk infrastructure should be well maintained and accessible for people of all ages and abilities throughout the year. For people walking, poorly maintained infrastructure (including pathways and sidewalks) can make it more difficult and less desirable to walk. While the implementation of infrastructure to promote walking is seen typically as a top priority, undertaking ongoing rehabilitation and maintenance and improving the accessibility of existing infrastructure needs to be an important focus.

Two actions were identified in the Sidewalks Master Plan under the theme **Maintenance and Accessibility** which are summarized below:

Theme 2.2: Maintenance Actions
Action 2.2.1: Develop and follow guidelines for barrier-free and accessible sidewalks.
Action 2.2.2: Continue to inspect sidewalks annually to ensure they are well maintained.

Theme 2.3: Development and Growth

The theme Development and Growth focuses on ensuring that high-quality sidewalks are considered with all new developments. This theme also ensures sidewalk infrastructure is provided in new subdivision developments, infill areas, and along important corridors.

Gaps in the sidewalk network can occur as new developments are built. This can occur a number of ways including, when there are inconsistencies in the sidewalk requirements for developers or as infill development occurs in existing neighbourhoods. For example, if a property is being developed or re-developed on a roadway that currently does not have sidewalks, the developer may be required to install sidewalks, however these sidewalks will not connect to anything on either side until other properties along the roadway develop. This can result in gaps in the sidewalk network that may not be filled for a number of years. The District's Subdivision and Development Services Bylaw mitigates this issue of gaps in the sidewalk network by stating that developers are required to construct and install (or provide appropriate monetary compensation for) sidewalks along a street right-of-way.

Two actions were identified in the Sidewalks Master Plan under the theme **Development and Growth** one of which has been achieved since the Sidewalks Master Plan was published in 2019. No additional actions were identified under this theme through the Summerland Transportation Plan development, so the remaining action from the Sidewalks Master Plan is carried forward for this Plan and is shown below:

Theme 2.3: Development and Growth Actions
Action 2.3.1: Ensure that developers construct and install (or provide appropriate monetary compensation) to address gaps in the sidewalk network when new developments occur.

Theme 2.4: Universal Accessibility

To ensure that pedestrian facilities are designed to be safe, accessible, and comfortable for people of all ages and abilities, the District should follow universal design principles, which is best practice for accessibility. This approach creates inclusion for all by making designs that are equitable, flexible, and simple and intuitive to navigate. While universal design covers people of all ages and abilities, there is a focus on those people facing accessibility challenges in the transportation network. This includes people with reduced mobility, vision, hearing, strength, dexterity, and comprehension. Accessibility is especially important in Summerland due to its aging demographic and steep topography. The BC Active Transportation (BCAT) Design Guide lays out a universal accessibility design toolkit covering a range of strategies that can improve the pedestrian network in Summerland, including:

- **Accessible sidewalks** (at least 1.8 metres wide) that are free of obstructions;
- **Smooth surfaces** that are firm, slip-resistant, free of tripping hazards, and well maintained year-round;
- **Accessible curb ramps** at intersections that are aligned with the crosswalk and include tactile indicators for people with sight loss;
- **Frequent benches and resting spots**, especially on uphill segments;
- Ensuring stairs have **handrails**;
- **Detectable warning surfaces**;

- **Audible pedestrian signals**;
- Pedestrian scale **lighting** and improved lighting at crosswalks; and
- Intuitive **wayfinding**.

Four actions have been developed under the theme **Universal Accessibility** as summarized below:

Theme 2.4: Universal Accessibility Actions
Action 2.4.1: Ensure streets are designed to be universally accessible, prioritizing areas with higher concentrations of equity deserving groups.
Action 2.4.2: Develop an Accessible Transportation Action Plan
Action 2.4.3: Conduct accessibility audits of existing infrastructure and designs for new projects.
Action 2.4.4: Engage with Summerland's Accessibility Committee and other community members with disabilities to understand their barriers and obtain input on accessibility improvements.

Theme 2.5: Intersections and Crossings

Designing streets with pedestrian safety in mind can make it easy and convenient to walk to everyday destinations. Improving safety at intersections and crossings is important, as difficult crossings can act as barriers to walking. This can lengthen trips and create safety issues, particularly for seniors, children, and people with physical and cognitive disabilities. There is a range of potential pedestrian crossing treatments, including:

- **Marked crossings** enhance the visibility and safety of crossing pedestrians. High visibility crosswalk markings are more visible to approaching vehicles. The crosswalks, while meeting standards, can also be marked with decorative colour designs to create a visually appealing facility and make them stand out visually to motorists.
- **Reduced crossing distances** can be achieved by installing curb extensions, bus bulges, and median islands. These treatments can help reduce pedestrian crossing distances while providing additional spaces for pedestrian amenities, such as landscaping and benches. Changing the curb radius by installing a curb extension can also reduce the speed of turning motor vehicles, making the intersection safer for pedestrians.
- **Rectangular Rapid Flashing Beacons (RRFBs)** are a type of active warning beacon with amber lights that flash in an irregular pattern. They make the crosswalk more visible and can significantly improve motor vehicle driver yielding behaviour. RRFBs may be used at mid-block crossings and unsignalized intersections. They can be user activated using a push button or can be activated passively by detecting nearby users.
- **Raised crossings** or raised intersections can help slow motor vehicle speeds and make it more comfortable for pedestrians to cross the street.
- **Street lighting** should be present at all intersections to ensure people walking are clearly visible at night.

While the District does not have any traffic signals under its jurisdiction, there are traffic signals under the Ministry of Transportation and Transit (MOTT) jurisdiction on Highway 97 within the District boundary. Treatments to improve pedestrian safety at these signalized intersections are listed below:

- **Accessible Pedestrian Signals** assist pedestrians with disabilities by communicating when to walk in non-visual formats, including audible tones, speech messages, or vibrating surfaces. Braille can also be found on pedestrian signals.

- **Pedestrian crossing time and clearance intervals:** Lengthening the pedestrian crossing time allows people more time to safely cross the street. This is especially important for anyone who may require more time to cross, including seniors, people using mobility aids, and people with physical impairments or disabilities.
- **Pedestrian activated pushbuttons** provide an opportunity for pedestrians to trigger a change to the traffic signal, allowing them to cross the street.
- **Pedestrian countdown timers** indicate to pedestrians how much time they have to cross the street at a signalized intersection. Countdown timers may be installed with or without pedestrian push button actuation.

Two actions have been developed under the theme **Intersections and Crossings** as summarized below:

Theme 2.5: Intersections and Crossings Actions
Action 2.5.1: Identify opportunities to improve existing intersections and crossings with treatments such as RRFBs, curb extensions, raised crosswalks, and improved lighting.
Action 2.5.2: Identify new crossing locations where warranted to improve pedestrian safety.

Theme 2.6: Places for People

Several urban design features could be considered in downtown Summerland and other areas with higher pedestrian activity to create a welcoming and inviting pedestrian experience. Treatments to enhance the pedestrian experience are listed below:

- **Wide Sidewalks** make walking more comfortable and accessible for everyone, particularly in high activity areas and on commercial streets.
- **Boulevards And Curb Extensions** are buffers that separate people walking from vehicle traffic. These spaces create a more comfortable walking experience and provide space for street trees and other amenities. Curb extensions shorten the crossing distance while creating additional space for appropriate landscaping and amenities.
- **Street Trees** play an important role in increasing the comfort and safety of people walking and should be incorporated into all sidewalks wherever possible. Trees are particularly important for streets with high pedestrian demand or where parking does not provide a buffer between the road and sidewalk. Street trees also help to provide shade in the summer, improve air quality, create wildlife habitat, reduce the urban heat island effect, and act as carbon sinks, absorbing and storing greenhouse gases.
- **Pedestrian Amenities** such as planters, litter and recycling bins, water fountains, and benches help to improve the attractiveness and comfort of the pedestrian environment.
- **Public Art And Historic Features** such as artistic benches, community art projects, and community-based design initiatives can help to improve spaces for people walking. These features can be used to help showcase Summerland's diversity and inclusiveness celebrating the local and historical context of the District.
- **Weather Protection**: Providing continuous protection from rain (which can extend to snow and sun protection) along key pedestrian routes—especially commercial streets—can create more inviting and useable outdoor spaces year-round.
- **Enhanced Lighting**: Pedestrian-scale street lighting can significantly enhance a street's character while also improving its safety and accessibility.

- **Wayfinding And Pedestrian-Scale Signage**: Wayfinding creates a navigable pedestrian environment by identifying pedestrian routes, key destinations, and access to public transit. Wayfinding and signing can be designed to showcase a neighbourhood's or corridor's unique character, which helps to create a sense of place.
- **Urban Parks And Plazas**: These spaces allow people to gather, create unique destinations, and add to the overall character, vibrancy, and visual appeal of the city. Pedestrians can stop, take a break, and enjoy facilities offered.
- **Establish Pedestrian Priority Streets**: Treatments can be used to turn streets into high activity spaces that welcome and prioritize pedestrians in a traffic calmed 'woonerf' environment[1]. These streets can also be designed to stimulate business activity with patios, seating, and other design elements such as public art, lighting, and planters. The Downtown Neighbourhood Action Plan identifies Henry Avenue between Main Street and Wharton Street as pedestrian priority streets.
- **Laneways:** Laneways play an important role in the streetscapes of Downtown Summerland. Creating inviting, unique, and well used laneways will provide long term benefits to the neighbourhood. There are five Downtown laneways that have been highlighted as areas for potential improvement in the Downtown Neighbourhood Action Plan. These laneways are located behind Downtown streets that are predominantly commercial, with the intention of transitioning to more mixed use in the future. The beautification of laneways has become a popular way to re-invent the use of space in communities of all sizes. Below are some examples of how laneways have been transformed from vacant space to destination style streetscapes.
- **Outdoor Patio Spaces:** Temporary outdoor patio space located within a public roadway is a popular solution to provide cafes and restaurants an expanded seating area for the summer months. Temporary patios support the sharing of public space and show the public how Main Street and Victoria Road can be altered in a temporary fashion. If there is public support after a number of trial seasons, the District can explore making some patio spaces more permanent through tenure agreements with adjacent businesses and expansion of the sidewalk into parking areas.

Two actions have been identified under the theme **Places for People** as summarized below.

Theme 2.6: Places for People Actions
Action 2.6.1: Continue to implement pedestrian improvements identified in the Downtown Neighbourhood Action Plan.
Action 2.6.2: Identify opportunities to add urban design features to improve the pedestrian experience in all projects in the Downtown, Lower Town, and near key pedestrian generators, including schools and community facilities.

[1] "Woonerf" is a is a Dutch term that means "living street", and is a type of street design that prioritizes pedestrians, cyclists, and social activities over vehicular traffic.

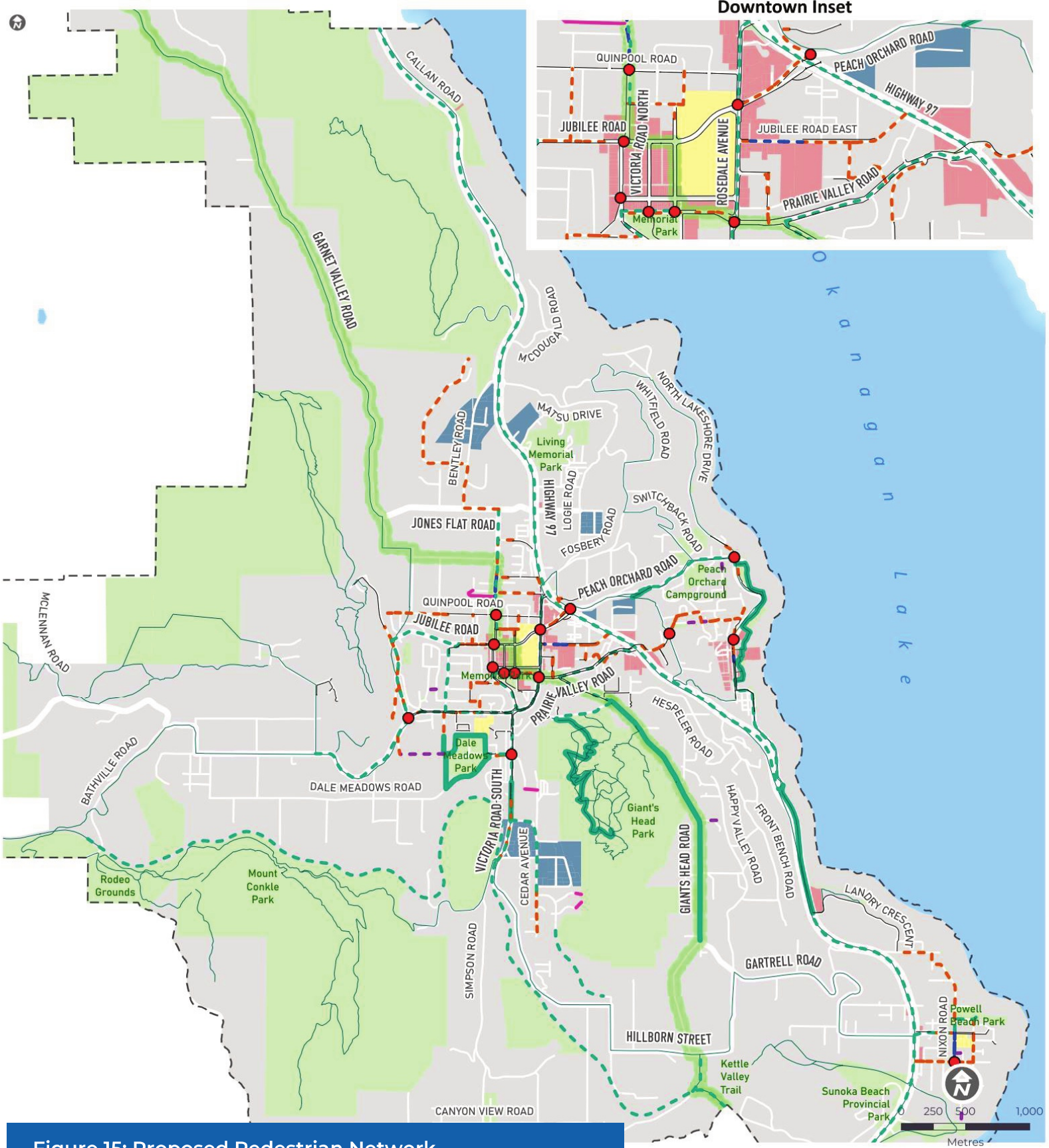


Figure 15: Proposed Pedestrian Network

Landuse

- Parks / Open Lands
- Commercial
- Industrial
- School
- District Boundary

Pedestrian Facilities

Solid Line = Existing | Dashed Line = Proposed

- Multi-Use Pathway
- District Right-of-Way Connections
- Sidewalks
- Sidewalk on Both Sides
- Sidewalk on One Side
- Intersection Improvements
- Trails
- Proposed Trail of the Okanagans Route

DISTRICT OF SUMMERLAND

4.3 FOCUS AREA 3: CYCLING AND ROLLING

Cycling plays an important role in communities to support people for commuting and recreational purposes. Like pedestrian infrastructure, safe and accessible bicycle infrastructure promotes active transportation, reduces the number vehicles on the road, and reduces the community's carbon footprint. Moreover, well-designed cycling networks can bolster local economies by attracting tourists and supporting local businesses. By fostering a cycling-friendly culture, communities can create more vibrant, connected, and resilient urban spaces that cater to the diverse needs of their residents.

Given the expansive nature of Summerland, cycling may be a more attractive option compared to walking, as it allows individuals to cover greater distances in less time. This highlights the importance of creating a well-connected and far-reaching cycle network to make cycling a more convenient and attractive option compared to driving a motor vehicle. The existing conditions review, and public engagement highlighted several challenges and opportunities that are present in the existing bicycle network.

Creating a cycling and rolling network in Summerland can also help work towards a regional cycling network. The Trail of the Okanagans has developed a vision for a 370 km hiking and cycling trail spanning the length of the Okanagan Valley Lake and River System, and which passes through Summerland. The proposed Trail of the Okanagans route is a key component of the proposed cycling and rolling network.

The proposed cycling and rolling network consists primarily of a combination of protected bike lanes, multi-use pathways, neighbourhood bikeways, and shoulder bikeways. Dedicated bicycle facilities such as protected bike lanes and multi-use pathways serve as the collector routes for bicycles while the neighbourhood bikeways and shoulder bikeways are intended to provide lower volume connections. A description of the recommended bicycle facilities is provided below.

4.3.1 Challenges and Opportunities

Based on community input, the top three **barriers to cycling and rolling** in Summerland are that cycling routes are not physically separated from vehicle traffic, lack of cycling routes and infrastructure, and cycling next to busy, large and high-speed traffic is uncomfortable.

Many respondents commented on the need for improved road maintenance to make cycling safer and more comfortable. While some feel that cycling is safe and accessible in Summerland, others cite steep hills, poor road conditions, and impatient/unsafe vehicle drivers as barriers.

The top three **opportunities to improve cycling and rolling** include: building more multi-use pathways, more bicycle lanes, and more bicycle lanes that are physically separated from traffic Respondents expressed a wide range of opinions on bike infrastructure in Summerland. Multi-use pathways appear to be more popular than bike lanes in Summerland; however, multi-use pathways can present safety concerns in areas with higher pedestrian traffic with the risk of conflicts between cyclists and pedestrians and other vulnerable users.

4.3.2 Themes and Actions

The plan includes four overarching themes for cycling and rolling: **Cycling Network, Maintenance and Accessibility, End-of-Trip Facilities and Amenities,** and **Education and Awareness**. This section summarizes actions to improve cycling in Summerland as it relates to each of these four themes. More details can be found in the corresponding **Cycling Master Plan**.

Theme 3.1: Cycling Network

Cities across North America are increasingly focusing on expanding their bicycle networks as a key strategy to encourage more people to cycle. Providing a complete and interconnected network of bicycle routes throughout Summerland is critical to supporting and encouraging more cycling. It is important that bicycle routes are direct and that they provide connections to key destinations within the community. Providing direct routes that connect to key destinations will ensure that cycling travel times are competitive with automobiles. Expanding and enhancing Summerland's bicycle network will require a combination of strategies, ranging from upgrading existing routes to addressing safety concerns, connecting gaps, and providing more bicycle routes, designed based on best practice, that are comfortable for people of all ages and abilities. Expanding and enhancing the cycling networks will require operating and maintenance budget increases for items such as snow clearing, vegetation management as well as signage and enforcement by Bylaw and the RCMP.

The proposed cycling network is shown in **Figure 16.** Three actions were identified under the theme **Cycling Network**, as summarized below:

Theme 3.1: Cycling Network Actions
Action 3.1.1: Provide a complete and connected on-street bicycle network through a phased implementation plan.
Action 3.1.2: Work with partners to provide regional cycling connections to adjacent communities, including aligning with the Trail of the Okanagans vision and proposed route.
Action 3.1.3: Follow Bicycle Infrastructure Design Guidelines and emerging best practices for all new bicycle infrastructure, where feasible.

Protected Bicycle Lanes

Protected bicycle lanes are dedicated lanes on the road for people riding bicycles that provide separation from motor vehicles. In the context of Summerland, the recommended facilities consist of bi-directional protected bike lanes to maximize the limited right-of-way as these facilities are more space efficient than uni-directional protected bike lanes, though they have trade-offs.

Multi-Use Pathways

Multi-Use pathways are shared facilities for all active transportation (AT) users and offer separation from motor vehicles like the protected bicycle lanes. Since multi-use pathways are shared facilities between AT modes, they are a more cost-effective facility for the District while still providing a safe and comfortable experience for people walking and cycling along all major roadways. Multi-use pathways that align with the BCAT Design Guide are comfortable for people of all ages and abilities

Neighbourhood Bikeways

Neighbourhood bikeways are typically located on low-volume and low-speed roads to maintain AT user comfort and safety. These facilities often have some level of treatment to maintain low vehicle volumes and speeds such as pavement marking and signage, traffic calming, or even road closures. Typical minimum treatments include “sharrow” road markings and green-back signage to indicate that bicycles and vehicles share the road.

Shared Rural Roads

Shared rural roads can include low-volume rural roads where cyclists and motorists share the road with traffic calming treatments to reduce speeds and volumes. Where space is available, they can include shoulder bikeways painted shoulder that is 1.5 – 1.8m wide that can be used by people walking, biking, and driving. Shoulder bikeways are suited for roads with low vehicle volumes as they offer little protection for people riding a bicycle; however, they can still serve as key connections in the

community for more experienced cyclists. As the community develops and the demand increases, these facilities can be expanded to include separation and protection from motor vehicles.

Theme 3.2: Maintenance and Accessibility

Cycling infrastructure should be well maintained and accessible for people of all ages and abilities throughout the year. For people cycling, poorly maintained infrastructure (including pathways and roadways with bicycle routes), pavement quality, snow and ice, and inaccessible infrastructure can make it more difficult and less desirable to cycle. While the implementation of infrastructure to promote cycling is seen typically as a top priority, undertaking ongoing rehabilitation and maintenance and improving the accessibility of existing infrastructure also needs to be an important focus.

It is important to note that the installation of more, and certain types of, cycling infrastructure will have an impact on the District's operations and maintenance budget and should be considered when approving new capital projects.

Three actions have been identified under the theme **Maintenance and Accessibility** as summarized below:

Theme 3.2: Maintenance and Accessibility Actions
Action 3.2.1: Ensure roads designated as bicycle routes are maintained in a state of good repair.
Action 3.2.2: Update the District's Bylaws to include snow removal policies and procedures for bicycle and multi-use infrastructure.
Action 3.2.3: Ensure that cycling facilities are designed to be accessible through all times of day and all times of year

Theme 3.3: End-of-trip Facilities and Amenities

Making cycling convenient focuses on integrating transit and cycling, as well as providing amenities such as bicycle parking and end-of-trip facilities. Investing in these areas will help to make cycling and other forms of active transportation a more practical option for day-to-day travel.

Four actions have been identified under the theme **End-of-trip Facilities and Amenities** as summarized below:

Theme 3.3: End-of-trip Facilities and Amenities Actions
Action 3.3.1: Review and update requirements for short-term and long-term bicycle parking and end-of-trip facilities.
Action 3.3.2: Ensure bicycle parking is provided at all District owned and operated facilities.
Action 3.3.3: Provide bicycle parking within the public right-of-way at key community destinations.
Action 3.3.4: Work with BC Transit to identify opportunities to improve bicycle-transit integration throughout the day.

Theme 3.4: Education and Awareness

Although "hard" measures such as cycling infrastructure are critical to enabling active transportation, a range of "soft" supportive measures are also recommended to encourage people to walk and cycle in Summerland. These "soft" measures provide awareness and information about cycling. Education and

encouragement initiatives can include providing information to the public on the benefits of cycling, information on cycling routes, and programs that teach skills and awareness around road safety and cycling. Education and encouragement initiatives are important and cost-effective measures to enable residents to feel more safe and comfortable cycling throughout Summerland.

Two actions have been developed under the theme **End-of-trip Facilities and Amenities** as summarized below:

Theme 3.4: Education and Awareness Actions
Action 3.4.1: Develop and implement cycling wayfinding plan based on best practices.
Action 3.4.2: Continue to support and develop cycling education programs and support schools with education programs.

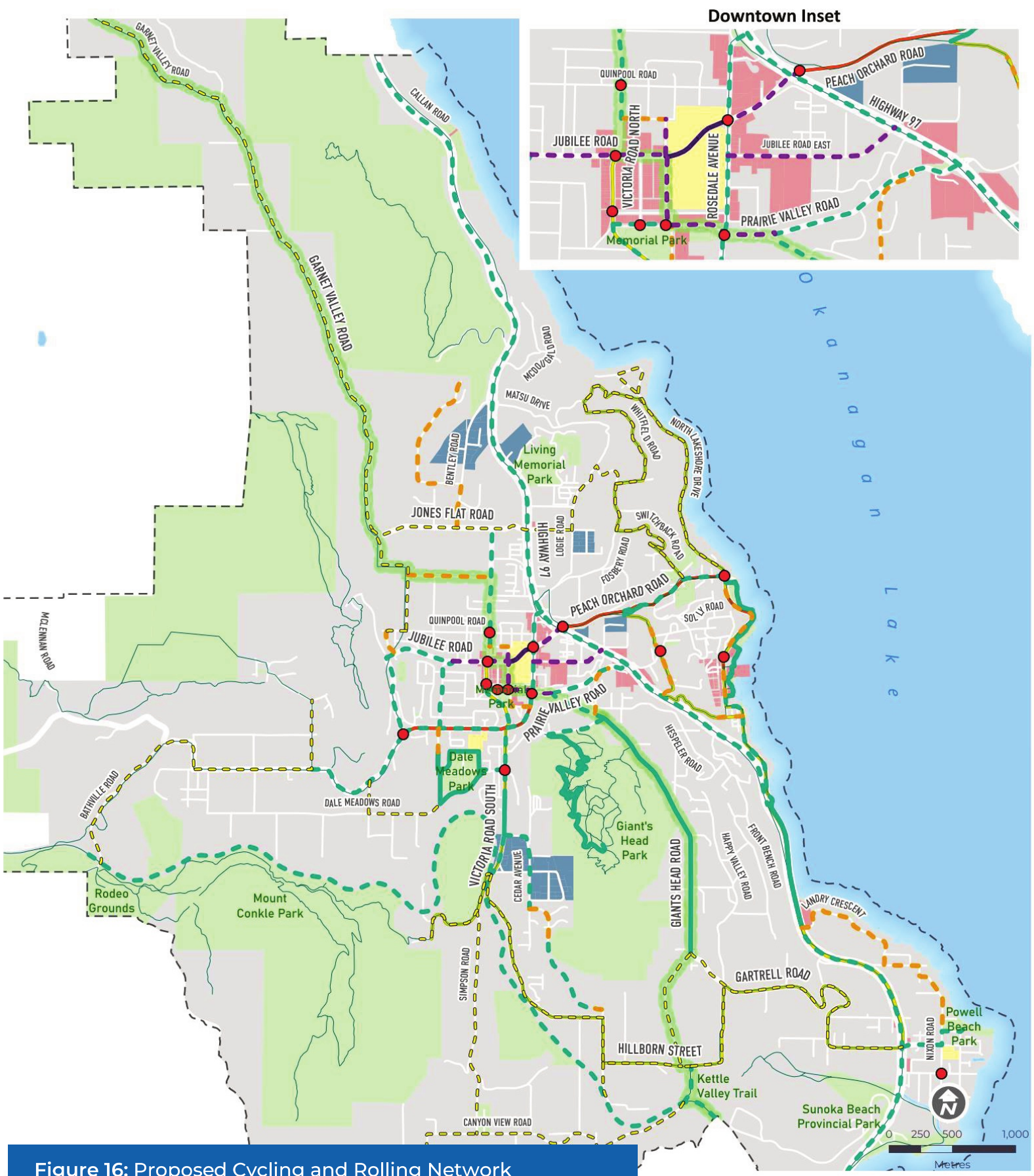


Figure 16: Proposed Cycling and Rolling Network

Landuse

- Parks / Open Lands
- Commercial
- Industrial
- School
- District Boundary

All Ages and Abilities Facilities

Solid Line = Existing | Dashed Line = Proposed

- Multi-Use Pathway
- Protected Bike Lane
- Neighbourhood Bikeway

Supporting Facilities

- Painted Bicycle Lane
- Signed Recreational Route
- Shared Rural Road

- Intersection Improvements
- Trails
- Proposed Trail of the Okanagans Route

DISTRICT OF SUMMERLAND

4.4 FOCUS AREA 4: TRAILS

Investing in trails for walking, cycling, and other active transportation modes leads to a more balanced transport system—one that is more accessible, economical, and efficient regarding infrastructure investments. Highlighting trails as a key component of the transportation network can help decrease reliance on automobiles, enhance physical activity, improve public health, lower infrastructure demands, and foster a more vibrant and livable community. Further, residents have noted that trails are a significant amenity that makes Summerland an excellent place to live.

Summerland's expansive and steep topography lends itself nicely to a well-developed trail network with the opportunity to provide strong network connections in otherwise challenging terrain while also providing routes for recreation and tourism. The existing conditions review, and public engagement highlighted that residents are happy with the existing trail network but would like to see more connections.

Much of the trails network improvements include developing the multi-use pathway system which provide urban connections between trails and major community destinations. New trail connections are proposed from the future Eco Village to Cartwright Avenue and downtown, and within the Kettle Valley Rail corridor.

The District has also initiated a planning process to develop trail plans for Conkle and Cartwright Mountains. These trails are among the most popular outdoor recreation destinations in the community and the broader region. While a valued community asset, the trail systems have evolved organically for decades without the benefit of a master or management plan. These plans will propose which trails should be designated and for what purposes, where and what types of visitor amenities should be developed, strategies and actions that should be implemented to ensure sound visitor management and operations, and outline a clear framework for volunteerism and partnerships.

4.4.1 Challenges and Opportunities

Based on community input, the top three **barriers to trails** in Summerland are gaps in the trail network, not enough signage, and lack of trails.

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.

The top three opportunities to improve trails are to: build more unpaved trails, provide more maps/route information, and fill gaps between trails.

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 of 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.

4.4.2 Themes and Actions

The plan includes six overarching themes for trails: **Trails Network, Trail Recreation Management Strategy, Environmental Protection, Wayfinding and Amenities, Maintenance and Inspections,** and **Education and Awareness**. This section summarizes actions to improve trails in Summerland as it relates to each of these four themes. More details can be found in the corresponding **Trails Master Plan**.

Theme 4.1: Trails Network

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 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.

Within the District, there are many different trail types. There are trails for different purposes, created for different uses and maintained differently depending on their use and ownership. Trails in Summerland 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.

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 and others.

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.

The proposed trail network is shown in **Figure 17**.

Five of the relevant actions identified in Trails Master Plan under the theme **Trail Network** are summarized below:

Theme 4.1: Trail Network Actions
Action 4.1.1: Identify new trails and trail networks and strategies to decommission trails.
Action 4.1.2: Work with partners to provide regional trail connections to adjacent communities.
Action 4.1.3: Work with partners to develop detailed Trails Re-Development Plans for Cartwright Mountain and Conkle Mountain.
Action 4.1.4: Identify trail design standards for different users and activities.
Action 4.1.5: Maintain and regularly update an inventory of existing trails.

Theme 4.2: 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.

The relevant action identified in the Trails Master Plan under the theme **Trail Recreation Management Strategy** is shown below:

Theme 4.2: Trail Recreation Management Strategy Actions
Action 4.2.1: Identify possible structures for Trail Recreation Management Organization.

Theme 4.3: Wayfinding and Amenities

Trail users in the 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.

Four actions have been developed under the theme **Wayfinding and Amenities** as summarized below:

Theme 4.3: Wayfinding and Amenities Actions
Action 4.3.1: Develop and implement trail wayfinding guidelines.
Action 4.3.2: Develop a hierarchy for trail amenities and information along with trail amenity standards.
Action 4.3.3: Develop staging areas for users where applicable.
Action 4.3.4 Ensure parking considerations are identified at trailheads.

Theme 4.4: Maintenance and Inspections

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.

Two actions have been developed under the theme **Maintenance and Inspection** as summarized below:

Theme 4.4: Maintenance and Inspection Actions
Action 4.4.1: Develop and follow formalized maintenance and inspection policies and procedures for District trails.
Action 4.4.2: Ensure that District trails are inspected regularly, either by District Staff or Adopt-a-Trail groups as appropriate, to ensure they are well maintained.

Theme 4.5: 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.

Four actions have been developed under the theme **Education and Awareness** as summarized below:

Theme 4.5: Education and Awareness Actions
Action 4.5.1: Develop signage and information that explains trail etiquette to manage conflicts between different user groups.
Action 4.5.2: Consider the impact of changing technologies and different users on the trail network.
Action 4.5.3: Continue to actively market and promote trails through various forms of media.
Action 4.5.4 Improve signage of non-motorized areas.

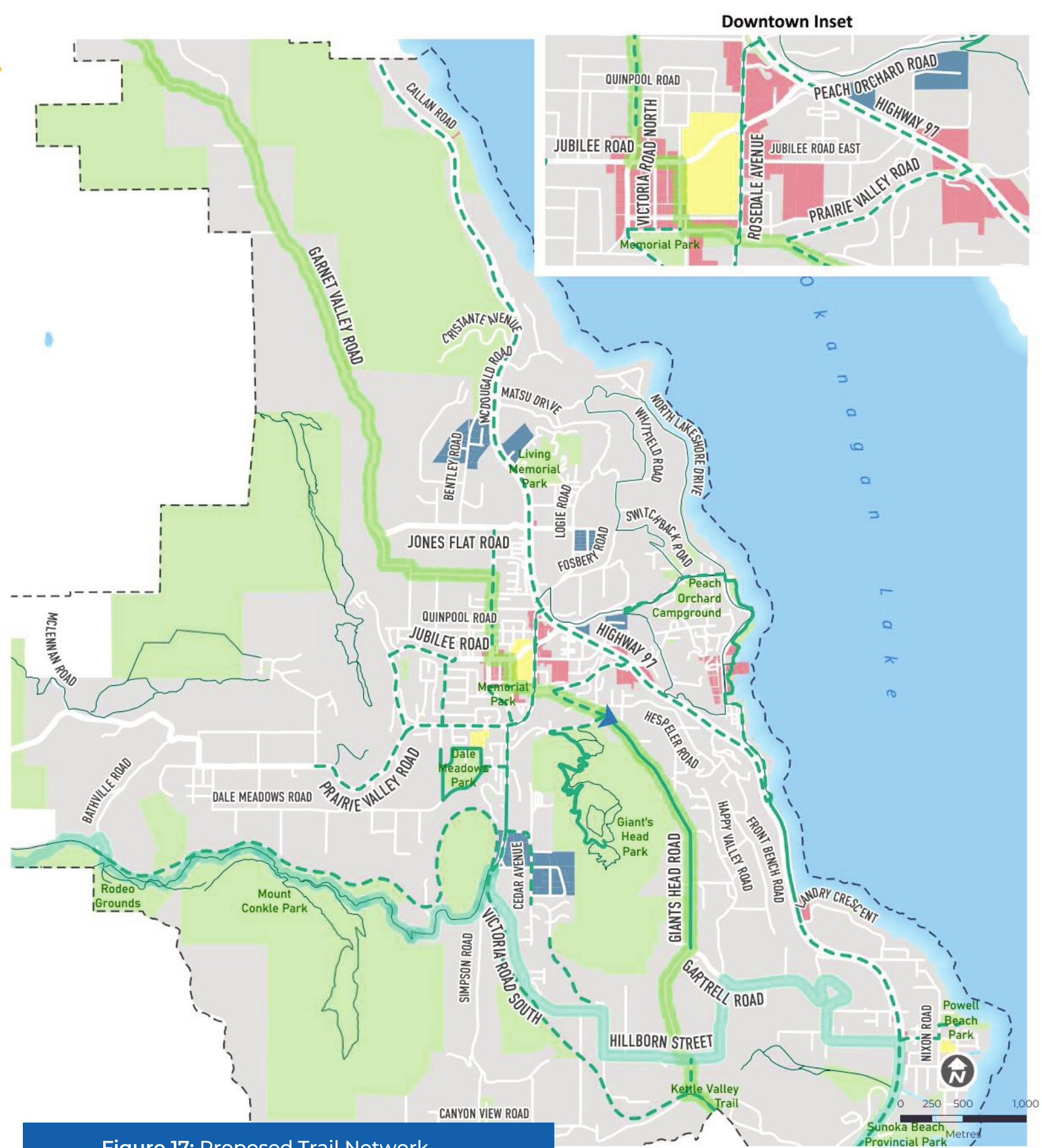


Figure 17: Proposed Trail Network

Landuse

- Parks / Open Lands
- Commercial
- Industrial
- School
- District Boundary

Trail Facilities

Solid Line = Existing | Dashed Line = Proposed

- Multi-use Pathway
- Trail
- Trail of the Okanagans Route
- The Great Trail (Trans Canada Trail)

DISTRICT OF SUMMERLAND

4.5 FOCUS AREA 5: TRANSIT

Public transit can reduce the overall environmental and community impacts of transportation. Public transit benefits those who choose to use it as well as those who have no other option. Public transit provides an essential service for many community members. For people who do not drive, public transportation can often be the only option for getting to work, school, shopping areas, and recreational centres.

Public transit is not just for cities; innovative public transit models adapted to the smaller community context can provide an affordable and sustainable transportation option for residents who want or need alternatives to a private vehicle. In combination with walking and cycling, transit can provide an attractive alternative to automobile travel for both local and regional connections.

BC Transit provides transit service in Summerland as part of the broader South Okanagan - Similkameen Transit System, which encompasses transit service in Summerland as well as Keremeos, Okanagan Falls, Oliver, Osoyoos, Penticton, and Princeton. The District works with BC Transit on matters influencing current and future services as they affect the community.

Currently, the District is serviced by two routes:

- **Route 30** operates between the District of Summerland and the City of Penticton five times per day and provides a limited service into the Trout Creek neighbourhood once in the morning and once in the evening.
- **Route 70** provides connections between Kelowna and Penticton, making select stops in Summerland three times per day. While Route 70 has a stop in Summerland, this route is managed by the Regional District of the Okanagan-Similkameen (RDOS).

The District offers free public transit on Route 30 for Summerland residents which has shown to increase ridership. When the free fare pilot launched on April 22, 2023, a 22% increase was observed compared to the previous year.

The District also has a door-to-door service through the HandyDART system for medical and specialist appointments for seniors and those with disabilities who are unable to use the conventional transit system.

4.5.1 Challenges and Opportunities

Based on community input, the top three **barriers to transit** in Summerland are that transit isn't frequent enough or doesn't meet desired schedule, transit does not take people where they want to go; and there is limited transit service to get to destinations in Summerland.

Many respondents highlighted the lack of transit options available, especially on weekends and outside of the core District centre. Respondents suggested improved routes covering more areas, more frequent service and a park-and-ride system. Some noted that they would like to see greater service in Trout Creek, Prairie Valley Road, on Victoria Road South, and along Jubilee Road.

The top three opportunities to improve transit included providing more frequent transit service, more transit routes within Summerland, and more transit service on weekends and evenings.

4.5.2 Themes and Actions

The plan includes three overarching themes for transit: **Transit Service, Transit User Experience,** and **Transit Accessibility and Equity**. This section summarizes actions to improve transit in Summerland as it relates to each of these three themes.

Theme 5.1: Transit Service

Ensuring that transit service is reliable and efficient is one of the most important components of making transit a competitive alternative to driving and increasing transit ridership. As transit ridership increases, the need and ability to invest in the public transit system grows. Limited transit service is one of the top issues and challenges for transit in Summerland. Residents noted that increasing the frequency and days of service would make transit more convenient.

Transit service in Summerland is planned, operated, and partially funded by BC Transit. As such, route planning and service frequency is not within the District's jurisdiction. However, this Plan provides an opportunity to provide strategic guidance and advocate for the types of transit improvements that would be desired, which can be considered by BC Transit in its future planning processes.

To make transit an attractive and convenient alternative to driving, the District should work with BC Transit and work towards implementing the recommendations from the Transit Future Action Plan (2023) including providing increased evening and weekend service on Route 30 and advocating for increased service on Route 70, recognizing this route is not managed by the District.

A secondary local transit route (Route 32) was recommended in BC Transit's *South Okanagan-Similkameen Transit System Transit Future Action Plan* (2023) that would operate between Lower Town, Trout Creek, and Downtown. The District should continue to work with BC Transit to incorporate this future route as the demand increases, and should ensure that this route connects to other key destinations and neighbourhoods in Summerland.

The proposed transit network is shown in **Figure 18.**

Four actions have been developed under the theme **Transit Service** as summarized below:

Theme 5.1: Transit Service Actions
Action 5.1.1: Consider increasing transit service on Route 30 and 70 throughout the day, including implementing a permanent stop in Trout Creek.
Action 5.1.2: Consider introducing evening and weekend service, including Sunday service on Route 30 and Saturday service on Route 70.
Action 5.1.3: Introduce new local fixed route service within the community to provide service between Lower Town, Trout Creek, and downtown and to other key destinations in Summerland.
Action 5.1.4: Consider adding the District's existing On Request service to the 'free fare program' to increase ridership and accessibility of the transit system for residents outside of the existing regional route.

Theme 5.2: Transit User Experience

To make public transit an attractive transportation option, the user experience must be safe, comfortable, and enjoyable. While BC Transit operates public transit in Summerland, the District can improve the built environment that connects people to and from transit to make it more accessible, safer, and more comfortable.

Improving bus stop passenger amenities is one way that Summerland can make transit use more enjoyable for its residents. Amenities that make bus stops and transit exchanges more comfortable can also have a significant impact on passenger safety and satisfaction, in addition to attracting new customers.

Upgrades to transit facility amenities that Summerland can consider are listed below:

- **Bus Bulges** allow buses to stop in-lane, which can help to prioritize transit service while also creating additional space for amenities such as benches and shelters.
- **Benches and Shelters:** Shelters provide weather protection, making waits significantly more pleasant. Benches allow people to rest after their walk to the transit stop and are especially important for seniors and people with physical disabilities.
- **Litter/Recycling Bins** help keep the bus stop area clean.
- **Route Information** assists with wayfinding and indicates which buses routes stop at that location.
- **Lighting** can increase safety and comfort at bus stops.

Specific recommendations for each bus stop in Summerland are provided in **Table 1**.

Four actions have been developed under the theme **Transit User Experience** as summarized below:

Theme 5.2: Transit User Experience Actions
Action 5.2.1: Provide shelters and benches at all bus stops, where feasible.
Action 5.2.2: Ensure all bus stops have amenities such as route information, garbage receptacles, and adequate lighting.
Action 5.2.3: Provide bus bulges instead of pullouts where feasible to prioritize transit and provide additional space for transit users.
Action 5.2.4: Provide seamless walking and cycling connections to transit.

Theme 5.3: Transit Accessibility and Equity

Transit must be accessible for everyone. Through community engagement it was noted that more accessible transit service for seniors is desired. Across the province, the number of seniors who live independently and do not have drivers' licenses grows significantly as our population ages. A real barrier to using transit can be unfamiliarity with the mode and network. Providing training that can be tailored for unique groups and settings (e.g., seniors, youth, newcomers, etc.) can help participants feel comfortable and build confidence using transit as a means of everyday transportation. In addition, having a service that meets the unique needs of seniors such as HandyDART allows seniors to age in place without impacting their mobility.

Transit service should be provided in areas of high equity need and future transit enhancements should focus on equity as a consideration when planning future routes and services.

Four actions have been developed under the theme **Transit Accessibility and Equity** as summarized below:

Theme 5.3: Transit Accessibility and Equity Actions
Action 5.3.1: Continue the Summerland Free Fare Program indefinitely.
Action 5.3.2: Provide accessible design features, such as braille and raised tactile letter signage with route information, at all bus stops.
Action 5.3.3: Review HandyDART services to ensure it meets the needs of seniors in the community.
Action 5.3.4: Pursue partnerships to develop programs that encourage the use of transit in Summerland by different groups such as seniors, youth, and newcomers.

Table 1: Proposed Bus Stop Improvements

Bus Stop ID	Location	Routes Served	Direction	Existing Amenities	Recommendations
142642	Victoria Rd south of Jubilee Rd	30	NB	None	• Bus bulge • Shelter and bench • Route information • Litter/recycling bins
142684	Wharton St east of Kelly Rd	30	EB	None	• Bus bulge • Shelter and bench • Route information • Litter/recycling bins
142690	Wharton St east of Kelly Rd	30	WB	None	• Bus bulge • Shelter and bench • Lighting • Route information • Litter/recycling bins • Integrate with proposed multi-use pathway
142643	Rosedale Ave south of Jubilee Rd	30 70	SB	• 4 shelters with benches • Route information • Litter bin	• Integrate with proposed multi-use pathway
148000	Peach Orchard Rd east of Rosedale Ave	70	EB	• Shelter with bench	• Integrate with proposed protected bicycle lane
142685	Summerland Health Centre	30	NB	• Bench (weather protected under awning) • Litter bin	• Route information
146286	Prairie Valley Rd west of Highway 97	30 70	EB	• Shelter with bench • Litter bin	• Route information
146289	Prairie Valley Rd west of Highway 97	30 70	WB	• Shelter with bench	• Route information • Litter/recycling bins
146288	Johnson St east of Highway 97	30	WB	• Shelter with bench	• Route information • Litter/recycling bins • Lighting
146287	May St east of Nixon Rd	30	WB	• Shelter with bench • Route information	• Sidewalk connection • Lighting

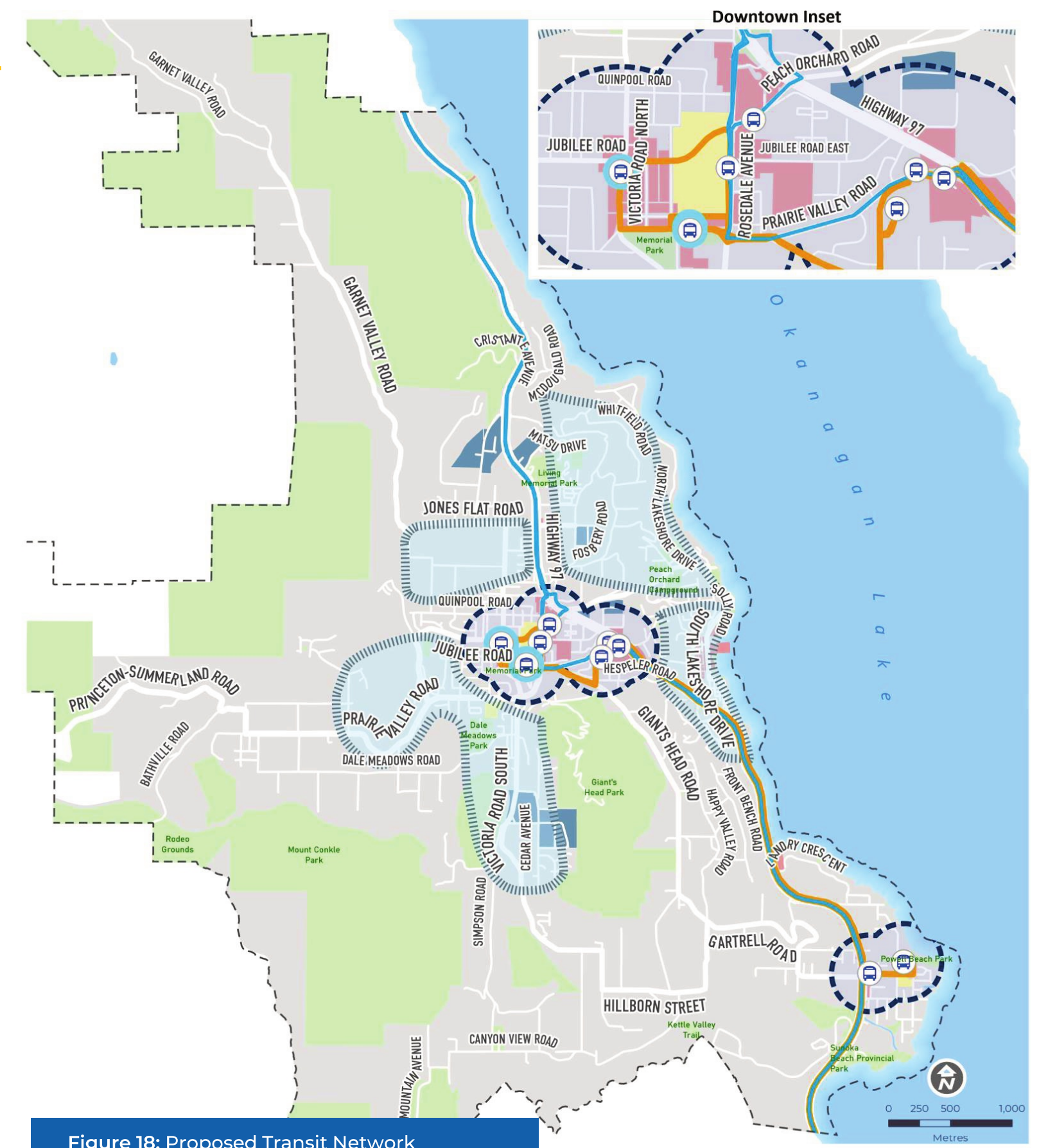


Figure 18: Proposed Transit Network

Transit Routes

- Bus Route 30 (enhanced service)
- Bus Route 70 (enhanced service)

- Areas for Potential Future Local Transit Service Enhancements
- Bus Stop
- Bus Stop with Proposed Bench and Shelter
- 400 m Bus Stop Walkshed

Landuse

- Parks / Open Lands
- Commercial
- Industrial
- School
- District Boundary

DISTRICT OF SUMMERLAND

4.6 FOCUS AREA 6: SAFE ROUTES TO SCHOOL

School District 67 has recent published a *Long-Range Facility Plan* (LRFP) that notes the decision to consolidate a number of schools within School District 67 including those in Summerland. Between 2024/2025 and 2025/2026, the following changes will be made:

- Closure of Giant's Head Elementary School;
- Summerland Secondary School will transition to grades 7-12; and
- Summerland Middle School will transition to Summerland Elementary School serving grades K-6.

The consolidation of schools means that all elementary students in the District, apart from those in the Trout Creek Elementary catchment area, will now be attending the future Summerland Elementary School. This adjustment is expected to reduce morning peak hour traffic on Prairie Valley Road but will likely cause an increase in traffic around Summerland Elementary School and Summerland Secondary School in the Downtown area.

To best support the transition of schools in Summerland, Safe Routes to School Plans have been created for both elementary schools. These plans are informed by best practices and community engagement to establish a best routes map and action plan that supports safe and comfortable environments for students to walk, wheel, and roll to school, wherever possible. The Safe Routes to School Plans are a joint effort to implement infrastructure, programs and educational materials between the District of Summerland, School District 67, and the school administration.

4.6.1 Trout Creek Elementary

Key themes from the school engagement surveys are listed below, and the Best Routes Map is shown in **Figure 19**.

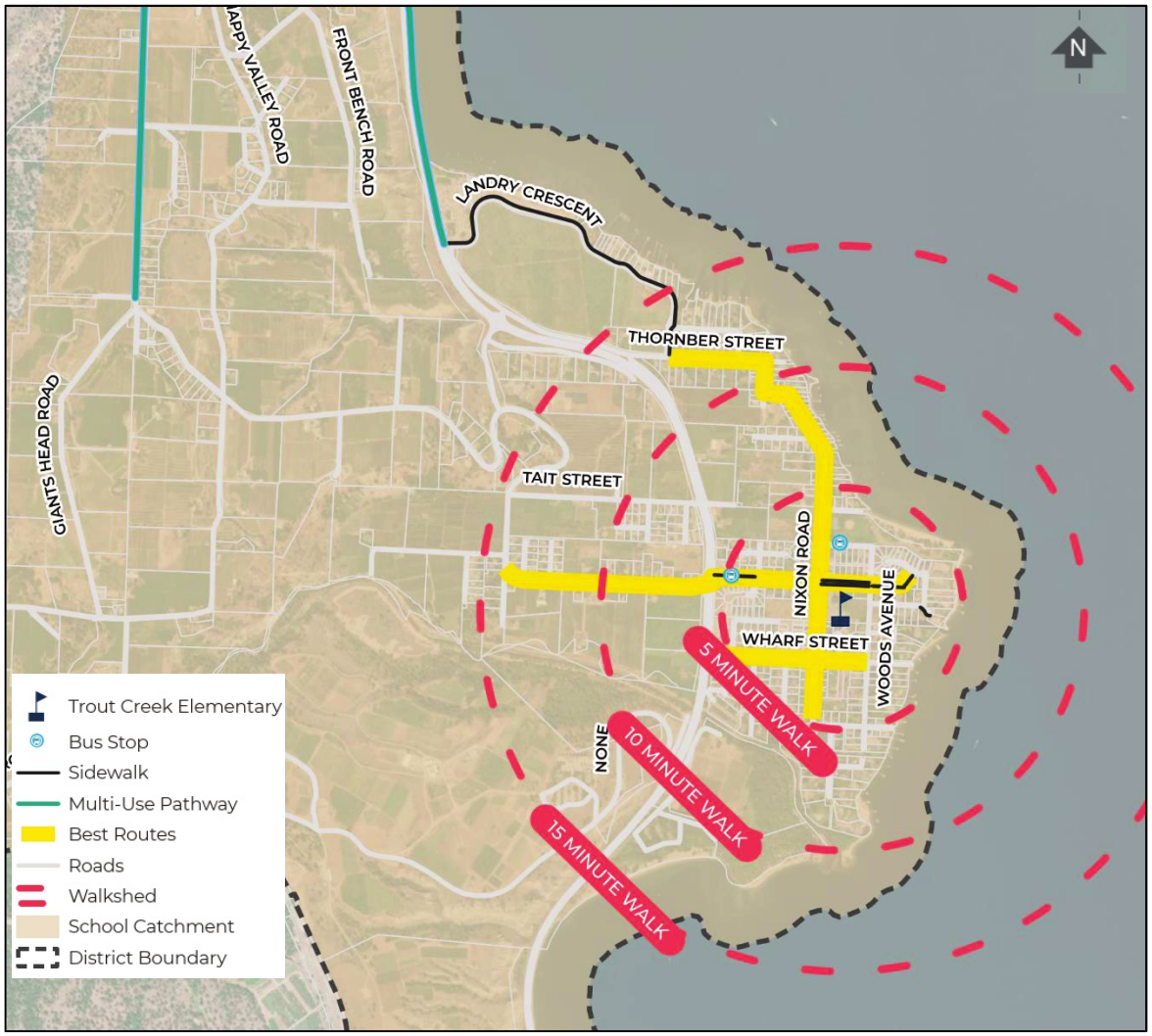
Issues and Concerns:

- Poor driver behaviour near the school;
- Lack of accessible and dedicated active transportation infrastructure inhibits elementary school students to walk and bike to school; and
- Lack of safe routes and crossings for biking and walking.

Improvement Opportunities

- Improved and additional active transportation facilities for walking, biking, and rolling;
- More sidewalks and marked crosswalks along safe routes between neighbourhoods and the school;
- Traffic calming along key routes to school and adjacent to the school; and
- Safe connections (for active transportation and buses) across Highway 97, specifically to downtown Summerland.

Figure 19: Trout Creek Elementary – Best Routes to School Map



4.6.2 Summerland Elementary

Key themes from the school engagement surveys are listed below, and the Best Routes Map is shown in **Figure 20**. These results are from students currently at the Giant's Head Elementary School regarding the new Summerland Elementary School location at the former site of Summerland Middle School.

Issues and Concerns

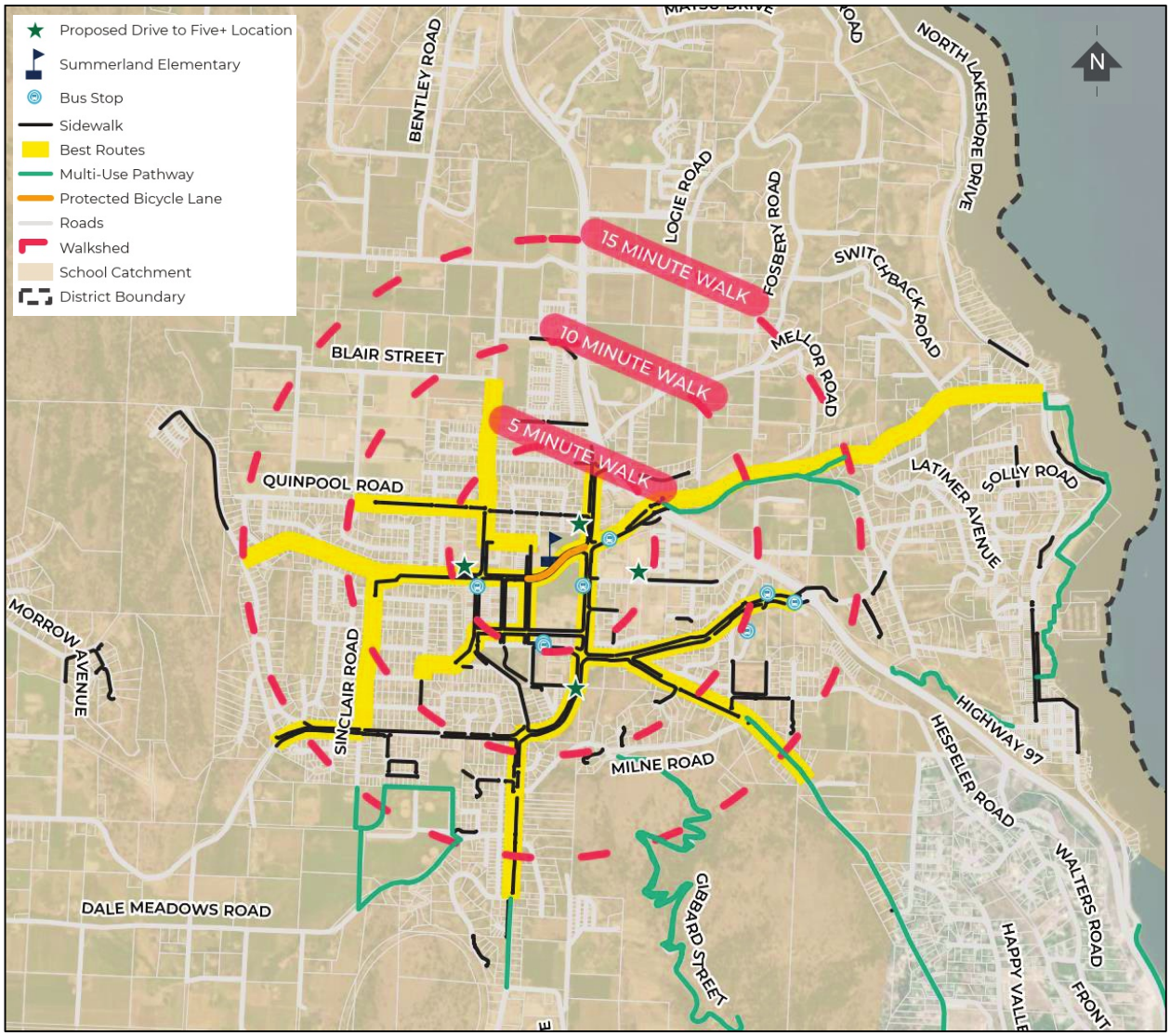
- Speeding and high traffic volumes along key routes and adjacent to the school; this is anticipated to worsen at the new school location downtown;
- Traffic congestion near the school during drop-off/pick-up times; this is anticipated to worsen at the new school location downtown;

- Lack of accessible and dedicated active transportation infrastructure inhibits elementary school students to walk and bike to school; and
- Lack of safe routes and crossings for biking and walking, especially when the school moves to the downtown location.

Improvement Opportunities

- Improved and additional active transportation facilities for walking, biking, and rolling;
- More sidewalks and marked crosswalks along safe routes between neighbourhoods and the school;
- Wayfinding signage and designated routes between neighbourhoods and the school;
- Strategy for drop-off/pick-up to mitigate congestion at the school and ensure safety of active transportation users;
- School bus stops for the entire catchment area; and
- Traffic calming along key routes to school and adjacent to the school.

Figure 20: Summerland Elementary – Best Routes to School Map



5.0 IMPLEMENTATION STRATEGY

The themes and actions developed as part of the Summerland Transportation Plan are intended to guide Summerland's policy, planning, and capital investment decisions as well as on-going operations and maintenance activities related to transportation over the next 30 years and beyond. To achieve the vision and goals of the plan, an implementation strategy is necessary to provide a framework for advancing specific transportation improvements.

5.1 IMPLEMENTATION PRINCIPLES

The implementation plan was developed based on the following guiding principles:

- **The Summerland Transportation Plan is one step towards implementing the vision for transportation in Summerland; it is not the last step.** The themes and actions in the plan are intended to lay the groundwork for implementation over the long-term. It is important to recognize that implementation will require significant investment and resources, as well as a focus on prioritizing walking, cycling, and transit to meet the vision, goals, and objectives of the plan. The plan includes investments in new infrastructure, upgrades to existing infrastructure, ongoing maintenance of existing and new facilities, resources for development of new standards and policies, funding for new programming and public education, and staff resources. It will require ongoing support from the District and its partners, along with sustained investment in all transportation modes.
- **The Summerland Transportation Plan is a flexible and living document.** For each proposed long-term network plan, there is some level of flexibility for the specific locations and corridors that are recommended. The plan presents recommendations based on public input and technical analysis; however, the District will need to review the feasibility and desirability of each infrastructure project. As this plan is a long-term, strategic document, it is anticipated that additional projects will emerge over time to reflect changing priorities.
- **The District should monitor, review, and update the Summerland Transportation Plan on a regular basis, as needed.** As the District begins implementing the strategies and policy statements of the plan, a monitoring will be needed to measure and communicate progress towards achieving the vision, goals, and objectives based on the Key Performance Indicators provided in **Section 5.6**. Reporting back on the indicators identified with each of the goals and objectives in the plan is one of the ways the District can report on progress made in implementing the plan. As the District moves forward with implementing the plan, the document will need to be updated to reflect the changing priorities and conditions over time.
- **The District should actively foster partnerships and seek external funding sources to help implement the plan.** Many of the strategies and policy statements in the plan will require partnerships with other agencies. The District should foster partnerships with other agencies, including senior levels of government, and should seek all opportunities for external funding support to help implement the plan.
- **The District should engage in further public consultation to implement the recommendations included in the Summerland Transportation Plan.** Many of the initiatives require more detailed input and technical work. The District should work closely with partners, residents, and stakeholder groups to move forward with priorities in the plan.
- **The District should incorporate the short-term priorities into its 5-year Financial Plan, and a new investment strategy should be developed for the long-term.** There should be an annual review as part of the financial planning and municipal budgeting process, with a full review of the Summerland Transportation Plan recommended every 5 years.

5.2 PRIORITIZING ACTIONS

Strategies for implementing each of the actions identified in the Transportation Master Plan are outlined in the table below. This table provides guidance with respect to:

- **Timeframe.** Each action is identified as either a short-term (within 5 years), medium-term (within 15 years) or long-term (15 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.

ving, Parking, and Goods movement	Short 5 yr	Medium 5 -10 yr	Long-Term 10+ yr	Capital	Operations and Maintenance	Policy and Programmi
etwork Classification and Design Standards						
Community Plan to include proposed 'Road Network' plan as the District's Road Network Classification.	✓					✓
e the Subdivision and Development Servicing Bylaw to reflect emerging best practices.		Ongoing				✓
nd Traffic Calming						
ility of reducing the default speed limit on all streets or select streets or neighbourhoods in Summerland.	✓					✓
alming Policy and Program to implement measures to reduce vehicle speeds on residential streets		✓				✓
tion Safety Improvements						
r police-reported data on an ongoing basis to identify locations with safety issues.		Ongoing			✓	
program to make minor intersection safety improvements.		Ongoing				✓
roundabouts to improve safety and comfort for pedestrians and cyclists.		Ongoing		✓		
o identify funding for safety improvements through their Road Safety Improvement Program.		Ongoing		✓		
y Condition and Asset Management						
improvements on high priority roadways identified in the Asset Management Plan, including roads that are either wn core, or are commercial and institutional areas with a higher risk score.		Ongoing		✓		
ment a multi-year pavement rehabilitation plan based on the roadway condition risk assessment results in the Asset		Ongoing		✓		
dal improvements with all road upgrades and pavement rehabilitations.		Ongoing		✓		
e for Highway Improvements						
T to make safety improvements at signalized intersections within the District boundary (Rosedale Avenue, Prairie nnson Street).	✓	✓		✓		
ty improvements, including crosswalks and/or signal warrants at unsignalized intersections within the District at Road, Jubilee Road / Robinson Road, Walter Road, Lakeshore Drive South, and Arkell Road).	✓	✓		✓		
ved All Ages and Abilities active transportation facilities along Highway 97			✓	✓		

ving, Parking, and Goods movement	Short 5 yr	Medium 5 -10 yr	Long-Term 10+ yr	Capital	Operations and Maintenance	Policy and Programmi
lovement						
a Truck Route Bylaw, including designated truck routes.		✓				✓
a transport truck bypass of Summerland's Downtown			✓			✓
levy or fee for large trucks accessing the District's gravel pits to help offset increased maintenance requirements	✓					✓
nent recommended parking recommendations from the Downtown Neighbourhood Action Plan.	✓					✓
ties to expand parking recommendations from the Downtown Neighbourhood Action Plan to other areas of the	✓					✓
Vehicle Charging						
e electric vehicle charging infrastructure in the District.		Ongoing		✓		

lking and Accessibility	Short 5 yr	Medium 5 -15 yr	Long-Term 15+ yr	Capital	Operations and Maintenance	Policy and Programmi
k Network						
e sidewalk network throughout the downtown and to other major pedestrian destinations.		Ongoing		✓		
k network is seamlessly integrated with the trail and cycling network.		Ongoing		✓		✓
ance						
guidelines for barrier-free and accessible sidewalks.	✓					✓
t sidewalks annually to ensure they are well maintained.		Ongoing			✓	
& Development						
bers construct and install (or provide appropriate monetary compensation) to address gaps in the sidewalk network	✓					✓
l Accessibility						
designed to be universally accessible, prioritizing areas with higher concentrations of equity deserving groups.	✓			✓		✓
ble Transportation Action Plan	✓					✓
ty audits of existing infrastructure and designs for new projects.		Ongoing				✓
erland's Accessibility Committee and other community members with disabilities to understand their barriers and rovements.		Ongoing				✓
tions and Crossings						
ities to improve existing intersections and crossings with treatments such as RRFBs, curb extensions, raised g.	✓			✓		✓
ng locations where warranted to improve pedestrian safety.	✓			✓		
r People						
ment pedestrian improvements identified in the Downtown Neighbourhood Action Plan.	✓			✓		

lking and Accessibility	Short 5 yr	Medium 5 -15 yr	Long-Term 15+ yr	Capital	Operations and Maintenance	Policy and Programmi
ties to add urban design features to improve the pedestrian experience in all projects in the Downtown, Lower generators, including schools and community facilities.	✓			✓		

cling and Rolling	Short 5 yr	Medium 5 -10 yr	Long-Term 10+ yr	Capital	Operations and Maintenance	Policy and Programmi
Network						
e and connected on-street bicycle network through a phased implementation plan.		Ongoing		✓		
to provide regional cycling connections to adjacent communities, including aligning with the Trail of the Okanagans		Ongoing				✓
structure Design Guidelines and emerging best practices for all new bicycle infrastructure, where feasible.		Ongoing		✓	✓	
ance and Accessibility						
ated as bicycle routes are maintained in a state of good repair.		Ongoing		✓	✓	
's Snow, Ice, and Rubbish Removal Bylaw to provide snow removal polices procedures for bicycle infrastructure.		Ongoing				✓
facilities are designed to be accessible through all times of day and all times of year		Ongoing		✓	✓	
rip Facilities and Amenities						
requirements for short-term and long-term bicycle parking and end-of-trip facilities.	✓					✓
ing is provided at all District owned and operated facilities.		✓		✓	✓	
king within the public right-of-way at key cycling destinations.		✓				✓
ng central hub for cycling currently located at Memorial Park.		✓				✓
sit to identify opportunities to improve bicycle-transit integration throughout the day.		✓				
n and Awareness						
ment cycling wayfinding plan based on best practices.		✓		✓		✓
t and develop cycling education programs	✓					

ils	Short 5 yr	Medium 5 -10 yr	Long-Term 10+ yr	Capital	Operations and Maintenance	Policy and Programmi
etwork						
w trails and trail networks and strategies to decommission trails		Ongoing		✓		✓
s to provide regional trail connections to adjacent communities		Ongoing		✓	✓	✓
s to develop detailed Trails Re-Development Plans for Cartwright Mountain and Conkle Mountain	✓					✓
standards for different users and activities	✓					✓
arly update an inventory of existing trails		Ongoing			✓	✓
reation Management Strategy						
ructures for Trail Recreation Management Organization		✓			✓	
ing and Amenities						
ment trail wayfinding guidelines	✓			✓	✓	✓
y for trail amenities and information along with trail amenity standards	✓			✓	✓	✓
eas for users where applicable		✓		✓	✓	
siderations are identified at trailheads	Ongoing		✓			

ils	Short 5 yr	Medium 5 -10 yr	Long-Term 10+ yr	Capital	Operations and Maintenance	Policy and Programmi
ance and Inspections						
v formalized maintenance and inspection policies and procedures for District trails	✓				✓	✓
ls regularly to ensure they are well maintained	Ongoing		✓			
n and Awareness						
d information that explains trail etiquette to manage conflicts between different user groups	✓			✓		✓
t of changing technologies and different users on the trail network	Ongoing		✓	✓		
y market and promote trails through various forms of media	Ongoing			✓		
f non-motorized areas	✓			✓		✓

nsit	Short 5 yr	Medium 5 -10 yr	Long-Term 10+ yr	Capital	Operations and Maintenance	Policy and Programmi
ervice						
frequent transit service on Route 30 and 70 throughout the day, including implementing a permanent stop in Trout	✓				✓	
ansit for introducing evening and weekend service, including Sunday service on Route 30 and Saturday service on	✓				✓	
l fixed route service within the community to provide service between Lower Town, Trout Creek, and downtown Summerland.		✓			✓	
e District's existing On Request service to the 'free fare program' to increase ridership and accessibility of the transit he existing regional route.		✓				✓
Jser Experience						
d benches at all bus stops.	Ongoing			✓		
s have amenities such as route information, garbage receptacles, and adequate lighting.	Ongoing			✓		
instead of pullouts where feasible to prioritize transit and provide additional space for transit users.		✓		✓		
valking and cycling connections to transit.		✓		✓		✓
Accessibility and Equity						
nerland Free Fare Program indefinitely.	Ongoing					✓
design features, such as braille and raised tactile letter signage with route information, at all bus stops.	Ongoing			✓		✓
T services to ensure it meets the needs of seniors in the community.	Ongoing				✓	
s to develop programs that encourage the use of transit in Summerland by different groups such as seniors, youth,		✓				✓

5.3 PRIORITIZING PROJECTS

Based on the recommendations from Chapter 4, a complete list of multi-modal projects was identified, summarizing the improvements for all modes of transportation. A detailed project list is provided in **Appendix A**, with projects broken down based on whether they are located in the Downtown, Lower Town, Trout Creek, or provide additional connections.

Each project was evaluated based eight criteria. Each criteria was ranked on a 3-point scale ranging from 0, to 0.5, to 1. The results of the evaluation was used to identify high, medium, and low priorities for implementation.

- **Sidewalks, Cycling, and Trails Master Plans Priority Project:** The Sidewalks, Cycling, and Trails Master Plans identified priority projects. This criterion reflects projects that have previously been identified as priorities as follows:
    - 1 = Identified as a priority project in those plans
    - 0 = Identified as a long-term project in those plans
- **Asset Management Plan Priority Project:** The Roads + Water Integrated 20 Year Asset Management Plan identified priority projects based on watermain risk scores and road risk scores. This criterion reflects projects that have previously been identified as priorities as follows:
    - 1 = Identified as a priority project
    - 0 = Identified as a long-term project
- **Poor Road Condition:** The Roads + Water Integrated 20 Year Asset Management Plan assessed the pavement quality of all roads in the District and assigned each road a pavement condition score from 0 (poor) to 100 (excellent). This criterion reflects the results of the road condition score, prioritizing projects on roads with poorer pavement condition that are in need of upgrades as follows:
    - 1 = Pavement condition score of 0 – 39
    - 0.5 = Pavement condition score of 40 – 69
    - 0 = Pavement condition score of 70 – 100
- **Adjacent to Future Developments:** Projects were identified that are located adjacent to developments and redevelopment potential. This criterion reflects the likelihood of redevelopment as follows:
    - 1 = Adjacent to High likelihood of redevelopment parcel, or multiple Medium likelihood of redevelopment parcels.
    - 0.5 = Adjacent to Medium likelihood of redevelopment parcel
    - 0 = Not adjacent to parcels with high or medium likelihood of redevelopment
- **Gaps in the Network:** This criterion assesses whether the project will fill a gap in the relevant network as follows:
    - 1 = Fills a gap in the network
    - 0.5 = Partially fills a gap in the network
    - 0 = Does not fill a gap in the network
- **Safe Routes to School:** The criterion assesses whether the project will make it easier for children to walk or cycle to school based on the Safe Routes to Schools identified in Focus Area 6, as follows:
    - 1 = Project is located along an identified 'Best Routes to School'
    - 0 = Project is not located along an identified 'Best Routes to School'
- **Equity Need:** This criterion assesses the degree to which the project will support equity-deserving groups based on the results of the equity analysis, as follows:

    - 1 = Project located in area of high equity need
    - 0.5 = Project located in area of moderate or moderate – high equity need
    - 0 = Project located area of low or moderate – low equity need
- **Ease of Construction:** This criterion assesses the relative ease implementation of the project based on factors such as property acquisition, grades, retaining walls, or utilities, as follows:
    - 1 = Relatively easy to implement with few implementation challenges
    - 0.5 = Moderate challenges to implementation such as small retaining walls required
    - 0 = Significant implementation challenges such as large retaining walls required, property acquisition, and/or utility relocation required.

Based on the evaluation results, each project can receive a score ranging from 0 to 8. Based on the results, each project was assigned the following priority based on the evaluation score:

- High priority = Score of 4 or greater
- Moderate priority = Score of 3 to 3.5
- Low priority = Score of 0 to 2.5

The complete list of projects with the evaluation results is shown in **Appendix A**.

5.4 SHORT-TERM ACTION PLAN

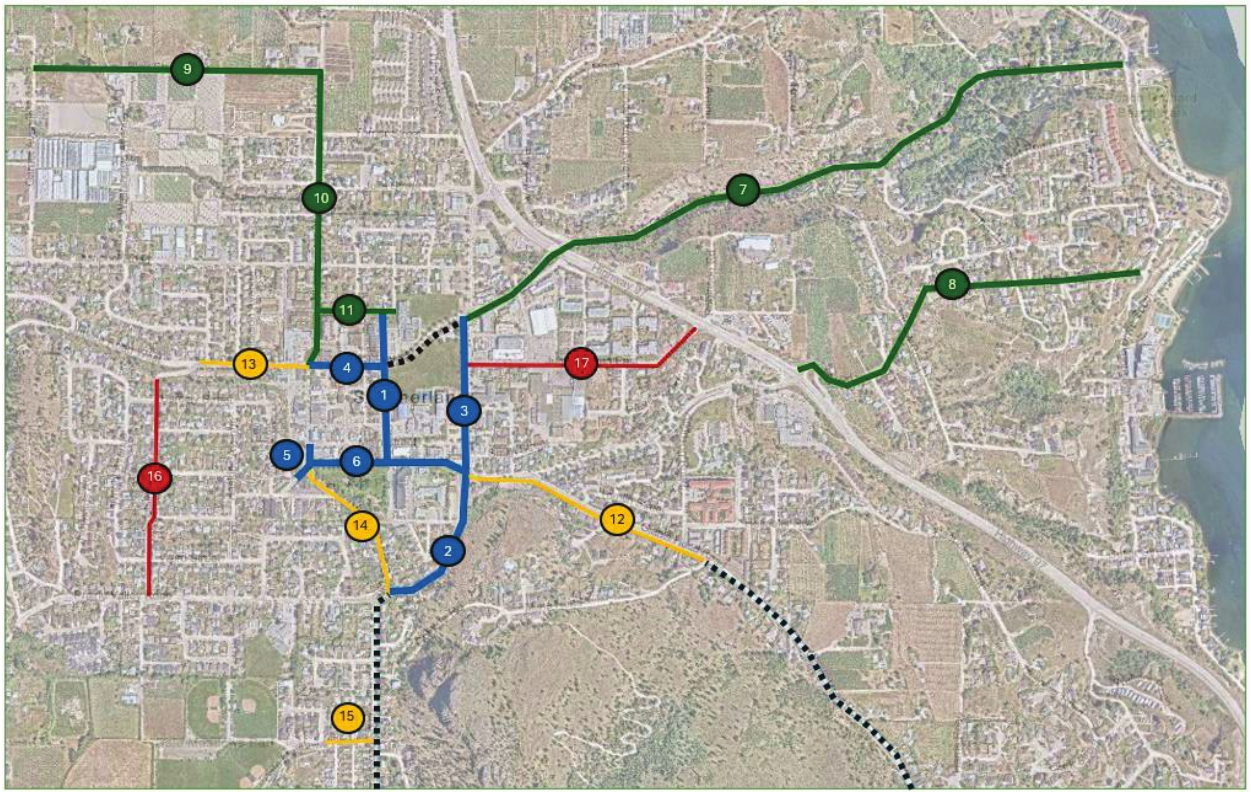
This section summarizes a short-term action plan for the District based on the results of the prioritization of the network projects and the actions. This short-term action plan can be implemented over the next 5 – 7 years and includes a number of capital, operations, maintenance, policy, and programming initiatives for rapid implementation of the plan to ensure a combination of engineering, education, and encouragement initiatives.

5.4.1 Projects

A number of high priority projects were identified from the network project evaluation, as shown in **Figure 21.** The high priority projects have been grouped into a series of suggested implementation phases to build momentum implementing the Transportation Plan. The section below summarizes the recommended short-term implementation phasing along with the suggested projects in each phase. It should be noted that many projects in Phase 1 are already underway, or are projects for which the District has already applied for grant funding. The short-term implementation phasing is shown in **Figure 22**.

A summary of the recommended concepts for each priority project is provided in **Appendix B.**

Figure 21: Priority Projects



Phase 1 – Downtown Active Transportation Grid

ID	Street	Improvements
1	Kelly Avenue	• Bi-directional protected bicycle lanes from Wharton Street to Rand Street. • Complete sidewalk gap on the north corner of Kelly at Rand Street.
2	Prairie Valley Road	• Multi-use pathway from Wharton Street/ Prairie Valley Road to Victoria Road South.
3	Rosedale Avenue	• Multi-use pathway from Jubilee Avenue / Peach Orchard Road to Wharton Street / Prairie Valley Road, including intersection improvements at both roundabouts.
4	Jubilee Road	• Bi-directional protected bike lanes from Victoria Road to Kelly Road.
5	Victoria Street	• Intersection improvements at Hunt Street, Wharton Street, and Main Street.
6	Wharton Street	• Multi-use pathway from Victoria Road South to Kelly Avenue. • Bi-directional protected bicycle lanes from Kelly Avenue to Rosedale Avenue / Prairie Valley Road. • Intersection improvements at Henry Avenue and Kelly Avenue.

Phase 2 – Connections East and North

ID	Street	Improvements
7	Peach Orchard Road	• Protected bicycles lanes / multi-use pathway from Highway 97 to Lakeshore Drive.
8	Solly Road / MacDonald Place / MacDonald Street	• Replace existing side3walk from Highway 97 to McClure Place • New sidewalk from Bristow Road to MacDonald Place • New sidewalk and stair connection along MacDonald Place / MacDonald Street and through public right-of-way
9	Blair Street	• Neighbourhood bikeway from Garnet Avenue to Victoria Road North.
10	Victoria Road North	• Multi-use pathway and sidewalk improvements from Blair Street to Jubilee Road, including intersection improvements at Quinpool and Jubilee Roads.
11	Rand Street	• Sidewalk and neighbourhood bikeway from Victoria Road North to Amm Avenue.

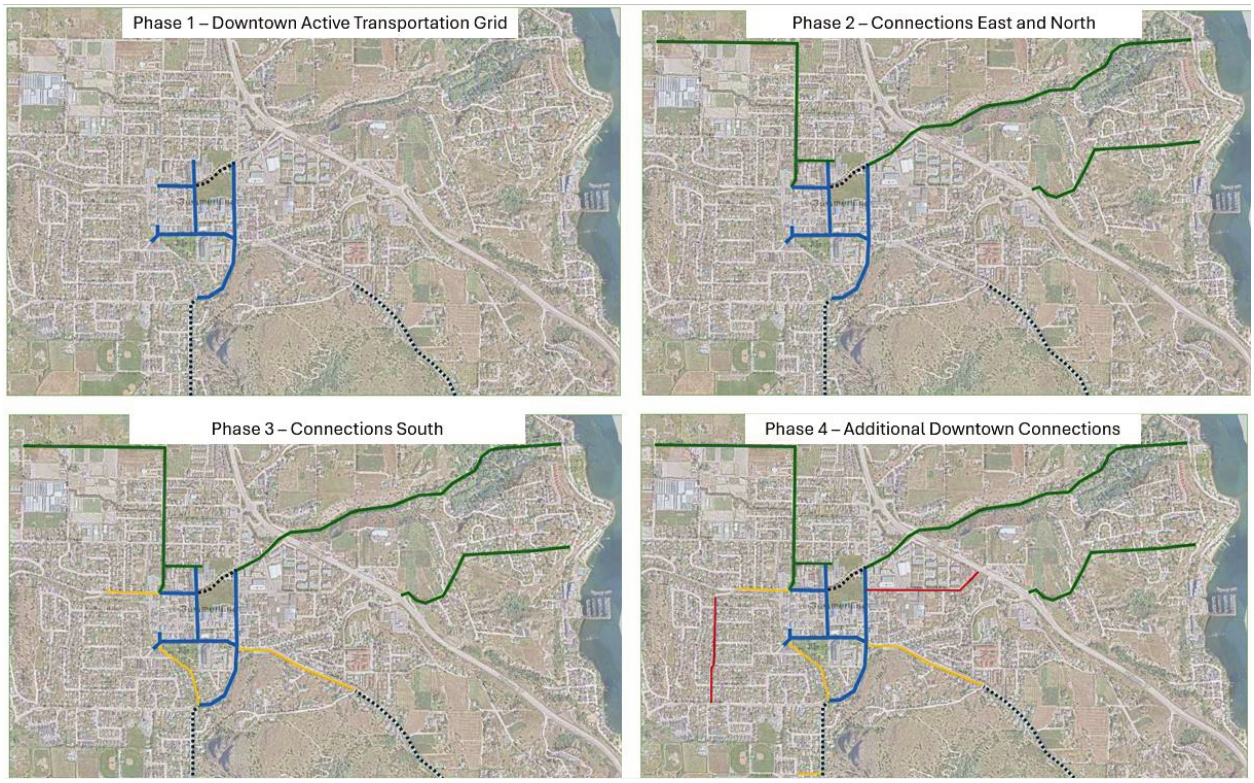
Phase 3 – Connections South

ID	Street	Improvements
12	Giants Head Road	• Multi-use pathway from Milne Road to Prairie Valley Road.
13	Jubilee Road	• Bi-directional protected bicycle lanes and sidewalk from Sinclair Road to Victoria Road.
14	Victoria Road South	• Multi-use pathway from Wharton Street to Prairie Valley Road.
15	Dale Meadows Road	• Multi-use pathway from Dale Meadows Place to Victoria Road South. • Intersection improvements at Victoria Road South.

Phase 4 - Additional Downtown Connections

	Street	Improvements
16	Sinclair Road	• Multi-use pathway from Barclay Street to Prairie Valley Road.
17	Jubilee Road East	• Protected bicycle lanes from Rosedale to Highway 97 (through redevelopment). • Intersection improvements at Prairie Valley Road at Cartwright Avenue.

Figure 22: Short-Term Implementation Plan



5.4.2 Actions

The following actions were identified as short-term initiatives in Section 5.2.

Focus Area #1: Driving, Parking, and Goods Movement

Action	Description
1.1.1	Amend the Official Community Plan to include proposed 'Road Network' plan (Figure 20) as the District's Road Network Classification.
1.2.1	Consider the feasibility of reducing the default speed limit on all streets or select streets or neighbourhoods in Summerland.
1.5.1	Advocate for MOTT to make safety improvements at signalized intersections within the District boundary (Rosedale Avenue, Prairie Valley Road / Solly Road, and Johnson Street).
1.5.2	Advocate for safety improvements, including crosswalks and/or signal warrants at unsignalized intersections within the District boundary (Matsu Drive, Jones Flat Road, Jubilee Road / Robinson Road, Walter Road, Lakeshore Drive South, Arkell Road, and Green Lake Road).
1.7.1	Continue to implement recommended parking recommendations from the Downtown Neighbourhood Action Plan.
1.7.2	Identify opportunities to expand parking recommendations from the Downtown Neighbourhood Action Plan to other areas of the District.

Focus Area #2: Walking and Accessibility

Action	Description
2.2.1	Develop and follow guidelines for barrier-free and accessible sidewalks.
2.3.1	Ensure that developers construct and install (or provide appropriate monetary compensation) to address gaps in the sidewalk network when new developments occur.
2.4.1	Ensure streets are designed to be universally accessible, prioritizing areas with higher concentrations of equity deserving groups.
2.4.2	Develop an Accessible Transportation Action Plan.
2.5.1	Identify opportunities to improve existing intersections and crossings with treatments such as RRFBs, curb extensions, raised crosswalks, and improved lighting
2.5.2	Identify new crossing locations where warranted to improve pedestrian safety
2.6.1	Continue to implement pedestrian improvements identified in the Downtown Neighbourhood Action Plan.
2.6.2	Identify opportunities to add urban design features to improve the pedestrian experience in all projects in the Downtown, Lower Town, and near key pedestrian generators, including schools and community facilities.

Focus Area #3: Cycling and Rolling

Action	Description
3.3.1	Review and update requirements for short-term and long-term bicycle parking and end-of-trip facilities.
3.4.2	Continue to support and develop cycling education programs.

Focus Area #4: Trails

Action	Description
4.1.3	Work with partners to develop detailed Trails Re-Development Plans for Cartwright Mountain and Conkle Mountain
4.1.4	Identify trail design standards for different users and activities
4.3.1	Develop and implement trail wayfinding guidelines
4.3.2	Develop a hierarchy for trail amenities and information along with trail amenity standards
4.4.1	Develop and follow formalized maintenance and inspection policies and procedures for District trails
4.5.1	Develop signage and information that explains trail etiquette to manage conflicts between different user groups
4.5.4	Improve signage of non-motorized areas

Focus Area #5: Transit

Action	Details
5.1.1	Advocate for more frequent transit service on Route 30 and 70 throughout the day, including implementing a permanent stop in Trout Creek.
5.1.2	Advocate to BC Transit for introducing evening and weekend service, including Sunday service on Route 30 and Saturday service on Route 70.

5.5 FUNDING CONSIDERATIONS

This section describes several strategies that the District may consider to help leverage its investments and to maximize its ability to implement transportation improvements. The District should pursue all available sources of funding for transportation facilities and programs, including the programs identified below. As funding opportunities change regularly, the information in this section is subject to change. The District should regularly check with all levels of government to keep up to date on current funding opportunities.

However, it is recognized that the external funding sources do not provide a consistent and stable funding stream, and that in order to ensure completion of projects identified in the plan, consistent funding sources should be identified to help ensure staff can logically plan for improvements and coordinate these improvements with other capital works to provide economies of scale for construction activities providing best value for capital expenditures.

- **Capital Planning:** The District should incorporate the recommendations from the plan into its short-, medium-, and long-term budgeting plans to ensure that the projects are accounted for in the District's capital planning process. To accommodate this, the District may seek changes to its capital budget to fund the implementation of this Plan over the medium- and long-term. The District should also seek to integrate transportation improvements with other capital projects, such as utility projects.
- **Development Cost Charges:** The District has a DCC bylaw that should be updated to include projects identified in the plan. It should be emphasized that DCC eligible projects should not only include street network projects but can also include active transportation and transit projects that benefit new growth in the community.
- **Developers:** An important component of the implementation of the plan will be the District's ability to leverage transportation investments during planning of new development projects. Some ways in which transportation investments can be leveraged through developers include:
    - Voluntary public realm improvements
    - Community amenity contributions
    - Density bonusing contributions
    - Funding in lieu of parking
    - Providing high quality bicycle parking facilities
- **Federal Funding:** There are several programs that provide funding for environmental and local transportation infrastructure projects in municipalities across Canada. The Federal Government recently announced the National Active Transportation Fund (ATF), which provides at least 60% cost share funding to help build new and expanded active transportation facilities across the country.
- **Provincial Programs and Initiatives:** The Provincial Government administers the Active Transportation Infrastructure Grant program, which promotes new, safe, and high-quality active transportation infrastructure through cost-sharing with local governments. The grant program provides funding for infrastructure which forms part of an active transportation network plan adopted by a BC local government. To ensure maximum success at obtaining grant funding, the District should have grant-ready concepts pre-developed for application.

- **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 local 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.
- **Carbon Tax Rebate:** Each municipality that has signed the Climate Action Charter receives an annual rebased based on completion of the CARIP form. The District could choose to direct this funding towards sustainable transportation projects, such as funding bicycle, pedestrian, and transit infrastructure.
- **ICBC:** ICBC provides funding for road safety improvements, including pedestrian and bicycle infrastructure, particularly where these have the potential to reduce crashes, improve safety, and reduce claims costs to ICBC. Funding is available through ICBC's Road Improvement Program, and other ICBC programs include the Speed Watch Program (through the Community Policing Centres), Speed and Intersection Safety Program, Counter Attack, Operation Red Nose, and Road Sense Speaker Program for Schools.
- **Local Area Service Program:** Sidewalks can be implemented through Local Area Service Program, which is a cost sharing process for implementing desired neighbourhood infrastructure works such as sidewalks, curb and gutter, lane paving, and street lighting. The property owners who directly benefit from the project pay a portion of the costs and the District pays the remaining construction costs.
- **Private Sector:** Many corporations wish to be good corporate neighbours— to be active in the community and to promote environmentally-beneficial causes. Bicycle and pedestrian routes and facilities in particular are well-suited to corporate sponsorship and have attracted significant sponsorship both at the local level and throughout North America. Examples in BC include Construction Aggregates in Sechelt, which constructed an overpass over a gravel conveyor to provide a link for pedestrians and cyclists, and 7-Eleven and Molson Breweries, which have sponsored multi-use pathways in Metro Vancouver.

5.6 MONITORING STRATEGY

A monitoring strategy is essential to ensure that the Transportation Plan is implemented as intended and making progress towards the vision statement, goals, and objectives. A monitoring strategy will also enable the District to appropriately allocate monetary and staff resources to implement prioritized initiatives. Monitoring also provides a means of identifying changing conditions which would require changes to the Transportation Plan. The monitoring strategy needs to be:

- **Meaningful.** The monitoring strategy should yield meaningful results and point to the success in achieving the vision, goals and targets of the plan.
- **Measurable.** The monitoring strategy should establish criteria that are readily measurable and for which data or information can be readily obtained.
- **Manageable.** The monitoring strategy should take into account resource limitations and identify measures where information is accessible or data is simple to collect.

The section below identifies suggested Key Performance Indicators for the District to track progress related to each of the give goals of the plan.

Goal #1: A welcoming and vibrant community

Objective	Key Performance Indicator
Objective 1.1: Integrate land use with transportation planning in the District's decision-making	• Creation of development checklist highlighting land use and transportation considerations
Objective 1.2: Encourage mixed use developments to provide the opportunity for residents to access goods and services within a 15-minute walk	• Proportion of residents that are within 15 minute walking distance of commercial areas, schools, parks, and community facilities
Objective 1.3: Create a vibrant, economically thriving downtown with a strong sense of place and unique identity that attracts residents and visitors	• Proportion of sidewalks that are at least 2.0 metres wide • Amount of public art
Objective 1.4: Create a unique and attractive waterfront experience	• Development of continuous waterfront pathway connection

Goal #2: A safe, accessible, and equitable community

Objective	Key Performance Indicator
Objective 2.1: Significantly reduce the number of collisions on Summerland's roads	• Number of total reported collisions per year
Objective 2.2: Reduce the severity of collisions on Summerland's roads, including reducing serious injuries and fatalities	• Number of reported collisions per year resulting in injury or fatality
Objective 2.3: Improve the safety of vulnerable road users such as pedestrians, cyclists, and motorcyclists	• Number of reported collisions per year involving pedestrians, cyclists, and motorcyclists
Objective 2.4: Design the District's transportation system to be universally accessible to meet the needs of all users	• Proportion of sidewalks that are least 1.8 metres wide • Proportion of bus stops designated as accessible • Proportion of intersections with curb letdowns
Objective 2.5: Engage with equity-seeking groups and consider their needs in all transportation decision-making	• Identification of equity-seeking groups and development of decision-making framework to support their needs

Goal #3: A connected and complete community

Objective	Key Performance Indicator
Objective 3.1: Ensure most residents can access their daily needs within a short walking distance	• Proportion of residents within a 5-minute walking distance (400 metres) of commercial areas • Proportion of residents within a 5-minute walking distance (400 metres) of community facilities, including community centres, libraries, schools, and parks
Objective 3.2: Ensure most residents live within 400 metres of a bus stop	• Proportion of residents within 400 metres of a bus stop
Objective 3.3: Ensure most residents live within 400 metres of a bicycle facility	• Proportion of residents within 400 metres of a bicycle facility
Objective 3.4: Ensure most residents have direct access to a sidewalk	• Proportion of street that have a sidewalk on at least one side of the street

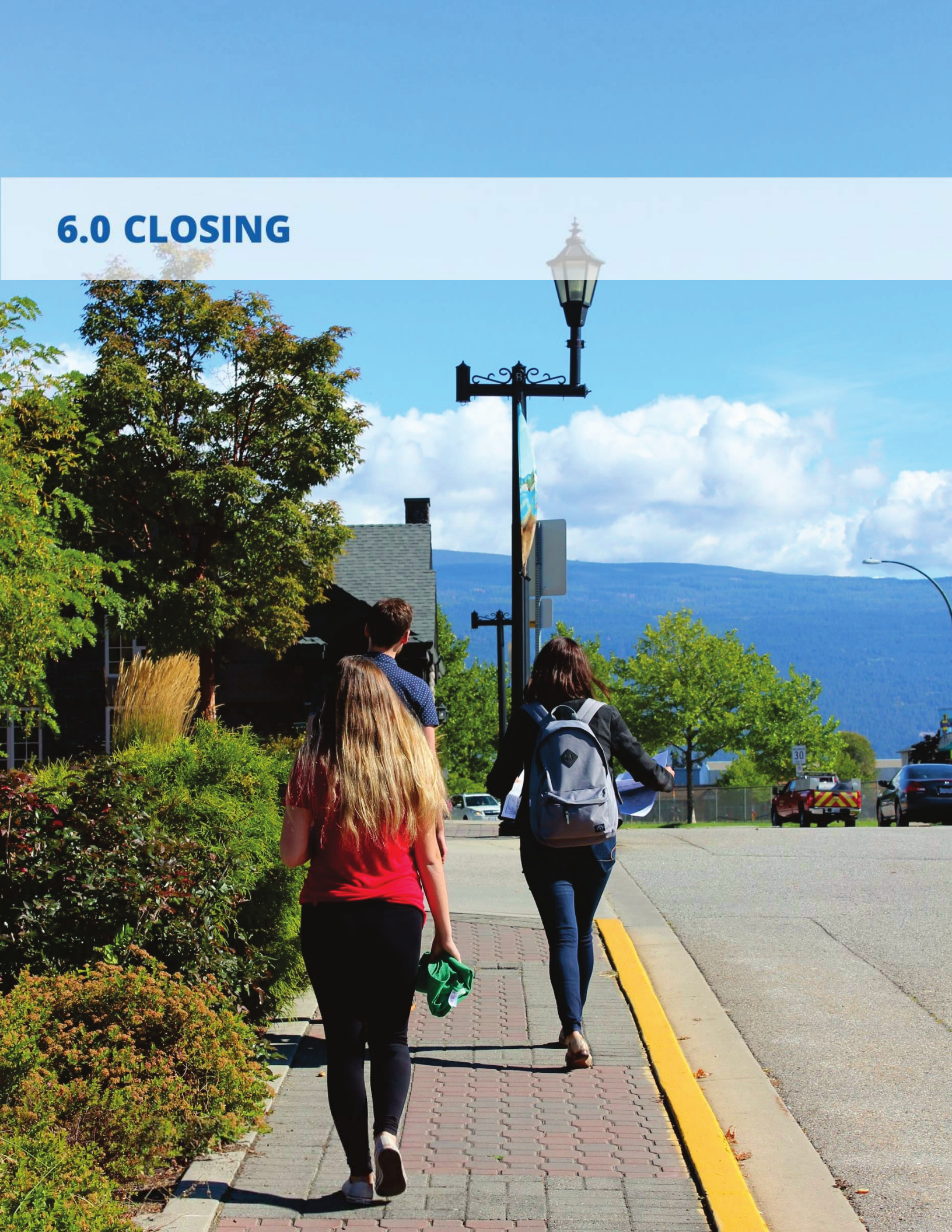
Goal #4: An active, healthy, and sustainable community

Objective	Key Performance Indicator
Objective 4.1: Promote walking for as the preferred choice for all short trips	• Proportion of all trips under 2km made by walking
Objective 4.2: Improve the transit customer experience with high quality transit services and facilities	• Proportion of bus stops with benches and shelters
Objective 4.3: Encourage cycling as a convenient form of transportation for short- and medium-distance commuter and transportation trips	• Proportion of all trips between 2km and 8km made by cycling
Objective 4.4: Reduce transportation-related community greenhouse gas (GHG) emissions	• Proportion of community GHG emissions related to transportation
Objective 4.5: Support non-polluting forms of transportation, including electric vehicles and e-bikes	• Proportion of vehicles owned by Summerland residents that are Zero Emission Vehicles (ZEVs) • Number of electric vehicle charging stations

Goal #5: A resilient community

Objective	Key Performance Indicator
Objective 5.1: Identify and address areas of congestion and delay to improve the reliability of the transportation network	• Intersections with LOS 'D' or below
Objective 5.2: Ensure goods movement are able to move efficiently throughout the District's transportation network	• Average peak period observed speeds on major corridors as compared to posted speed limits

6.0 CLOSING



The Summerland Transportation Plan provides a comprehensive approach to guide Summerland's progress and investments in transportation infrastructure, programming, and policies over the next 30 years and beyond. The Plan includes recommendations for improving transportation policies, standards, infrastructure and programs over the long-term, along with priorities over the short- and medium-term.

The Plan includes recommendations for improving policies, standards, infrastructure, and programs over the long-term, along with priorities over the immediate-term and short-term. The Summerland Transportation Plan will contribute to increased transportation options by improving the accessibility, comfort, convenience, and safety of active transportation.

The Summerland Transportation Plan has been developed based on extensive technical work and engagement with Summerland residents over a five-phase process. 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 Summerland Transportation Plan.

APPENDIX A: DETAILED PROJECT LIST AND PRIORITIES

	Description	Side of Street	Evaluation Criteria								Overa
			Sidewalk, Cycling, and Trails Master Plan Priority Project	Asset Management Plan Priority Project	Poor Road Condition	Adjacent to Future Developments	Gaps in the Network	Safe Routes to School	Equity Need	Ease of Construction	
d Street	Sidewalk	East				1	1		0.5	1	3
us Street	Sidewalk	West					1		1	0.5	2
ital Access Road	Sidewalk	East					1				
ts Head Road	Neighbourhood Bikeway	Both					1			1	
oria Road	Neighbourhood Bikeway	Both		1	1		1		0.5	1	4
lee Road	Sidewalk	West							0.5		0
rie Valley Road	Multi-use Pathway	West							0.5		0
oria Road South	Multi-use Pathway	North		1	0.5		1	1		1	4
a Road South	Intersection Improvements			1	0.5		1	1		1	4
kins Pathway	Sidewalk	South/ East					1	1	1	0.5	3

	Description	Side of Street	Sidewalk, Cycling, and Trails Master Plan Priority Project	Asset Management Plan Priority Project	Poor Road Condition	Adjacent to Future Developments	Gaps in the Network	Safe Routes to School	Equity Need	Ease of Construction	Overa
rie Valley Road	Multi-use Pathway	West	1				1	1	1	1	
lair Road	Multi-use Pathway	South			0.5			1			
oria Road	Bi-directional Protected Bicycle Lanes	South				1	1	1	1	1	
	Sidewalk	North				1		1	1		
y Road	Bi-directional Protected Bicycle Lanes	South		1		1	1	1	1	1	
merland Arena	Sidewalk	Both				1			1	0.5	
of Richards nue	Sidewalk	South				1			1	0.5	
hway 97	Sidewalk	North				1	1		1		
hway 97	Uni-directional Protected Bicycles Lanes	Both				1	1	1	1		
ting Sidewalk	Sidewalk	South				1	1			1	
arton Street	Bi-directional Protected Bicycle Lanes	East			0.5		1	1	1	0.5	
th of Rand Street	Sidewalk	West			0.5		1	1	1	0.5	

	Description	Side of Street	Sidewalk, Cycling, and Trails Master Plan Priority Project	Asset Management Plan Priority Project	Poor Road Condition	Adjacent to Future Developments	Gaps in the Network	Safe Routes to School	Equity Need	Ease of Construction	Overa
	Multi-use Pathway	South					1		1		
nway 97	Bi-directional Protected Bicycle Lanes	South				1	1	1		1	
oria Road South	Multi-use Pathway	North / West					1	1	1	1	
oria Road South	Multi-use Pathway	North					1	1	0.5	0.5	
ht Avenue	Intersection Improvements			1			1	1	1	1	
ts Head Road	Multi-use Pathway	South					1	1	1	0.5	
nway 97	Multi-use Pathway	South					1	1	1		
	Bus Stop Improvement	Both							1	0.5	
of Washington nue	Sidewalk	South					1	1	0.5		
m Avenue	Sidewalk	North				1	1	1	1	1	
	Neighbourhood Bikeway	Both				1	1	1	1	1	

	Description	Side of Street	Sidewalk, Cycling, and Trails Master Plan Priority Project	Asset Management Plan Priority Project	Poor Road Condition	Adjacent to Future Developments	Gaps in the Network	Safe Routes to School	Equity Need	Ease of Construction	Overa
ad / Barr Street											
rie Valley Road	Sidewalk	West/ South					1		1		
lee Avenue / Peach nard Road	Multi-use Pathway	West		1				1	0.5		2
rton Street / Prairie ey Road	Multi-use Pathway	West				1	1	1	1	1	
enue / Peach	Intersection Improvements			1		1	1	1	1		
Street / Prairie	Intersection Improvements			0		1	1	1	1		
clay Street	Multi-use Pathway, Safety Improvements	East		1	0.5		1		1		3
rie Valley Road	Multi-use Pathway	East			0.5		1	1	1	0.5	
k	Neighbourhood Bikeway	Both			0.5		1	1		1	3
	Sidewalk	East			0.5		1	1		1	3
lee Road	Sidewalk	East				1	1		1		
ting Sidewalk	Sidewalk	South					1			1	

	Description	Side of Street	Sidewalk, Cycling, and Trails Master Plan Priority Project	Asset Management Plan Priority Project	Poor Road Condition	Adjacent to Future Developments	Gaps in the Network	Safe Routes to School	Equity Need	Ease of Construction	Overa
ting Sidewalk	Sidewalk	North					1			1	
Street	Multi-use Pathway	East									
npool Road	Multi-use Pathway	East			0.5	1	1	1	0.5		
	Sidewalk	West			0.5	1	1	1	0.5		
lee Road	Multi-use Pathway	East			0.5	1	1	1	1		4
rton Street	Bus Stop Improvements	West							1	0.5	
ol Street	Intersection Improvements			1			1	1	1		
Street	Intersection Improvements			1			1	1	1		
reet	Close Intersection, Convert Hunt Street to Cul-de-Sac						1	1	1	1	
n Street	Intersection Improvements						1	1	1	1	
reet	Intersection Improvements						1	1	1	1	
rie Valley Road	Multi-use Pathway	East		1	0.5		1	1	1	0.5	
cent											
rie Valley Road	Sidewalk	North/ West					1		1	0.5	2

	Description	Side of Street	Sidewalk, Cycling, and Trails Master Plan Priority Project	Asset Management Plan Priority Project	Poor Road Condition	Adjacent to Future Developments	Gaps in the Network	Safe Routes to School	Equity Need	Ease of Construction	Overa
de-sac	Sidewalk	East							1	0.5	
	Multi-use Pathway								1	0.5	
ue	Intersection Improvements			1			1		1	1	
e	Intersection Improvements			1			1		1	1	
y Avenue	Multi-use Pathway	South		1			1	1	1	1	
	Bus Stop Improvements			1					1	1	
edale Avenue / rie Valley Road	Bi-directional Protected Bike Lane	South					1	1	1	1	

	Description	Side of Street	Evaluation Criteria								Overa
			Sidewalk, Cycling, and Trails Master Plan Priority Project	Asset Management Plan Priority Project	Poor Road Condition	Adjacent to Future Developments	Gaps in the Network	Safe Routes to School	Equity Need	Ease of Construction	
hway 97	Shared Rural Road	Both								1	
away	Neighbourhood Bikeway	Both							0.5	1	
/ Fosberry Road											
dleston Road	Shared Rural Road	Both		1	1					1	
ugnessy Avenue	Neighbourhood Bikeway	Both					1		0.5	1	
Road	Sidewalk	East					1		0.5	1	
hway 97	Multi-use Pathway	East					1		0.5	1	
cent Beach	Shared Rural Road	Both			0.5					1	
ting Sidewalk	Sidewalk	East								1	
eshore Drive	Multi-use Pathway	South			0.5	1	1	1	0.5	0.5	
hore Drive	Intersection Improvements				0.5	1	1	1	0.5	0.5	
t											
eshore Drive	Sidewalk	South							0.5	0.5	

	Intersection Improvements									0.5	0.5	
/ Huddleston Road / Fosberry Road / Switchback Road												
ch Orchard Road	Shared Rural Road	Both		1	1						1	

	Description	Side of Street	Evaluation Criteria								Overa
			Sidewalk, Cycling, and Trails Master Plan Priority Project	Asset Management Plan Priority Project	Poor Road Condition	Adjacent to Future Developments	Gaps in the Network	Safe Routes to School	Equity Need	Ease of Construction	
n Road	Multi-use Pathway	South					1	1	0.5	1	
n Road	Sidewalk	North					1	1	0.5	0.5	
	Bus stop Improvements						1	1	0.5	0.5	
ods Avenue	Multi-use Pathway	North					1	1	0.5	0.5	
	Bus stop Improvements						1	1	0.5	0.5	
hornber Street											
Street	Neighbourhood Bikeway	Both					1	1	0.5	1	
Street	Sidewalk	East					1	1	0.5	1	
nson Street	Multi-use Pathway	East					1	1	0.5	0.5	
rf Street	Sidewalk	Both					1	1	0.5	0.5	
ods Avenue	Sidewalk	North						1	0.5	1	
Street	Sidewalk	West			0.5		1		0.5	1	

	Description	Side of Street	Evaluation Criteria								Overa
			Sidewalk, Cycling, and Trails Master Plan Priority Project	Asset Management Plan Priority Project	Poor Road Condition	Adjacent to Future Developments	Gaps in the Network	Safe Routes to School	Equity Need	Ease of Construction	
Pierre Drive											
re Drive	Multi-use Pathway	East/ North			0.5				0.5	0.5	
ool	Neighbourhood Bikeway	Both							0.5	1	
oria Road South th)	Multi-use Pathway	N/A							0.5		
rie Valley Road	Shared Rural Road	Both								0.5	
t											
of Street	Sidewalk	East							0.5	1	
orn Street	Shared Rural Road	Both		1	1				0.5		
ar Place	Sidewalk	East			0.5				0.5		
	Shared Rural Road	Both		0.5			1		1	1	
	Shared Rural Road	Both			1				0.5	1	

	Description	Side of Street	Sidewalk, Cycling, and Trails Master Plan Priority Project	Asset Management Plan Priority Project	Poor Road Condition	Adjacent to Future Developments	Gaps in the Network	Safe Routes to School	Equity Need	Ease of Construction	Overa
et											
npool Road	Shared Rural Road	Both							0.5	1	
ley Street	Shared Rural Road	Both							0.5	1	
orn Street	Shared Rural Road	Both			1					0.5	
nway 97	Shared Rural Road	Both			0.5				0.5	0.5	
mergate Drive	Shared Rural Road	Both			0.5				0.5	0.5	
row Avenue	Shared Rural Road	Both			0.5				0.5	0.5	
yon View Road	Shared Rural Road	Both							0.5	0.5	
Avenue / Hillborn Street / Happy Valley Road / Gartrell Road / Tait Street											
nway 97	Shared Rural Road	Both		0.5	0.5				0.5	0.5	

APPENDIX B: PRIORITY PROJECT DETAILS