



Sidewalks Master Plan

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REPORT FOR:

District of Summerland
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INTRODUCTION

The District of Summerland is a vibrant community in British Columbia’s Okanagan Valley, located between Kelowna and Penticton with a population of over 11,500 residents. The District covers a large area in a diverse and picturesque landscape characterized by lakes, creeks, and sunny and dry Okanagan hillsides. The District’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.

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

The Sidewalk Master Plan has been developed concurrently with the Trails Master Plan and the Cycling Master Plan with the understanding that all three plans will collectively influence active modes in Summerland. The three plans should be considered in conjunction with each other and with the recognition that off-street pathway facilities are used by a variety of users and can offer an alternative to sidewalks.

1.1 PLAN PURPOSE AND OBJECTIVES

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

- Documenting and creating an inventory of existing sidewalks in the District.
- Identifying new sidewalk connections to fill in missing links and extend the network to enhance connections between neighbourhood, parks, open spaces and community amenities.
- Identifying policies and procedures for ensuring sidewalks are well maintained and safe.
- Incorporating best sidewalk management practices and identifying strategies to address emerging issues related to sidewalk installation and development.

1.2 PLAN PROCESS

The Sidewalk Master Plan has been developed through a phased approach. The following four phases have allowed the plan to be developed with comprehensive feedback and engagement from the internal project team, stakeholders and interest groups, as well as community members.

- **Phase 1: Project Launch (September 2018).** This phase included collecting and reviewing existing background information and data, consulting with District staff,

and developing a Public Engagement Strategy for public engagement in future phases of the planning process.

- **Phase 2: Understanding Existing Conditions (October 2018).** This phase focused on understanding the existing state of sidewalks in the District. This included a review of existing sidewalk related policy documents, existing sidewalk infrastructure, and engaging with the public to better understand existing issues and opportunities related to sidewalks.
- **Phase 3: Setting the Future Direction (October/November 2018).** This phase focused on exploring possibilities for the future of sidewalk infrastructure in the District of Summerland. This included identifying a vision, goals, proposed sidewalk network, and policies and procedures to enhance walking. These possibilities have been reviewed and prioritized based on feedback from public and stakeholders.
- **Phase 4: Develop an Implementation Plan and Finalize the Sidewalk Master Plan (November/December 2018).** This final phase focused on refining and prioritizing the draft plan created in Phase 3 and developing an Implementation Plan.

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

1.3 COMMUNICATIONS AND ENGAGEMENT

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

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

and opportunities related to cycling, sidewalks, and trails, there were approximately 85 attendees.

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

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

1.4 VISION AND GOALS

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

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

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

- **Goal #1 Use** – The connected sidewalk network makes walking for recreation and every day trips to schools, community amenities and other major destinations in the District an easy way to travel.

- **Goal #2 Safety and Accessibility** – The District’s sidewalks provide safe and accessible connections to key destinations for people of all ages and abilities.
- **Goal #3 Infrastructure** – The District has a complete sidewalk network on major roads in urban areas, and wide shoulders in rural areas to accommodate walking.

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





**SIDEWALKS IN
SUMMERLAND TODAY**

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

2.1 COMMUNITY CONTEXT

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

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

2.1.1 POLICY CONTEXT

The Sidewalk Master Plan is closely linked to, and will be informed by, many of Summerland's key guiding policies and plans. The following policies, plans, bylaws, and initiatives were reviewed to help inform the development of the Sidewalk Master Plan.

- **2015 District of Summerland Official Community Plan (OCP).** The OCP focuses specifically on the need to improve walking infrastructure in the Downtown neighbourhood where sidewalk widening was identified as a need. The Downtown was identified as the growth centre of Summerland and identifies continued opportunities to develop a compact urban core with a desirable and walkable streetscape. Connected communities are stated as a goal by promoting and facilitating trails, pathways, and sidewalks to connect destinations. The OCP notes that new neighbourhoods need to provide safe, convenient and separated pedestrian and vehicular routes.
- **2008 Transportation Master Plan (TMP).** The 2008 TMP outlines road improvements that focus on both the motor vehicle network and active modes including walking and cycling. In the TMP, sidewalks are proposed for main routes that currently lack sidewalks or as a link between existing sidewalks. Proposed locations of significance include Peach Orchard Road, Cartwright Avenue, Prairie Valley Road, Victoria Road and Rosedale Avenue.
- **Subdivision and Development Servicing Bylaw (99-004).** The Bylaw outlines the sidewalk requirements based on the classification of the roadway. The requirements found in the Bylaw are not the same as the requirements outlined in the TMP.
- **Snow, Ice, and Rubbish Removal Bylaw (93-065).** Sidewalks must be cleared by the owner or occupier of all snow, ice, or rubbish that has accumulated in the previous 24 hours by 12:00 noon. If not cleared the Public Works Superintendent may give one hours' notice for the removal of snow before a contractor is hired to clear the sidewalk or path at the expense of the occupier.

Other documents reviewed include the District's Parks and Recreation Master Plan and Community Climate Action Plan as well as the 2017 South Okanagan Regional Growth Strategy.

2.2 WALKING IN SUMMERLAND TODAY

Based on 2016 Canadian Census Journey to Work data, approximately 6% of residents in Summerland walk to travel to work and/or school. **Figure 1** presents walking mode share by census tract. The map shows that most of the census tracts located within agricultural lands have a walking mode share of 1% or less, with a significant concentration of higher walking mode share surrounding the Downtown neighbourhood and in the Crescent Beach neighbourhood east of the highway.

In addition to Census Data, information collected through an online survey conducted in the first phase of the Sidewalk Master Plan planning process has led to a better understanding that people walk in Summerland for recreational purposes more frequently than to

commute to school or work. Survey respondents were also asked how often they typically walk. The survey results show that 85% of respondents indicate they walk at least once per week, with only 7% of respondents indicating that they walk no more than once a month.

Key destinations for walking in the District include schools, recreation centres, the downtown commercial area, parks, the beaches along the waterfront, the Lakeshore pathway and Giant's Head Mountain.

2.2.1 EXISTING SIDEWALK NETWORK

The existing sidewalk network is primarily found around downtown Summerland. Sidewalks are typically found on both sides of the road in the Downtown area but often are only on one side of the road or do not exist in all other neighbourhoods (**Figure 2**). The District has a total of 18.8 kilometres of sidewalks on one or both sides of 173 kilometres of roads in the District of Summerland.

Overall the sidewalk network is limited, with only 10.8% of the roadways having a sidewalk on at least one side. Additional analysis was completed to look at the sidewalk coverage in the downtown area. When looking at the sidewalk network coverage in this area coverage is significantly higher with 56% of downtown roadways having a sidewalk present on one or both sides.

In addition to sidewalks, there are number of signed recreational routes such as the Lakeshore Loop and Centennial Trail, and paved off-street pathways that make up (7.9 kilometres) part of the pedestrian network. These facilities are discussed in more detail through the Trails Master Plan but are still important walking connections to highlight.

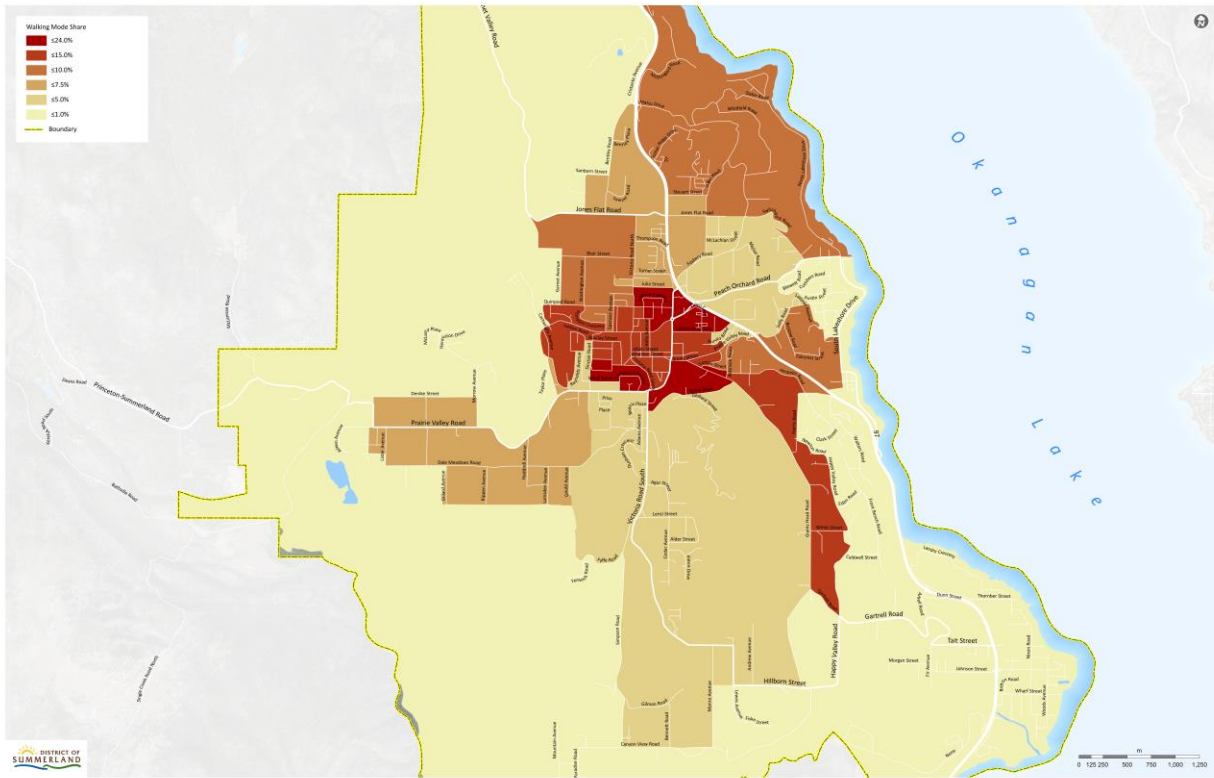


Figure 1 - Walking Mode Share Map

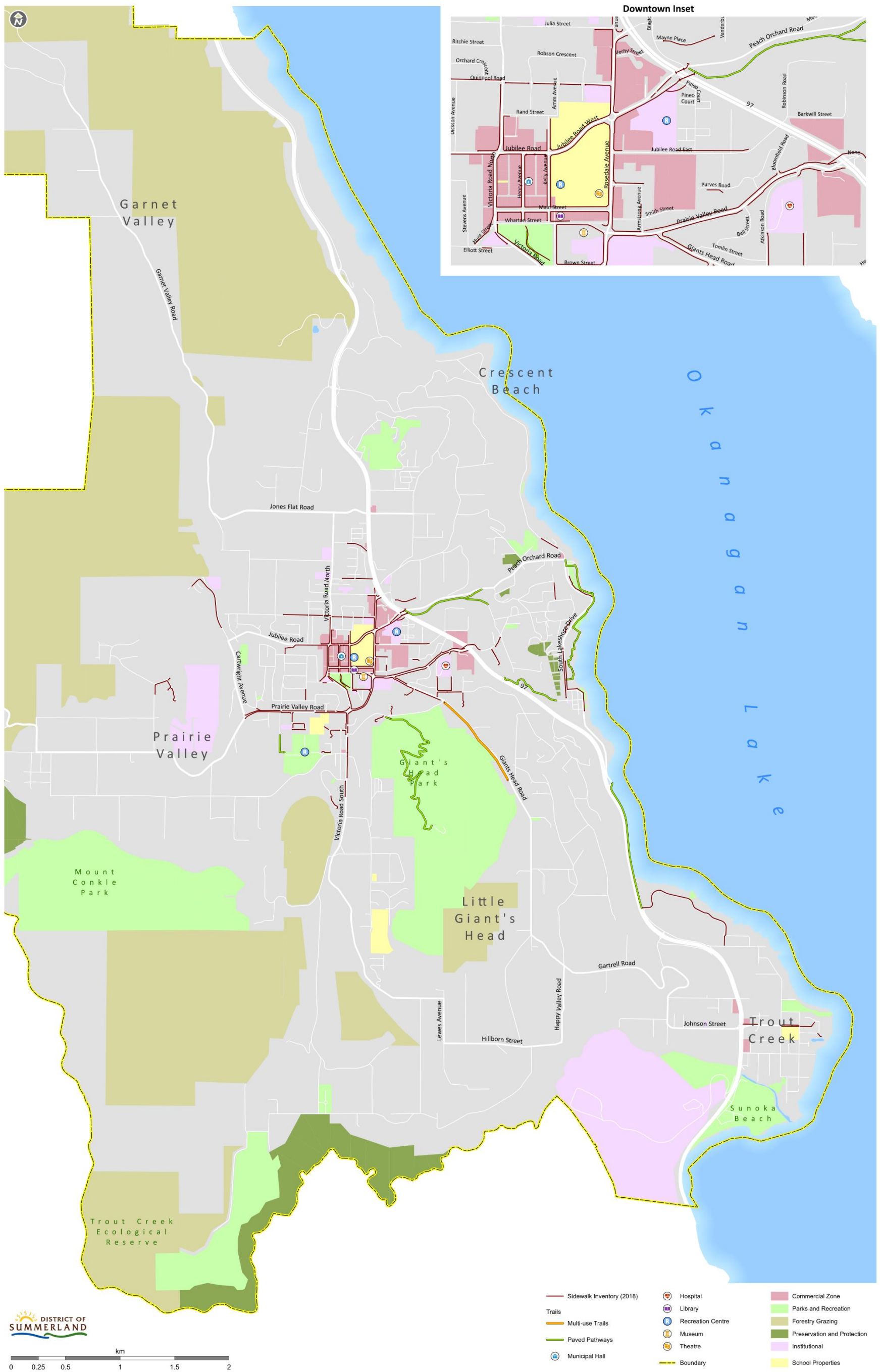


Figure 2: Sidewalk Inventory

2.2.2 KEY ISSUES AND OPPORTUNITIES

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

Issues

Online survey respondents were asked to select what they felt were the top three challenges for using sidewalks from a list of seven challenges, the results are seen in **Figure 3**. The top three challenges selected were lack of sidewalks (40%), sidewalks end abruptly (28%), and uneven sidewalks (12%).

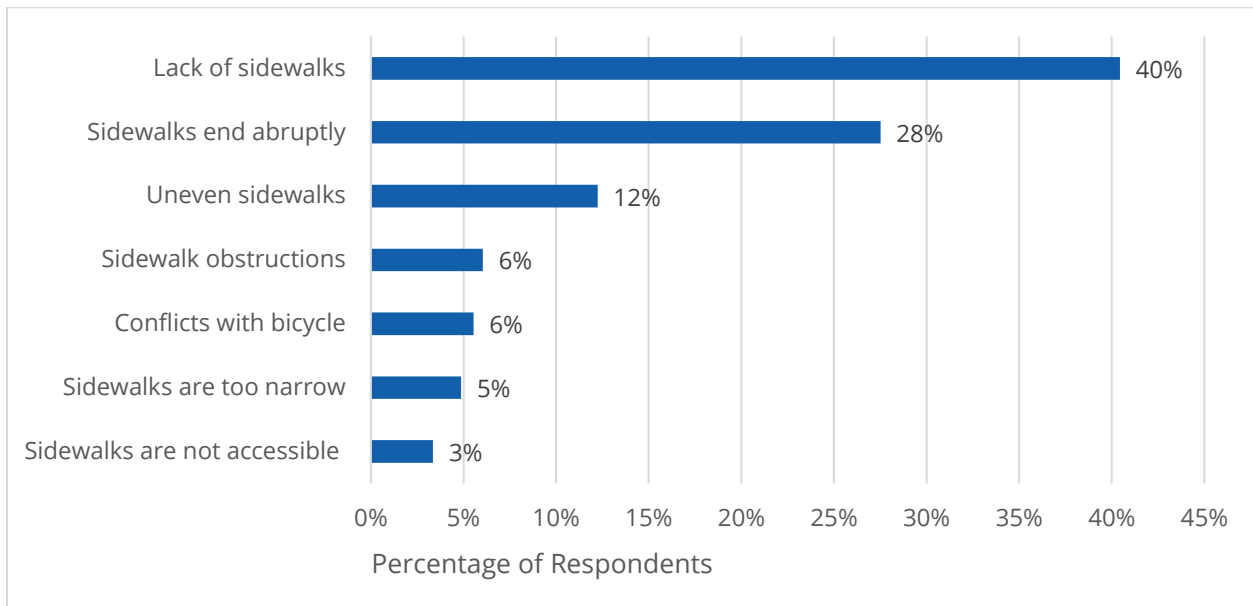


Figure 3 - Online Survey Top Sidewalk Challenges (Cycling, Trails, and Sidewalks Master Plan Survey 2018)

The online survey included an interactive map for respondents to identify specific challenges or areas for improvements. Respondents could drag and drop 'topic pins' onto specific locations and provide comments to help explain what challenge they have experienced or suggest improvements. A large number of survey responses indicate that there are gaps in the sidewalk network near key destinations such as schools and the downtown centre, at the following locations:

- Wharton Street
- Prairie Valley Road
- Jubilee Road
- Peach Orchard Beach Park
- Johnson Street
- Victoria Road
- Solly Road
- Giants Head Road

Opportunities

When survey respondents were asked to indicate what the District could do to encourage them to use sidewalks more frequently, the desire for a larger sidewalk network was evident with 70% of the responses related to expanding the sidewalk network, as seen in **Figure 4**. Improving the existing sidewalks condition by replacing uneven sidewalks was the third most common response with 15% of responses.

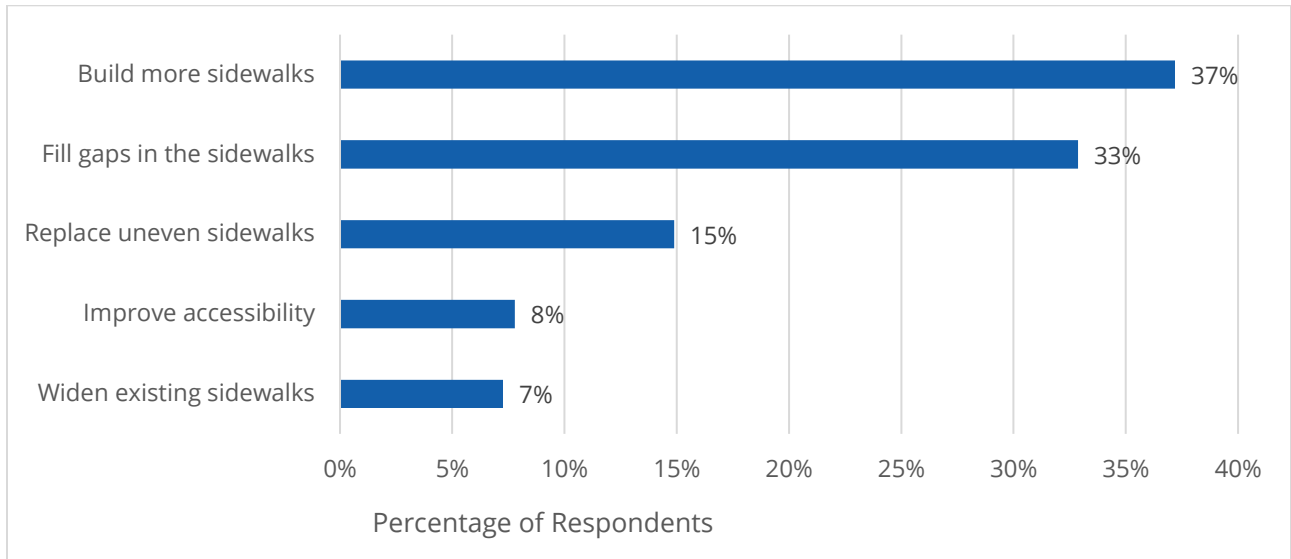


Figure 4 - Sidewalk Opportunities Survey Responses (Cycling, Trails, and Sidewalks Master Plan Survey 2018)

Other key opportunities for developing a connected sidewalk network in Summerland include improving the visitor experience for tourists as well as residents. The pedestrian network, along with all types of active transportation infrastructure, encourage 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.



THEMES AND ACTIONS

The framework of the Sidewalk Master Plan consists of three overarching themes: **Sidewalk Network, Maintenance and Accessibility**, and **Development and Growth**. This section outlines more detailed actions to enhance the sidewalk network in Summerland as it relates to each of these three themes. As identified through community engagement and technical analysis, the actions items under each theme address a variety of identified strengths, opportunities, challenges and concerns with sidewalk infrastructure, policies, standards and support programs.

The implementation of these strategies and actions will help Summerland work towards achieving the vision and goals of the Sidewalk Master Plan.

THEME 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. As noted above, the District has an existing network of sidewalks and off-street pathways (paved and unpaved) that provide facilities for people walking around Summerland (**Figure 5**). 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 TMP.

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.



Figure 5 - Pedestrian Facility Examples in Summerland

Action 1.1: Develop a complete sidewalk network throughout the downtown and to other major pedestrian destinations.

Sidewalks form the backbone of a well-connected walking network for people of all ages and abilities. As noted, The District has a total of 18.8 kilometres along the 173 kilometres of roads in the District of Summerland. There are several streets in Summerland that have sidewalks on one or both sides of the street; however, many streets do not have any sidewalks at all. On some of these streets paved shoulders provide space for people to walk, this space is often shared by cyclists and provides no physical separation between people walking and motor vehicle traffic. On local roads and streets with lower vehicle volumes and speeds, a shared shoulder can be an appropriate facility for people walking; however, on higher volume roads, sidewalks or some type of physical separation, such as a curb, between people walking and moving vehicles, may be required. This action recommends that additional sidewalks or other types of pedestrian infrastructure, such as off-street pathways, be provided on major streets, streets adjacent to schools, businesses, and streets that are serviced by transit.

Figure 6 identifies the locations in Summerland where additional sidewalk or pedestrian infrastructure are recommended, including Jubilee Road, Solly Road, Johnson Street, and Prairie Valley Road. Several off-street pathways are also being recommended along roads such as, Victoria Road South, Giants Head Road, and Peach Orchard Road.

Action 1.2: Develop and follow a program for prioritizing new sidewalks.

As part of the Implementation Strategy for the Sidewalk Master Plan a list of priority sidewalk infrastructure projects has been identified based on a technical review and feedback from public and stakeholders. Considerations for the assigned prioritization include proximity to schools, parks, and other community destination, road classification (vehicle volumes and speeds), if the corridor is a transit route and provides access to downtown. Prioritization was also based on feedback received from residents and stakeholders through the public engagement process.

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. Prioritization will be based on factors such as road classification, access to transit, population density, presence of vulnerable road users, safety, and connections to key destinations, such as schools. This tool can help the District prioritize sidewalks in the areas and locations that are most important.

Action 1.3: Ensure the sidewalk network is seamlessly integrated with the trail and cycling network.

Considerations for implementing new sidewalk infrastructure will be made through the design and implementation of new and upgraded roads and other infrastructure projects. This will require different internal departments and agencies, as well as external partners, to work collaboratively and share information on appropriate opportunities to incorporate different components of the Sidewalk Master Plan as part of other projects.

As the District's Sidewalk Master Plan was developed in conjunction with the Cycling Master Plan and the Trails Master Plan, there are a number of projects that have been identified in the two other plans that can have an impact on the sidewalk and pedestrian network. As a result, it is important that when discussing any new active transportation project in the District, all three plans are reviewed.

Sidewalk Network: Summary of Actions

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

- **Action 1.1:** Develop a complete sidewalk network throughout the downtown and to other major pedestrian destinations.
- **Action 1.2:** Develop and follow a program for prioritizing new sidewalks.
- **Action 1.3:** Ensure the sidewalk network is seamlessly integrated with the trail and cycling network.

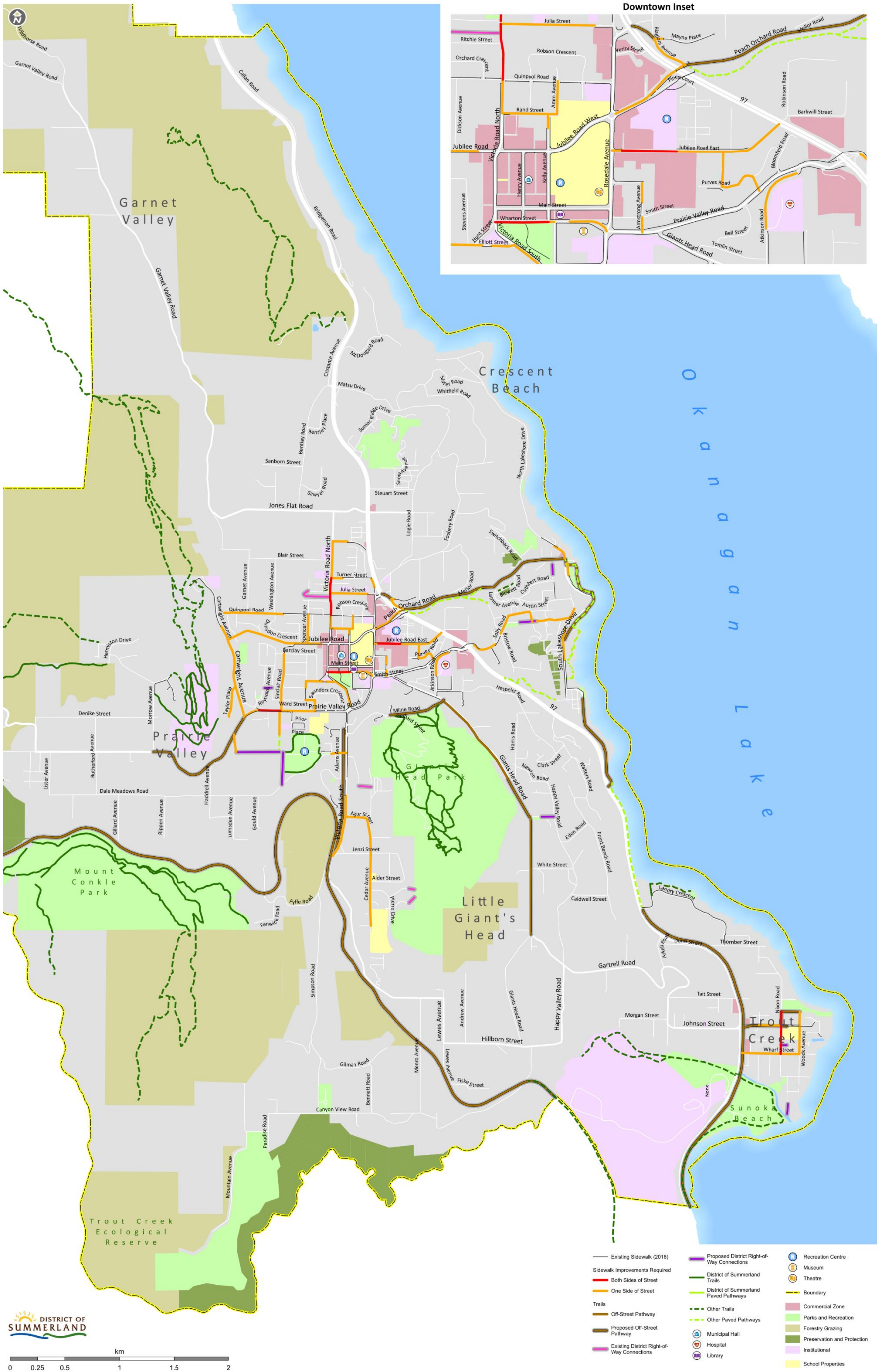


Figure 6 – Proposed Sidewalk Network Map

THEME 2: MAINTENANCE AND ACCESSIBILITY

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.

Action 2.1: Develop and follow guidelines for barrier-free and accessible sidewalks and pathways.

Walking to everyday destinations can be easy if streets and neighbourhoods are safe and well-designed for pedestrian accessibility. It is important that the active transportation infrastructure in Summerland be accessible and usable for a large cross section of people, including people with disabilities, seniors, and parents with children. It is also important that the design of the walking environment includes accessibility features to accommodate the unique needs of these groups, and to provide better pedestrian circulation for everyone. An important location for improving accessibility is at intersections and crossings, as difficult crossings can act as significant barriers to walking, making trips much longer or creating safety issues, particularly for seniors, children, and people with physical and cognitive disabilities.

The District should develop and follow guidelines for barrier-free and accessible sidewalks and pathways. These guidelines can provide recommendations for features such as curb ramps, tactile surfaces, warning strips, accessible transit stops and directional guiding strips that can make pedestrian crossings safer and accessible for all. The guide should also outline the importance of providing unobstructed sidewalks.

Action 2.2: Continue to inspect sidewalks annually to ensure they are well maintained.

The District of Summerland's Works and Utilities department is responsible for the maintenance of the District's streets and sidewalks. Based on current policy, the District inspects sidewalks on an annual basis. The District recognizes that it is not possible to maintain all sidewalks in perfect condition, but the objective is to ensure responsible management of public safety by making sidewalks as safe as possible.

The District should continue to ensure that all District sidewalks are inspected on an annual basis and repairs or upgrades are made to the existing sidewalk network. As part of this program the District should continue to regularly update their GIS inventory to provide more information about existing sidewalk width and condition.

Sidewalk snow removal is a factor that can impact pedestrian accessibility and mobility. The District's current Winter Road and Sidewalk Maintenance policy states that during winter months, roads and sidewalks shall be inspected daily for the presence of snow and ice. Winter sidewalk maintenance is performed by the District on portions of sidewalks that are within the frontage of District property. For all other properties, sidewalks must be cleared by the owner or occupier of all snow, ice, or rubbish that has accumulated in the previous 24 hours by 12:00 noon. If not cleared, the Public Works Superintendent may give one hours' notice for the removal of snow before a contractor is hired to clear the sidewalk or path at the expense of the occupier. The District should continue these practices to ensure that sidewalks are clear and usable year-round.

Action 2.3: Develop and follow a program for prioritizing upgrades or replacements to sidewalks.

Similar to Action 1.2 which identifies developing and following a program for prioritizing new sidewalks, the District should develop a program for prioritizing upgrades or replacements to existing sidewalks. It is suggested that the District follow the same methodology. Prioritization will be based on factors such as road classification, access to transit, population density, presence of vulnerable road users and connections to key destinations, such as schools. This will include upgrading existing concrete and asphalt sidewalks.

Maintenance and Accessibility: Summary of Actions

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

- **Action 2.1:** Develop and follow guidelines for barrier-free and accessible sidewalks.
- **Action 2.2:** Continue to inspect sidewalks annually to ensure they are well maintained.
- **Action 2.3:** Develop and follow a program for prioritizing upgrades or replacements to sidewalks.

THEME 3: DEVELOPMENT AND GROWTH

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

Action 3.1: Incorporate updated sidewalk requirements in the update to the Subdivision and Development Servicing Bylaw.

The District's Subdivision and Development Servicing Bylaw outlines current sidewalk requirements for new roads. This includes the type of sidewalk and the width. The Bylaw requires:

- **Arterial** – sidewalks (1.85 m) are required on one or both sides of highway
- **Major Collector** – Sidewalks (1.5m) are required on one side of highway
- **Minor Collector** – Sidewalks not required
- **Local** – Sidewalks (1.5 m) are required on one side of the highway, where the highway will be used to provide the public with safe and efficient access to educational facilities, government facilities, parks and recreation sites, shopping centres, entertainment centres, health institutions or religious institutions, otherwise sidewalks are not required.

It is important to note that the Bylaw will be updated, and the arterial road classification will be removed. The TMP also outlines the recommended pedestrian infrastructure for each road classification in Summerland's road network which do not correspond with the recommendations of the Subdivision and Development Servicing Bylaw. The TMP breaks down the recommendations by road classification based on land use (Rural and Urban) as seen in **Table 1** below.

Table 1: Transportation Master Plan Road Classification Characteristics (Pedestrian and Cyclists)

	Local Roads	Collector Roads	
		Rural	Urban
Pedestrian and Cyclists	No special provisions	Paved shoulders	Sidewalks on both sides. Shared lanes for cyclists

Since the completion of the TMP, best practices in sidewalk infrastructure and planning have changed slightly. It is recommended that the District update the Subdivision and Development Servicing Bylaw requirements for sidewalks to better reflect current best practices and to provide a more complete sidewalk network (**Table 2**). It is important to note that the installation of more sidewalk infrastructure will have a longer-term impact on operations and maintenance and the District’s approach to asset management.

Table 2: Proposed Sidewalk Standards

LOCATION	Collector		Local	
	# of Sides	Min. Width	# of Sides	Min. Width
Within Downtown Core / Urban Growth Areas	2	1.8m**	2	1.8m
Rural	1	1.8m*	Paved shoulder	

*3m Off-Street Pathway may be installed instead of a sidewalk

** Boulevard is preferred wherever possible

Action 3.2: Develop a process to address gaps in the sidewalk network when new developments occur.

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. There are different approaches that the District can take to address the issue of gaps in the sidewalk network that occur as development occurs.

It should be clearly stated that developers are required to construct and install (or provide appropriate monetary compensation for) sidewalks along a street right-of-way as specified by the District through the Subdivision and Development and Services Bylaw. If the District does not require the developer to construct the sidewalk as part of the development, they can still be required to provide the monetary compensation for the sidewalk. That money

can be used at a later date to provide the sidewalk when more development occurs in the area.

Additionally, the District's current Subdivision Development and Servicing Bylaw has an exemption clause (Section 3.14) which states that an owner of land zoned for certain residential housing types will not be required to construct or install sidewalks if the total frontage abutting the subdivision or development is less than 70 meters. It is recommended that the District remove this clause and require all developers to construct and install (or provide appropriate monetary compensation for) sidewalks as required regardless of the size of the property.

Development and Growth: Summary of Actions

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

- **Action 3.1:** Incorporate updated sidewalk requirements in the update to the Subdivision and Development Servicing Bylaw
- **Action 3.2:** Develop a process to address gaps in the sidewalk network when new developments occur.



IMPLEMENTATION STRATEGY

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

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

The following sections summarize the priorities and costs for the capital improvements that are within the District's jurisdiction that are required for implementation of the Sidewalk Master Plan. The implementation strategy includes order-of-magnitude cost estimates for each capital project based on typical unit costs and recent construction pricing in Summerland and British Columbia. Cost estimates have been provided to identify the relative cost between projects for planning purposes but should not be used for budgeting purposes. Wherever possible, the District should work with other agencies and levels of governments to establish cost sharing agreements or to seek grant opportunities in order to off-set total project costs.

The Sidewalk Master Plan is intended to be a flexible, working, document and it should be noted that these priorities may change over time. The District will need to review the feasibility and desirability of each infrastructure project in regard to changes to the overall transportation network and as the District grows and develops. If an opportunity arises to implement an action or infrastructure project identified as a longer-term priority, such as through a redevelopment opportunity or other capital project, the District should seek to maximize the opportunity. Additionally, the list of projects provided in the Plan is not exhaustive and the District recognizes the need to be flexible and adapt to change. Many of the initiatives in the Plan require more detailed input and technical work. Summerland will work closely with partners, residents and stakeholder groups to move forward with priorities identified.

4.1 PRIORITIES

Strategies for implementing each of the actions identified in the Sidewalk Master Plan are outlined in **Table 3**. 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.

Table 3: Sidewalk Master Plan Themes and Actions

	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY
	Short 5 yr	Medium 5 -15 yr	Long- Term 15+ yr	Capital	Operations and Maintenance	Policy and Programming	
1. Sidewalk Network							
Action 1.1: Develop a complete sidewalk network throughout the downtown and to other major pedestrian destinations		Ongoing		✓			District (Works and Utilities)
Action 1.2: Develop and follow a program for prioritizing new sidewalks.	✓					✓	District (Works and Utilities)
Action 1.3: Ensure the sidewalk network is seamlessly integrated with the trail and cycling network.		Ongoing		✓		✓	District (various departments) & partners
2. Maintenance and Accessibility							
Action 2.1: Develop and follow guidelines for barrier-free and accessible sidewalks.	✓					✓	District (Works and Utilities)
Action 2.2: Continue to inspect sidewalks annually to ensure they are well maintained.		Ongoing			✓		District (Works and Utilities)
Action 2.3: Develop and follow a program for prioritizing upgrades or replacements to sidewalks.		✓		✓		✓	District (Works and Utilities)
3. Growth & Development							
Action 3.1: Incorporate updated sidewalk requirements in the update to the Subdivision and Development Servicing Bylaw	✓					✓	District (Development Services)
Action 3.2: Develop a process to address gaps in the sidewalk network when new developments occur.	✓					✓	District (Development Services)

Pedestrian network improvements focus on increasing sidewalk (or other types of pedestrian facility) coverage on major roads, streets that provide access to schools, and within the downtown and Urban Growth Areas. Prioritization of infrastructure projects was based on these criteria as well as feedback received from stakeholders and residents through the process of developing the Sidewalk Master Plan. **Table 4** identifies the high priority sidewalk and off-street pathway projects. All other projects identified in **Figure 6** are identified as lower priority/longer-term projects.

Table 4: Summary of Priority Sidewalk and Pathway Projects

Project Name	Project Extents	Facility Type
High Priority Projects		
Solly Road	Cooke Avenue to Existing Walkway (Underpass Access)	Sidewalk
Jubilee Road East	Arena / Tim-br Mart	Sidewalk
Wharton Street	Victoria Road and Kelly Avenue	Sidewalk
Victoria Road South	Dunham Crescent to Agur Street	Sidewalk
Giants Head Road	Harris Road to Gartell Road	Off-Street Pathway
South Victoria Road	Beavis Place to Simpson Road	Off-Street Pathway
Prairie Valley Road	Cartwright Avenue to Morrow Avenue	Off-Street Pathway

4.2 COST ESTIMATES

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

The cost to implement the proposed sidewalk network is approximately **\$12,500,00** over the long-term as seen in **Table 5**. However, by prioritizing projects as high priority and longer

term priority projects, it is estimated that the highest priority projects for implementation over the short-term would cost approximately **\$1,100,000**. The estimated cost for the off-street pathway network can be found in the Trails Master Plan.

Table 5: Summary of Cost and Priorities of Sidewalk Infrastructure

Priority	Distance (km)	Cost Estimate
High	2	\$1,100,000
Longer-Term	9	\$11,500,000
Total	11	\$12,500,000

4.3 FUNDING STRATEGIES

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

- Provincial Programs and Initiatives.** The Provincial Government administers the **BikeBC** program, which promotes new, safe and high-quality cycling infrastructure through cost-sharing with local governments. Off-street pathways that can be used by both people walking and cycling are also eligible for BikeBC funding. The BikeBC program provides funding for infrastructure which forms part of a cycling or active transportation network plan adopted by a BC local government.

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

There are other provincial grant opportunities that may be applicable for pedestrian infrastructure including the **Canada Infrastructure Program** Community Culture and Recreation grant.

- Federal Funding.** There are several programs that provide funding for environmental and local transportation infrastructure projects in municipalities

across Canada. Typically, the federal government contributes one-third of the cost of municipal infrastructure projects. Provincial and municipal governments contribute the remaining funds, and in some instances, there may be private sector investment as well.

- **Green Municipal Funds.** The Federation of Canadian Municipalities manages the Green Municipal Fund, with a total allocation of \$550 million. This fund is intended to support municipal government efforts to reduce pollution, reduce greenhouse gas emissions and improve quality of life. The expectation is that knowledge and experience gained in best practices and innovative environmental projects will be applied to national infrastructure projects.
- **Carbon Tax Rebate.** Each municipality that has signed the Climate Action Charter received an annual rebased based on completion of the CARIP form. The District, in keeping with its Climate Action Funding Policy, could allocate a portion of this funding towards sustainable transportation projects, such as funding pedestrian infrastructure.
- **ICBC** provides funding for road improvements, including pedestrian 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.
- **Developers.** The District should explore opportunities for road improvements to be constructed as development occurs within the District. This process could be formalized through an update to the *Subdivision Development Servicing Bylaw* or through individual negotiations.
- **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 are well-suited to corporate sponsorship and have attracted significant sponsorship both at the local level and throughout North America. Examples in B.C. 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 off-street multi-use pathways in Metro Vancouver.
- **Development Cost Charges (DCC).** Opportunity to update the DCC Bylaw to incorporate active transportation projects that benefit new growth in the

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

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



CLOSING

The Sidewalk Master Plan provides an approach to guide Summerland’s investments in sidewalk infrastructure over the next 20 years and beyond. The Plan includes recommendations for improving walking and sidewalk related transportation policies, standards, infrastructure and programs over the long-term, along with priorities over the short- and medium-term.

The Sidewalk Master Plan is one step towards implementing the vision for active transportation in Summerland, it is not the last. The actions identified in the Plan are intended to lay the groundwork for implementation over the long-term. However, it is important to recognize that implementation will require investment and resources. This includes 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.

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

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



EXIT

WHY ARE WE DEVELOPING THESE PLANS?

Transportation decisions affect our community's health, environment, and economy. The Plan and identify opportunities for the District to reduce greenhouse gas emissions and help increase a more sustainable transportation system that supports integration and encourages residents and visitors to choose active transportation.

The Plan will help guide the District's future transportation and land use decisions. It will also help guide the District's future transportation and land use decisions.

WHAT WE'VE HEARD

At the public meeting, we heard your feedback, including comments on the Plan and the District's future transportation and land use decisions. We heard from over 100 participants. When survey respondents were asked how often they walk or bike to work or school, 15% of survey respondents said they walk or bike to work or school every day or almost every day and 16% of survey respondents said they walk or bike to work or school at least once a week.

The majority of survey respondents are using the District's existing transportation and land use transportation system.

The identified opportunities for improving cycling, pedestrian and transit in the community, the following are the top results:

DEPARTMENTAL GOALS	DEPARTMENTAL GOALS	DEPARTMENTAL GOALS
<ul style="list-style-type: none"> 15% of survey respondents walk or bike to work or school every day or almost every day. 16% of survey respondents walk or bike to work or school at least once a week. 	<ul style="list-style-type: none"> 16% of survey respondents walk or bike to work or school at least once a week. 17% of survey respondents walk or bike to work or school at least once a week. 	<ul style="list-style-type: none"> 17% of survey respondents walk or bike to work or school at least once a week. 18% of survey respondents walk or bike to work or school at least once a week.

APPENDIX A

Public Engagement Summary

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1 Introduction

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

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

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

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

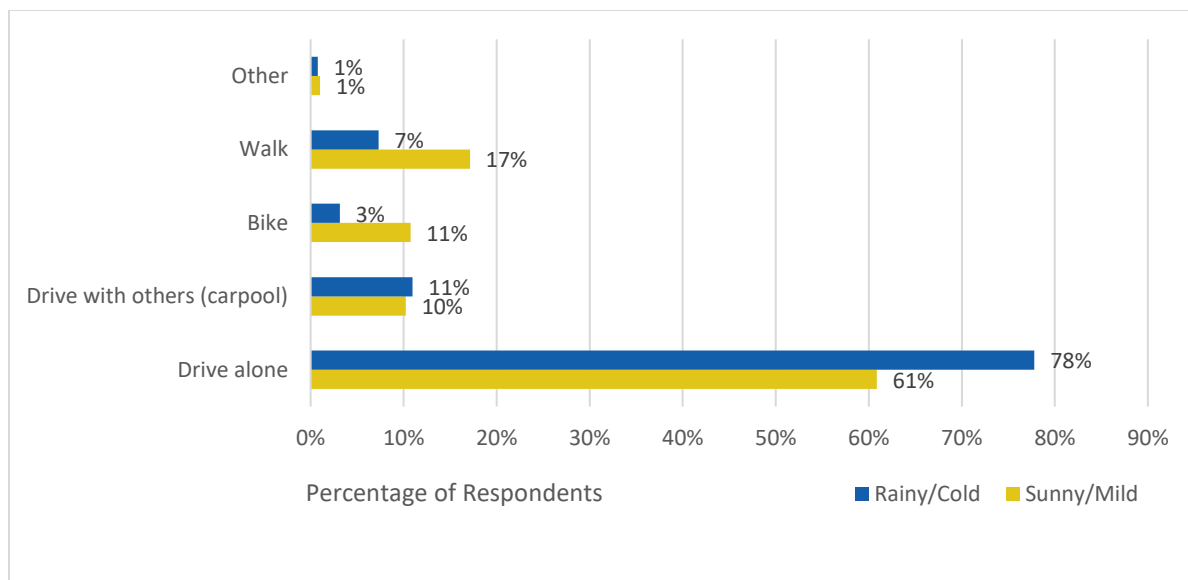
2 Survey #1 Summary

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

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

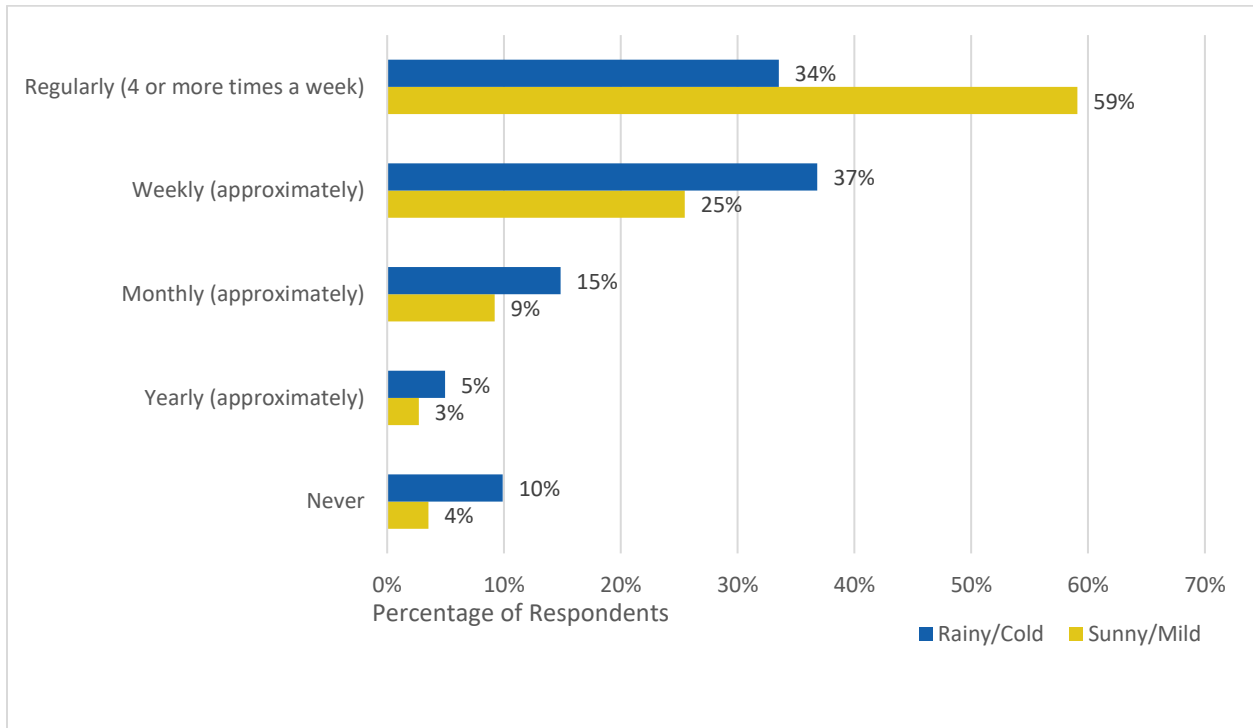
Typical Mode of Transportation: Sunny/Mild days vs. Rainy/Cold days

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



Travel Patterns for Recreation

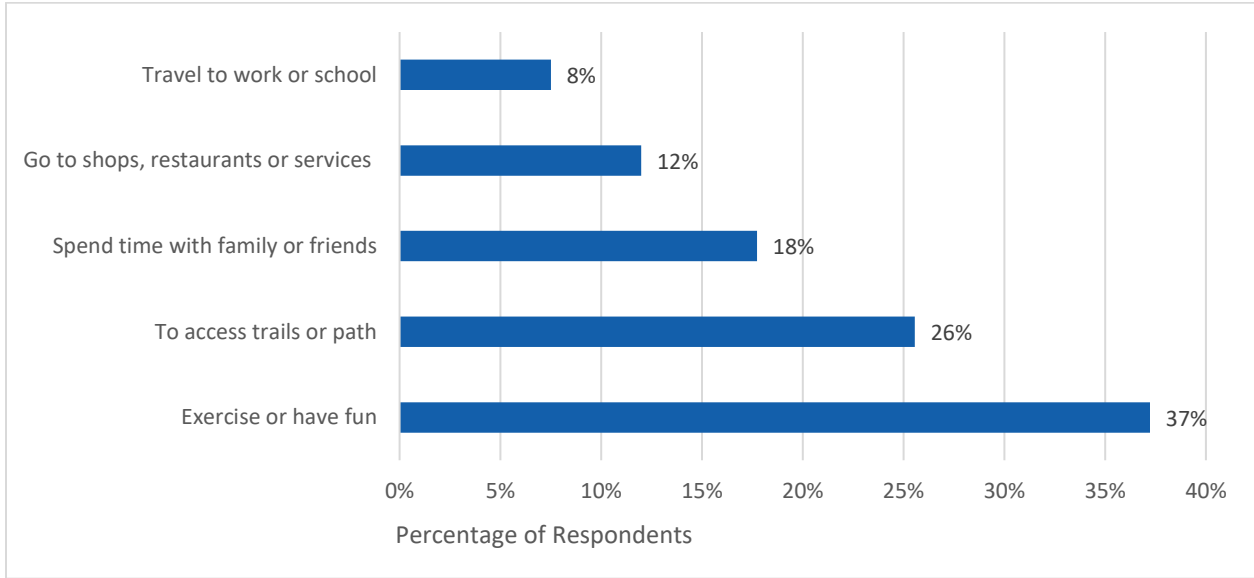
Respondents were asked to specify how often they use Summerland’s pathways, trails, sidewalk and cycling facilities for recreational purposes when it is sunny and mild or when it is cold and rainy. 59% of residents indicated that they used pathways, trails and sidewalks more regularly (four or more times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



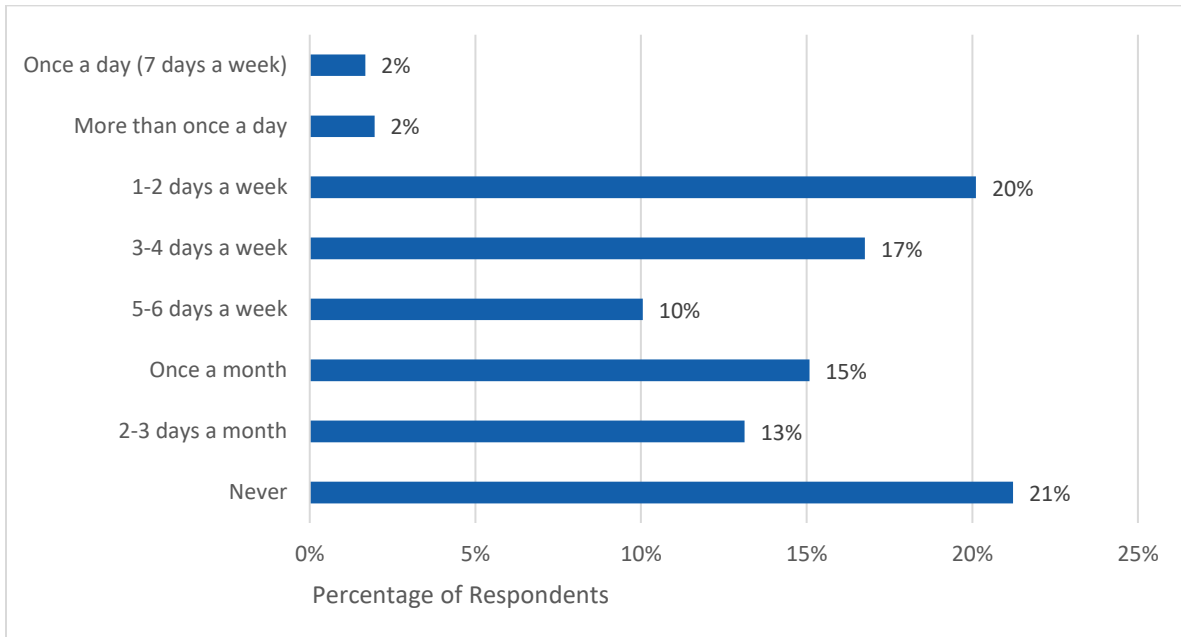
Cycling

Cycling Patterns

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

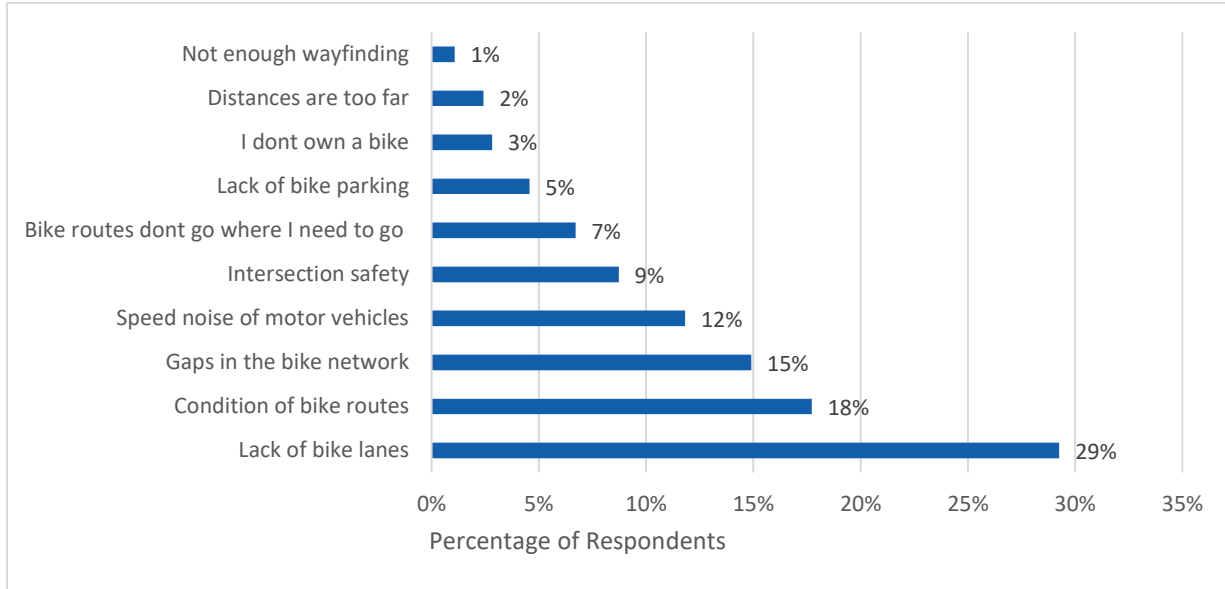


Respondents were also asked to indicate how many times they cycle in a typical month. 21% of respondents indicated that they never cycle in a typical month while 20% of respondents indicated that they bike 1-2 days a week during a typical month.

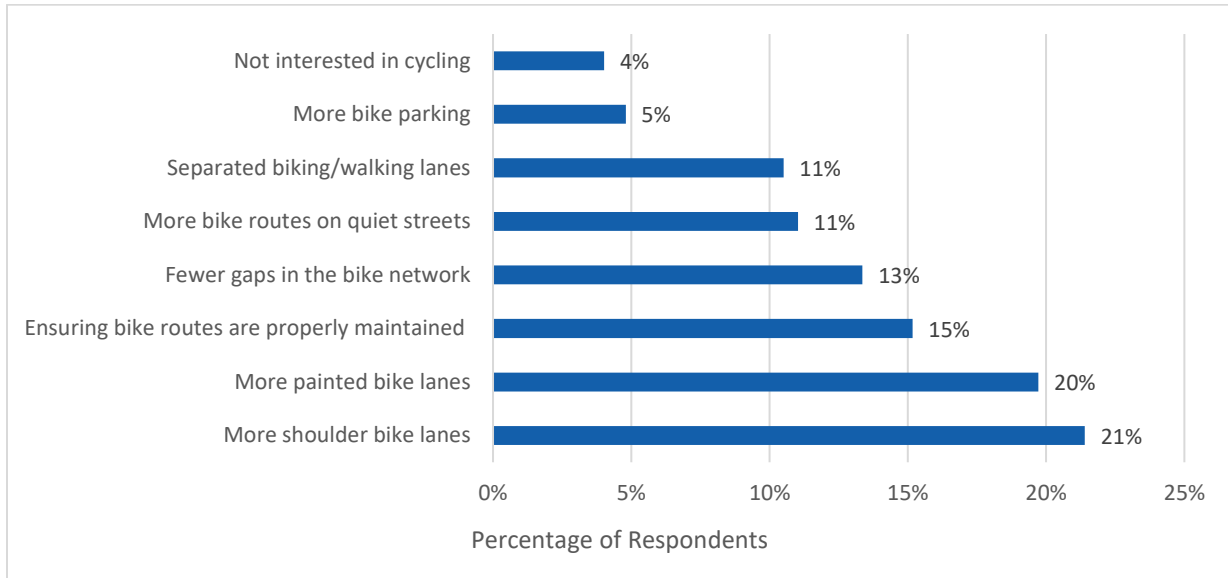


Cycling Issues and Opportunities

Respondents were asked to select what they felt were the top three challenges for cycling on Summerland roads from a list of 10 challenges. The top three challenges selected were lack of bike lanes (29%), condition of bike routes (18%), and gaps in the bike network (15%).



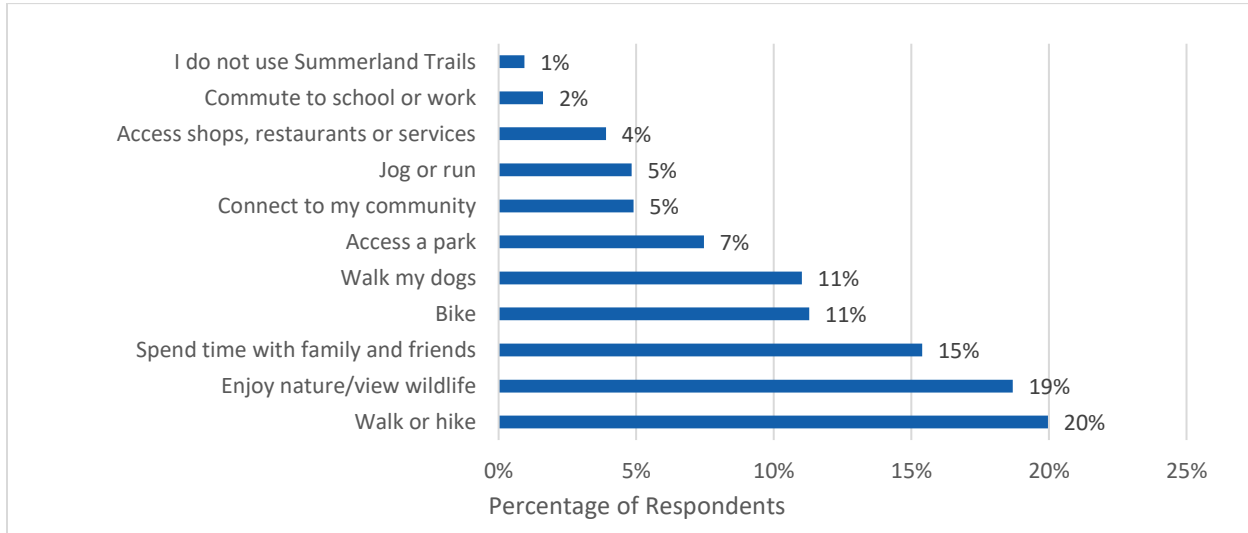
Respondents were then asked to indicate what the district could do to encourage them to cycle on the road more often. They were asked to select three choices from a list of 10 options. The top three choices were more shoulder bike lanes (21%), more painted bike lanes (20%), and ensuring bike routes are properly maintained (15%).



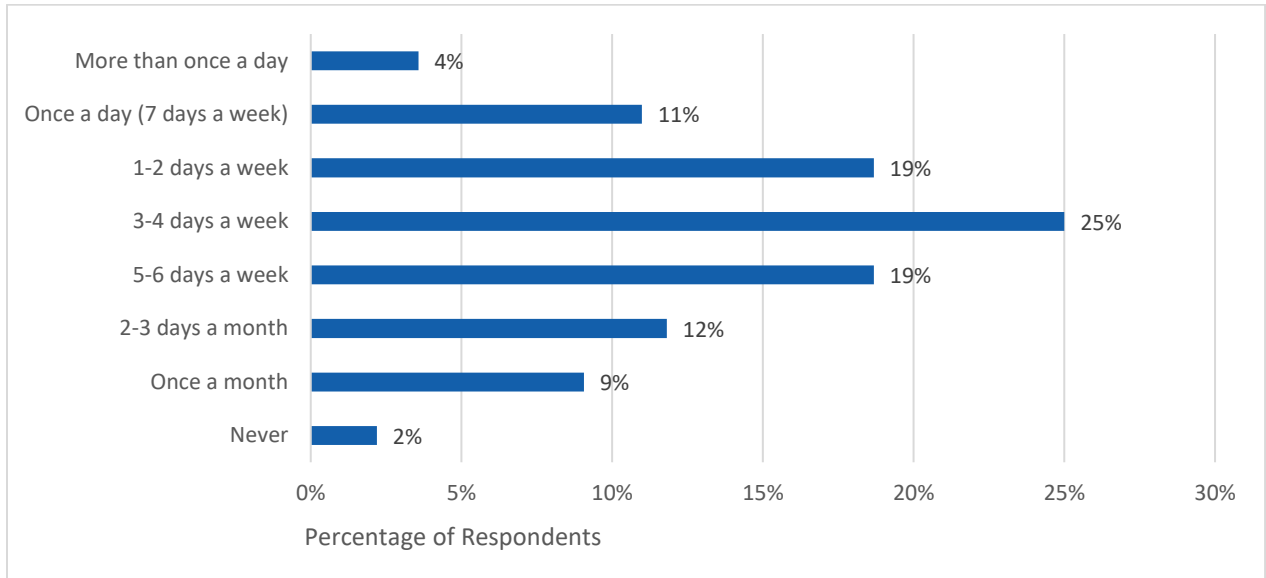
Trails

Trails Patterns

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

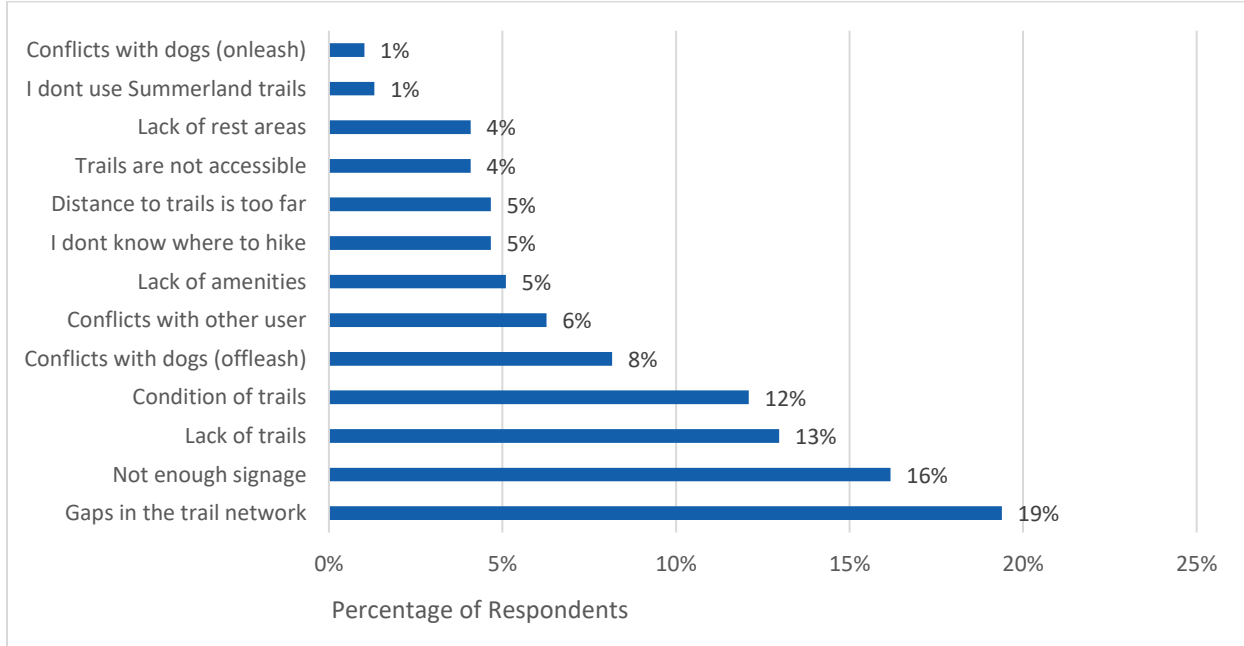


Respondents were also asked to indicate how often they use the trails in Summerland in a typical month. 19% of respondents indicated they use the trails 5-6 days a week, 25% of respondents indicated that they use the trails 3-4 days a week, and 19% of people indicated they use the trails 1-2 days a week.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



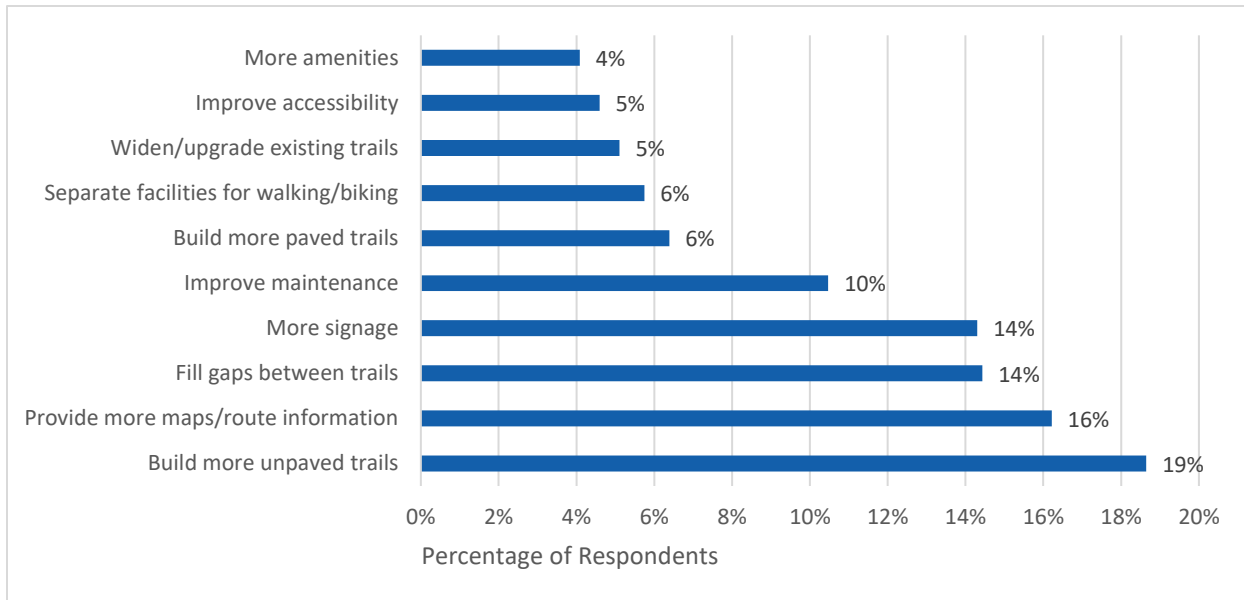
Trails Issues and Opportunities

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



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

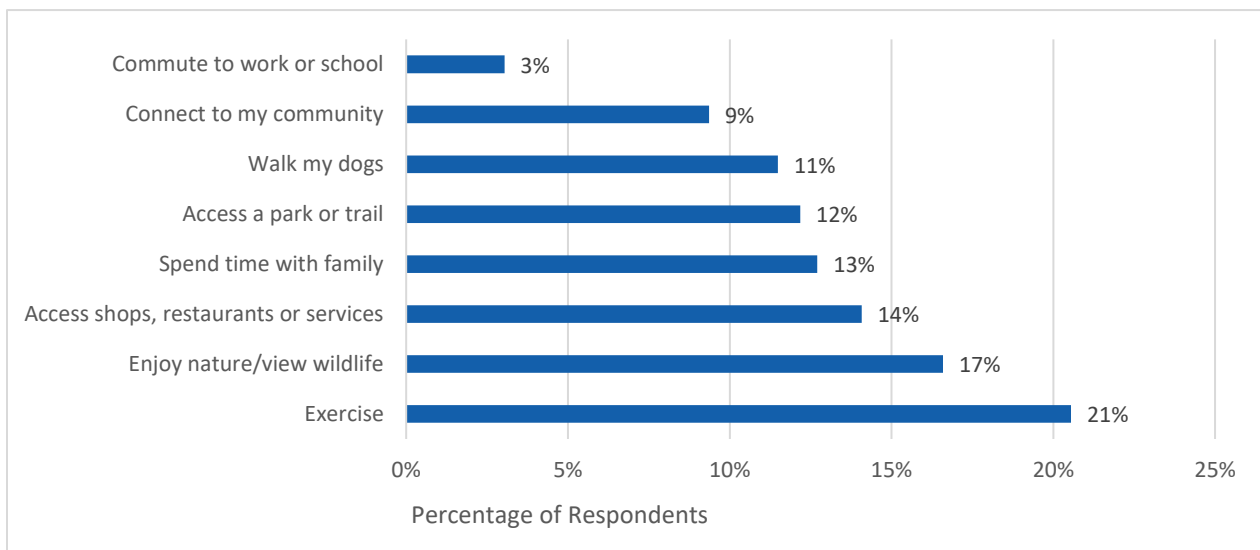
The top choices selected were build more unpaved trails (19%), provide more maps/route information (16%), fill gaps between trails (14%), and more signage (14%).



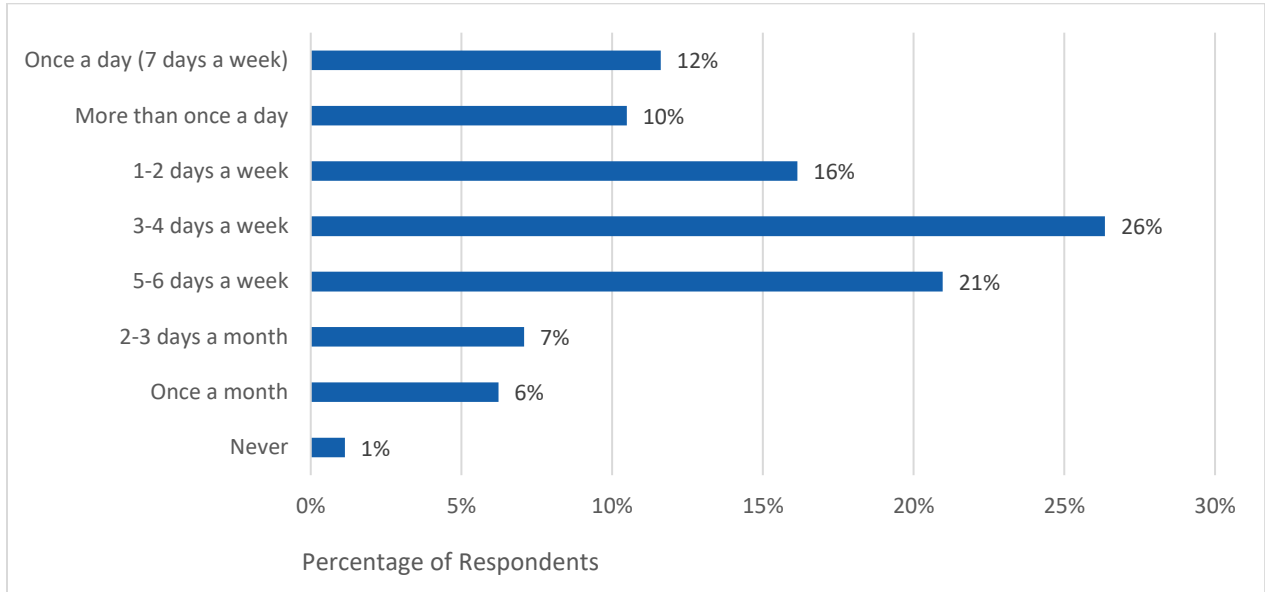
Sidewalks

Sidewalks Patterns

Respondents were asked to consider what motivates them to walk by selecting as many options that applied to them. To exercise was the top choice among respondents, followed by to enjoy nature and view wildlife.

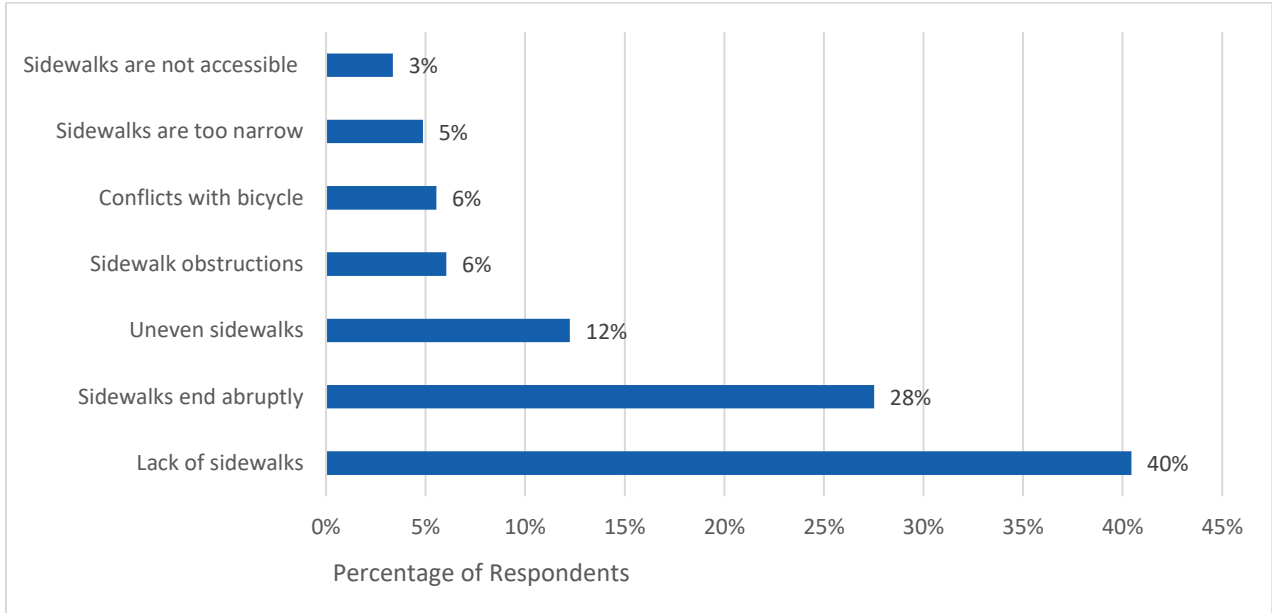


Respondents were also asked to indicate how often they walk in a typical month. 21% of respondents indicated they walk 5-6 days a week, 26% of respondents indicated they walk 3-4 days a week and 16% of respondents indicated they walk 1-2 days a week. Only 1% of respondents indicated they never walk.

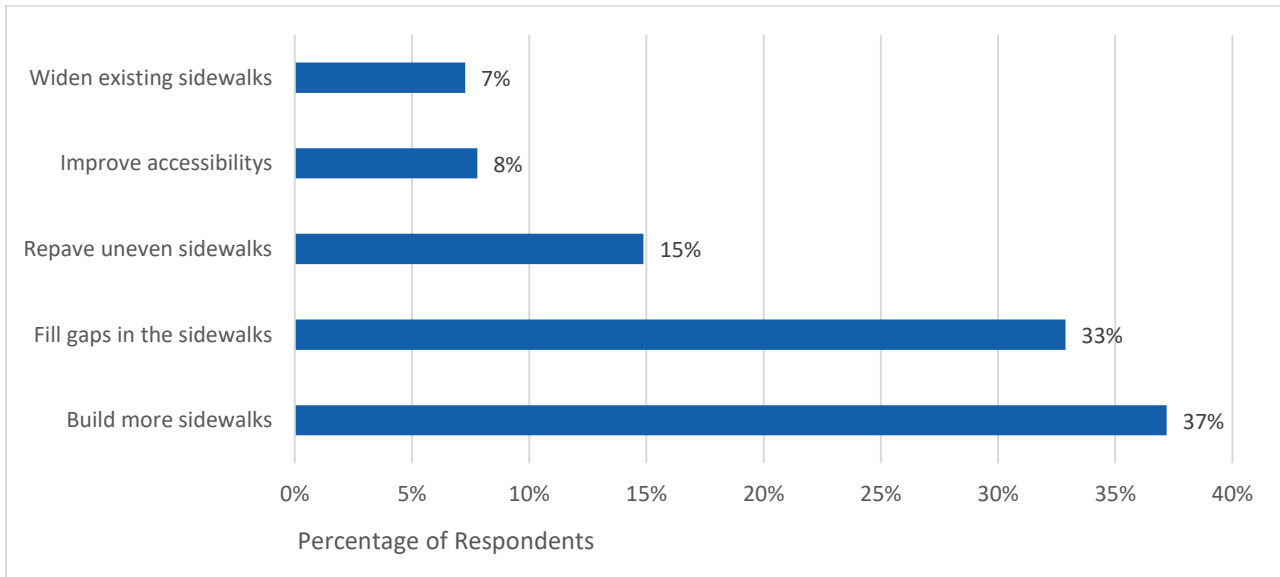


Sidewalks Issues and Opportunities

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



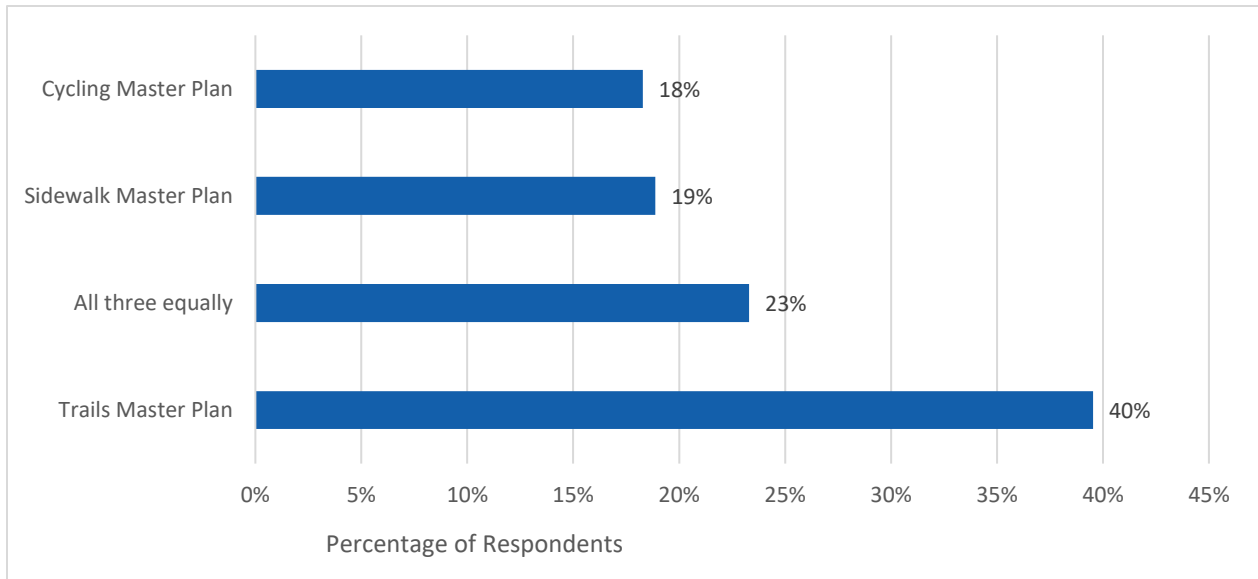
Respondents were then asked to indicate what the district could do to encourage them to use Summerland sidewalks more. They were asked to select three choices out of five options. The top three choices selected were build more sidewalks (37%), fill gaps in the sidewalks (33%), and repave uneven sidewalks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



Priorities

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

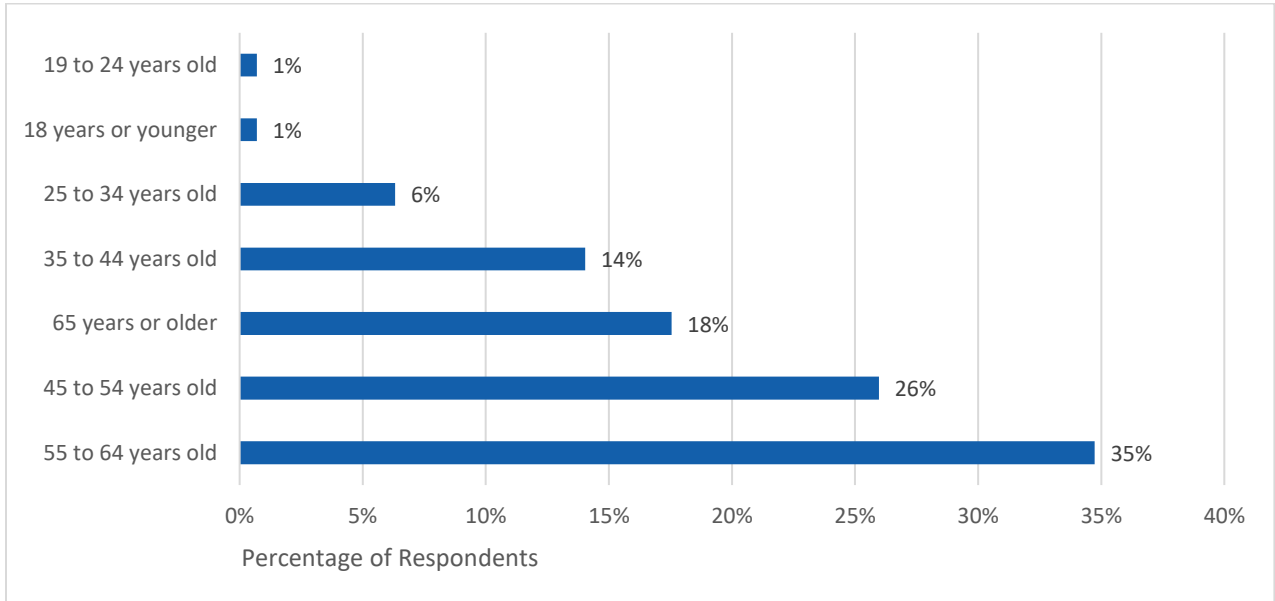
(19%) and the Cycling Master Plan (18%). 23% of respondents were interested in all three plans equally.



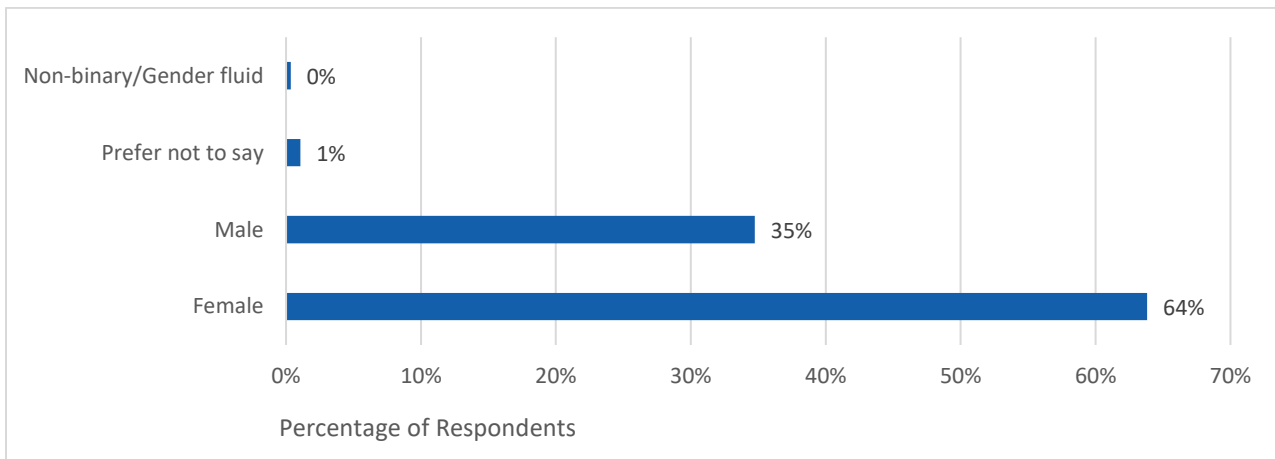
Demographics

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

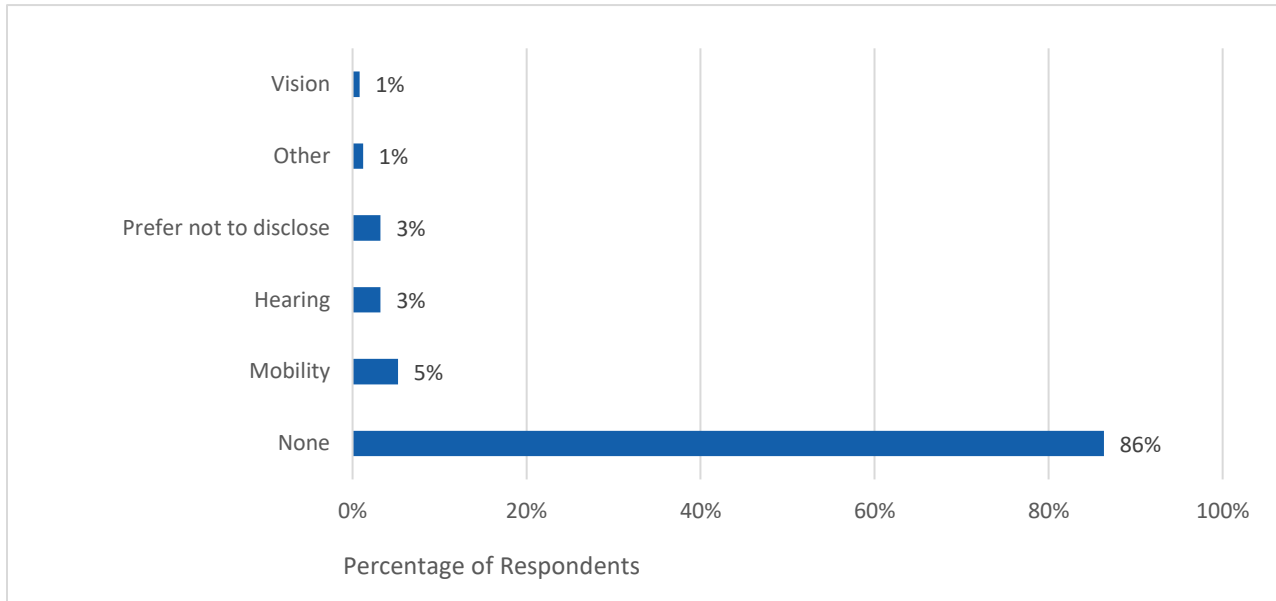
Age of Respondents



Gender of Respondents



Limitations

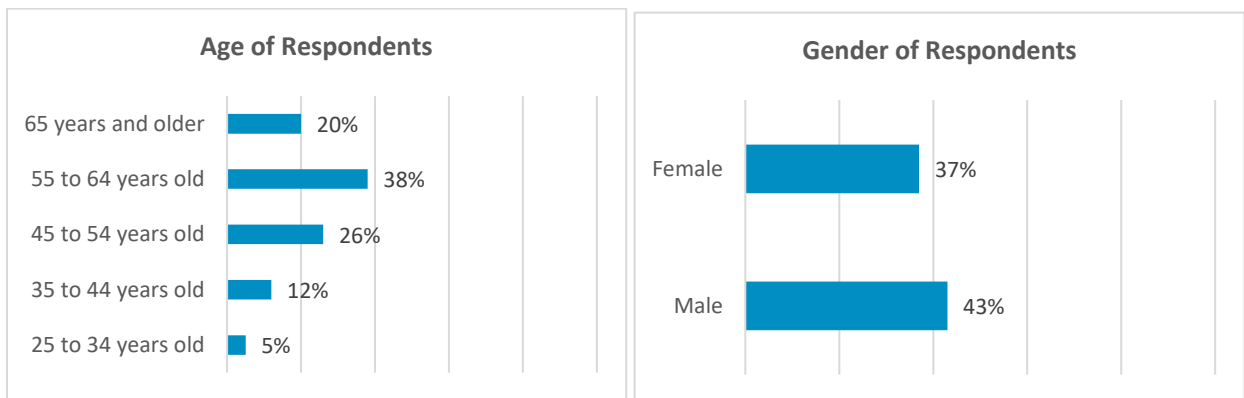


3 Survey #2 Summary

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

Demographics

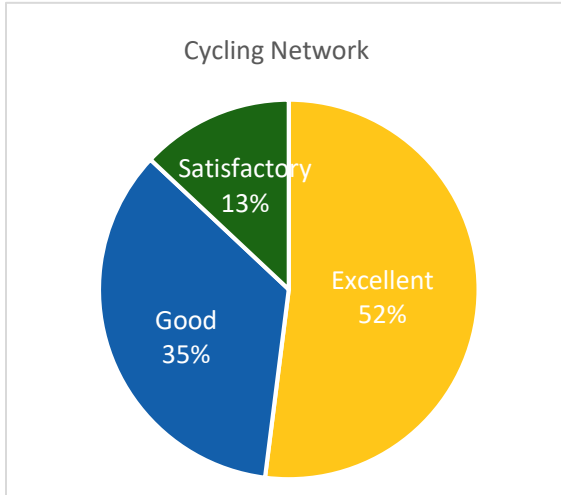
Respondents were asked demographic questions to better understand their needs.



Eleven percent of respondents also indicated that they have limitations with five percent having mobility issues.

Cycling Master Plan

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



Theme 1:

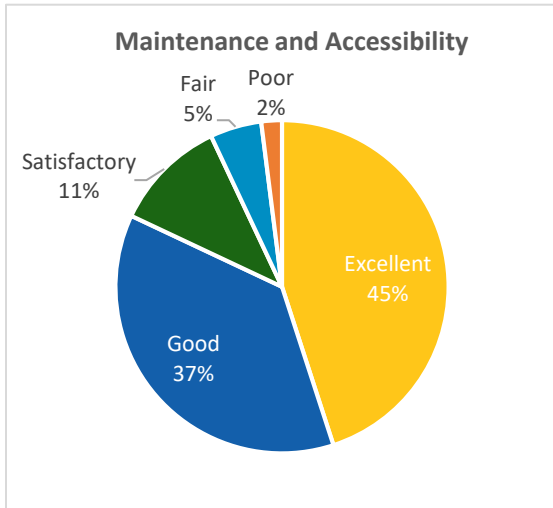
Respondents were asked to indicate their overall view of the proposed actions being recommended to enhance the cycling network.

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

Respondents were asked to indicate their top three priorities for the proposed bicycle routes. Giants Head Road was seen as the top priority

route and selected the most frequently as a priority.

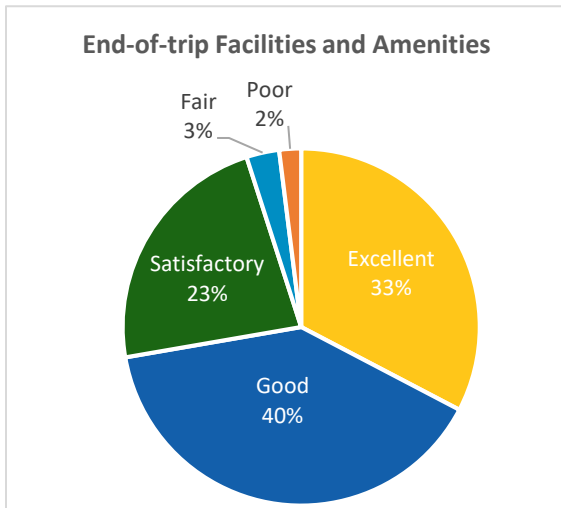
Location	Priority 1	Priority 2	Priority 3
Giants Head Road	14	5	10
South and North Victoria Road	7	7	7
Prairie Valley Road	8	4	1
Lakeshore Road	4	6	2
Garnet Valley Road	3	5	2
Peach Orchard Road	3	4	
Gartrell Road	3	1	2
KVR route	2	1	1
Trans Canada Trail	1	2	1
Conkle Mountain			4
Cartwright Mountain	2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



Theme 2:

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

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

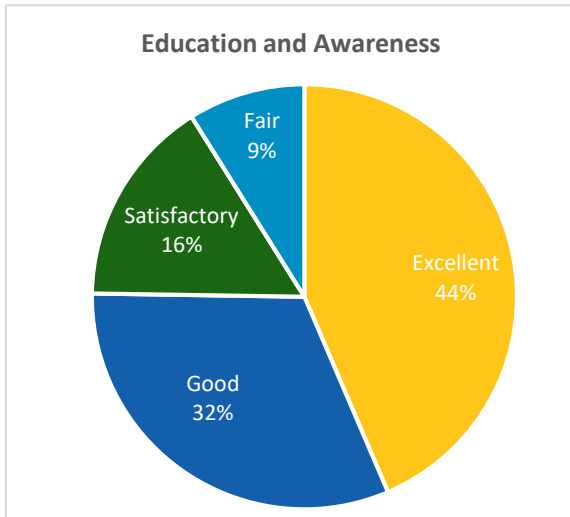


Theme 3:

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

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

the proposed actions were poor.



Theme 4:

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

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

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

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

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

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

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

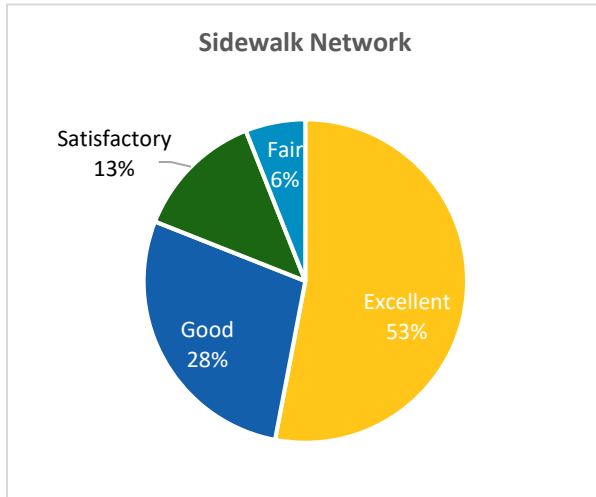
road along Prairie Valley to just before Morrow. Truck traffic often hugs the side of the road making it extremely dangerous to ride along the shoulder.

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

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

Sidewalk Master Plan

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



Theme 1:

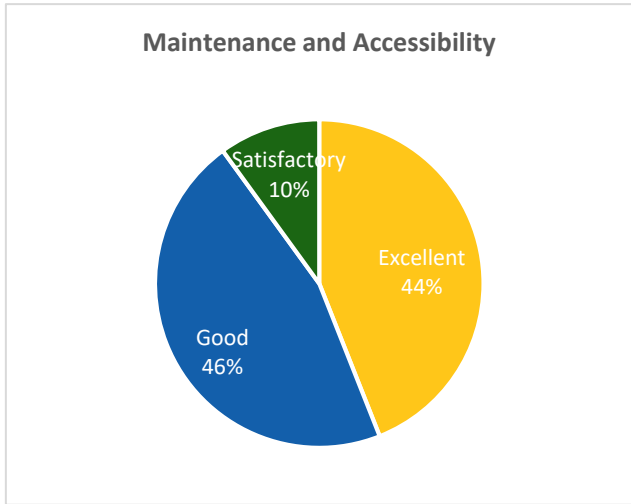
Respondents were asked to indicate their overall view of the proposed actions being recommended to enhance the sidewalk network.

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

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

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

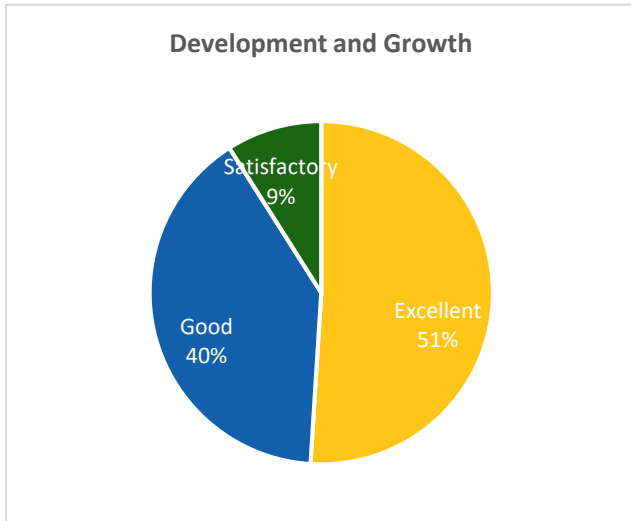
Location	Priority 1	Priority 2	Priority 3
North and South Victoria Road	11	6	4
Giants Head Road	3	5	4
Solly Road	5	1	2
Prairie Valley Road	5	1	2
Peach Orchard Road	1	4	3
Lakeshore Drive	3	2	2
Jubilee Road		5	2
Downtown Area	2		
Wharton Street	1	1	
Sinclair Road	1		1
Cartwright Road		1	1
Johnson Street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



Theme 2:

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

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



Theme 3:

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

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

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

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

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

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

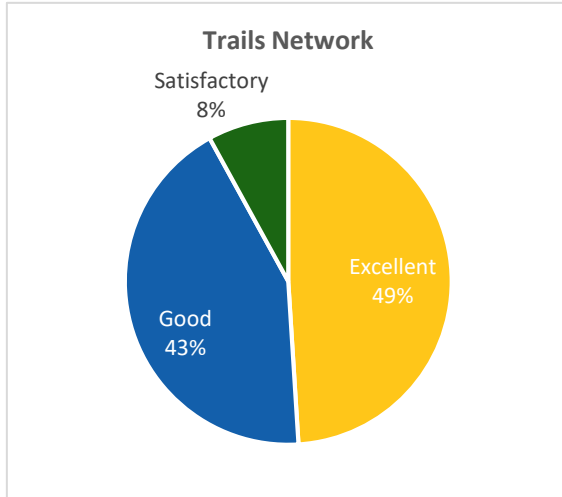
- All new subdivisions and existing updating of subdivisions should have sidewalks as part of their plan
- Any new development if not right in downtown core should be built to move bodies not cars. This is done by making developer build sidewalks and bike lanes.
- Arterial sidewalks should be fully maintained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

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

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

Trails Master Plan

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



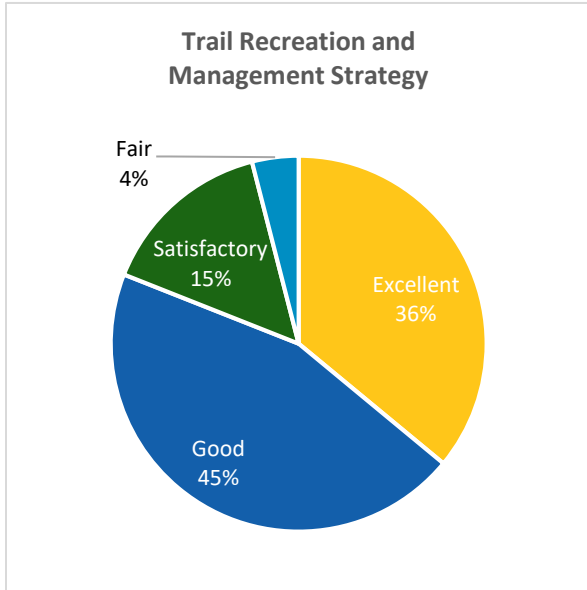
Theme 1:

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

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

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

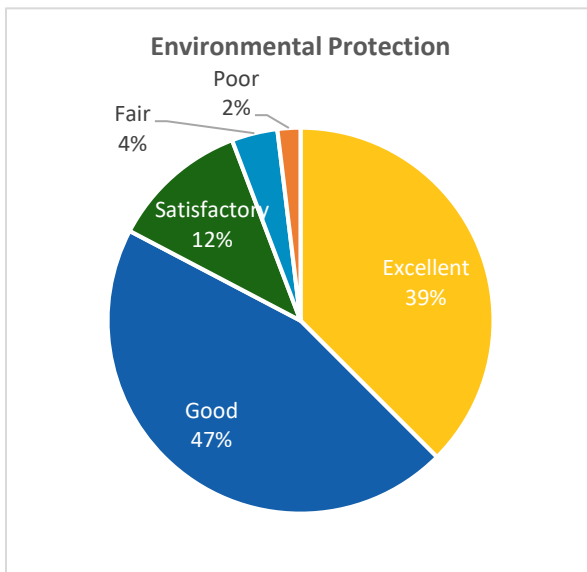
Location	Priority 1	Priority 2	Priority3
Williams Avenue to Sunoka Beach	7	3	5
Gould Ave to Fyffe Road	9	3	1
Dale Meadows Park to Dale Meadows Road	3	2	5
Julia Street to Victoria Road North	4	1	3
Dale Meadows Park to Walker Avenue	4	2	1
Lumsden Avenue to Gillard Avenue	2	2	1
Downtown Avenue to Pohlman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



Theme 2:

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

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



Theme 3:

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

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



Theme 4:

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

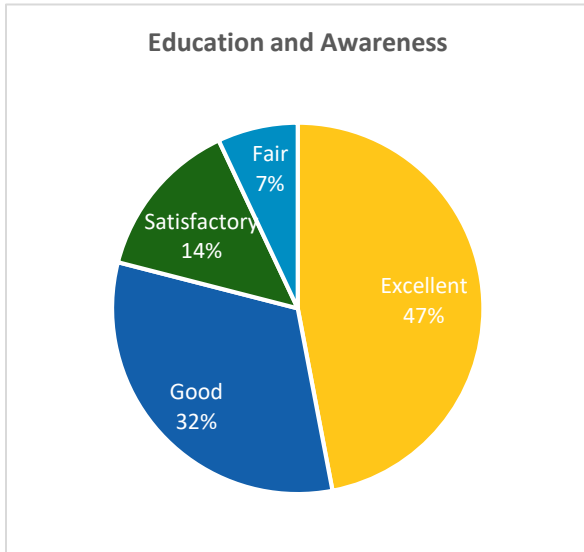
Eighty-one percent of respondents indicated that the proposed actions were excellent or good. Eighteen percent of respondents indicated that the proposed actions were satisfactory or fair.



Theme 5:

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

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



Theme 6:

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

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

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

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

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

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

- Adding new trails to connect areas that are not currently connected would be awesome. Signage at Trailheads and on the trails is critical to having newcomers to the area and guests utilize our trails and enjoy the experience.
- Address user conflicts by not trying to make all trails for all users, have bike trails, walking trails, and horse trails for those uses unless can be made wide enough to accommodate all.

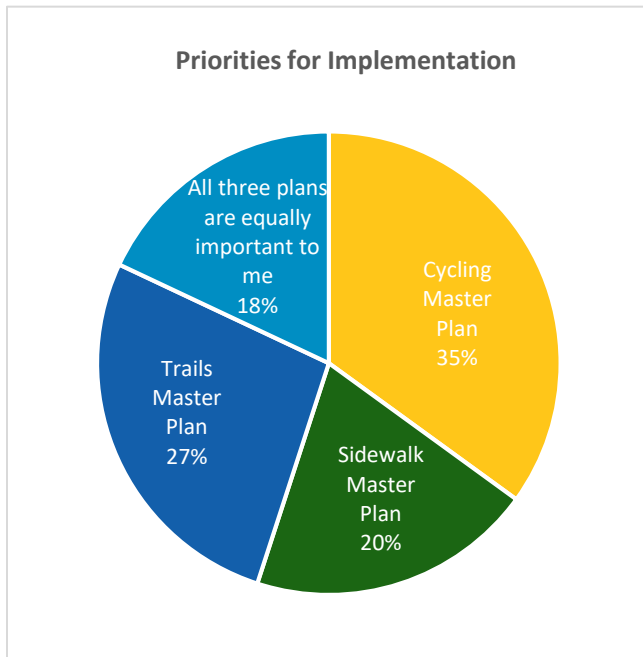
- All trails should be well marked in google maps. Need more dog waste stations with bags and cans for collection
- assuming 'changing technologies' refers to e-bikes there is much ado about nothing as these do not impact trail conditions especially if they are pedal assist enabling seniors to continue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

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

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

Wrap Up

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



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

Comments from respondents are included below.

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

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

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

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

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

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

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

4 Public Event #1 Summary

Summerland Public Event Responses – October 25, 2018

Cycling

Trails and Connectivity:

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

Safety and Maintenance:

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

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

Multi-use:

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

Education:

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

Other:

- Wineries tourist/bike tour destination marketing

Sidewalks

Connectivity:

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

Safety:

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

Accessibility:

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

Multi-use:

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

Other:

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

Trails

Trails and Connectivity:

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

Dogs:

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

Multi-use:

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

- Parking spaces, bike racks

Amenities:

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

Maintenance and Signage:

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

Other:

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

Vision Goals

Sidewalks:

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

Cycling:

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

- Goals are fine. Bike trails separated from traffic.

Trails:

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

Multi-use and Accessibility:

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

Other:

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

5 Public Event #2 Summary

Sidewalk Network

Network Map Comments and Feedback

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

Proposed Sidewalk Network Priorities

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

Cycling Network

Network Map Comments and Feedback

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

Proposed Cycling Network Priorities

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

Trail Network

Network Map Comments and Feedback

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

Proposed Pathway and Trail Connections Priorities

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

6 Stakeholder Meeting #1

Afternoon Session

Subject: District of Summerland – Cycling, Trails and Sidewalk Master Plans
 Stakeholder Meeting Round #1 – Community Groups (Organizations, Schools, Service Clubs, Transit, Youth Groups, Recreation Commission, Businesses)

Date: October 19, 2018

Meeting Date: October 18, 2018

Location: Summerland Arena Banquet Hall

File: 0872.0069.01

Prepared By: Brian Patterson

Distribution: All

Company / Organization

Rotary Club
 School District / Summerland Healthy Community Initiative
 Summerland Middle School
 Summerland Chamber of Commerce
 Parks and Recreation Commission
 Kinsmen Club
 District of Summerland (Parks & Rec)
 District of Summerland (Recreation)
 District of Summerland (Transit)
 District of Summerland (Planning)
 Urban Systems

Item Discussion

Action By

1.0 Introductions

2.0 Project Overview

- Brian Patterson provided an overview of the purpose of today's meeting, the purpose of the project, the study process, and the objectives of each Master Plan

3.0 Engagement and Your Role

- Brian Patterson provided an overview of the engagement process and the role of stakeholders

4.0 Cycling, Sidewalks and Trails in Summerland Land Today

4.1 What do you like MOST

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

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

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

4.2 What do you like LEAST

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

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

4.3 Relevant Plans and Policies

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

4.4 Cycling

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

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

4.5 Sidewalks

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

4.6 Trails

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

5.0 Next Steps and Closing

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

URBAN SYSTEMS LTD.

Brian Patterson
Transportation Planner

/bp

Evening Session

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

Company

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

Item Discussion

Action By

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

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

4.0 Cycling, Sidewalks and Trails in Summerland Land Today

4.1 What do you like MOST

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

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

4.2 ***What do you like LEAST***

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

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

4.6 ***Issues and Opportunities for Walking, Cycling and Trails***

Key issues and opportunities include:

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

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

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

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

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

5.0 Next Steps and Closing

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

URBAN SYSTEMS LTD.

Brian Patterson

Transportation Planner

/bp

7 Stakeholder Meeting #2

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

Company

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

Item Discussion

Action By

1.0 Introductions

2.0 Project Update

- Brian Patterson provided an update of the project process, the purpose of today's meeting and the public engagement done to date.
- There was a question as to whether the maps will be online. It was confirmed that maps will be posted on the project webpage along with the display boards and the survey.

3.0 Vision and Goals

- Brian Patterson presented the proposed shared vision for the Cycling, Trails and Sidewalk Master Plans and the goals for each of the three plans.

4.0 Draft Plan Overview – Cycling Master Plan

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

5.0 Draft Plan Overview – Sidewalk Master Plan

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

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

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

6.0 Draft Plan Overview – Trails Master Plan

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

Stakeholders felt this issue requires further discussion

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

Stakeholders felt this issue requires further discussion

5.0 Review Proposed Networks

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

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

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/sf

\\usl.urban-systems.com\projects\Projects_VAN\0872\0069\01\M-Meeting-Notes\2018-12-11 Stakeholder Meeting #2 Notes.docx



APPENDIX B
Existing Conditions Report

REPORT FOR:

District of Summerland
Box 159
Summerland, BC V0H 1Z0

PREPARED BY:

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

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1 INTRODUCTION

The District of Summerland is a vibrant community in British Columbia's Okanagan Valley, located between Kelowna and Penticton with a population of over 11,500 residents. The District covers a large area in a diverse and picturesque landscape characterized by lakes, creeks, and sunny and dry Okanagan hillsides. Residents and tourists are drawn to the quaint downtown with stunning views of the surrounding hills and mountains as well as the waterfront beaches, parks and trails.

Based on 2016 Canadian Census Journey to Work data, approximately 6% of residents in Summerland walk to work and/or school. However, this does not take into consideration the number of trips made for recreational purposes. Existing sidewalk infrastructure in Summerland consists of roadways with sidewalks on both sides of the road, one side of the road, and many roadways without sidewalks on either side of the road. Many of the key plans and policies that are guiding Summerland's development and growth highlight the role that walking will play in maintaining a healthy and sustainable community. These documents include the 2015 Official Community Plan and 2008 Transportation Master Plan which outlines an implementation plan sidewalk network.

The Sidewalk Master Plan is being developed concurrently with the Trails Master Plan and the Cycling Master Plan with the understanding that all three plans will collectively influence active modes in Summerland. The three plans should be considered in conjunction with each other and an understanding of the overlap of users that will utilize infrastructure associated with each of the plans. An existing conditions summary report has been developed for each of the three plans.

1.1 SIDEWALK MASTER PLAN PURPOSE AND OBJECTIVES

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

- Documenting and creating an inventory of existing sidewalks in the District.
- Identifying new sidewalk connections to fill in missing links and extend the network to enhance connections between neighbourhood, parks, open spaces and community amenities.
- Identifying policies and procedures for ensuring sidewalks are well maintained and safe.
- Incorporating best sidewalk management practices and identifying strategies to address emerging issues related to sidewalk installation and development.

1.2 SIDEWALKS MASTER PLAN PROCESS

The Sidewalks Master Plan will be developed through a phased approach with a Draft Plan being presented to District Council in early 2019. The following four phases allow the plan to be developed with comprehensive feedback and engagement from the internal project team, stakeholders and interest groups, as well as community members.

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

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

1.3 COMMUNICATIONS AND ENGAGEMENTS

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

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

During the first phase of the project, an interactive online survey was used to collect existing conditions information such as travel patterns and highlight specific concerns flagged by survey respondents. The online survey was open between October 5th to 30th. The survey was viewed

553 times and completed 403 times. Meetings with targeted stakeholders were held on October 18th with representatives from Summerland schools, community groups and associations, youth groups, service clubs, business groups, as well as trail, cycling, environmental and parks groups. A public Open House was held on October 25 (5:00pm to 7:00pm) to identify issues and opportunities related to cycling, sidewalks and trails, there were approximately 85 attendees.

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

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



2 SETTING THE CONTEXT

This section describes key community features in Summerland that are relevant to the Sidewalk Master Plan. Understanding the Districts land use, demographics, and policy influences on sidewalks in Summerland will ensure the development of a Sidewalk Master Plan that meets Summerland's needs. A context map of the District of Summerland can be seen in Figure 1.

2.1 COMMUNITY PROFILE

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

2.1.1 Land Use

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

The downtown area is made up of denser residential and commercial land uses. The remainder of Summerland is comprised primarily of land uses that are lower density or rural in nature, creating challenges to connect destinations by walking. The location of existing sidewalk in the District is closely linked to land use types. Sidewalks are preliminary located within the downtown area of Summerland or adjacent to commercial areas and schools and within some residential developments

2.1.2 Neighbourhoods

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

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

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

2.1.3 Barriers

Summerland's geography leads to physical barriers that create mobility challenges for people walking.

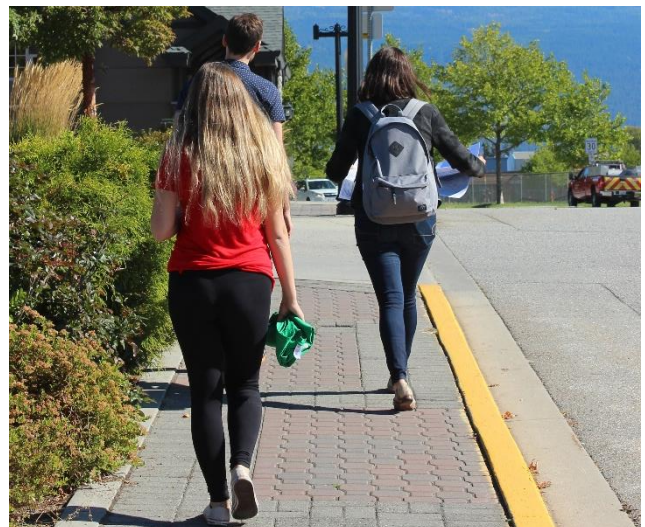
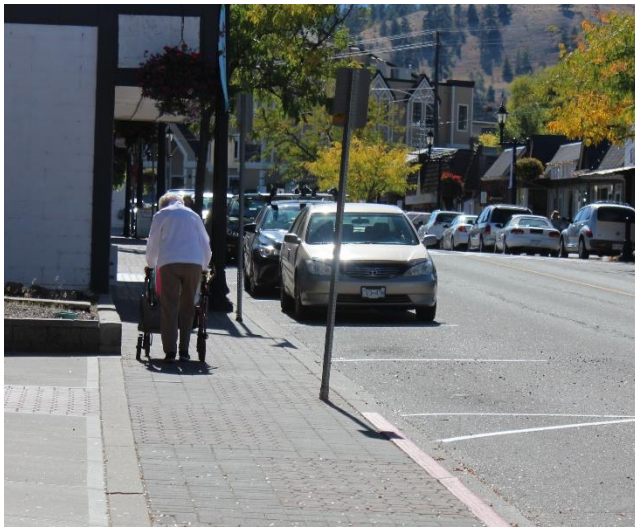
Highway 97 - Highway 97 is a major barrier between the neighbourhoods west of the highway and the beaches along the water in the Lower Town and Trout Creek. Three signalized crossings and two underpasses provide access across the highway for people walking at five locations in the District. One of the three signalized intersections is in Trout Creek at the south end of the District.

Size of the District - The District of Summerland covers over 74 square kilometres west of Okanagan Lake and is located 15 kilometres north of Penticton and 45 kilometres southwest of Kelowna. The residential centre is compact and located in the middle of the District but many of the neighbourhoods are spread out throughout the District. For example, the Crescent Beach and Trout Creek neighbourhoods are located at the north and south ends of the District, approximately five kilometres north and south of downtown Summerland respectively. The distances between neighbourhoods creates connectivity challenges for people walking. Even though walking connections between some of the major destinations is challenging a great opportunity exists to encourage walking in the urban centre that houses many of the commercial destinations and services in Summerland.

2.1.4 Demographics

In 2016, Summerland's population was 53% female and 47% male. Children under the age of 15 account for approximately 12% of the District's population compared to nearly 15% for the rest of British Columbia. Persons of age 65 years and over accounted for nearly 30% of the population compared to 18% for the province of British Columbia, and the median age in Summerland is 54.8 years compared to 43 years for British Columbia. Even though the District has an older population there are three schools located downtown and one in Trout Creek which are major community destinations for children, parents and guardians. More than 40 percent of the District's population (42%) are either too young to drive, or are senior citizens, both groups that are often in need of transportation alternatives such as walking.

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



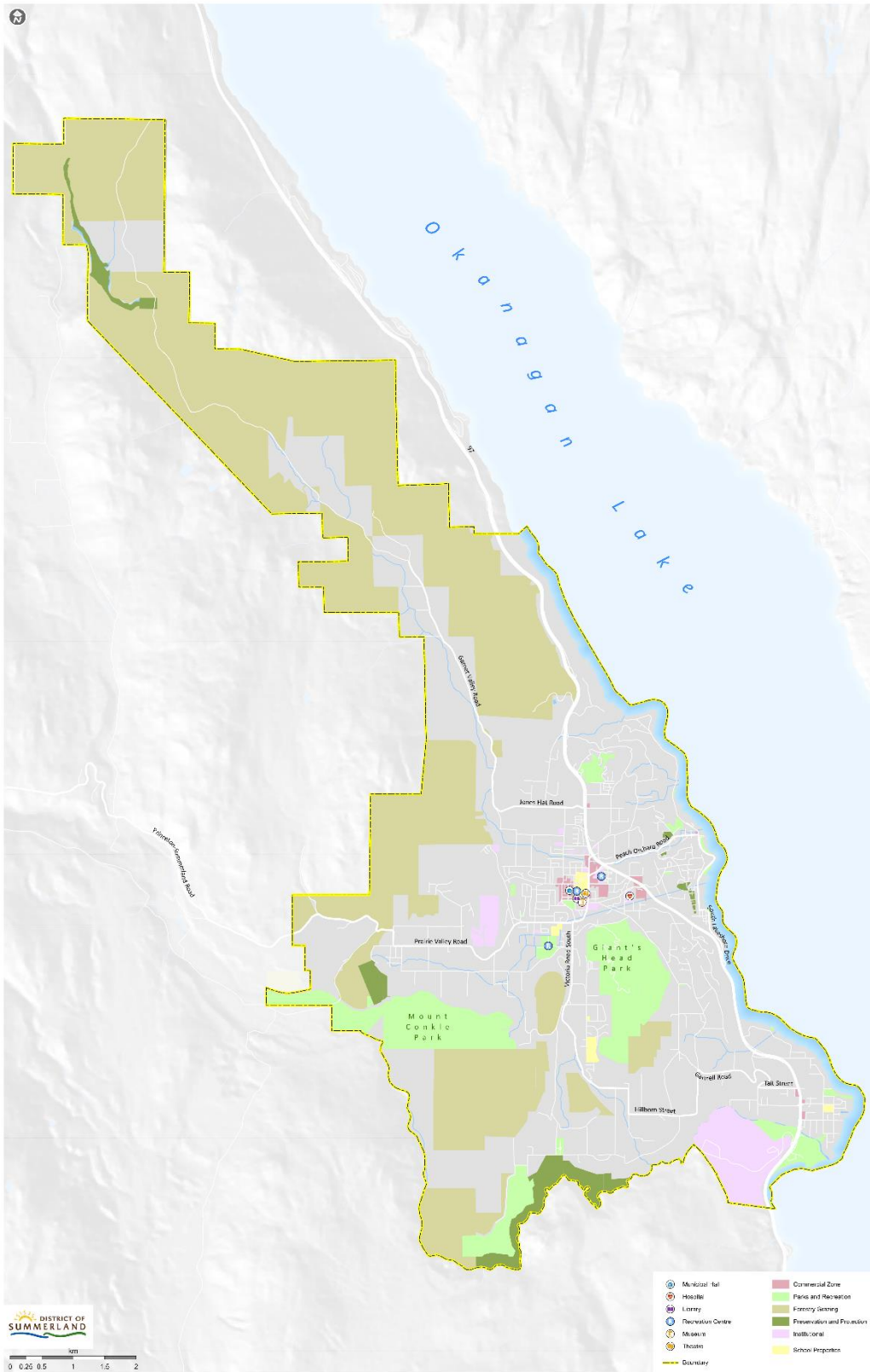


Figure 1 - District of Summerland

2.1.5 Policy Context

The Sidewalk Master Plan is closely linked to, and will be informed by, many of Summerland's key guiding policies and plans as well as plans as well as initiatives from the Regional District of Okanagan Similkameen. The following policies, plans, bylaws, and initiatives were reviewed to help inform the development of the Sidewalk Master Plan.

- **2015 Official Community Plan (OCP).** The vision states that Summerland will "...proactively work to ensure balance among our shared values of protecting our natural environment, supporting a sustained local economy, showcasing cultural and historical legacies, and providing quality facilities and services..." The OCP was developed to meet the goals of the Regional District of Okanagan-Similkameen's Regional Growth Strategy that includes a focus on creating healthy, efficient, and sustainable communities. Five of the twelve transportation objectives from the OCP are directly related to improving walkability in Summerland. Including:
 - Ensuring that the planning and design of Summerland's transportation considers the safest and environmentally friendly options for moving people out of the private automobile to walking, transit, car share, electric carts, and bicycles
 - Recognizing the importance of incorporating pedestrian and cycling facilities in the Downtown
 - Embracing traffic calming policy, enhancing non-vehicular movement and safe pedestrian environments
 - Planning and implementing a network for cycling and pedestrian movement throughout the community as an alternative to vehicular use as well as for recreational enjoyment
 - Ensuring there are safe intersections and crosswalks especially around schools and senior centres

The OCP focuses specifically on the need to improve walking infrastructure in the Downtown neighbourhood where sidewalk widening was identified as a need. The Downtown was identified as the growth centre of Summerland to develop a compact urban core with a desirable and walkable streetscape. Connected communities are stated as a goal by promoting and facilitating trails, pathways and sidewalks to connect destinations. The OCP notes that new neighbourhoods need to provide safe, convenient and separated pedestrian and vehicular routes.

- **2008 Transportation Master Plan (TMP).** The 2008 Transportation Master Plan outlined road improvements that were focused on both the motor vehicle network and alternative modes including walking and cycling. Through the planning process several networks were proposed including the Downtown Sidewalk Plan. In the TMP

sidewalks are proposed for main routes that currently lack them or as a link between existing routes. Proposed locations of significance include Peach Orchard Road, Cartwright Avenue, Prairie Valley Road, Victoria Road and Rosedale Avenue. Overall, the proposed and existing routes form a comprehensive network that focuses on the downtown core, but provides sidewalk links along key pedestrian routes, permitting pedestrian access to/from the downtown (**Figure 2**). Since the finalization of the TMP several of the proposed sidewalk projects have been built however, there are a number that are still proposed. Some of the sidewalk projects that that been installed since the completion of the TMP include sidewalks on portions of:

- Prairie Valley Road
- Victoria Road
- Rosedale Avenue
- Peach Orchard Road

The TMP also states that sidewalks within the downtown core and areas of higher pedestrian activity are recommended to be a minimum of 2m. In areas of lower pedestrian activity sidewalks should be a minimum of 1.5m and wider where possible.



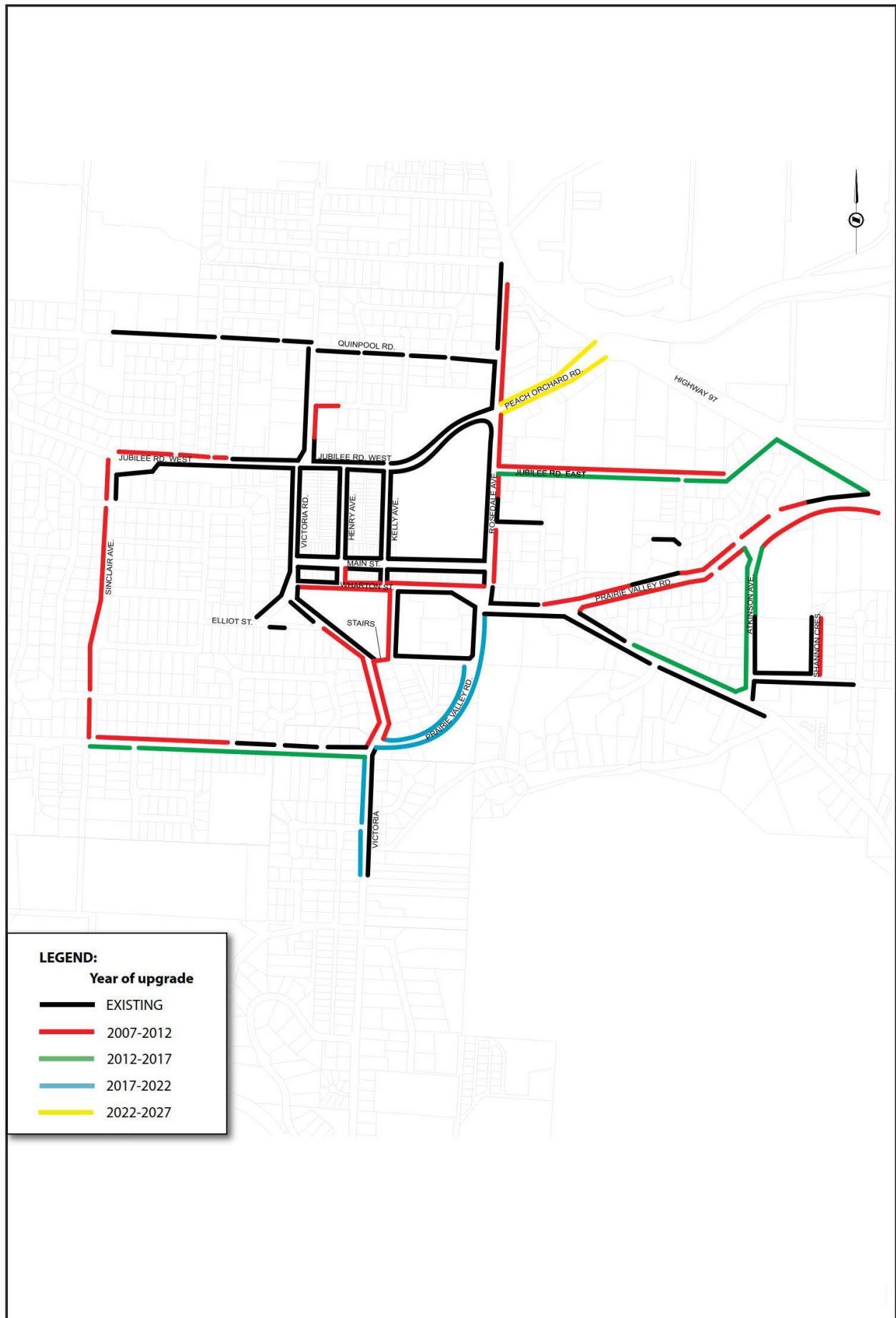


Figure 2 - Sidewalk Routes from 2008 Transportation Master Plan

Road classification cross sections included in the TMP show where sidewalks are required based on road classification. The requirements outlined in the TMP are not consistent with the requirements in the Subdivision and Development Servicing Bylaw. The TMP also includes initiatives to improve the pedestrian environment through improved intersections and traffic calming measures. These treatment considerations are outside of the scope of the Sidewalk Master Plan.

- **Subdivision and Development Servicing Bylaw (99-004).** The Bylaw outlines the sidewalk requirements based on the classification of the roadway. The requirements found in the Bylaw are not the same as the requirements outlined in the TMP. This Bylaw is currently being updated by the District.
- **Snow, Ice, and Rubbish Removal Bylaw (93-065).** Sidewalks must be cleared by the owner or occupier of all snow, ice, or rubbish that has accumulated in the previous 24 hours by 12:00 noon. If not cleared the Public Works Superintendent may give one hours' notice for the removal of snow before a contractor is hired to clear the sidewalk or path at the expense of the occupier.
- **2018 Parks and Recreation Master Plan.** The Parks and Recreation Master Plan notes that walking is the most popular recreation activity in Summerland and that the feedback heard during the plan development was that residents want a more walkable community. Connectivity between trails, bike lanes/paths and sidewalks and destinations such as neighbourhoods, parks and open spaces, and amenities is a priority established in the Plan. Specifically, connections between Downtown and the Lower Town were identified as a high priority for residents to enable access to the waterfront walkway.
- **Summerland's Community Climate Action Plan.** The 2011 Climate Action Plan was developed to create the framework for Summerland to reduce greenhouse gas emissions. The plan notes that as of 2007 55% of Summerland's greenhouse gas emissions were from transportation. It is therefore not surprising that a number of the seven goals created in the plan relate to cycling, sidewalks and trails. Goals of the Plan relevant to sidewalks are to minimize the urban sprawl, encouraging amenities within walking distance of where people live, and to improve transportation efficiency by improving pedestrian infrastructure. The Climate Action Plan recommends the addition of sidewalks to all collector roads when re-construction occurs.

Regional District of Okanagan Similkameen

- **2017 South Okanagan Regional Growth Strategy.** The Regional Growth Strategy is a partnership developed by RDOS communities to manage growth in the South Okanagan. The commitment for long-term sustainable development and balancing

social, economic and environmental dimensions are expressed through seven policy areas and supporting goals. One of these areas is Infrastructure and Transportation, with an objective to expand safe, accessible efficient transportation options and connections including transit, cycling and walking. Goals specific to this objective include:

- Supporting the development of an integrated active transportation (cycling, walking, scooters, etc.) network and connections in Primary Growth Areas and Rural Growth Areas
- Work with the Province to further develop a regional active transportation network with connections between Primary Growth Areas and Rural Growth Areas in conjunction with highway improvements.

3 WALKING IN SUMMERLAND TODAY

3.1 TRAVEL PATTERNS

Understanding how residents of Summerland are traveling and specifically walking in the District today will allow the development of a Sidewalk Master Plan that meets the needs of the community moving forward.

3.1.1 Mode of Travel

Based on 2016 Canadian Census Journey to Work data, approximately 6% of residents in Summerland walk to travel to work and/or school. **Figure 3** presents walking mode share by census tract. The map shows that most agricultural lands of the District has a walking mode share of 1 percent or less, with a significant concentration of higher walking mode share surrounding the Downtown neighbourhood and in the Crescent Beach neighbourhood east of the highway.

Figure 4 compares Summerland's walking mode share with other nearby and comparable municipalities. Summerland has a comparable walking mode share with many of the municipalities, but significantly smaller mode share than in nearby municipalities Penticton and Vernon.

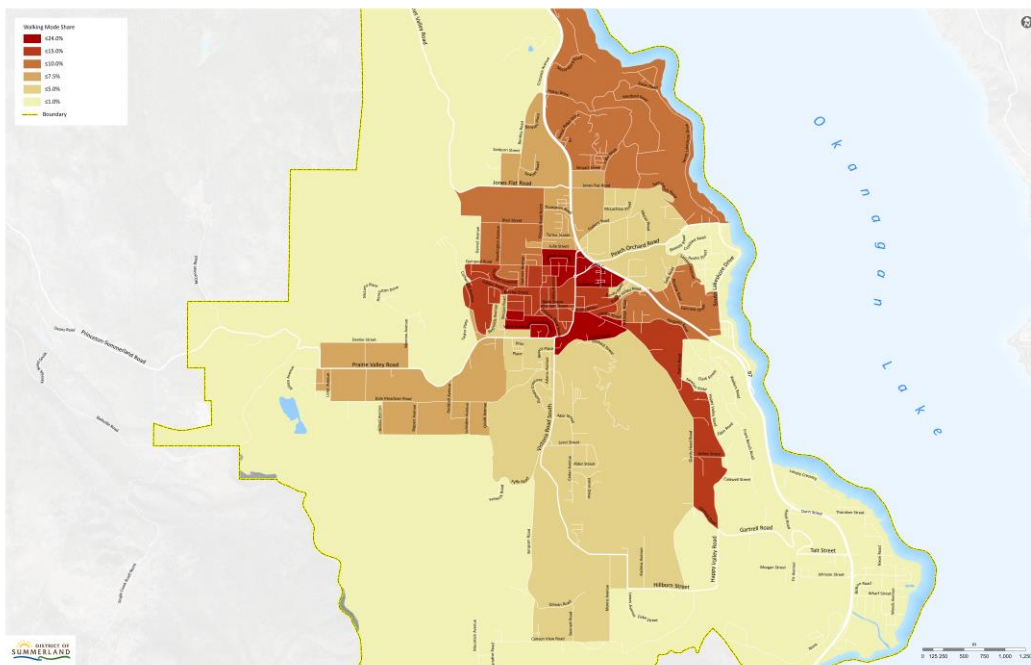


Figure 3 - Walking Mode Share by Census Dissemination Area (2016 Canadian Census)

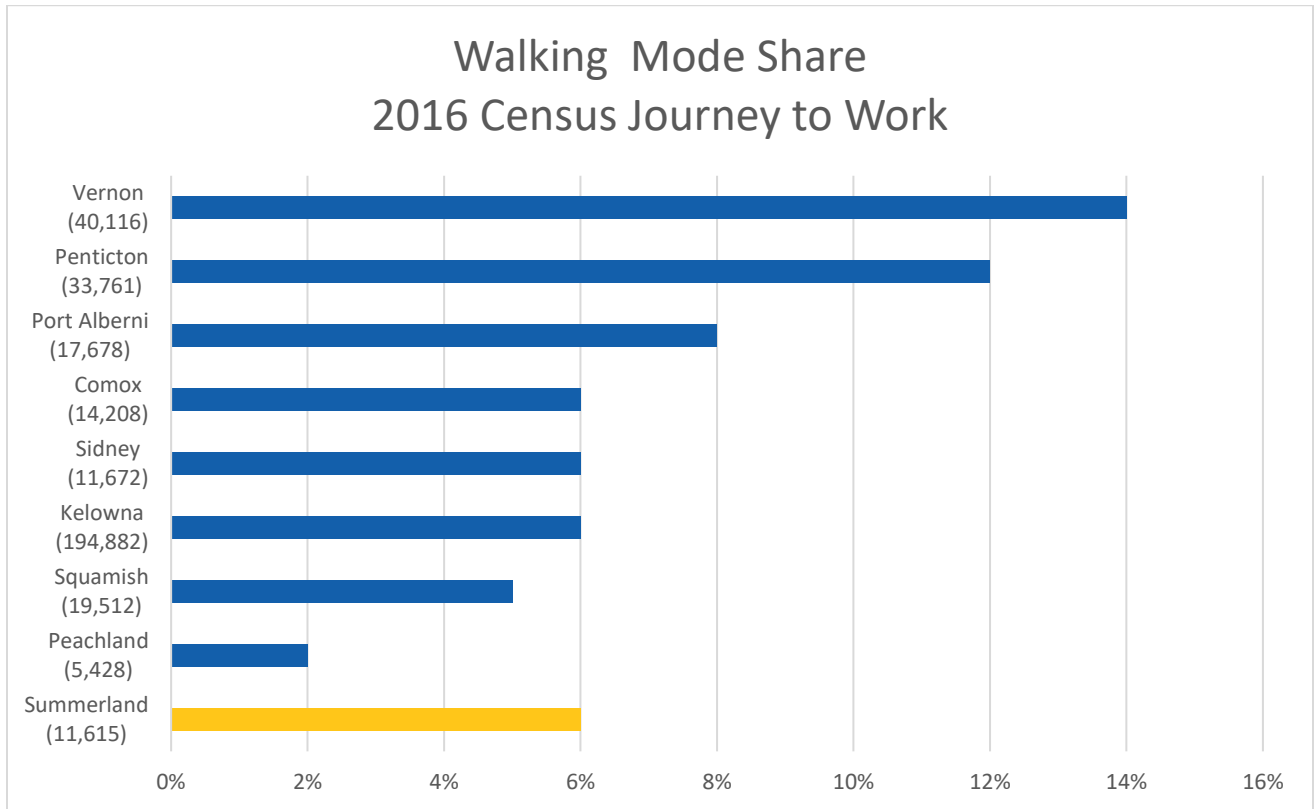


Figure 4 - Walking Mode Share Comparison (2016 Canadian Census)

In addition to Census Data, information collected through public engagement conducted in the first phase of the project has led to a better understanding that residents of Summerland walk more frequently for recreation purposes than to commute to work, school, or other commitments and services.

Results from the online survey also indicate that inclement weather has a significant impact on residents who walk to commute to work, school and other regular commitments. Walking had the largest decrease in mode share between sunny/mild weather and rainy/cold weather, with 17 % respondents indicating that walking was there typical commuting mode in nice weather and only 7% during poor weather (**Figure 5**).

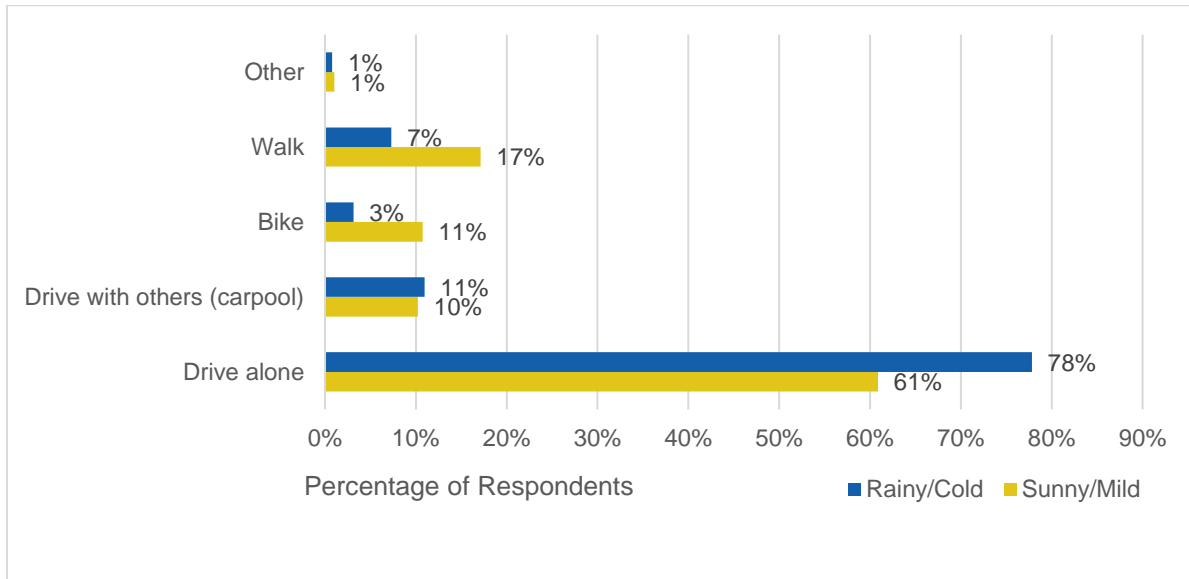


Figure 5 - Commuter Transportation Mode (Cycling, Trails, and Sidewalks Master Plan Survey 2018)

Survey responses indicated that inclement weather also had an impact on active modes of recreation such as walking, hiking, or biking but overall the percentage of respondents that use District facilities at least weekly for active modes of recreation remains high regardless. The results show that 84% of survey respondents indicated they walk or bike at least weekly when it is sunny and mild and 71% when it is rainy or cold seen in **Figure 6**.

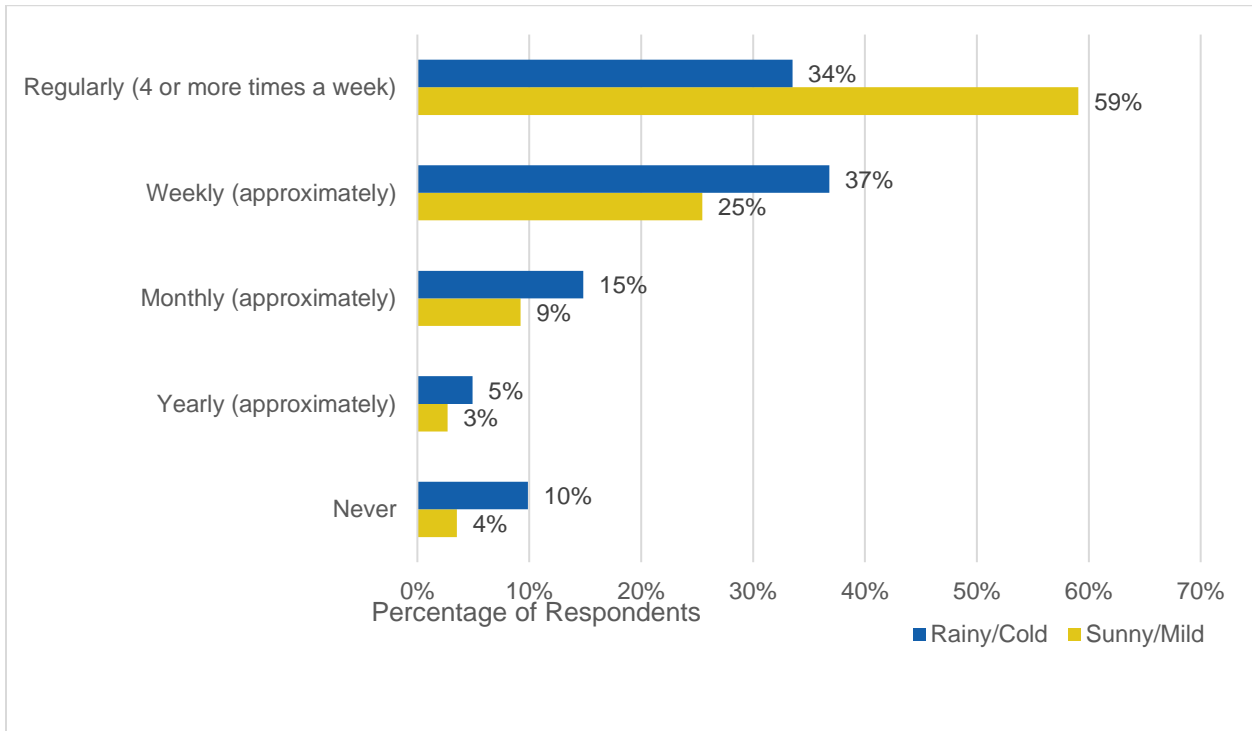


Figure 6 - Active Recreation Frequency Survey Responses (Cycling, Trails, and Sidewalks Master Plan Survey 2018)

Survey respondents were asked how often they typically walk. The survey results show that 85% of respondents indicated that they walk at least once per week, with only 7% of respondents indicating that they walk no more than once a month (**Figure 7**).

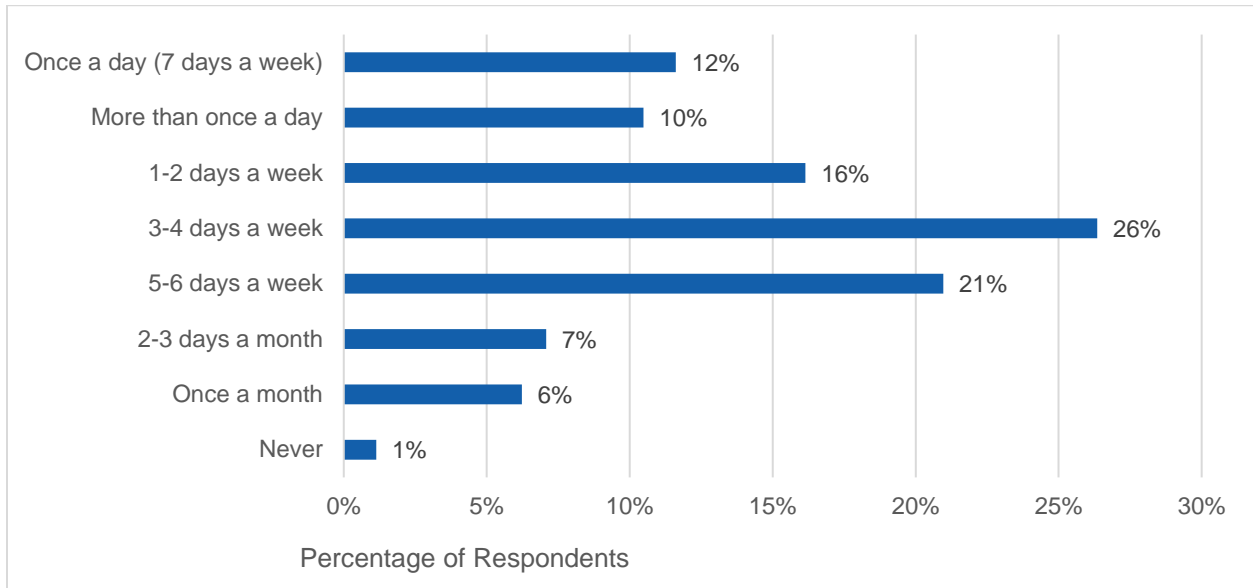


Figure 7 - Walking Frequency Survey Responses (Cycling, Trails, and Sidewalks Master Plan Survey 2018)

3.1.2 Trip Purpose

When survey respondents were asked why they walk 74% of responses were for recreation purposes such as walking their dog, accessing a park or trail, spending time with family, enjoying nature, or exercising and the remaining 26% responded that they walk for utilitarian purposes such as commuting to work, connecting to their community and accessing commercial shops and services (**Figure 8**). This is consistent with what was heard during engagement sessions and highlights that walking is primarily a recreational activity in Summerland.

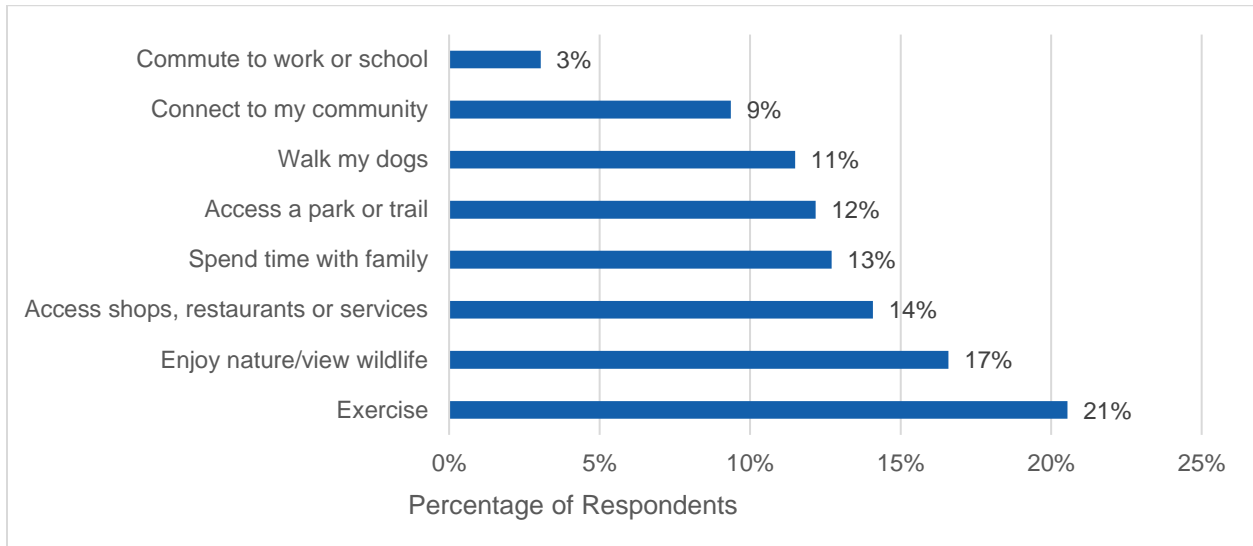


Figure 8 - Walking Trip Purpose Survey Response (Cycling, Trails, and Sidewalks Master Plan Survey 2018)

3.1.3 Destinations

Key destinations in the District include schools, recreation centres, the downtown commercial area, parks, the beaches along the waterfront, the Lakeshore pathway and Giant's Head Mountain.

Respondents to the interactive survey were asked to identify locations they frequently travel to by foot (**Figure 9**). Mapping the results of this exercise was particularly helpful to understand walking travel patterns and destinations within the District of Summerland. Survey respondents were asked to identify destinations they walk to for work, shopping, medical services, school, restaurants, recreation, and to access trails. The results show that most of the destinations survey respondents travel to by foot are for recreation purposes and accessing a trail or pathway (**Table 1**).

Table 1 - Destinations Travelled by Foot (Cycling, Trails, and Sidewalks Master Plan Survey 2018)

Destination Travelled to by Foot	# of Respondents
Recreation	43
Access to trail or pathway	4
Shopping	3
Restaurant	2
Work	1

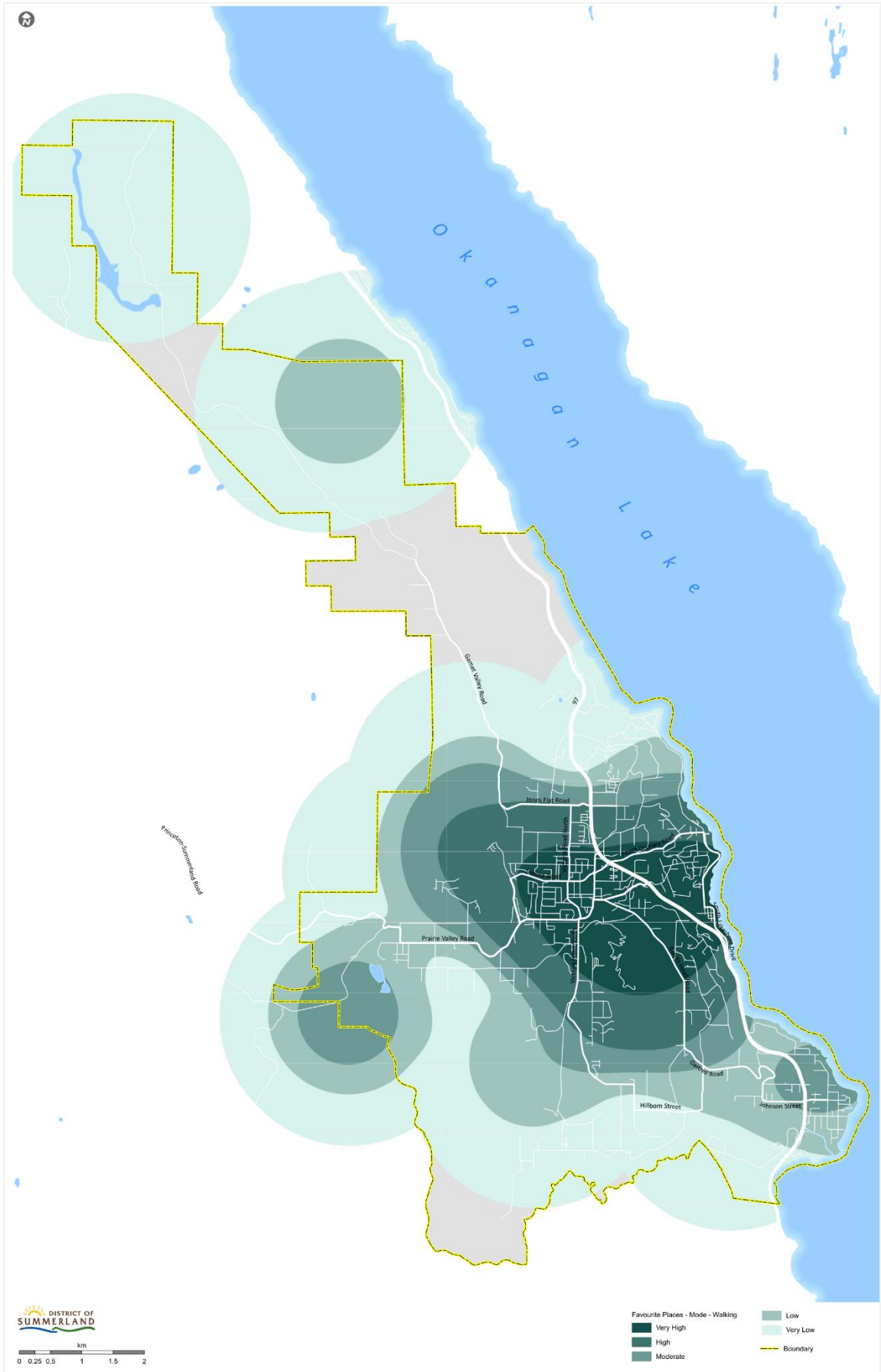


Figure 9 - Frequent Destinations Travelled by Foot (Cycling, Trails, and Sidewalks Master Plan Survey 2018)

3.2 INFRASTRUCTURE

3.2.1 Existing Network

The existing sidewalk network is primarily found around downtown Summerland. Sidewalks are typically found on both sides of the road in the Downtown area but often are only on one side of the road or do not exist in all other neighbourhoods (**Figure 10**). The existing sidewalks have been built over the years based off the direction of the Subdivision and Development Servicing Bylaw, Official Community Plan and Transportation Master Plan. The District has a total of 18.8 kilometres of sidewalks on one or both sides of the 173 kilometres of roads in the District of Summerland.

Overall the sidewalk network is limited, with only 10.8% of the roadways having a sidewalk on at least one side. Additional analysis was completed to look at the sidewalk coverage in the downtown area. The area included for the downtown sidewalk analysis includes the census tracts within the downtown area and parts of the census tracts east of Highway 97. When looking at the sidewalk network coverage in this area coverage is significantly higher with 56% of downtown roadways having a sidewalk present on one or both sides.

In addition to sidewalks there are number of signed recreational routes such as, the Lakeshore Loop and Centennial Trail, paved pathways and multi-use pathways that make up (7.9 kilometres) part of the pedestrian network. These facilities are discussed in more detail through the Trails Master Plan but are still important walking connections to highlight.

3.2.2 Existing Requirements and Guidelines

As noted in **Section 2.1.5** the Subdivision and Development Servicing Bylaw, Transportation Master Plan, and the OCP provide guidance on where sidewalks should be provided. **Table 2** from the Transportation Master Plan outlines the recommended pedestrian infrastructure for each road classification in Summerland’s road network.

Table 2 - Transportation Master Plan Road Classification Characteristics

	Local Roads	Collector Roads		Arterial Roads	
		Rural	Urban	Rural	Urban
Service Function	Traffic Movement secondary	Traffic movement equal to access	Traffic movement equal to access	Traffic movement primary	Traffic movement primary
Land Service/Access	Land access primary	Traffic movement equal to access	Traffic movement equal to access	Land access secondary	Land access secondary
Typical Daily Volumes	>1,000 vpd	<5,000 vpd	<8,000 vpd	<12,000 vpd	5,000 – 20,000 vpd
Typical Vehicle Types	Predominantly passenger cars	All types	Passenger cars and service vehicles	All types, higher percentage of trucks	All types, higher percentage of trucks
Parking	Maybe on both sides	No parking	On one side or both sides	No parking	On one or both sides. May require restrictions in peak hours
Pedestrian and Cyclists	No special provisions	Paved shoulders	Sidewalks on both sides. Shared lanes for cyclists	Paved shoulders	Sidewalks on both sides. Shared or bike lanes.
Transit	Generally avoided	Permitted	Permitted	Permitted	Permitted/Consider bus bays

The type and width of sidewalk required is listed in table C4.1 in the Subdivision and Development Servicing Bylaw (**Table 3**). These sidewalk requirements do not meet the recommendations of the Transportation Master Plan which noted the need of 2-metre-wide sidewalks in Downtown. The Subdivision and Development Servicing Bylaw also presents different sidewalk requirements and road classification names than what is used in the Transportation Master Plan. The bylaw requires:

- Arterial – sidewalks are required on one or both sides of highway
- Major Collector – Sidewalks are required on one side of highway
- Minor Collector – Sidewalks not required
- Local – Sidewalks are required on one side of the highway, where the highway will be used to provide the public with safe and efficient access to educational facilities, government facilities, parks and recreation sites, shopping centres, entertainment centres, health institutions or religious institutions, otherwise not required

Table 3 - Subdivision and Development Servicing Bylaw Sidewalk Requirements

CURB, GUTTER and SIDEWALK REQUIREMENTS

HIGHWAY CLASSIFICATION	CURB TYPE REQUIRED	MINIMUM SIDEWALK WIDTHS
Residential Zones		
Arterial	Type 1	1.85 m
Collector	Type 1	1.5 m
Local	Type 2	1.5 m
Commercial Zones		
All Highways	Type 1	1.5 m

It is important to note that since the completion of the Transportation Master Plan the District has reclassified arterial roads under the District’s jurisdiction as collector roads. Currently there are no arterial roads that are under the District’s jurisdiction. The District will be updating the Subdivision Development Servicing Bylaw to remove reference to future arterial roadways.

3.2.3 Transit Integration

The District has one transit route that travels through the commercial centre of Summerland and connects through Trout Creek and on to Penticton. Transit service on this route is limited with the route only having four trips in each direction during week days and no service on weekends. Additionally, regional bus routes connecting from Summerland to Osoyoos and Kelowna can be requested.

Sidewalks are found along the transit route within Summerland as well as many of the transit stops in Summerland have shelters to provide protection while people wait for the bus.

3.2.4 Safety

Safety issues were identified during the public engagement events. Survey respondents and attendees of the in-person events both flagged safety concerns at locations that lack sidewalks. Specific concerns were noted for roadways surrounding the schools in the District, including community residents request for sidewalks adjacent to the elementary school in Trout Creek. Other safety concerns identified include sidewalks changing the side of the road, clearance of snow during the winter, and crosswalks that lead pedestrians to roadways that do not have a sidewalk.

A review of ICBC data found that between 2007 and 2017 there were a total of 25 motor vehicle collisions that involve a pedestrian. All 25 collisions resulted in an injury. This translates to an average of 2.2 collisions a year. The corridors with the highest number of collisions were Highway 97 (4 collisions), Prairie Valley Road (3 collisions), and Victoria Road North, Henry Avenue, Rosedale Avenue (2 collisions along each corridor). All other locations had one collision over an 11-year period.

3.2.5 Key Issues and Opportunities

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

Issues

Online survey respondents were asked to select what they felt were the top 3 challenges for using sidewalks from a list of 7 challenges, the results are seen in **Figure 11**. The top 3 challenges selected were lack of sidewalks (40%), sidewalks end abruptly (28%), and uneven sidewalks (12%).

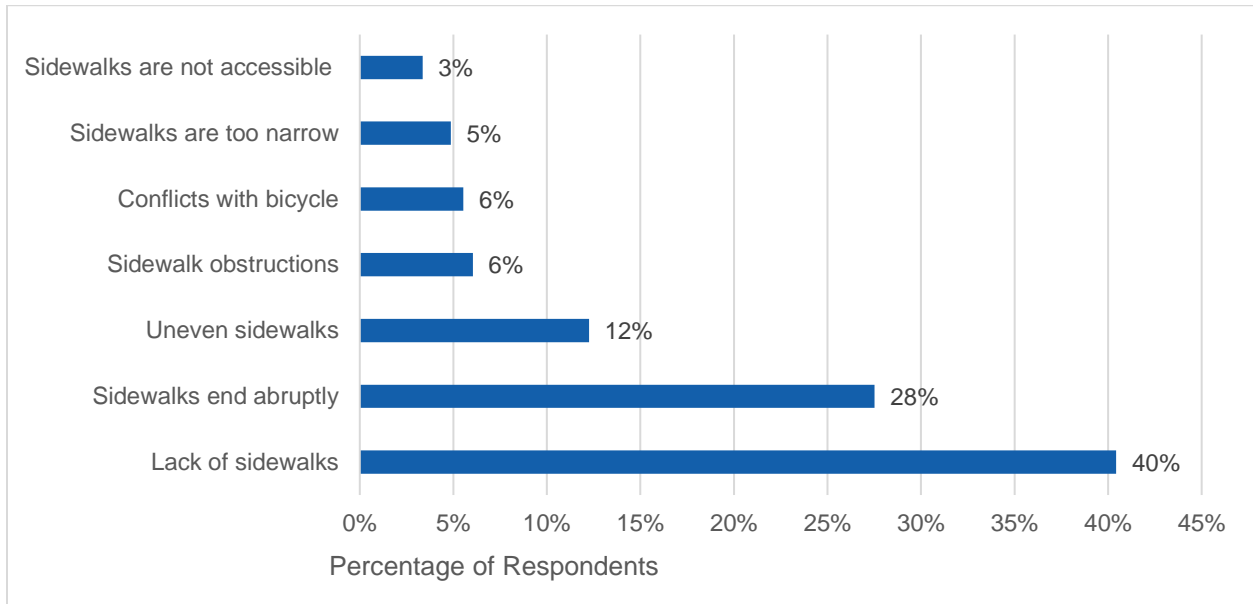


Figure 11 - Online Survey Top Sidewalk Challenges (Cycling, Trails, and Sidewalks Master Plan Survey 2018)

The online survey included an interactive map for respondents to identify specific challenges or areas for improvements. Respondents could drag and drop 'topic pins' onto specific locations and provide comments to help explain what challenge they have experienced or suggest improvements. **Table 4** outlines the sidewalk issues identified by theme and **Figure 12** shows the location of issues reported. A large number of survey responses indicate that gaps in the sidewalk network, near key destinations such as schools and the downtown centre, at the following locations:

- Wharton Street
- Prairie Valley Road
- Jubilee Road
- Peach Orchard Road
- Johnson Street
- Victoria Road
- Solly Road
- Giants Head Road

Table 4 - Sidewalk Issues (Cycling, Trails, and Sidewalks Master Plan Survey 2018)

Sidewalk Issues	# of Respondents
No sidewalk	100
Sidewalk ends or is discontinuous	42
Sidewalk condition	12
Traffic volumes and speeds	12
Conflicts with motor vehicles	3
Sidewalk is too narrow	2
Other	1

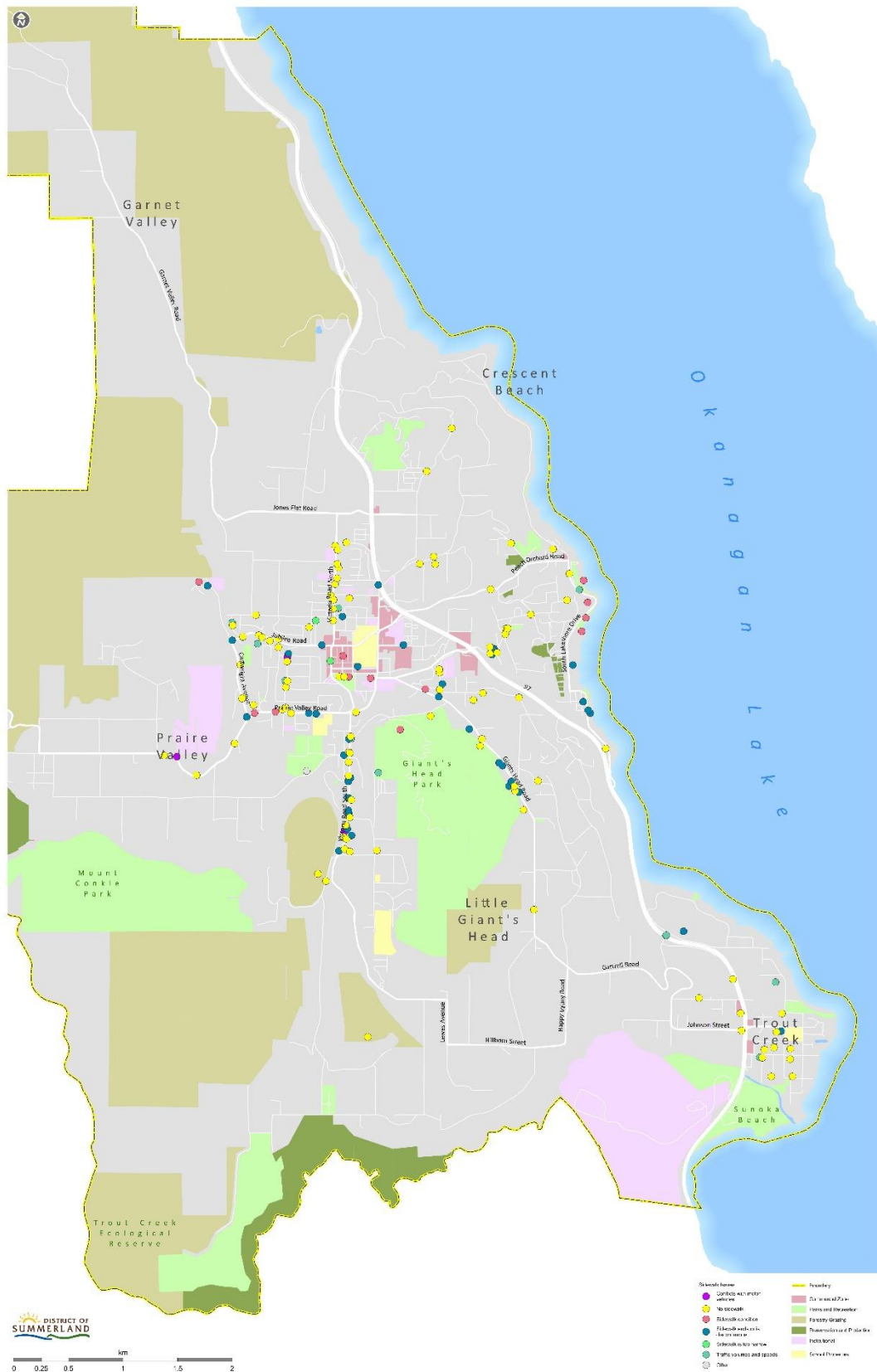
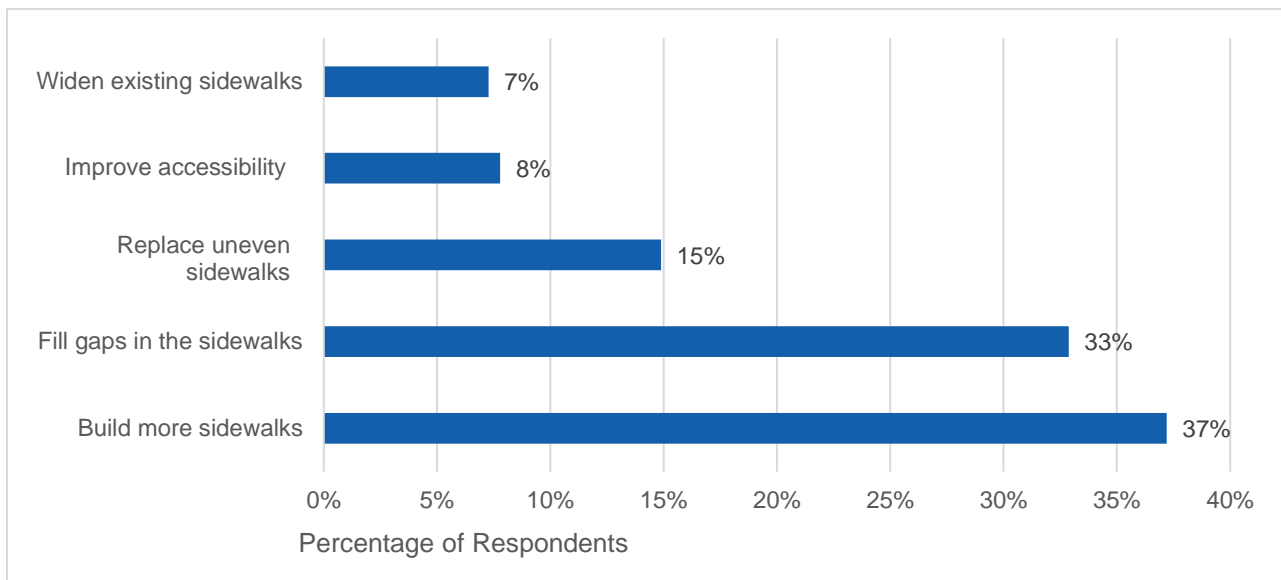


Figure 12 - Sidewalk Issues (Cycling, Trails and Sidewalks Master Plan Survey 2018)

Opportunities

When survey respondents were asked to indicate what the District could do to encourage them to use sidewalks more frequently the desire for a larger sidewalk network was evident with 70% of the responses related to expanding the sidewalk network, as seen in **Table 5**. Improving the existing sidewalks condition by replacing uneven sidewalks was the third most common response with 15% of responses.

Table 5 - Sidewalk Opportunities Survey Responses (Cycling, Trails, and Sidewalks Master Plan Survey 2018)



4 NEXT STEPS

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



APPENDIX C
Detailed Cost Estimates

Street	To	From	Shape Length (m)	Sides	Cost	Priority
Agur Street	Victoria Road	Cedar Avenue	270.88	1	\$ 217,000	Longer-Term
Amm Avenue	Quinpool Road	Kelly Avenue	120.75	1	\$ 97,000	Longer-Term
Armstrong Avenue	Angus Street	Prairie Valley Road	126.73	1	\$ 102,000	Longer-Term
Atkinson Road	Prairie Valley Road	Parking Lot	263.23	1	\$ 211,000	Longer-Term
Barr Street	Prairie Valley Road	Purves Road	57.57	1	\$ 47,000	Longer-Term
Biagioni Avenue	Peach Orchard Road	Mayne Place	155.79	1	\$ 125,000	Longer-Term
Cartwright Avenue	Prairie Valley Road	North of Jubilee Road	871.04	1	\$ 697,000	Longer-Term
Cedar Avenue	Agur Street	Cedar Place	915.76	1	\$ 733,000	Longer-Term
Dale Meadows Road	Adams Avenue	Walton Street	139.40	1	\$ 112,000	Longer-Term
Elliott Street	Victoria Road South	Haskins Avenue	234.71	1	\$ 188,000	Longer-Term
Haskins Avenue	Elliott Street	Acland Street	61.65	1	\$ 50,000	Longer-Term
Johnson Street	Cordy Avenue	Nixon Road	200.33	1	\$ 161,000	Longer-Term
Jubilee Road	West of Victoria Road	Cartwright Avenue	887.99	1	\$ 711,000	Longer-Term
Jubilee Road East	Summerland Tim-br Mart	Summerland Arena	199.74	2	\$ 320,000	High
Jubilee Road East	Rosedale Avenue	Pineo Court	104.52	1	\$ 84,000	High
Jubilee Road East	Highway	Pineo Court	345.12	1	\$ 277,000	Longer-Term
Julia Street	Victoria Road North	Rosedale Avenue	345.90	1	\$ 277,000	Longer-Term
Kelly Avenue	Rand Street	South of Rand Street	51.79	1	\$ 42,000	Longer-Term

Street	To	From	Shape Length (m)	Sides	Cost	Priority
Latimer Avenue	Solly Road	MacDonald Street ROW	97.95	1	\$ 79,000	Longer-Term
MacDonald Street	Beattie Avenue	Solly Road	310.11	1	\$ 249,000	Longer-Term
Mayne Place	Biagioni Avenue	Existing Sidewalk	31.40	1	\$ 26,000	Longer-Term
Nixon Road	Wharf Street	May Street	386.56	2	\$ 619,000	Longer-Term
North Lakeshore Drive	Peach Orchard Road	Existing Sidewalk	159.66	1	\$ 128,000	Longer-Term
Peach Orchard Beach Pk	Existing Sidewalk	Parking Lot	116.55	1	\$ 94,000	Longer-Term
Peach Orchard Road	Rosedale Avenue	Biagioni Avenue	315.22	1	\$ 253,000	Longer-Term
Prairie Valley Road	Carwright Avenue	Saunders Crescent	469.05	1	\$ 376,000	Longer-Term
Prairie Valley Road	Carwright Avenue	Saunders Crescent	193.84	2	\$ 311,000	Longer-Term
Purves Road	Richards Avenue	Barr Street	130.47	1	\$ 105,000	Longer-Term
Quinpool Road	ROW Cut Through	East of Washington Avenue	542.26	1	\$ 434,000	Longer-Term
Rand Street	Victoria Road North	Amm Avenue	202.61	1	\$ 163,000	Longer-Term
Richards Avenue	Jubilee Road East	Purves Road	127.83	1	\$ 103,000	Longer-Term
Rosedale Avenue	Turner Street	Existing Sidewalk	80.83	1	\$ 65,000	Longer-Term
Saunders Crescent	Ward Street	Prairie Valley Road	100.41	1	\$ 81,000	Longer-Term
Sinclair Road	Barclay Street	End of Roadway/Pathway	747.07	1	\$ 598,000	Longer-Term
Solly Road	Highway	Cooke Avenue	224.29	1	\$ 180,000	High
Solly Road	Bristow Road	Latimer Avenue	478.63	1	\$ 383,000	Longer-Term

Street	To	From	Shape Length (m)	Sides	Cost	Priority
Solly Road	Solly Road	South Lakeshore Drive	118.86	1	\$ 96,000	Longer-Term
South Lakeshore Drive	Solly Road	Existing Sidewalk	167.66	1	\$ 135,000	Longer-Term
Spencer Avenue	Quinpool Road	Jubilee Road	265.11	1	\$ 213,000	Longer-Term
Taylor Place	Carwright Avenue	End of Roadway	291.79	1	\$ 234,000	Longer-Term
Thompson Road	Victoria Road North	Existing Sidewalk	134.43	1	\$ 108,000	Longer-Term
Turner Street	Victoria Road North	Existing Sidewalk	101.58	1	\$ 82,000	Longer-Term
Victoria Road North	Thompson Road	Rand Street	1306.07	1	\$1,045,000	Longer-Term
Victoria Road North	Thompson Road	Rand Street	333.04	2	\$ 533,000	Longer-Term
Walker Avenue	Prairie Valley Road	Right-of-Way	162.23	1	\$ 130,000	Longer-Term
Ward Street	Saunders Crescent	Existing Right-of-Way	86.41	1	\$ 70,000	Longer-Term
Wharf Street	Highway	Woods Avenue	525.97	1	\$ 421,000	Longer-Term
Wharton Street	Victoria Road South	Kelly Avenue	196.95	2	\$ 316,000	High
Wharton Street	East of Kelly Avenue	Rosedale Avenue	170.42	1	\$ 137,000	Longer-Term
Woods Avenue	Wharf Street	May Street	385.83	1	\$ 309,000	Longer-Term



DISTRICT OF
SUMMERLAND

