

Special Accessibility Committee Meeting
to be held via Zoom and in person in Council Chambers – City Hall
Wednesday, August 5, 2026
at 9:30 am

1. **Call Regular Committee Meeting to Order**
We acknowledge that Penticton, where we live and work, is on the traditional lands of the Syilx People in the Okanagan Nation.
2. **Adoption of Agenda**
3. **Adoption of Minutes**
 - 3.1 Minutes of the July 8, 2026, Accessibility Committee Meeting 3-5
Recommendation:
THAT the Accessibility Committee adopt the minutes of the July 8, 2026 Accessibility Committee meeting as presented.
4. **New Business**

Collyer	4.1	Downtown Plan Phase 1 Public Engagement <u>Staff Recommendation</u> <i>THAT the Accessibility Committee receive into the record the report dated August 5, 2026, titled "Downtown Plan Phase 1 Public Engagement".</i>	6-7
Contreras Patterson	4.2	KVRTS – Phase 3 Engagement, Proposed Concepts, and Implementation Plan <u>Staff Recommendation</u> <i>THAT the Accessibility Committee receive into record the report dated August 5, 2026, titled "KVR Trail Strategy – Phase 3 Engagement, Proposed Concepts, and Implementation Plan".</i>	8-100
Boyko	4.3	Parks Sign Standardization Project <u>Staff Recommendation</u> <i>THAT the Accessibility Committee receive the Parks Signage Design Guidelines and support their use as the standard for future signage installations and replacements within City parks, recreation facilities, trails, beaches, and open spaces.</i>	101-183
Desrosiers Pasqua Garcia Gagnon-Creeley	4.4	Beach Accessibility Assessment <u>Staff Recommendation</u> <i>THAT the Accessibility Advisory Committee receive into the record the report dated August 5, 2026, titled "Beach Accessibility Assessment Framework and Recommendations".</i> <i>THAT the Accessibility Advisory Committee recommends the following feedback be included in the report dated August 5, 2026, titled "Beach Accessibility Assessment Framework and Recommendations":</i>	184-217

5. **Next Meeting**

6. **Adjournment**

Accessibility Committee Meeting
held via Zoom and in person in Room A – City Hall
Wednesday, July 8, 2026
at 9:30 a.m.

Present: Trisha Kaplan, Chair
Leanne Williams, Vice-Chair
Randy Boras
Grant Pattingale
Heather Miller
Kristi Bauman
Ron Crawford

Council Liaison: Julius Bloomfield

Regrets: Krista Russo

Staff: Blake Laven, General Manager of Development Services
Sarah Desrosiers, Social Development Specialist
Kelsey Johnson, General Manager of Community Services
Janet Glowa, Legislative Assistant

1. Call to Order

The Chair called the Accessibility Committee to order at 9:30 a.m.

2. Adoption of Agenda

Additional items for consideration under New Business were brought forward by Committee members.

It was MOVED and SECONDED

THAT the Accessibility Committee adopt the July 8, 2026, agenda as amended to include the following New Business items:

- 4.4 Urban Deer
- 4.5 Special Accessibility Meeting
- 4.6 Closing Statement – Ron Crawford

CARRIED UNANIMOUSLY

3. Adoption of Minutes

3.1 Minutes of June 26, 2026 Special Accessibility Committee Meeting

It was MOVED and SECONDED

THAT the Accessibility Committee adopt the minutes of the June 26, 2026, meeting as presented.

CARRIED UNANIMOUSLY

Heather Miller joined the meeting in person at 9:35 a.m.

4. New Business

4.1 Outdoor Rink – Activation Planning

The General Manager of Community Services presented on the Outdoor Rink – Activation Planning.

It was MOVED and SECONDED

THAT the Accessibility Committee receive into the record the report dated July 8, 2026 titled “Outdoor Rink-Activation Planning”.

CARRIED UNANIMOUSLY

It was MOVED and SECONDED

THAT the Accessibility Committee recommends the following items be considered by Council for implementation at the Outdoor Rink:

- A. Heating
- B. Decorative Lighting
- C. Benches/Seating
- D. Rubber Mat Surfaces
- E. Shade Structure
- F. Additional Site Lighting
- G. Specialized Accessible Skating Equipment
- H. Supervised Program Times

CARRIED UNANIMOUSLY

4.2 National AccessAbility Week Funding – 2027 to 2029

The Social Development Specialist presented on the National AccessAbility Week Funding – 2027 to 2029 program.

It was MOVED and SECONDED

THAT the Accessibility Committee provide feedback on and endorse the proposed three-year National AccessAbility Week Funding program concept, and support the submission of a grant application to Employment and Social Development Canada for funding of up to \$180,000 through the Accessible Canada – National AccessAbility Week Funding Program.

CARRIED UNANIMOUSLY

4.3 Legacy Acknowledgement

The Chair led the Committee in a discussion regarding a legacy acknowledgement for former committee member, James Ludvigson.

It was MOVED and SECONDED

THAT the Accessibility Committee recommend that the City of Penticton acknowledge James Ludvigson’s contributions to accessibility in a meaningful way.

CARRIED UNANIMOUSLY

4.4 Urban Deer

In response to a concern regarding a recent interaction with an urban deer, the committee discussed urban deer management and received an update on the City of Penticton's Urban Deer Advisory Committee, including the status of the draft Urban Deer Management Strategy currently being finalized.

It was MOVED and SECONDED

THAT the Accessibility Committee recommend that the draft Urban Deer Management Strategy is referred to the Accessibility Committee.

CARRIED UNANIMOUSLY

4.5 Special Accessibility Committee Meeting

The committee discussed holding a special meeting in August to review identified Accessibility Committee agenda items, with follow-up to confirm member availability and quorum.

4.6 Closing Statement – Ron Crawford

Observations were shared regarding the use of mobi mats at various locations throughout the city, including opportunities to enhance accessibility and user experience.

5. **Next Meeting**

July 8, 2026 is the last scheduled regular meeting.

6. **Adjournment**

It was MOVED and SECONDED

THAT the Accessibility Committee adjourn the meeting held on July 8, 2026 at 10:52 a.m.

CARRIED UNANIMOUSLY

Certified Correct:

Janet Glowa
Legislative Assistant



Memo to Committee

penticton.ca

Date: August 5, 2026
To: Accessibility Committee
From: Steven Collyer, Housing and Policy Initiatives Manager
Subject: Downtown Plan Phase 1 Public Engagement

File No: RMS/6520-20

Staff Recommendation

THAT the Accessibility Committee receive into the record the report dated August 5, 2026 titled "Downtown Plan Phase 1 Public Engagement".

Background

Downtown is the cultural and economic heart of Penticton. The last downtown plan was completed in 2013, leading to projects such as Main Street revitalization, Penticton Creek naturalization, and other public space enhancements. The 2013 plan's policies were incorporated into the 2019 Official Community Plan.

Recently, there have been many initiatives proposed or underway in the downtown area without a comprehensive plan, including land use changes, infrastructure projects, new developments, community safety actions, etc. This new Downtown Plan will guide decisions on these types of investments and initiatives by setting a comprehensive community vision for the downtown based on extensive community engagement.

On May 27, 2025, Council directed staff to include funding in the budget to complete a new Downtown Plan over 2026 and 2027. Council approved the budget on November 19, 2025. On July 14, 2026, Council received and endorsed the Downtown Plan project framework, outlined below:

Date	Milestone
Q3 2026	• Community Engagement Round #1 – Current Strengths and Future Opportunities (open-ended)
Q4 2026	• Report Round #1 results to Council • Start technical reports and data analysis • Ongoing dialogue with community interest groups, potential project Task Force
Q2 2027	• Complete technical reports and data analysis • Community Engagement Round #2 – Setting the Future Directions (questions guided by Round #1 results and technical reports) • Compile the plan
Q3 2027	• Report Round #2 results and technical report findings to Council

	• Draft plan prepared for review • Community Engagement Round #3 – Did We Get It Right? (public review of the draft plan)
Q4 2027	• Final plan adoption

Recognizing the high profile of downtown Penticton to the city and region, several rounds of community engagement are built into the project framework. This provides multiple opportunities for participants to engage at key milestones and helps ensure the Downtown Plan reflects community goals. Throughout the process, staff will work closely with the Downtown Penticton Business Improvement Association (DPBIA) as the primary group impacted by the project. Staff will also involve other community groups, downtown businesses and property owners, and the general public.

Analysis

Round #1 of public engagement will launch in mid-August until mid-September. Staff are preparing a number of methods to raise community awareness of the project and seek feedback on current strengths and future opportunities to guide next steps of the Downtown Plan process. The results from Community Engagement Round #1 will inform future working groups, technical reports, data analysis, and policy that Council will consider at key milestones.

Staff are seeking the committee's discussion and feedback on the two main questions in this round of engagement:

1. **What do you love most about downtown Penticton?**
2. **What could make downtown Penticton even better?**

The committee's discussion will be included as part of the findings report from this first round of community engagement.

Staff will present to the Accessibility Committee as part of each round of community engagement on this project, to share updates on the project and gather feedback at each milestone.

Respectfully submitted,

Steven Collyer, MCIP, RPP
Housing and Policy Initiatives Manager

Concurrence

General Manager of Development Services <i>BL</i>



Memo to Committee

penticton.ca

Date: August 5, 2026
To: Accessibility Committee
From: Ysabel Contreras, Parks Capital Projects Supervisor

File No: 6120-20

Subject: KVRTS - Phase 3 Engagement, Proposed Concepts, and Implementation Plan

Staff Recommendation

THAT the Accessibility Committee receive into the record the report dated August 5, 2026 titled "KVR Trail Strategy - Phase 3 Engagement, Proposed Concepts, and Implementation Plan."

Background

The Kettle Valley Rail (KVR) Trail is a highly valued community asset that plays a central role in recreation, active transportation, tourism, and quality of life in Penticton. As trail use has increased, new opportunities and challenges have emerged related to evolving use patterns and broader city changes and growth. Many residents rely on the trail daily or weekly, underscoring its role as a major piece of community infrastructure, which is consistent with the findings of the 2025 Sports and Recreation Needs Assessment, which identified trails and pathways as a top outdoor recreation priority for residents. The KVR Trail Strategy also supports and advances key objectives identified in several City plans, including the Official Community Plan, Parks and Recreation Master Plan, Transportation Master Plan, and Accessibility Plan. Together, these plans emphasize the importance of creating a connected, accessible, and inclusive trail network that supports active transportation, recreation, and community well-being.

Building on these priorities, City staff initiated the KVR Trail Strategy project in Summer 2025 to guide the long-term planning, design, and management of the trail. The Strategy aims to provide short-, medium-, and long-term priorities and identifies actions to support capital planning, trail improvements, and operational decision-making to ensure the trail continues to meet community needs and support the City's growth and vice versa.

On February 27, 2026, staff presented the Phase 1 and Phase 2 engagement findings to the Accessibility Committee (AC). Phase 1 focused on understanding existing trail conditions, user experiences, and opportunities for improvement. Phase 2 built on this work by developing a shared community vision and establishing objectives and priorities to guide the trail's future. Following the completion of the first two engagement process, city staff led the final phase of engagement between May and June 2026. This phase focused on reviewing and validating draft concepts and proposed improvements informed by previous engagement findings. The draft concepts included Character Zones, Trail Classification, and Design Elements that collectively define the desired user experience and establish a consistent design framework for the

Proposed Vision:

The vision was developed through Phases 1 and 2 engagement and reflects the values, priorities, and aspirations shared by the community. Feedback showed strong support (over 85%) for a trail that is safe, accessible, connected, while also preserving the KVR Trail's natural character and unique identity. The vision was refined to better recognize the trail's multiple roles as a community connector, recreation and active transportation corridor, cultural asset, and economic driver.

Proposed Concepts

CHARACTER ZONES

The Kallithea catchment is a semi-rural area with a mix of land uses. The map shows the various land use zones and infrastructure that make up the catchment area.

LEGEND

- Urban
- Residential
- Industrial
- Commercial
- Agricultural
- Forest
- Water
- Wetland

1. Kallithea Town Centre

2. Kallithea Industrial Zone

3. Kallithea Residential Zone

4. Kallithea Agricultural Zone

5. Kallithea Forest Zone

Figure 1 – KVRTS Character Zones

CLASS 3 - URBAN MULTI-USE PATHWAYS

CHARACTER AREA: THE CLAM

Diagram illustrating the cross-section of a 40' Urban Multi-Use Pathway. The pathway width is 40'. Key features include:

- 8.5' (2m) Clear Height for the first section.
- 7.5m Vertical Clearance for the second section.
- 3.5' (1m) Clear Height for the third section.
- Pathway width: 40' (Urban Multi-Use Pathway).

Figure 2 – Trail Classification / Trail Standard

Lastly, each Character Zone includes a coordinated set of **Design Elements** that shape the trail experience, including trailheads, gateways, wayfinding, lighting, surface treatments, amenities, landscaping, public realm features, intersections/crossings, and accessibility improvements. Accessibility-focused design elements may include accessible seating, accessible drinking water stations, barrier-free trailhead access, accessible viewpoints, detectable crossing treatments, and accessible wayfinding. The design elements aim to establish intuitive navigation, improve comfort and safety for various ages and abilities, create a distinct sense of place, and strengthen connections between the trail and surrounding neighbourhoods.



Figure 3 – Design Elements



Together, the Character Zones, Trail Classifications, and Design Elements collectively form conceptual corridor plans that translate the community vision into location-specific recommendations along the KVR Trail. These plans (Attachment A) identify opportunities for enhancements, amenities, accessibility improvements, wayfinding, landscape treatments, and trail connections in response to priorities and opportunities identified through public and stakeholder engagement.

Figure 4 – Proposed Concepts

Phase 3 Engagement

Phase 3 engagement took place between May 28 and June 28, 2026. Phase 3 built on the vision, objectives, and priorities established through the previous phases by focusing on reviewing and validating the draft KVR Trail Strategy concepts. This phase focused on testing proposed improvements and ensuring they align with the community vision.

Participation and engagement outcomes include:

- 154 survey responses
- 180 one-on-one conversations with trail users
- 135 sticky note comments recorded on engagement boards
- 3 pop-up engagement stations (Penticton Farmers' Market, Vancouver Place trailhead, and the Penticton Pump Track)
- 1 virtual interest holder workshop
- Meetings with interest holders
- Presentations to project partners and Council Advisory Committees

Online Survey + Pop-Up Engagement Results

During phase 3 engagement, 154 online and print feedback forms were received. City staff also hosted a series of pop-up engagement sessions at the Penticton Farmers' Market, Vancouver Place trailhead, and the Penticton Pump Track. Members of the public were invited to review the proposed concepts and share their



Figure 5 – KVRTS Phase 3 Engagement Outcomes

feedback directly either through the survey or with the project team. The full engagement report is provided in Attachment C.

Key findings from these engagements include:

- Overall support for the direction of the concept plan and each Character Zone.
 - Across all six Character Zones, between 81% and 89% of respondents either "Loved It" or felt the proposed concepts were "Okay." Opposition ranged from 11% to 19%.
 - Feedback received suggests that much of this opposition is related to concerns about the cost of the proposed improvements, with some respondents viewing the enhancements as non-essential. Many commenters expressed a preference for prioritizing funding toward trail maintenance, safety improvements, connectivity, and other core trail infrastructure needs. Feedback also indicated a strong desire to maintain and honour the trail's natural character.
- Several common themes emerged across all Character Zones:
 - General support for focusing on smaller-scale, practical improvements to improve user experience on the trail, such as better maintenance, trail surface improvements, accessibility, safety, regional connectivity, wayfinding, and addressing parking challenges at trailheads rather than large-scale built features.
 - Accessibility continued to emerge as a priority throughout engagement activities. Participants identified trail surfaces, safe crossings, accessible seating and trail connections, rest opportunities, legible signage, and improved navigation as important considerations for future trail improvements.
 - A desire to preserve the natural character of the KVR Trail and avoid overdevelopment.
 - Opinions were mixed regarding many of the proposed built features, including major gateways, play areas, and decorative elements.
 - Support for user amenities such as seating, shade, drinking water stations, and washrooms. Interest in incorporating cultural storytelling, Indigenous perspectives, and local history throughout the corridor.
 - Interest in ensuring native plant species are protected and invasive species management are considered in implementation.
- Safety, connectivity, and accessibility continue to be key priorities.
 - A significant majority (85%) agreed these should continue to be the primary focus of future trail improvements, while only 15% disagreed.
- Although the engagement report notes that only 10 respondents (6.5%) identified as persons with disabilities, additional consultation with accessibility organizations and people with lived experience is recommended during implementation to ensure accessibility barriers and opportunities are fully understood and addressed.
- Recreation remained the most common reason for trail use, with 65% of respondents identifying recreation as their primary activity (compared to 82.5% in Phase 1), followed by fitness and exercise at 19% (11.1% in Phase 1) and dog walking at 10% (7.9% in Phase 1). Only 5% of respondents identified commuting as their primary purpose.
- The KVR Trail continues to be a heavily used community asset. Phase 3 engagement found that 21% of respondents use the trail daily, 41% use it a few times per week, and 25% use it weekly, meaning 87% of respondents use the trail at least weekly. This is consistent with Phase 1 findings demonstrate the trail's importance as a regularly used recreation and active transportation corridor.

Project Partners Engagement:

As part of Phase 3, targeted conversations were held with partner groups, including the Regional District of Okanagan–Similkameen (RDOS), and the Sn̓pink'tn Indian Band (SIB).

Key findings from these discussions include:

- Strong support exists for improved wayfinding, connectivity, signage, cultural interpretations, and regional trail connections.
- The KVR Trail is viewed as a significant tourism and economic development asset that benefits from regional collaboration, with Penticton in the center of it all.
- Opportunities to strengthen partnerships and the need to continue collaboration is seen as essential for implementing trail improvements and creating a coordinated regional network.
- Future implementation should include meaningful and ongoing collaboration with the SIB and reflect Indigenous culture, language, and storytelling throughout the corridor. Collaboration should extend to project planning, upgrade coordination, funding opportunities, and capital sequencing to ensure improvements are delivered in a coordinated and meaningful manner.
- Partnership development, coordinated branding, and external funding opportunities were identified as important components of successful implementation.

Interest Holder Workshop:

A virtual stakeholder workshop was held on June 10, 2026, and brought together representatives from local government, tourism, accessibility, environmental, community groups, and regional organizations. Overall, participants expressed strong support and excitement for the direction of the KVR Trail Strategy and reinforced many of the priorities identified through earlier engagement.

Key themes emerged from the workshop include:

- Strong stakeholder support, interest, and excitement for the proposed concepts and overall direction of the KVR Trail Strategy.
- Connectivity, safety, and accessibility improvements remain top priorities.
- Participants discussed trail surface quality and accessibility, emphasizing the importance of balancing surface material selection and maintenance standards to improve accessibility while maintaining the trail's rural character.
- Increased promotion and regional branding were seen as key opportunities to attract visitors and investment. Many viewed Penticton as well-positioned to leverage trails as a tourism asset.
- Feedback from the workshop highlighted wayfinding as an important accessibility consideration. Participants emphasized the need for clear, consistent, and accessible information before and during trail visits, including improved signage, mapping, and navigation resources.
 - Accessible online trail information, route details, and guidance at key decision points were identified as priorities for helping residents and visitors better understand trail conditions, plan their trips, and navigate the network with confidence.
 - Stakeholders identified opportunities to improve awareness of existing parking areas and reduce pressure at heavily used access points such as Vancouver Place.
- Improved connections to wineries, businesses, and destinations are viewed as important opportunities that will require collaboration with landowners and partners.

- Particular support was noted for the pump track at Preston Avenue, while The Climb was recognized as an important and accessible trail segment that enhances connections to the broader pathway network, parking areas, and downtown attractions.
- Environmental protection, and external funding opportunities, partnerships, grants, and cost-sharing arrangements through provincial and federal programs should be considered as implementation moves forward.
- Important to involve local landowners in discussions regarding maintenance and upgrades of crossings, trestles, surfacing, drainage, and interactions with agricultural operations.

KVRTS Implementation Plan - Recommended Actions

The implementation plan (Attachment D) the recommended actions for delivering the KVR Trail Strategy over the short, medium, and long term. Recommended actions range from partnership building, maintenance planning, and wayfinding improvements to capital projects such as gateways, trail widening, accessibility enhancements, public gathering nodes, and new trail connections. The action plan assigns implementation responsibilities, identifies order-of-magnitude costs, and establishes priorities to guide future budgeting, capital planning, and partnership opportunities.

The recommended actions have been directly informed by the community vision and engagement process. Throughout all three phases, safety, connectivity, accessibility, maintenance, and wayfinding consistently emerged as the community's highest priorities. Participants also emphasized the importance of preserving the trail's natural character, strengthening regional connections, improving navigation, and advancing improvements in a phased and cost-conscious manner. The implementation plan seeks to respond to these priorities by focusing early investments on practical improvements that enhance the user experience while establishing the foundation for long-term corridor improvements.

Priority Actions (Quick Wins)

As identified in the implementation plan, key near-term priorities include:

- Continued collaboration with the SnPink'tn Indian Band and other strategic partners;
- Pursuit of trail connections and right-of-way opportunities;
- Development and implementation of a corridor-wide wayfinding program;
- Rural intersection improvements at key access points;
- Development of a maintenance and adaptive management plan to support long-term asset management;
- Initiate the future connection to the Esplanade in alignment with the Esplanade Renewal Plan

Financial implication

The KVR Trail Strategy is supported by a multi-year project budget included in the City's 2025–2029 Financial Plan. A total of \$125,000 has been allocated for strategic planning and design in 2025-2026, with an additional \$125,000 planned for implementation. In addition, the 2026-2030 Financial Plan includes a further \$300,000 for implementation in 2027, bringing the total implementation budget to \$425,000.

The draft implementation plan identifies an estimated \$300,000 in planning costs and \$13 million in long-term capital investment to implement the vision for the corridor. Full implementation is expected to require approximately \$115,000 in additional annual trail maintenance and \$50,000 in new annual park maintenance, with additional incremental annual operational costs associated with roads and other municipal infrastructure changes. The recommended Quick Wins represent an initial investment of \$550,000 and provide an achievable first phase of implementation while establishing the foundation for future capital improvements.

All cost estimates are preliminary and based on 2026 dollars. Actual project costs will be refined through future design, budgeting, and implementation processes and will be subject to inflation, project scope, and the level of amenities required. Funding opportunities, including grants and external partnerships, will be pursued where available to help offset capital costs. Individual projects identified from the plan will be brought forward for Council consideration through future budget deliberations and capital planning processes.

With the current allocation of \$425K dedicated for implementation, staff are proposing to advance two initiatives: a corridor-wide wayfinding program and rural intersection improvements. These projects were consistently identified through all phases of engagement as a high-value, near-term priorities that supports improved safety, connectivity, accessibility, experience, and navigation along the trail network. Implementation of the wayfinding program will include collaboration with the Snpink'tn Indian Band and other key stakeholders, including individuals with lived experience to ensure the signage and wayfinding program reflects community objectives. The wayfinding program will incorporate accessibility best practices, including exploring high-contrast graphics, legible characters, intuitive navigation, and accessible information placement. The proposed wayfinding program also aligns with the City's Sign Standardization Project, helping to establish a consistent signage approach across parks and trails, to improve user orientation and information delivery throughout the KVR corridor. The rural intersection improvements will explore design interventions that supports a diverse range of trail users, including pedestrians, cyclists, adaptive cyclists, mobility device users, seniors, families with strollers, and individuals with varying mobility and sensory needs. Additionally, the proposed Esplanade-KVR Trail connection, an action item identified through the Esplanade Renewal Plan, represents another project recommended for advancement in the near term to further support connectivity between destinations and trail networks. Work on that element has already begun and will be brought forward through the upcoming budget process.

The final recommendations and implementation plan, once endorsed by Council, will outline the final list of prioritized projects to be implemented over the short, medium and long-term plans. Feedback received through Phase 3 engagement, including input from advisory committees will help inform and refine the proposed action list ensuring that early investments align with community priorities, technical considerations, and available funding.

Analysis

The proposed Character Zones, Trail Classifications, Design Elements, and implementation actions translate the community vision into location-specific recommendations that address opportunities and challenges identified throughout the corridor. Phase 3 engagement demonstrated broad support for the proposed direction, with between 81% and 89% of respondents either supporting or being comfortable with the Character Zone concepts. Engagement across all three phases also confirmed that the KVR Trail is a highly

utilized recreation and active transportation corridor, with 87% of Phase 3 respondents reporting that they use the trail at least weekly. Community members, project partners, and interest holders consistently identified safety, connectivity, accessibility, maintenance, wayfinding, and practical trail improvements as the highest priorities. Participants emphasized the importance of preserving the trail's natural character, focusing investment on core trail infrastructure and conditions before introducing larger-scale features, strengthening regional connections, and implementing improvements through a phased and cost-conscious approach.

In response to this feedback, staff are proposing to advance the corridor-wide wayfinding program and rural intersection improvements as early implementation priorities. The proposed wayfinding improvements and intersection improvements directly support several of the community's identified priorities by improving navigation, trail accessibility, surface transitions, user experience, safety, and connectivity between key destinations along the corridor. Collectively, these improvements will help reduce barriers and support safer, more independent travel for people of diverse ages and abilities using the trail network.

The next step in the KVR Trail Strategy will be to refine the prioritized implementation plan based on feedback received through Phase 3 engagement, including Council Advisory Committee input. This will include confirming short-, medium-, and long-term priorities, refining project recommendations and concept plans, and ensuring future investments align with community priorities. The final strategy will then be presented to the committees for endorsement before being brought forward to Council for consideration. Following Council endorsement, the implementation plan will guide future capital planning, grant applications, partnership development, and project delivery along the KVR Trail corridor.

Alternate recommendations

That the Accessibility Advisory Committee provide alternative direction for consideration regarding the proposed concepts and implementation plan.

Attachments

Attachment A – Character Zones + Proposed Concepts

Attachment B – Trail Classification System

Attachment C - Phase 3 Engagement Summary

Attachment D – KVRTS Implementation Plan

Respectfully submitted,

Ysabel Contreras
Parks Capital Project Supervisor

Concurrence

General Manager
of Infrastructure

RD

KVR Trail Strategy

PROJECT BACKGROUND

The City of Penticton is developing a Kettle Valley Rail (KVR) Trail Strategy to shape the future of the KVR Trail through Penticton. The Strategy will guide how the trail is improved, celebrated, and better connected to support recreation, transportation, tourism, and community wellbeing.

WHAT WILL THE STRATEGY ACHIEVE?

- Identify key improvements for trail infrastructure and accessibility
- Highlight opportunities for how the trail connects across neighbourhoods, parks, community spaces, nature, and culture
- Explore ideas for wayfinding, amenities, and safety
- Consider opportunities for community events, storytelling, and heritage
- Provide an action plan for future investment and stewardship

WHAT IS THE PROCESS?

Phase 1: Context & Background Review

Phase 2: Assessment & Analysis

Phase 3: Strategic Planning

Phase 4: KVR Trail Strategy Report



WE ARE HERE

- ✓ The City has completed two rounds of engagement to understand the existing conditions and to define a shared vision to guide the KVR Trail’s future.
- ✓ Over the past several months, we’ve reviewed the community input and used it to develop a **draft concept plan**.
- ✓ Now, we’re seeking **your feedback to help ensure the plan reflects what matters most to the community**. Your input will be used to refine the plan and inform what should be prioritized moving forward.

DRAFT CONCEPT PLAN

The concept plan focuses on maintaining a connected and consistent feel throughout the KVR Trail, while reflecting the unique character of the different areas it passes through by dividing the corridor into six distinct **Character Zones**.

The concept plan includes:

- Wayfinding enhancements
- Intersection safety improvements
- Upgraded and improved pathways
- Opportunities to introduce new amenities
- Public realm improvements
- Access improvements at gateways and access points

CHARACTER ZONES



1

THE VINEYARDS

The Vineyard is a quiet, rural stretch where the trail weaves through Penticton's vineyard landscapes. Improvements will be small scale improvements, focusing on enhancing safety at rural crossings and providing rest and gathering points at key destinations and enhancing surface quality. Wayfinding signage will help guide users to nearby connections, while preserving the character of the trail.

Concept Plan

The map illustrates the Kettle Valley Rail Trail route through Penticton's vineyard landscapes. Key features and improvements include:

- Major Gateway with Trailhead/ Welcome Sign and Opportunities for Public Art** (indicated by a green star and dashed circle at the northern end).
- Ecology Education Opportunity** (indicated by a green star).
- Rural Intersection Improvement** (indicated by dashed circles at Sutherland Rd and Chapman Rd).
- Connection to Three Blind Mice** (indicated by a blue arrow and dashed circle).
- Connection to Three Mile Beach** (indicated by a blue arrow and dashed circle).
- Historic Hillside Winery** (indicated by a blue star).
- Connection to Wineries** (indicated by a blue arrow and dashed circle).
- Major Gateway** (indicated by a green star and dashed circle near Chapman Rd).
- Rural Intersection Improvement** (indicated by dashed circles at Davenport Ave and Lochside Rd).
- Intersection Improvements** (indicated by dashed circles at the southern end).
- Public Node Enhancements with Wayfinding at Historic McCulloch Trestle** (indicated by a blue star and dashed circle).

LEGEND

Kettle Valley Rail Trail

Connections To/From KVR

Key View Point & Rest Area

Major Gateway

Street Crossing Improvement

Public Realm Improvements

Green & Nature Improvements

Historic Site

Existing Character of The Vineyards

Proposed Design Improvements

Trail Cross Section

The diagram shows a cross-section of the trail. On the left, a **RURAL PATHWAYS** section shows a 4m pathway compacted aggregate (3m when constrained) with a 0.5m Clear Zone. On the right, **THE VINEYARDS** and **THE VISTA** sections show a 2.5m Vertical Clearance and a 0.5m Clear Zone. The diagram also shows a 4m pathway compacted aggregate (3m when constrained) and a 0.5m Clear Zone.

What do you think?

Add a sticky dot below!

LOVE IT

IT'S GOOD

NOT FOR ME

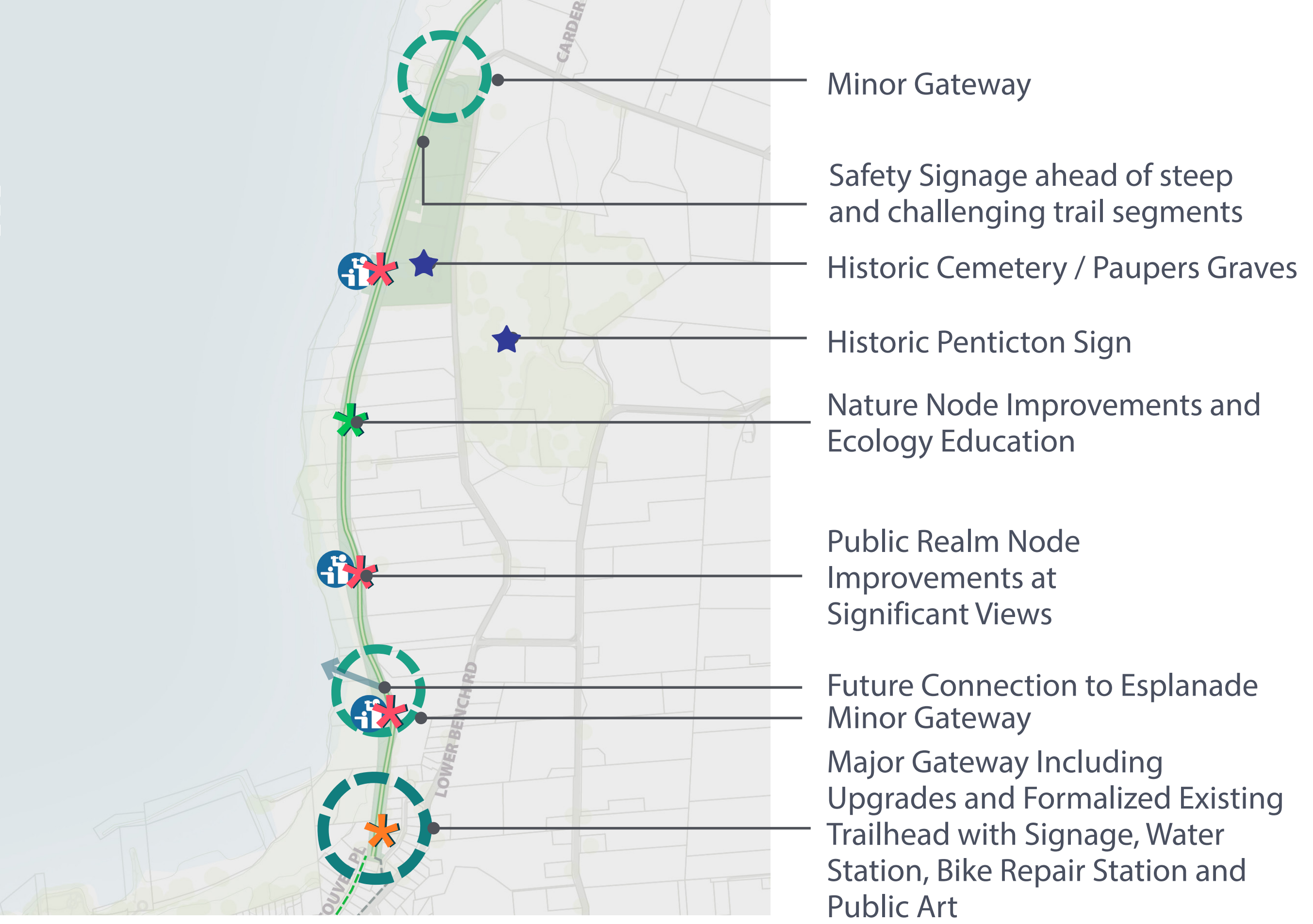
Add sticky notes with comments!

2

THE VISTA

The Vista is defined by sweeping views and scenic moments, this area celebrates the KVR’s natural beauty. Enhancements will focus on comfortable seating and trail furnishings at viewpoints, creating places to pause and take in the landscape. Wayfinding signage will help orient users and highlight key connections along the route.

Concept Plan



LEGEND

Kettle Valley Rail Trail

KVR Trail Pedestrian Route

KVR Trail Cycling Route

Connections To/From KVR

Key View Point & Rest Area

Major Gateway

Minor Gateway

Public Realm Improvements

Play Improvements

Historic Site

Trail Cross Section

Cross-section diagram of the trail showing various zones and clearances. The diagram includes labels for 'RURAL PATHWAYS', 'THE VINEYARDS', 'THE VISTA', 'GATEWAY', '0.5m Clear Zone', '2.5m Vertical Clearance', and '4m pathway compacted aggregate (3m when constrained)'.

What do you think?

Add a sticky dot below!

LOVE IT

IT'S GOOD

NOT FOR ME

Add sticky notes with comments!

Existing Character of The Vista

Collage of six photographs showing existing landscape features and trail conditions. The images include a hillside with a house, a lake with a dam, a bench on a trail, a cemetery, a view of a lake, and a trail with a person.

Proposed Design Improvements

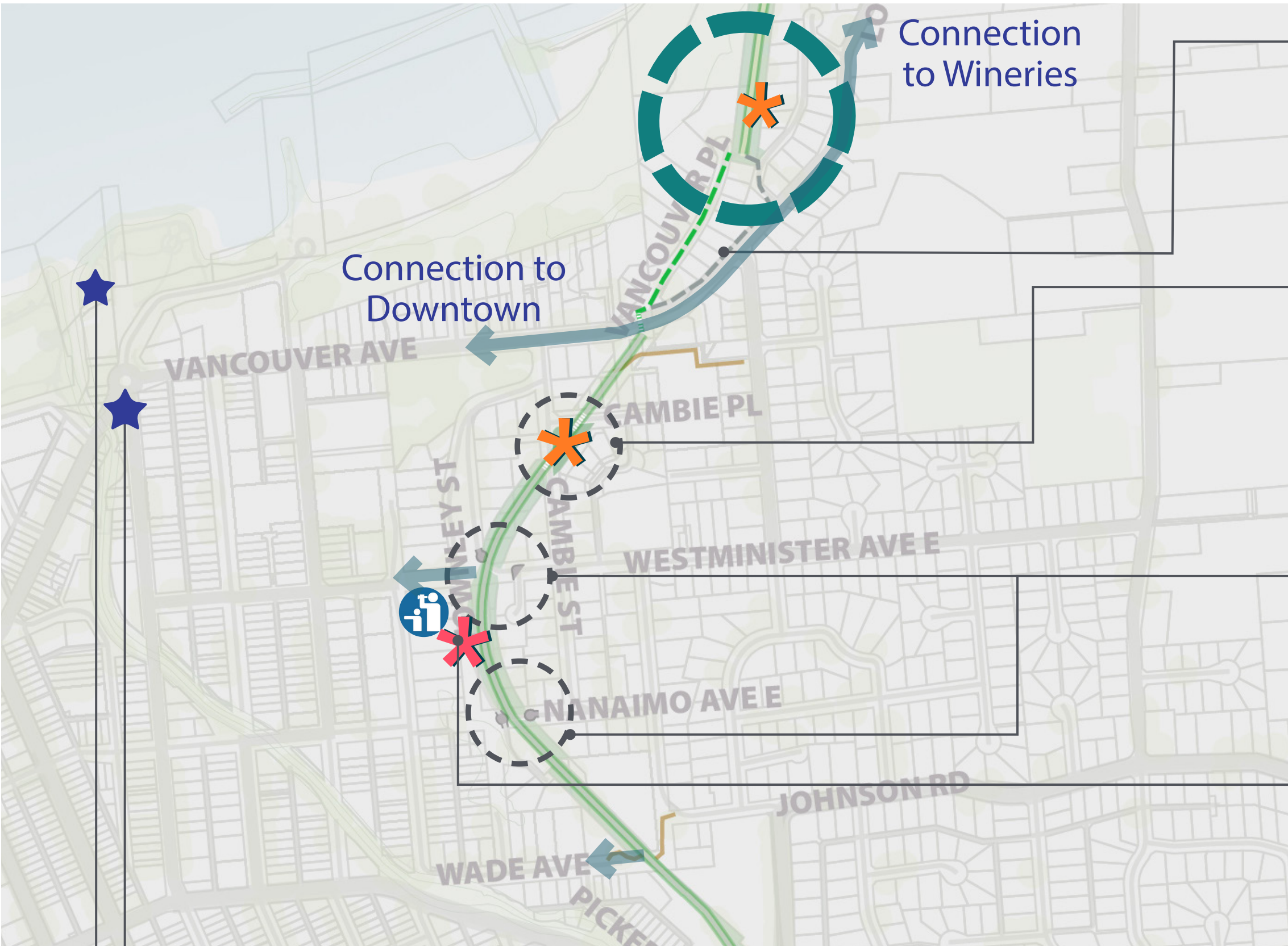
Collage of six photographs showing proposed design improvements. The images include 'View Point Seating' (two wooden chairs), 'Play Improvements' (a wooden play structure), 'Example of Major Gateway' (a decorative archway), 'Picnic Benches with Accessible Wheelchair Table Access' (a picnic table with a wheelchair-accessible table), 'Bike Repair Station' (a red bike repair station), and 'Wayfinding Trail Marker' (a wooden signpost).

3

THE CLIMB

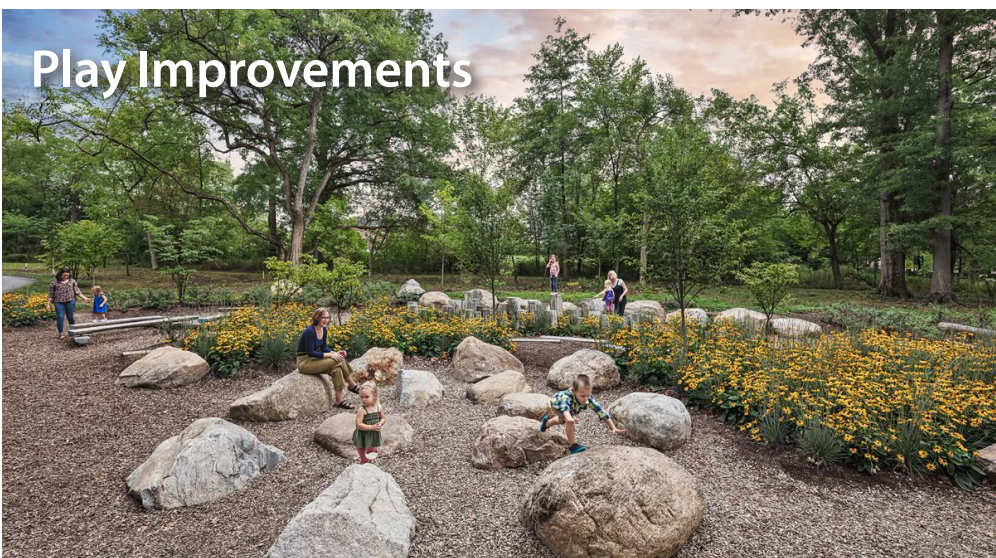
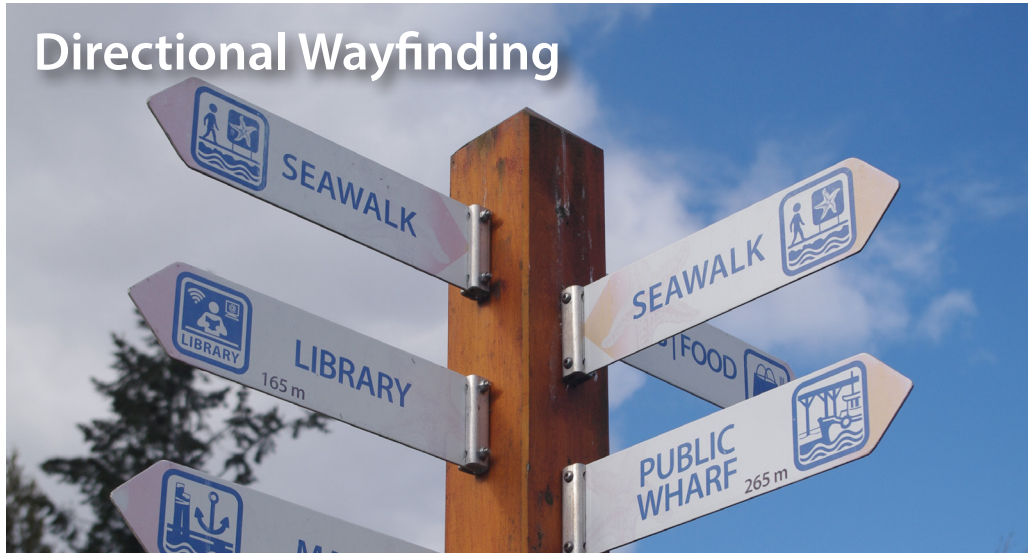
The Climb is a more active and challenging segment of the trail, where elevation and neighbourhood connections shape the experience. Improvements will include targeted trail upgrades, safer crossings, and clear prioritization of trail users at access points. Additional rest areas along steeper sections and furnishing at viewpoints will support a more comfortable journey, complemented by wayfinding signage.

Concept Plan



- LEGEND**
- Kettle Valley Rail Trail
 - KVR Trail Pedestrian Route
 - KVR Trail Cycling Route
 - KVR Connector (MUP / Trail / Stairs)
 - Connections To/From KVR
 - Key View Point & Rest Area
 - Major Gateway
 - Minor Gateway
 - Street Crossing Improvement
 - Public Realm Improvements
 - Play Improvements
 - Historic Site

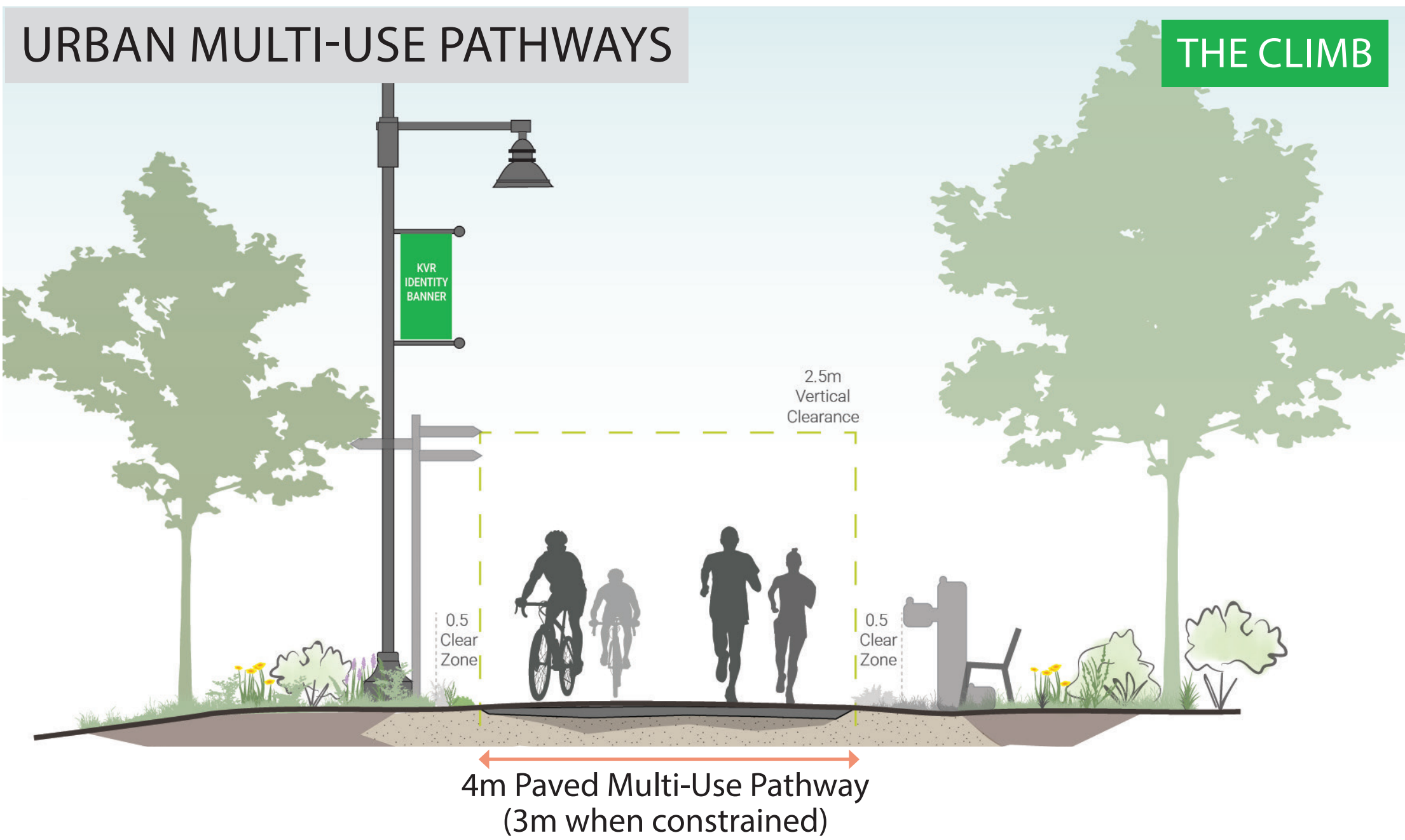
Proposed Design Improvements



Existing Character of The Climb



Trail Cross Section



What do you think?

Add a sticky dot below!

LOVE IT

IT'S GOOD

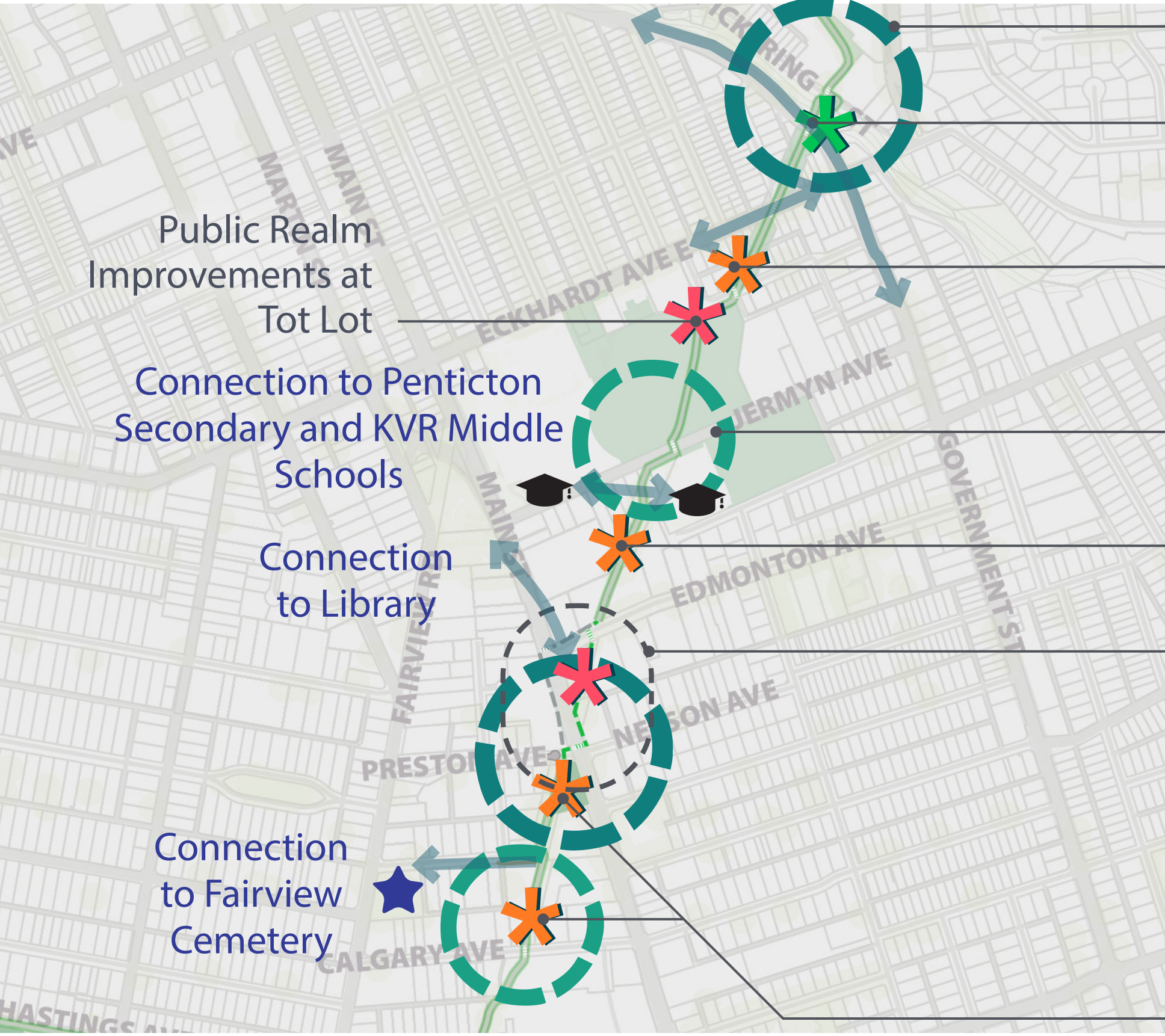
NOT FOR ME

Add sticky notes with comments!

4 THE PLAYGROUND

The Playground will serve as a key KVR Trail destination, supporting recreation, community gathering, and active transportation in a highly visible and accessible location, in the heart of the community. Improvements will create a vibrant trail hub with spaces for play, rest, and social connection for all users. New play features, seating and gathering areas, and wayfinding will reinforce KVR identity and connect visitors to nearby destinations.

Concept Plan



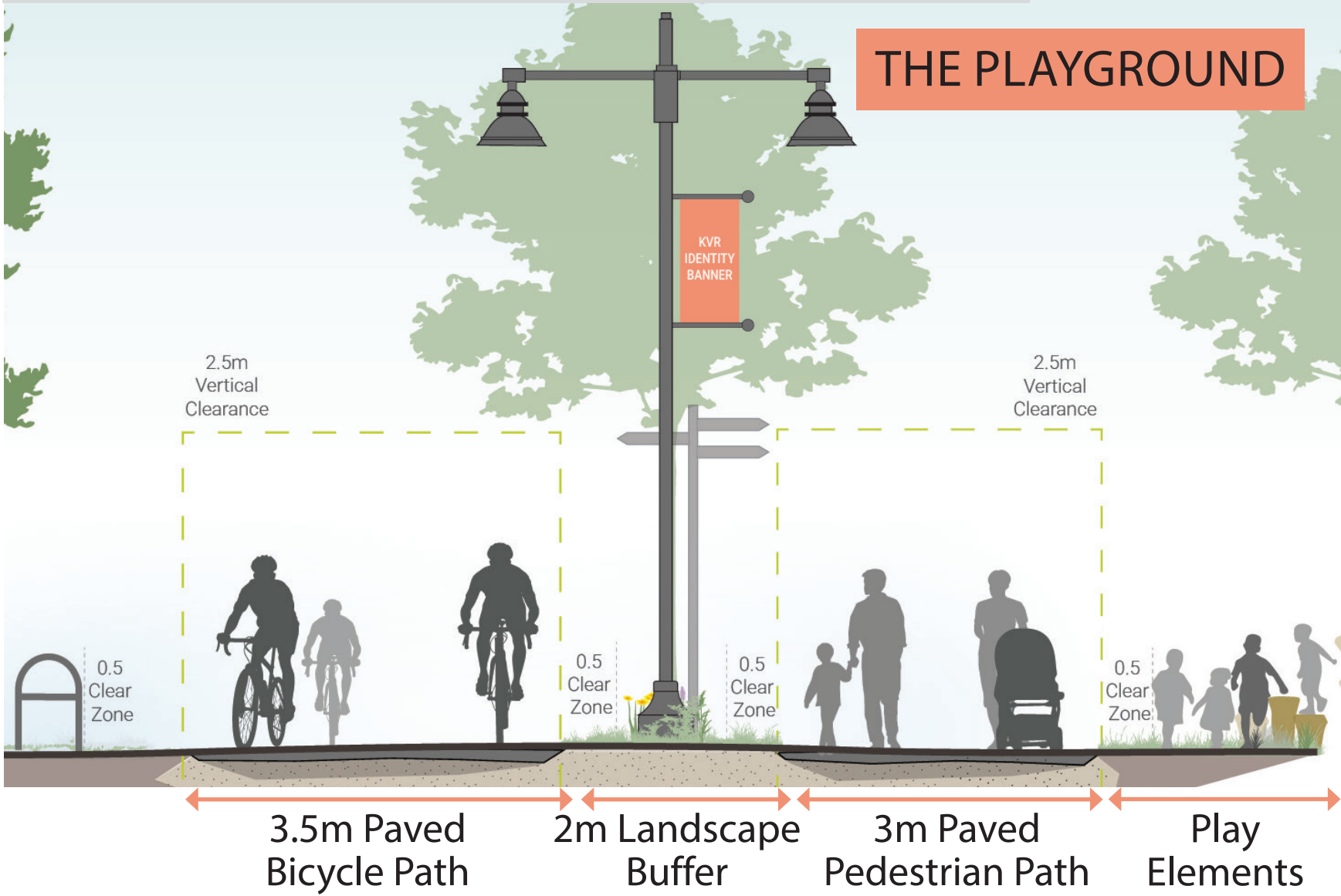
- Major Gateway
- Green Nature Node with Creek Ecology Education
- Public Realm Node with New Play Elements
- Minor Gateway
- New Play Elements
- Intersection Improvements along Edmonton Ave and Preston Ave

LEGEND

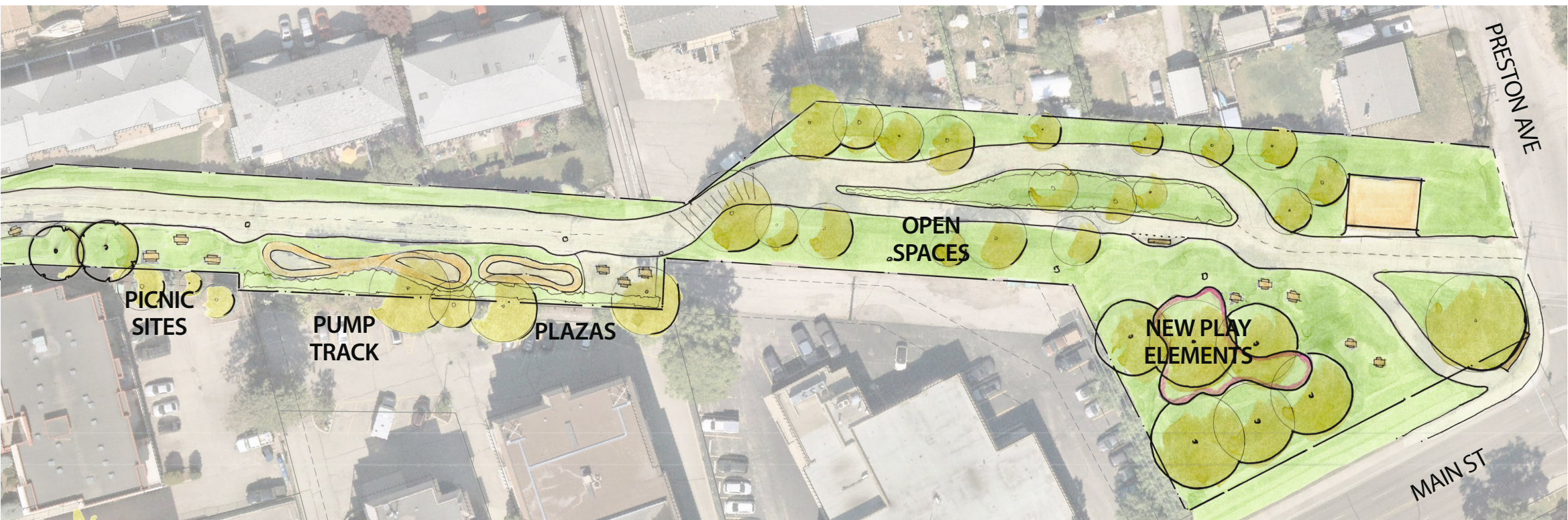
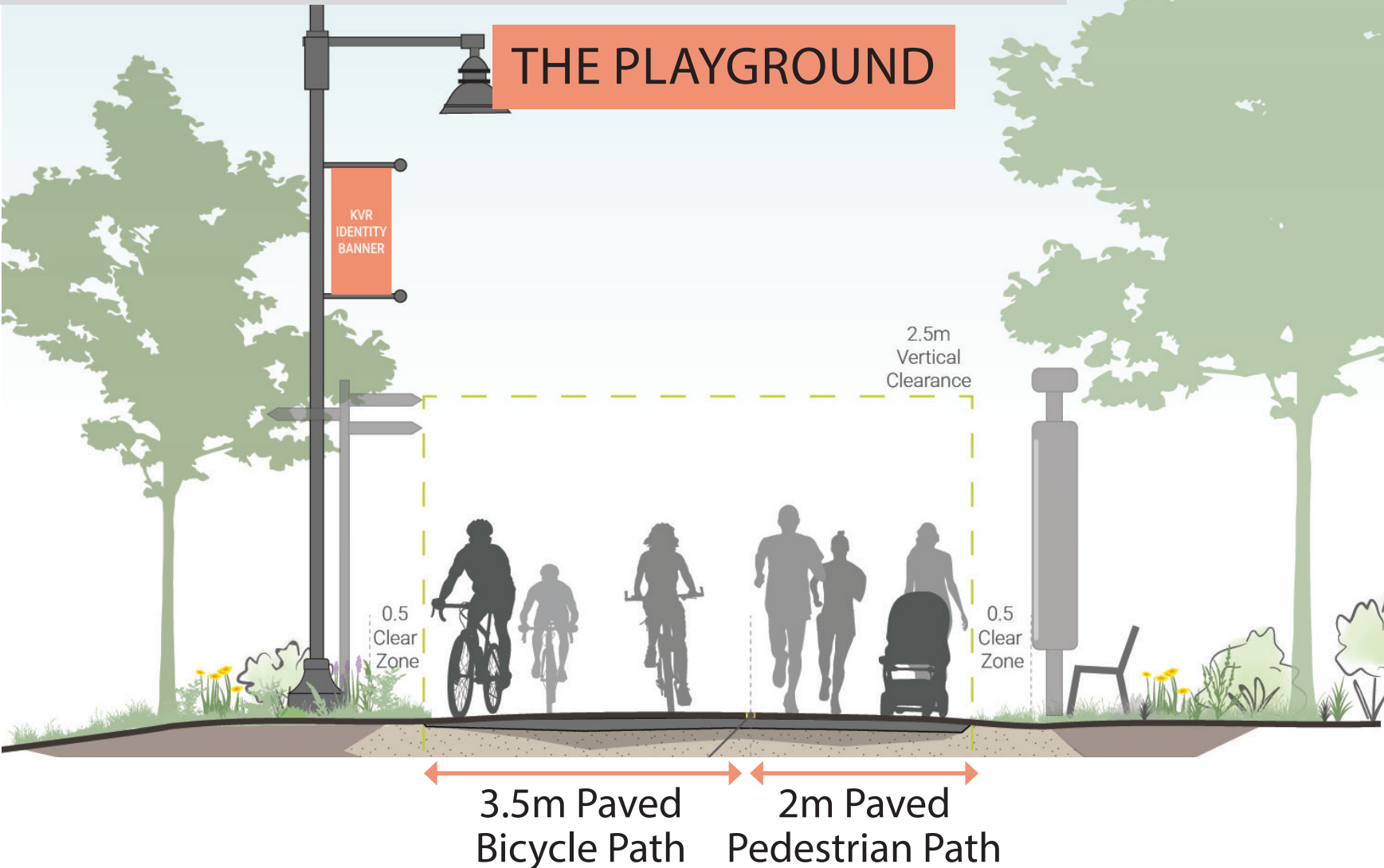
- Kettle Valley Rail Trail
- KVR Trail Pedestrian Route
- KVR Trail Cycling Route
- KVR Connector (MUP / Trial / Stairs)
- Connections To/From KVR
- Major Gateway
- Minor Gateway
- Street Crossing Improvement
- Public Realm Improvements
- Green & Nature Improvements
- Play Improvements
- Historic Sites
- School

Trail Cross Sections

URBAN MODE-SEPARATED PATHWAYS



URBAN MODE-SEPARATED PATHWAYS



The Preston Park concept improves pedestrian and cyclist movement through separated facilities while introducing new opportunities for play and recreation. Proposed features include a pump track, nature play elements, seating areas, and open spaces for gathering and relaxation.



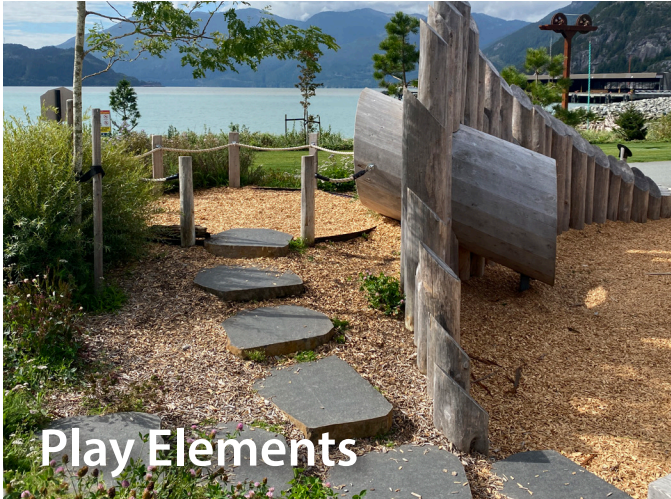
Native Landscaping and Seating Areas Along Trail



Separated User Pathways



Green Infrastructure



Play Elements



Nature & Play Elements



Play Space



Nature & Play Elements



Pump Track

What do you think?

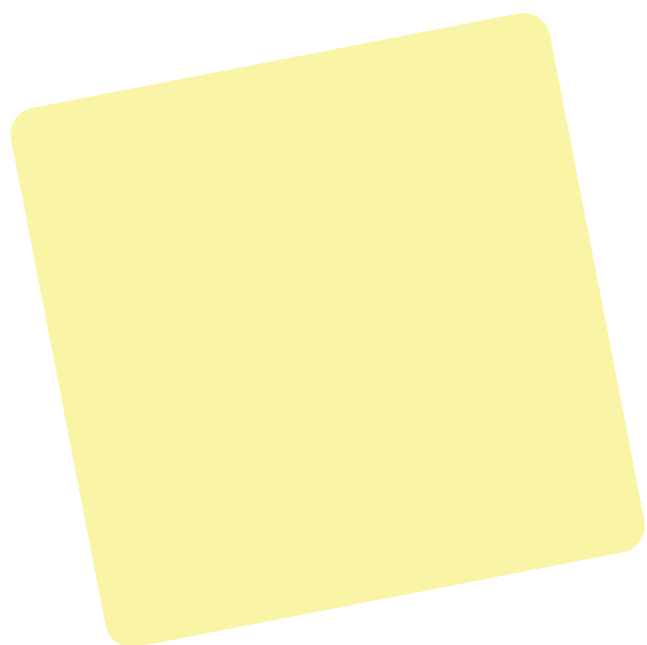
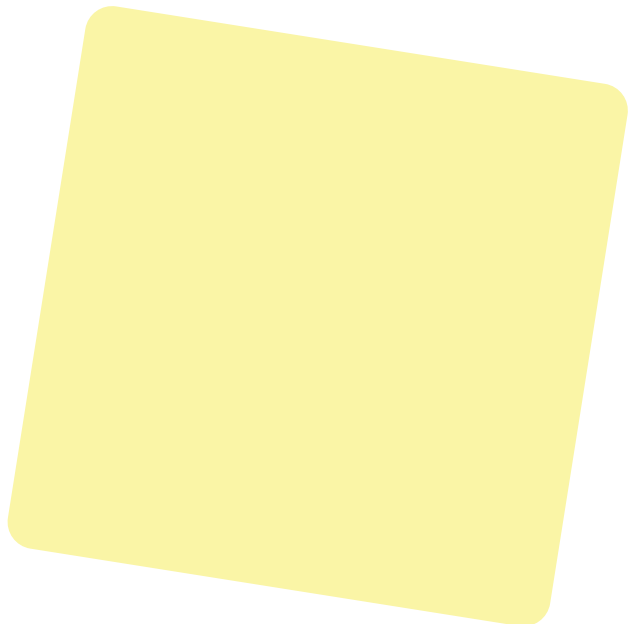
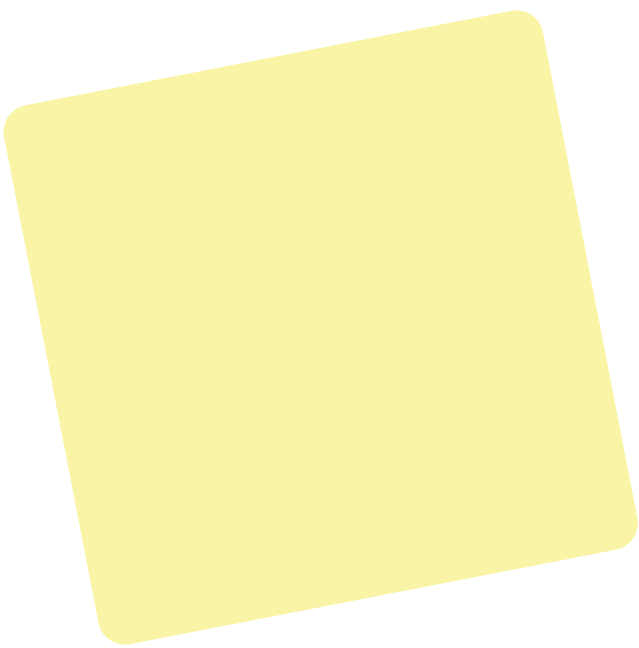
Add a sticky dot below!

LOVE IT

IT'S GOOD

NOT FOR ME

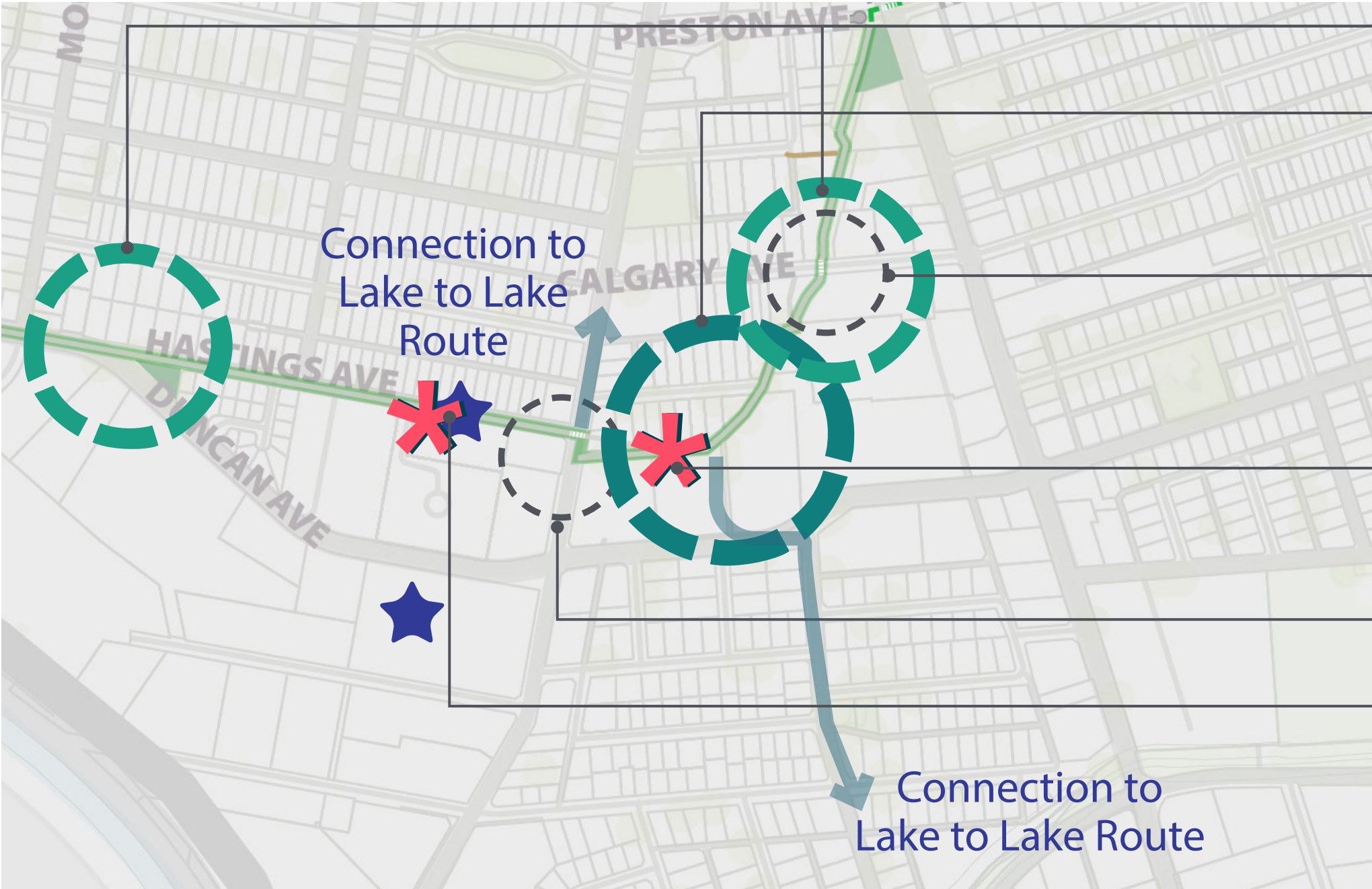
Add sticky notes with comments!



5 THE STATION

Rooted in Penticton’s railway history, this area highlights the Old Rail Station as a key landmark. Improvements will focus on celebrating heritage features and enhancing the surrounding public realm with green infrastructure, interpretive signage, and shared street upgrades. Wayfinding signage will create a strong sense of arrival and connect users to routes such as the lake-to-lake bike network.

Concept Plan

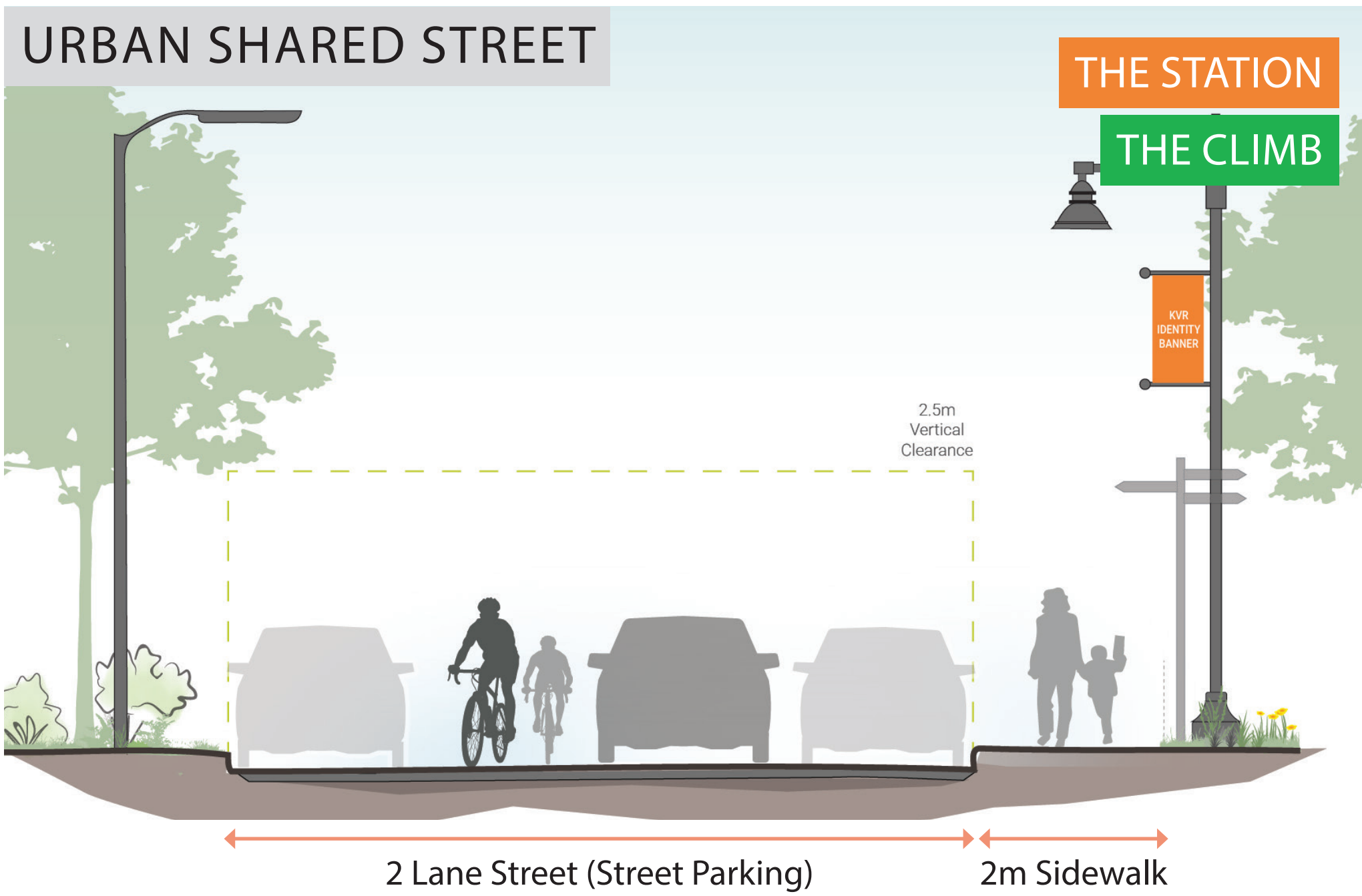
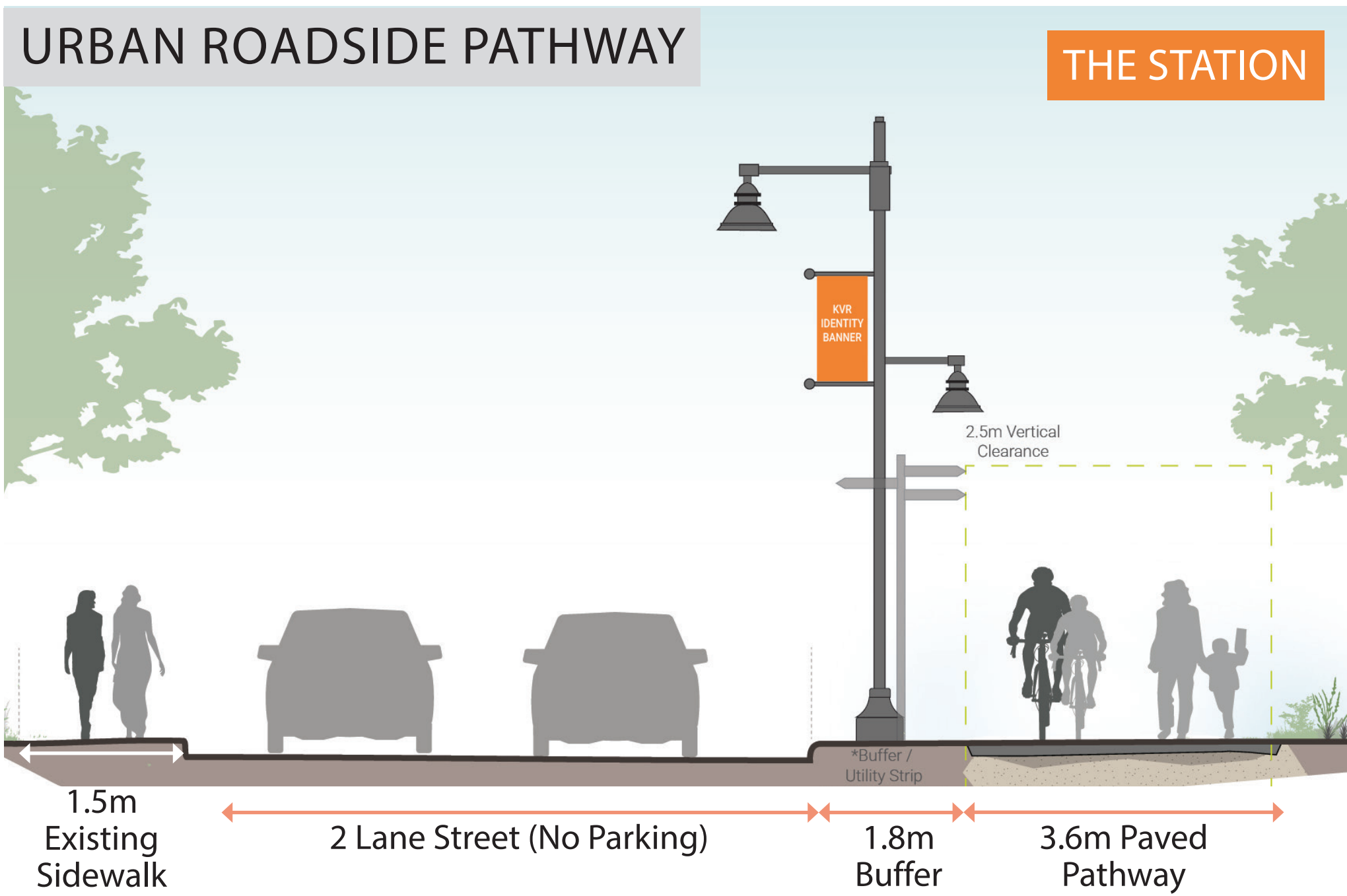


- Minor Gateways
- Major Gateway
- Crosswalk Improvement to Facilitate Safe Crossing
- Public Realm Laneway Improvements
- New Signalized Intersection with Crosswalks and Bicycle Crossing
- Old Rail Station Node Improvements with Landscaping and Heritage Commemoration

LEGEND

- Kettle Valley Rail Trail
- KVR Connector (MUP / Trial / Stairs)
- Connections To/From KVR
- Major Gateway
- Minor Gateway
- Street Crossing Improvement
- Public Realm Improvements
- Green & Nature Improvements
- Historic Sites

Trail Cross Sections



Existing Trail Wayfinding and Connections



Proposed Design Improvements



What do you think?

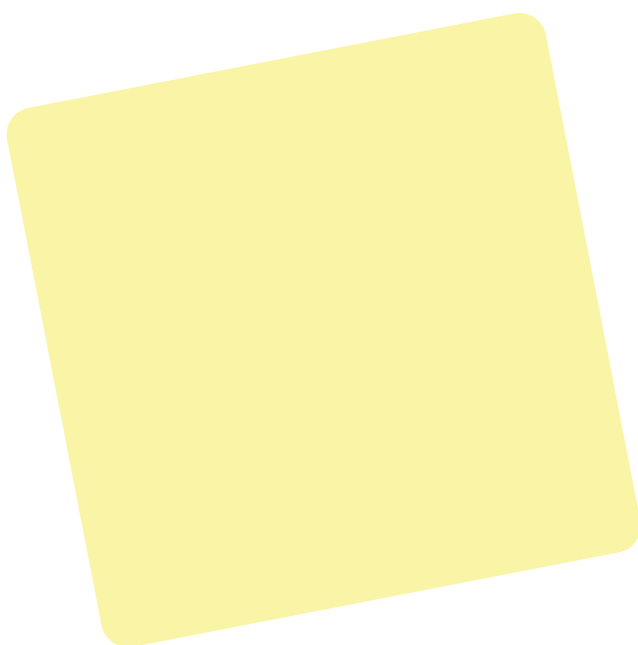
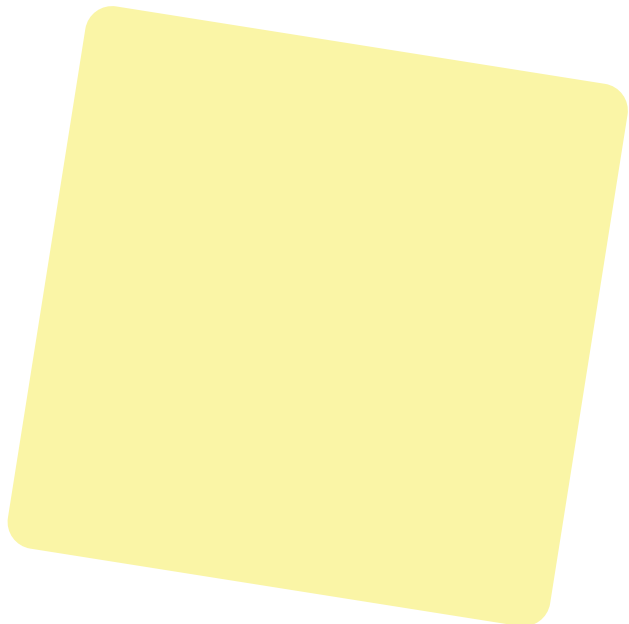
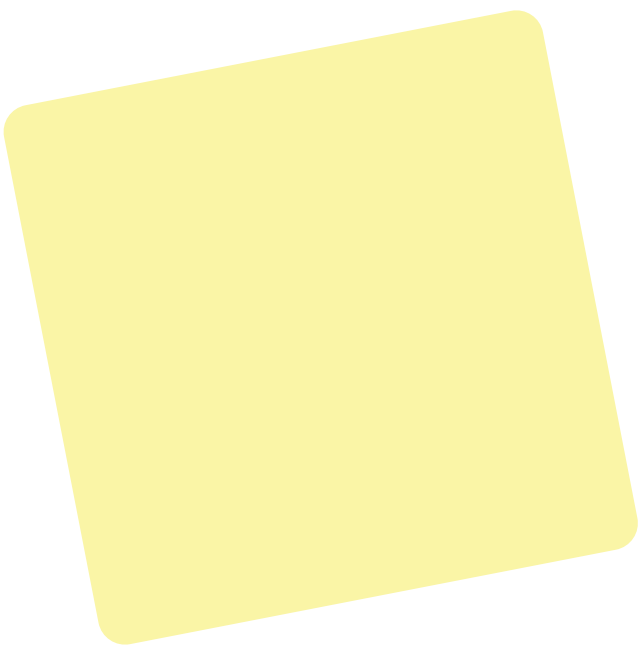
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LOVE IT

IT'S GOOD

NOT FOR ME

Add sticky notes with comments!



6 THE CHANNEL LINK

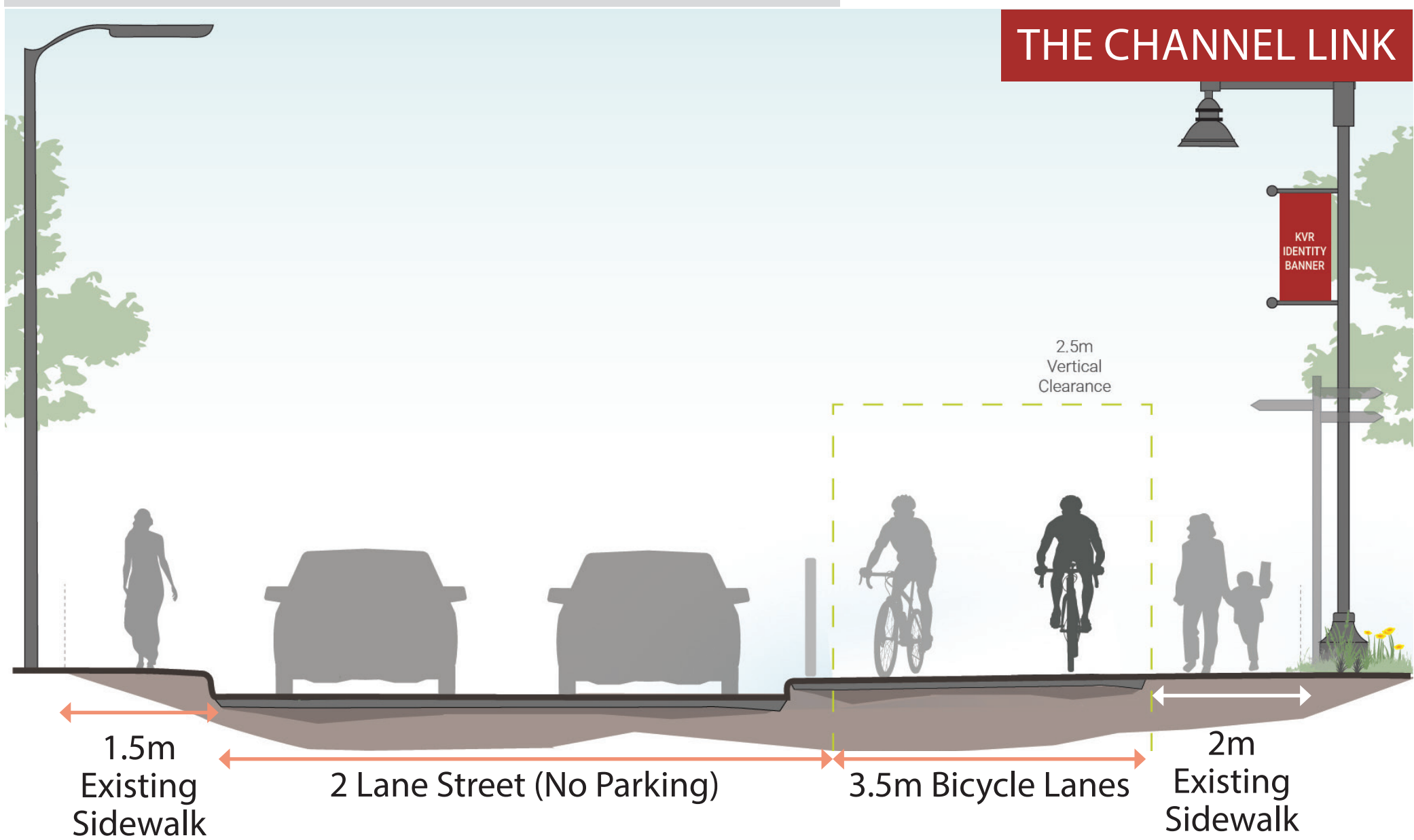
The Channel Link area will prioritize safe and accessible connections to the Penticton Channel, lake-to-lake routes, and the city's cycling network. Wayfinding, public realm improvements, and interpretive features will strengthen the KVR's identity while celebrating the area's railway heritage, and educational and cultural connections.

Concept Plan

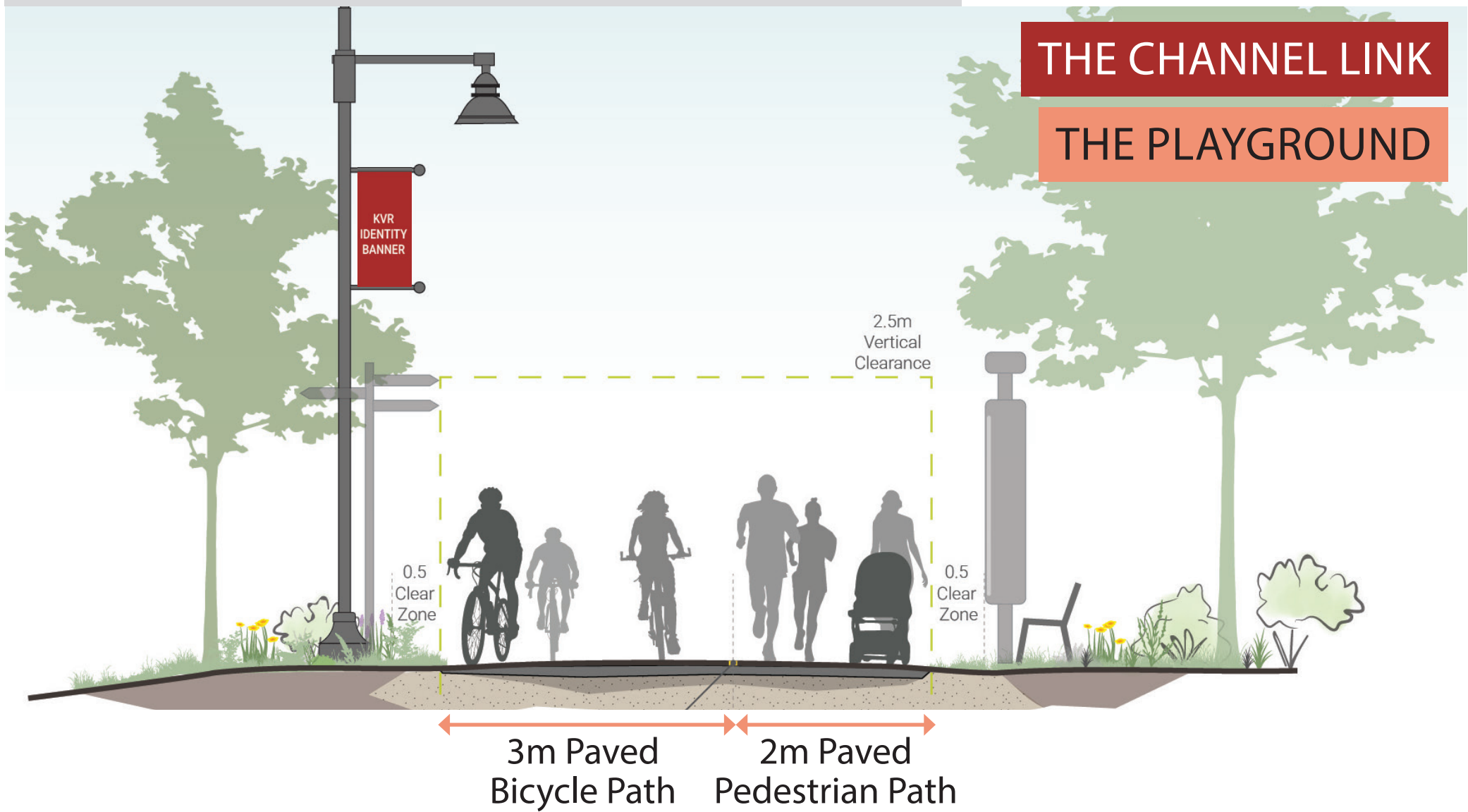


Trail Cross Sections

URBAN BICYCLE PATH & SIDEWALK



URBAN MODE-SEPARATED PATHWAYS



Proposed Design Improvements



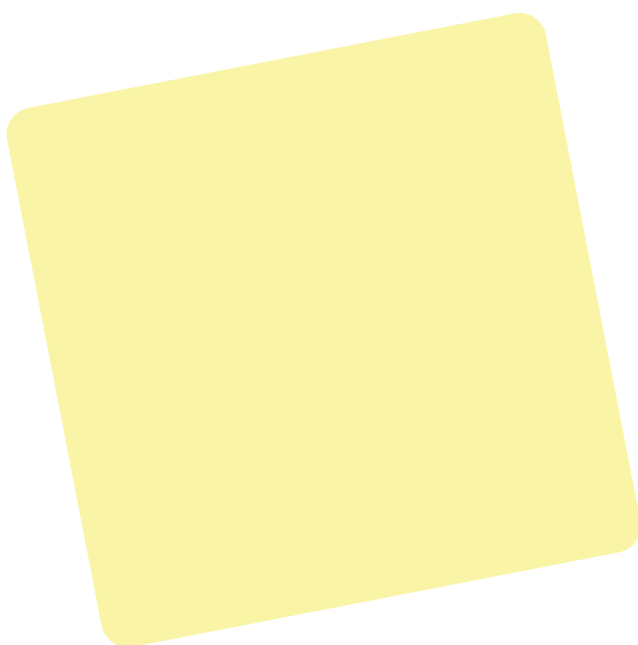
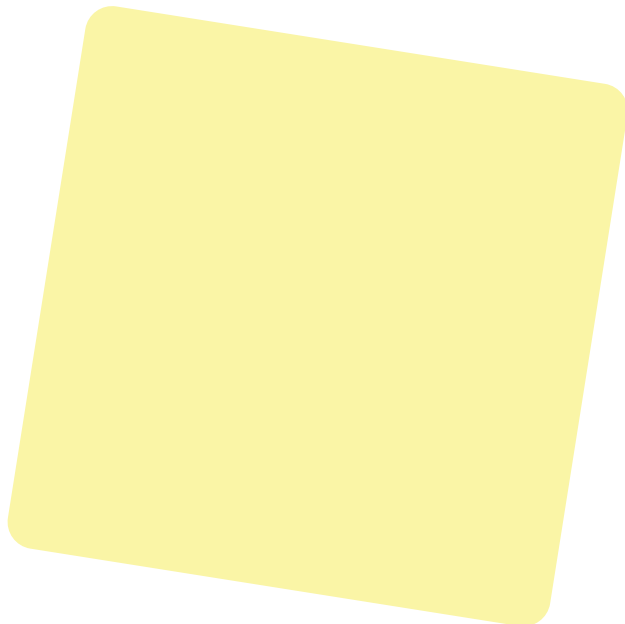
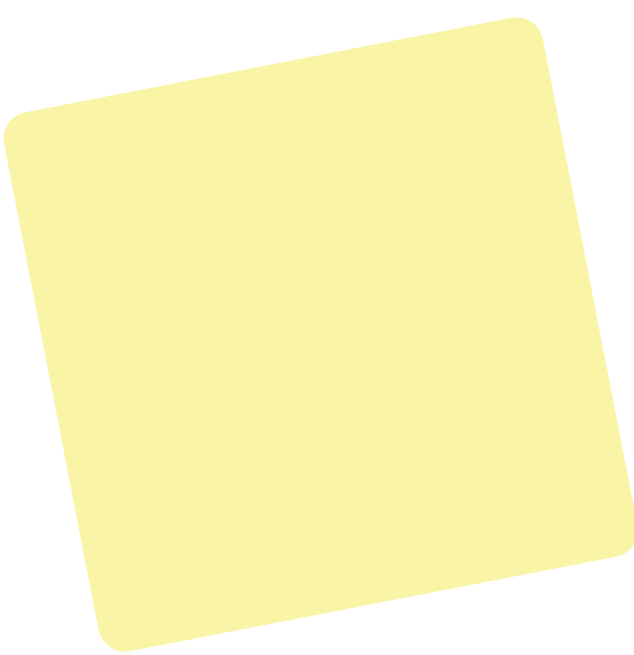
What do you think?

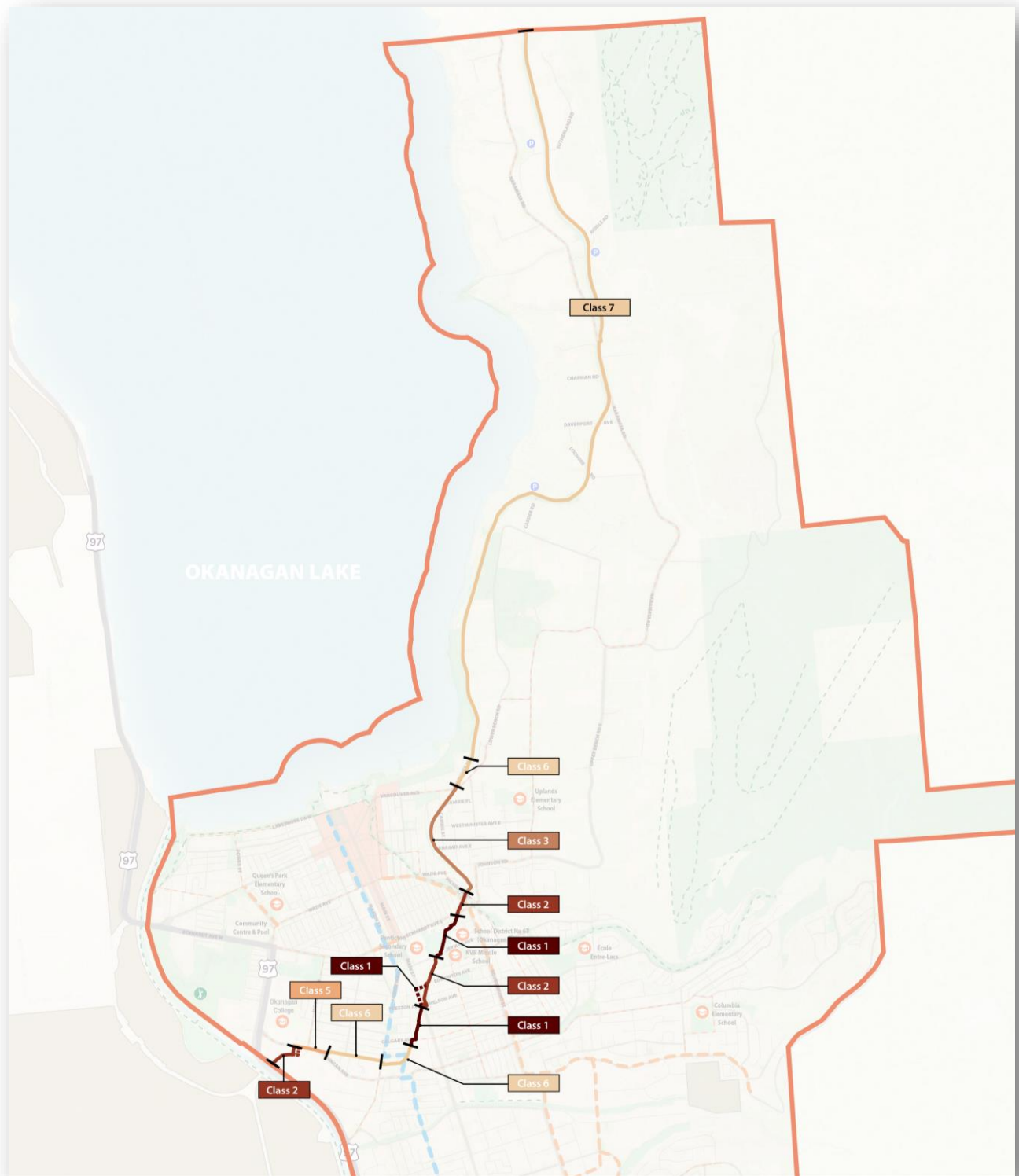
Add a sticky dot below! Add sticky notes with comments!

LOVE IT

IT'S GOOD

NOT FOR ME

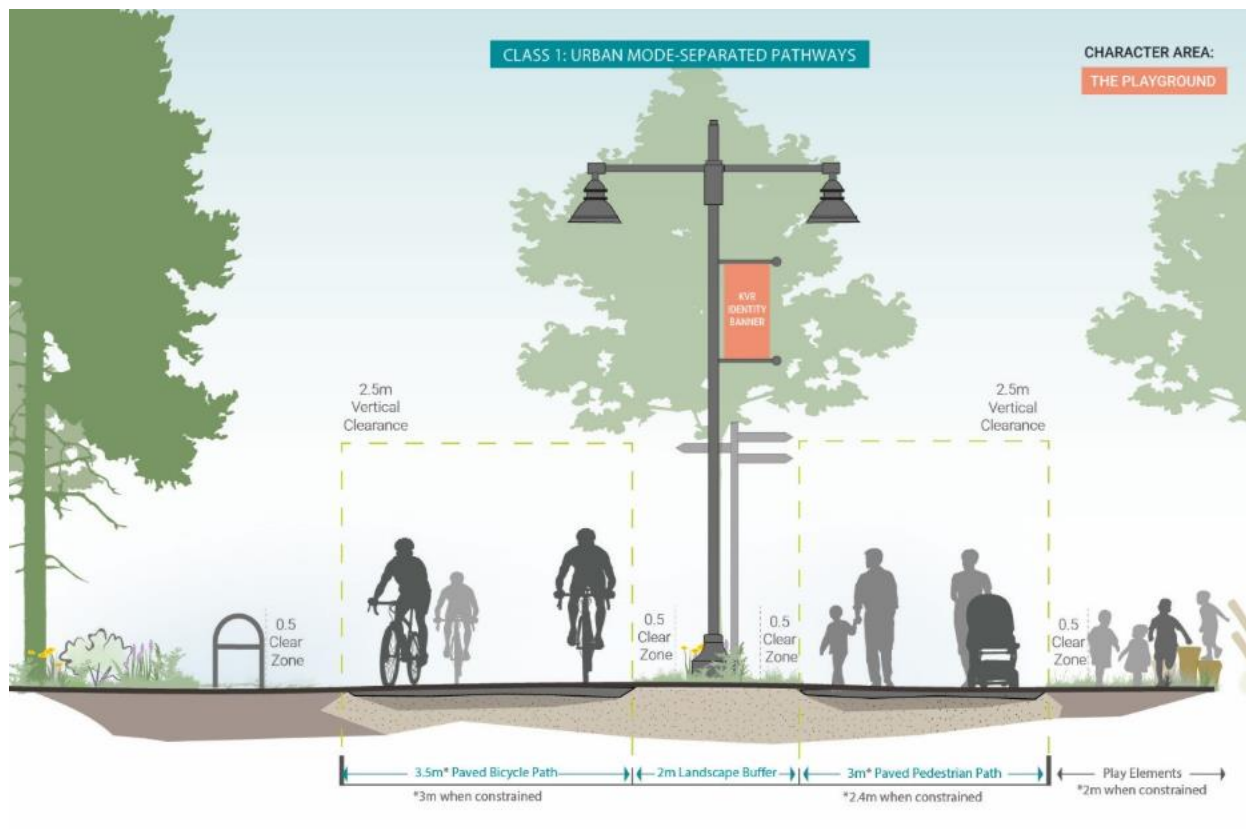




Trail Classification Map

CLASS 1: Enhanced Urban Mode-Separated Pathways

Context:	Separated pedestrian and bicycle pathways in Urban setting near major destinations such as schools with additional right-of-way.
Level of Use:	Highest
Primary Purpose:	Transportation & Recreation
Location:	The Playground
Users:	Walking, cycling, micromobility, dog walking, jogging



Design Guidelines

Desirable Width: Separated 3.5 metre bicycle path, 2.0 metre landscape buffer, 3.0 metre pedestrian path, and 2 - 10 metre play areas

Minimum Width: Separated 3.0 metre bicycle path, 1.5 metre landscape buffer, 2.4 metre pedestrian path, and 2-5metre play areas

Surface: Paved

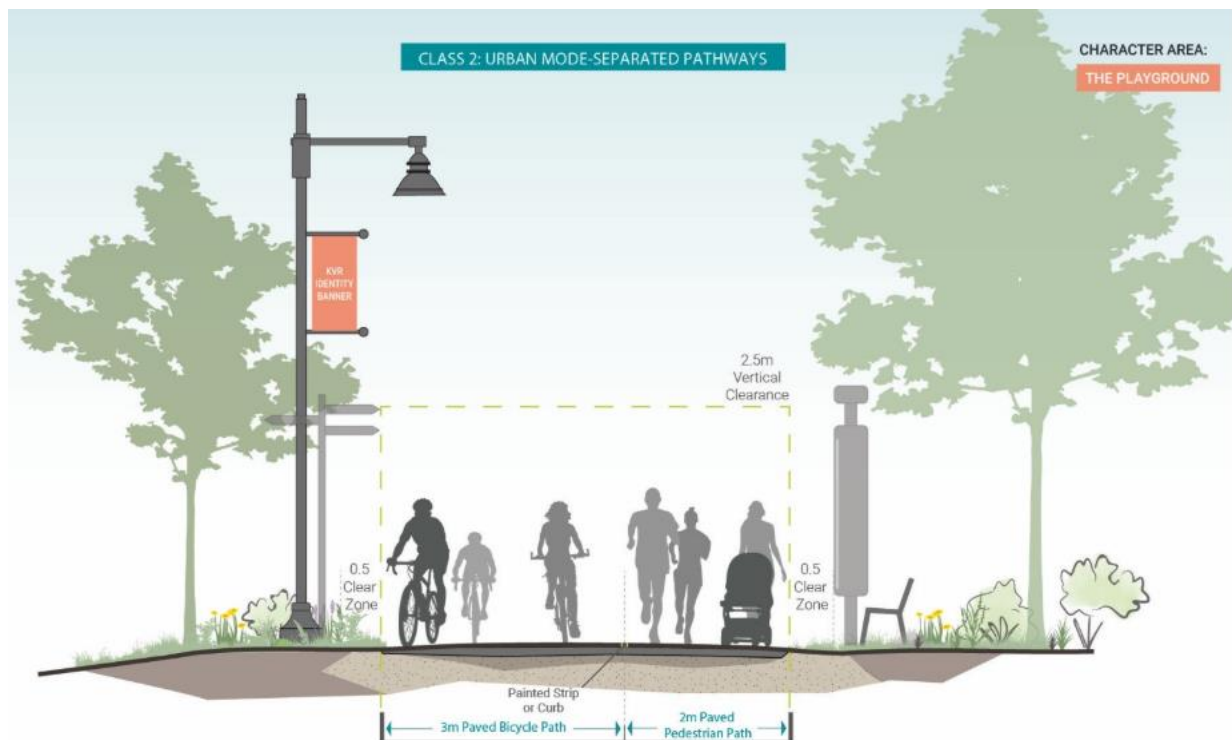
Grades: <3%

Accessibility: Universal accessibility

Lighting: Yes

CLASS 2: Urban Mode-Separated Pathways

Context:	Shared pedestrian and bicycle pathways in urban settings near major destinations such as schools.
Level of Use:	Highest
Primary Purpose:	Transportation & Recreation
Location:	The Playground
Users:	Walking, cycling, micromobility, dog walking, jogging



Design Guidelines

Desirable Width:	Greater than 5 metres
Minimum Width:	5 metres
Surface:	Paved
Grades:	<3%
Accessibility:	Universal accessibility
Lighting:	Yes

CLASS 3: Urban Multi-Use Pathway

Context: Shared pedestrian and bicycle pathway in urban setting in residential areas.

Level of Use: High

Primary Purpose: Transportation & Recreation

Location: The Climb

Users: Walking, cycling, micromobility, dog walking, jogging



Design Guidelines

Desirable Width: 4 metres

Minimum Width: 3 metres

Surface: Paved

Grades: <5%

Accessibility: Universal accessibility

Lighting: Yes

CLASS 4: Urban Roadside Pathway

Context:	Urban major streets (e.g. Main Street)
Level of Use:	High
Primary Purpose:	Transportation & Recreation
Location:	The Station
Users:	Walking, cycling, micromobility, dog walking, jogging

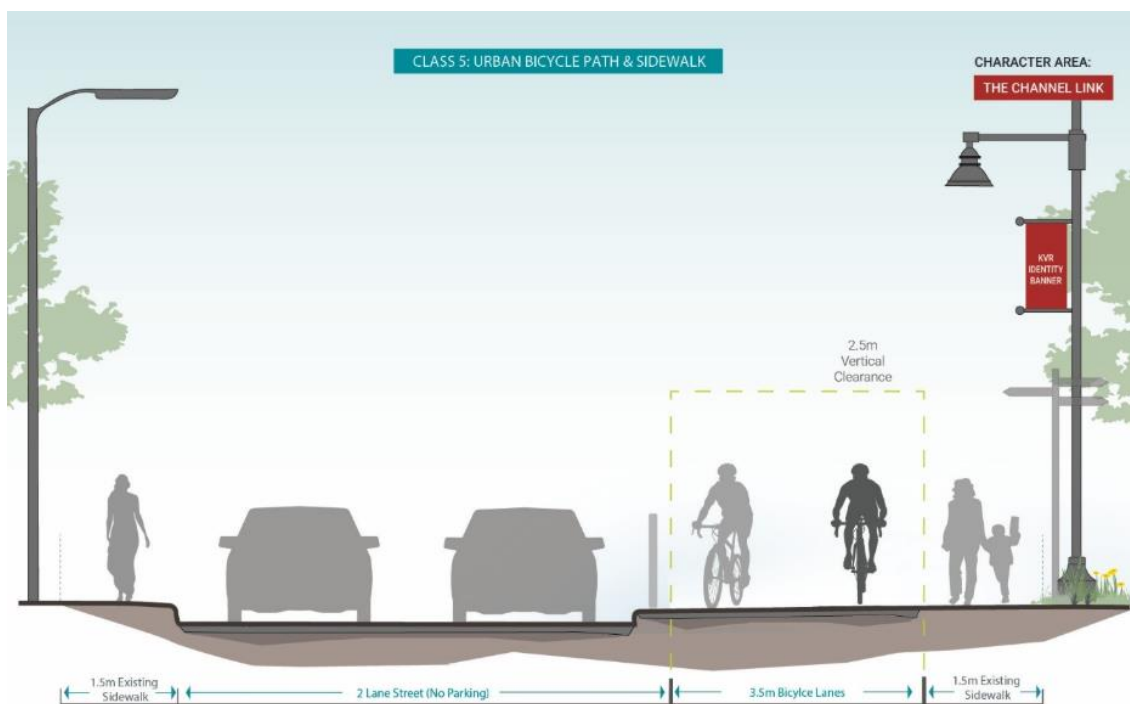


Design Guidelines

Desirable Width:	3.6 metres with 1.8 metre lateral buffer from roadway
Minimum Width:	3.0 metres with 0.6 metre lateral buffer from roadway
Surface:	Paved
Grades:	<3%
Accessibility:	Universal accessibility
Lighting:	Yes

CLASS 5: Urban Protected Bicycle Path

Context:	Urban major streets (e.g. Duncan Avenue, Hastings Street)
Level of Use:	High
Primary Purpose:	Transportation
Location:	The Channel Link
Users:	Cycling, micromobility

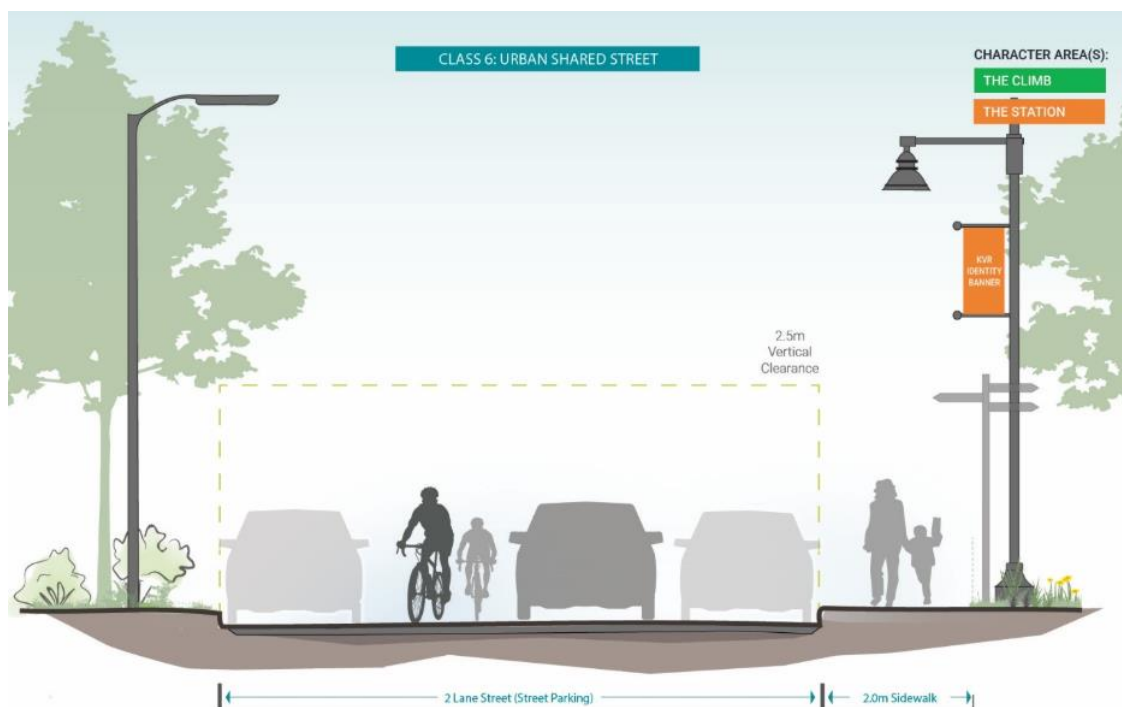


Design Guidelines

Desirable Width:	3.0 metres
Minimum Width	2.7 metres
Surface:	Paved
Grades:	<3%
Accessibility:	Universal accessibility
Lighting:	Yes

CLASS 6: Urban Shared Streets

Context:	Urban residential streets (e.g. Hastings Avenue)
Level of Use:	Moderate
Primary Purpose:	Transportation
Location:	The Station, The Climb
Users:	Cycling, micromobility



Design Guidelines

Desirable Width:	4.0 – 5.5 metres clear width in roadway
Minimum Width:	3.6 - 3.9 metres clear width in roadway
Surface:	Paved
Grades:	<5%
Accessibility:	Universal accessibility
Lighting:	Yes

CLASS 7: Rural Pathways

Context:	Rural
Level of Use:	Moderate
Primary Purpose:	Recreation, Tourism
Location:	The Vineyards, The Vista
Users:	Walking, cycling, dog walking, jogging, equestrians



Design Guidelines

Desirable Width:	4 metres
Minimum Width:	3 metres
Surface:	Compacted Aggregate
Grades:	<5%
Accessibility:	Accessible access points
Lighting:	No

Class 8: Urban Connectors

Context:	Urban
Level of Use:	Moderate
Primary Purpose:	Recreation
Location:	The Channel Link, The Station, The Playground, The Climb
Users:	Walking, cycling, micromobility, dog walking, jogging

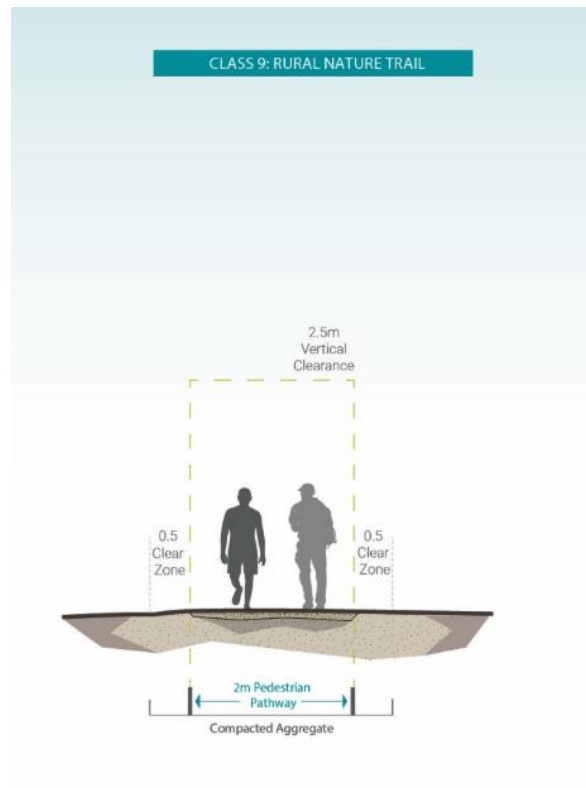


Design Guidelines

Desirable Width:	3.0 metres
Minimum Width:	2.4 metres
Surface:	Paved
Grades:	<5%
Accessibility:	Universal accessibility
Lighting:	Yes

Class 9: Rural Nature Trail

Context:	Rural or Nature in Urban Setting
Level of Use:	Moderate
Primary Purpose:	Recreation
Location:	The Vineyards, The Vista, The Climb
Users:	Walking, dog walking, jogging



Design Guidelines

Desirable Width:	2.4 metres
Minimum Width:	2.0 metres
Surface:	Gravel, Natural Surface
Grades:	<5%
Accessibility:	Accessible access points
Lighting:	No

	Class 1: Enhanced Urban Mode-Separated Pathways	Class 2: Urban Mode-Separated Pathways	Class 3: Urban Multi-Use Pathways	Class 4: Urban Roadside Pathways	Class 5: On-Street Protected Bicycle Path	Class 6: On-street Neighbourhood Bikeways	Class 7: Rural Multi-use Pathways	Class 8: Urban Connectors	Class 9: Rural Nature Trails
Context	Urban setting near major destinations such as schools with additional right-of-way	Urban setting near major destinations such as schools	Urban setting in residential areas	Urban major streets	Urban major streets	Urban residential streets	Rural	Urban	Rural
Level of Use	Highest	Highest	High	High	High	Moderate	Moderate	Moderate	Moderate
Primary Purpose	Transportation & Recreation	Transportation & Recreation	Transportation & Recreation	Transportation & Recreation	Transportation	Transportation	Recreation, Tourism	Recreation	Recreation
Users	Walking, cycling, micromobility, dog walking, jogging	Walking, cycling, micromobility, dog walking, jogging	Walking, cycling, micromobility, dog walking, jogging	Walking, cycling, micromobility, dog walking, jogging	Cycling, micromobility	Cycling, micromobility	Walking, cycling, dog walking, jogging, equestrians	Walking, cycling, micromobility, dog walking, jogging	Walking, dog walking, jogging
Desirable Width	Separated 3.5 metre bicycle path, 2.0 metre landscape buffer, 3 metre pedestrian path, and 2-10 metre play areas	Greater than 5 metres	4 metres	3.6 metres with 1.8 metre lateral buffer from roadway	3.0 metres	4.0 – 5.5 metres clear width in roadway	4.0 metres	3.0 metres	2.4 metres
Minimum Width	Separated 3.0 metre bicycle path, 1.5 metre landscape buffer, 2.4 metre pedestrian path, and 2-5 metre play areas	5.0 metres	3.0 Metres	3.0 metres with 0.6 metre lateral buffer from roadway	2.7 metres	3.6 – 3.9 metres clear width in roadway	3.0 metres	2.4 metres	2.0 metres
Surface	Paved	Paved	Paved	Paved	Paved	Paved	Compacted Aggregate	Paved	Gravel, Natural Surface
Grades	<3 %	<3 %	<5 %	<3 %	<3 %	<5 %	<5 %	< 5%	
Accessibility	Universal accessibility	Universal accessibility	Universal accessibility	Universal accessibility	Universal accessibility	Universal accessibility	Accessible access points	Universal Accessibility	Accessible access points
Lighting	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No
Character Zone	The Playground	The Playground	The Climb	The Station	The Channel Link	The Station The Climb	The Vineyards The Vista	The Channel Link The Station The Playground The Climb	The Vineyards The Vista The Climb



Phase 3 Engagement What We Heard Report

Kettle Valley Rail Trail Strategy Project

July 2026



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1.0 Project Background

The Kettle Valley Rail (KVR) Trail is one of Penticton's most valued community and regional assets, serving as a corridor for recreation, tourism, active transportation, and cultural connection. Within city limits, the trail weaves through neighbourhoods, vineyards, cultural sites, and waterfront areas, offering residents and visitors a unique way to experience the landscape.

Recognizing increasing use and emerging challenges, the City of Penticton initiated the KVR Trail Strategy to guide the long-term planning and management of the trail within municipal boundaries. Phase 1 of the project focused on analysis and engagement to better understand current conditions, user experiences, and community perspectives. The second phase focused on defining a shared community vision and establishing objectives to guide the trail's future.

Phase 3 introduces a draft concept plan that outlines proposed improvements across the KVR Trail corridor. To reflect the unique character and needs of different areas, the corridor is organized into six distinct Character Zones. Each zone has been designed to guide tailored improvements and amenities that respond to its specific landscape, setting, and community priorities.

Project Phases

- **Phase 1: Discover & Early Input** – gathered early input through an online mapping tool and online survey hosted on the City's Shape Your City (SYC), three pop-up engagement sessions, and targeted discussions with advisory and partner groups.
- **Phase 2: Technical Feedback & Design Ideas** – gathered feedback through an interest holder workshop, Council's Open House, an online survey and follow-up meetings with key interest holders.
- **Phase 3: Final Review & Validation** – presents the draft concept plan and invites feedback to ensure the final plan reflects the community's values, priorities, and vision.

2.0 Engagement Process

Phase 3 engagement took place between May 28 to June 28, 2026. This phase was designed to gather input from residents, trail users, and community groups on the draft concept plan to ensure it reflects the community's priorities and shared vision.

Engagement activities focused on presenting and gathering input on the six Character Zones and included an online survey, three pop-up events, and a virtual interest holder workshop. Individual meetings were held with the Regional District of Okanagan-Similkameen, Okanagan College, the Thompson Okanagan Tourism Association, and an agricultural landowner.

Feedback collected during this phase will be used to refine the final strategy.

2.1 Engagement Methods

Online Survey

An online survey was available on the Shape Your City project webpage and was open June 4 to June 28, 2026. The survey focused on gathering input on each of the six proposed Character Zones. A total of 154 responses were received.

Pop-up Events

Three in-person pop-up events were held on June 6, 2026 between 10 a.m. and 12 p.m. The locations included:

- Poplar Grove Trailhead (1194 Poplar Grove Road)
- KVR Trailhead at Vancouver Place (148 Vancouver Place)
- Downtown Farmers' Market (100 Block Main Street)

The events featured poster boards with project information and the concept plans for each Character Zone. Participants had the opportunity to review the information, ask questions and share input.



Figure 1. Pop-up event

Interest Holder Workshop

A virtual workshop was held on June 10, 2026 on Zoom and brought together representatives from local government, community, tourism, accessibility, and environmental sectors. The workshop featured a presentation to share project updates and the concept plan, followed by a facilitated discussion to gather input on each Character Zone.

Meetings with Interest Holders

Individual meetings were held with the Regional District of Okanagan-Similkameen (RDOS), Okanagan College, the Thompson Okanagan Tourism Association, Snpink'tn Indian Band (SIB/PIB) and an agricultural landowner.

Participation and Engagement Outcomes

- 154 survey responses
- 182 conversations with trail users
- 135 sticky note comments recorded on engagement boards
- 3 pop-up engagement stations
- 1 virtual interest holder workshop
- 5 meetings with Project Partners and interest holders

2.2 Communication Methods

Project Webpage

A Shape Your City project page was updated on June 4, 2026, providing a project update, information about Phase 3 engagement, and the draft concept plan. The webpage received a total of 742 visits between June 6 and June 28, 2026.

News Release

A news release was published by the City to provide an update on the project and raise awareness of the public engagement opportunities.

Flyer

An event flyer was prepared to promote the three pop-up events. The flyer was distributed in person across the community. Distribution locations were selected to align with key activity areas and neighbourhoods along the KVR Trail and surrounding corridors, with the intent of increasing awareness of the event and project webpage among trail users and nearby residents.

Social Media Posts

Posts were published on the City of Penticton's Facebook and Instagram pages to promote the pop-up events and raise awareness of the project.



Figure 2. Flyer

3.0 What We Heard

3.1 Online Survey and Pop-Up Event Results

A total of 154 responses to the online survey were received during the Phase 3 engagement period. Participants were asked to review and provide input on each of the six proposed Character Zones.

This section presents the key findings from the survey and summarizes input received through both the online survey and pop-up events. The charts reflect survey responses only, while the comment summaries incorporate feedback from both engagement activities.

A full export of the survey results can be found in Appendix B.

Overall Impressions

Feedback on the proposed concept plans was generally positive, with most respondents either supporting or strongly supporting the vision for each trail area. Across all locations, participants consistently emphasized the importance of preserving the KVR's natural character and ensuring that any improvements complement the existing landscape rather than significantly altering it. Safety, connectivity, accessibility, and wayfinding emerged as key priorities, with strong support for improved trail connections, safer crossings, clearer signage, and enhanced navigation throughout the corridor. Respondents also highlighted the need for ongoing trail maintenance, including surface improvements, weed management, accessibility upgrades, and general upkeep of existing infrastructure.

Opinions were mixed regarding many of the proposed built features, including major gateways, play areas, pump tracks, and decorative elements. While some respondents viewed these features as opportunities to enhance the trail experience and create destinations, many questioned their necessity, cost, and compatibility with the trail's natural setting. Concerns about project costs were a recurring theme, with many participants preferring that available funding be directed toward essential improvements such as maintenance, safety, accessibility, and connectivity before investing in new amenities or placemaking features.

Participants expressed support for additional amenities that improve user comfort, including drinking water stations, washrooms, accessible seating, shade, picnic areas, bike parking, and rest areas. There was also strong interest in incorporating cultural storytelling, Indigenous history, railway heritage, public art, and interpretive experiences where appropriate. Connectivity beyond Penticton was identified as a major opportunity, with respondents advocating for stronger links to the Channel Pathway, Summerland, Skaha Lake, Naramata, Snpink'tn Indian Band (SIB/PIB) lands, and the broader regional trail network. Parking availability at key trailheads, particularly around Vancouver Place, remains an ongoing concern, while trail users also expressed interest in continued public engagement to help refine and advance the strategy.

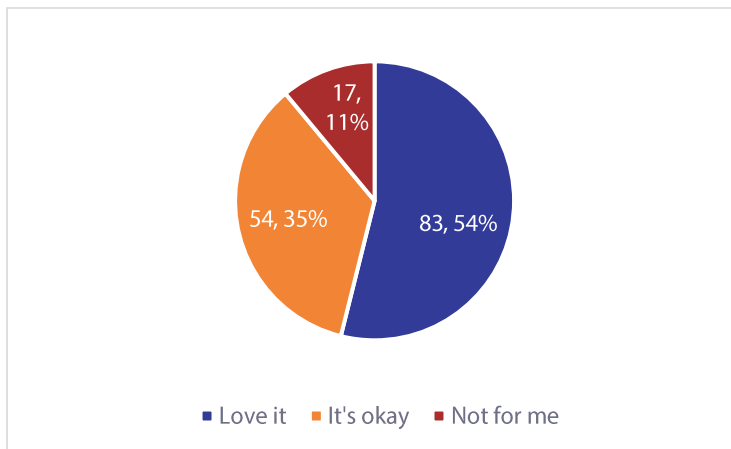
Overall, the feedback suggests broad support for investing in the KVR Trail network, provided that improvements remain sensitive to the corridor's natural character and prioritize practical needs such as safety, connectivity, accessibility, and maintenance. Respondents appear to favour a balanced approach that enhances the trail experience while protecting what they value most about the KVR—

its scenic, natural setting and its role as an important regional recreation and active transportation corridor.

The Vineyards

What do you think of the proposed concept plan for The Vineyards? [\(Survey\)](#)

Approximately half of respondents (54%) indicated that they love the proposed concept plan for The Vineyards. Roughly one-third (35%) indicated that it's okay, and 11% are unsupportive.



Note: Chart labels show the number of respondents, followed by the percentage of respondents.

Additional Comments [\(Survey + Pop-up\)](#)

Survey and pop-up event participants were prompted to share any comments regarding the proposed plan. The key themes from the comments received are summarized below.

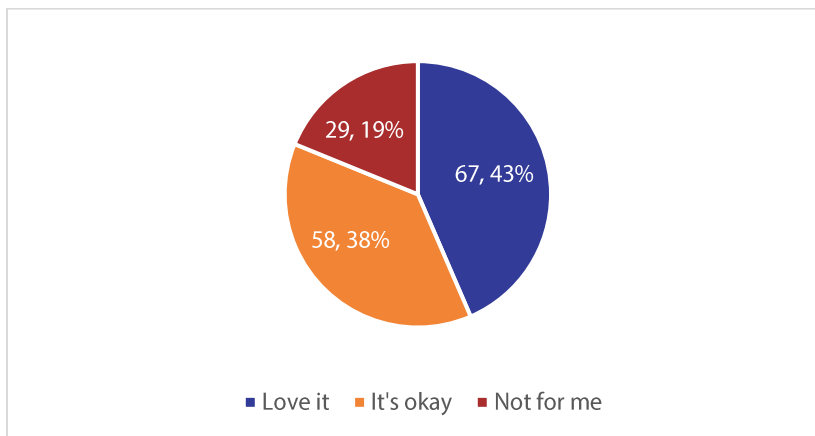
- **Preserve natural character:** Many respondents like the current state of the trail and believe that major improvements are unnecessary. Several expressed that it is important for upgrades to complement the area's existing character and natural surroundings. Many prefer a minimal approach to signage and built features. Concerns were raised about visual clutter, maintenance requirements, vandalism, and impact on the trail's natural setting.
- **Amenities and user comfort:** There is support for more shade, picnic areas, seating, washrooms, secure bike parking, drinking water stations, and waste bins.
- **Signage:** Respondents support improved wayfinding and informational signage, including route details, distance markers, maps, directions to key destinations, safety and trail etiquette reminders, and cultural information.
- **Maintenance:** Ensuring the trail surface is well-maintained is a priority. Some commented that the vandalism or theft of trail amenities is a concern and should be considered when implementing new seating or artwork. Additionally, maintaining landscaping and removing invasive plants and weeds is important.
- **Trail etiquette and safety:** Respondents expressed concerns about conflicts between different trail user groups, especially between cyclists and pedestrians. There are suggestions for signage to help enforce safe practices, monitoring and/or enforcement of e-bikes, or dedicated passing zones.

- **Trail surface:** Many identified trail condition as a priority, including surface upgrades, proper gravel, and reduced dust. Some respondents support accessibility improvements and harder trail surfaces to accommodate a wider range of users, while others prefer maintaining the existing gravel surface and avoiding paving.
- **Parking:** The lack of parking at the Vancouver Place trailhead is a concern for residents in the area.

The Vista

What do you think of the proposed concept plan for The Vista? (Survey)

Forty-three percent (43%) of respondents love the proposed concept plan for The Vista, while 38% indicated that it is okay. Nineteen percent (19%) are unsupportive.



Additional Comments (Survey + Pop-up)

Survey and pop-up event participants were prompted to share any comments regarding the proposed plan. The key themes from the comments received are summarized below.

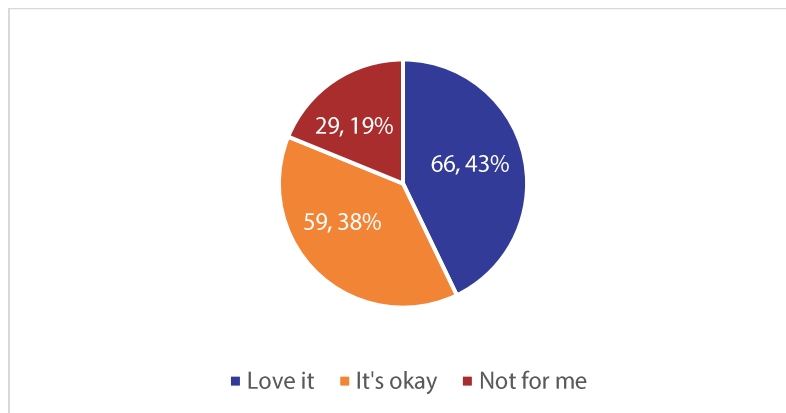
- **Preserve natural character:** There is strong support for preserving the area's natural character. Some respondents prefer leaving this section unchanged, while others support minor improvements that maintain its natural beauty, character, and views.
- **Major gateways:** Many respondents do not support the proposed major gateway structures. These are frequently described as unnecessary, out of character with the trail, visually intrusive, or a poor use of funds.
- **Costs:** There are concerns regarding the overall costs of the improvements. Many feel that the upgrades are unnecessary and would like to see the funds allocated towards ongoing maintenance, safety improvements, or other trails.
- **Amenities and user comfort:** Respondents support amenities such as drinking water stations, bike repair stations, seating, picnic areas, and more waste bins.
- **Play improvements:** Opinions on the proposed play improvements are mixed, with some respondents supportive and others commenting they do not suit the area and are not needed.
- **Safety:** Safety is a priority for respondents, particularly regarding cyclist speeds and e-bikes.

- **Signage:** Respondents suggested signage to encourage safer cycling speeds and trail etiquette, larger fonts to improve accessibility, and bulletin boards for sharing public information.
- **Maintenance:** Respondents believe trail surface maintenance should be prioritized. Some commented that the vandalism of trail amenities is a concern and should be considered when implementing new seating or artwork.
- **Parking:** There is support for more vehicle parking.

The Climb

What do you think of the proposed concept plan for The Climb? (Survey)

Forty-three percent (43%) of respondents indicated that they love the proposed concept plan for The Climb. Thirty-eight percent (38%) think that it is okay, and 19% are unsupportive.



Additional Comments (Survey + Pop-up)

Survey and pop-up event participants were prompted to share any comments regarding the proposed plan. The key themes from the comments received are summarized below.

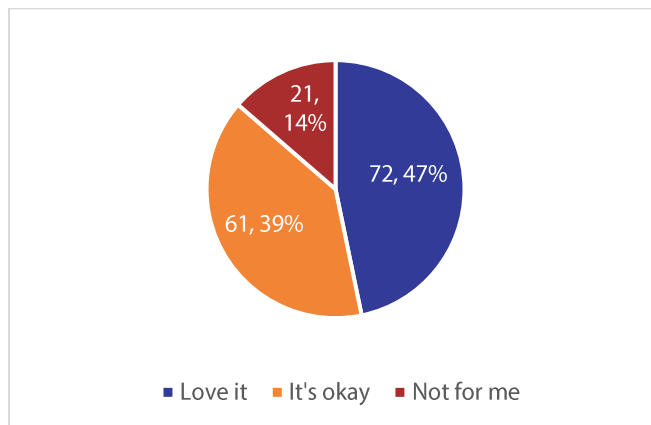
- **Play areas:** Many respondents expressed dissatisfaction with the proposed play improvements. Several noted that the KVR is primarily a walking and cycling trail rather than a playground destination and feel that play areas are better suited in other community locations.
- **Preserve natural character:** Respondents like the current state of the trail and believe changes are unnecessary. Some are supportive of minor improvements that will not drastically change the area, such as adding more seating and trail maintenance.
- **Road closure:** There are concerns about the road closures, citing impacts on neighbourhood access and nearby residents.
- **Amenities and user comfort:** Respondents support more water drinking stations, dog drinking fountains, shade, and washrooms.

- **Safety:** Safer road crossings and trail user safety are top priorities. Respondents expressed a need for better signage regarding trail etiquette, including cyclist speed, pedestrian awareness, and right-of-way expectations.
- **Costs:** There are concerns regarding the cost of the proposed improvements, with some describing the proposed elements as unnecessary or a poor use of funds.
- **Parking:** Respondents would like to see more vehicle parking at the Vancouver Place trailhead entrance. There are suggestions for additional parking at Cambie Place / Cambie Street.

The Playground

What do you think of the proposed concept plan for The Playground? (Survey)

Nearly half of respondents (47%) love the proposed concept plan for The Playground, while 39% indicated that it is okay. Fourteen percent (14%) are unsupportive.



Additional Comments (Survey + Pop-up)

Survey and pop-up event participants were prompted to share any comments regarding the proposed plan. The key themes from the comments received are summarized below.

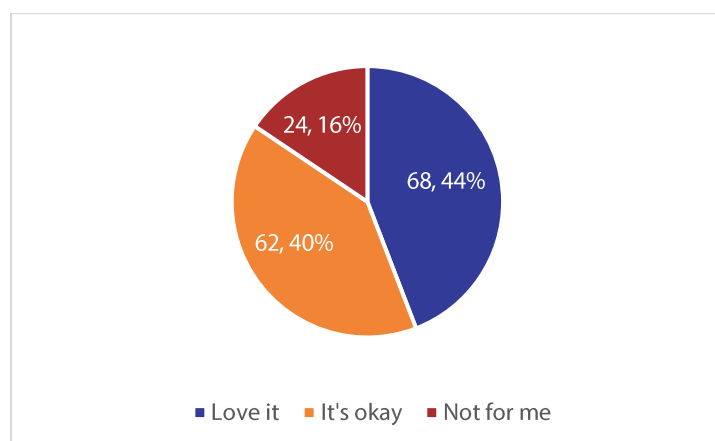
- **Costs:** Respondents are generally concerned about the costs of the improvements and how they will be funded. Some described the proposed features as unnecessary, overly costly, or a poor use of taxpayer funds.
- **Separated path:** There is a high level of support for the proposed path to separate cyclists and pedestrians. Respondents feel that separated pathways would improve safety, comfort, and overall user experience.
- **Preserve natural character:** Many respondents believe the section should be left as it is and do not support improvements, or only support minor or necessary improvements.
- **Play improvements:** Many are supportive of the proposed play features, while others feel that they do not suit the KVR. Some believe it would be more appropriate to invest in upgrading existing public school playgrounds.
- **Pump track:** There are mixed opinions on the pump track, with some supportive and others opposed. Some suggested a larger bike park rather than a pump track.

- **Crossing safety:** Improving crossing safety and accessibility is a priority, particularly the Main Street intersection crossing. There is a desire for clearer crossings, better signage, and safer route transitions in this area.
- **Gateway:** Many respondents do not support the proposed gateway concept, viewing it as unnecessary, overly expensive, or out of place.
- **Connectivity:** Respondents would like to see connectivity to other trails, between neighbourhoods, and to the city centre improved.
- **Parking:** Some identified a need for additional parking, bike unloading areas, and improved access to this section of the trail by vehicle.

The Station

What do you think of the proposed concept plan for The Station? (Survey)

Respondents have mixed opinions on the proposed concept plan for The Station, with 44% indicating that they “love it” and 40% indicating “its okay.” Sixteen percent (16%) are unsupportive.



Additional Comments (Survey + Pop-up)

Survey and pop-up event participants were prompted to share any comments regarding the proposed plan. The key themes from the comments received are summarized below.

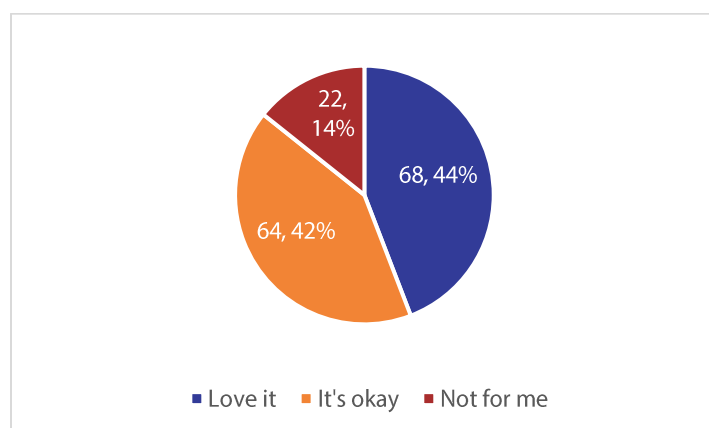
- **Preserve natural character:** Several respondents would like the area to remain as is and do not support the proposed improvements. Many prefer a simpler design approach with fewer signs, structures, and decorative elements.
- **Wayfinding:** There is strong support for improved wayfinding in the area as this section of the KVR is challenging to navigate and is not well known to residents.
- **Cultural storytelling:** There is support for incorporating cultural storytelling, Indigenous history, public art, and historical interpretation throughout the corridor. Some would also like to see more emphasis on railway history.
- **Shared pathway:** While some support shared streets and pedestrian-oriented spaces, there are concerns regarding cyclist safety and vehicle traffic.

- **Cost:** Many respondents questioned the need for significant investment in this area, describing some of the proposed improvements as unnecessary or a poor use of taxpayer funds. Several prefer a simpler approach focused on core improvements.
- **Connectivity:** There is support for upgrades that improve connections to the broader trail network and provide safer crossings.
- **Gateway and urban features:** Opinions on the gateway features are mixed. While many respondents view major gateways as unnecessary, costly, or out of character for the area, others support enhanced placemaking elements in this urban section of trail.
- **Vehicle traffic impacts:** Concerns were raised regarding additional bike lanes, road narrowing, or other changes that could impact vehicle access, parking, or traffic flow.
- **Safety:** Safer crossings, improved pedestrian and cyclist infrastructure, traffic calming, accessibility features, clearer path markings, and addressing concerns related to conflicts between different trail users were identified by respondents.

The Channel Link

What do you think of the proposed concept plan for The Channel Link? (Survey)

Respondents have mixed opinions on the proposed concept plan for The Channel Link. Forty-four percent (44%) indicated that they love it, while 42% believe it is okay. Fourteen percent (14%) are unsupportive.



Additional Comments (Survey + Pop-up)

Survey and pop-up event participants were prompted to share any comments regarding the proposed plan. The key themes from the comments received are summarized below.

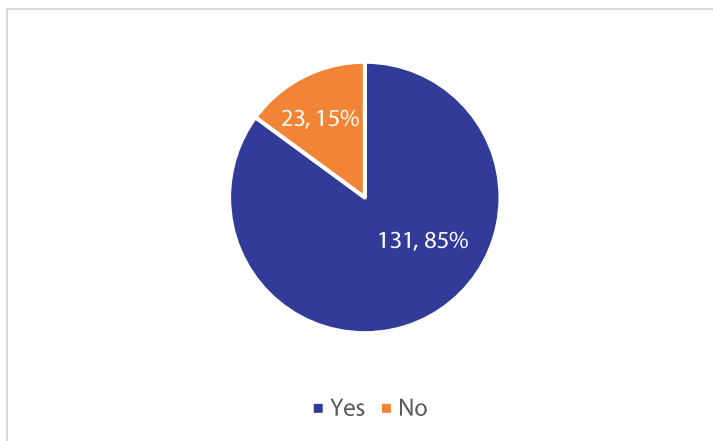
- **Channel Pathway connectivity:** There is strong desire to connect the KVR to the Channel Pathway, with suggestions to restore the old bridge to provide a safe connection for pedestrians and cyclists.
- **Gateway:** Several respondents do not support the major gateway, describing it as unnecessary, visually intrusive, or a poor use of tax money. A more natural, minimal design with less metal is desired.

- **Active transportation infrastructure and connectivity:** Many support safer cycling and walking infrastructure, including separated bike and pedestrian pathways, improved crossings, clearer routes, and better connections between other trail networks, communities, and destinations.
- **Wayfinding:** Directional signage in this area is important to support wayfinding as some noted that the area can be challenging to navigate.
- **Costs:** Respondents expressed concerns about project costs and taxpayer spending, with some preferring funding be directed towards core infrastructure maintenance and safety improvements rather than decorative elements.
- **Preserve natural character:** Respondents would like improvements that complement the natural setting of the trail. There is concern about excessive signage, visual clutter, and features that could detract from the area's existing character.
- **Maintenance:** Respondents would like to see investment in trail maintenance and upgrades, including surface upgrades, shade, drinking fountains, and seating.
- **Cultural storytelling:** There is support for incorporating Indigenous history, cultural storytelling, public art and partnerships with SIB into the trail experience.

Priorities and Objectives

Earlier feedback identified safety, connectivity, and accessibility as top priorities. Do you agree? (Survey)

Majority of respondents (85%) agree that safety, connectivity, and accessibility are the top priorities. Fifteen percent (15%) disagree.



What different objectives would you prioritize? (Survey)

The key themes from the survey comments are summarized below.

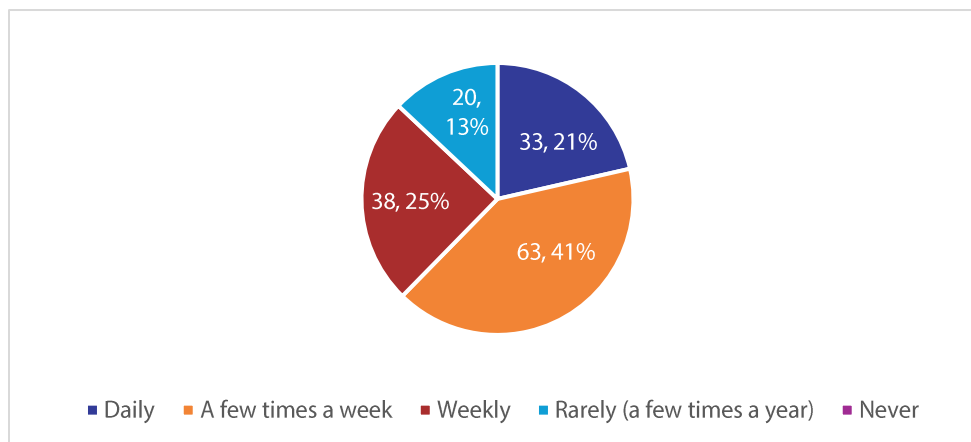
- **Preserve natural character:** There is strong support for protecting the KVR's natural character. Many prefer minimal intervention, limited infrastructure, and improvements that complement the existing landscape rather than alter it. Respondents would like to see the trail remain focused on nature and regional connectivity.

- **Connectivity:** Respondents emphasized the importance of improving connections beyond Penticton, including partnerships with SIB and neighbouring communities to create continuous trail connections to Summerland, Skaha Lake, and the Myra Canyon section of the KVR.
- **Cost:** Many questioned the need for significant investment, describing some proposed investments as unnecessary or a poor use of taxpayer funds. Comments note that the funding should be focused on essential upgrades and maintenance rather than new features.
- **Maintenance:** Respondents would like to see priority given to trail maintenance, including surface repairs, trail upgrades, accessibility improvements, and ongoing upkeep of existing infrastructure.
- **Parking and trail access:** Some identified a need for additional trailhead parking and improved access, particularly in busy areas such as Vancouver Place.

Trail Frequency and Use

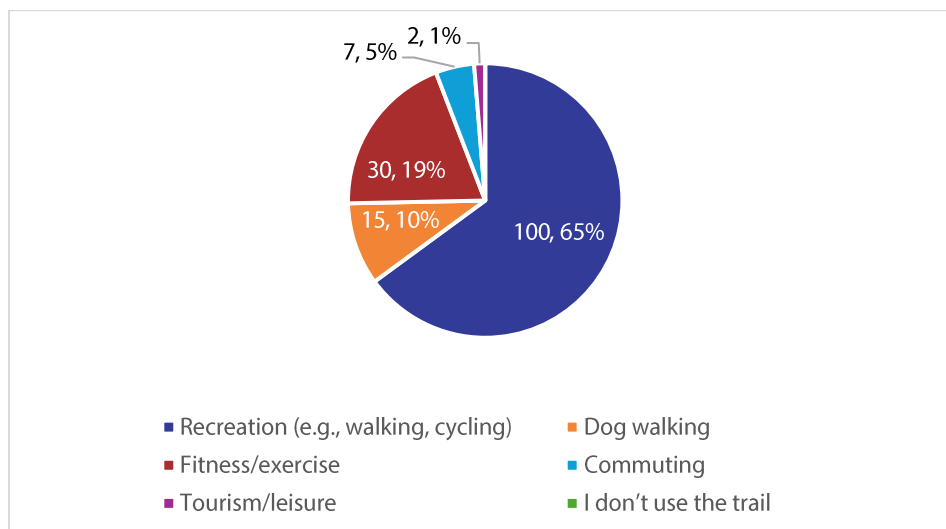
How often do you use the KVR Trail? (Survey)

Approximately 40% of respondents visit KVR Trail a few times a week. A quarter (25%) use it weekly, and 21% use it daily. Only thirteen percent (13%) report using it infrequently.



What is your primary reason for using the trail? (Survey)

Majority of respondents (65%) use the KVR Trail for recreation. Nineteen percent (19%) use it for fitness/exercise, and 10% walk their dog on the trail. Only 5% use it to commute.



General Feedback

Do you have any additional feedback about the KVR Trail Strategy you'd like the project team to consider? [\(Survey\)](#)

The key themes from the survey comments are summarized below.

- **Connectivity:** Connectivity is a top priority for many, particularly connections to the Channel Parkway, Skaha, Summerland, Naramata, and other regional trail networks. Many support partnerships with SIB and neighbouring communities to improve these connections.
- **Preserve natural character:** There is strong support for maintaining the KVR's natural character. Many respondents prefer minimal development and fewer built features. Some feel that the plan includes too many signs, gateways, play features, or other constructed elements.
- **Safety:** Safety is a priority, including safer highway and intersection crossings, speed management for e-bikes, off-leash dog enforcement, and emergency call stations.
- **Maintenance:** Respondents believe that trail maintenance, such as surface improvements, winter maintenance, and weed management, should be prioritized before investing in new infrastructure or design features.
- **Costs:** There are concerns regarding the costs of the proposed upgrades, with many deeming the improvements as non-essential. Many prefer that the funds be allocated towards maintenance, safety, and connectivity improvements.
- **Wayfinding:** Many support wayfinding improvements such as better signage and clearer route information.
- **Public, resident, and trail user engagement:** Some would like to see additional engagement as plans advance. There is an emphasis on ensuring trail-users are properly consulted and the impact on nearby residents is considered.
- **Parking:** Limited parking at trailheads, particularly around Vancouver Place, is a concern for nearby residents and trail users wanting to access the trails.
- **Amenities and user comfort:** Respondents support more drinking water stations, washrooms, seating, shade trees, bike lockers, and rest areas.

- **Cultural storytelling:** There is support for incorporating local history, railway heritage, and cultural storytelling into the trail experience.

3.2 Interest Holder Workshop

This section summarizes feedback from the virtual interest holder workshop, which brought together representatives from local government, community, tourism, accessibility, and environmental sectors.

Overall Impressions

Participants were generally enthusiastic about the proposed trail network improvements and expressed strong support for the overall plan, including the relocation of the pump track to Preston and continued investment in valued riding areas such as The Climb. Discussions focused on improving trail connectivity, safety, and accessibility through additional off-road connections, enhanced access to wineries, and better integration with surrounding destinations. Participants highlighted the need for improved wayfinding, signage, and mapping to help users navigate the network, particularly newer riders. Several site-specific concerns were raised regarding trail surface materials, trail quality in certain sections, parking pressures, and the potential impacts of increased trail use. Participants also emphasized the importance of protecting native plant species during implementation and sought clarification on funding opportunities, implementation approaches, and how future growth in trail usage will be accommodated.

Trail connectivity, access, and safety

- Desire for more connections that move people off roads and provide safe travel routes.
- Interest in improving access to wineries from the trail and working with private landowners to facilitate access.
- Concern about gravel dump on Chapman Road creating hazards for cyclists.
- Questions about how trail crossings may interact with upcoming events and activities.
- Concerns were raised regarding trail quality past the vineyards section and towards band lands.
- Participants discussed trail surface quality and accessibility, emphasizing the importance of balancing surface material selection and maintenance standards to improve accessibility while maintaining the trail's rural character.

Support for the plan and proposed improvements

- Strong positive feedback and excitement on the overall plan.
- Support for the addition of a pump track at Preston.
- Recognition that The Climb is a valuable riding area, particularly as an accessible alternative to more challenging destinations.
- Question regarding if the new strategy accounts for attracting more user traffic, and if there is consideration for how the trail or city will plan for this uptake.

- Opinions on the desired trail material within The Vineyards were mixed. Some wanted to keep it as is, others (some with mobility issues) wanted it paved, and others have concerns about the dust and would like a different material.

Wayfinding and user experience

- Requests for additional signage, wayfinding, and maps to improve navigation and user experience.
- Observation that there are limited directional signs or guidance on how to access the KVR.
- Suggestion for more consistent messaging for visitors and locals on wayfinding.
- Participants noted that clear signage, accessible maps, sign placement, and intuitive navigation tools can reduce barriers and help users of varying abilities more easily plan, access, and navigate the trail. Enhanced online trail information, combined with consistent on-site signage and route guidance, was viewed as a critical component of creating a more inclusive and user-friendly trail experience.
- Comment that navigating Wade and Government can be challenging for newer riders.
- Observation that there is an increase in e-bike use.

Parking

- Better public education on available parking options. Suggestion to direct users to park before The Climb to help relieve Vancouver Place congestion.
- Concern that the path integration on Hastings Avenue may take away existing parking spots.

Environmental considerations

- Interest in ensuring native plant species are protected and considered in implementation.

Funding and implementation

- Questions about potential funding sources and cost-sharing opportunities, including provincial, federal, or grant funding.

3.3 Meetings with Project Partners and Interest Holders

As part of Phase 3 engagement, the City held individual meetings were held with the Sn̓p̓ink'tn Indian Band (SIB/PIB) Regional District of Okanagan-Similkameen, Okanagan College, the Thompson Okanagan Tourism Association, and an agricultural landowner.

Together, these inputs reinforced and added detail to themes identified through public and community group engagement.

Overall Impressions

Participants expressed strong support for improving trail access, wayfinding, and the overall user experience, noting that enhanced signage, mapping, and navigation represent a high-value opportunity to make the trail network more welcoming and accessible. There was significant interest in strengthening connections between the KVR, wineries, bike lanes, and other key destinations to

improve mobility for both residents and visitors. Participants emphasized the importance of ongoing trail maintenance, dust management, environmental stewardship, and opportunities to incorporate native species, interpretive features, and educational experiences into the network. Broader discussions highlighted the potential for coordinated branding, promotion, and regional marketing to position Penticton as a premier trail destination and tourism asset. Participants also underscored the importance of collaboration among community partners, local governments, Indigenous communities, educational institutions, landowners, and other interest holders to support implementation, funding, maintenance, and the development of a connected regional trail system.

Trail access, wayfinding, and user experience

- Support for improved wayfinding, signage, navigation and cultural interpretation.
- Wayfinding was identified as a high-impact, low-effort improvement that could significantly enhance user experience.
- Desire for better connections between the KVR, wineries, bike lanes, and key destinations.
- Recognition that improving access and navigation would enhance both visitor and resident experiences.
- Ongoing maintenance and dust management were identified as important considerations for trail quality.
- Interest in incorporating native species, environmental education, and interpretive experiences into the trail network.
- There was a strong desire for the corridor to reflect syilx presence, snpink'tn identity, nsyilxcən language, cultural knowledge, and the ongoing relationship SIB/PIB members have with the area.

Coordinated branding and promotion

- Increased promotion and regional branding were seen as key opportunities to attract visitors and investment as components of successful implementation.
- Interest in directing visitors to key destinations through coordinated trail signage.
- Many viewed Penticton as well-positioned to leverage trails as a tourism asset.
- Opportunity for Penticton to be featured more in TOTA's marketing section.

Partnerships, collaboration and funding

- Opportunities to strengthen partnerships and the need to continue collaboration are seen as essential for implementing trail improvements and creating a coordinated regional network.
- There was significant interest from various groups, for example RDOS and Okanagan College to initiate this work.
- Future implementation should include meaningful and ongoing collaboration with the SIB and reflect Indigenous culture, language, and storytelling throughout the corridor. Collaboration should extend to project planning, upgrade coordination, funding

opportunities, and capital sequencing to ensure improvements are delivered in a coordinated and meaningful manner.

- It is important to involve local landowners in discussions regarding maintenance and upgrades of crossings, trestles, surfacing, drainage, and interactions with agricultural operations.
- Interest holders identified opportunities to pursue grants, fundraising, and other long-term funding sources to support KVRTS' trail infrastructure and maintenance initiatives.
- The KVR corridor is recognized as a significant regional tourism, recreation, and economic asset.
- There is a shared desire among the City, SIB/ PIB, and RDOS to work collaboratively to ensure benefits are shared across partners.
- Project partner encouraged stronger coordination with SIB's Economic Development team and alignment with ongoing corridor initiatives.
- Long-term partnerships were viewed as essential to planning, funding, implementation, and management.

4.0 Conclusion

Phase 3 engagement confirmed continued support for the KVRTS and gathered valuable feedback on the proposed Character Zone concepts. Across engagement activities, participants highlighted the need to balance trail improvements with the KVR's natural character. Safety, connectivity, and ongoing maintenance were also emerging priorities.

Many participants support practical improvements such as seating, shade, washrooms, drinking water stations, clearer signage, and safer active transportation infrastructure. However, there were concerns about cost, overdevelopment, and features that may not align with the trail's existing character. Participants generally encouraged a focused approach that prioritizes core maintenance, safety, and connectivity before introducing more costly and excessive design elements.

Overall, Phase 3 engagement reinforced many of the priorities identified in earlier phases while offering more detailed feedback on the draft concept plans. The input gathered through this phase will help refine the plan and inform the final stages of the strategy.

Appendix A: Engagement Timelines

- May 27 - News Release
- May 28 – Presentation to SIB
- June 4 – 40 Trail Flyers posted along the KVR Trail informing users about the upcoming Pop-Ups
- June 6 - ShapeYourCity Phase 2 engagement opens
- June 6 – Pop-Up Event at three locations
- June 10 - Community Group Workshop
- June 15-19 – Individual Meetings with Interest Group and Project Partner
- June 28 - ShapeYourCity Phase 2 engagement closes

Appendix B: Full Survey Export

Question 1: What do you think of the proposed concept plan for The Vineyards? (Radio Button Question)

Response Volume: Total responses: 154, Skipped: 0

What We Heard

- Love it: 83 (53.9%)
- It's okay: 54 (32.1%)
- Not for me: 17 (11%)

Key Takeaways

- Respondents are in favour of the concept plan for The Vineyards, with over half respondents (54%) indicating strong support.

Question 2: Please tell us why (Single Line Question)

Response Volume: Total responses: 17, Skipped: 137

What We Heard

Those who indicated dissatisfaction ("Not for me") with the proposed concept plan for The Vineyards were prompted to explain why. Respondents who indicated "Love it" or "It's okay" did not provide any additional comments.

1. Improvements are Unnecessary

- Respondents frequently noted that improvements in this section of the KVR are unnecessary, with several comments stating "it's fine the way it is."

Related sample comments:

- "I use this area all the time, and live very close by. I don't see any need for improvement. Lots of folks using the area/KVR just the way it is"
- "leave it in it's natural state"
- "I like the simplicity of the KVR. Please keep it the same"

2. Lack of Support for Additional Amenities and Signage

- Some specified that additional signage, the upgraded intersection, custom paved crossing, and wheelchair accessible tables are not needed.
- Few cited that they support historical and directional signage, as well as signage to improve safety, while another comment stated there is already too much signage.

Related sample comments:

- "I understand the need for directional signage, and improving safety measures. I do not believe it needs a custom painted paved crossing. There are far better of things to spend money on."
- "No need to update the intersection, there are never and cars on those small roads. The only thing to add would be larger stop signs for the cyclist going fast"
- "Too many signs everywhere as it is."
- "I don't think wheel chair accessible tables are necessary on a gravel path. The access to the tables on gravel would be terrible. I like the kvr as it is. There is a lot to said about keeping things as natural as position"

3. Financial and Taxpayer Concerns

- Some feel that the improvements are a poor use of taxpayer funds and are concerned about the cost of implementation and maintenance.

Related sample comments:

- "Seems like poor value added for the amount of resources invested to build and then maintain. The current character is just fine"
- "Leave it be and stop wasting tax payers money.."
- "Nope. KVR is FINE. Leave it alone! Zero trust in you guys. Seeing what you've done to the streets, pure excess and over-engineering. Worse, we're in a recession. These frivolous extravagances signal that no one in government is 'adult' enough to say "no!"

Key Takeaways

- Respondents are happy with The Vineyards trail section in its current state and feel that major improvements are unnecessary.
- Some support additional signage to improve safety, wayfinding, and historical storytelling.
- There are concerns regarding the overall costs of the improvements and the long-term maintenance implications.

Question 3: Do you have any comments regarding the proposed plan for this zone? (Single Line Question)

Response Volume: Total responses: 80, Skipped: 74

What We Heard

1. Preserve Natural Character

- Many respondents like the current state of the trail and believe that major improvements are unnecessary.
- Concerns were raised about maintenance requirements, vandalism, and the impact on the trail's natural setting.

- Some highlighted the importance of not overdeveloping the area and ensuring improvements complement the natural character of the area.

Related sample comments:

- "Leave a good thing alone. No need to "improve" nature. All this stuff you're adding takes away from the experience. That stuff belongs in an urban park, not in nature."
- "If the budget is limited this section is good. Beyond maintenance, leave it and focus on sections that need work."
- "Too much opportunity for vandalism and ongoing maintenance. Stop increasing our taxes for these unnecessary projects."
- "Please not too many additions... the trail is about exercise and agriculture and natural viewsapes."

2. Support for Amenities to Enhance User Experience

- There is strong support for more shade, particularly in seated areas.
- Respondents support for more picnic areas, seating, washrooms, secure bike parking, drinking water stations, and waste bins.

Related sample comments:

- "Better bike lock up facilities. Also shading plantings near the rest areas would be good."
- "A shade awning and better toilet facility at the Poplar Grove rd parking lot would be nice."
- "Possibly add another toilet facility, sitting picnic table with a covered roof"

3. Support for More Signage

- Respondents support improved wayfinding signage, including route details, distance markers, maps, and directions to key destinations.
- There is strong support for more informational signage regarding trail user safety, specifically for e-bike speeds, right-of-way, and trail etiquette.
- Few expressed support for historical and interpretive signage.

Related sample comments:

- "Way finding signs are an interesting feature that really enhances the entire experience. History and locations help with directions and information."
- "The signage would be helpful. I encourage signage regarding bike safety - helmets, signals, dogs on leash as well as shared trail etiquette. I often see this signage on provincial trails and in the national parks"
- "Better signage at intersections and ROW for trail users; posting code of conduct for safe interactions between pedestrians and cyclists; (ie keeping dogs on leash)"

4. Trail Surface Maintenance

- Ensuring the trail surface is well-maintained is a priority.
- There are concerns regarding poor trail surface conditions, with respondents citing loose gravel, ruts, and dust issues.

- Respondents are divided on trail paving. Some expressed that paving would increase accessibility, while others are opposed to paving this section.

Related sample comments:

- "The surface of the trail is loose and rutted, not nearly as nice as the Lake Country part"
- "The surface between Poplar Grove and Vancouver Place Trailhead is the section where the crusher dust problem is the most acute. Above Poplar Grove the material is a bit different."
- "We love the trail the way it is, the benches existing give beautiful views. Please maintain the gravel."

5. Overall Support for Concept Plan

- There is support for the overall concept plan for The Vineyards and excitement for the proposed improvements.

Related sample comments:

- "There are some nice quality of life improvements. It's already so beautiful there it's hard to make it nicer."
- "These are all needed, wayfinding to the wineries has been requested for a long time. And knowing exactly where to access three blind mice, plus extra viewing areas. I love it all."
- "Looks good."

6. Enhanced Crossings

- Some respondents commented support for prioritizing safe, accessible crossings.
- Comments specifically noted that crosswalk buttons need to be visible and accessible for cyclists and that raised crosswalks should be considered.

Related sample comments:

- "Consider raised cross walks at road crossings instead of just paint."
- "Ensure smooth transition between surface types. Crosswalk across Naramata Rd...button needs to be visible and easier access from bike to get more people to use it"
- "It's important to make "transition zones" safer and more accessible e.g. getting on/off the bike, or crossing road points - narrow, people crowd them, dangerous for mixed use spaces."

Key Takeaways

- Respondents appreciate the natural state of the trail and want it to remain unchanged.
- There are concerns that the improvements will take away from the area's natural character.
- Respondents support amenities to increase user comfort on the trail, such as shaded rest and seating areas, additional picnic areas, washrooms, and drinking water stations.
- There is a desire for more wayfinding, safety, and trail etiquette signage.
- Many respondents emphasized the need to address poor trail surface conditions and ensure better trail maintenance.
- Respondents support measures to improve safety at road crossings and transition areas to better accommodate all trail users.

Question 4: What do you think of the proposed concept plan for The Vista? (Radio Button Question)

Response Volume: Total responses: 154, Skipped: 0

What We Heard

- Love it: 67 (43.5%)
- It's okay: 58 (37.7%)
- Not for me: 29 (18.8%)

Key Takeaways

- Respondents are generally in favour of the concept plan for The Vista, with 44% indicating that they "love it," and 38% stating that "it's okay."

Question 5: Please tell us why (Single Line Question)

Response Volume: Total responses: 29, Skipped: 125

1. Preserve Natural Character

- There is a strong desire to keep the trail in its current natural state and to avoid overdevelopment
- Many respondents emphasized that the trail's simplicity and natural character are what makes it appealing.
- There are concerns that new structures, signage, gateways, and play features would detract from the area's natural beauty.

Related Sample Comments:

- "Trail should remain natural"
- "... not needed. put resources into trails that NEED it."
- "I think this should be kept as natural as possible. We don't need to destroy the natural landscape that is already in place"

2. Opposition to Major Gateway and Large Structures

- There is opposition to the proposed gateway structures, with respondents citing that is visually intrusive and inconsistent with the character of the trail.
- Respondents generally did not support play areas in this section, suggesting that the focus should remain on nature and outdoor recreation.
- There are concerns that metal structures, signage, and amenities would commercialize the trail experience.

Related sample comments:

- "Major gateway sign is very out of place and does not fit in with the general area"

- “Don’t need a play area let nature be the play area. Too commercialized absolutely do not need that steel structure for the major gateway that’s ridiculous. The wood trail markers r nice.”
- “Big signs and structures take away the natural beauty of the area”

3. Financial Concerns

- Many respondents viewed the proposed gateway structures and improvements as an unnecessary use of taxpayer money.
- Comments suggested that funding would be better directed toward trail maintenance, safety improvements, or other trail sections with greater needs.
- Some questioned whether the proposed improvements would provide sufficient value relative to their maintenance and construction costs.

Related sample comments:

- “Seems like poor value added for the amount of resources invested to build and then maintain”

Key Takeaways

- Respondents emphasized the importance of preserving the trail’s natural character and avoiding overdevelopment.
- There are concerns regarding the major gateway structures and signage, with comments stating that it is “out of place” and does not complement the natural surroundings.
- Some expressed discontent with the cost implications of the proposed improvements, citing the upgrades as a poor use of taxpayer money.

Question 6: Do you have any comments regarding the proposed plan for this zone? (Single Line Question)

Response Volume: Total responses: 85, Skipped: 69

What We Heard

1. Preserve Natural Character and Limit Overdevelopment

- There is strong opposition to major gateway structures, large, signage, public art, and some play features, which many felt would detract from the trail’s natural character.
- Many respondents emphasized that the trail should remain simple and focused on scenic views, with some raising concerns regarding commercializing the trail experience.

Related sample comments:

- “I think this should be kept as natural as possible. We don’t need to destroy the natural landscape that is already in place”
- “Don’t like the commercializations and bringing non natural pieces that’s sad.”

- “This section is already beautiful as it is, I would be worried that adding features would distract from the natural beauty of the area. I would limit improvements to this section and allocate funds to other sections”
- “I don’t think playgrounds should be a part of the KVR. It’s a bike and walking path. And public art should be excluded. Waste of money. The view and the landscape is the art. Nature’s art.”

2. Support for Functional Amenities and User Comfort

- There is support for practical amenities, including bike repair stations, additional seating, drinking water stations, waste bins, washrooms, signage, and shade.
- Respondents generally supported practical wayfinding signage, maps, and educational information related to local history and ecology, and signage for trail etiquette.
- Respondents generally favoured minor improvements that enhance comfort and usability without altering the landscape or obstructing views.

Related sample comments:

- “More water stations/ garbage cans/ bike repair. A public washroom with flush toilets would be nice. Less signage and weird metal arches”
- “This needs way more seating and signage. The views are spectacular and need more seating to take it in. Along with water station. Benches and info booth about Alice would be good as well.”
- “I love the additional seating and maps, but I feel like the “major gateways” are a bit much”

3. Concerns About Cost, Value, and Maintenance

- Many respondents questioned the value of the major gateways and other large enhancements, describing them as unnecessary, excessive, or a poor use of taxpayer funds.
- Some suggested directing resources towards higher priority needs, such as trail maintenance, safety improvements, parking, or other KVR sections.

Related sample comments:

- “My worry is a lot of money spent on something that is naturally beautiful and ruins it. I am a daily rider and runner and the bike path has not benefited anybody. Let’s hope the city doesn’t make the same mistake twice”
- “Again, I’d like to know the cost before judging whether it’s worth it”
- “We’re in a recession. There is no money. The solution is to reduce taxes and spending, not increase both. Get real.”

4. Parking and Access Improvements

- Many respondents identified a lack of parking near trail access points, particularly around Vancouver Place.
- Suggestions included designated parking areas, secure bike parking, and a better connection to Esplanade.

Related sample comments:

- “There is zero parking for this area of the trail. The bare lot across Vancouver Ave has sat empty forever with zero plan to accommodate parking in this area. The only parking to unload bikes or strollers is on Vancouver Pl”
- “It would be nice to see designated parking areas along this route”
- “Parking for people to leave vehicles after transporting their bikes. Secure and monitored.”
- “Hoping for good access from Esplanade to Vancouver Ave KVR trailhead”

5. Trail Safety and Surface Maintenance

- Safety was a recurring concern, particularly regarding conflicts between cyclists and pedestrians.
- Respondents support trail etiquette signage, improved crossings, and measures to reduce conflicts in busy areas.
- Trail surface conditions were identified as a priority for improvement, including loose gravel, dust, and ruts.

Related sample comments:

- “The surface of the current trail is loose gravel with ruts. It’s not as nice as the Kalamalka part.”
- “... Crossings and button locations should be well thought out. Ruts and loose gravel are hazardous. Use proper cycle path gravel. No round pebbles or sand.”
- “This area is often heavily used by cyclists and pedestrians alike. Signage reminding cyclists to warn pedestrians well in advance would be very helpful. I have been surprised many times by a rapidly approaching cyclists only when they are nearly on me.”

6. Mixed Opinions on Play Areas and Accessibility Features

- Most respondents opposed play features, commenting that they were better suited to parks and neighbourhood spaces rather than the trail corridor.
- A small number of respondents supported play elements, picnic spaces, and family-oriented features.
- Accessibility features such as wheelchair accessible picnic tables received both support and questions about their necessity.

Related sample comments:

- “A playground in this location is misplaced. Place playgrounds where the children are and they can access it. Municipalities within BC do just that, i.e., playgrounds are placed on school grounds or next to the school.”
- “I am uncertain about play areas near the bike path as it may create safety concerns.”
- “Yes to play improvements! And im all for inclusivity, but are wheelchair accessible picnic benches required? Dont see many people in wheelchairs on the kvr”
- “Focus on walking centric activities through here. Picnic benches and play areas would be best.”
- “Wheelchair accessible tables and bike repair stations sound amazing!”

Key Takeaways

- The most common theme was to desire to preserve the KVR's natural beauty and character.
- There is opposition to the major gateway structures and play features, with respondents citing that that they do not suit the corridor.
- Respondents generally supported functional amenities that enhance user experience without altering the landscape, including additional seating, shade, drinking water stations, bike repair stations, washrooms, wayfinding signage, and educational information.
- There were concerns that the major gateways and other large enhancements are excessive and some questioned whether they are a good use of taxpayer funds.
- Several suggested prioritizing improvements such as trail maintenance, safety improvements, parking, and other KVR segments instead.

Question 7: What do you think of the proposed concept plan for The Climb? (Radio Button Question)

Response Volume: Total Responses: 154, Skipped: 0

What We Heard

- Love it: 66 (42.9%)
- It's okay: 59 (38.8%)
- Not for me: 29 (18.8%)

Key Takeaways

- Respondents are supportive of the proposed concept plan for The Climb, with majority indicating that they "love it" or "it's okay."

Question 8: Please tell us why (Single Line Question)

Response Volume: Total Responses: 29, Skipped: 125

What We Heard

1. Preserve Natural Character

- Strong sentiment that this section of the KVR is already successful and does not require significant changes.
- There was a strong preference for maintaining the trail's natural, rural character and avoiding features that would make it feel too urban.
- Many respondents described the trail as safe, easy to navigate, quiet, and enjoyable in its current form.

Related sample comments:

- "I think this portion is fine the way it is. These additional changes seem unnecessary"
- "This is supposed to be a nature path, it would look like a cluttered big city park. It should be a rural path in nature"

2. Opposition to Play Areas

- Many respondents opposed the proposed play areas, stating that they do not suit the trail corridor and better suited neighbourhoods parks or schools.
- Concerns were raised that play features could negatively impact scenic views, the natural character, wildlife, or nearby residents.

Related sample comments:

- "I think that putting a play ground at the corner of Cambie Place is a huge mistake. This area is used for much of the overflow parking to the kvr. It would be dangerous having a playground in this spot."
- "Why impact the viewsapes with "play improvements"? When we take kids on the trail they're already getting exercise and learning to enjoy nature."
- "This area is huge for the deer and their young - we need to align more with nature - we do not need play areas"
- "A playground here is inappropriate and misplaced. Place playgrounds where the children are and they can access the playground. Additionally, the homes here pay huge taxes for their property and did not buy into having a playground in their front yards."

3. Concerns about Cost and Value

- Many respondents felt that the proposed improvements would provide limited benefit relative to the cost and maintenance requirements.
- Comments described the enhancements are unnecessary, excessive, or a waste of taxpayer money.

Related sample comments:

- "Seems like poor value added for the amount of resources invested to build and then maintain"

4. Concerns Regarding Road Closures

- There was opposition to additional road closures, with concerns about impacts on neighbourhood access and nearby residents.

Related sample comments:

- "We don't need to be closing even more Roads. I bike through the city most days to and from work, and as an urban commuter the traffic calming and Bike Lanes are getting a bit much."
- "Prefer no further road closures and feel this stretch of KVR is perfect as is."

Key Takeaways

- Many respondents are satisfied with the current condition of the trail and do not believe significant improvements are necessary.

- There are concerns regarding putting play features along the trail, with many noting that the KVR is primarily a walking and cycling trail rather than a playground destination.
- Respondents feel that play areas are better suited in other community locations.
- Respondents are concerned about the cost implications of the improvements and questioned if they are a good use of taxpayer funds.
- Some raised concern about road closures.

Question 9: Do you have any comments regarding the proposed plan for this zone? (Single Line Question)

Response Volume: Total Responses: 77, Skipped: 77

What We Heard

1. Opposition to Play Areas and Concern about Placement

- Respondents felt play areas are not appropriate along a cycling and walking corridor and would be better located in parks or other community spaces.
- Common concerns included safety, limited space, impacts on nearby residents, traffic conflicts, and whether play features would be well used.
- A smaller number of respondents supported play elements, but opinions were mixed.

Related sample comments:

- "Not sure why playground equipment is necessary within the trail network. Water stations (bathrooms?) are better uses for areas along a trail that is used mostly by bikes and hikers."
- "Most of the upgrades make sense but a Play Park does not. Too small an area. Busy traffic. And it will attract homeless people. If its a must, out the play park in the big open treed area just south of where the KVR crosses Vancouver St."
- "The play improvement @ Cambie node is poor placement. The area further south within the road closures would provide more room, views and is more easily accessed by both Uplands/Downtown residents. That location would become a city/tourist attraction!"

2. Preserve the Natural Character and Avoid Overdevelopment

- Respondents like the current state of the trail and believe significant changes are unnecessary.
- Many respondents feel this section of the KVR is already great and should remain simple, natural, and focused on the trail experience.

Related sample comments:

- "I like the idea of the water fountain, but aside from that I believe the trail is set up nicely with lots of rest stops. There are many playground throughout the city, please leave this trail as natural as possible."
- "Its fine the way it is just needs some bathrooms"
- "I appreciate the ideas, but worry that gentrifying this quiet, meandering pathway will lose its charm. No play areas, more seating, low impact signage and trail maintenance is all that's needed."

3. Support for Practical Amenities and Wayfinding

- Many respondents supported more practical improvements such as more water drinking stations, dog drinking fountains, shade, washrooms, and wayfinding.
- Many comments favored low-impact improvements that support trail users without significantly altering the landscape.

Related sample comments:

- "Love the additional play areas, human and dog water station, and again wayfinding. If you are familiar with the KVR it's great but if not you could easily get lost"
- "Wayfinding is helpful and water stations are a good idea. Will there be public washrooms anywhere?"
- "Keep it simple. Provide pamphlets at various locations (city hall, recreation centre, Farmer's Market, etc.) and online maps and cultural information."

4. Safety Improvements are a Priority

- There was strong support for safer road crossings, traffic calming measures, and improved navigation where the trail intersects with roads.
- Respondents frequently raised concerns about conflicts between cyclists, pedestrians, and dogs, and supported trail etiquette signage, speed reminders,, and clearer right-of-way information.
- Crowded areas, trail transitions, and neighbourhood connections were identified as locations where safety improvements are needed.

Related sample comments:

- "Road crossing safety and navigation is the parts most in need in this section. An additional water station would be good as well near vancouver place."
- "Safer road crossings would be great! There's definitely a few that could be a lot better. Again, I like the additional maps and seating along the trail"
- "Looks great, again I think safety is important here. Transitions and crowded areas with multiple types of users can lead to conflicts. Please can you also do more about enforcing dog on-leash rules? This leads to SO much risky interactions and conflicts."
- "Post cyclists speed limits and signage reminding them to ring bells well in advance of approaching pedestrians, especially pedestrians walking leashed dogs. The paved trail renders cyclists almost silent until upon pedestrians."

5. Concerns About Cost and Maintenance

- Respondents expressed concerns regarding the cost of the proposed improvements, with some describing the proposed elements as unnecessary or a poor use of funds.
- Concerns were raised about vandalism and ongoing maintenance costs.
- Several respondents suggested prioritizing trail maintenance, parking improvements, and regional trail connections over new infrastructure.

Related sample comments:

- “Seems like poor value added for the amount of resources invested to build and then maintain”
- “Fountains, bike repair stations etc around town have all been vandalized. Stop wasting my money.”
- “Once again... perhaps too much being spent on one area. Work with the RDOS , PIB and get working on the KVR going from Wrights Beach to Banbury. “

6. Concerns About Parking and Road Access

- Respondents identified parking as a significant issue, particularly near Vancouver Place and Cambie Place / Cambie Street.
- There were concerns about the road closures, citing impacts on neighbourhood access and nearby residents.

Related sample comments:

- “It would be really nice to see an assigned parking areas along ESPECIALLY for the entrance on Vancouver Pl. there’s nothing in here regarding that. I’m myself go there and have friends who live on the street and it’s always been a huge issue.”
- “...I would say the most important thing needed for this section of the KVR, particularly where it connects to the next section at Vancouver Place is parking. Major issue.”
- “Careful closing off more roads, it's already difficult to get into these neighborhoods...”

Key Takeaways

- Respondents generally support practical improvements but oppose significant, costly upgrades.
- Maintaining the KVR's natural character is a priority, and there are concerns that excessive infrastructure could detract from its charm and natural appeal.
- Respondents emphasized the need for safer crossings, improved wayfinding, clearer trail etiquette signage related to cyclist speeds, and dog control.
- Cost, maintenance, and long-term value remain concerns, citing concerns about maintenance and whether funding would be better directed towards other priority improvements.
- Parking and neighbourhood access are key issues, with respondents expressing concern about potential road closures and a lack of parking at trailheads.

Question 10: What do you think of the proposed concept plan for The Playground? (Radio Button Question)

Response Volume: Total Responses: 154, Skipped: 0

What We Heard

- Love it: 72 (46.8%)
- It's okay: 61 (39.6%)
- Not for me: 21 (13.6%)

Key Takeaways

- Nearly half of respondents strongly support the proposed concept plan for The Playground, and approximately 40% indicated that “it’s okay.”

Question 11: Please tell us why. (Single Line Question)

Response Volume: Total Responses: 21, Skipped: 133

What We Heard

1. Concerns About Costs and Area of Investment

- Respondents emphasized that this section of the KVR is the least utilized and doesn’t warrant costly upgrades.
- Some described the improvements as “unnecessary,” “excessive,” and “poor value.”
- There were suggestions to invest in higher priority areas, such as improvements to regional connectivity, other sections of the KVR, and play structures in neighbourhoods and schools.

Related sample comments:

- “same not needed. Put resources into trails that NEED work”
- “The extra costs seem unnecessary. Clear trail connections and associated signage and safer intersection crossing is in my opinion, far more important”
- “Not a heavily used path. Would love to see the money on play equipment be put towards enhancing the play structures at skaha and kvr elementary.”

2. Opposition to the Pump Track

- Some questioned that value of the pump track, stating that a larger bike park area would be better suited.

Related sample comments:

- “Who does the pump track serve? Who’s going to picnic at the back of buildings? Who does this space serve? Not a good use of taxpayer money.”
- “I don’t see the value in a very small pump track. What I would see value in is a larger bike park area in a place like Campbell Mountain. A very good example of an urban bike park is in Quesnel, where the recent School Mtb Provincials were held.”

Key Takeaways

- Respondents emphasized that improvements should be prioritized in other more utilized sections of the KVR, as The Playground section is not heavily used.
- Some questioned that value of the pump track, stating that a larger bike park area would be better suited.

Question 12: Do you have any comments regarding the proposed plan for this zone?

Response Volume: Total Responses: 81, Skipped: 73

What We Heard

1. Support for Separated Pathways and Safer Crossings

- Respondents strongly supported separated cycling and pedestrian pathways.
- Several comments stated that improved crossing safety was a priority, particularly the Main Street intersection crossing where there is a need for improved directional signage and markings.
- There was a desire for clearer crossings, better signage, and safer route transitions in this area.

Related sample comments:

- "Appreciate the work to separate users; the intersection at Main is the most problematic intersection on the entire route. If you can only do one thing, this is it."
- "I love the separated user pathways idea. Would make it a lot safer and relaxed using the trail. And I love the additional greenery"
- "Crossing Main St is a challenge - signage showing the location of where the Trail entrances are on the east side of Main and the north side of Preston. Not always obvious when you are new to the trail."
- "The KVR crossing at Main/Nelson/Preston is awkward and not clearly marked as to where the trail is. This area needs improvement."

2. Mixed Opinions on Play Areas and Pump Track

- Feedback was divided on the proposed play areas and pump track.
- Many are supportive of the proposed play features, while others feel that they do not suit the KVR.
- Some commented that it would be more appropriate to invest in upgrading existing public school playgrounds.

Related sample comments:

- "Unclear how close playground would be to the trail but if too close unsafe interactions may occur. Specific kid areas need to be away from the trail where bikers are speeding through?"
- "No need to provide play areas as elementary school nearby has playground. Biking is the activity. No need for play zones, duplicate poor use of funds."
- "This is the only place a playground should be, you've got some good designs here"

3. Support for Enhanced Connectivity and Access

- Respondents would like to see connectivity to other trails, between neighbourhoods, and to the city centre improved.
- Parking and unloading areas near trail access points were also identified as needs.

Related sample comments:

- “I would love to see safer and more logical connections through the traffic areas. The play area will utilize a neglected piece of land and will hopefully entice more kids to enjoy playing on their bikes. Maybe more will ride to school!”
- “1 missing link would be to connect the Manitoba MUP to the KVR. Love the idea of pump track & another park, with lots of green infrastructure. The main issue with this area is the Main street crossing. it's currently confusing and the narrow SW is unsafe.”
- “nearby parking, unloading of bicycles for those who wish to embark on the KVR from city center, making the city center accessible for services of food etc”
- “Safe bike lock up would be good. Like connections to library and school.”

Key Takeaways

- There was strong support for separating cyclists and pedestrians and improving crossing safety.
- Respondents have varied opinions on the play features and pump track, with some expressing excitement and stating that this section of the KVR is appropriate for these features. Others questioned the need for play infrastructure, expressing concerns about cost, noise, and safety.
- Respondents highlighted the need for stronger connections between the KVR, schools, the library, downtown destinations, and other trails.
- There was support for improved parking and trail access points.

Question 13: What do you think of the proposed concept plans for The Station? (Radio Button Question)

Response Volume: Total Responses: 154, Skipped: 0

What We Heard

- Love it: 68 (44.2%)
- It's okay: 62 (40.3%)
- Not for me: 24 (15.6%)

Key Takeaways

- Respondents are generally supportive of the proposed concept plans for The Station, with approximately 85% indicating “love it” or “it's okay.”

Question 14: Please tell us why. (Single Line Question)

Response Volume: Total Responses: 24, Skipped: 130

What We Heard

1. Desire to Leave the Area Unchanged

- Many respondents felt that this section of the KVR does not require significant investment or upgrades and should remain largely as it is.
- Comments frequently described the proposed improvements as unnecessary or a poor use of resources.
- Several respondents suggested prioritizing other trail segments that require great attention.

Related sample comments:

- “Not a very desired or utilized section, so definitely don't see the need for any significant investment nor any further crosswalks modifications when it's not used.”
- “Unless it's a bike safety area of concern seems like a waste of money.”
- “Put resources into trails that need work done”

2. Concerns About Road Narrowing, Bike Lanes and Traffic Impacts

- Many respondents opposed additional bike lanes and roadway narrowing, expressing concerns about increasing traffic congestion and reducing vehicle access.

Related sample comments:

- “The bike lane throughout the city is not used. It creates traffic issues - I'm not sure these new concepts which will be expensive will be utilized or are worth the cost”
- “Looks like more reduced roadways and traffic jamming. Leave the trail as is.”
- “Need wider streets, not narrower”

Key Takeaways

- Respondents questioned whether significant improvements to this area are needed and suggested that spending should be prioritized in other areas.
- There were concerns about impacts to traffic flow and vehicle congestion, with some commenting opposition to additional bike lanes and road narrowing.

Question 15: Do you have any comments regarding the proposed plan for this zone? (Single Line Question)

Response Volume: Total Responses: 61, Skipped: 93

What We Heard

1. Support for Improved Wayfinding and Connectivity

- Respondents expressed strong support for improved wayfinding in the area, describing this section of the KVR as challenging to navigate and not well known to residents.
- There was strong support for making the trail more visible, intuitive, and better connected to surrounding destinations.

Related sample comments:

- "I know you are trying. This section sorta gets lost as it wingle wangles (sorta like Dipsy Doodles! LOL) through squeezed paths and back alleys. Anything you do to mark it and make it more visible is good. "
- "The current KVR crossing at Calgary is confusing and poorly marked, then once you are by Cossar/Duncan the KVR seems to disappear completely. This area needs better signage"
- "This is an excellent upgrade to the KVR, especially the creation of shared pathways, better wayfinding, and connections to other trails (like the lake to lake). The KVR trail gets hard to navigate in this section, so wayfinding is a must"
- "Tried to follow the existing trail its not easy because it crosses streets and parking lots"

2. Support for Cultural and Historical Storytelling

- There was support for incorporating cultural storytelling, Indigenous history, public art, and historical interpretation throughout the corridor.
- Several comments noted that cultural and storytelling elements are most appropriate in this section of the KVR.

Related sample comments:

- "Cultural story telling looks great! We definitely need more. I also love the historic pieces. I typically love shared street ways but would like to know more and specific location"
- "We should acknowledge that the railroad played a role in residential schools. This was a place where families were separated rather than connected. Still overall I likeere separated rather than connected. Still overall I like the proposals."
- "Looks nice. Love to see the cultural storytelling feature and should be as much of this as possible in all areas."

3. Concerns About Cost and Overdesign

- Some questioned the need for major gateway structures and large investments in this area.
- Comments described the proposed improvements as excessive or not a good use of taxpayer funds.
- Several respondents preferred simpler, more targeted improvements such better signage or amenities like shaded seating areas and bike lockers.

Related sample comments:

- "This seems like a lot of investment and not sure it's needed."
- "Too much going on and huge cost."
- "Garbage receptacles very necessary but need to be regularly maintained to avoid wildlife attraction. Major and minor gateways a waste of tax payer money."

4. Shared Street Safety and Traffic Concerns

- Concerns were raised regarding the proposed shared street concept, with some questioning the safety of cyclists next to vehicle traffic.
- Safer crossings and improved pedestrian and cyclist infrastructure were identified by respondents.

- Some respondents expressed concerns about road narrowing, traffic congestion, parking loss, and impacts on local residents and drivers.

Related sample comments:

- “Looks like more reduced roadways and traffic jamming. Leave the trail as is.”
- “This section really needs the upgrades and signage improvements and connectivity; however, shared streets aren't great. Too many bad drivers in Penticton!! Try and find a way to just widen the sidewalk ?”
- “The priority should be not to worsen the traffic situation for those who live on and use Hastings Ave “

Key Takeaways

- There was strong support for improving wayfinding and connectivity, with many stating that this section of the KVR is difficult to follow and poorly connected.
- Many respondents viewed this section as an appropriate location for Indigenous cultural storytelling, railway history, and public art.
- Respondents supported safer crossings, better cyclist and pedestrian infrastructure, and improved traffic controls.
- Many respondents questioned the scale and cost of the proposed improvements, particularly major gateways.
- There was a preference for focusing investment on practical improvements such as wayfinding, connectivity, seating, bike parking, and safety upgrades.
- While some respondents supported more pedestrian and cycling oriented streets, others expressed concerns about road narrowing, increased traffic congestion, parking impacts, and cyclist safety when sharing space with vehicles.

Question 16: What do you think of the proposed concept plan for The Channel Link? (Radio Button Question)

Response Volume: Total Responses: 154, Skipped: 0

What We Heard

- Love it: 68 (44.2%)
- It's okay: 64 (41.6%)
- Not for me: 22 (14.3%)

Key Takeaways

- Respondents are generally supportive of the proposed concept plan for The Channel Link, with only ~14% indicating that it is “not for me.”

Question 17: Please tell us why. (Single Line Question)

Response Volume: Total Responses: 22, Skipped: 0

What We Heard

1. Opposition to Over Development

- Many respondents feel that this section does not require significant investment and should remain in its current state.
- There was opposition to major gateway structures, extensive signage, and other built elements that were described as unnecessary.

Response sample comments:

- "Don't like design of major gateway. And feel story telling investment is a bit much"
- "Too much metal / too many structures"

2. Preference for Other Investments

- Comments emphasized that improving trail connections and key crossings is more importance than investing in beautification elements.

Response sample comments:

- "Pretty much useless unless it connects to the Skaha Lake section of the KVR trail."
- "Restoring the overpass is waaaayyy more valuable than adding some cheezyy signage and furniture."
- "Yes have a channel link that will take cyclists off the Okanagan Lake walkway. But please not so much visual clutter on the proposed link"

Key Takeaways

- Many respondents feel that this section does not require significant investment and should remain in its current state.
- Comments emphasized that improving trail connections and key crossings is more importance than investing in beautification elements.

Question 18: Do you have any comments regarding the proposed plan for this zone? (Single Line Question)

Response Volume: Total Responses: 71, Skipped: 83

What We Heard

1. Support for Channel Connection and Bridge Crossing

- Providing a direct connection to the Channel Pathway was frequently identified as a top priority, with many expressing desire for a bridge over the channel.

Response sample comments:

- "It's unclear whether a crossing over both the Highway and Channel is being proposed. A full crossing would certainly make sense here, and should be the number one priority of this project."
- "It would be great to have a pedestrian crossing over the channel"
- "Drinking fountain is a great idea, and connection to OC is a must. Crazy idea: do BOTH Channel connections. This is the most important part of the whole project. Rebuilding the old bridge would be the best thing Penticton could do for active transport."

2. Opposition to the Gateway Design

- Many respondents do not support the major gateway, describing it as unnecessary, visually intrusive, or a poor use of tax money.
- Respondents generally preferred simpler designs, more natural elements, and practical improvements over large built features.
- Several comments suggested that investment would be better spent on connectivity, trail maintenance, or safety improvements.

Response sample comments:

- "Major gateways seem excessive and wasteful of funds. Is there a channel crossing planned as well?"
- "there should be less metal structures and more natural elements / curious how you are handling deer habitat"
- "Again, I don't think the gateways are necessary. Seems like money that could be spent elsewhere. The signage is great but I think the purely decorative parts are unnecessary."
- "A major gateway arch design is crass, more thoughtful design required. Reinstating a bridge across the channel would be great."

3. Support for Improved Safety, Connectivity and Wayfinding

- There was support for safer cycling and walking infrastructure, including separated bike and pedestrian pathways, clearer routes, and better connections between other trail networks, communities, and destinations.

Response sample comments:

- "Current path is very confusing for bicycles and for cars separate them completely by landscaping so the signage can be simplified. Most opposition to bike lanes is because of complicated signage for vehicle traffic. Keep the bikes off the roadway."
- "Linking this part of town with the Channel is good. Maps showing quiet street routes into downtown would be helpful as well"
- "Looks a bit complicated to navigate so make sure to focus on good signage through this section. Having a dedicated link to the channel is greatly needed. A water fountain with dog bowl near here would be great for channel walkers as well."
- "I mean, it's not actually a channel connection. the hiway is very unsafe to ride as is the desire python the east side of the channel. city should advocate for funding for pib to econ benefit/fix and upkeep kvr now closed between kaleden and summerland"

4. Support for Trail Maintenance

- Several comments noted concerns regarding the degrading trail surface and expressed a desire for it to be repaved and properly maintained.

Response sample comments:

- "The channel really needs a designated bike path that is hard packed or paved. Currently it is in poor condition and not easily rideable."
- "The river channel trail needs to be repaved. It is getting dangerous with all the roots and broken areas. "
- "Hopefully the trail will be upgraded, fixed and maintained"

5. Support for Cultural Storytelling and Indigenous Partnerships

- Some expressed support for incorporating Indigenous cultural information, PIB history, local heritage, and cultural storytelling opportunities along this section of the corridor.
- Several comments emphasized the importance of partnering with PIB and creating stronger cultural and physical connections to surrounding Indigenous lands and trail systems

Response sample comments:

- "I would hope that there's some good historical installations that should PIB history in the area."
- "I do like the indigenous and cultural heritage additions"
- "Great idea to reconnect trail to channel parkway trail and towards PIB, West Bench and Summerland sections. Consider helping with a cultural based museum and campground with PIB."

Key Takeaways

- Respondents strongly supported establishing a direct link to the Channel Pathway, with many advocating for a bridge across the channel and viewing this as the most important improvement for this area.
- Respondents supported improved wayfinding, separated cycling and pedestrian routes, and better connectivity.
- Many noted that current routes are confusing or unsafe, particularly around Highway 97 and adjacent roadways.
- Many respondents viewed the gateway structure as unnecessary, visually intrusive, and a poor use of taxpayer funds.
- Respondents emphasized the need for ongoing trail improvements and maintenance.
- Several respondents supported incorporating Indigenous cultural information, SIB history, local heritage, and interpretive features into this section of the corridor.

Question 19: Earlier feedback identified safety, connectivity, and accessibility as top priorities. Do you agree? (Radio Button Question)

Response Volume: Total Responses: 154, Skipped: 0

What We Heard

- Yes: 131 (85.1%)
- No: 23 (14.9%)

Key Takeaways

- Respondents are overall supportive of the top priorities for the KVR being safety, connectivity, and accessibility.

Question 20: What different objectives would you prioritize? (Single Line Question)

Response Volume: Total Responses: 23, Skipped: 131

What We Heard

1. Preserve Natural Character

- There is strong support for protecting the KVR's natural character. Many prefer minimal intervention, limited infrastructure, and improvements that complement the existing landscape rather than alter it. Respondents would like to see the trail remain focused on nature and regional connectivity.

Related sample comments:

- "Working to keep the KVR in its natural state."
- "The natural beauty and views of some areas will simply require less investment into items such as culture posts and play structures etc. instead the KVR plan should focus on complementing these areas with simply upgrades (wayfinding / crosswalks etc)"

2. Improve Connectivity

- Respondents emphasized the importance of improving connections beyond Penticton, including partnerships with SIB and neighbouring communities to create continuous trail connections to Summerland, Skaha Lake, and the Myra Canyon section of the KVR.

Related sample comments:

- "Connectivity (particularly to the Skaha Lake section of the KVR), accessibility (but not required for the entire length). Don't turn it into a children's or pet's playground. There are lots of facilities for that already."
- "YES! negotiate with Penticton Indian band and do trail improvements from Penticton to Summerland. It would be a highly used trail if it were not in the terrible condition it is right now. We have improved trail Kaleden to Ok falls, lets again, negotiate w"
- "To make the KVR a true inter regional trail by partnerships with adjoining communities and native bands by making a real trail to connect to the Myra Canyon section"

3. Cost Concerns

- Many questioned the need for significant investment, describing some proposed investments as unnecessary or a poor use of taxpayer funds. Comments note that the funding should be focused on essential upgrades and maintenance rather than new features.

Related sample comments:

- "Parking lots for tax payers to go to the jobs that are paying for these ridiculous bike lanes upgrades"

4. Better Trail Maintenance

- Respondents would like to see priority given to trail maintenance, including surface repairs, trail upgrades, accessibility improvements, and ongoing upkeep of existing infrastructure.

Related sample comments:

- "None. Basic maintenance is enough. The KVR is hyper accessible. It takes minutes at most to access from anywhere. Get real!"
- "Improve the surface on the trail and make it more natural. No signs all over. Gateways????? Who is getting rich on those?"

5. Parking and Trail Access

- Some identified a need for additional trailhead parking and improved access, particularly in busy areas such as Vancouver Place.

Related sample comments:

- "Trailhead Parking! If the goal is to have more people using the path where will they park? Currently it's on a residential street which is completely full on a weekend. There needs to be forward planning BEFORE it gets busier - this is not accessibility"
- "Parking on Cambie where there is more space! Vancouver Place is not wide enough and visibility is poor. When cars are parked on both sides it becomes single lane and with cyclists in the mix not following road rules someone is going to get hurt."

Key Takeaways

- Respondents who suggested different priorities generally favour limited improvements that preserve the KVR's natural character.
- Connectivity is reinforced as an important priority to link the KVR to regional trail systems and connect to Summerland, Skaha Lake, Myra Canyon, and other neighbouring communities.
- Some respondents are concerned about the cost and necessity of some proposed investments, and believe that funding does not need to be allocated to this project.
- Some respondents feel the maintenance of existing trails should be prioritized over new improvements, such as surface repairs and upkeep of existing infrastructure.
- Parking and trail access is challenging in busy locations, especially around Vancouver Place.

Question 21: Do you have any additional feedback about the KVR Trail Strategy you'd like the project team to consider?

Response Volume: Total Responses: 98, Skipped: 56

What We Heard

1. Improve Connectivity

- Connectivity is a top priority for many, particularly connections to the Channel Parkway, Skaha, Summerland, Naramata, and other regional trail networks. Many support partnerships with Snpink'tn Indian Band (SIB) and neighbouring communities to improve these connections.

Related sample comments:

- "Improving the integration of the KVR into existing bike lanes in Penticton is vital since there are relatively few spurs off of the lake to lake route and this would serve to better connect the channel and lake to lake routes."
- "The trail needs to be part of a greater trail system taking you out of the city. This committee needs to spearhead the trail repair and maintenance from Midway to Hope starting with leaving the city limits."
- "Connectivity is a major factor. Connecting the KVR to the channel pathway would massively improve the overall experience on the trails around Penticton. The more bike and pedestrian friendly routes around Penticton, the better"
- "I envision the KVR, like the bike lane and the MUP connectors, as being the arteries of a network where businesses and residences desire to be built along these routes and become part of the path attractions themselves."

2. Preserve Natural Character

- There is strong support for maintaining the KVR's natural character. Many respondents prefer minimal development and fewer built features. Some feel that the plan includes too many signs, gateways, play features, or other constructed elements.

Related sample comments:

- "I run on the KVR almost daily. I love how natural it is. I don't want to see it paved or separated into a 2 way path. I find this work unnecessary."
- "focus less on manmade structures and align with nature-more trees, gardens- work with nature - safer crossing/ zones for deer and people"
- "The KVR is a beautiful trail where we can all share with nature- and aside from some of the suggested improvements, many will take that natural beauty away and turn it more into an amusement/ tourist area"

3. Prioritize Safety

- Safety is a priority, including safer highway and intersection crossings, speed management for e-bikes, off-leash dog enforcement, and emergency call stations.

Related sample comments:

- "Safety is my greatest concern; especially the speed of e-bikes, with risk of serious injuries to both cyclists and pedestrians."
- "PLEASE do something about off-leash dogs, like an unannounced round of ticketing; it is so unsafe with multi-users on the trail and especially with the idea of more playgrounds for kids. Keep safety a top priority for solo trail users, women etc."
- "Unfortunately, the KVR trail is more dangerous, primarily because of e-bikes/vehicles. Perhaps some safety reminders and monitoring as the speed is often excessive with new/unskilled cyclists. The trails are also getting busier."
- "Traffic calming measures at Vancouver place entrance. Cars come down that blind corner going way faster than 50. Pulling in and out of this street is dangerous and the crosswalk is not adequate in getting people to slow down."
- "Signage for bike riders to respect the rules of road on the trails and a requirement for all bike to have bells to warn walkers that they are coming up behind them, sometimes very fast."

4. Better Trail Maintenance

- Respondents believe that trail maintenance, such as surface improvements, winter maintenance, and weed management, should be prioritized before investing in new infrastructure or design features.

Related sample comments:

- "You need to maintain what you already have in the vineyards rural setting. Weeds are a problem for the farmers, KVR parking lot is an eyesore, poorly maintained, lack of trees and shade, weed and pocket gophers infested. Deal with this first!"
- "City needs plan to monitor and enforce these investments - broken water stations / broken benches. / loitering / sleeping on benches - has this been factored into overall costs?"

5. Concerns About Costs

- There are concerns regarding the costs of the proposed upgrades, with many deeming the improvements as non-essential. Many prefer that the funds be allocated towards maintenance, safety, and connectivity improvements.

Related sample comments:

- "The money should be spent proportionately along the KVR with the most used sections using the most funds"

6. Better Wayfinding

- Many support wayfinding improvements such as better signage and clearer route information.

Related sample comments:

- "Better wayfinding as I am always asked "how long a bike ride from here to Adra, or Chute Lake..."
- "Wayfinding is very important, I think there needs to be caution when adding green space about taking away too much road space. There is already way too much narrowing in the city"

- “As a resident and a cyclist, my top priorities are increasing safety at intersections, improving wayfinding signage, and establishing connections to BOTH the Penticton and SIB channel pathways. These improvements would encourage bike commuting too!”

7. Public, Resident, and Trail User Engagement

- Some would like to see additional engagement as plans advance. There is an emphasis on ensuring trail-users are properly consulted and the impact on nearby residents is considered.

Related sample comments:

- “Once the city has a more specific plan, I hope there will be additional surveys and public meetings especially with local residence.”
- “Please ask an avid trail user with recommendations regarding surface, crossings, crossing buttons, sloped access through curbs at sidewalks. Somehow, these occasionally are neglected.”

8. Limited Parking

- Limited parking at trailheads, particularly around Vancouver Place, is a concern for nearby residents and trail users wanting to access the trails.

Related sample comments:

- “Parking at the Vancouver Hill KVR entrance remains an issue with very limited parking availability.”
- “I think the most impactful change would be parking and access around the Vancouver Ave and Vancouver Place connection point. It is a major safety issue.”
- “In the interest of more car free roads in Penticton Vancouver place could be utilized as a true corridor and not a traffic nightmare. Parking could be designated to a parking lot on Cambie where fields are available. ”

9. Desire for Amenities and User Comfort

- Respondents support more drinking water stations, washrooms, seating, shade trees, bike lockers, and rest areas.

Related sample comments:

- “Water, time signposts, and emergency call buttons would be appreciated. For health risks on the trail, but also creepy men or people”
- “The trail is well used and liked already. Improvements should include; water stations, bathroom facilities (out houses?), way finding and seating. Large structures unnecessary.”
- “A bit random but check out the Han River walking and biking paths in Seoul. Very heavily used, lots of amenities, playgrounds, beautiful landscaping, would be great to have something similar (of course in a smaller scale) here”

10. Support for Cultural Storytelling

- There is support for incorporating local history, railway heritage, and cultural storytelling into the trail experience.

Related sample comments:

- "I don't think you can have too many explanatory signboards around, to explain the history of the KVR, and its link to the ships that used to serve the lake. For example, one to explain the remaining stumps of the CPR wharf would be good."
- "It's the KVR.... So please make sure the 'railway' aspect is always at the forefront of design elements "
- "Looks great, thank you :) I love that there are areas for children to play. Just want to encourage the KVR connection to the S.S. Naramata (another City asset) as its not always super intuitive for visitors, the connection between the railway and the tug."

Key Takeaways

- Connectivity and linkage to regional trail systems is reiterated as a top priority for respondents, aligned with responses to previous questions.
- Safety is a major concern for many respondents, especially related to challenges between different trail users such as e-bikes, dogs and pedestrians.
- Ongoing communication and engagement is desired as plans for the KVR advance, especially with different user groups and nearby residents.
- The cost of improvements is a concern for some respondents, including views that funding would be better allocated towards maintaining the existing infrastructure.

Question 22: How often do you use the KVR Trail? (Radio Button Question)

Response Volume: Total responses: 154, Skipped: 0

What We Heard

- Daily: 33 (21.4%)
- A few times a week: 63 (40.9%)
- Weekly: 38 (24.7%)
- Rarely (a few times a year): 20 (13.0%)
- Never: 0 (0.0%)

Key Takeaways

- Most of the respondents frequently use the KVR Trail, with 63% indicating that they use it "a few times a week", and 21.4% stating that they utilize the trail "daily".

Question 23: What is your primary reason for using the trail? (Radio Button Question)

Response Volume: Total responses: 154, Skipped: 0

What We Heard

- Recreation (e.g., walking, cycling): 100 (64.9%)
- Dog walking: 15 (9.7%)
- Fitness/exercise: 30 (19.5%)
- Commuting: 7 (4.5%)
- Tourism/leisure: 2 (1.3%)
- I don't use the trail: 0 (0.0%)

Key Takeaways

- More than half of the respondents actively use the trail for various purposes, with 64.9% indicating that they use it for "recreation" purposes and 30% using it for "fitness/exercise".

Question 24: What is your connection to Penticton? Select all that apply. (Checkbox Question)

Response Volume: Total responses: 154, Skipped: 0

What We Heard

- I live here: 139 (90.3%)
- I work here: 50 (32.5%)
- I go to school here: 2 (1.3%)
- I visit regularly: 10 (6.5%)
- I own a business here: 11 (7.1%)
- Other (please specify): 7 (4.5%)

Key Takeaways

- Almost all the respondents call Penticton home, with 90.3% indicating that they "live here".

Question 25: What is your age group? (Radio Button Question)

Response Volume: Total responses: 154, Skipped: 0

What We Heard

- 18-24: 3 (1.9%)
- 25-34: 18 (11.7%)
- 35-44: 28 (18.2%)
- 45-54: 27 (17.5%)
- 55-64: 27 (17.5%)
- 65+: 43 (27.9%)
- Prefer not to say: 8 (5.2%)
- Under 18: 0 (0.0%)

Key Takeaways

- Respondents aged 65 and older represented the largest age group, accounting for 27.9% of survey participants.
- Combined, respondents aged 45–64 accounted for 35% of survey participants, representing a significant share of survey responses.

Question 26: What is your postal code? We are asking this to better understand where you live relative to the trail. (Checkbox Question)

Response Volume: Total responses: 154, Skipped/Declined: 6

What We Heard

Distribution of Respondents:

- Penticton (V2A): 70%
- Nearby Rural/Small Communities (V0H): 27.9%
- N/A: <1%

Neighbourhood Notes:

- V2A Prefix covers most of Penticton. A general breakdown of the postal code distribution shows:
 - V2A 0–3: Downtown core/North Penticton
 - V2A 4–6: Central neighbourhoods
 - V2A 7–9: Uplands, Wiltse, South towards Skaha Lake
- V0H 1–2: Primarily Naramata and Okanagan Falls

Key Takeaways

- Most survey respondents are local to the City of Penticton.

Of those respondents who identified as living in the Penticton Area:

- 20.9% submitted postal codes connected to Downtown/North Penticton
- 22.3% submitted postal codes connected to Central Neighbourhoods
- 27.2% submitted postal codes connected to Uplands, Wiltse and South Penticton
- 27.9% submitted postal codes connected to primarily Naramata and Okanagan Falls
- 2% did not contain the full postal code in their response

Question 27: Do you identify as any of the following?

Response Volume: Total responses: 154, Skipped/Declined: 0

What We Heard

- Indigenous: 2 (1.3%)
- LGBTQS+: 12 (7.8%)
- Person with a disability: 10 (6.5%)
- None of the above: 113 (73.4%)
- Prefer not to say: 20 (13.0%)
- Newcomer to Canada: 0 (0.0%)

Key Takeaways

- A significant portion of the respondents do not identify as Indigenous, LGBTQS+ or as a person with a disability.
- A few respondents indicated that they identify as a person with a disability, highlighting the importance of including accessibility features into the design of the trail and engaging with people with lived experience to ensure accessibility barriers and opportunities are fully understood and addressed.

Appendix B: Pop-up Event Boards

KVR Trail Strategy

PROJECT BACKGROUND

The City of Penticton is developing a Kettle Valley Rail (KVR) Trail Strategy to shape the future of the KVR Trail through Penticton. The Strategy will guide how the trail is improved, celebrated, and better connected to support recreation, transportation, tourism, and community wellbeing.

WHAT WILL THE STRATEGY ACHIEVE?

- Identify key improvements for trail infrastructure and accessibility
- Highlight opportunities for how the trail connects across neighbourhoods, parks, community spaces, nature, and culture
- Explore ideas for wayfinding, amenities, and safety
- Consider opportunities for community events, storytelling, and heritage
- Provide an action plan for future investment and stewardship

WHAT IS THE PROCESS?

Phase 1: Context & Background Review

Phase 2: Assessment & Analysis

Phase 3: Strategic Planning

Phase 4: KVR Trail Strategy Report



- ✓ The City has completed two rounds of engagement to understand the existing conditions and to define a shared vision to guide the KVR Trail's future.
- ✓ Over the past several months, we've reviewed the community input and used it to develop a **draft concept plan**.
- ✓ Now, we're seeking **your feedback to help ensure the plan reflects what matters most to the community**. Your input will be used to refine the plan and inform what should be prioritized moving forward.

DRAFT CONCEPT PLAN

The concept plan focuses on maintaining a connected and consistent feel throughout the KVR Trail, while reflecting the unique character of the different areas it passes through by dividing the corridor into six distinct **Character Zones**.

The concept plan includes:

- Wayfinding enhancements
- Intersection safety improvements
- Upgraded and improved pathways
- Opportunities to introduce new amenities
- Public realm improvements
- Access improvements at gateways and access points

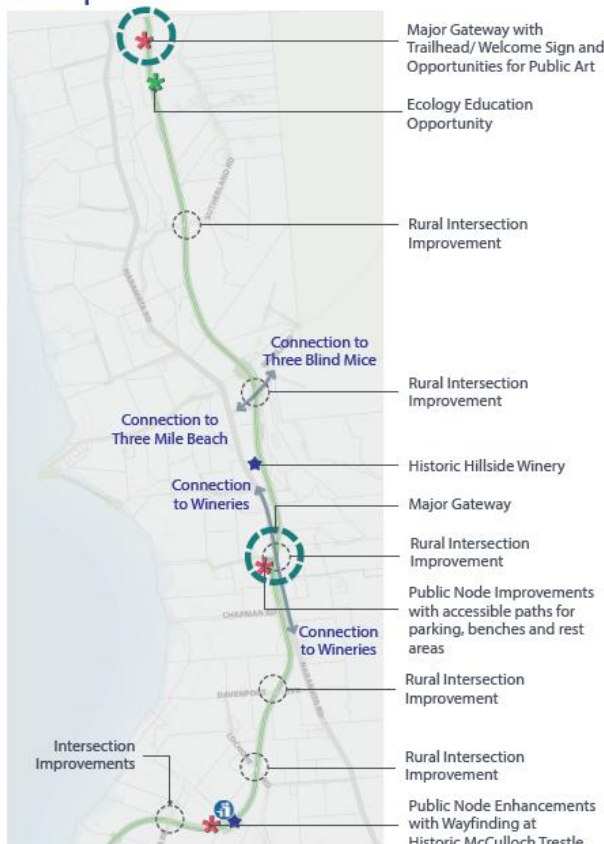
CHARACTER ZONES



1 THE VINEYARDS

The Vineyard is a quiet, rural stretch where the trail weaves through Penticton's vineyard landscapes. Improvements will be small scale improvements, focusing on enhancing safety at rural crossings and providing rest and gathering points at key destinations and enhancing surface quality. Wayfinding signage will help guide users to nearby connections, while preserving the character of the trail.

Concept Plan



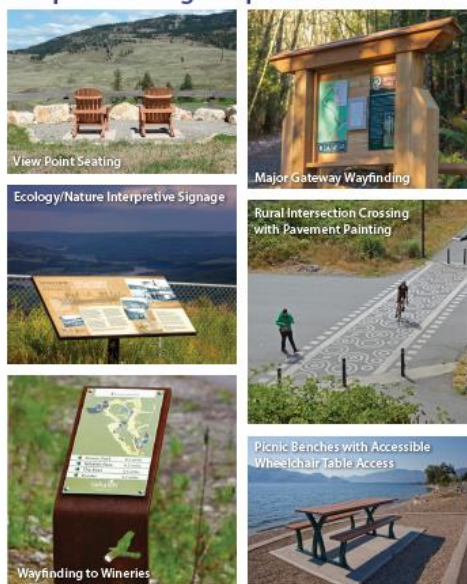
LEGEND

- Kettle Valley Rail Trail
- Connections To/From KVR
- Key View Point & Rest Area
- Major Gateway
- Street Crossing Improvement
- Public Realm Improvements
- Green & Nature Improvements
- Historic Site

Existing Character of The Vineyards



Proposed Design Improvements



Trail Cross Section



What do you think?

Add a sticky dot below!

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2

THE VISTA

The Vista is defined by sweeping views and scenic moments, this area celebrates the KVR's natural beauty. Enhancements will focus on comfortable seating and trail furnishings at viewpoints, creating places to pause and take in the landscape. Wayfinding signage will help orient users and highlight key connections along the route.

Concept Plan



LEGEND

- Kettle Valley Rail Trail
- KVR Trail Pedestrian Route
- KVR Trail Cycling Route
- ↔ Connections To/From KVR
- Key View Point & Rest Area
- Major Gateway
- Minor Gateway
- ★ Public Realm Improvements
- ★ Play Improvements
- ★ Historic Site

Trail Cross Section

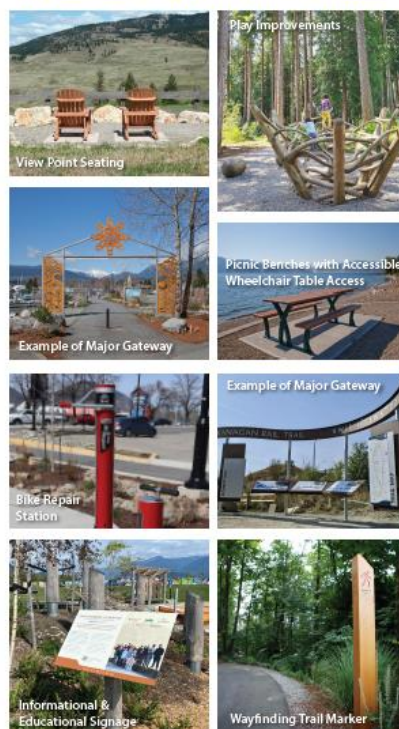
RURAL PATHWAYS



Existing Character of The Vista



Proposed Design Improvements



What do you think?

Add a sticky dot below!

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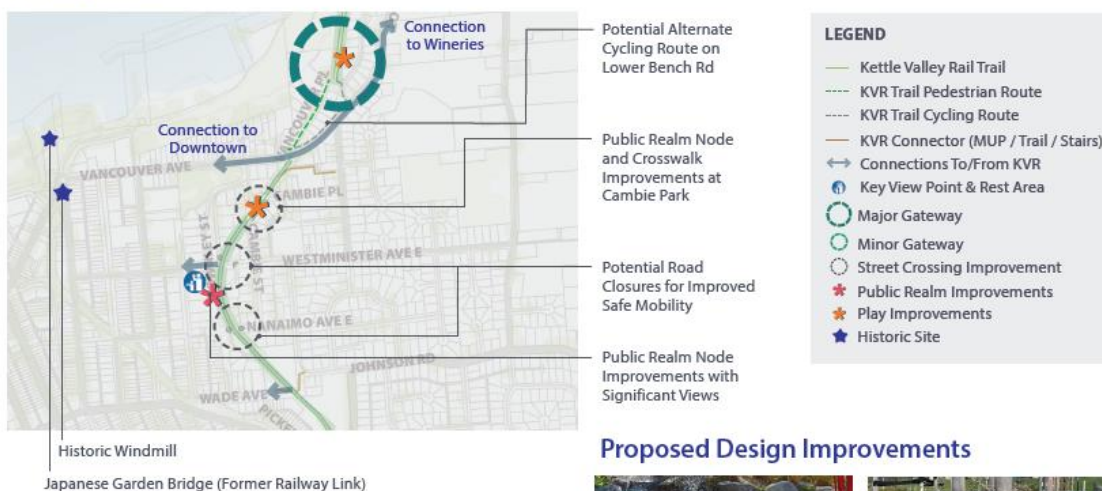
Add sticky notes with comments!



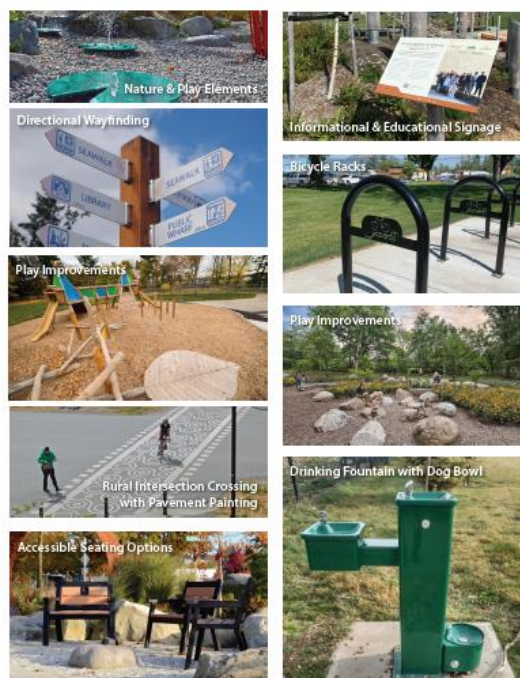
3 THE CLIMB

The Climb is a more active and challenging segment of the trail, where elevation and neighbourhood connections shape the experience. Improvements will include targeted trail upgrades, safer crossings, and clear prioritization of trail users at access points. Additional rest areas along steeper sections and furnishing at viewpoints will support a more comfortable journey, complemented by wayfinding signage.

Concept Plan



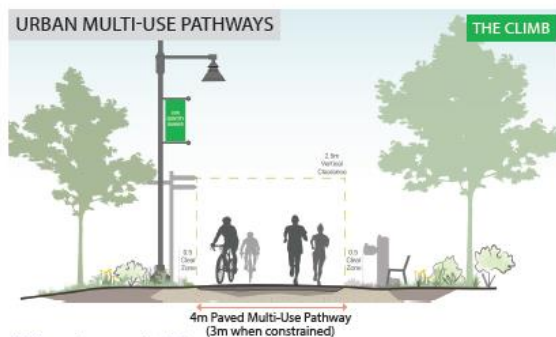
Proposed Design Improvements



Existing Character of The Climb



Trail Cross Section



What do you think?

Add a sticky dot below!

LOVE IT

IT'S GOOD

NOT FOR ME

Add sticky notes with comments!



4 THE PLAYGROUND

The Playground will serve as a key KVR Trail destination, supporting recreation, community gathering, and active transportation in a highly visible and accessible location, in the heart of the community. Improvements will create a vibrant trail hub with spaces for play, rest, and social connection for all users. New play features, seating and gathering areas, and wayfinding will reinforce KVR identity and connect visitors to nearby destinations.

Concept Plan



LEGEND

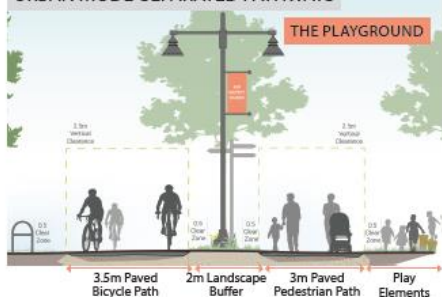
- Kettle Valley Rail Trail
- KVR Trail Pedestrian Route
- KVR Trail Cycling Route
- KVR Connector (MUP / Trail / Stairs)
- ↔ Connections To/From KVR
- Major Gateway
- Minor Gateway
- Street Crossing Improvement
- ★ Public Realm Improvements
- ★ Green & Nature Improvements
- ★ Play Improvements
- ★ Historic Sites
- ★ School



The Preston Park concept improves pedestrian and cyclist movement through separated facilities while introducing new opportunities for play and recreation. Proposed features include a pump track, nature play elements, seating areas, and open spaces for gathering and relaxation.

Trail Cross Sections

URBAN MODE-SEPARATED PATHWAYS



URBAN MODE-SEPARATED PATHWAYS



What do you think?

Add a sticky dot below!

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Add sticky notes with comments!



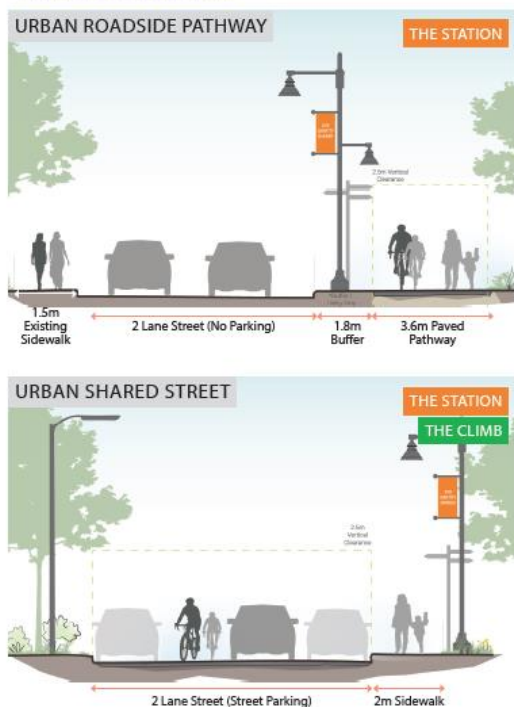
5 THE STATION

Rooted in Penticton's railway history, this area highlights the Old Rail Station as a key landmark. Improvements will focus on celebrating heritage features and enhancing the surrounding public realm with green infrastructure, interpretive signage, and shared street upgrades. Wayfinding signage will create a strong sense of arrival and connect users to routes such as the lake-to-lake bike network.

Concept Plan



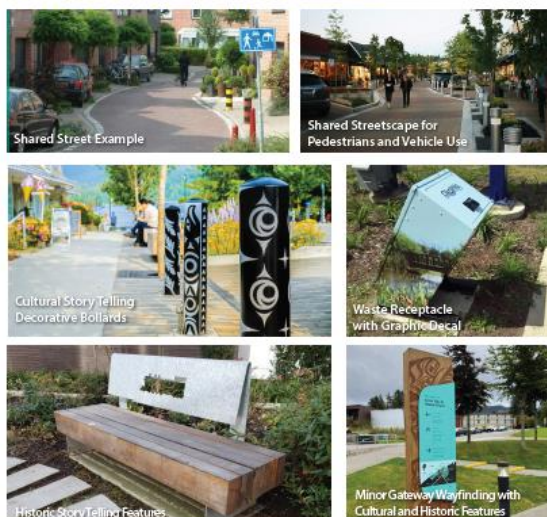
Trail Cross Sections



Existing Trail Wayfinding and Connections



Proposed Design Improvements



What do you think?

Add a sticky dot below!

LOVE IT

IT'S GOOD

NOT FOR ME

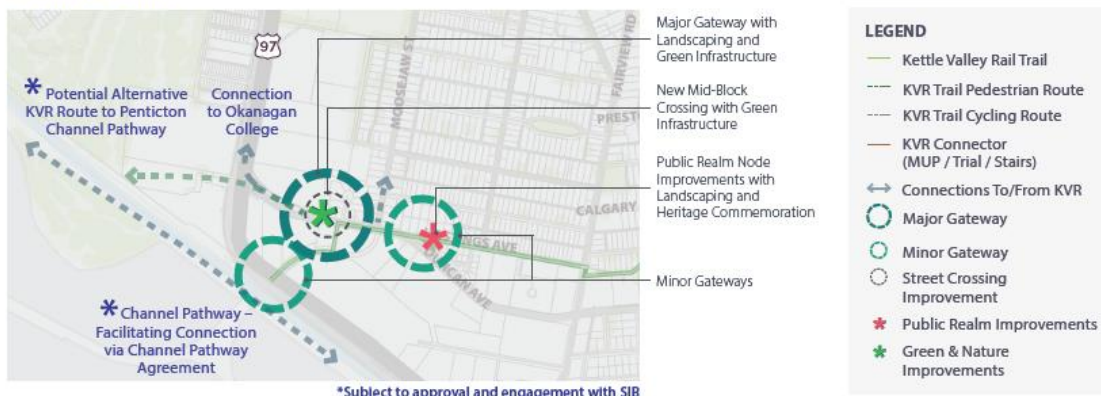
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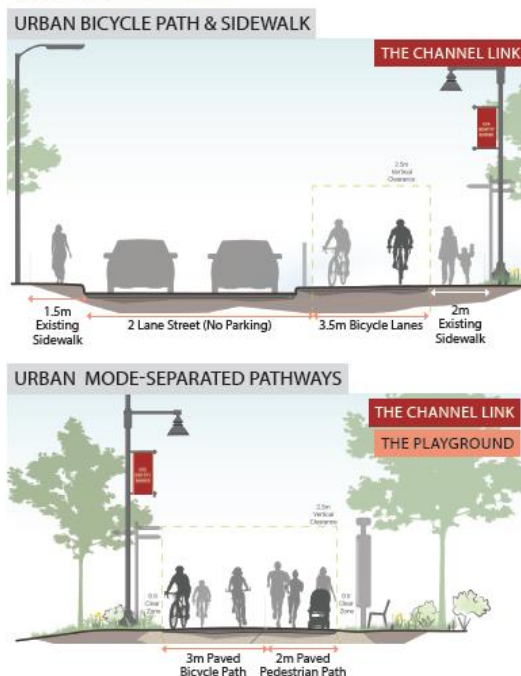
6 THE CHANNEL LINK

The Channel Link area will prioritize safe and accessible connections to the Penticton Channel, lake-to-lake routes, and the city's cycling network. Wayfinding, public realm improvements, and interpretive features will strengthen the KVR's identity while celebrating the area's railway heritage, and educational and cultural connections.

Concept Plan



Trail Cross Sections



Proposed Design Improvements



What do you think?

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Appendix C: Pop-up Event Comments

The Vineyards

- lack of parking at the trailhead and places for people to safely unload their bikes. This is only going to get worse as the KVR gets more popular
- Signage and wayfinding is important
- please adhere to environmentally sensitive issues here! Natural undisturbed areas for bees, wildlife balance natural growth here
- would like the vineyards trail to be paved to improve accessibility
- local residents near trailhead have parking concerns (vancouver place trailhead)
- washrooms
- need more trail use safety and etiquette signage as many more e-vehicles are on the trail (example yield to ped)
- love the informative signage
- more frequent waste bins and doggy stations
- viewpoints, seating and educational signage are all great ideas
- need to address parking concerns and the lack of parking at the trailhead
- would like to see the trail paved from top to bottom
- at some viewpoints the landscaping/foliage is overgrown so view is obstructed
- slowdown signs to help enforce consistent speeds - bigger font for accessibility
- like the ecology/nature interpretive signage
- please address the dust problem. Use vegetable oil to keep the dust down.
- signs for trail etiquette ("bells on bikes", "speed limits")
- would like to see gradual steps going up the vineyards. Wasn't this in the plans before?
- no more big houses and retaining walls along the KVR
- speed control
- education
- signage indicating single lane
- bench dedications, picnic tables
- electric bbq, city cleaned
- km markers - 6.5 km
- water station
- kids play area
- app
- indigenous art
- safety for pedestrians
- e-bikes - monitor at peak times
- jut outs
- unfriendly to anyone not on a bike
- different lights at poplar grove
- e-bike monitoring

- groups dashing across
- weed control - puncture vine, poison ivy - blowing into vineyard
- how will city pay for widening
- horse trail, dogs
- need more signage for horses
- signage about pedestrians
- need to maintain the poplar grove parking lot - weeds, more shade, trees
- need to control speed on Naramata Rd at poplar grove parking lot
- love the KVR trail in the vineyards. Please don't change much!
- invasive weeds need to go!
- more parking
- don't commercialize
- gravel trail
- less awkward connection at airport crossing
- don't want to change the vineyard section of the trail
- a playground by the pumptrack for little children would be nice. Simple, fence protected.
- fire risk from people smoking
- garbage is a problem overflow at poplar grove parking lot
- no paving
- please improve weed control along the kvr
- only put rules in place that you can actually enforce (ie bells on bikes and safety)
- signage for horseriders, bikes, e-bikes, walkers, right of way
- plant non-invasive trees for shade near benches and tables
- remove ??? Rack at ??? Rail. Safety, loitering, noise, public intoxication
- dust problem between poplar grove and vancouver place. Material beyond poplar grove does not create dust problems.
- lack of shade at poplar grove
- bylaw availability in this area
- two hills - degraded safety issue - include in the 1-2 year plan
- poplar grove intersection - poor compliance of drivers and AT
- better maintenance - ??? With lower maintenance costs

The Vista

- no access from the penticton marina to the KVR! The cost engineers can not make it to prevent erosion!
- additional washrooms
- kvr should be paved so people can use inline skates, and kids their scooters
- please don't waste money on big gateway structures, put money into maintenance and more trails
- please do not trim or groom the natural flora - the sage, brush, grass is wild and beautiful
- the large gateway structure is a waste - focus on the natural vista as is

- keeping most natural parts instead of pavement
- public outreach for events - bulletin boards - texts with information
- pull-out for conversation areas. Especially with dogs to keep them off trails
- low the bike repair station
- self-guided walking tours
- communicate other parking options
- more breweries
- wayfinding signs in bigger font for those with visual challenges
- any improvements need asset management plan. May pay for new amenity but up keep costs need consideration
- "slowdown" signs in much bigger font and in more places (people go too fast all along kvr)

The Climb

- vancouver trail needs parking for visitors
- park at vancouver place and vancouver ave lower bench rd
- parking at cambie place and cambie st
- why route cyclists away from vancouver place? Seems to work ok as its currently routed
- spend the money to do this well! All of it
- end up doing it
- keeping most natural path instead of pavement
- more wayfinding signage - people tend to get lost
- cute dog bowl
- I love the dog bowl
- less money for "pretty" and more for connecting trails
- yes more water fountains (and year round if possible)
- speed is an issue
- invasive species plan? Russian olive, tree heaven, cheat grass

The Playground

- trail meets main - key area to invest and take La Casa frontage
- keeping most natural path instead of pavement
- it's a good idea. I love it
- "green infrastructure"? Plan gardens - yes!
- grade trails, parks, and parking so that rain drains into planted areas
- consider public private parking designated area
- keep most natural path instead of pavement

The Station

- urban roadside paths please! Get bikes and pedestrians off the street! "shared streets"
- e-bikes on sidewalks and kvr = going to fast
- wayfinding
- accessibility
- keep things a little wild please
- bee gardens
- signage is important
- leave everything as is
- linkage to kvr -> wayfinding (people get lost)
- black stones across trail (asphalt unsafe)

The Channel Link

- keeping most natural path instead of pavement
- doesn't look like it connects to channel? Might as well finish it..
- connecting college to enowka centre as bonus. Run trail in front of gardenwicks
- cultural signage - work with PIB
- safety - homelessness under fairview bridge
- improving all of the trail - beyond city limits
- consistent ??? Identifying kvr
- trail going westward degrading

General Comments

- signage for bike safety
- speed limits
- passing on the right
- courtesy
- would like to see connectivity between KVR and PIB -> continued trail
- keeping more natural path instead of pavement
- need better enforcement of e-bike and e-scooter regulations/etiquette
- safety concerns and conflicts between pedestrians and bikes/scooters
- bike racks at abandoned rail - people not happy with them. There are not enough spaces for bikes.
- not in favour of paving trail
- focus on improvements to other trails first - kvr is already quite good. Trails to summerland and princeton need improvement
- would like to see tourism encouraged through fun/engaging activities (ex. sticker passports, etc.)
- would like to continue to chute lake
- I would like to see the kvr connect fully to the creekside reservoir path

Costs

The assumed order of magnitude cost for each action has been provided. These costs include capital and/or operational depending on applicability.

The number of dollar signs indicates a high-level cost assumed for each initiative:

- o \$\$\$\$ – High (\$1 million plus)
- o \$\$\$ – Moderate – High (\$500,000 - \$999,000)
- o \$\$ – Moderate- Low (\$100,000 to \$499,000)
- o \$ – Low (less than \$100,000)

Note: These figures are preliminary averages and cost estimates will be refined and confirmed during the detailed design phase.

Assumptions

Operating costs are budgeted to be 2-5% of the capital cost for new infrastructure.

Operating costs are budgeted to be 0.5% of the capital cost for upgrades to existing infrastructure.

Capital costs are budgeted to be the **average** of the range indicated below.

Level of Cost	Low Range	High Range	Level of Cost	Average	Oper. Costs (2%)	Oper. Costs (5%)
\$\$\$\$ - High	\$1,000,000	\$2,000,000	\$\$\$\$	\$1,500,000		\$30,000
\$\$\$ - Moderate – High	\$500,000	\$999,000	\$\$\$	\$750,000		\$15,000
\$\$ - Moderate- Low	\$100,000	\$499,000	\$\$	\$300,000		\$6,000
\$ - Low	\$-	\$100,000	\$	\$50,000		\$1,000
						\$2,500

SUMMARY OF ACTIONS, TIMEFRAMES & COSTS

Action	Timeframe				Responsibility	Capital Cost	Trails/Parks/Roads/Other Operational Cost (% of Capital costs)
	(0-2 years) & ongoing	(3-5 years)	(6-10 years)	(Beyond 10 years)	Secondary		
Corridor-wide Actions							
Action 1: Engage with SIB	✓	✓	✓	✓	Parks, SIB	\$	NA
Action 2: Engage with Okanagan College for connections from campus to the KVR Trail and groups with lived experience		✓			Parks, Lands, Legal, Okanagan College	\$	NA
Action 3: Engage with property owners for potential land acquisition and easements for trail ROW	✓				Lands, Parks, Planning, Legal	\$	NA
Action 4: Develop seasonal maintenance and adaptive management plan	✓				Parks	\$	NA
Action 5: Partner with businesses and tourism organizations		✓			Parks, Sustainability, Recreation, Communications/Engagement	\$	NA
Action 6: Leverage inter-jurisdictional partnerships		✓			Parks, Sustainability, Recreation, Communications/Engagement	\$	NA
Action 7: Identify stewardship / volunteerism and programming opportunities		✓			Parks, Sustainability, Recreation, Communications/Engagement	\$	NA
Action 8: Develop and implement wayfinding plan throughout the corridor	✓				Parks, Engineering, PW, Social Development, Communications/Engagement	\$\$	5%
The Vineyards							
Major Gateway at City of Penticton Boundary		✓			Parks, Engineering, PW, Social Development	\$	3%
Major Gateway at Poplar Grove			✓		Parks, Engineering, PW, Recreation, Sustainability, Social Development	\$	3%
Widen Pathway (where required to achieve 4 metre width)		✓			Parks, Engineering, PW	\$	0.5%
Rural Intersection Improvements	✓				Engineering, Parks, PW, Planning, Development Services	\$\$	3%
Connections to Wineries, Cideries, and Breweries		✓			Parks/Engineering, PW, Planning, Development Services, Lands, Legal, Social Development, Naramata Bench Wineries Association	\$	2%
Public Node Enhancements		✓	✓		Parks, PW, Social Development, Planning, Recreation	\$	2%
Accessibility Enhancements		✓			Parks, Engineering, PW, Social Development	\$	2%
The Vista							
Major Gateway at Vancouver Ave		✓			Parks, Engineering, PW, Social Development, Planning, Recreation, Sustainability, Energy	\$\$	2%
Minor Gateways		✓			Parks, Engineering, PW	\$	2%
Widen Pathway (where required to achieve 4 metre width)		✓			Parks, Engineering, PW, Lands	\$	0.5%
Public Node Enhancements		✓	✓		Parks, PW, Social Development, Planning, Recreation	\$	2%
Future Connection to the Esplanade	✓				Parks, PW, Planning, Social Development, Recreation, Lands	\$\$\$	3%
Accessibility Enhancements		✓			Parks, Engineering, PW, Social Development	\$	2%
The Climb							
Alternate Connection on Lower Bench Road		✓			Engineering, Parks, PW, Planning, Development Services, Social Development, Lands	\$\$\$	3%
Intersection Improvements at Vancouver Avenue and Lower Bench Road		✓			Engineering, Parks, PW, Planning, Development Services, Social Development, Energy, Lands	\$\$	3%
Upgrade and widen existing pathway		✓			Parks, Engineering, PW, Lands	\$\$	5%
Public Realm Node and Crosswalk Improvements at Cambie Park		✓	✓		Engineering, Parks, PW, Social Development, Planning, Recreation, Sustainability	\$	2%
Potential Road Closures				✓	Engineering, Parks, PW, Planning, Development Services, Energy, Lands	\$\$	3%

Public Realm Nodes		✓	✓		Parks, Engineering, PW, Social Development, Planning, Recreation, Sustainability	\$	2%
Accessibility Enhancements		✓			Parks, Engineering, PW, Social Development	\$	2%
The Playground							
Major Gateway at Government Street / Penticton Creek				✓	Parks, Engineering, PW, Social Develop, Development Services, Sustainability, Lands	\$\$	2%
Major Gateway at Main Street / Preston Ave		✓			Parks, Engineering, PW, Social Develop, Development Services, Sustainability, Lands	\$\$	2%
Minor Gateways		✓			Parks, Engineering, PW	\$	2%
Upgrade and widen existing pathway (north of Main Street)		✓			Parks, Engineering, PW, Planning, Lands	\$\$	0.50%
Upgrade and widen existing pathway (south of Main Street)			✓		Parks, Engineering, PW, Planning, Lands	\$\$	0.50%
Improved connection between Preston Avenue and Edmonton Avenue		✓			Engineering, Parks, PW, Planning, Development Services, Energy, Lands	\$\$\$	2%
Preston Avenue Closure and Main Street Intersection Redesign			✓		Engineering, Parks, PW, Planning, Development Services, Social Development, Energy, Lands	\$\$\$	2%
Preston Avenue Park Upgrades (Pump Track, Trails)			✓		Parks, Engineering, PW, Social Development, Planning, Recreation, Sustainability, Lands	\$\$\$\$	2%
Public Node Improvements		✓	✓		Parks, Engineering, PW, Social Development, Planning, Recreation, Sustainability	\$	2%
The Station							
Major Gateway at KVR and Lake to Lake Junction in Laneway		✓			Parks, Engineering, PW, Social Develop, Development Services, Sustainability, Lands	\$\$	2%
Minor Gateways		✓			Parks, Engineering, PW	\$	2%
Widen Pathway South of Calgary Avenue				✓	Engineering, Parks, PW, Planning, Development Services, Lands, Legal	\$\$	0.50%
Intersection Improvements at Calgary Avenue			✓	✓	Engineering, Parks, PW, Planning, Development Services, Lands	\$	2%
Intersection Improvements at Fairview Street				✓	Engineering, Parks, PW, Planning, Development Services, Social Development, Energy, Lands	\$\$	2%
Upgrades to Local Street Connection				✓	Engineering, Parks, PW, Planning, Development Services, Energy, Lands	\$	2%
New Pathway on Hastings Street				✓	Engineering, Parks, PW, Planning, Development Services, Lands	\$\$	2%
Public Node Improvements				✓	Parks, Engineering, PW, Social Development, Planning, Recreation, Sustainability	\$	2%
The Channel Link							
Major Gateway at Duncan Ave & New Pathway Connection to Bridge		✓			Parks, Engineering, PW, Social Develop, Development Services, Sustainability, Lands	\$\$	2%
Minor Gateways		✓			Parks, Engineering, PW	\$	2%
New Pathway on Duncan Avenue		✓			Engineering, Parks, PW, Planning, Development Services, Lands	\$\$	2%
Connection to Okanagan College		✓			Engineering, Parks, Okanagan College, PW, Planning, Development Services, Social Development, Sustainability, Lands	\$\$	2%
New Pathway Connection to Bridge				✓	Engineering, SIB, Okanagan College, Parks, PW, Planning, Development Services, Social Development, Sustainability, Energy, Legal, Lands	\$\$\$	1%
Connections Across Bridge				✓	Engineering, SIB, Okanagan College, Parks, PW, Planning, Development Services, Social Development, Sustainability, Energy, Legal, Lands	\$\$\$\$	1%
Public Node Improvements				✓	Engineering, SIB, Okanagan College, Parks, PW, Planning, Social Development, Recreation, Sustainability, Lands	\$	2%



Memo to Committee

penticton.ca

Date: August 5, 2026
To: Accessibility Committee
From: Scott Boyko, Public Works Manager
Subject: Parks Sign Standardization Project

File No: Note: 6240-01

Staff Recommendation

THAT the Accessibility Committee receive the Parks Signage Design Guidelines and support their use as the standard for future signage installations and replacements within City parks, recreation facilities, trails, beaches, and open spaces.

Background

The City of Penticton initiated the Parks Sign Standardization Project to establish a consistent approach to signage throughout municipal parks, recreation facilities, trails, beaches, and open spaces. Historically, signage across the City's parks and recreation network has been developed incrementally through individual projects and program areas, resulting in variations in design, materials, information hierarchy, wayfinding approaches, and overall appearance.

The objective of the project was to develop a comprehensive set of design guidelines that would provide a consistent visual identity, improve wayfinding, enhance visitor experience, and establish a clear framework for future signage design, fabrication, installation, and replacement. The resulting guidelines create a standardized family of signs encompassing park identification signs, wayfinding signs, trail signage, recreation facility signage, interpretive and educational signage, and regulatory signage.

In July 2024, the Accessibility Committee reviewed the initial sign standardization concept and provided support for the project while encouraging staff to continue incorporating accessibility considerations into the design process. Following that review, staff continued working with the project consultant to further develop and refine the signage standards into a comprehensive design guideline document.

Recognizing that signage plays an important role in accessibility, navigation, and public information, staff sought an independent accessibility review of the draft guidelines through the Rick Hansen Foundation's Access in Motion (AIM) program. The purpose of the review was to evaluate the proposed standards through an accessibility lens and identify opportunities to improve usability and inclusiveness for residents and visitors of all abilities.

The accessibility review was completed in June 2026 and assessed the draft guidelines against current accessibility best practices and standards relating to legibility, readability, colour contrast, wayfinding,

information hierarchy, sign placement, and accessibility considerations within public environments. Following receipt of the review, staff worked collaboratively with the consultant team to evaluate the recommendations and incorporate appropriate revisions into the final version of the Parks Signage Design Guidelines now being presented to the Committee.

The final Parks Signage Design Guidelines establish a comprehensive family of signage types intended to serve a wide variety of park, trail, recreation facility, beach, and open space applications throughout the city. The guidelines include standards for major park entrance signs, neighbourhood park identification signs, trailhead and wayfinding signage, pathway markers, recreation facility signage, educational and interpretive displays, regulatory signage, warning signs, and amenity identification signage. The guidelines have also been designed to accommodate future Indigenous place names, language, artwork, and cultural recognition opportunities across multiple sign categories, allowing for the meaningful integration of Indigenous elements as future partnerships, projects, and engagement opportunities arise.

The proposed signage system utilizes a consistent visual identity that incorporates the City of Penticton logo, standardized typography, a distinctive wave-inspired design element, and colour palettes specific to different asset categories. Distinct colour themes have been developed for community and neighbourhood parks, natural areas and trail corridors, recreation facilities, educational signage, and regulatory signage. In addition to creating a cohesive visual identity, the colour system assists users in quickly identifying the type of facility or information being presented.

The guidelines also establish standards for materials, fabrication methods, sign proportions, iconography, and installation requirements. The intent is to create a recognizable and user-friendly signage network that can be implemented incrementally as future signage projects are undertaken throughout the community.

Financial implication

The development of the Signage Design Guidelines, including the accessibility review and associated revisions, was completed within the approved project budget.

Future implementation of the guidelines will occur through existing capital projects, park developments, facility upgrades, and ongoing signage replacement programs. The standardized approach established through the guidelines is expected to improve consistency and efficiency in future design, fabrication, procurement, and maintenance activities.

Analysis

The Rick Hansen Foundation's accessibility review found that the draft Parks Signage Design Guidelines provided a strong foundation for an accessible municipal signage program and demonstrated a clear commitment to accessibility principles. The review recognized several strengths within the document, including its emphasis on legibility, consistent wayfinding, universal symbols, emergency information, and accessibility awareness.

Beyond creating a consistent visual identity across City parks and recreation facilities, the guidelines were developed to improve the overall wayfinding experience for residents and visitors. The signage family ranges from large gateway and destination signs at major parks and recreation facilities to smaller trail markers, directional signs, amenity signs, educational displays, and regulatory signage. Each sign type has

been designed to maintain a common visual language while being scaled appropriately for its intended purpose and viewing distance.

Particular attention has been given to wayfinding and navigation. Major park signs incorporate maps, destination information, amenity identification, emergency information, and orientation features intended to assist users in navigating larger parks and facilities. Trail and pathway signage establishes a consistent approach to directional information and route identification, while recreation facility signage provides a unified appearance across fields, courts, buildings, and supporting infrastructure.

The guidelines also provide standards for educational and interpretive signage that can be used throughout the parks system to highlight environmental features, cultural stories, historical information, and community assets. These sign types have been designed to accommodate future Indigenous place names, cultural content, interpretive information, and educational programming while maintaining consistency with the overall signage system.

The review also identified opportunities to strengthen accessibility outcomes through additional design guidance related to readability, colour contrast, information hierarchy, sign placement, mounting heights, icon visibility, and overall usability. Staff reviewed these recommendations with the project consultant and incorporated a significant number of them into the final guideline document.

As a result, the final guidelines include an expanded accessibility section providing greater direction regarding viewing distances, typography, colour contrast, symbol sizing, sign placement, and accessibility considerations for both standing and seated users. Additional guidance has been added regarding mounting heights, reach ranges, accessible approaches to signage, and the avoidance of protruding-object hazards within pedestrian environments. References to recognized accessibility standards and best practices have also been strengthened throughout the document.

The review also identified opportunities to improve readability and reduce cognitive load. In response, the final guidelines place greater emphasis on clear information hierarchy, concise messaging, and improved readability of longer-form content. Staff also directed the consultant to utilize regular-width typefaces for body copy applications rather than condensed fonts where larger blocks of text are required, improving readability for a broader range of users.

Further refinements have been made to strengthen guidance regarding colour contrast, material selection, glare reduction, and icon consistency. The guidelines also recognize opportunities to improve access to information through the optional use of QR codes, allowing users to connect to additional online resources such as park information, trail details, maps, educational content, and accessibility information.

The review identified several additional opportunities that extend beyond the scope of the design guideline document itself, including tactile and Braille signage programs, comprehensive accessible route mapping standards, and expanded language accessibility strategies. Staff recognize the value of these initiatives and view them as future implementation opportunities that can be considered as individual signage projects are developed and as signage throughout the City's parks and recreation network is renewed over time.

Staff are satisfied that the final Parks Signage Design Guidelines reflect the feedback received from the Accessibility Committee and incorporate many of the recommendations provided through the Rick Hansen Foundation review process. The completed document provides the City with a comprehensive and

accessible signage standard that will guide future signage installations and replacements while improving consistency, wayfinding, user experience, and accessibility across the parks and recreation system. Staff believe the finalized guidelines achieve the objectives of the project by creating a standardized signage system that improves navigation, enhances user experience, supports municipal branding, and incorporates accessibility considerations into future signage investments.

Alternate recommendations

THAT the Accessibility Committee receive the final Parks Signage Design Guidelines for information.

Attachments

Attachment A – Parks Signage Design Guidelines

Attachment B – Rick Hansen Foundation AIM Review

Respectfully submitted,

Scott Boyko
Public Works Manager

Concurrence

General Manager
of Infrastructure

RD



City of Penticton

Parks Signage Design Guidelines

07.29.26

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0.1 INTRODUCTION

This manual provides guidance for the design, construction, installation, and maintenance of signs that are located within and managed by the City of Penticton. It establishes consistent standards to ensure signage is clear, legible, and functional while supporting a cohesive visual identity across the city.

Sign size is determined by several factors, including the amount of text and graphic content, whether the sign is directional, informational, or interpretive (such as maps or photography), as well as viewing distance and the speed of approaching traffic or pedestrians.

To support a strong sense of place and to recognize individual neighbourhoods and areas within Penticton, an identity system has been developed. A primary gradient colour treatment is used consistently across each sign, while the City of Penticton identity is located at the top of each sign. Six colour variations are provided to differentiate between specific localities and the various types of information throughout the area.



0.2 ACCESSIBILITY STANDARDS

An effective signage system must be accessible to all users, regardless of age or ability. Accessibility in signage enhances usability, safety, and overall user experience. The following principles have been applied throughout this signage program.

Signage should be designed based on the expected viewing distance and speed of the user (pedestrian vs. vehicular). Letter height (particularly capital letter height) is the primary factor in determining readability.

Legibility and Viewing Distance General Guidelines:

1 inch of letter height provides legibility at approximately 20–30 feet. For vehicular signage, increase size depending on speed and decision time required. Where quick comprehension is required (e.g., wayfinding while driving), larger type sizes and simplified messaging are critical.

PEDESTRIAN VIEWING DISTANCE	10FT	20FT	50FT	100FT
VEHICULAR SPEED	-	-	15KM/HR	15KM/HR
CAPITAL LETTER HEIGHT FOR TITLES	1/2"	1"	2"	4"
MINIMUM ARROW HEIGHT	3/4"	1-1/2"	3"	6"
MINIMUM SYMBOL HEIGHT	1"	2"	4"	8"

Symbols & Arrows

Use universally recognized symbols wherever possible (e.g., washrooms, accessibility, parking) as shown in this guide. Maintain consistency in icon style across the system. Symbols and arrows should be sized for immediate recognition at the intended viewing distance. Icons should be at least 1–1.5x the height of accompanying text for optimal visibility.

Typography

Use clean, sans-serif typefaces for maximum legibility, as shown in this guide. Maintain consistent type hierarchy across all sign types. Use sentence case or title case rather than all caps for longer text. Ensure adequate spacing between letters and lines (tracking and leading).

Colour & Contrast

High contrast between text, symbols, and background is essential for readability, particularly for users with low vision or colour blindness. Prioritize dark text on light backgrounds or light text on dark backgrounds, with a minimum Light Reflectance Value (LRV) differential of 70% for primary text. Contrast ratios should meet or exceed 4.5:1 for body text and 3:1 for large text and graphical elements. Do not rely on colour alone to convey meaning; always pair colour with text, symbols, or icons. Within this signage system, colour also serves as a pre-attentive wayfinding tool, helping users quickly identify categories of amenities (such as parks, recreation, and civic spaces) before reading sign content. Gradient, patterned, and photographic backgrounds should be treated as high-risk zones for colour interference and reduced legibility, requiring careful contrast testing or the use of solid colour panels behind text and symbols to maintain accessibility.

Tactile & Inclusive Considerations

Ensure pathways to signage are accessible and barrier-free. Consider incorporating Braille and tactile elements where they will provide the greatest benefit, particularly on key identification, wayfinding, washroom, and other essential visitor information signs. The need for Braille should be evaluated as part of the design process for all signage types.

0.2 ACCESSIBILITY STANDARDS

Mounting Height & Placement

Place signs within comfortable sightlines for both standing and seated users. Centreline mounting heights should generally range from 1,200–1,700 mm for visual-only signage and 1,200–1,500 mm for signage containing tactile information. Maintain a minimum clear and level ground area of 820 mm (w) × 1,390 mm (d) in front of tactile signs to support accessibility. Ensure signs remain unobstructed by landscaping, street furniture, or other site elements and are positioned consistently throughout the site to reinforce user familiarity and wayfinding. Signs that overhang or project into pedestrian pathways must be designed to eliminate protruding-object hazards, particularly where elements occur between 685 mm and 2,050 mm above the walking surface. All signage should align with the requirements of CSA/ASC B651:23 and the BC Building Code.

Glare, Night Visibility & Environmental Conditions

Use non-glare finishes to reduce reflection and improve readability in varying light conditions. Work with your signage fabricator to select materials and finishes that minimize glare, provide good contrast, resist weathering, and maintain readability under a range of lighting and environmental conditions.

Accessible Routes & Wayfinding

Where maps and directional signage are used, accessibility considerations should be incorporated to assist all visitors in navigating parks and facilities. Where appropriate, signage should identify: accessible routes and destinations, accessible amenities and facilities, accessible parking locations, route distances, pathway surfaces, grade and slope information where relevant.

Information Hierarchy & Cognitive Accessibility

Signs should communicate information in a clear and logical order that supports rapid comprehension. Whenever possible, signage should prioritize the following hierarchy: 1. Where am I? 2. Where do I go? 3. What do I need to know right now? Information should be concise, organized, and easy to scan. Designers should avoid unnecessary information density and consider the needs of people with cognitive disabilities, older adults, first-time visitors, and users with limited literacy. Educational, interpretive, and informational content should use plain language principles wherever practical. Placeholder content shown within this document is intended for layout demonstration purposes; final content will be developed on a project-by-project basis.

QR Codes & Digital Information

QR codes may be incorporated where additional information would benefit visitors. When used, QR codes should link to relevant City of Penticton web pages containing information such as: park amenities, accessibility information, trail information, maps, educational content, or project-specific details. QR codes are optional design elements and are not required on every sign type. Placement and sizing should ensure visibility and usability while maintaining the hierarchy and clarity of the overall sign design.

0.3 OVERVIEW



SKAHA BUILD REFERENCE

Finished Size 8' x 7'1"

Section 2.1-2.2

Reference Pages 23-32



COMMUNITY PARK SIGNS - A

Finished Size 4'6" x 2'8"

Section 2.3-2.4

Reference Pages 33-34

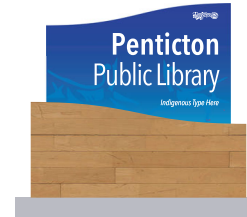


COMMUNITY PARK SIGNS - B

Finished Size 3'10" x 2'6"

Section 2.3, 2.5

Reference Pages 33, 35



COMMUNITY PARK SIGNS - C

Finished Size 4'6" x 4'1/2"

Section 2.3, 2.6

Reference Pages 33, 36



NEIGHBOURHOOD PARK SIGNS - A

Finished Size 4'6" x 7'

Section 2.7-2.8

Reference Pages 37-38



NEIGHBOURHOOD PARK SIGNS - B

Finished Size 2'10-1/8" x 5'8-1/2"

Section 2.9-2.10

Reference Pages 39-40



SPECIAL PURPOSE SIGNS

Finished Size 4' x 2'

Section 2.11

Reference Pages 41



LARGER VERTICAL SIGNS

Finished Size 3' X 10'

Section 2.12-2.13

Reference Pages 42-43



POLE SIGNS

Finished Sizes 20" x 6" | 28" x 6" | 36" x 6"

Section 2.14

Reference Pages 44



POST SIGNS

Finished Size 6" x 5'8"

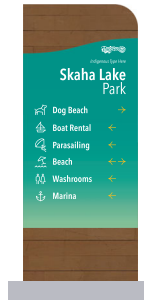
Section 2.15

Reference Pages 45

0.3 OVERVIEW



NATURAL PARKS SIGNS - A
Finished Size 3'8-1/2" x 6'7"
Section 3.1-3.2
Reference Pages 47-48



NATURAL PARKS SIGNS - B
Finished Size 2'6" x 6'1"
Section 3.3-3.4
Reference Pages 49-50



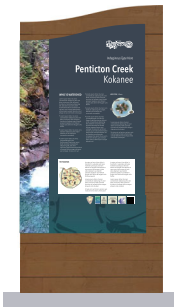
TRAIL MARKER POST SIGNS
Finished Size 8" x 12"
Section 3.5
Reference Pages 51



ADOPT A PARK SIGNS
Finished Size 12" x 18"
Section 3.6
Reference Pages 52



RECREATIONAL FACILITY SIGNS
Finished Size 4'6" x 6'7"
Section 4.1-4.2
Reference Pages 54-55



EDUCATIONAL SIGNS - A
Finished Size 2'10-1/8" x 5'8-1/2"
Section 5.1
Reference Pages 57



EDUCATIONAL SIGNS - B
Finished Size 2'10-1/8" x 5'8-1/2"
Section 5.1
Reference Pages 58



EDUCATIONAL SIGNS - C
Finished Size 2'10" x 3'7-1/4"
Section 5.2-5.3
Reference Pages 59-61



EDUCATIONAL SIGNS - D
Finished Sizes 3'6-1/2" x 3'8-3/4"
Section 5.4-5.5
Reference Pages 62-64

0.3 OVERVIEW



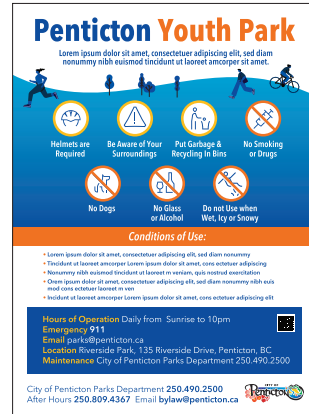
WASHROOM SIGNS

Finished Size 8" x 12"
Section 6.1
Reference Pages 66



REGULATORY SIGNS - A

Finished Size 8" x 24"
Section 6.2
Reference Pages 67



REGULATORY SIGNS - B

Finished Size 18" x 24"
Section 6.2
Reference Pages 68



WARNING SIGNS

Finished Size 8" x 12" | 12" x 18"
Section 6.3
Reference Pages 69-70



Design Essentials

1.0 Signage Design Guidelines

1.1 LOGO

The City of Penticton logo is the seal for the brand, it is kept clean and simple. It is important that it be reproduced correctly and consistently across all material.

FULL COLOUR



CORE LOCK UP

ONE COLOUR



CORE LOCK UP - REVERSE

ONE COLOUR



PMS
7687

CMYK
100 | 80 | 3 | 0



PMS
BLACK

CMYK
0 | 0 | 0 | 100

1.2 COLOUR PALETTE

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

The City of Penticton signage colour palette is an essential component of the overall sign system and is used to differentiate between park types. It is important that the colour palette is reproduced accurately and applied consistently across all signage and related materials to maintain clarity, recognition, and a cohesive visual identity.

CORE COLOUR PALETTE



PMS
7687

PMS
2995

CMYK
100 | 80 | 3 | 0

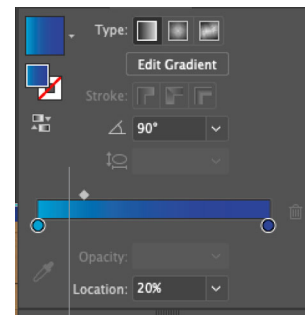
CMYK
93 | 4 | 49 | 16

CORE GRADIENT COLOUR PALETTE



GRADIENT

PMS 7687 - PMS 2995



No text should be placed within the first 15% of gradient.

CORE HIGHLIGHTED COLOURS



PMS
123

PMS
158

CMYK
0 | 27 | 97 | 0

CMYK
2 | 68 | 100 | 0

1.3 COLOUR PALETTE

NATURAL PARKS, TRAIL CORRIDORS & OPEN SPACES

The City of Penticton signage colour palette is an essential component of the overall sign system and is used to differentiate between park types. It is important that the colour palette is reproduced accurately and applied consistently across all signage and related materials to maintain clarity, recognition, and a cohesive visual identity.

CORE COLOUR PALETTE



PMS
7717

PMS
345

CMYK
93 | 4 | 49 | 16

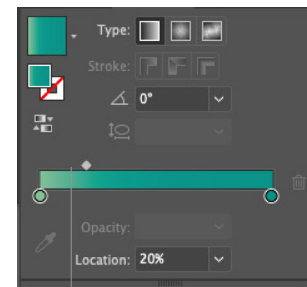
CMYK
50 | 6 | 50 | 0

CORE GRADIENT COLOUR PALETTE



GRADIENT

PMS 7717 - PMS 345



No text should be placed within the first 15% of gradient.

CORE HIGHLIGHTED COLOURS



PMS
123

PMS
158

CMYK
0 | 27 | 97 | 0

CMYK
2 | 68 | 100 | 0

SECONDARY ADDITIONAL COLOUR



PMS
7718

CMYK
93 | 18 | 49 | 26

1.4 COLOUR PALETTE

RECREATIONAL FACILITIES

The City of Penticton signage colour palette is an essential component of the overall sign system and is used to differentiate between park types. It is important that the colour palette is reproduced accurately and applied consistently across all signage and related materials to maintain clarity, recognition, and a cohesive visual identity.

CORE COLOUR PALETTE



PMS
7741

CMYK
78 | 11 | 100 | 34

PMS
7738

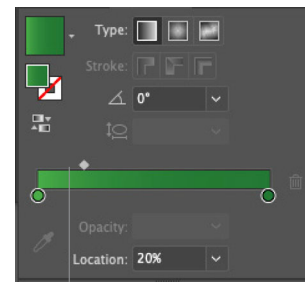
CMYK
73 | 6 | 100 | 0

CORE GRADIENT COLOUR PALETTE



GRADIENT

PMS 7741 - PMS 7738



No text should be placed within the first 15% of gradient.

CORE HIGHLIGHTED COLOURS



PMS
123

CMYK
0 | 27 | 97 | 0

PMS
158

CMYK
2 | 68 | 100 | 0

1.5 COLOUR PALETTE

EDUCATIONAL SIGNS

The City of Penticton signage colour palette is an essential component of the overall sign system and is used to differentiate between park types. It is important that the colour palette is reproduced accurately and applied consistently across all signage and related materials to maintain clarity, recognition, and a cohesive visual identity.

CORE COLOUR PALETTE



PMS
534

CMYK
77 | 64 | 49 | 36

PMS
7470

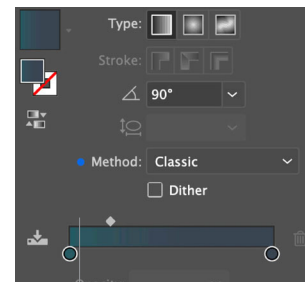
CMYK
86 | 51 | 50 | 23

CORE GRADIENT COLOUR PALETTE



GRADIENT

PMS 7743 - PMS 7746



No text should be placed within the first 5% of gradient.

CORE HIGHLIGHTED COLOURS



PMS
123

CMYK
0 | 27 | 97 | 0

PMS
158

CMYK
2 | 68 | 100 | 0

1.6 COLOUR PALETTE

WARNING SIGNS

The City of Penticton signage colour palette is an essential component of the overall sign system and is used to differentiate between park types. It is important that the colour palette is reproduced accurately and applied consistently across all signage and related materials to maintain clarity, recognition, and a cohesive visual identity.

CORE COLOUR PALETTE



PMS
7623

PMS
158

CMYK
25 | 93 | 88 | 38

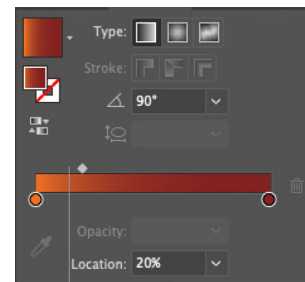
CMYK
2 | 68 | 100 | 0

CORE GRADIENT COLOUR PALETTE



GRADIENT

PMS 7623 - PMS 158



No text should be placed within the first 15% of gradient.

CORE HIGHLIGHTED COLOURS



PMS
123

PMS
158

CMYK
0 | 27 | 97 | 0

CMYK
2 | 68 | 100 | 0

1.7 COLOUR PALETTE

LUXLAP WOOD PRODUCT

The City of Penticton signage system uses LUXLAP cladding to achieve a long lasting wood appearance throughout the family of signs. The colour palette for this product is an essential component of the overall sign system and is used to differentiate between park types. It is important that the colour palette is reproduced accurately and applied consistently across all signage and related materials to maintain clarity, recognition, and a cohesive visual identity.

CORE COLOUR PALETTE

CITY WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS,
GENERAL WAYFINDING SIGNS & RECREATIONAL FACILITIES



FAWN

SECONDARY COLOUR PALETTE

NATURAL PARKS, TRAIL CORRIDORS, OPEN SPACES,
EDUCATIONAL & HISTORICAL SIGNS



KONA

1.8 FONTS

The typeface family used for the sign system is Avenir Next Condensed & Avenir Next, as shown below. These are the only typefaces to be used for all City of Penticton signage. Headings are to be set using a mix of Demi Bold and Regular, in all title case. Subhead lines are to be set in Avenir Next Condensed Italic or Avenir Next Demi Bold. Body copy should be set in Avenir Next Regular. Supporting text is to be set in sentence case, with appropriate capitalization applied to place names and road names. Typeface sizes are provided on each template and will vary depending on the size of the sign.

abc
ABC

HEADLINE FONT - AVENIR NEXT CONDENSED - DEMI BOLD

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789

HEADLINE FONT - AVENIR NEXT CONDENSED - REGULAR

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789

BODY FONT - AVENIR NEXT - REGULAR

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789

SUBHEADLINE FONT - AVENIR NEXT CONDENSED - DEMIBOLD

ABCDEFGHIJKLMNOPQRSTUVWXYZ
0123456789

SUBHEADLINE FONT - AVENIR NEXT CONDENSED - ITALIC

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789

1.9 SYMBOLS

The symbols used throughout the City of Penticton signage system are designed to be clear, intuitive, and legible at a distance, ensuring quick recognition across a wide range of environments. Only the approved symbols within this system are to be used on City of Penticton signage to maintain consistency and visual cohesion. Symbols are to be used at the sizes and proportions indicated in each template and must not be redrawn, altered, or combined with unapproved graphic elements. Clear space, alignment, and placement guidelines are provided to ensure symbols remain visually balanced and easily identifiable.

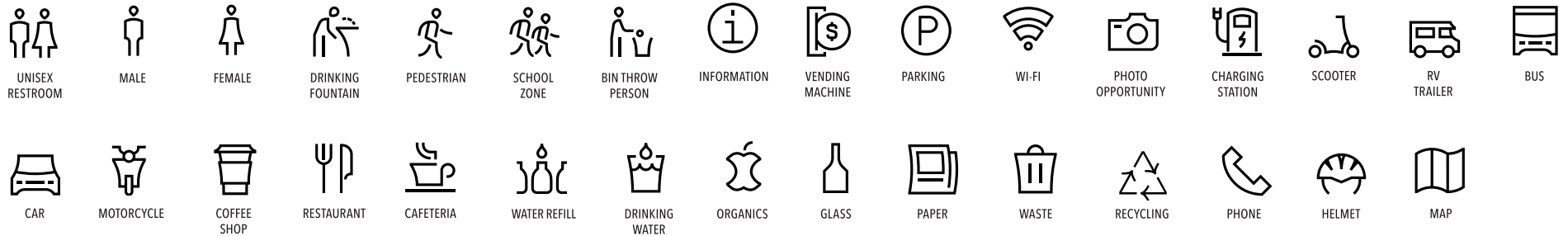
DIRECTIONAL ARROWS



CIVIC SPACES



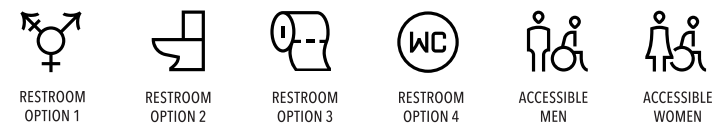
GENERAL



FAMILY



RESTROOM OPTIONS

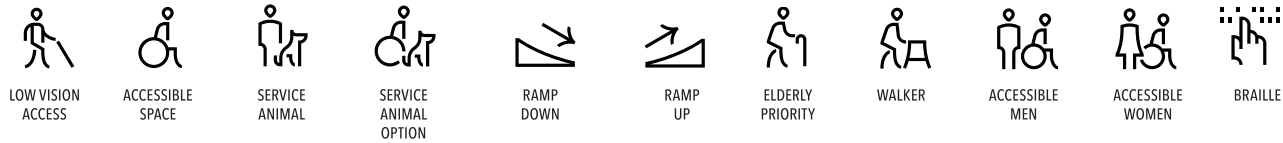


1.9 SYMBOLS

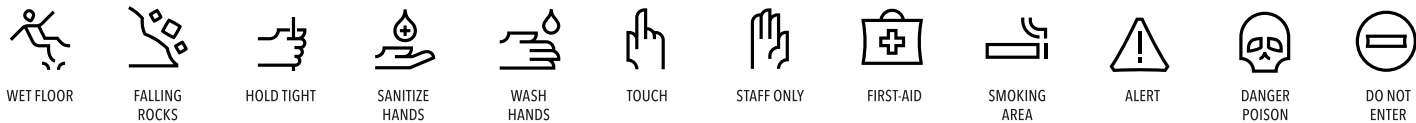
OUTDOOR / ACTIVITIES



ACCESSIBLE



WARNING / ATTENTION



TO ILLUSTRATE NOT TO DO'S A ORANGE LINE IS TO GO THROUGH THE EXISTING SYMBOL FROM BOTTOM RIGHT TO TOP LEFT AS SHOWN ON THESE EXAMPLES.



TO ILLUSTRATE PERMITTED ACTIVITIES THE SYMBOL IS PLACED IN A YELLOW CIRCLE



1.10 ILLUSTRATIONS

The City of Penticton has three approved illustration styles that may be used within the signage system. Indigenous artwork should be used where applicable and in accordance with appropriate cultural guidance and approvals. The lifestyle illustration style may be used to add texture and visual interest to areas of negative space, particularly along the bottom portion of a sign. When applied appropriately, this style helps soften the presentation of information and makes signage more approachable and engaging for a broad range of audiences. The modern illustration style is to be used for recreational facilities only.

General Usage Rules

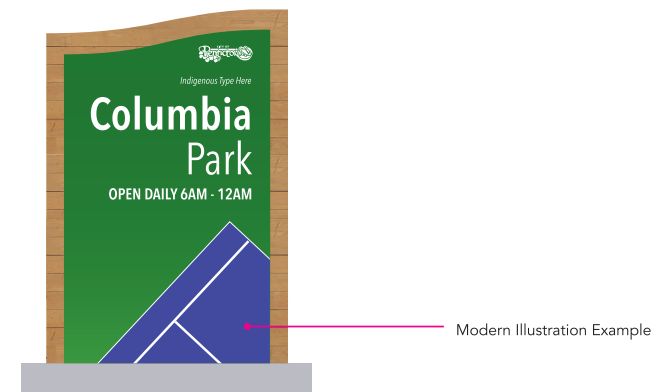
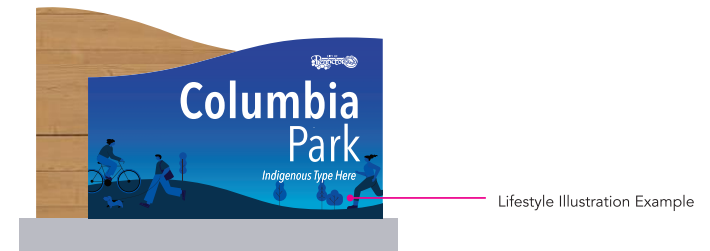
- Illustrations must support and not compete with the primary sign message.
- Illustration scale, colour, and placement must maintain legibility of all text and wayfinding information.
- Overuse of illustrations should be avoided; restraint is encouraged to maintain clarity and consistency.

Placement Rules

- Illustrations must not interfere with required clear zones around text, icons, maps, or regulatory content.
- Lifestyle illustrations may be placed within designated areas of negative space, typically along the bottom portion of the sign.
- Indigenous artwork must be positioned respectfully and prominently where appropriate, and can be cropped, or used decoratively with approval.
- Modern illustrative artwork is intended for recreational facilities only.

Restrictions

- Illustrations must not replace official symbols, regulatory signage, or mandatory wayfinding elements.
- Illustrations should not be used in high-speed or high-complexity environments where quick comprehension is required.
- Custom or unapproved illustration styles are not permitted.

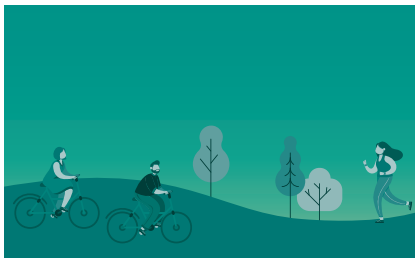
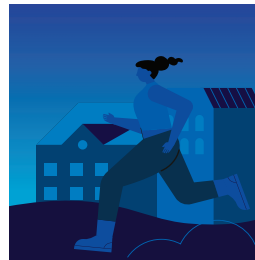
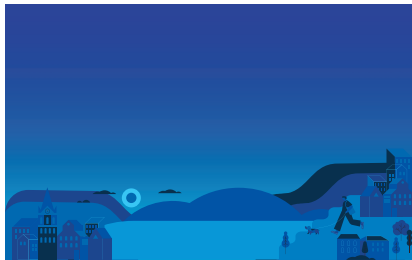
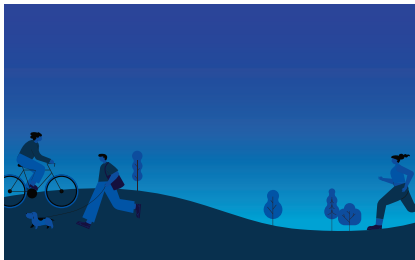


1.10 ILLUSTRATIONS

INDIGENOUS ILLUSTRATION EXAMPLE



LIFESTYLE ILLUSTRATION EXAMPLES



RECREATION FACILITY MODERN ILLUSTRATION EXAMPLES



1.11 SIGN ELEMENTS

SHAPE

The distinctive wave shape is a key visual element used throughout signage variations. It may be applied in several ways, including as the profile of the sign's timber base and/or as the primary shape for the aluminum panel. The top of the wave shape must remain consistent across all applications to ensure visual continuity.

For more economically focused signage, the wave shape may be applied as a graphic at the bottom of the sign, where it functions as a containment element for the City of Penticton logo and contact information.

EXAMPLES





City-Wide Parks Community Parks Neighbourhood Parks General Wayfinding Signage

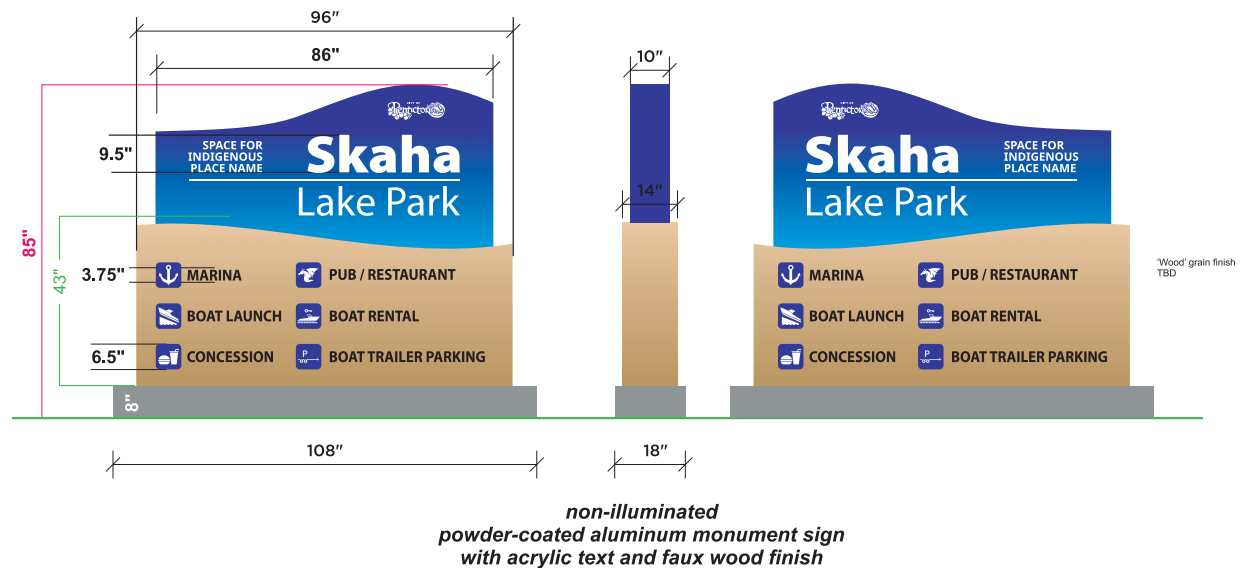
2.0 Signage Design Guidelines

2.1 REFERENCE

The signage designs developed for the City of Penticton are informed by and derived from the original Skaha Lake Park sign, which serves as the foundational reference for the City's current signage system. This precedent sign established key visual, material, and construction characteristics that define the overall look and feel of municipal park and public-space signage.

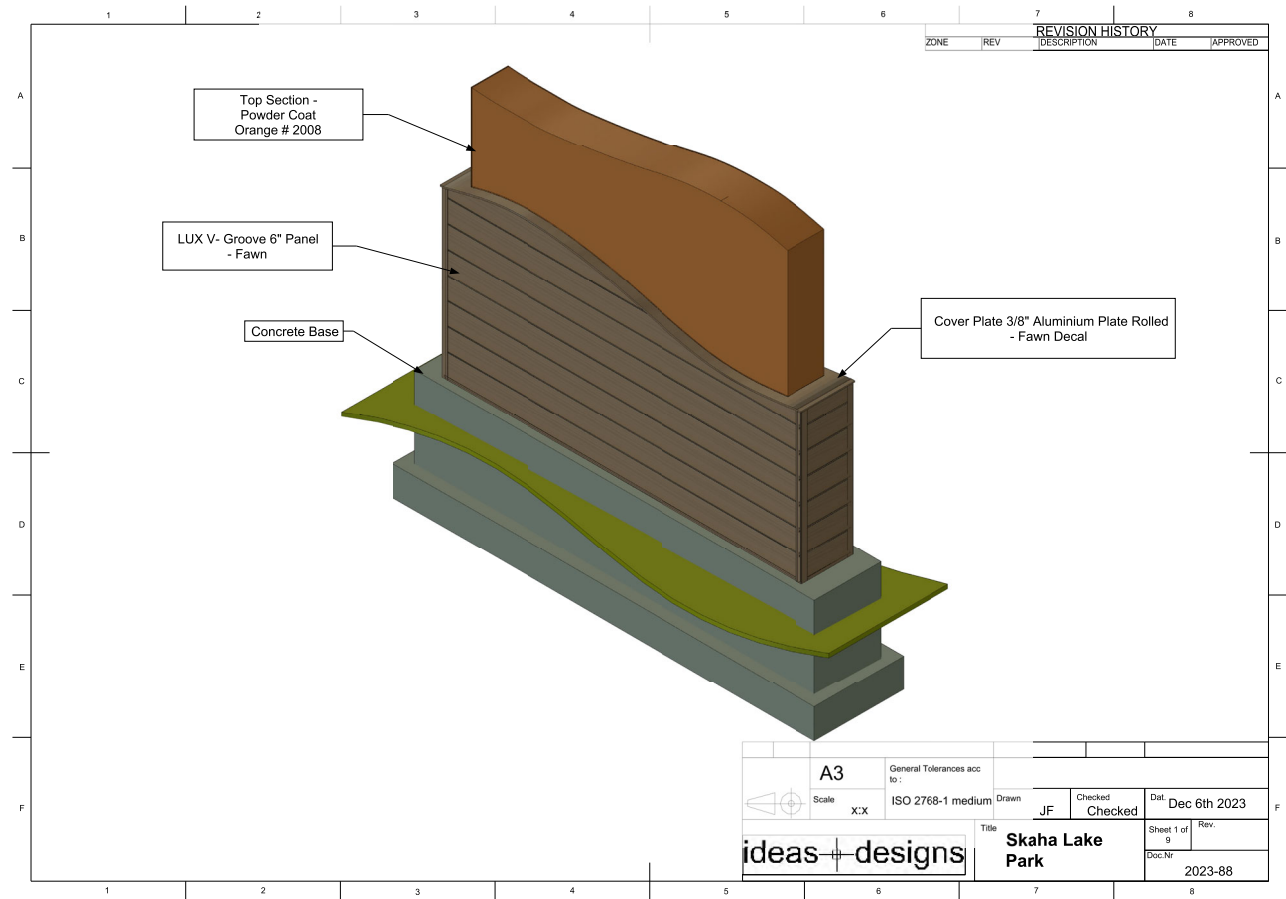
The pages that follow provide detailed fabrication drawings and specifications for the Skaha Lake Park sign, including materials, finishes, proportions, and construction methods. These details are intended to serve as a primary reference and should be followed wherever feasible to ensure consistency, durability, and visual continuity across all City of Penticton signage installations.

Where site conditions, functional requirements, or project constraints necessitate deviations from these standards, such variations should maintain alignment with the overall design intent and be reviewed and approved by the City prior to fabrication or installation.



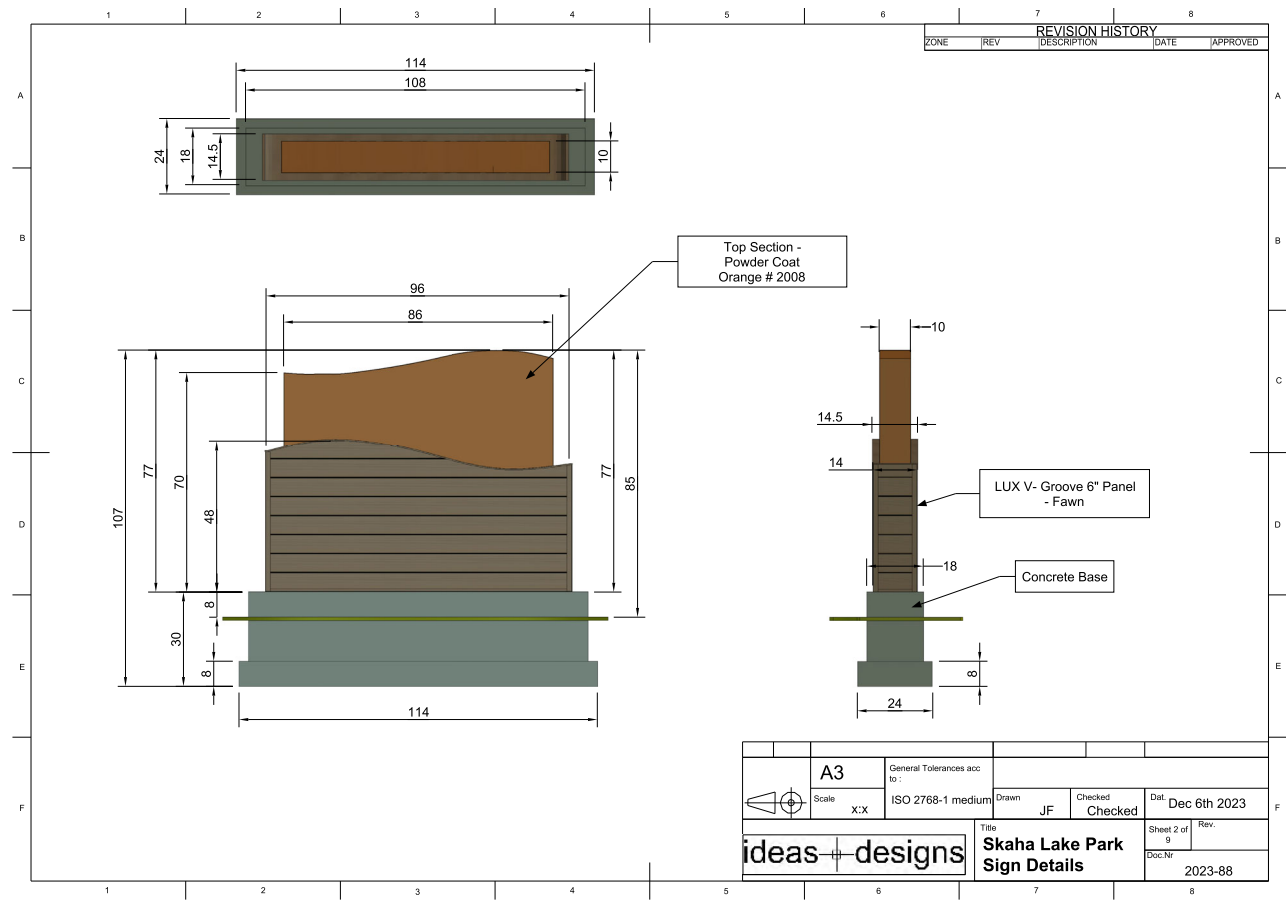
2.2 SKAHA LAKE SIGN CONSTRUCTION DETAILS

REFERENCE



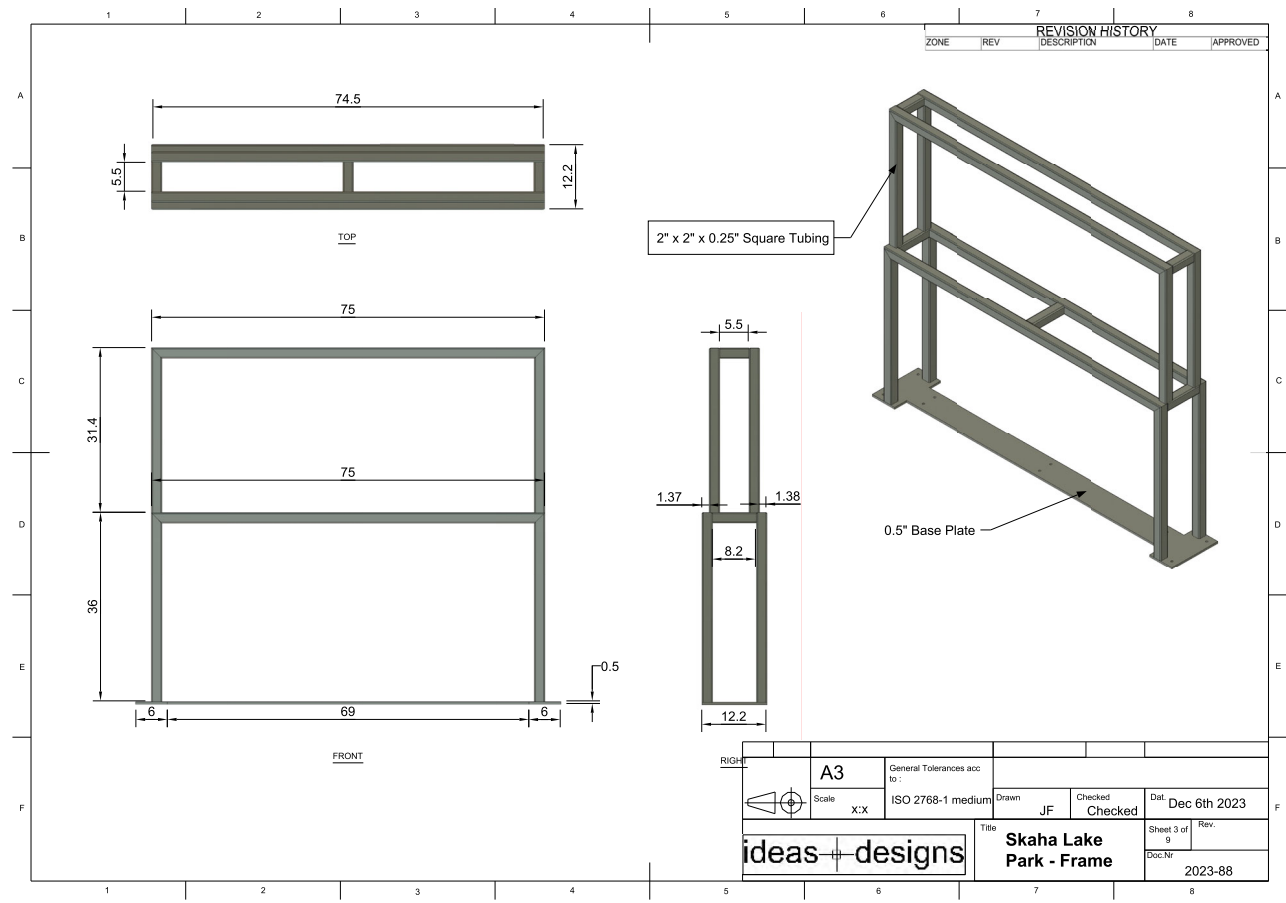
2.2 SKAHA LAKE SIGN CONSTRUCTION DETAILS

REFERENCE



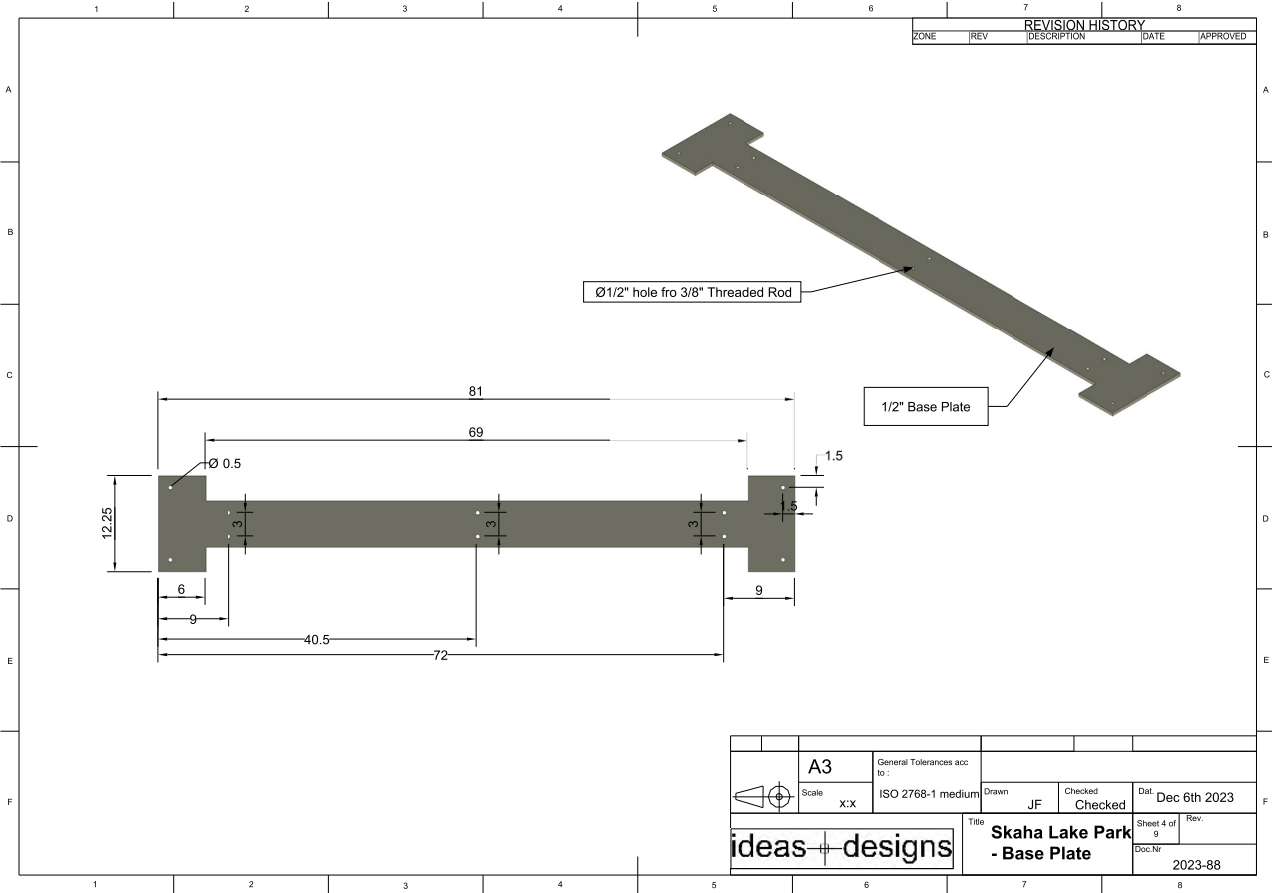
2.2 SKAHA LAKE SIGN CONSTRUCTION DETAILS

REFERENCE



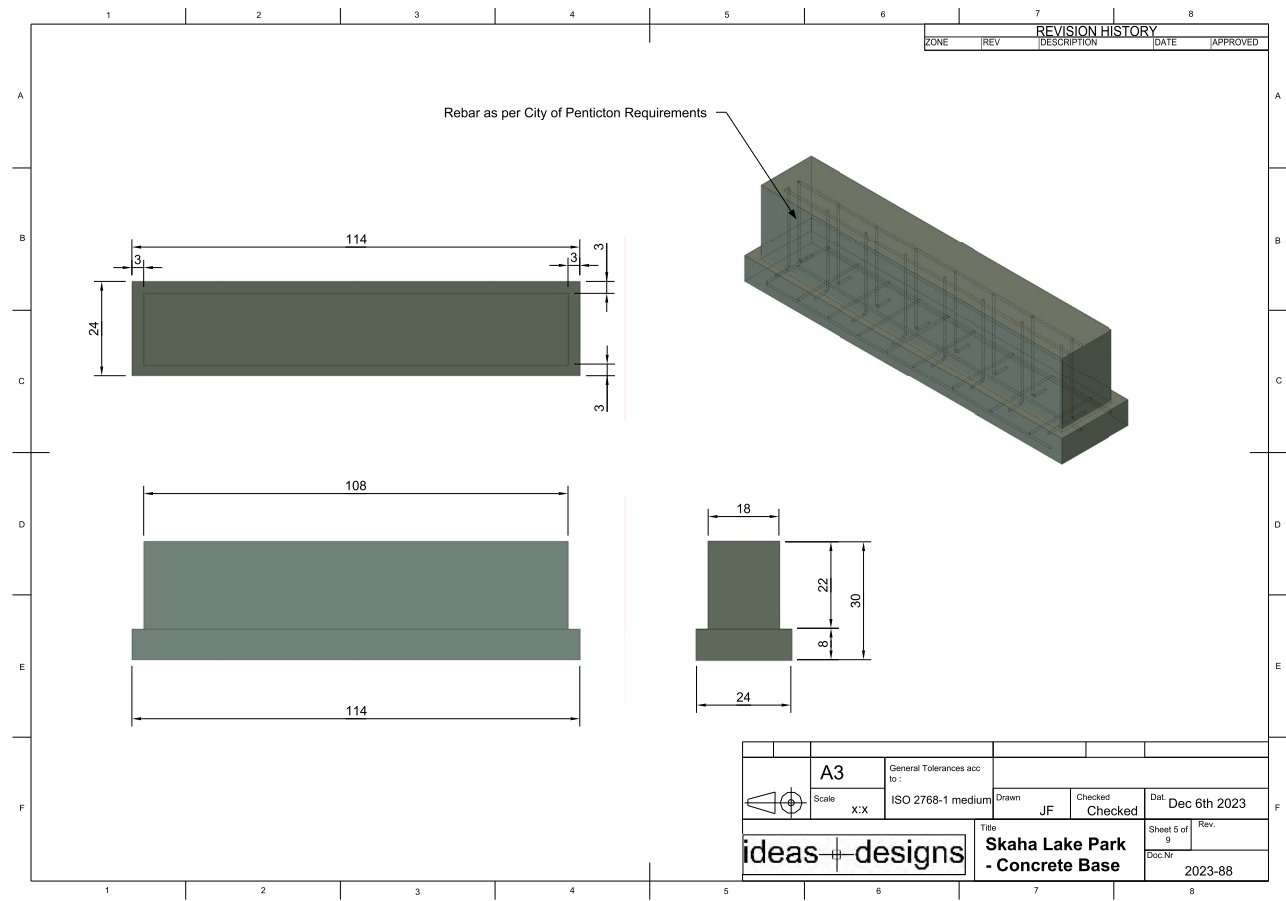
2.2 SKAHA LAKE SIGN CONSTRUCTION DETAILS

REFERENCE



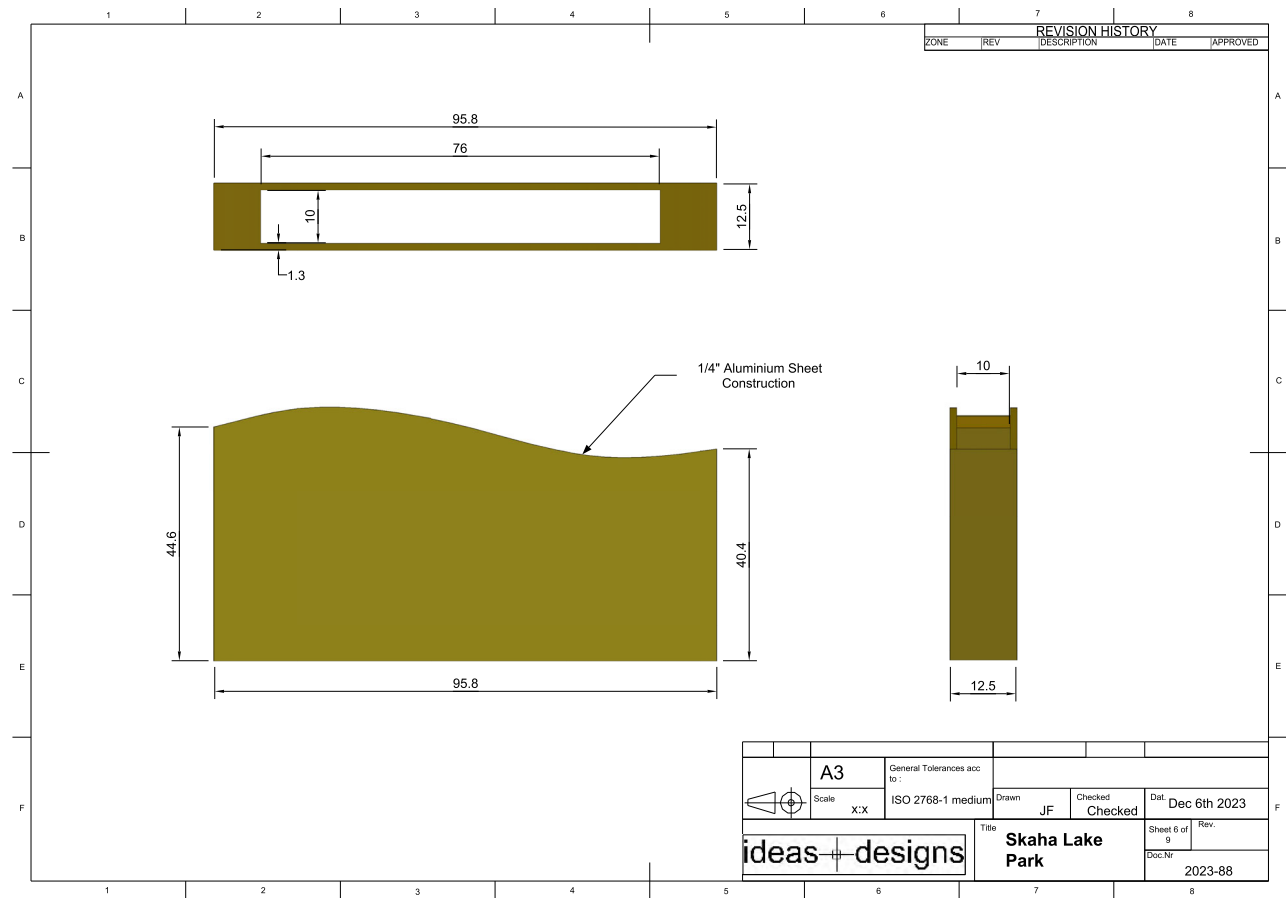
2.2 SKAHA LAKE SIGN CONSTRUCTION DETAILS

REFERENCE



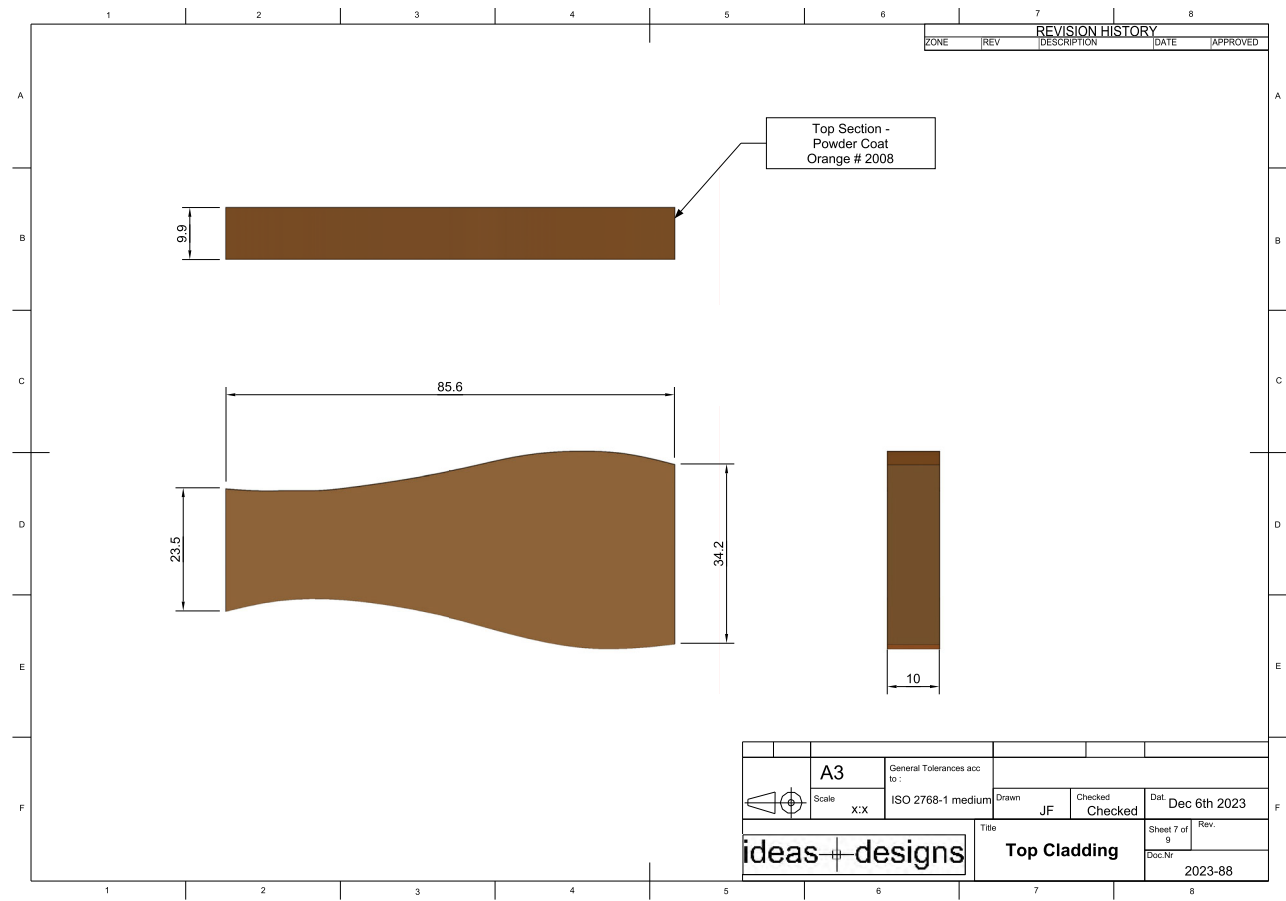
2.2 SKAHA LAKE SIGN CONSTRUCTION DETAILS

REFERENCE



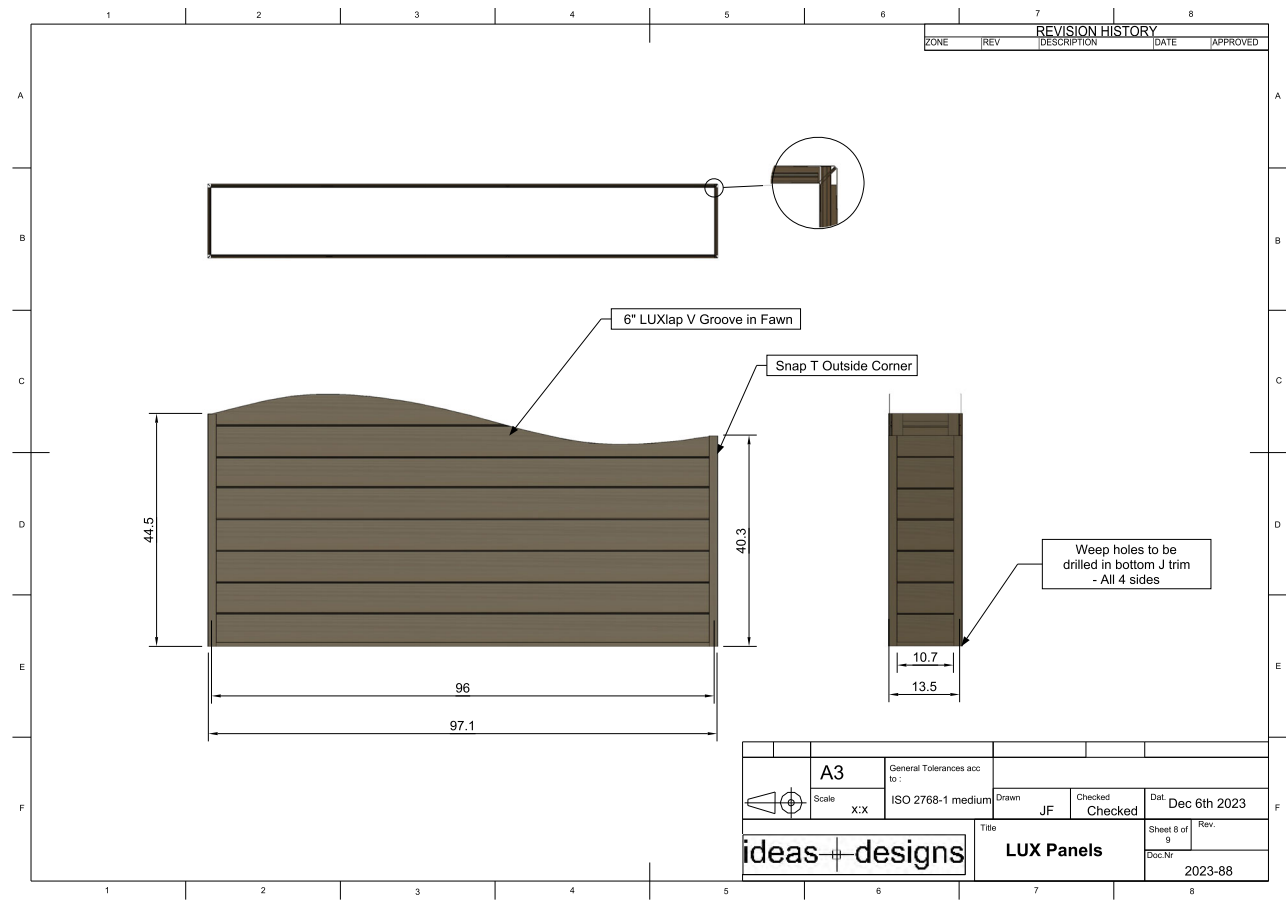
2.2 SKAHA LAKE SIGN CONSTRUCTION DETAILS

REFERENCE



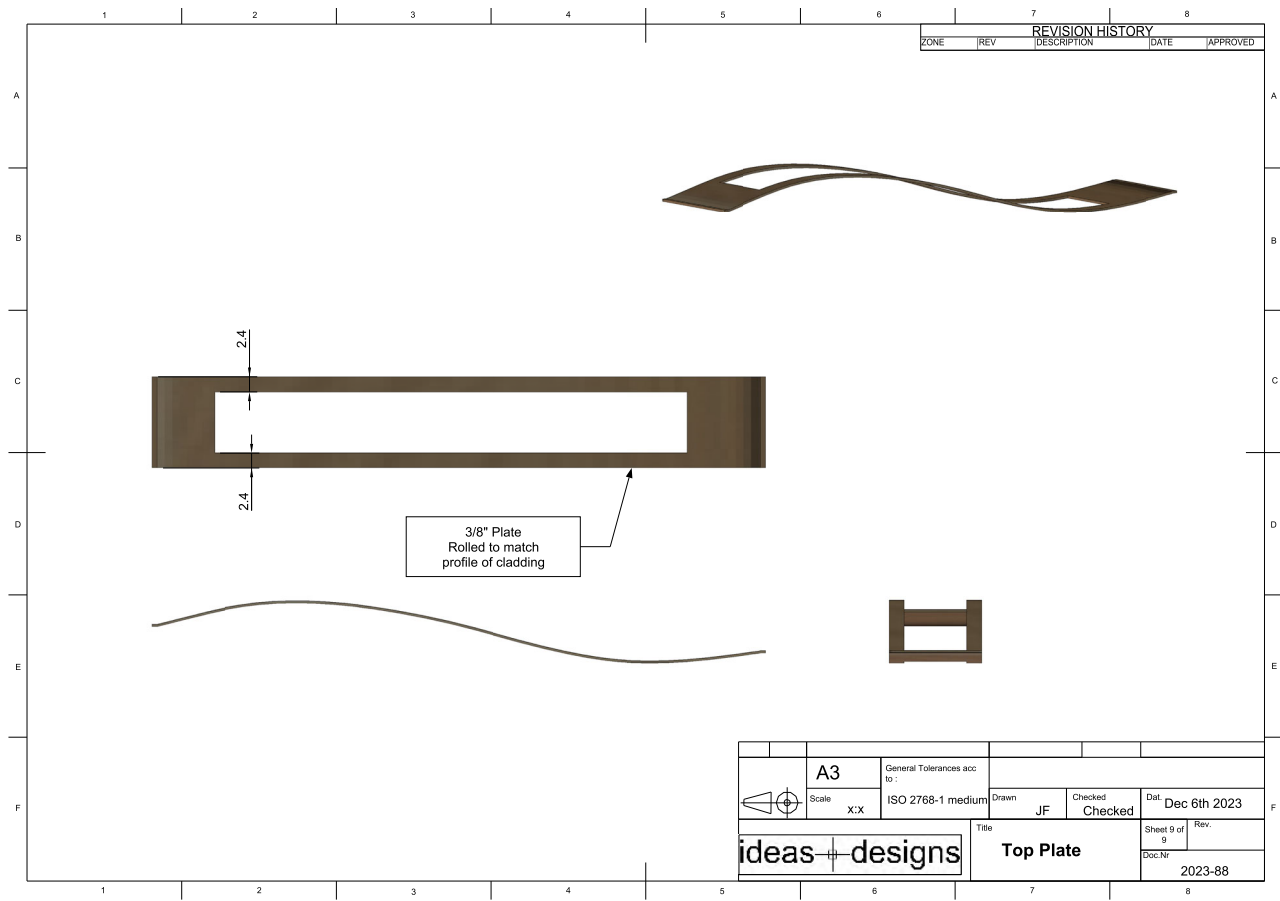
2.2 SKAHA LAKE SIGN CONSTRUCTION DETAILS

REFERENCE



2.2 SKAHA LAKE SIGN CONSTRUCTION DETAILS

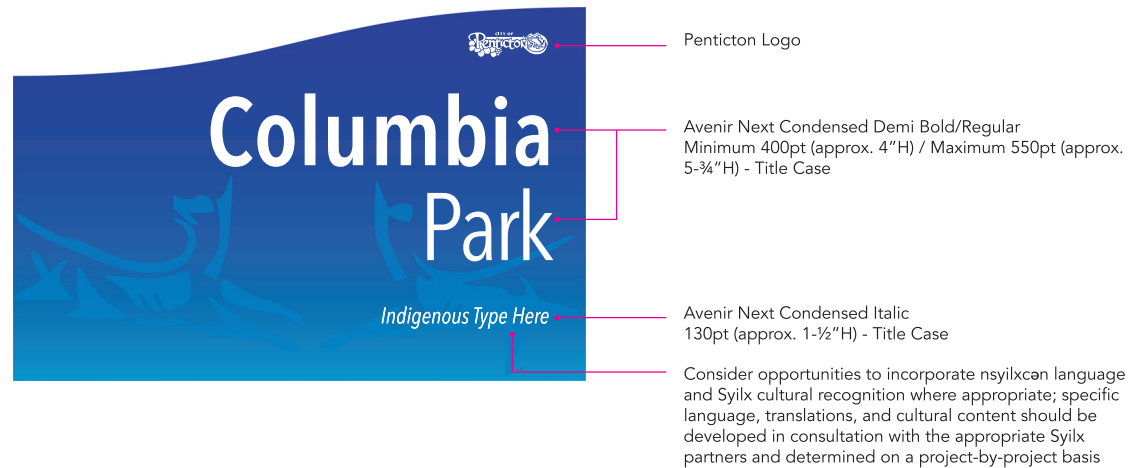
REFERENCE



2.3 COMMUNITY PARK SIGNS

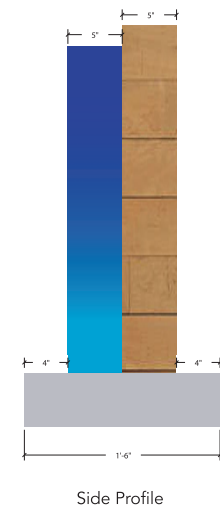
CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

30" x 46" DESIGN EXAMPLE



Consider creating a Braille and tactile variation of this sign where appropriate.

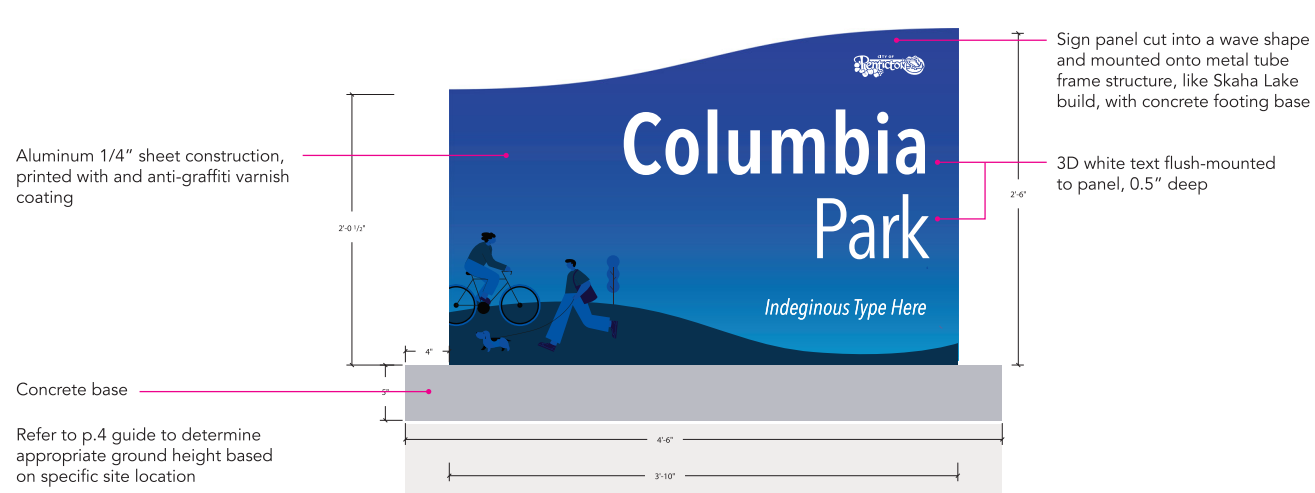
30" x 46" CONSTRUCTION EXAMPLE - OPTION A



2.5 COMMUNITY PARK SIGN CONSTRUCTION DETAILS

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

30" x 46" CONSTRUCTION EXAMPLE - OPTION B

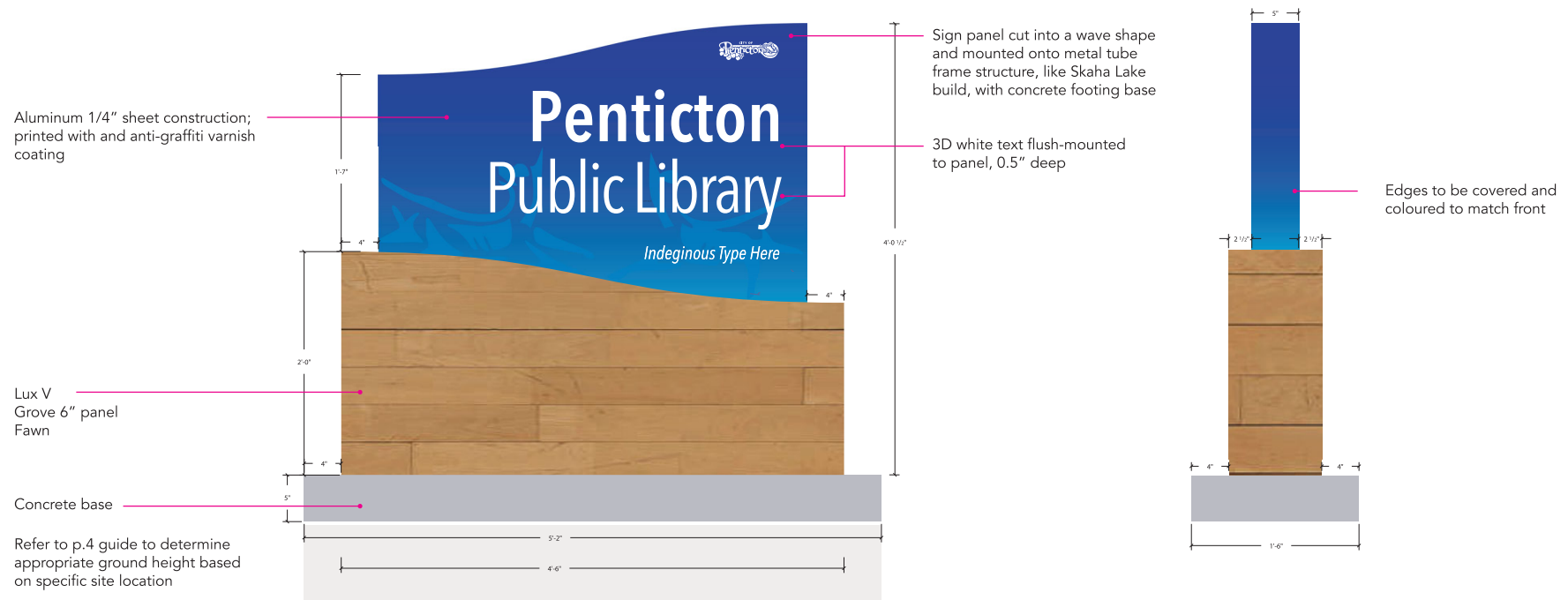


Base specs for build. Final construction drawings to be built out by awarded signage company.

2.6 COMMUNITY PARK SIGN CONSTRUCTION DETAILS

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

30" x 46" CONSTRUCTION EXAMPLE - OPTION C



Side Profile

Base specs for build. Final construction drawings to be built out by awarded signage company.

2.7 NEIGHBOURHOOD PARK SIGNS

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

46" x 60" DESIGN EXAMPLE - OPTION A

Design Elements and Callouts:

- Top Left:** Avenir Next Condensed Italic 70pt (approx. 1/4"H) / 90pt (approx. 1"H) - Title Case
- Top Center:** Avenir Next Condensed 130pt (approx. 1-1/2"H) - Upper Case
- Top Right:** Master Icons - white, 3.25"
- Center Left:** Avenir Next Condensed 110pt (approx. 1"H) - Title Case
- Center Right:** Directional Icons - To match golden yellow, PMS 123, 2"
- Bottom Left:** Avenir Next Condensed Demi Bold 48pt (approx. 1/2"H) - Upper Case
- Bottom Center:** Avenir Next Demi Bold 36pt (approx. 3/8"H) - Title Case
- Bottom Right:** Keyline Sectional Dividers - 3pt
- Map Area:**
 - Map close proximity location
 - Accessibility Considerations for Maps - Where appropriate, identify accessible routes and destinations on maps to help visitors navigate the park confidently. Consider including accessible amenities, route distances, pathway surfaces, and grade or slope information where it will assist users in selecting the most suitable route. Accessibility features should be clear, easy to interpret, and integrated into the overall map design.
 - Map general overview location
 - Optional QR Code Placement, 1.75" x 1.75"
- Bottom Right:**
 - Avenir Next Condensed Demi Bold 40pt (approx. 1/2"H) - Upper Case/Title Case
 - Avenir Next Demi Bold 40pt (approx. 1/2"H) - Upper Case/Title Case

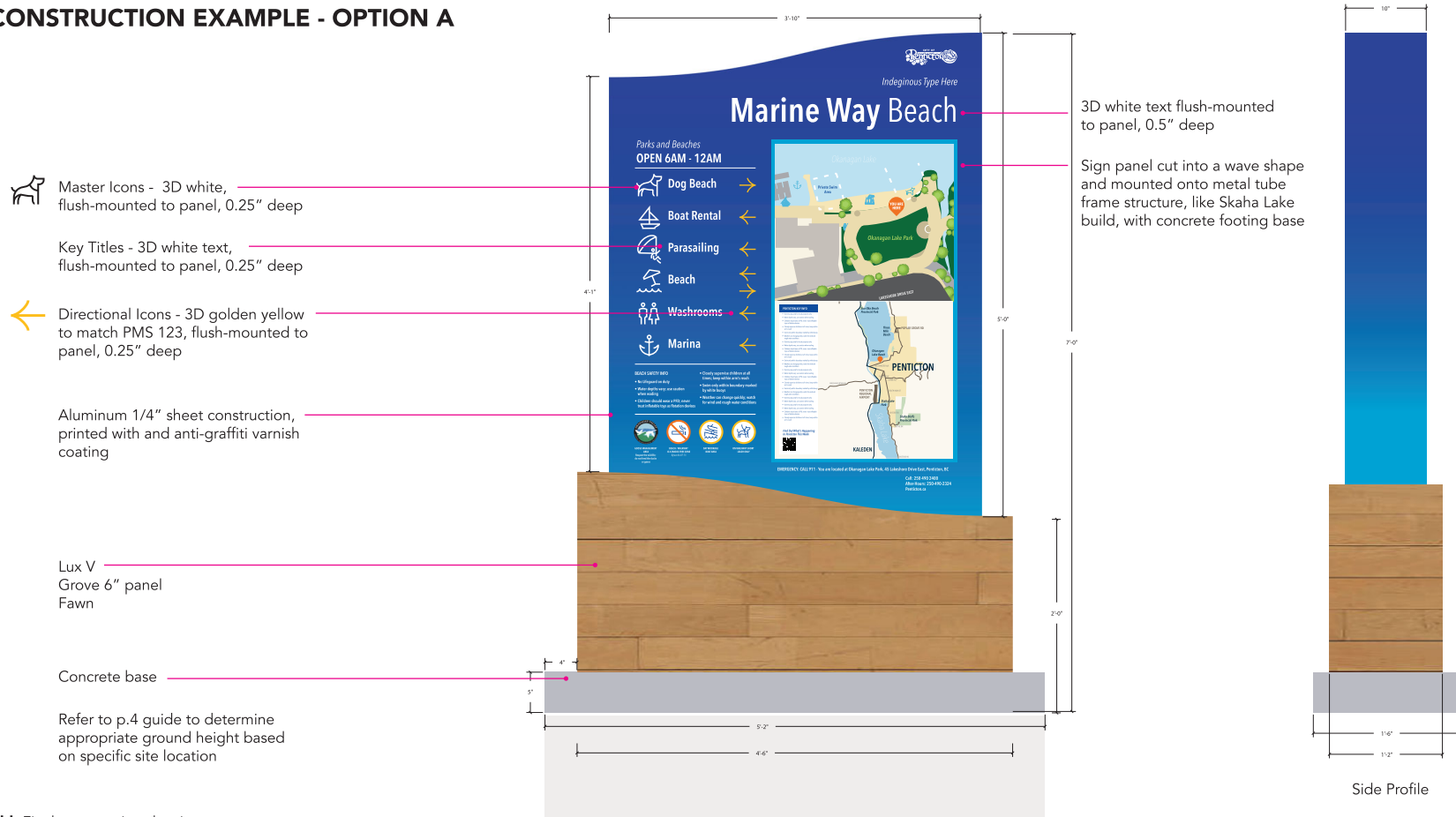
Front Panel
40" x 60"

Consider creating a Braille and tactile variation of this sign where appropriate.

2.8 NEIGHBOURHOOD PARK SIGN CONSTRUCTION DETAILS

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

46" x 60" CONSTRUCTION EXAMPLE - OPTION A

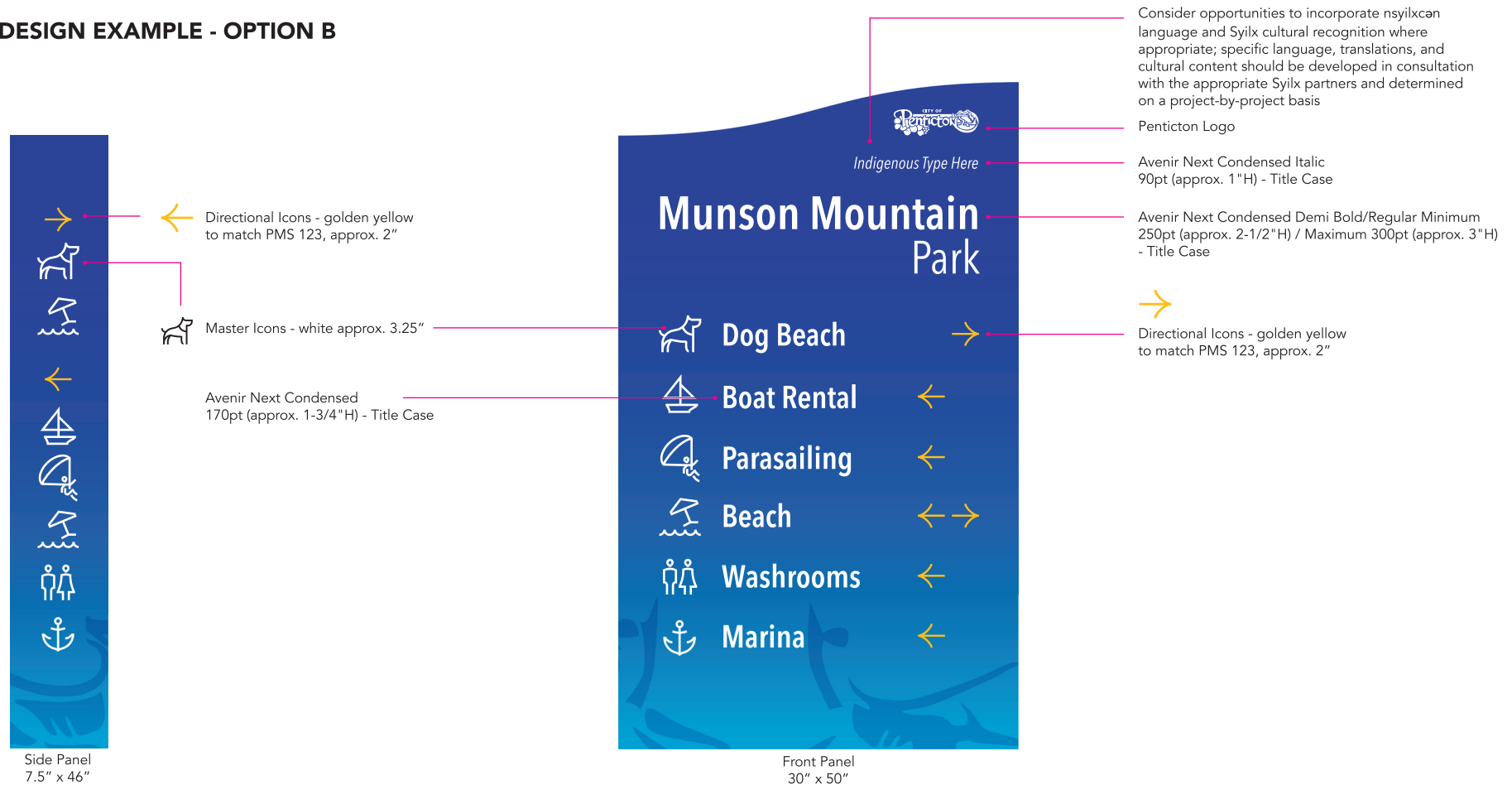


Base specs for build. Final construction drawings to be built out by awarded signage company.

2.9 NEIGHBOURHOOD PARK SIGNS

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

30" x 50" DESIGN EXAMPLE - OPTION B

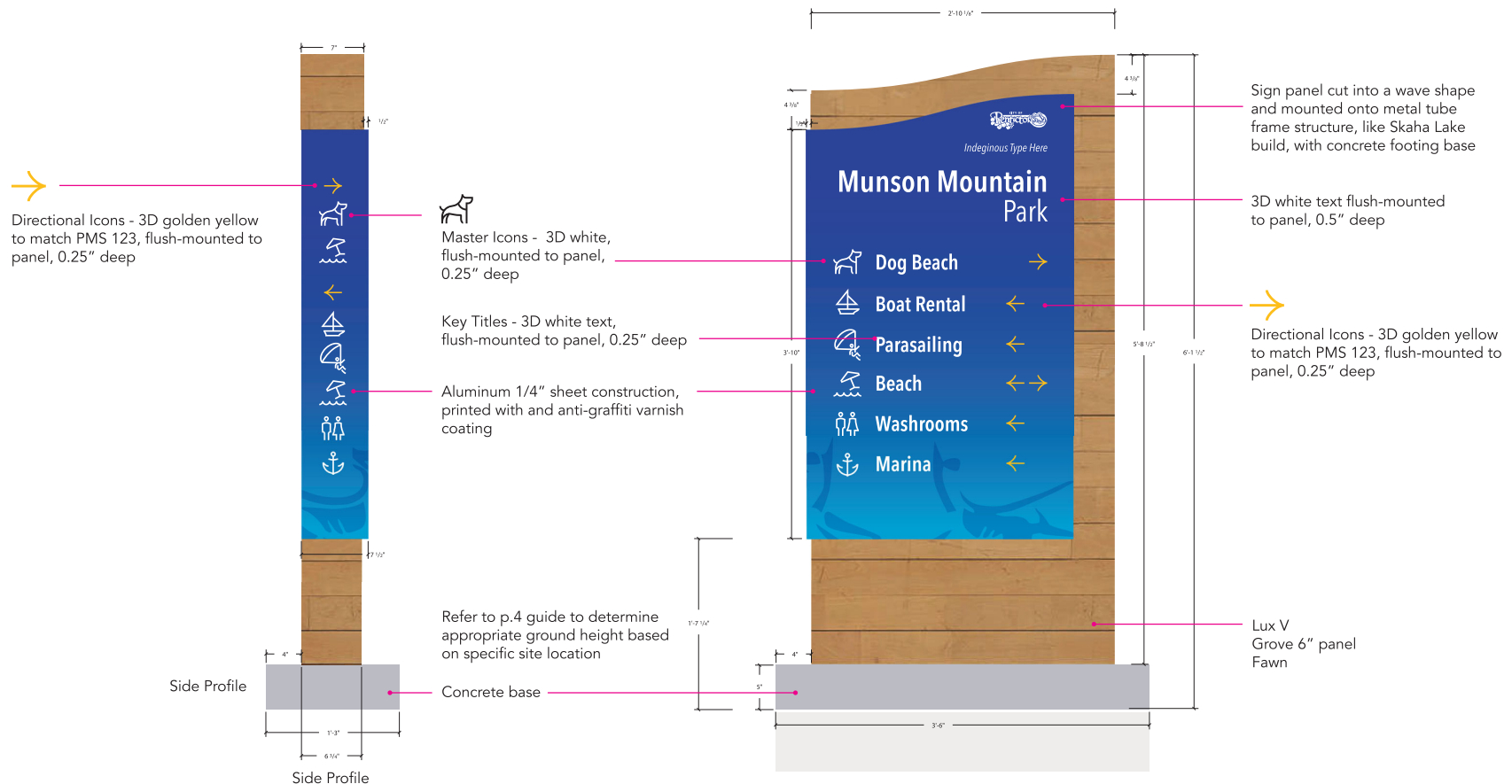


Consider creating a Braille and tactile variation of this sign where appropriate.

2.10 NEIGHBOURHOOD PARK SIGN CONSTRUCTION DETAILS

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

30" x 50" CONSTRUCTION EXAMPLE - OPTION B



Base specs for build. Final construction drawings to be built out by awarded signage company.

2.11 SPECIAL PURPOSE PARK SIGNS

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

48" x 24" DESIGN EXAMPLE

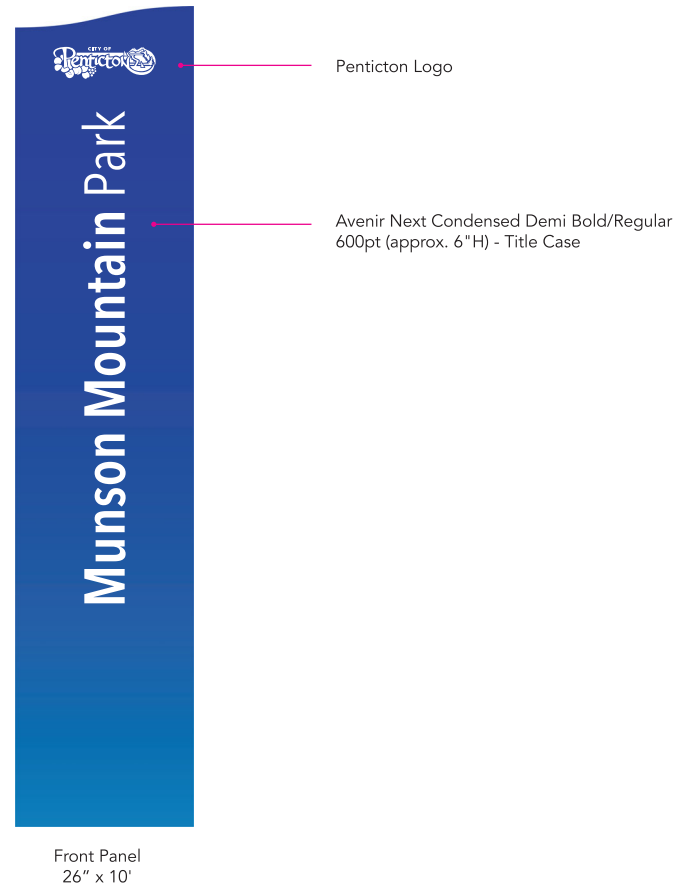


Consider creating a Braille and tactile variation of this sign where appropriate.

2.12 LARGE VERTICAL SIGNS

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

26" x 10' DESIGN EXAMPLE

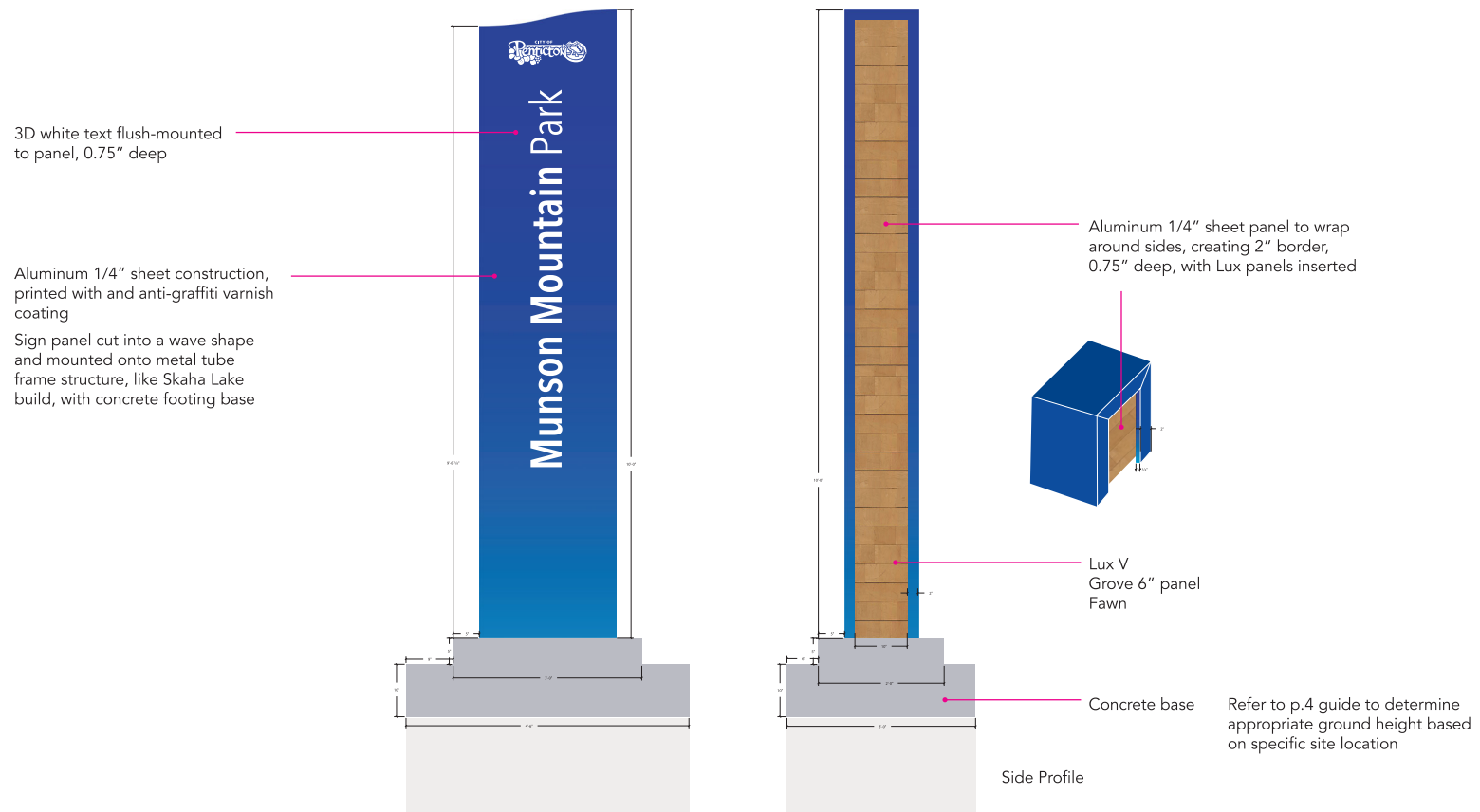


Consider creating a Braille and tactile variation of this sign where appropriate.

2.13 LARGE VERTICAL SIGN CONSTRUCTION DETAILS

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

26" x 10' CONSTRUCTION EXAMPLE



Base specs for build. Final construction drawings to be built out by awarded signage company.

2.14 POLE SIGNS

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

20" x 6" DESIGN EXAMPLE



28" x 6" DESIGN EXAMPLE



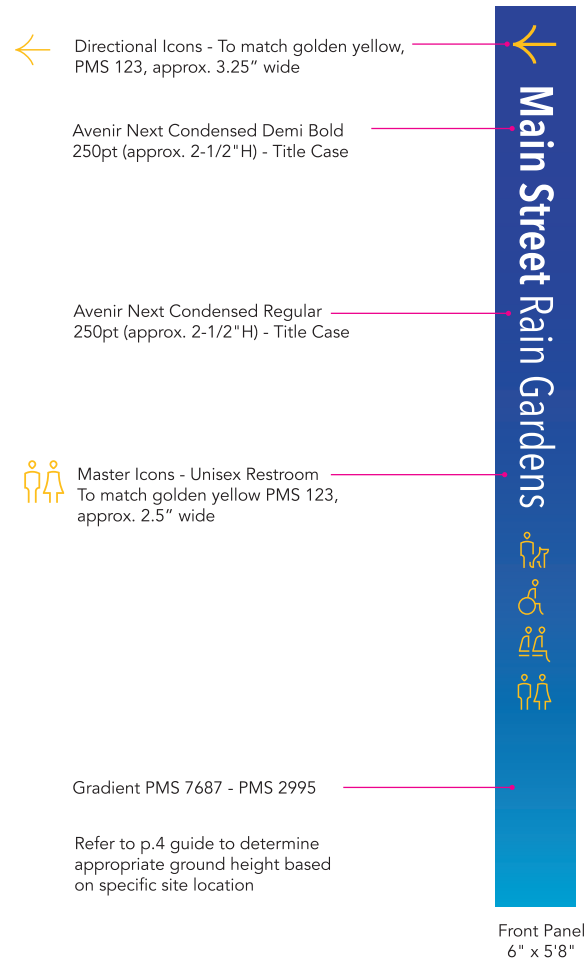
36" X 6" DESIGN EXAMPLE



2.15 PATHWAY POSTS

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

6" x 5'8" DESIGN EXAMPLE





Natural Parks Trail Corridors Open Spaces

3.0 Signage Design Guidelines

3.1 THREE TIER SIGNS

NATURAL PARKS, TRAIL CORRIDORS & OPEN SPACES

3 TIER DESIGN EXAMPLE

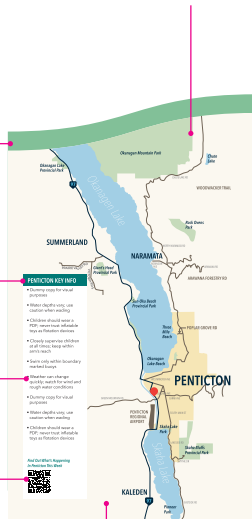
Accessibility Considerations for Maps - Where appropriate, identify accessible routes and destinations on maps to help visitors navigate the park confidently, such as accessible amenities, route distances, pathway surfaces, and grade or slope information where it will assist users in selecting the most suitable route; accessibility features should be clear, easy to interpret, and integrated into the overall map design

Colour to match green PMS 345

Avenir Next Condensed Demi Bold 36pt (approx. 3/8" H) - Upper Case

Avenir Next Regular 24pt (approx. 1/4" H) - Upper Case/Title Case

Optional QR Code Placement, 2" x 2"



Map general overview location

Master Icons
white, approx. 3" wide

Avenir Next Condensed Demi Bold 110pt (approx. 1" H) - Title Case

Avenir Next Condensed Italic 70pt (approx. 3/4" H) / 90pt (approx. 1" H) - Title Case

Directional Icons
To match golden yellow PMS 123, approx. 2" wide

Avenir Next Condensed Demi Bold 48pt (approx. 1/2" H) - Upper Case

Avenir Next Demi Bold 24pt (approx. 1/4" H) - Sentence Case Body Copy

Keyline Sectional Dividers - 3pt

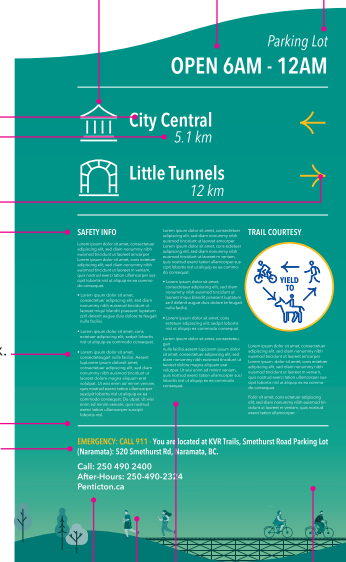
Avenir Next Condensed Demi Bold 48pt (approx. 1/2" H) - Uppercase and Sentence Case
Highlighted copy to be seen in golden yellow to match PMS 123

Avenir Next Demi Bold 48pt (approx. 1/2" H) - Sentence Case

Illustration to be styled for park theme and set to the background

Avenir Next Condensed Italic Minimum 70pt (approx. 3/4" H) Maximum 90pt (approx. 1" H) - Title Case

Avenir Next Condensed Demi Bold 130pt (approx. 1-1/2" H) - Upper Case



Gradient PMS 7717 - PMS 345

Consider opportunities to incorporate nsylxc̓an language and Syilx cultural recognition where appropriate; specific language, translations, and cultural content should be developed in consultation with the appropriate Syilx partners and determined on a project-by-project basis



Penticon Logo

Avenir Next Condensed Italic 90pt (approx. 1" H) - Title Case

Avenir Next Condensed Demi Bold/Regular Minimum 250pt (approx. 2-1/2" H) Maximum 300pt (approx. 3" H) Title Case

Colour to match PMS 7718

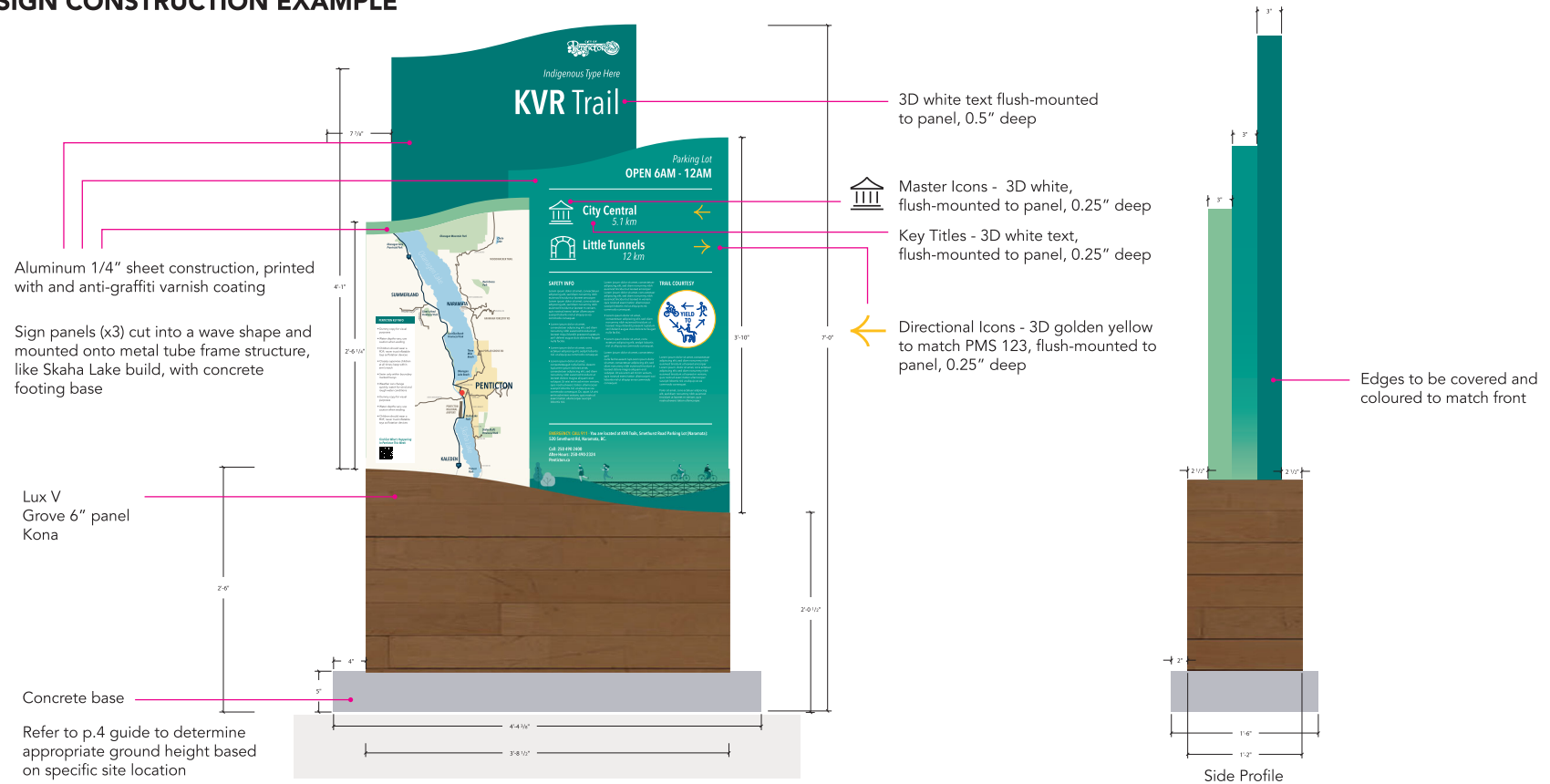
Consider information density and cognitive load when developing educational signage; use concise messaging, a clear information hierarchy, and highly legible typography to improve readability and visitor understanding

Consider creating a Braille and tactile variation of this sign where appropriate.

3.2 THREE TIER SIGN CONSTRUCTION DETAILS

NATURAL PARKS, TRAIL CORRIDORS & OPEN SPACES

3 TIER DESIGN CONSTRUCTION EXAMPLE

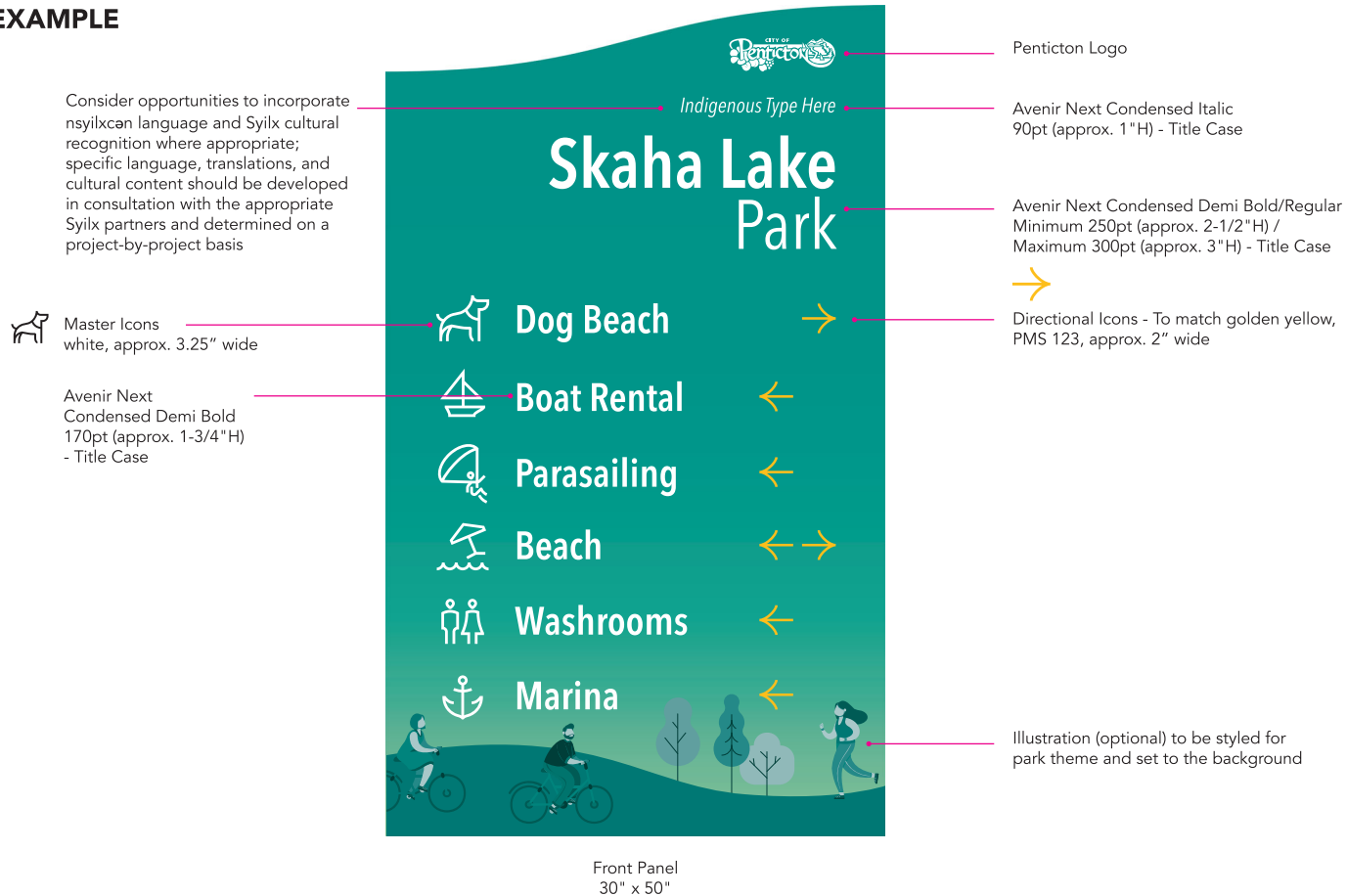


Base specs for build. Final construction drawings to be built out by awarded signage company.

3.3 GENERAL TRAIL SIGNS

NATURAL PARKS, TRAIL CORRIDORS & OPEN SPACES

30" x 50" DESIGN EXAMPLE

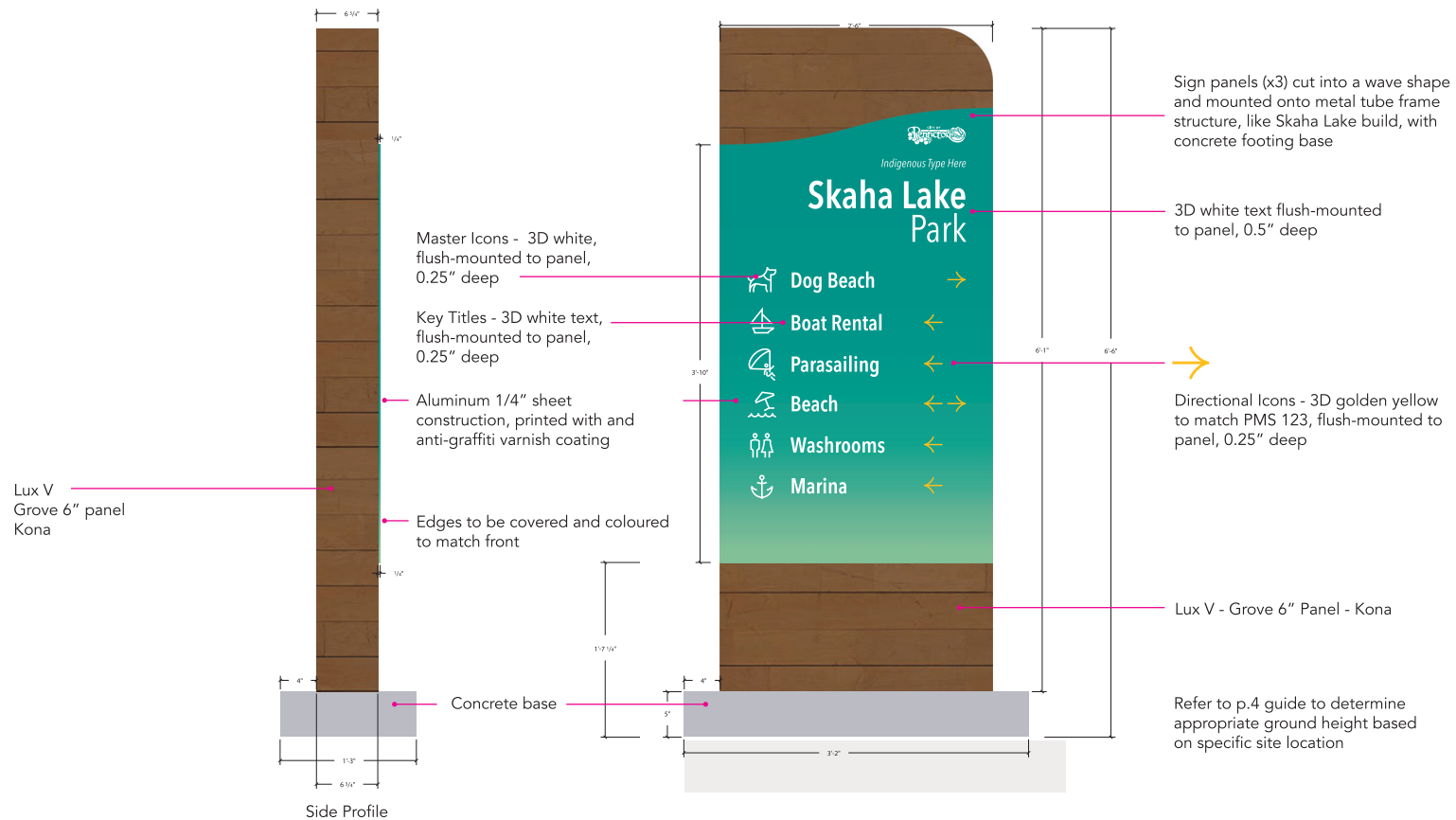


Consider creating a Braille and tactile variation of this sign where appropriate.

3.4 GENERAL TRAIL SIGN CONSTRUCTION DETAILS

NATURAL PARKS, TRAIL CORRIDORS & OPEN SPACES

30" x 50" CONSTRUCTION EXAMPLE



Base specs for build. Final construction drawings to be built out by awarded signage company.

3.5 PATHWAY SIGNS

NATURAL PARKS, TRAIL CORRIDORS & OPEN SPACES

8" x 12" DESIGN EXAMPLE

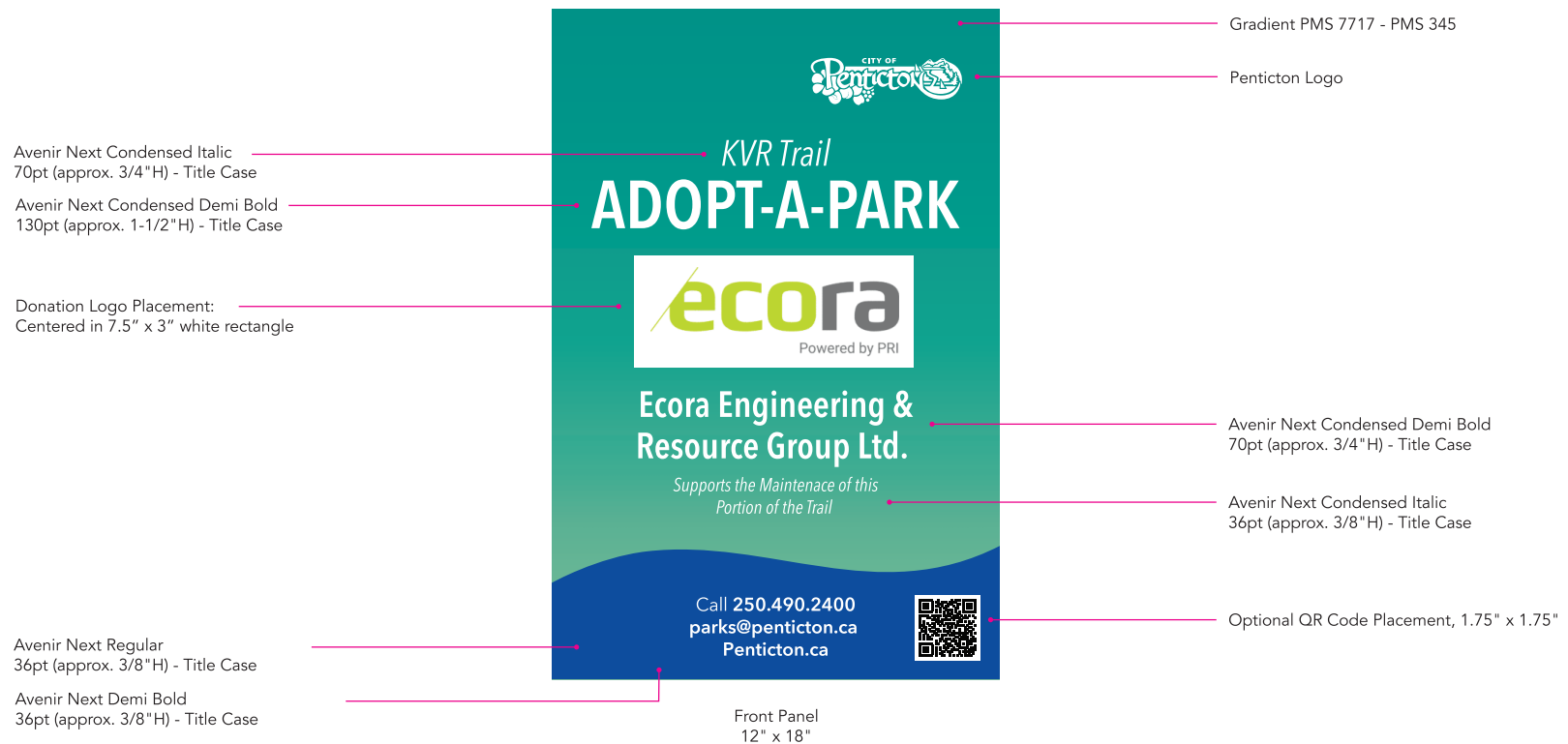


Consider creating a Braille and tactile variation of this sign where appropriate.

3.9 ADOPT A PARK SIGNS

NATURAL PARKS, TRAIL CORRIDORS & OPEN SPACES

12" x 18" DESIGN EXAMPLE



Consider creating a Braille and tactile variation of this sign where appropriate.



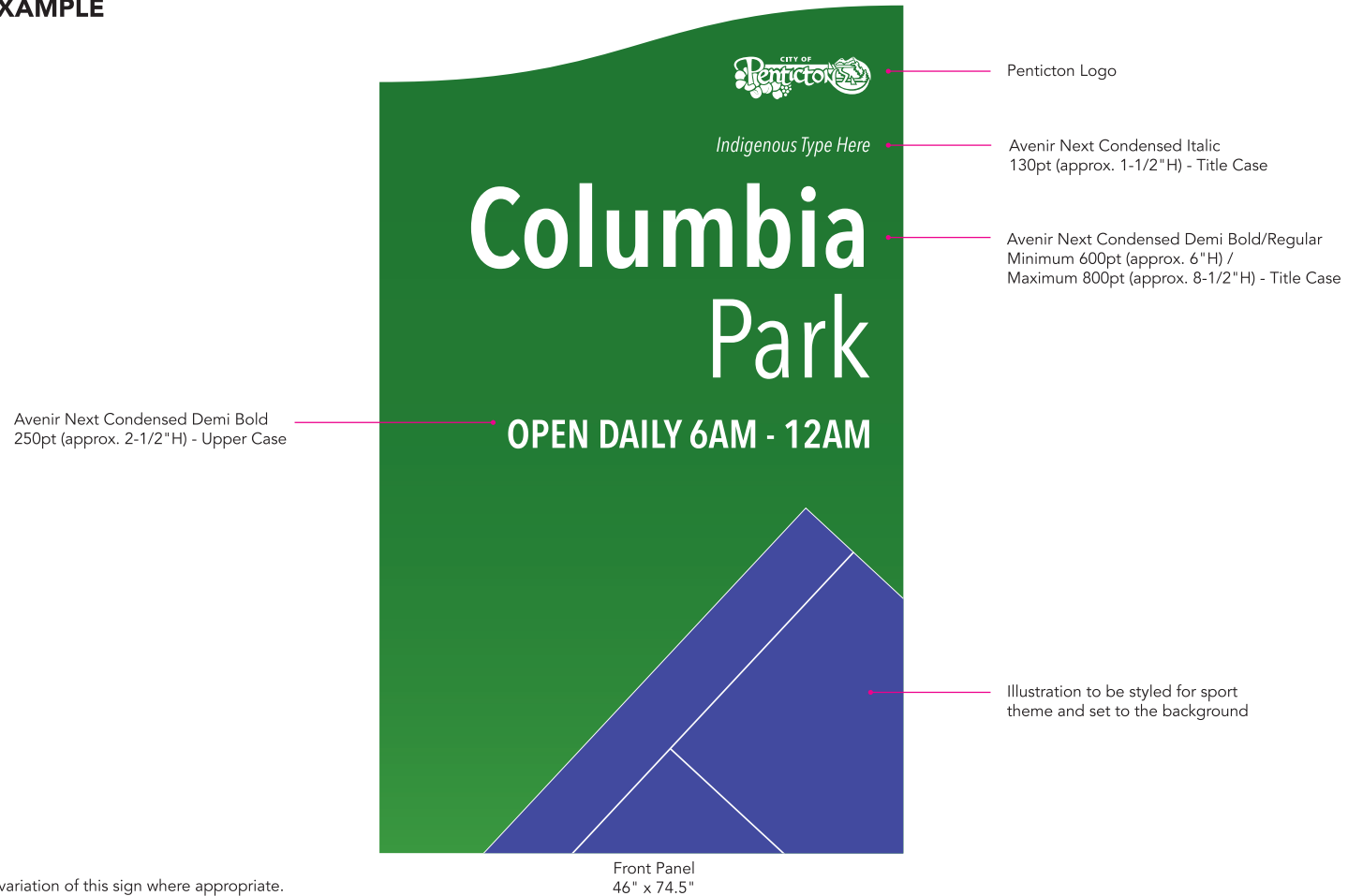
Recreational Facilities

4.0 Signage Design Guidelines

4.1 PARK SIGNS

RECREATIONAL FACILITIES

46" x 74.5" DESIGN EXAMPLE

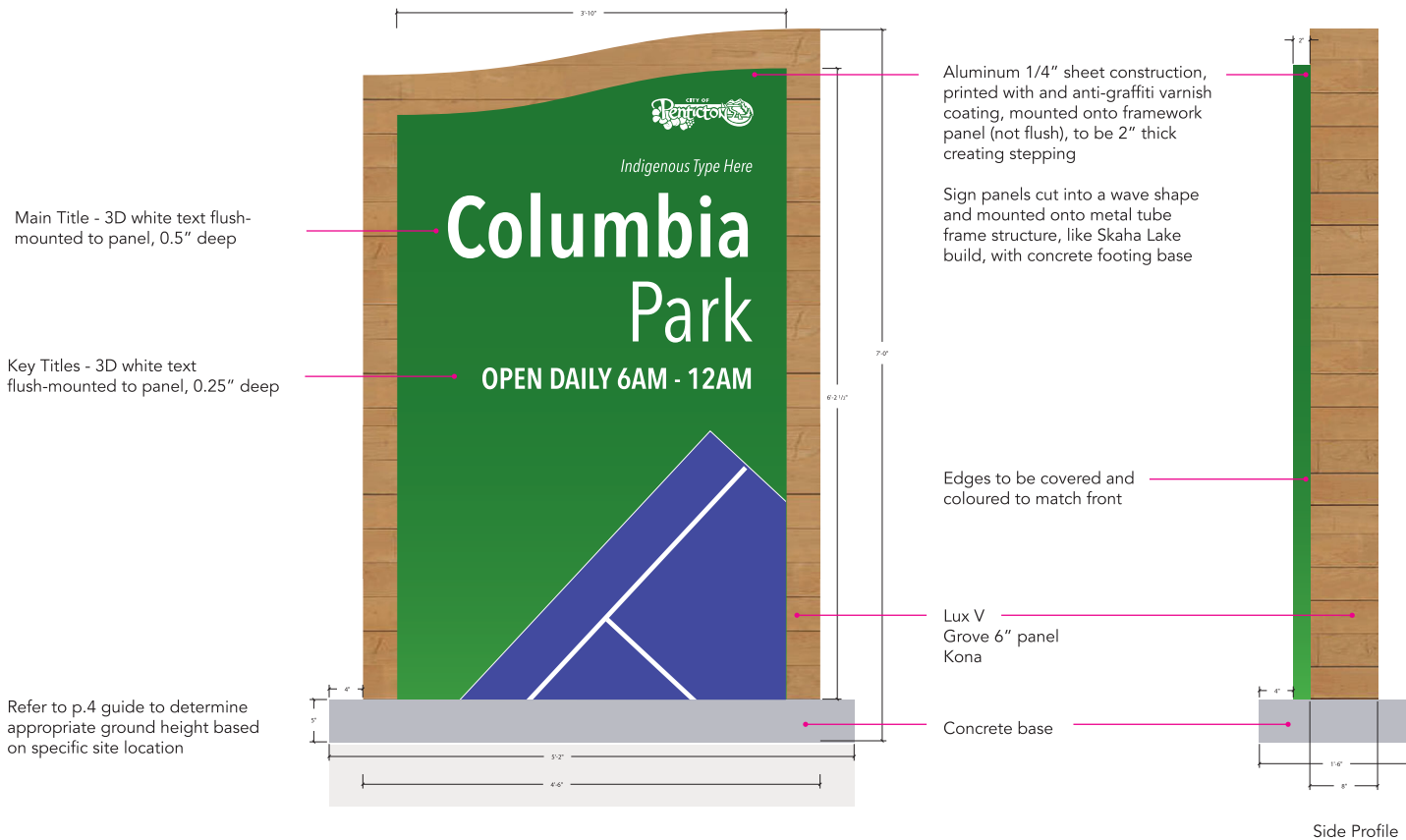


Consider creating a Braille and tactile variation of this sign where appropriate.

4.2 PARK SIGN CONSTRUCTION DETAILS

RECREATIONAL FACILITIES

46" x 74.5" CONSTRUCTION EXAMPLE



Base specs for build. Final construction drawings to be built out by awarded signage company.



Educational Signs

5.0 Signage Design Guidelines

5.1 PLINTH SIGNS

EDUCATIONAL SIGNS

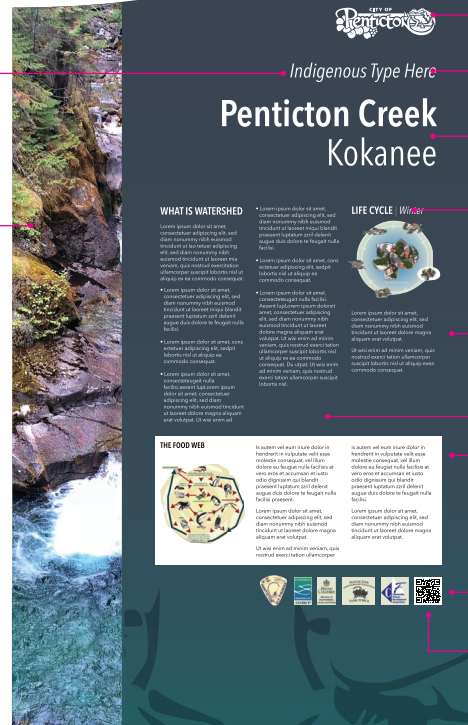
30" x 50" DESIGN EXAMPLE - OPTION A - REFERENCE 2.10 NEIGHBOURHOOD PARK SIGN CONSTRUCTION DETAILS



Side Panel
7.5" x 46"

Consider opportunities to incorporate nsylxcn language and Syilx cultural recognition where appropriate; specific language, translations, and cultural content should be developed in consultation with the appropriate Syilx partners and determined on a project-by-project basis

Historical photography to always been seen in black and white, general educational photography to be seen in colour, wrapping around from the front to be seen on the side



Front Panel
30" x 50"

Penticton Logo

Avenir Next Condensed Italic
90pt (approx. 1" H) - Title Case

Avenir Next Condensed Demi Bold/Regular
170pt (approx. 1-3/4"H) - Title Case

Avenir Next Condensed Demi Bold
48pt (approx. 1/2"H)
- Upper Case Headers

Avenir Next Demi Bold
24pt (approx. 1/4"H) - Sentence Case
Body Copy

Potential Braille Option

Consider information density and cognitive load when developing educational signage; use concise messaging, a clear information hierarchy, and highly legible typography to improve readability and visitor understanding

Associated Sponsors Logos to always sit on the bottom of the panel, minimum size 2" wide

Optional QR Code Placement, 1.75" x 1.75"

Consider creating a Braille and tactile variation of this sign where appropriate.

5.1 PLINTH SIGNS

EDUCATIONAL SIGNS

30" x 40" DESIGN EXAMPLE - OPTION B - REFERENCE 2.10 NEIGHBOURHOOD PARK SIGN CONSTRUCTION DETAILS



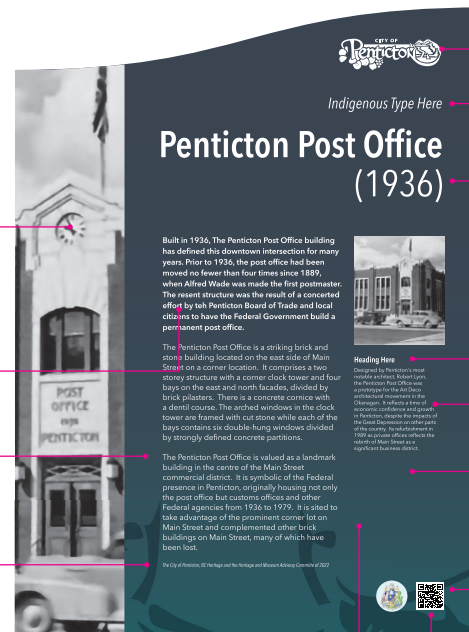
Side Panel
7.5" x 36"

Historical photography to always been seen in black and white, general educational photography to be seen in colour, wrapping around from the front to be seen on the side

Avenir Next Demi Bold
36pt (approx. 3/8" H) - Sentence Case
Introduction Copy

Avenir Next Regular
36pt (approx. 3/8" H) - Sentence
Case Body Copy

Avenir Next Condensed Italic
24pt (approx. 1/4" H) - Sentence Case
Subscript Copy



Front Panel
30" x 40"



Penticton Logo

Indigenous Type Here

Avenir Next Condensed Italic
70pt (approx. 3/4" H) - Title Case

Penticton Post Office (1936)

Avenir Next Condensed Demi Bold/Regular
170pt (approx. 1-3/4" H) - Title Case

Built in 1936, The Penticton Post Office building has defined this downtown intersection for many years. Prior to 1936, the post office had been moved no fewer than four times since 1889, when Alfred Wade was made the first postmaster. The newest structure was the result of a concerted effort by the Penticton Board of Trade and local citizens to have the Federal Government build a permanent post office.



Avenir Next Condensed Demi Bold
36pt (approx. 3/8" H) - Title Case
Headers

Heading Here

Designed by the Penticton's most prominent architect, Robert L. Cox, the Penticton Post Office building is a fine example of the Federal Government's commitment to the community. It is a symbol of the town's growth and development, and a testament to the town's rich history. The building is a landmark in the town, and a source of pride for the community. It is a building that has stood the test of time, and a building that is a testament to the town's enduring spirit.

Avenir Next Regular
24pt (approx. 1/4" H) - Sentence
Case Body Copy

Potential Braille Option



Associated Sponsors Logos to always sit on the bottom of the panel, minimum size 2" wide



Optional QR Code Placement, 1.75" x 1.75"

Consider information density and cognitive load when developing educational signage; use concise messaging, a clear information hierarchy, and highly legible typography to improve readability and visitor understanding

Consider creating a Braille and tactile variation of this sign where appropriate.

5.2 PLAQUE STAND SIGNS

EDUCATIONAL SIGNS

42.5" x 28" DESIGN EXAMPLE - OPTION A

Historical photography to always been seen in black and white, general educational photography to be seen in colour, with top of image held in wave shape

Avenir Next Condensed Demi Bold 48pt (approx. 1/2" H) - Upper Case Headers

Avenir Next Regular 24pt (approx. 1/4" H) - Sentence Case Body Copy

Consider information density and cognitive load when developing educational signage; use concise messaging, a clear information hierarchy, and highly legible typography to improve readability and visitor understanding

Potential Braille Option



Front Panel
42.5" x 28"

Consider opportunities to incorporate nsyilxcən language and Syilx cultural recognition where appropriate; specific language, translations, and cultural content should be developed in consultation with the appropriate Syilx partners and determined on a project-by-project basis

Penticton Logo

Avenir Next Condensed Italic 70pt (approx. 3/4" H) - Title Case

Avenir Next Condensed Demi Bold/Regular 130pt (approx. 1-1/2" H) - Title Case

Avenir Next Condensed Demi Bold 36pt (approx. 3/8" H) - Upper Case Headers

Avenir Next Regular 24pt (approx. 1/4" H) - Sentence Case Body Copy

Associated Sponsors Logos to always sit on the bottom of the panel, minimum size 2" wide

Optional QR Code Placement, 1.75" x 1.75"

Consider creating a Braille and tactile variation of this sign where appropriate.

5.3 PLAQUE STAND SIGN CONSTRUCTION DETAILS

EDUCATIONAL SIGNS

42.5" x 28" CONSTRUCTION EXAMPLE - OPTION A

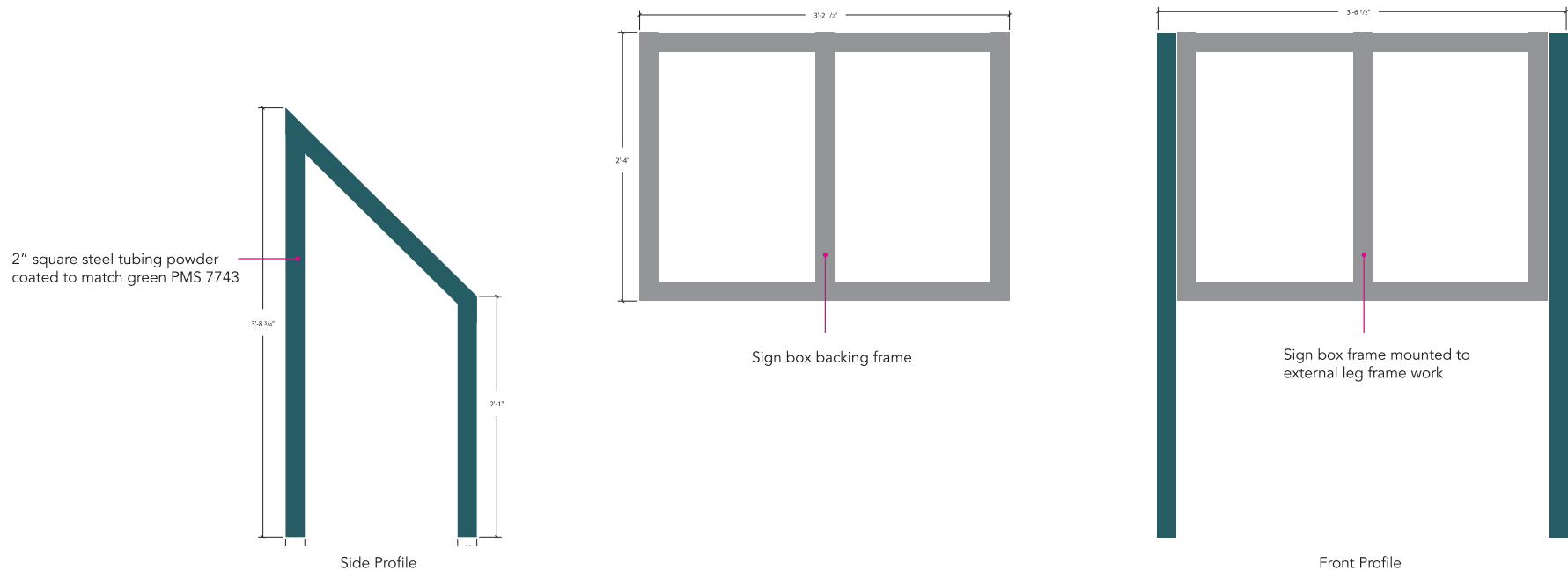


Base specs for build. Final construction drawings to be built out by awarded signage company.

5.3 PLAQUE STAND SIGN CONSTRUCTION DETAILS

EDUCATIONAL SIGNS

42.5" x 28" DESIGN CONSTRUCTION EXAMPLE - OPTION A



Base specs for build. Final construction drawings to be built out by awarded signage company.

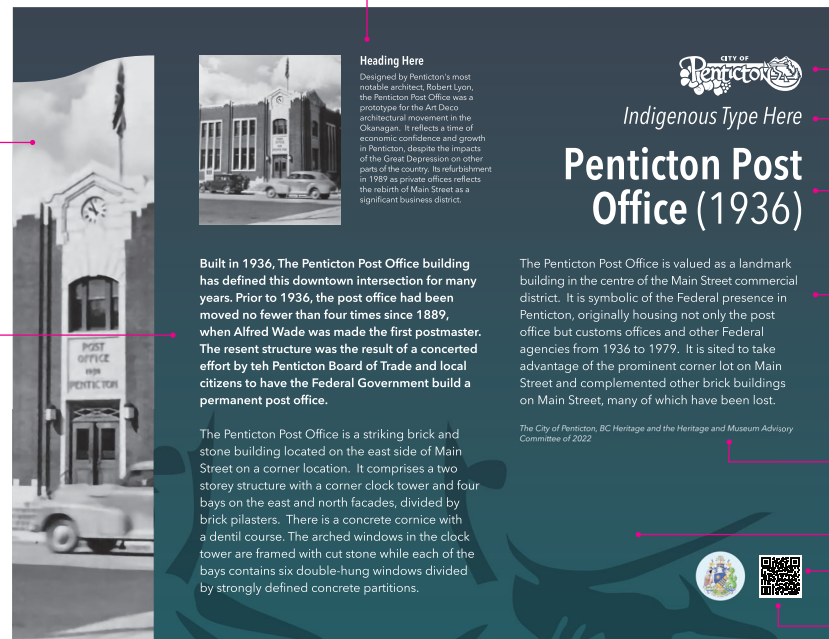
5.4 PLAQUE STAND SIGNS

EDUCATIONAL SIGNS

34" x 26" DESIGN EXAMPLE - OPTION B

Historical photography to always been seen in black and white, general educational photography to be seen in colour, with top of image held in wave shape

Consider information density and cognitive load when developing educational signage; use concise messaging, a clear information hierarchy, and highly legible typography to improve readability and visitor understanding



Avenir Next Condensed Demi Bold
36pt (approx. 1/2"H) - Sentence Case Introduction Copy

Avenir Next Regular
24pt (approx. 1/4"H) - Sentence Case Body Copy

Heading Here

Designed by Pentiction's most notable architect, Robert Lynn, the Pentiction Post Office was a prototype for the Art Deco architectural movement in the Okanagan. It reflects a time of economic confidence and growth in Pentiction, despite the impacts of the Great Depression on other parts of the country. Its refurbishment in 1989 as private offices reflects the rebirth of Main Street as a significant business district.

Built in 1936, The Pentiction Post Office building has defined this downtown intersection for many years. Prior to 1936, the post office had been moved no fewer than four times since 1889, when Alfred Wade was made the first postmaster. The present structure was the result of a concerted effort by the Pentiction Board of Trade and local citizens to have the Federal Government build a permanent post office.

The Pentiction Post Office is a striking brick and stone building located on the east side of Main Street on a corner location. It comprises a two storey structure with a corner clock tower and four bays on the east and north facades, divided by brick pilasters. There is a concrete cornice with a dentil course. The arched windows in the clock tower are framed with cut stone while each of the bays contains six double-hung windows divided by strongly defined concrete partitions.

The Pentiction Post Office is valued as a landmark building in the centre of the Main Street commercial district. It is symbolic of the Federal presence in Pentiction, originally housing not only the post office but customs offices and other Federal agencies from 1936 to 1979. It is sited to take advantage of the prominent corner lot on Main Street and complemented other brick buildings on Main Street, many of which have been lost.

The City of Pentiction, BC Heritage and the Heritage and Museum Advisory Committee of 2022



Indigenous Type Here

Pentiction Post Office (1936)

Pentiction Logo

Avenir Next Condensed Italic
70pt (approx. 3/4"H) - Title Case

Avenir Next Condensed Demi Bold/Regular
130pt (approx. 1-1/2"H) - Title Case

Avenir Next Demi Bold
36pt (approx. 3/8"H) - Sentence Case Introduction Copy

Avenir Next Regular
36pt (approx. 3/8"H) - Sentence Case Body Copy

Avenir Next Condensed Italic
24pt (approx. 1/4"H) - Sentence Case Subscript Copy

Potential Braille Option

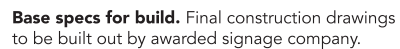
Associated Sponsors Logos to always sit on the bottom of the panel, minimum size 2" wide

Optional QR Code Placement, 1.75" x 1.75"

Front Panel
34" x 26"

Consider creating a Braille and tactile variation of this sign where appropriate.

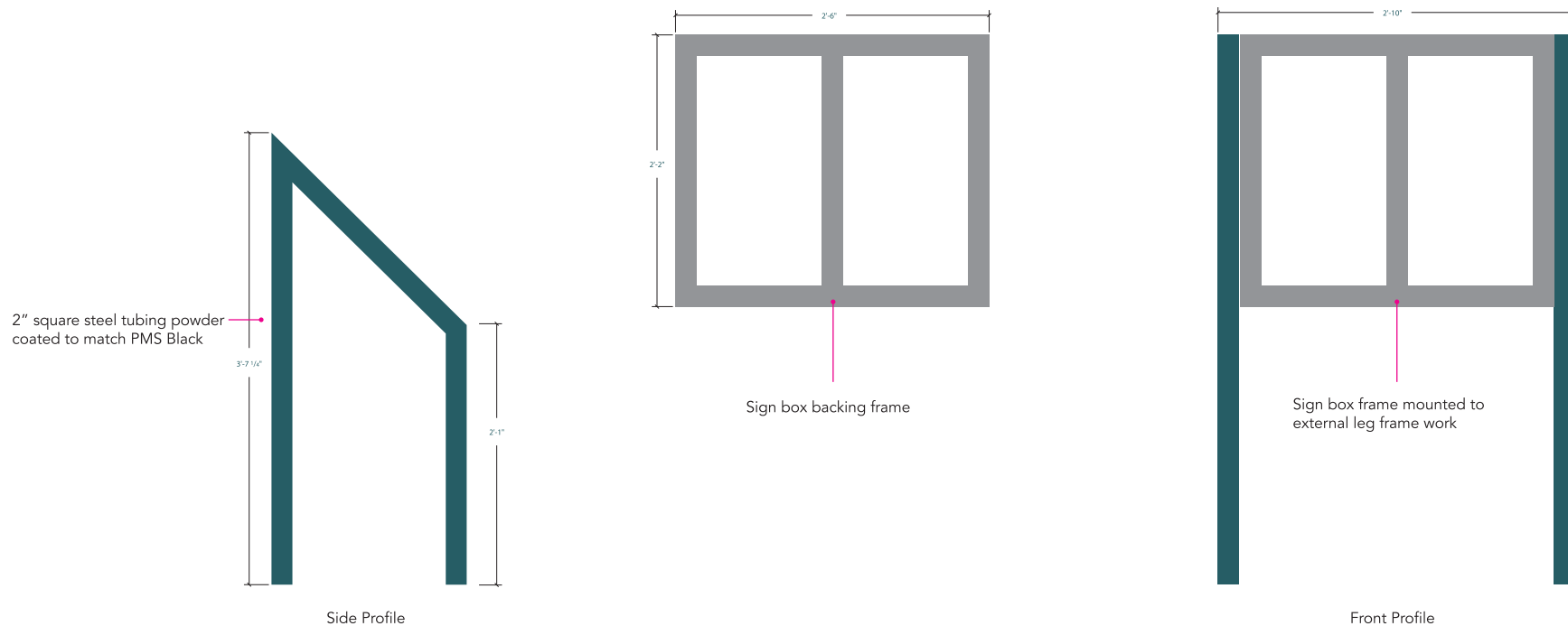
34" x 26" CONSTRUCTION EXAMPLE - OPTION B



5.5 PLAQUE STAND SIGN CONSTRUCTION DETAILS

EDUCATIONAL SIGNS

34" x 26" CONSTRUCTION EXAMPLE - OPTION B



Base specs for build. Final construction drawings to be built out by awarded signage company.



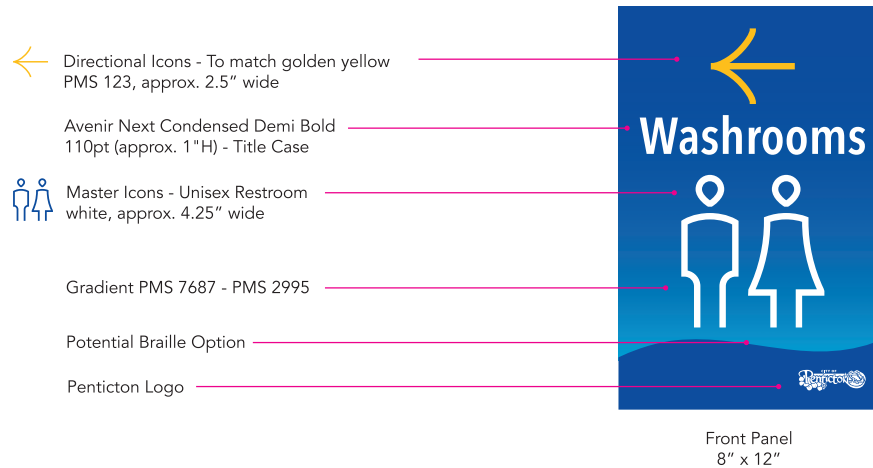
Small Info/Regulatory Signs

6.0 Signage Design Guidelines

6.1 WASHROOM SIGNS

SMALL INFO/REGULATORY SIGNS

8" X 12" GENERIC WASHROOM EXAMPLE



Consider creating a Braille and tactile variation of this sign where appropriate.

6.2 PARK RULES SIGNS

SMALL INFO/REGULATORY SIGNS

8" x 24" DESIGN EXAMPLE - OPTION A

Design Elements and Callouts:

- Top Section:**
 - Gradient PMS 7687 - PMS 2995 (Background)
 - Okanagan Parks and Beaches* (Avenir Next Condensed Italic, 48pt approx. 1/2" H) - Title Case
 - OPEN 6AM - 12AM** (Avenir Next Condensed Demi Bold, 70pt approx. 3/4" H) - Upper Case
- Permitted Activities:**
 - Please Help Us Care for Our Parks** (Avenir Next Condensed Demi Bold, 48pt approx. 1/2" H) - Title Case
 - Put Garbage & Recycling In Bins** (Avenir Next Condensed Demi Bold, 36pt approx. 3/8" H) - Title Case; Bylaw No. 3133 (Avenir Next Condensed Italic, 24pt approx. 1/4" H) - Title Case
 - Leash & Clean Up After Your Pet** (Avenir Next Condensed Demi Bold, 36pt approx. 3/8" H) - Title Case; Bylaw No. 2015-27 (Avenir Next Condensed Italic, 24pt approx. 1/4" H) - Title Case
- Prohibited Activities:**
 - Parks & Beaches Do Not Allow** (Avenir Next Condensed Demi Bold, 48pt approx. 1/2" H) - Title Case
 - Smoking** (Avenir Next Condensed Demi Bold, 36pt approx. 3/8" H) - Title Case; Bylaw No. 2018-68 (Avenir Next Condensed Italic, 24pt approx. 1/4" H) - Title Case
 - Feeding Wildlife** (Avenir Next Condensed Demi Bold, 36pt approx. 3/8" H) - Title Case; Bylaw No. 2021-5004 (Avenir Next Condensed Italic, 24pt approx. 1/4" H) - Title Case
 - Camping** (Avenir Next Condensed Demi Bold, 36pt approx. 3/8" H) - Title Case; Bylaw No. 3133 (Avenir Next Condensed Italic, 24pt approx. 1/4" H) - Title Case
- Contact Information:**
 - Report An Issue** (Avenir Next Condensed Demi Bold, 48pt approx. 1/2" H) - Title Case
 - Animal Control 250.492.3801** (Avenir Next Condensed Demi Bold, 36pt approx. 3/8" H) - Title Case
 - Bylaw Services Call Daytime 250.490.2440 Evening 250.809.4367 (Avenir Next Regular, 24pt approx. 1/4" H) - Title Case
 - Penticton Logo** (Penticton Logo)
- Optional QR Code Placement, 1" x 1"**

Master Icons:

- Permitted (Yellow circle, approx. 2" in diameter)
- Not permitted (Orange circle with slash, approx. 2" in diameter)
- Blue icons (To match blue PMS 7687)

Front Panel
8" x 24"

Consider creating a Braille and tactile variation of this sign where appropriate.

6.2 PARK RULES SIGNS

SMALL INFO/REGULATORY SIGNS

18" x 24" DESIGN EXAMPLE - OPTION B

Avenir Next Condensed Demi Bold
130pt (approx. 1-1/2"H) - Title Case
- To match blue PMS 7687

Avenir Next Condensed Demi Bold
36pt (approx. 3/8"H) - Sentence Case
- To match blue PMS 7687

 Master Icons
To match blue PMS 7687

 Master Icons - Permitted
To match yellow PMS 123
- approx. 2" in diameter

Avenir Next Condensed Demi Bold
36pt (approx. 3/8"H) - Title Case

 Master Icons
To match blue, PMS 7687
- approx. 2" in diameter

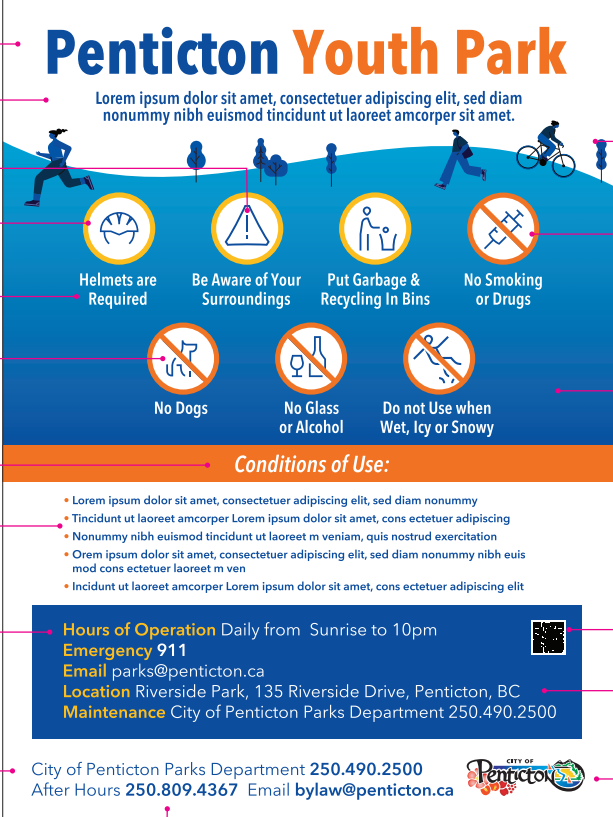
Avenir Next Condensed Demi Bold Italic
48pt (approx. 1/2"H) - Title Case

Avenir Next Demi Bold
24pt (approx. 1/4"H) - Sentence Case
- Bullets to match orange PMS 158
- Body copy to match blue PMS 7687

Avenir Next Demi Bold
36pt (approx. 3/8"H) - Title Case
- To match yellow PMS 123

Avenir Next Regular
36pt (approx. 3/8"H) - Title Case
- To match blue PMS 7687

Avenir Next Demi Bold
36pt (approx. 3/8"H) - Title Case
- To match blue PMS 7687



Penticton Youth Park

Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy nibh euismod tincidunt ut laoreet amcorper sit amet.

Helmets are Required

Be Aware of Your Surroundings

Put Garbage & Recycling In Bins

No Smoking or Drugs

No Dogs

No Glass or Alcohol

Do not Use when Wet, Icy or Snowy

Conditions of Use:

- Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy
- Tincidunt ut laoreet amcorper Lorem ipsum dolor sit amet, consectetur adipiscing
- Nonummy nibh euismod tincidunt ut laoreet in veniam, quis nostrud exercitation
- Orem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy nibh euismod
- Incidunt ut laoreet amcorper Lorem ipsum dolor sit amet, consectetur adipiscing elit

Hours of Operation Daily from Sunrise to 10pm
Emergency 911
Email parks@penticton.ca
Location Riverside Park, 135 Riverside Drive, Penticton, BC
Maintenance City of Penticton Parks Department 250.490.2500

City of Penticton Parks Department 250.490.2500
 After Hours 250.809.4367 Email bylaw@penticton.ca



Avenir Next Condensed Demi Bold
130pt (approx. 1-1/2"H) - Title Case
- To match orange PMS 158

Elements from Lifestyle illustration

 Master Icons - Not Permitted
To match orange PMS 158
- approx. 2" in diameter

Gradient PMS 7687 - PMS 2995

Optional QR Code Placement, 1" x 1"

Avenir Next Regular
36pt (approx. 3/8"H) - Title Case

Penticton Logo - Full Colour

Front Panel
18" x 24"

Consider creating a Braille and tactile variation of this sign where appropriate.

6.3 WARNING SIGNS

SMALL INFO/REGULATORY SIGNS

8" x 12" DESIGN EXAMPLE



Consider creating a Braille and tactile variation of this sign where appropriate.

6.3 WARNING SIGNS

SMALL INFO/REGULATORY SIGNS

12" x 18" DESIGN EXAMPLE



Consider creating a Braille and tactile variation of this sign where appropriate.

7.0 CONTACT

This manual provides comprehensive guidance for the design, fabrication, installation, and ongoing maintenance of signage located within and managed by the City of Penticton. Its purpose is to ensure a consistent, high-quality visual identity across all municipal signage, while supporting clarity, accessibility, durability, and compliance with applicable standards and regulations.

The guidelines contained herein are intended to be used by City staff, consultants, contractors, and other stakeholders involved in the planning, design, or implementation of signage projects. Adherence to these standards helps maintain visual cohesion throughout public spaces and reinforces the City of Penticton's brand and wayfinding objectives.

Should questions arise during the planning or implementation of a new sign, or if a new sign type or template is required that is not addressed within this manual, please contact us for direction and approval.

City of Penticton Parks Department

Email parks@penticton.ca

Phone 250-490-2500



City of Penticton

Signage Standardization Project

Accessibility Review Report

Prepared: June 2026 | Based on signage drawings dated 04.29.2026

1. Executive Summary

The City of Penticton Parks and Recreation Signage Design Guidelines (04.29.2026) represent a well-organized effort to standardize municipal park and recreation signage across the city. The document is professionally produced, visually coherent, and demonstrates clear awareness of accessibility as a design consideration. A dedicated accessibility section addresses signage legibility, viewing distance, colour contrast, symbol size, typography, mounting heights, and barrier-free path-of-travel to signs.

A thorough review of the document reveals that the current package functions well as a visual design standard and fabrication reference but lacks numerous detailed accessibility specifications to further support design intent. Several critical accessibility criteria (including colour contrast ratios, tactile and Braille signage requirements, accessible route integration on maps, and mounting/reach range specifications) are stated as intentions but are not defined to a level that would pass an accessibility audit under applicable Canadian standards.

OVERALL ASSESSMENT

This document provides a strong visual and organizational foundation with demonstrated accessibility intent. The document should not, however, be treated as fabrication-ready from an accessibility compliance perspective. Before tender and procurement, the package should be detailed with measurable technical criteria, a tactile/Braille sign schedule, verified contrast ratios, accessible-route integration, font and cognitive-load revisions for body copy, and completion of outstanding cultural/language content.

2. Scope and Methodology

This review examined all 71 pages of the PDF package, including the introductory and accessibility sections (pp. 1–7), design essentials (pp. 8–22), and all sign family categories (pp. 23–70). The review was conducted as a barrier-risk and usability assessment, not a formal code-compliance review or accessibility certification. Applicable reference frameworks considered include:

- CSA/ASC B651:23 — Accessible Design for the Built Environment (Canada)
- BC Building Code accessibility requirements for exterior signage, tactile surfaces, and wayfinding
- Accessibility Standards Canada guidance on outdoor spaces and wayfinding
- WCAG 2.1 AA contrast principles as applied to physical signage
- Plain Language Canada guidelines for public-facing communications

The review did not include field measurement of installed signs, review of individual site plans, or formal Braille translation verification. A qualified specialist (tactile/Braille contractor, accessibility consultant, or Indigenous language authority) should verify findings in their respective domains.

3. Accessibility Strengths

The following list summarizes accessibility considerations noted throughout the document that should be preserved and built upon as the package moves forward to a more technically complete state.

3.1 Dedicated Accessibility Section

Section 0.2 (p. 4) addresses legibility, viewing distance, letter heights by distance, symbol/arrow size ratios, typography, colour, and contrast principles, mounting heights for both standing and seated users, and barrier-free pathways to signs. The existence of this section shows genuine accessibility intent in the design program.

3.2 Legibility and Viewing Distance Table

The document provides a clear matrix specifying letter, arrow, and symbol heights at 10 ft, 20 ft, 50 ft, and 100 ft for both pedestrian and vehicular speeds. This approach, if applied to all sign templates, will improve readability across the user population, including people with low vision or other factors that affect reading comprehension.

3.3 Icons Paired with Text Labels

Throughout the document, symbols are consistently accompanied by text labels instead of being used as standalone visual elements. This redundancy supports non-native English speakers, people with cognitive disabilities, visitors unfamiliar with the specific icon set, and those with mild vision loss.

3.4 Emergency and Life-Safety Information

Major park entry signs, trailhead signs, and park rules signs consistently include site address information, "Call 911" prompts, and municipal contact numbers. Including this information on signage is an important safety practice, particularly in outdoor settings where people may be unfamiliar with their precise location.

3.5 Illustration Usage Rules that Protect Legibility

Section 1.10 (pp. 19–20) contains clear rules preventing illustrations from interfering with required clear zones around text, icons, maps, and regulatory content, and prohibiting illustrations from replacing official symbols or mandatory wayfinding elements. These rules, if enforced at the artwork review stage, will prevent a common accessibility failure in branded signage.

3.6 Colour System Used as a Wayfinding Tool

Six colour palettes are assigned to distinct park/facility categories. Used consistently, this categorical colour system can reduce cognitive load for return visitors and supports quick orientation, particularly for people with cognitive differences who rely on clear environmental cues.

3.7 Sans-Serif Typeface

The specification of Avenir Next Condensed is generally appropriate for outdoor public signage. Sans-serif letterforms provide better legibility than serif faces at distance and on dimensional sign surfaces.

3.8 QR Code Integration

The park rules sign example (p. 67) includes a QR code. This is a positive step toward digital accessibility: QR codes can link to screen-reader-friendly web content, allowing people with visual disabilities or literacy challenges to access information more easily through assistive technology on their personal devices.

4. Accessibility Deficiencies/Risks and Recommended Corrections

The following table organizes all identified deficiencies or risks by priority. **HIGH** priority items should be resolved before tender or fabrication. **MEDIUM** priority items should be resolved through the sign schedule, prototype review, or user testing.

Priority	Topic / Area	Finding	Document Ref.	Recommendations
HIGH	Tactile / Braille Signage	No tactile or Braille sign schedule exists in the document. The document notes "tactile and inclusive considerations" and includes a Braille symbol in the icon library, but provides no specification for where raised characters, Grade 1/2 Braille, tactile pictograms, mounting heights, reach range, or clear ground area are required.	Section 0.2, p. 4 (tactile text); p. 18 (Braille icon shown but no deployment rule); construction details pp. 24–64 (no mounting height range for tactile signs).	Add a tactile-sign schedule cross-referenced to sign types. Specify Braille grade and language, raised character height and stroke, mounting-side requirements (if wall-mounted), centerline heights, and the minimum clear ground area in front. Align with CSA/ASC B651:23 and BC Building Code.
HIGH	Contrast Ratios & Colour Performance	No luminance contrast ratios (LRV differential) or minimum contrast values are specified for any text/background combination. Gradients, photographs, and illustrations are used within sign backgrounds, but limited guidance exists for maintaining legible contrast over variable backgrounds.	Sections 1.2–1.7, pp. 10–15 (colour palettes); p. 4 (contrast text only vague — "high contrast ... prioritize dark on light"); pp. 57–65 educational signs show text over dark imagery at small sizes.	Create a contrast verification table for every approved foreground/background colour combination, including gradient start and end points. Specify minimum LRV differential (typically 70% for primary text) or minimum contrast ratio (3:1 for large text, 4.5:1 for body). Flag gradient and photographic backgrounds as high-risk zones requiring special treatment, where there is potential for colour interference.
HIGH	Accessible Routes on Maps and Directional Signs	Map examples and directional signs show amenity locations and "You Are Here" markers, but accessible routes, accessible entrances, step-free alternatives, trail difficulty grades, slope information, surface types, rest points, and connections to accessible parking and transit are not specified.	Skaha Lake Park sign (pp. 23–32); Neighbourhood Park map signs (pp. 37–38); Three-Tier trail signs (pp. 47–48); Pathway posts (p. 45).	Develop an accessible-route layer standard for all map and directional templates. Before people reach any barrier, signage should identify accessible entrances, step-free routes, accessible washrooms, accessible parking stalls, and surface/grade conditions.

Priority	Topic / Area	Finding	Document Ref.	Recommendations
				Implement a trail difficulty rating system using accepted standards. Include accessible parking and transit connection symbols, where applicable.
HIGH	Mounting Heights and Reach Range	Section 0.2 states signs should be "within comfortable sightlines for both standing and seated users" but provides no specific mounting height range, minimum clear ground area, or guidance for protruding objects.	Section 0.2, p. 4 (vague sightline language); Construction details throughout Section 2 and 3 (dimensions shown but no ground-height reference); Pathway posts, p. 45.	Specify centreline mounting height range (e.g., 1,200–1,700 mm for visual-only signage, 1,200–1,500 mm where there is tactile content). Maintain a minimum of 820 mm (w) x 1390 mm (d) clear and level ground area in front of tactile signs. Address protruding-object risk for signs that overhang or project into pedestrian pathways at heights between 685–2,050 mm. Align with CSA/ASC B651:23 and BC Building Code.
HIGH	Information Density / Cognitive Load	Several sign types combine maps, wayfinding destinations, amenity icons, rules, interpretive text, emergency information, sponsor logos, bylaw numbers, QR codes, and contact details on a single panel. Comprehensive signs like the educational plinth and the neighbourhood park map sign carry information loads that can exceed many people's working memory, particularly those with cognitive disabilities, older adults, and first-time visitors.	Educational plinth sign, pp. 57–58; Neighbourhood park sign, pp. 37–40; Park rules sign Option B, p. 68 (dense conditions of use bullets); Three-tier trail sign, pp. 47–48.	Apply a three-question hierarchy to every sign: (1) Where am I? (2) Where do I go? (3) What must I know right now? Move lower-priority content to secondary signs or QR code links. Limit body-copy to a maximum of five to seven bullets per sign. Increase type size for the most critical messaging on each sign type. Specify a minimum reading level target (plain language).
MEDIUM	Typeface for Body Copy	Avenir Next Condensed is specified as the sole typeface for all signage, including body copy, interpretive text, safety rules, and conditions of use. A condensed typeface reduces legibility for people with low vision,	Section 1.8, p. 16; educational panels pp. 57–65 (24pt/approx. ¼" body copy in condensed); park rules sign	Retain Avenir Next Condensed for headings, park names, and short wayfinding labels where brand consistency is important. Permit or require a wider, highly legible sans-serif (e.g., Avenir Next, Frutiger, or an accessible

Priority	Topic / Area	Finding	Document Ref.	Recommendations
		dyslexia, cognitive disabilities, and non-native language readers when used at small sizes for multi-sentence content.	p. 68 (small bullet conditions of use in condensed).	alternative) for body copy and conditions of use on panels with more than two lines of text. Prototype and evaluate at full size before final specification.
MEDIUM	Icon Legibility and Validation	The icon set uses a consistent thin-line drawing style throughout the sign system. While visually unified, this style relies entirely on background colour for visibility. The icons themselves offer no inherent contrast. At smaller sizes, greater distances, or in lower light, thin-line icons can lose definition to the point of becoming unrecognizable. Some icons also use overlapping figures to convey combined meaning, introducing ambiguity for people unfamiliar with the specific symbol conventions.	Section 1.9, pp. 17–18. No minimum stroke width, reproduction size, or contrast requirement is specified for any symbol. The restroom category presents four distinct icon options, but none are indicative of washroom accessibility.	Establish minimum stroke width and reproduction size requirements for all icons, with particular attention to safety, regulatory, and accessibility symbols. Test priority icons e.g., washrooms, emergency, accessible facilities, permitted/prohibited) at their actual fabricated size, viewed from the intended distance in realistic outdoor lighting. Where icons lose clarity, increase stroke weight or transition to a filled version.
MEDIUM	Language Access — French, Indigenous, and Community Languages	The “No Fires” warning sign includes French translation (“Interdit de faire un feu”) but no wider multilingual strategy is clearly defined. The document includes numerous “Indigenous Type Here” placeholders, but no protocol is established for how Indigenous place names are to be formatted, proofread, typeset, or approved.	Warning sign, pp. 69–70 (French on fires); Overview and sign family examples, pp. 3, 5–6, 23, 33–51, 57–60 (recurring placeholder).	Define a multilingual signage policy specifying which sign types require French and/or Indigenous language content, relative text sizing, font behaviour for non-Latin characters, and the cultural review/approval process. Correct any misspellings before any content reaches fabrication. Ensure Indigenous place names are given equal visual prominence with English names, not reduced to a secondary font or location
MEDIUM	Glare, Night Visibility, and Environmental Conditions	Section 0.2 recommends non-glare finishes, which is good practice. However, no minimum illumination level for night viewing, no anti-glare specification for panel material, and	Section 0.2, p. 4 (“non-glare finishes to reduce reflection”);	Add a material specification for anti-glare/matte finish to all sign panels. For high-usage locations near water, specify minimum acceptable panel reflectance.

Priority	Topic / Area	Finding	Document Ref.	Recommendations
		no guidance for signs near water (high specular reflection) or in snow/ice conditions is provided.	Construction details throughout (no material anti-glare spec).	Consider solar-powered illumination for primary entry signs that serve areas used at night.
MEDIUM	Document Quality and Placeholder Content	The document contains multiple copy-editing errors and unresolved placeholders that could propagate into fabrication drawings if not corrected: "Indeginous" (misspelled throughout), "GRAIDENT" (p. 10), "REFERENCE" (p. 57), "Maxium" (p. 33), "aliminum" (pp. 24+), "Maintenace," "Adviosry Committe," "Acess," and lorem ipsum body copy on several sign examples.	Multiple pages including pp. 3, 5–6, 10–15, 21, 33, 52, 57–58 and construction detail sheets throughout.	Complete a formal copy-editing pass across all 71 pages before the document is released for tender. Remove all lorem ipsum placeholder text. Correct the "Indeginous" misspelling at every instance. Flag all unresolved content placeholders for review before fabrication.
MEDIUM	QR Code Integration	A QR code is shown on regulatory signage for issue reporting (p.67), but QR codes are not featured on most signage types. People with mild-to-moderate vision loss may struggle to read typical signage effectively, and those with complete vision loss rely entirely on alternate wayfinding formats.	p. 67 (QR code displayed on regulatory signage)	Review applicable signage types for QR code integration opportunities, connecting site users with the same information in a digital format compatible with screen reading and magnifying apps. QR codes can also be helpful for communicating key accessibility features or sharing interpretive information in greater detail than physical signage permits. As an innovative solution, explore the feasibility of providing a digital beacon-based navigation system at popular parks, beaches, and trails, where high foot traffic is expected.

5. Recommended Next Steps

Before Tender / Fabrication Release

- Produce a colour contrast verification table for all approved foreground/background combinations. Assign LRV differential values and confirm minimum contrast ratios against body copy, icons, arrows, and heading text on each colour scheme.
- Develop a tactile/Braille sign schedule and specification. Cross-reference to applicable sign types and provide mounting height, reach, and ground-area clearance requirements.
- Add an accessible-route overlay for all map and directional signage templates. Specify required elements (accessible entrances, accessible washrooms, accessible parking, transit, trail difficulty, step-free alternatives).
- Obtain Indigenous cultural review and formal approval for all place names, language content, and artwork before any content is finalized.
- Complete full copy-edit and placeholder resolution. Correct all misspellings, remove lorem ipsum, replace all "Indigenous Type Here" placeholders with approved content.

Before Signage Approval / During Prototype Review

- Prototype high-risk sign types at full size and review in daylight, dusk, glare, and seated conditions. Priority sign types: major park/beach entry, trailhead, educational plinth, park rules, and warning signs.
- Conduct user testing with representative user groups including people with low vision, mobility device users, older adults, neurodivergent participants, and non-native English speakers.
- Resolve pathway post vertical text question: determine whether a horizontal panel is feasible for accessible-route directional applications.
- Define QR code minimum size, mounting height (ensure reach range for wheelchair users).

Future Ongoing Operations and Maintenance

- Confirm that operations staff have a protocol for maintaining sign clearance from landscaping, snow storage, parked vehicles, and temporary infrastructure.
- Establish a periodic accessibility audit cycle for installed signs, including legibility checks and confirmation that accessible routes remain unobstructed.



Memo to Committee

penticton.ca

Date: August 5, 2026
From: Sarah Desrosiers, Social Development Specialist
Subject: Beach Accessibility Assessment Framework and Evaluation

File No :0540-20

Staff Recommendation

THAT the Accessibility Advisory Committee receive into the record the report dated August 5, 2026 titled "*Beach Accessibility Assessment Framework and Recommendations*".

THAT the Accessibility Advisory Committee recommends the following feedback be included in the report dated August 5, 2026, titled "Beach Accessibility Framework and Recommendations":

Background

In 2025, the City of Penticton initiated a Beach Accessibility Assessment project to improve accessibility and inclusion at public beaches throughout the community. The project was undertaken with Happy Cities, Meaningful Access Consulting, community participants, and City staff.

The project objectives were to:

- Develop a practical Beach Accessibility Assessment Tool (BAAT) that translates accessibility standards into actionable guidance for City staff.
- Assess priority beaches in Penticton to identify existing barriers and opportunities for improvement.
- Incorporate the lived experiences of persons with disabilities, seniors, and other community members through engagement and consultation.
- Create a transferable assessment framework that can be applied to other public spaces.
- Align accessibility improvements with recognized best practices while reflecting Penticton's local environmental and community context.

Project activities included framework development, site visits, community conversations, and a public survey. The project is currently in the recommendation refinement phase, with a Council presentation anticipated in September 2026.

Financial implication

This report is presented for information and feedback purposes. No direct financial implications are associated with receiving this report.

Future implementation of accessibility improvements will have financial implications that will be identified, evaluated, and brought forward through future budget processes and capital planning initiatives. Potential funding sources may include annual capital budgets, accessibility-related grants, infrastructure funding programs, and other external funding opportunities.

Analysis

The Beach Accessibility Assessment Tool evaluates accessibility across five key categories:

1. Mobility and Access Infrastructure
2. Comfort and Gathering Spaces
3. Hygiene Facilities
4. Information and Communication
5. Safety and Services

Based on site assessments and community engagement, the following key recommendations have been identified.

General Recommendations

- Develop a clear implementation plan for beach accessibility improvements.
- Use the Beach Accessibility Assessment Tool as a living framework for continuous improvement.
- Publish annual updates on completed actions and future priorities.
- Continue involving residents with lived experience throughout implementation.
- Align beach accessibility initiatives with the City's Accessibility Plan, Active Transportation Plan, and Parks Master Plan.

Mobility and Access Infrastructure

Recommendations include:

- Reviewing accessible parking stalls to ensure compliance with universal accessibility standards.
- Extending seasonal availability of Mobi-Mats.
- Investing in permanent accessibility infrastructure such as ramps, landings, boardwalks, and accessible kayak launches.
- Adding edge protection to shared pathways at Skaha Lake Beach and Okanagan Lake Beach.
- Improving stair accessibility through high-contrast markings and enhanced handrails.

Comfort and Gathering Spaces

Recommendations include:

- Increasing tree planting and natural shade.
- Installing cooling and misting stations near gathering areas.
- Expanding the number and variety of universally accessible picnic tables and seating options.

Hygiene Facilities

Recommendations include:

- Updating washrooms, showers, and changing facilities to current accessibility best practices.

- Installing adult change tables, lifts, benches, and accessible shower features at key locations.
- Reviewing opportunities for year-round access to seasonal washroom facilities.
- Implementing routine inspections to monitor cleanliness, accessibility features, and signage.

Information and Communication

Recommendations include:

- Providing up-to-date information on beach conditions and facility availability.
- Improving communication regarding accessibility features and amenities.
- Developing consistent accessible wayfinding strategies.
- Providing tactile and Braille mapping and signage where appropriate.

Safety and Services

Recommendations include:

- Exploring partnerships and shared learning opportunities with neighboring municipalities.
- Developing accessibility guidelines for events and programs occurring at beaches.
- Creating emergency response and evacuation plans that incorporate accessible communication methods.

The committee is being asked to review the recommendations and identify which actions should be prioritized to improve beach accessibility in Penticton.

The next step will be to present the assessment results to City Council and seek direction on establishing an implementation roadmap that identifies priorities, timelines, and opportunities for advancing beach accessibility improvements across the community.

Respectfully submitted,

Sarah Desrosiers,
Social Development Specialist

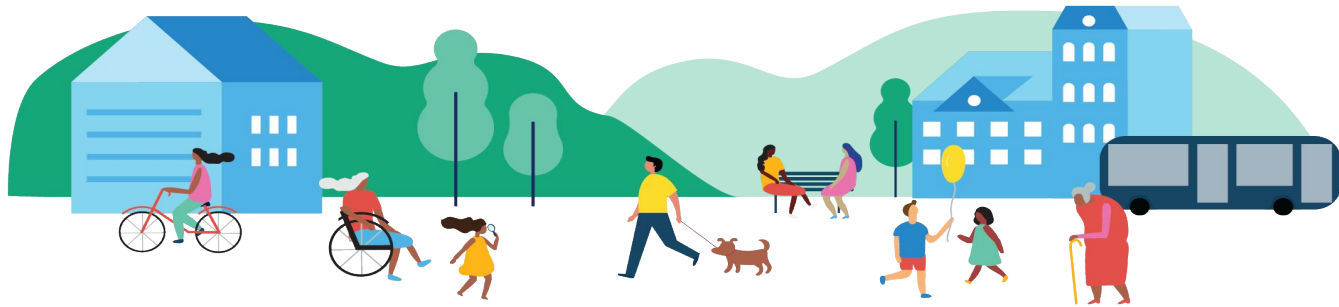
Beach accessibility assessment Framework and evaluation

Meeting with the AAC | August 5, 2026



Introductions

- Happy Cities
- Meaningful Access Consulting
- Participants



Agenda

- **Project overview (5 minutes)**
 - Objectives of the project
 - Timeline and activities
- **Recommendations and discussion (35 minutes)**
 - General recommendations
 - Mobility and access infrastructure
 - Comfort and gathering spaces
 - Hygiene facilities
 - Information and communication
 - Safety and services
- **Next steps and wrap up (5 minutes)**



Project overview

Project objectives

1

To develop a practical, user-friendly Beach Accessibility Assessment Framework that translates accessibility standards into clear, actionable tools for City staff.

2

To assess priority beaches in Penticton to identify barriers and opportunities, including site-specific recommendations.

3

Ensure the framework reflects lived experiences of people with disabilities, seniors, and diverse community members through meaningful engagement.

4

To create a transferable template that can be applied to other public spaces beyond beaches, supporting long-term accessibility goals.

Project timeline

August to December 2025

- Framework development
- Site visits
- Community conversations
- Public survey

March to September 2026

- Recommendations refinement
- Council presentation

Meeting objectives

- To give an overview of the work that's been done to date.
- To identify priority projects to improve accessibility to beaches in Penticton.



Assessment & recommendations

Beach accessibility assessment tool

1

Mobility and access infrastructure

2

Comfort and gathering spaces

3

Hygiene facilities

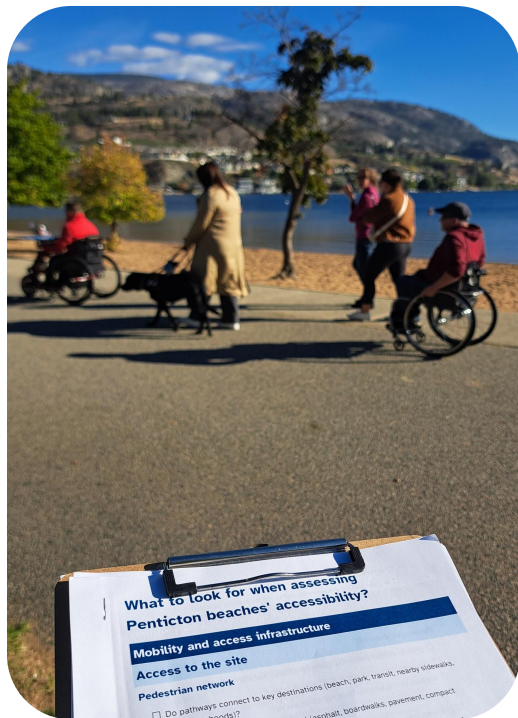
4

Information and communication

5

Safety and services

Site visits



General recommendations

- Provide a clear implementation plan for improvements to beach accessibility.
- Use the Beach Accessibility Assessment Tool (BAAT) as a living framework to monitor progress and guide continuous improvement.
- Publish annual updates showing completed actions, results and next steps.
- Keep residents with lived experience involved as partners and experts.
- Follow the latest accessibility standards and codes.
- Align the Beach Accessibility Framework with the City's Accessibility Plan, Active Transportation Plan and Parks Master Plan to ensure consistency, shared goals and coordinated delivery.



General recommendations

- Provide a clear implementation plan for improvements.
- Use the Beach Accessibility Assessment Tool as a living framework to monitor progress and guide improvements.
- Publish annual updates showing completed actions, results and next steps.
- Keep residents with lived experience involved as partners.
- Follow the latest accessibility standards and codes.
- Align the framework with the City's Accessibility Plan, Active Transportation Plan and Parks Master Plan to ensure consistency, shared goals and coordinated delivery.

Which of these actions stand out as the biggest priority for you?



Mobility and access infrastructure

Assessment criteria

Site access	- Pedestrian network - Cycling infrastructure - Transit access - Passenger drop-off - Parking
Water access	- Boardwalks - Ramps - Stairs - Trails - Mobi-Mats



Mobility and access infrastructure

Recommendations

- Review designated accessible parking stalls to ensure that they meet universal accessibility standards, including pavement decal, vertical signage.
- Extend the availability of Mobi-mats to stay longer in the year.
- Invest in permanent hardscape solutions (e.g., concrete landings, ramps, kayak launches) to improve long-term accessibility.
- Provide edge protection to shared pathways on Skaha Lake Beach and Okanagan Lake Beach.
- Ensure all existing stairs have high-contrast nosing markings on all stair treads, as well as consistent graspable handrails and railings.

Mobility and access infrastructure

Discussion

- Review designated accessible parking stalls to ensure that they meet universal accessibility standards, including pavement decal, vertical signage.
- Extend the availability of Mobi-mats to stay longer in the year.
- Invest in permanent hardscape solutions (e.g., concrete landings, ramps, kayak launches) to improve long-term accessibility.
- Provide edge protection to shared pathways on Skaha Lake Beach and Okanagan Lake Beach.
- Ensure all existing stairs have high-contrast nosing markings on all stair treads, as well as consistent graspable handrails and railings.

Which of these actions stand out as the biggest priority for you?

Comfort and gathering spaces

Assessment criteria

Recreation areas	Benches Viewing platforms Playground equipment
Outdoor eating areas	Picnic tables Picnic shelters Fire rings/pit and barbecue
Day-long comfort	Natural shade Lighting



Comfort and gathering spaces

Recommendations

- Increase the number of trees where natural shade is lacking.
- Install misting stations or cooling areas near playgrounds and gathering zones to provide relief during hot weather.
- Increase the number of universally designed picnic tables and a variety of seating across the beach to accommodate demand.



Comfort and gathering spaces

Recommendations

- Increase the number of trees where natural shade is lacking.
- Install misting stations or cooling areas near playgrounds and gathering zones to provide relief during hot weather.
- Increase the number of universally designed picnic tables and seating types across the beach.

Which of these actions stand out as the biggest priority for you?



Hygiene facilities

Assessment criteria

Personal hygiene	Washrooms Showers Changing rooms Water fountains
Waste management	Waste and recycling bins



Hygiene facilities

Recommendations

- Update all washrooms, showers and changing facilities to meet accessibility best practices across sites.
- Install adult change tables, benches, and lifts in key washrooms and shower facilities. Provide shower benches to support independent or assisted use.
- Review seasonal operational washrooms and allow residents to use them year-long.
- Launch a routine inspection program for all hygiene facilities to track cleanliness, accessibility features and signage.



Hygiene facilities

Recommendations

- Update all washrooms, showers and changing facilities to meet accessibility best practices across sites.
- Install adult change tables, benches, and lifts in key washrooms and shower facilities. Provide shower benches to support independent or assisted use.
- Review seasonal operational washrooms and allow residents to use them year-long.
- Launch a routine inspection program for all hygiene facilities to track cleanliness, accessibility features and signage.

Which of these actions stand out as the biggest priority for you?



Information and communications

Assessment criteria

On-site information	Signage at the beaches Interpretive signs
Know before you go	Real-time beach conditions Maps and updated information



Information and communications

Recommendations

- Update website and other communication channels with current beach conditions. This includes which washroom facilities are open and where.
- Improve communications about when and where accessibility features are on beaches. Provide a consistent wayfinding strategy for all sites ensuring accessible routes, washrooms, and ramps that are clearly identified.
- Clearly indicate when Mobi-mats are installed and removed through physical signage and regular website updates.
- Add tactile and Braille features to the directional map to support visitors who are blind or partially sighted.

Information and communications

Recommendations

- Update City communication channels to share current beach conditions, including which washroom facilities are open.
- Improve communications about accessibility features on beaches. Provide a consistent wayfinding strategy for accessible routes, washrooms, and ramps.
- Clearly indicate when Mobi-mats are installed and removed through physical signage and regular website updates.
- Add tactile and Braille features to the directional map.

Which of these actions stand out as the biggest priority for you?



Safety and services

Assessment criteria

Water safety	- Lifeguard point - Amphibious mobility aids - Bathing support areas - Marking of the swimming area
Programming	- Cultural and community events - Staff training - Maintenance protocols



Safety and services

Recommendations

- Explore collaborations (e.g., with Lake Country's kayak lift initiative) for shared learning and other possible regional approaches to accessibility.
- Consider the implementation of accessibility guidelines for events and activities at the beach.
- Develop an emergency response plan for beach areas that includes accessible communication methods and evacuation signage.



Safety and services

Recommendations

- Explore collaborations (e.g., with Lake Country's kayak lift initiative) for shared learning and other possible regional approaches to accessibility.
- Consider the implementation of accessibility guidelines for events and activities at the beach.
- Develop an emergency response plan for beach areas that includes accessible communication methods and evacuation signage.

Which of these actions stand out as the biggest priority for you?





**Which beaches
should be
prioritized?**



**Which beaches do
you wish you could
visit more but
can't?**

Next steps

Next steps

- **August:** Recommendations refinement
- **September:** Council presentation



Thank you for your time!

