

Parks and Recreation Advisory Committee Meeting

to be held via Zoom and in person in Room A – City Hall

Wednesday, July 22, 2026

at 9:30 a.m.

1. **Call Special 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 April 22, 2026 Parks and Recreation Advisory Committee Meeting

Recommendation:

THAT the Parks and Recreation Advisory Committee adopt the minutes of the April 22, 2026 meeting as presented.

3.2 Minutes of the June 16, 2026 Special Parks and Recreation Advisory Committee Meeting

Recommendation:

THAT the Parks and Recreation Advisory Committee adopt the minutes of the June 16, 2026 Special meeting as presented.

4. **New Business**

Johnson 4.1 Outdoor Rink – Activation Planning

Staff Recommendation

THAT the Parks and Recreation Advisory Committee receive into the record the report dated July 22, 2026, titled "Outdoor Rink – Activation Planning".

Contreras 4.2 KVRTS – Phase 3 Engagement, Proposed Concepts, and Implementation Plan

Staff Recommendation

THAT the Parks and Recreation Advisory Committee receive into the record the report dated July 22, 2026 titled "KVR Trail Strategy – Phase 3 Engagement, Proposed Concepts, and Implementation Plan".

5. **Next Meeting**

To be determined.

6. **Adjournment**

Parks and Recreation Advisory Committee Meeting

held via Zoom and in person in Council Chambers

Wednesday, April 22, 2026

at 9:30 a.m.

Present:

Sue Fraser, Chair
Marc Tougas, Vice-Chair
Juliana Buitenhuis
Laura Carleton (via Zoom)
Joanne Grimaldi (via Zoom)
Don Mulhall (via Zoom)
Chris Sayles

Staff:

Kelsey Johnson, General Manager of Community Services
Scott Boyko, Public Works Manager
Sheri Raposo, Land Manager
Hayley Anderson, FOIPPA and Records Management Specialist

Regrets:

Isaac Gilbert, Councillor
Cameron Baughen

1. Call to Order

The Chair called the Parks and Recreation Advisory Committee to order at 9:38 a.m.

2. Adoption of Agenda

It was MOVED and SECONDED

THAT the Parks and Recreation Advisory Committee adopt the agenda of April 22, 2026 as presented.

CARRIED UNANIMOUSLY

3. Adoption of Minutes

3.1 Minutes of the February 24, 2026 Special Parks and Recreation Advisory Committee Meeting

It was MOVED and SECONDED

THAT the Parks and Recreation Advisory Committee adopt the minutes of the February 24, 2026 Special meeting as presented.

CARRIED UNANIMOUSLY

3.2 Minutes of the March 19, 2026 Special Parks and Recreation Advisory Committee Meeting

It was MOVED and SECONDED

THAT the Parks and Recreation Advisory Committee adopt the minutes of the March 19, 2026 Special meeting as presented.

CARRIED UNANIMOUSLY

4. New Business

4.1 License to Use Agreement Renewal

Re: 185 Lakeshore Drive West

It was MOVED and SECONDED

THAT the Parks and Recreation Advisory Committee recommend that Council authorize staff to proceed with the renewal of a five-year License to Use Agreement for Bishops Snow and Marine Ltd. (operating as Pier Water Sports) for the use of approximately 0.55 acres of Rotary Park foreshore and the associated building at 185 Lakeshore Drive West for water-based recreational purposes.

CARRIED UNANIMOUSLY

4.2 Field Engagement and Assessment Overview

It was MOVED and SECONDED

THAT the Parks and Recreation Advisory Committee received into the record the report dated April 22, 2026 titled "Field Engagement and Assessment Overview".

CARRIED
Laura Carleton, Opposed

4.3 Park Land Protection & Use Policy

It was MOVED and SECONDED

THAT the Parks & Recreation Advisory Committee receive into the record the report dated April 22, 2026, titled "Park Land Protection & Use Policy Update";
AND THAT the Parks & Recreation Advisory Committee endorses the draft CP #2026-03 Park Land Protection & Use Policy as outlined in the report.

CARRIED UNANIMOUSLY

5. Next Meeting

The next Parks and Recreation Advisory Committee meeting is scheduled to be held on July 22, 2026 at 9:30 a.m. via Zoom and in person.

6. Adjournment

It was MOVED and SECONDED

THAT the Parks and Recreation Advisory Committee adjourn the meeting held on April 22, 2026 at 10:10 a.m.

CARRIED UNANIMOUSLY

Certified Correct:

Hayley Anderson
FOIPPA and Records Management Specialist

Special Parks and Recreation Advisory Committee Meeting

held via Zoom and in person in Council Chambers

Tuesday, June 16, 2026

at 9:30 a.m.

Present: Sue Fraser, Chair
Marc Tougas, Vice-Chair
Juliana Buitenhuis
Laura Carleton
Joanne Grimaldi (via Zoom)
Chris Sayles
Cameron Baughen (via Zoom)

Staff: Kristen Dixon, General Manager of Infrastructure (via Zoom)
Kelsey Johnson, General Manager of Community Services
Steve Collyer, Housing and Policy Initiatives Manager
Blake Laven, General Manager of Development Services
Janet Glowa, Legislative Assistant

Council Liaison: Isaac Gilbert, Councillor

Regrets: Don Mulhall

1. Call to Order

The Chair called the Special Parks and Recreation Advisory Committee to order at 9:35 a.m.

2. Adoption of Agenda

It was **MOVED** and **SECONDED**

THAT the Parks and Recreation Advisory Committee adopt the agenda of June 16, 2026 as presented.

CARRIED UNANIMOUSLY

3. New Business

3.1 Draft Esplanade Renewal Plan

The Manager of Housing and Policy Initiatives provided the Committee with an overview of the current draft for the Esplanade Renewal Plan.

It was MOVED and SECONDED

THAT the Parks and Recreation Advisory Committee receive into the record the report dated June 16, 2026 titled "Draft Esplanade Renewal Plan";
AND THAT the Parks and Recreation Advisory Committee recommend that Council endorse the Draft Esplanade Renewal Plan (Attachment A).

CARRIED UNANIMOUSLY

3.2 Penticton Trade and Convention Centre Hotel Project Update

The General Manager of Development Services provided the Committee with an overview of the engagement carried out to date and provided the committee with options to endorse.

Main motion:

It was MOVED and SECONDED

THAT The Parks and Recreation Advisory Committee recommend that Council include a question on the October referendum removing the 1912 Indenture from the Penticton Trade and Convention Centre (PTCC lands) lands, in support of an attached hotel".

Amendment:

It was MOVED and SECONDED

THAT motion be amended and remove "in support of an attached hotel".

CARRIED

Cameron Baughen, Opposed

Main motion as amended:

It was MOVED and SECONDED

THAT The Parks and Recreation Advisory Committee recommend that Council include a question on the October referendum removing the 1912 Indenture from the Penticton Trade and Convention Centre (PTCC lands) lands".

CARRIED

Cameron Baughen, Opposed

4. **Next Meeting**

The next Parks and Recreation Advisory Committee meeting is scheduled to be held on July 22, 2026 at 9:30 a.m. via Zoom and in person.

5. **Adjournment**

It was MOVED and SECONDED

THAT the Special Parks and Recreation Advisory Committee adjourn the meeting held on June 16, 2026 at 11:10 a.m.

CARRIED UNANIMOUSLY

Certified Correct:

Janet Glowa
Legislative Assistant



Memo to Committee

penticton.ca

Date: July 22, 2026
To: Parks and Recreation Advisory Committee
From: Kelsey Johnson, General Manager of Community Services
Subject: Outdoor Rink – Activation Planning

Staff Recommendation

THAT the Parks and Recreation Advisory Committee receive into the record the report dated July 22, 2026, titled "Outdoor Rink – Activation Planning".

Background

At their Regular Meeting on June 23, 2026, Council received a report regarding the Outdoor Rink Season Operations Summary and considered options related to the future of the rink infrastructure. Council subsequently directed staff to remove the existing board system and further directed staff to return with a plan to activate and animate the space, following consultation with the Accessibility Committee and Parks and Recreation Advisory Committee, for consideration during the 2027 budget process.

The outdoor rink has served as a flexible community space, accommodating activities such as ice skating, roller skating and community events such as the annual Firefighter's Dodgeball Tournament.

With the removal of the boards, the space presents an opportunity to evolve into a more flexible, year-round community gathering area. Amenities that exist at the outdoor rink and within the surrounding park include:

- Public washrooms
- Cooling station (misting sticks)
- Water bottle fill station
- Open green space and shaded areas
- Site lighting
- Electrical pedestals to support special events and food trucks

Staff are seeking Committee feedback regarding activation and accessibility considerations that can inform future programming, design, and operational planning. Initial concepts for discussion include:

- Heating area
- Overhead aerial string lighting
- Additional benches/seating
- Additional rubber matting
- Shade structure

Next Steps

Feedback received from the Committee will be incorporated into the options for activation and animation of the Outdoor Rink space with the associated budget implications being brought forward for Council consideration as part of the 2027 budget deliberations later this year.

Respectfully submitted,

Kelsey Johnson
GM of Community Services



Memo to Committee

penticton.ca

Date: July 22, 2026
To: Parks and Recreation Advisory 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 Parks and Recreation Advisory Committee receive into the record the report dated July 22, 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 24, 2026, staff presented the Phase 1 and Phase 2 engagement findings to the Parks and Recreation Advisory Committee (PRAC). 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 different section of the trail. Phase 3 engagement is now complete, recommended vision, concepts, engagement findings, and implementation actions are summarized below.

Proposed Vision:

The KVR Trail is more than a former railway corridor - it is a community asset that weaves together Penticton's history, neighbourhoods, landscapes, and people and is integral to the City of Penticton's identity. The KVR Trail is envisioned as a safe, accessible, and vibrant corridor that supports everyday movement, recreation, and connection, helping shape a healthier, more walkable, and connected community for generations to come.

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

Recognizing the diverse environments and communities connected by the KVR Trail, **Character Zones** (Attachment A) were developed to reflect the distinct landscape, land use, and user experiences found along different sections of the corridor. The zones provide a framework for tailoring improvements, amenities, and design treatments to the unique character and priorities of each area while maintaining a cohesive trail experience across the entire network.

Additionally, a **Trail Classification System** has been developed to reflect the varying conditions, functions, and user needs found along the KVR Trail corridor (Attachment B). Each Character Zone is assigned a trail classification/trail standard to guide the design and development of the corridor, ranging from urban multi-use pathways and separated active transportation routes to on-street bikeways and rural trail segments. Classifications are based on the surrounding context, anticipated level of use, and the primary function of the trail. The design guidelines are consistent with the guidance for off-street pathways in the 2026 BC Active Transportation Planning & Design Guide and include guidance for both desirable trail widths and preferred minimum widths to help establish consistent design standards for accessibility, safety, and user experience, while allowing flexibility to respond to local conditions and character zones along the trail.



Figure 1 – KVRTS Character Zones



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. The design elements aim to establish intuitive navigation, improve comfort and safety, 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, access 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 feedback directly either through the survey or with the project team. The full engagement report is provided in Attachment C.



Figure 5 – KVRTS Phase 3 Engagement Outcomes

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.
 - 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.
- 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 Snpink'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 access improvements remain top priorities.
- 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.
- Improved wayfinding emerged as a key theme throughout the workshop. Participants identified opportunities for additional signage, maps, and navigation tools to make the trail easier to access and navigate.
 - Consistent messaging, route information, and improved guidance at key decision points and online were viewed as important improvements for both residents and visitors.
 - 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 to ensure the signage and wayfinding program reflects community objectives. 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. 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 stakeholders 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 crossing improvements directly support several of the community's identified priorities by improving navigation, trail accessibility, user experience, safety, and connectivity between key destinations along the corridor.

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 Parks and Recreation 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

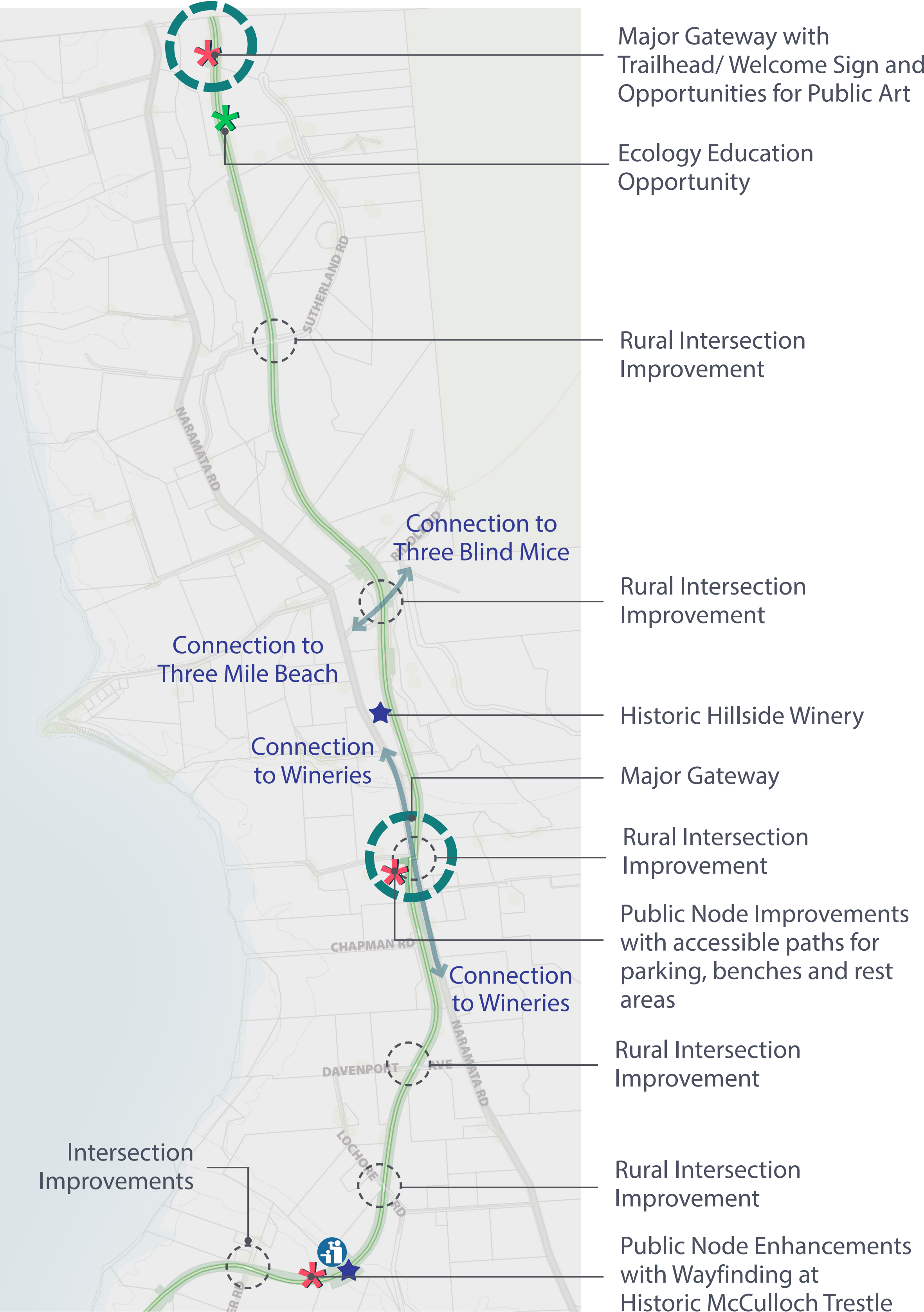


1

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



LEGEND

Kettle Valley Rail Trail

Connections To/From KVR

Key View Point & Rest Area

Major Gateway

Street Crossing Improvement

Public Realm Improvements

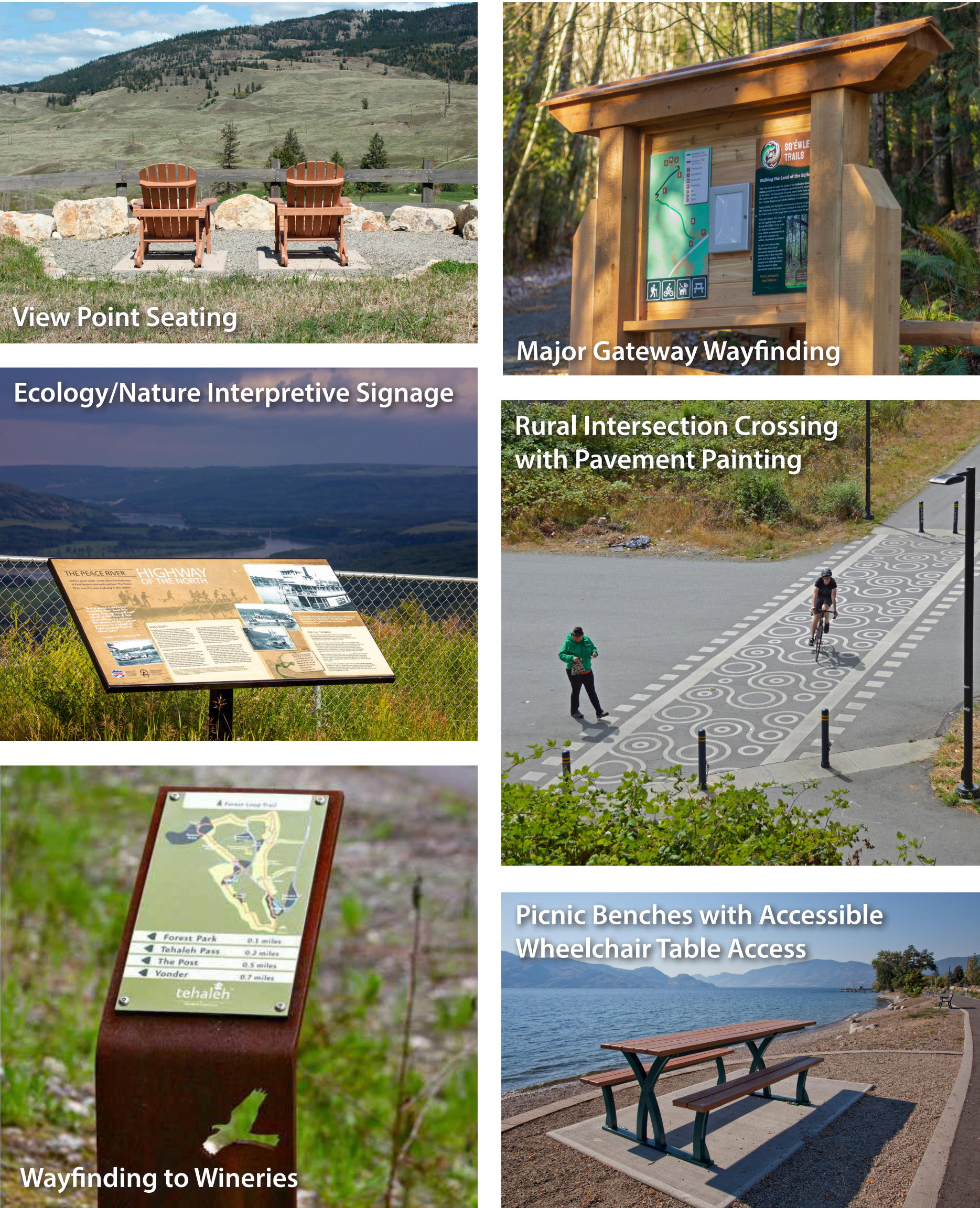
Green & Nature Improvements

Historic Site

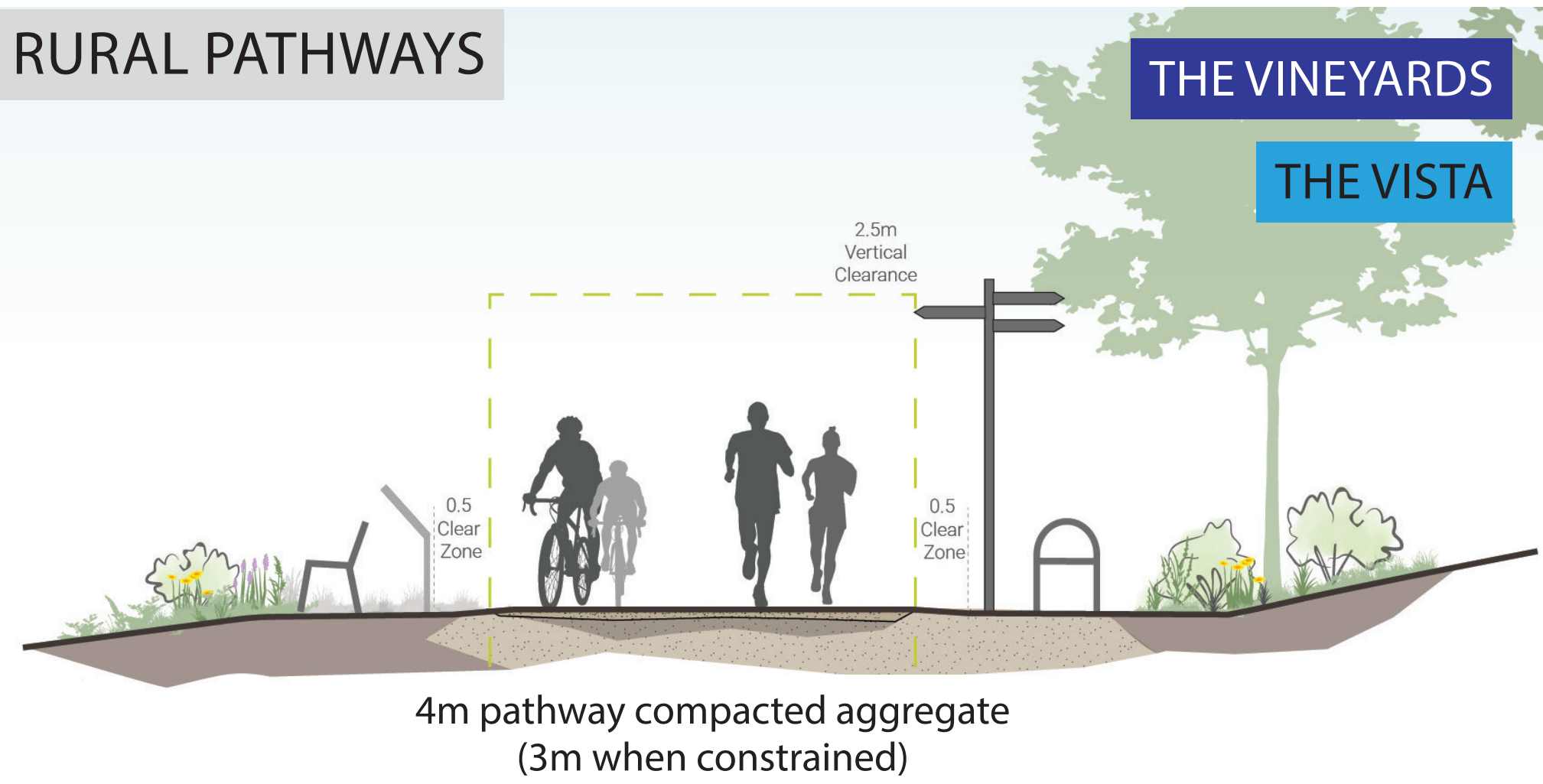
Existing Character of The Vineyards



Proposed Design Improvements



Trail Cross Section



What do you think?

Add a sticky dot below!

LOVE IT

IT'S GOOD

NOT FOR ME

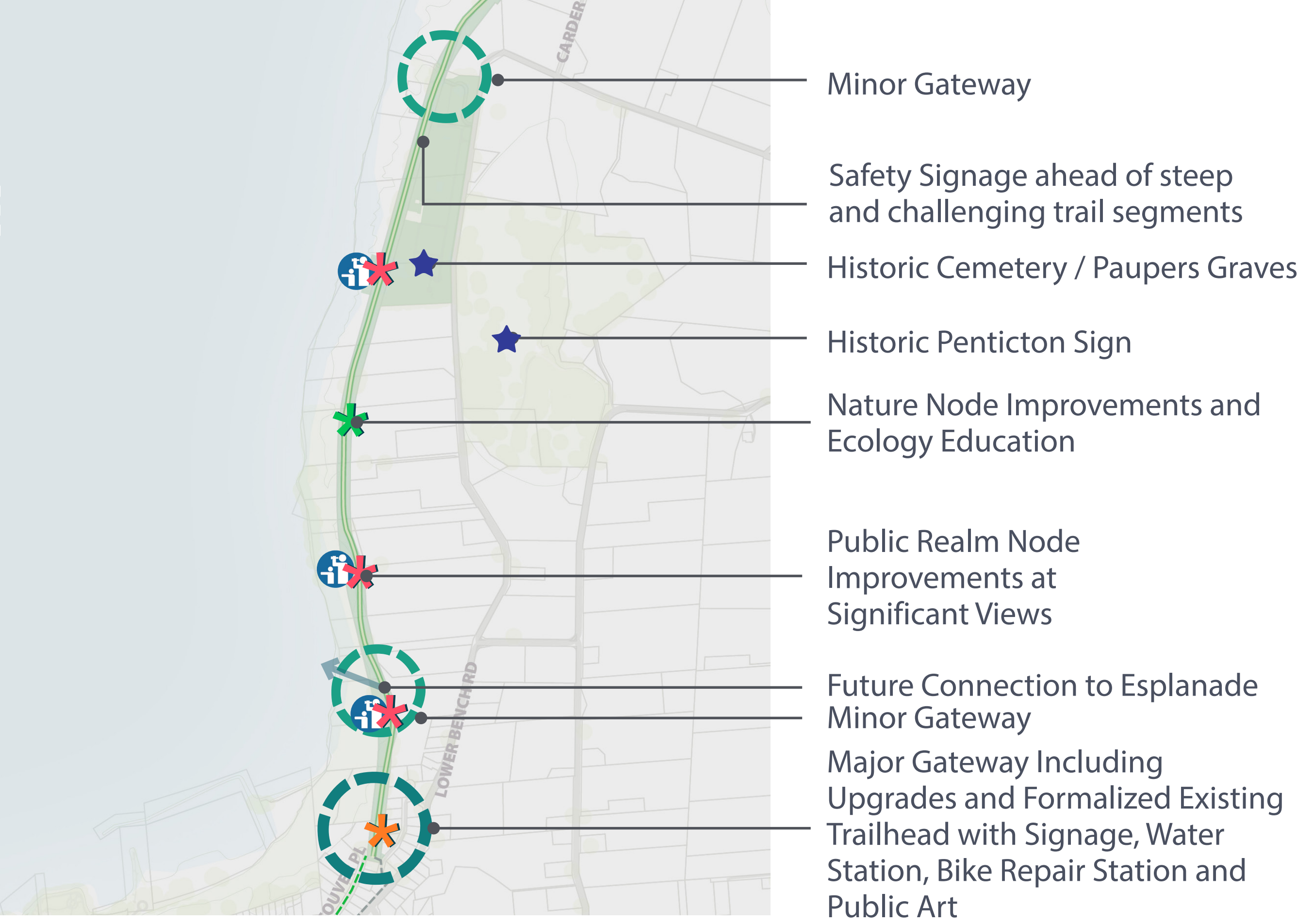
Add sticky notes with comments!

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

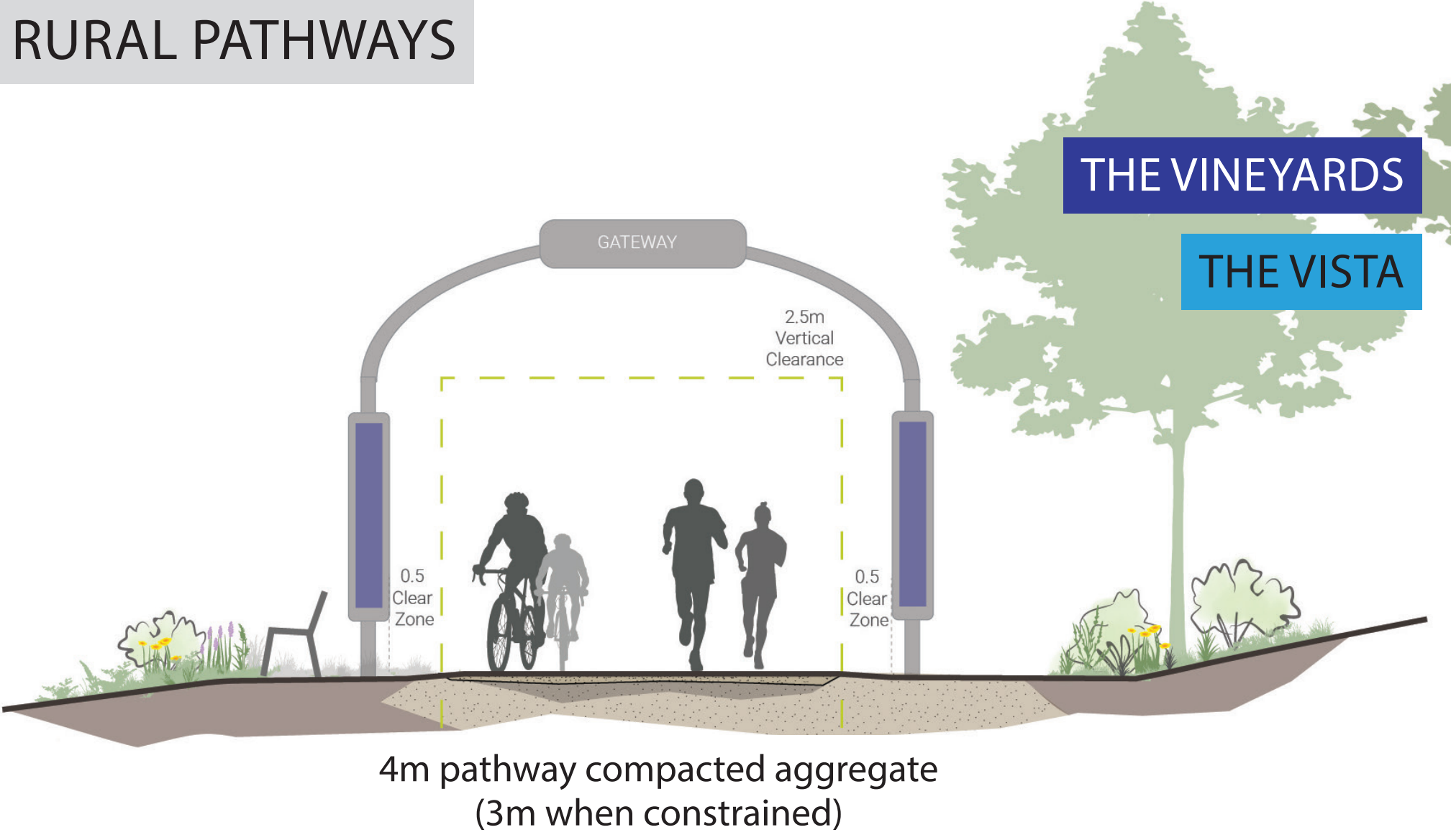
Minor Gateway

Public Realm Improvements

Play Improvements

Historic Site

Trail Cross Section



What do you think?

Add a sticky dot below!

LOVE IT

IT'S GOOD

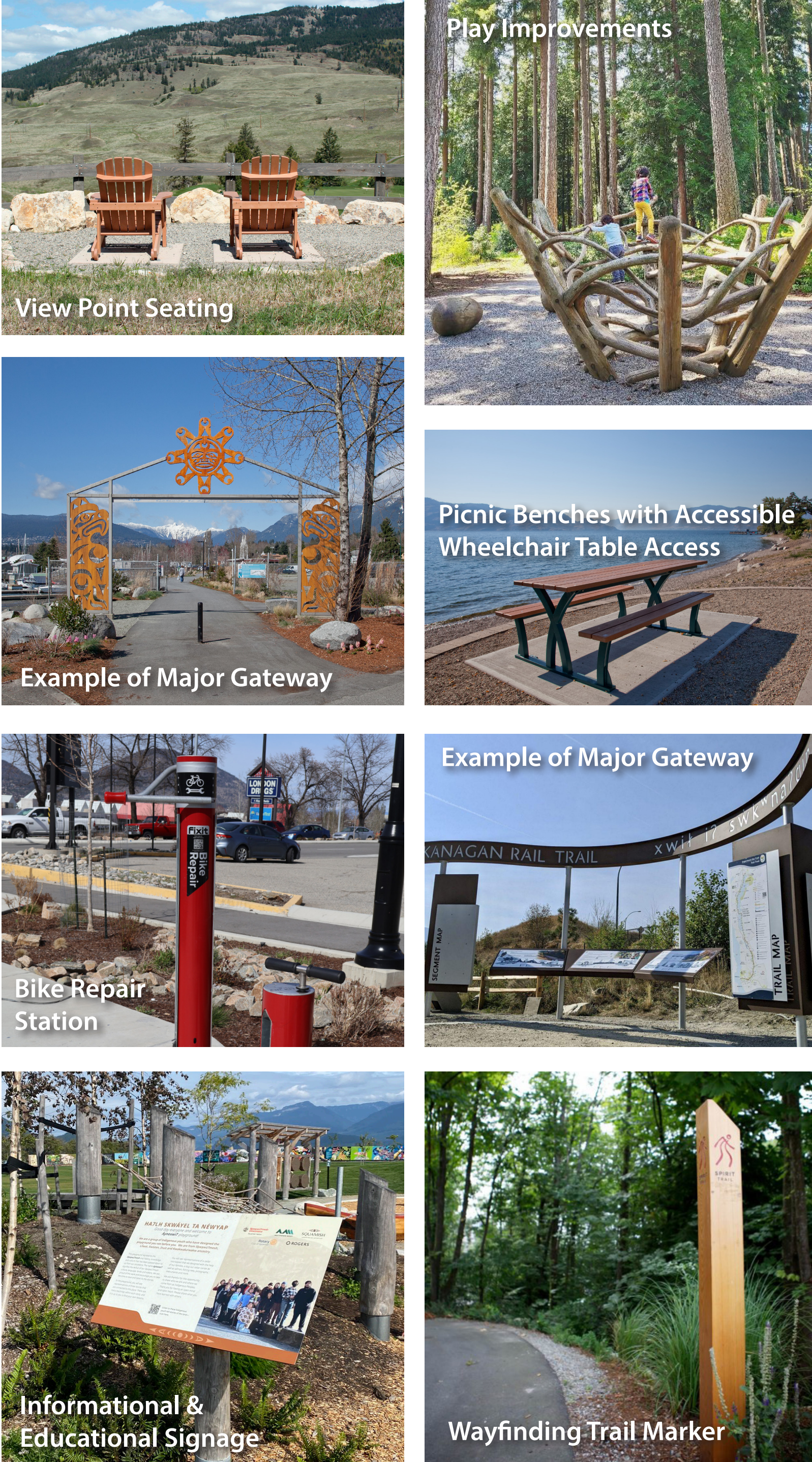
NOT FOR ME

Add sticky notes with comments!

Existing Character of The Vista



Proposed Design Improvements

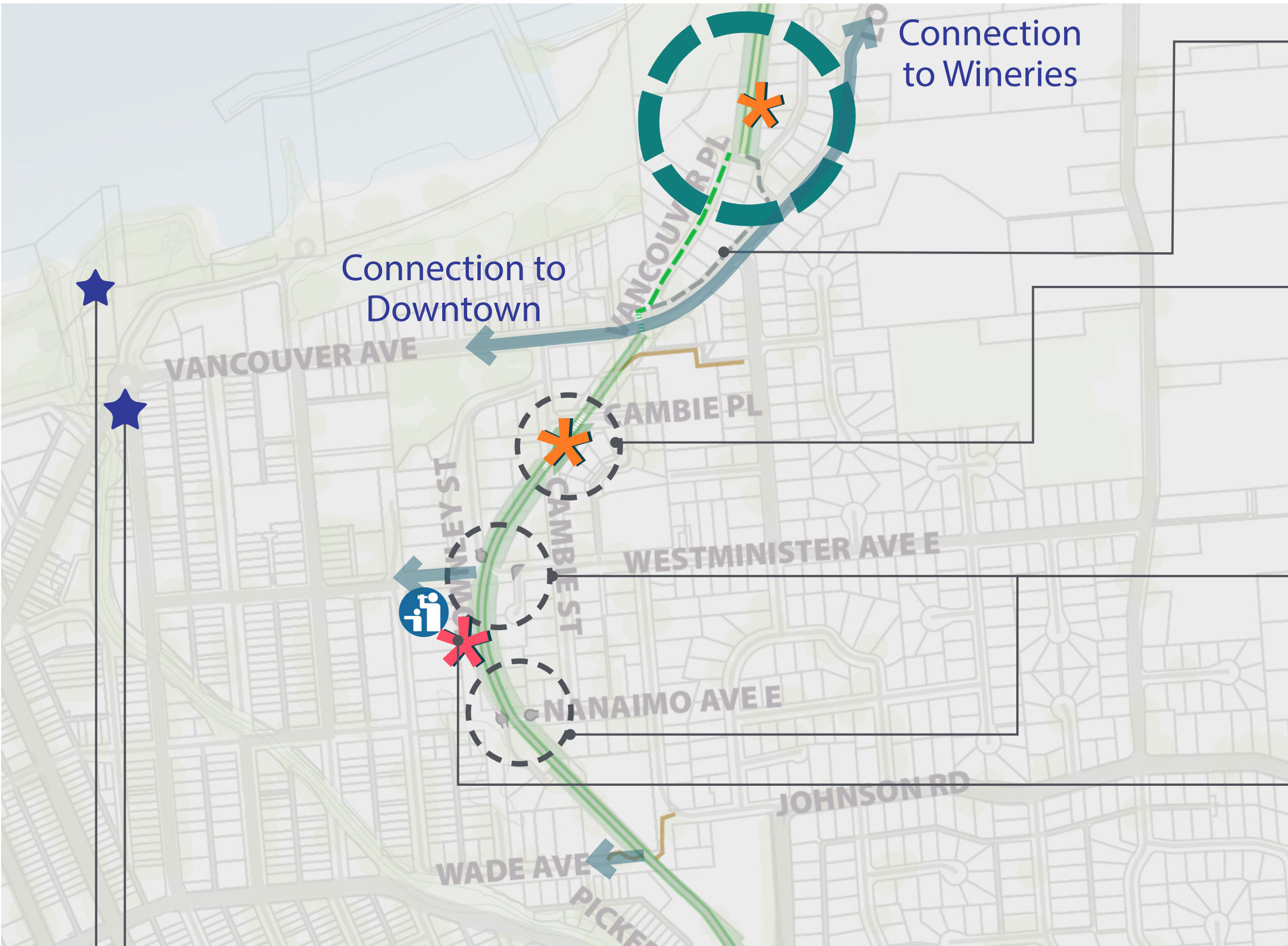


3

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

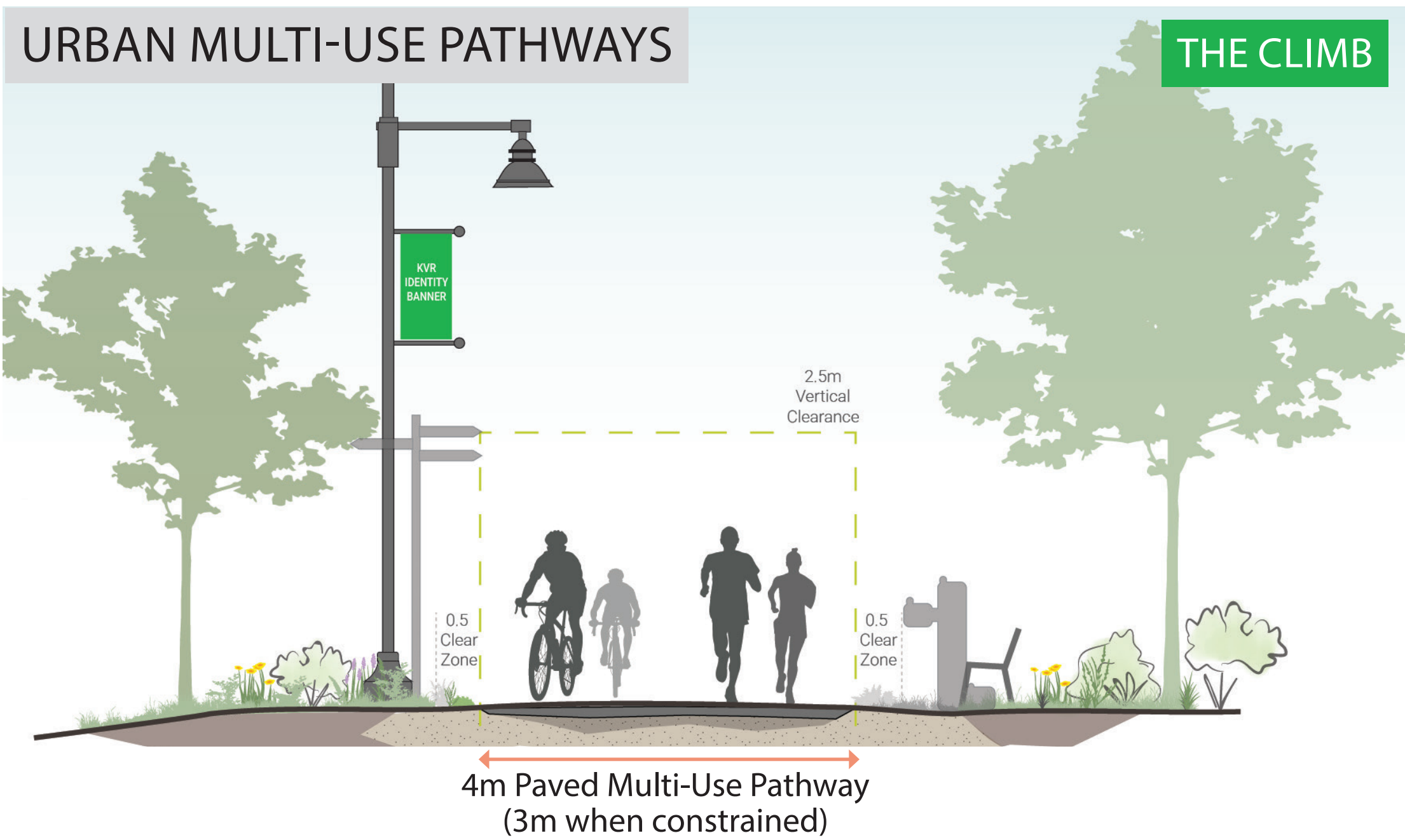
Historic Site

- Potential Alternate Cycling Route on Lower Bench Rd
- Public Realm Node and Crosswalk Improvements at Cambie Park
- Potential Road Closures for Improved Safe Mobility
- Public Realm Node Improvements with Significant Views

Existing Character of The Climb



Trail Cross Section



What do you think?

Add a sticky dot below!

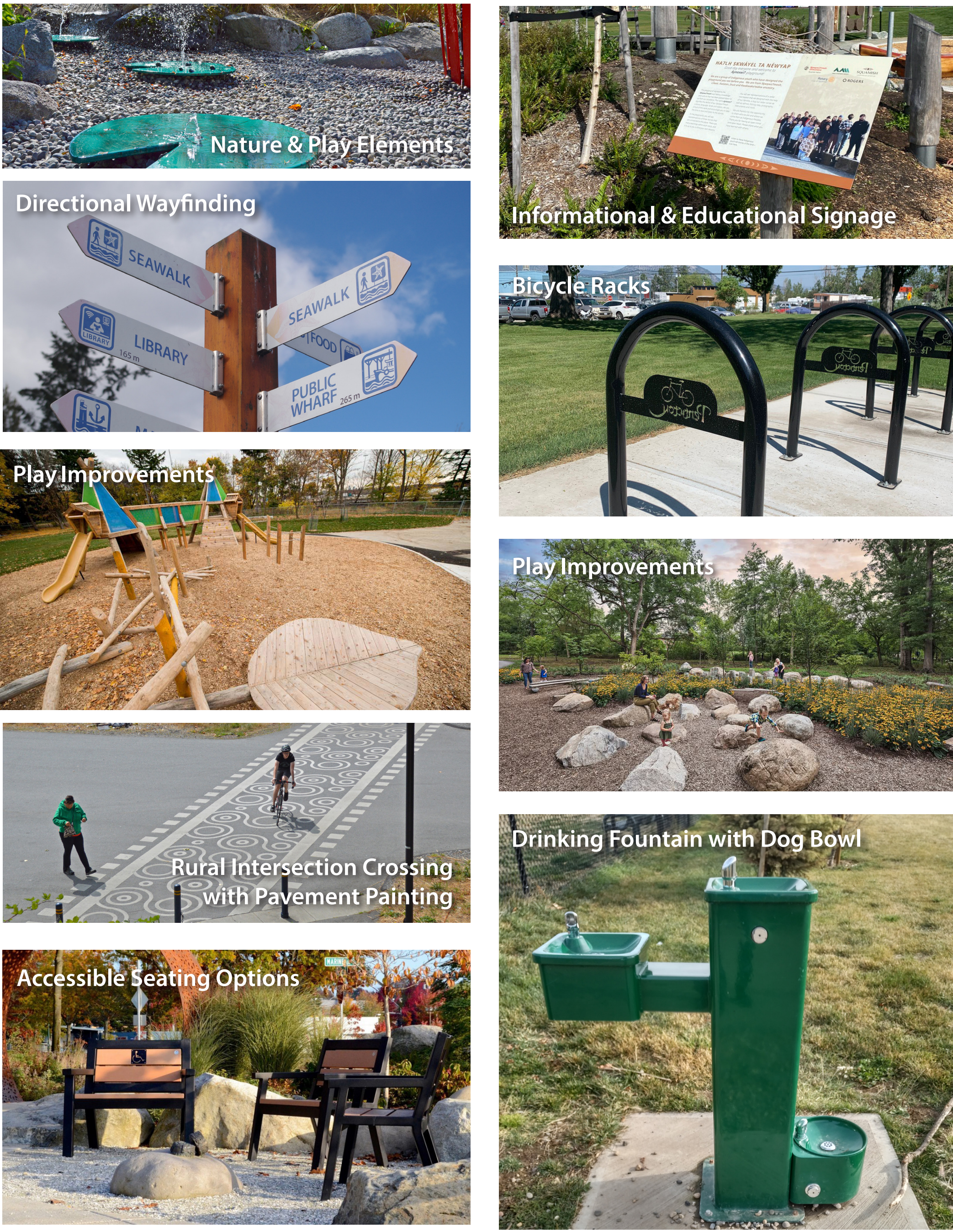
LOVE IT

IT'S GOOD

NOT FOR ME

Add sticky notes with comments!

Proposed Design Improvements



4 THE PLAYGROUND

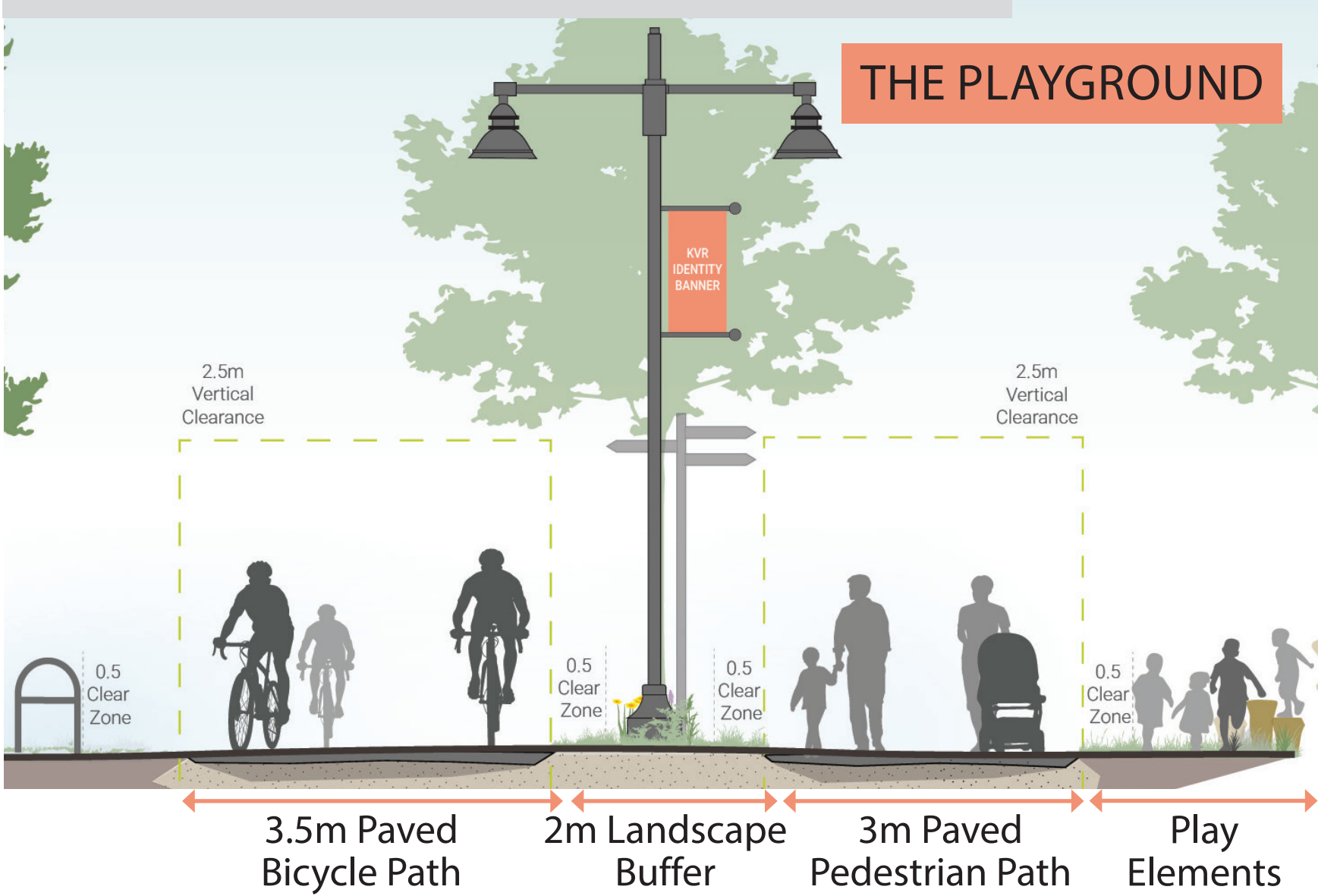
The Playground will serve as a key KVR Trail destination, supporting recreation, community gathering, and active transportation in a highly visible and accessible location, in the heart of the community. Improvements will create a vibrant trail hub with spaces for play, rest, and social connection for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

Concept Plan

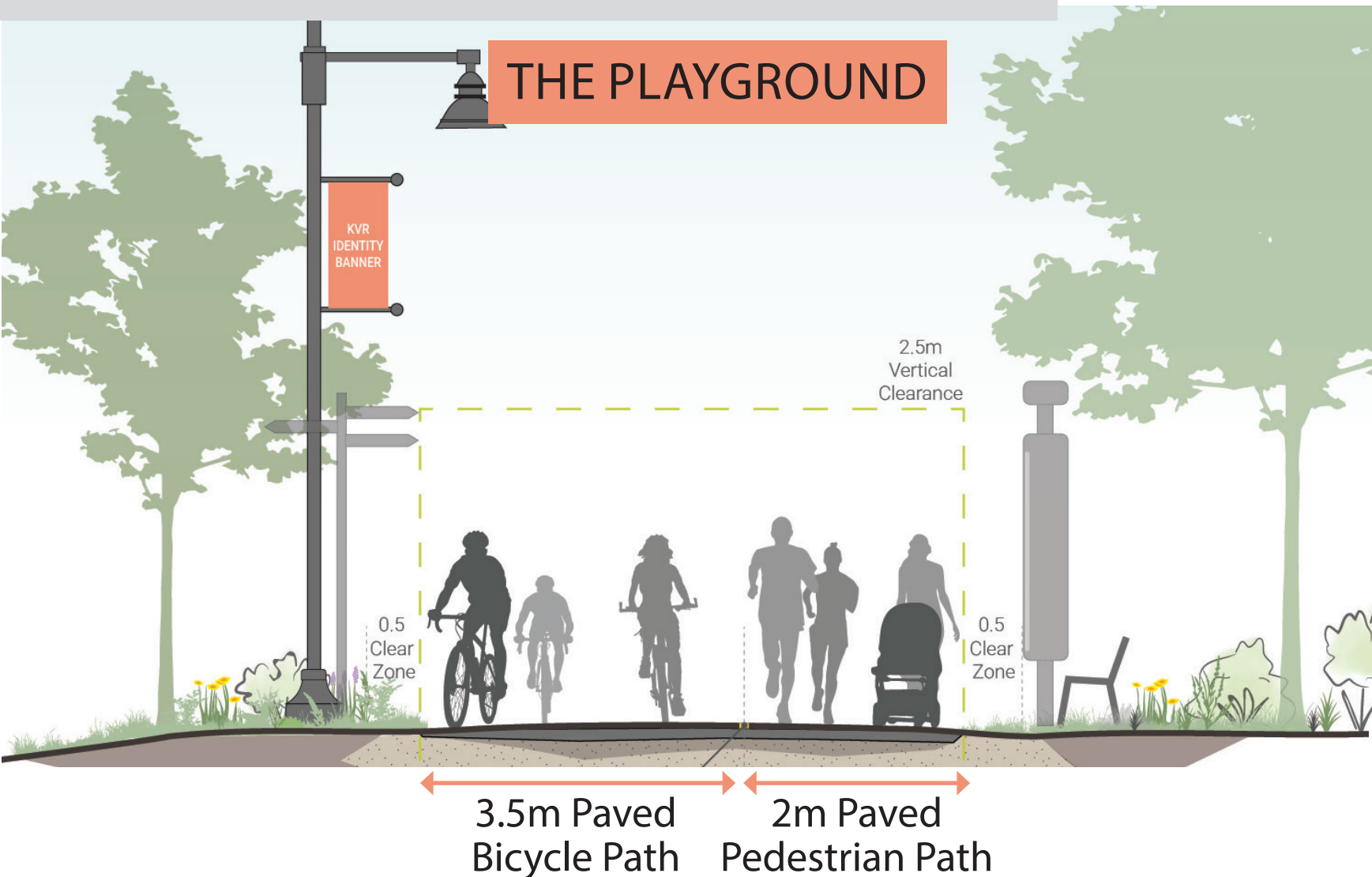


Trail Cross Sections

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.



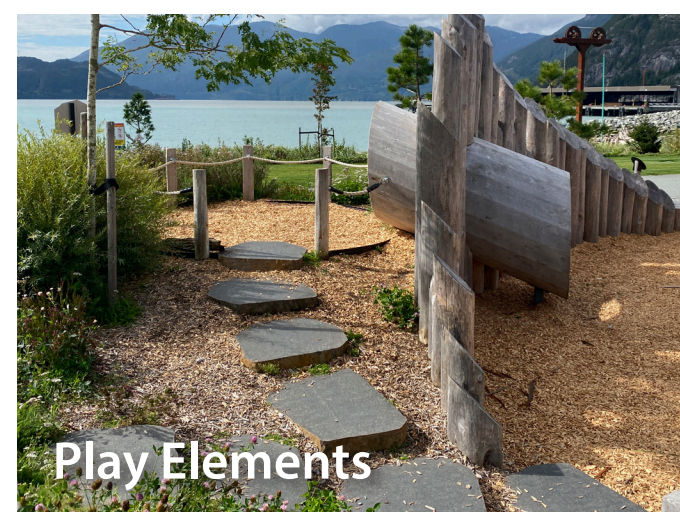
Native Landscaping and Seating Areas Along Trail



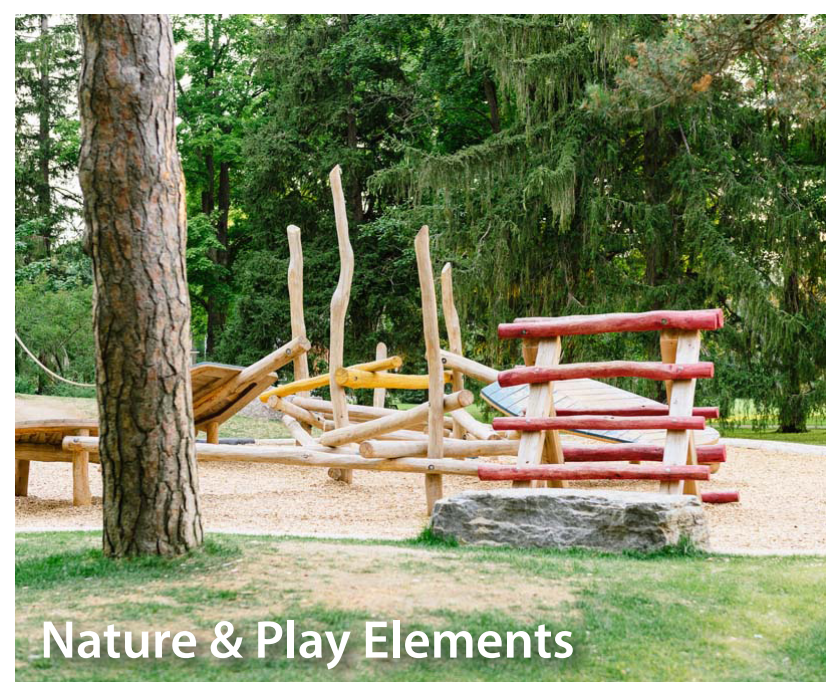
Separated User Pathways



Green Infrastructure



Play Elements



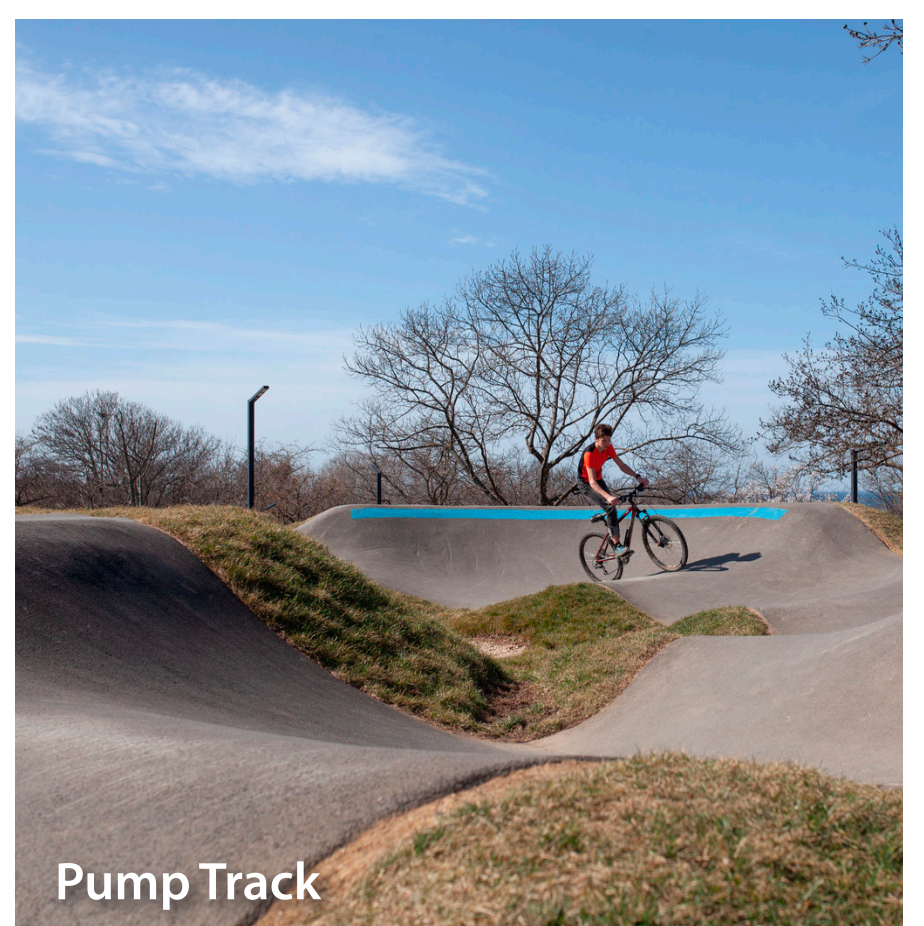
Nature & Play Elements



Play Space



Nature & Play Elements



Pump Track

What do you think?

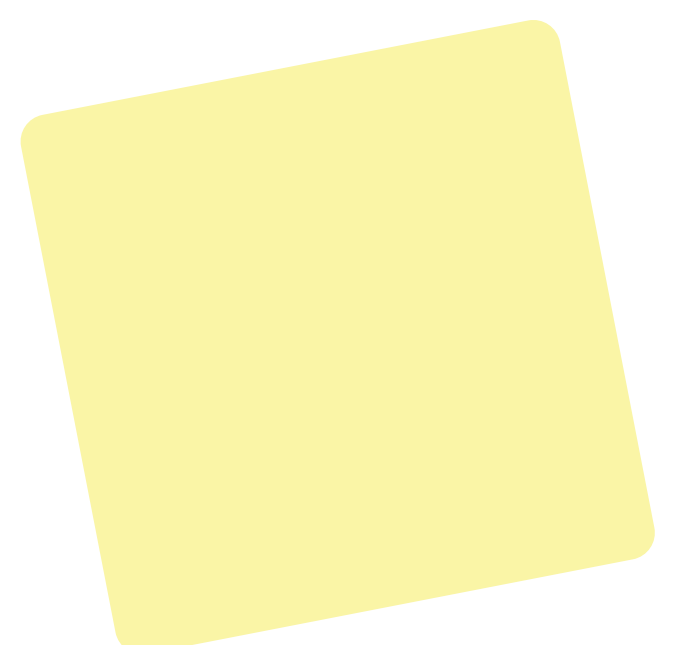
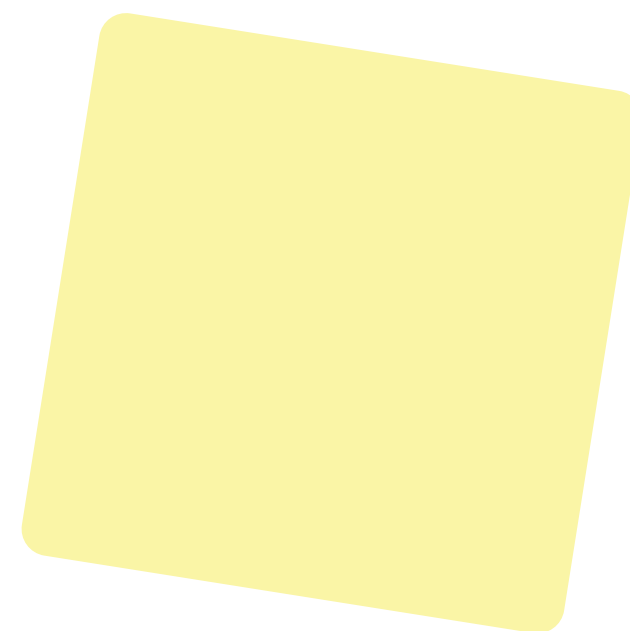
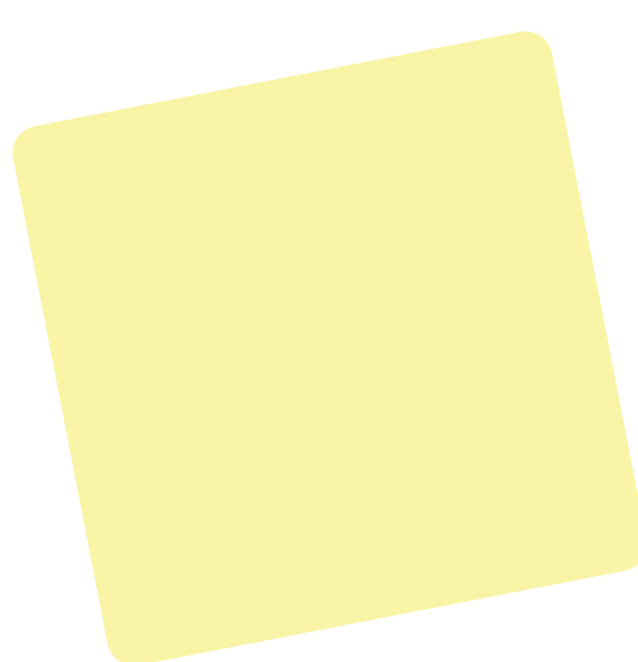
Add a sticky dot below!

Add sticky notes with comments!

LOVE IT

IT'S GOOD

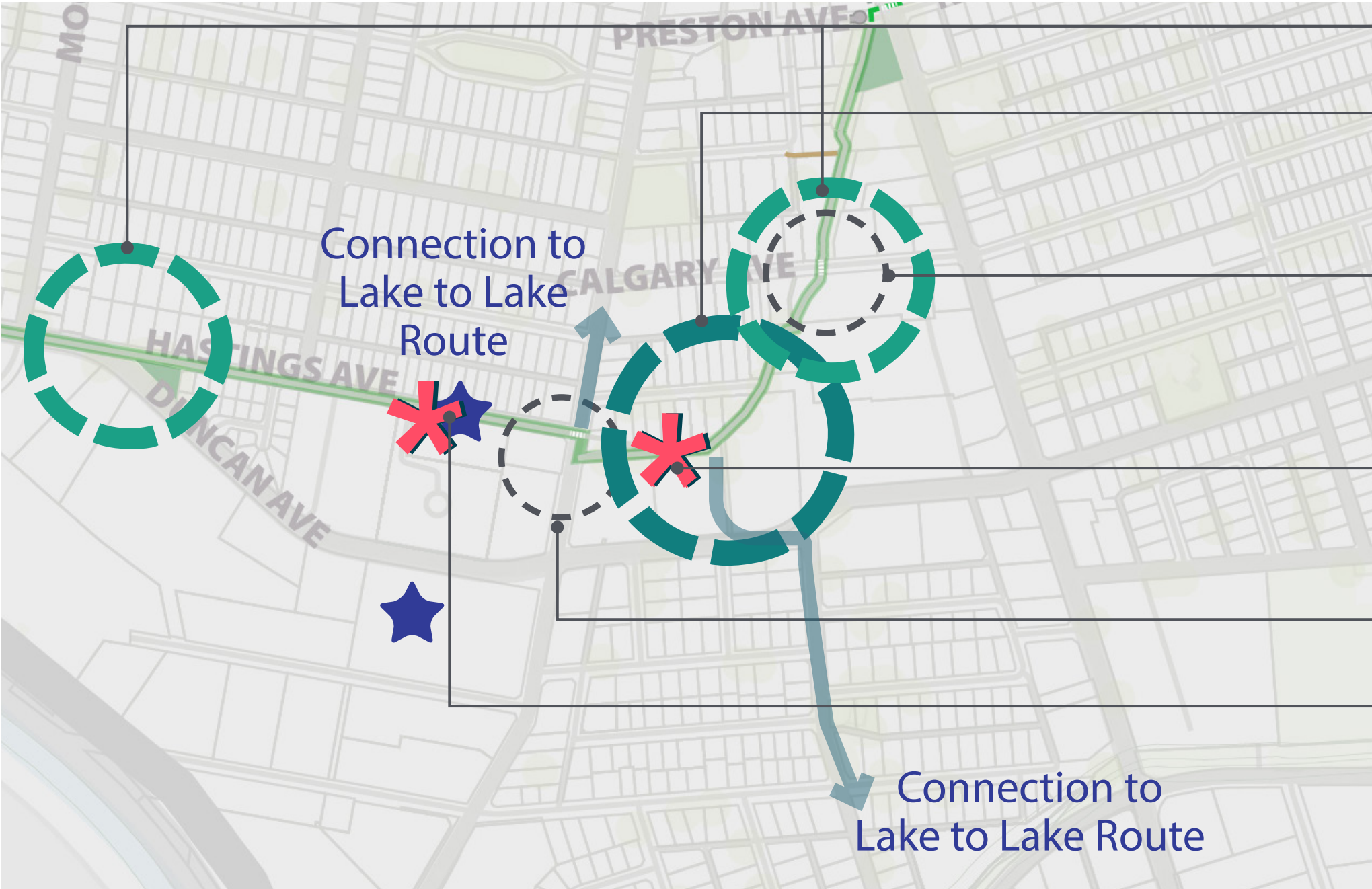
NOT FOR ME



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

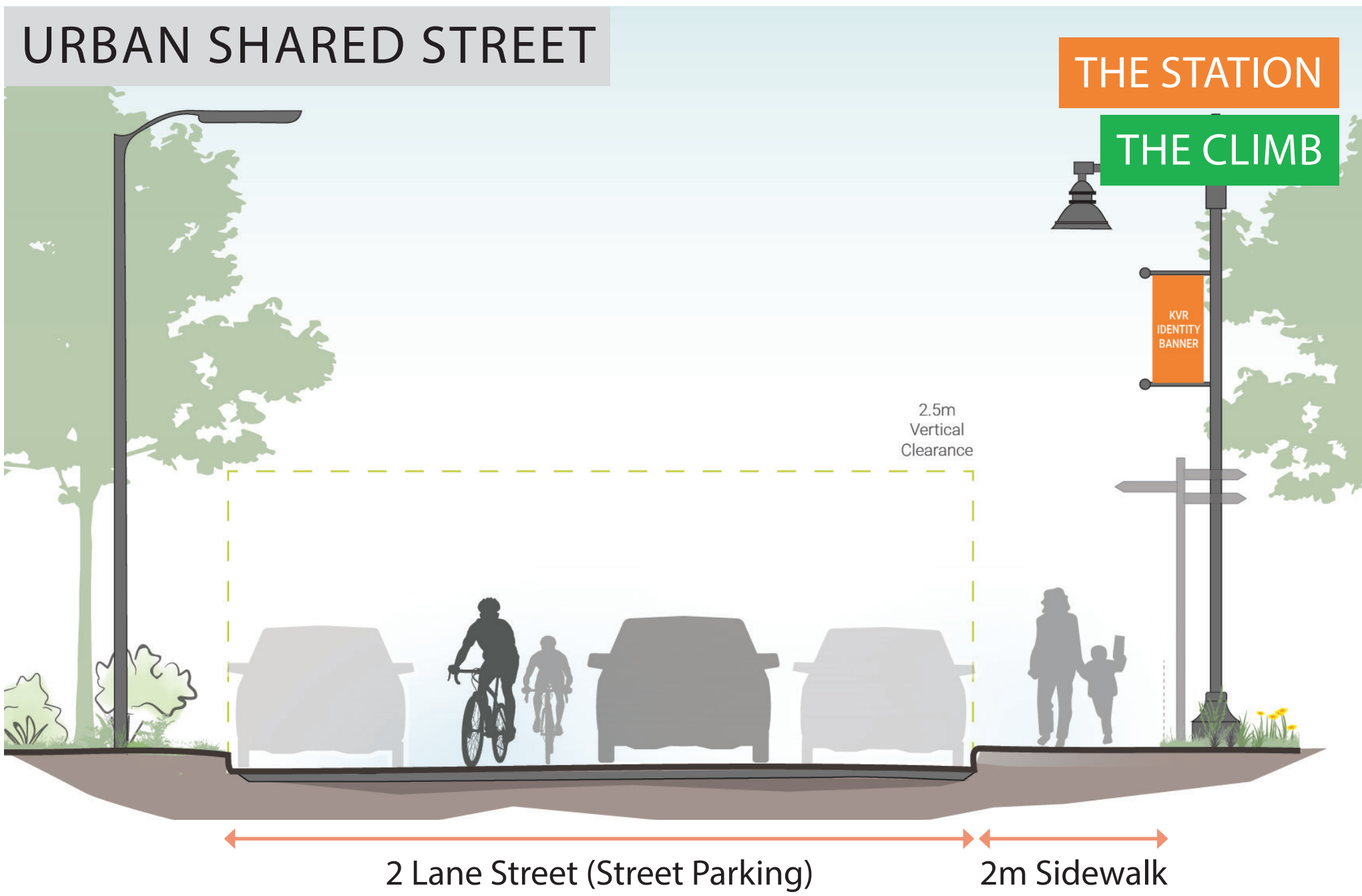
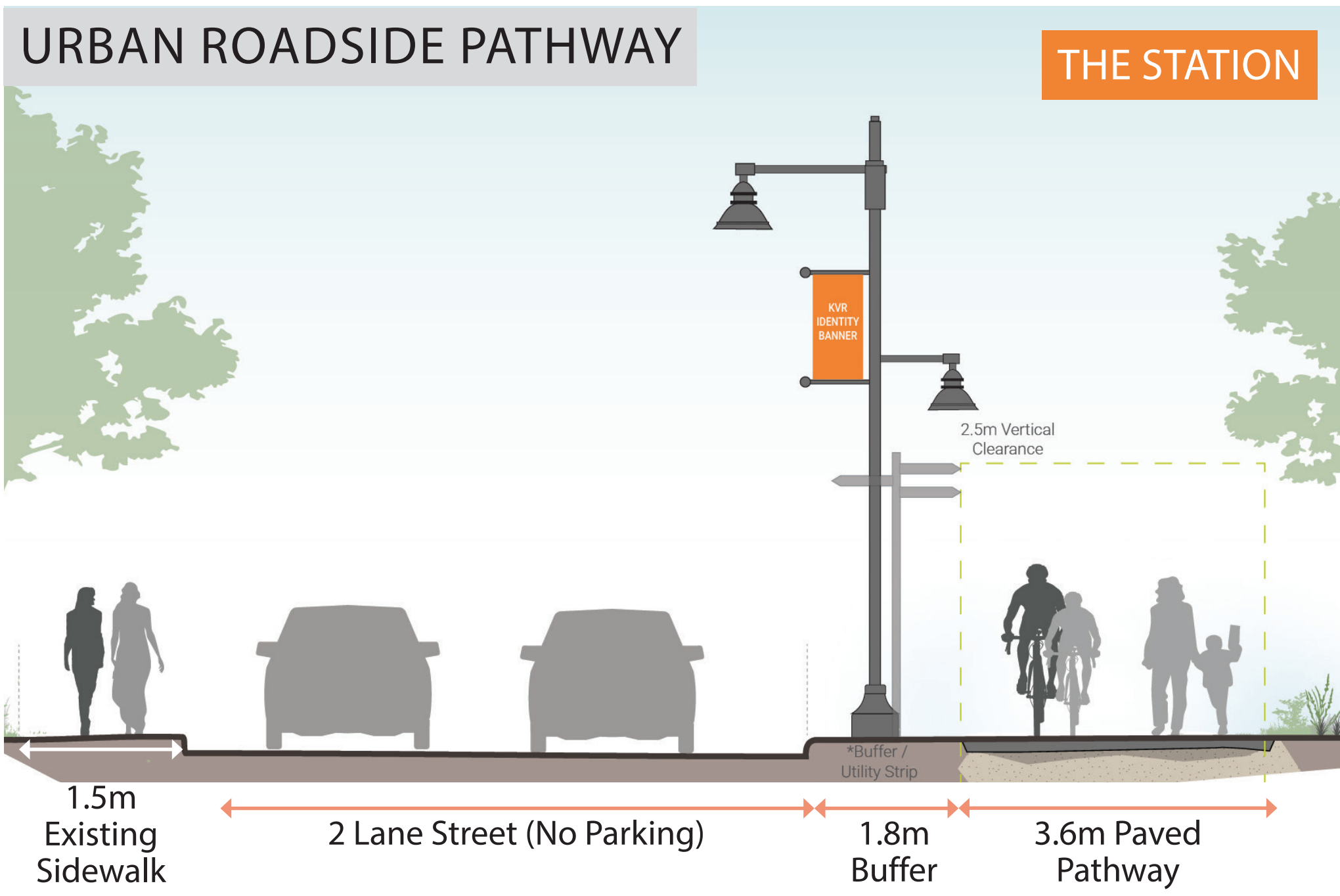


- Minor Gateways
- Major Gateway
- Crosswalk Improvement to Facilitate Safe Crossing
- Public Realm Laneway Improvements
- New Signalized Intersection with Crosswalks and Bicycle Crossing
- Old Rail Station Node Improvements with Landscaping and Heritage Commemoration

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?

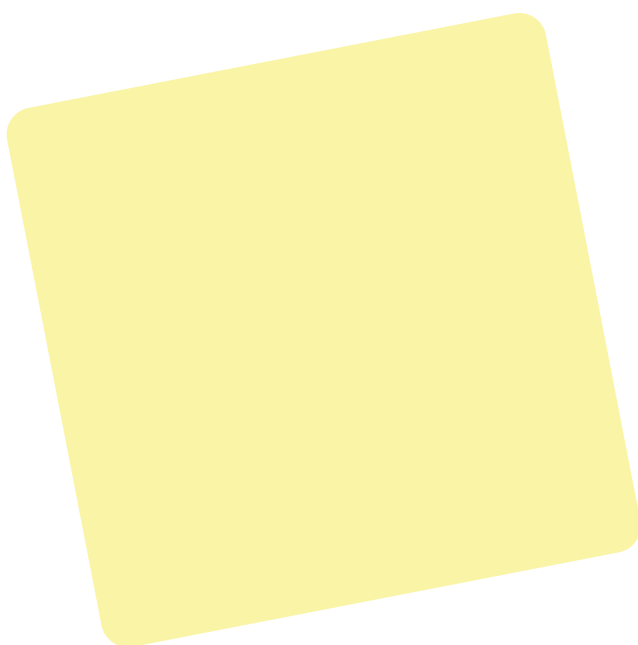
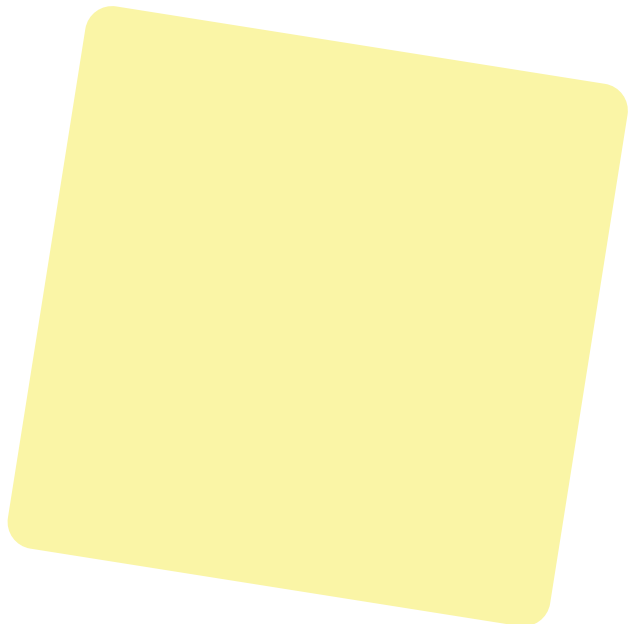
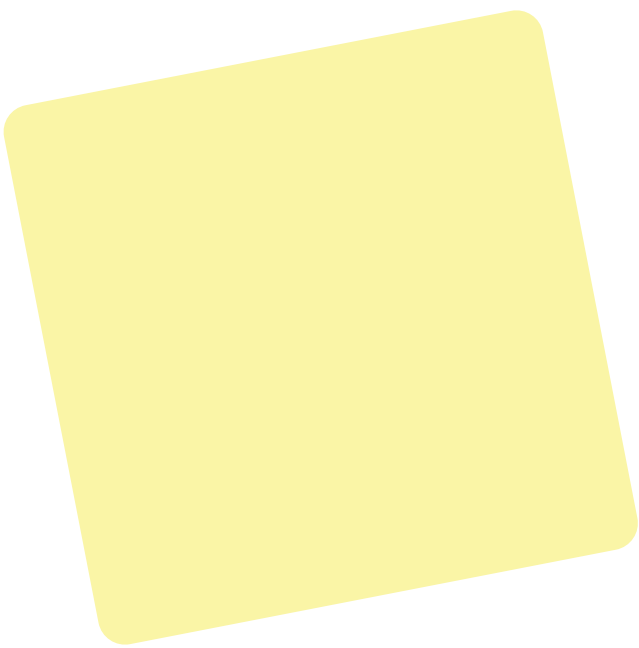
Add a sticky dot below!

LOVE IT

IT'S GOOD

NOT FOR ME

Add sticky notes with comments!



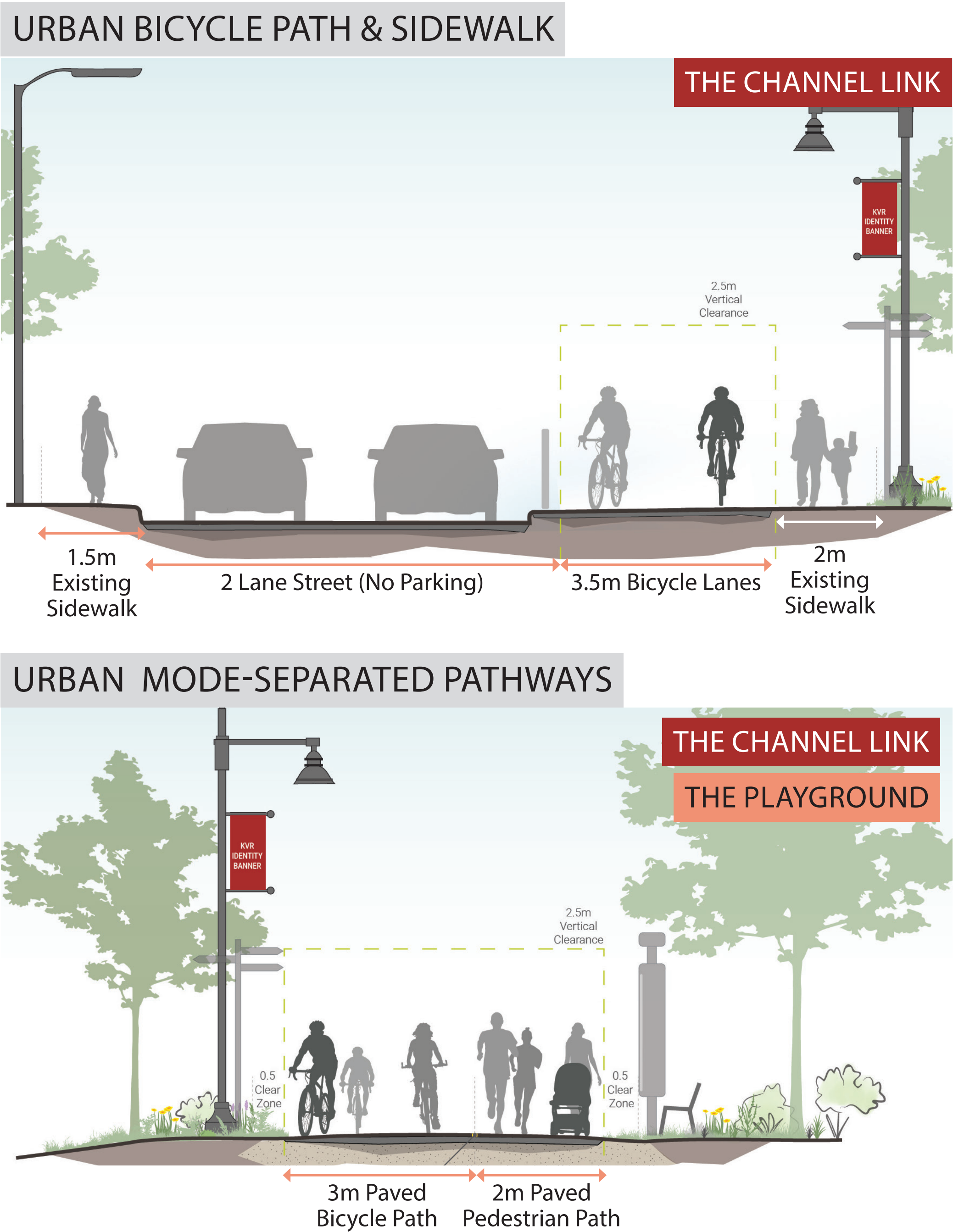
6 THE CHANNEL LINK

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



Proposed Design Improvements



What do you think?

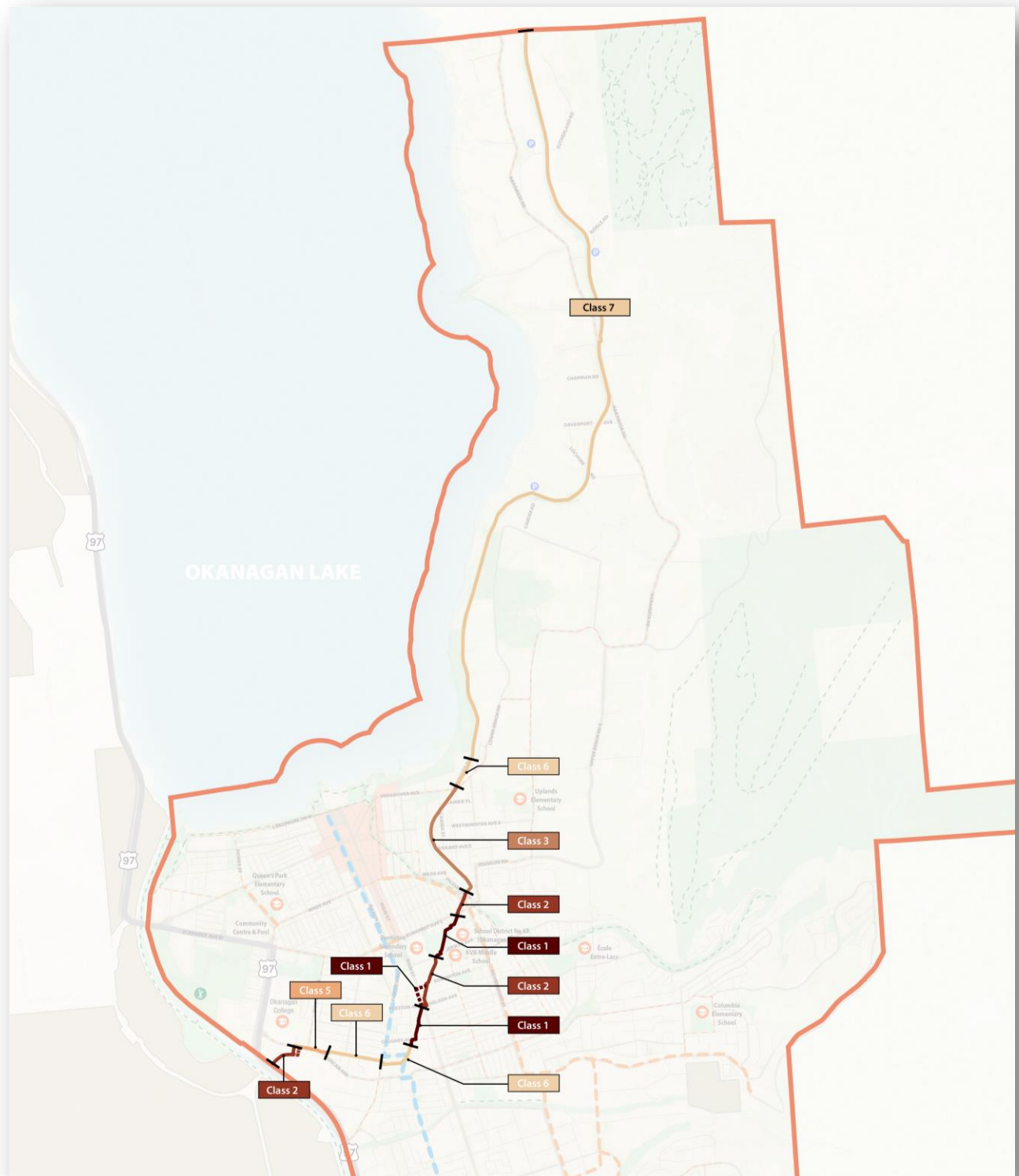
Add a sticky dot below! Add sticky notes with comments!

LOVE IT

IT'S GOOD

NOT FOR ME

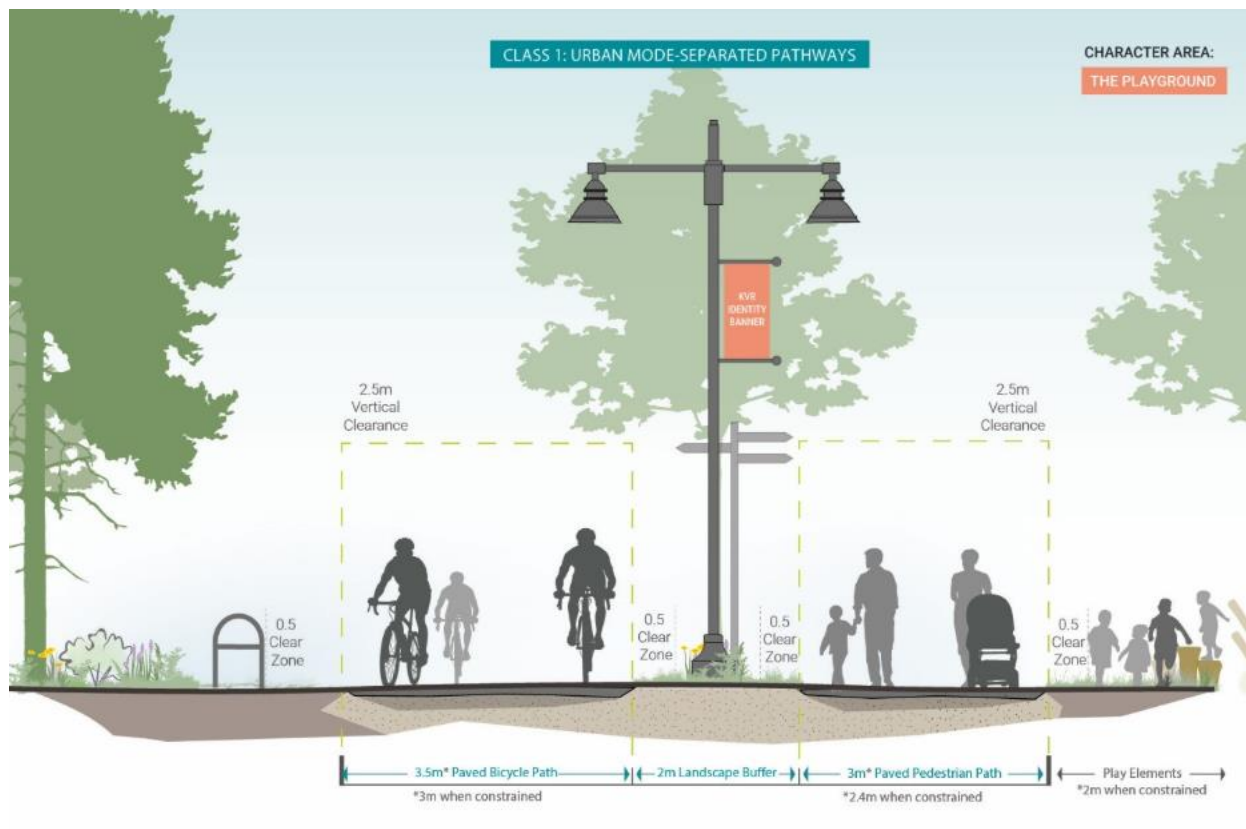
Sticky notes for comments.



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

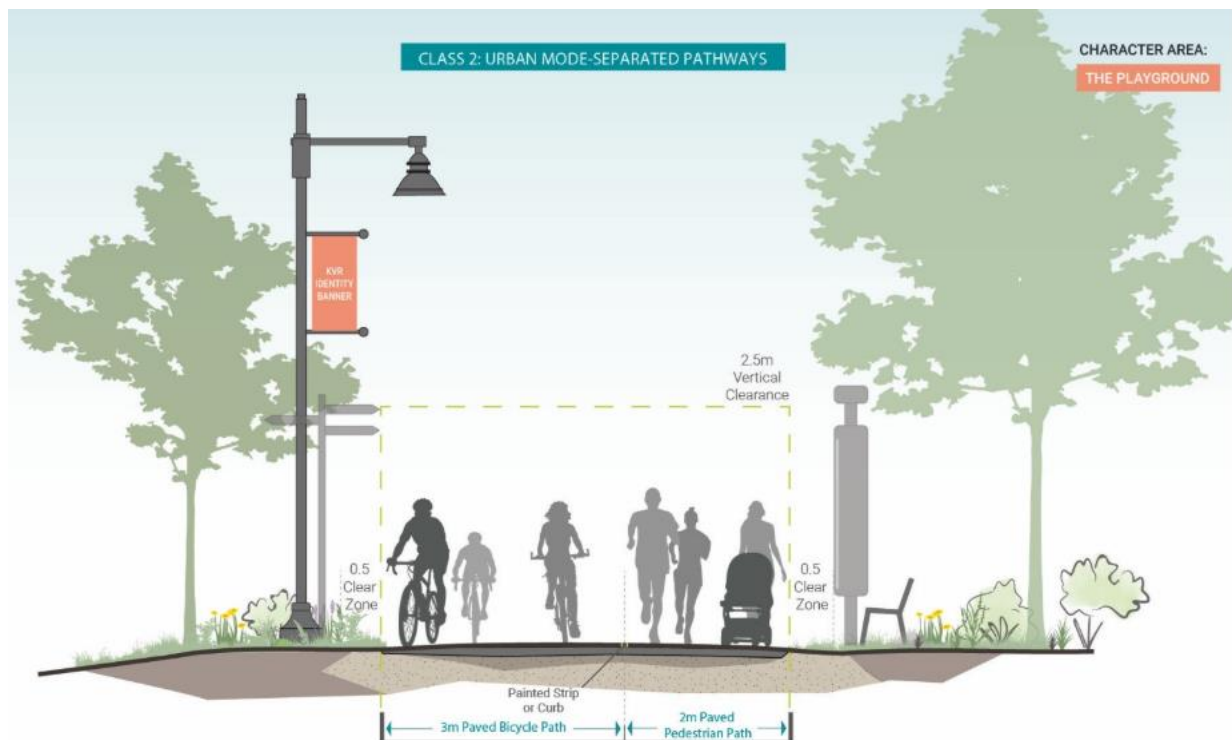
Grades: <3%

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

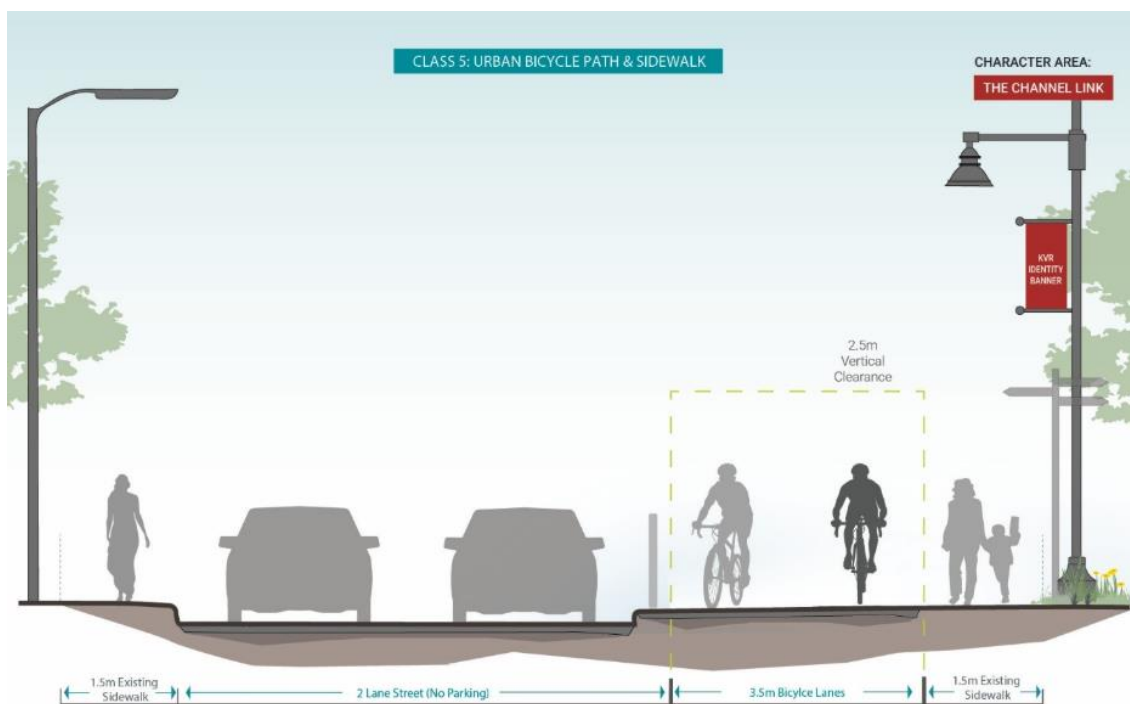


Design Guidelines

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

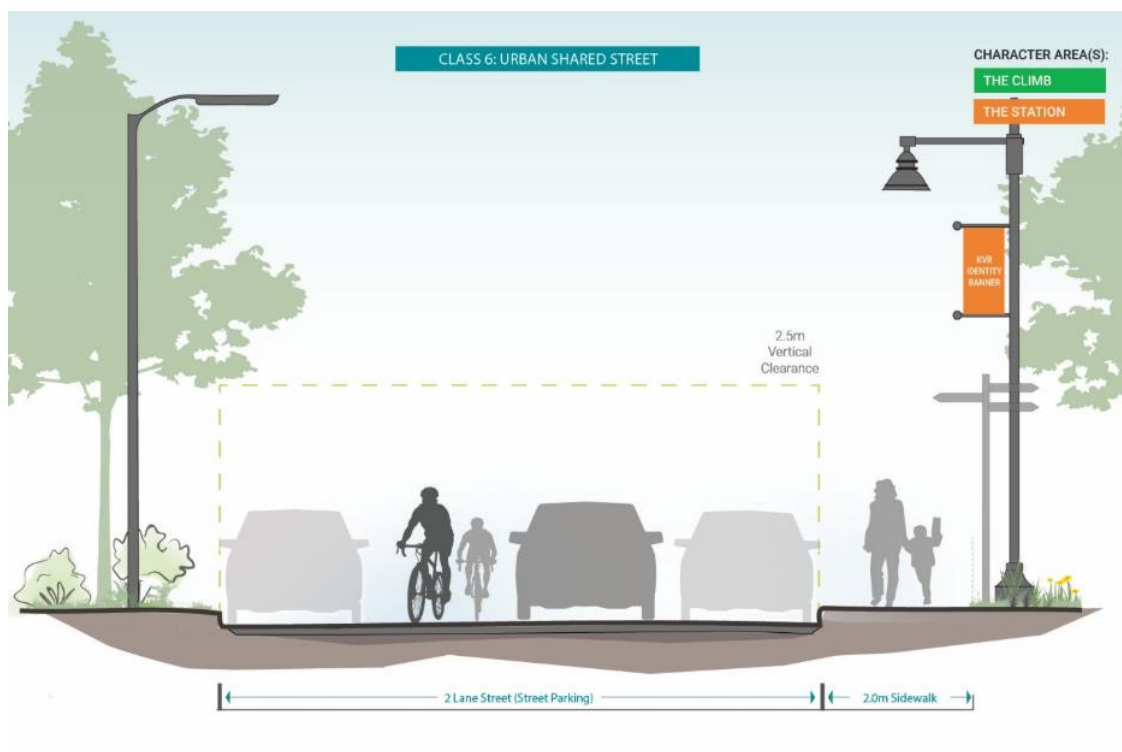


Design Guidelines

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

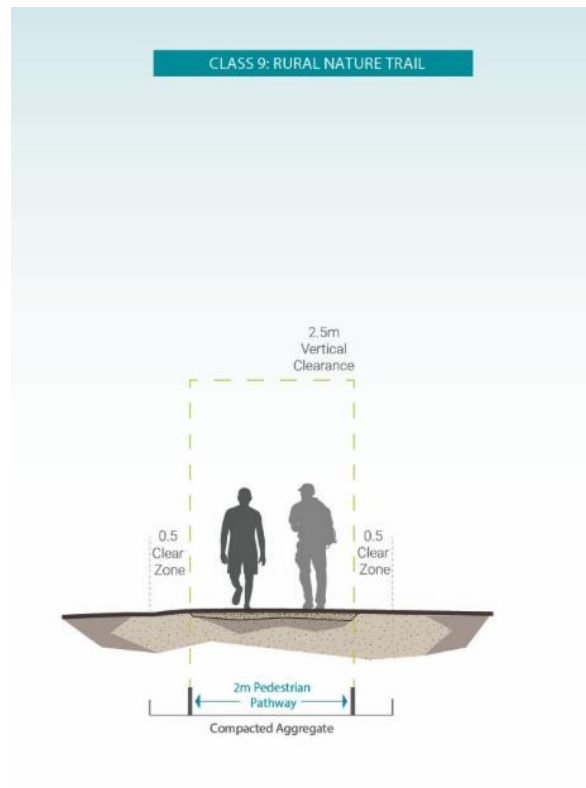


Design Guidelines

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



Table of Contents

1.0	Project Background.....	3
2.0	Engagement Process.....	3
2.1	Engagement Methods.....	4
2.2	Communication Methods.....	5
3.0	What We Heard.....	6
3.1	Online Survey and Pop-Up Event Results.....	6
	The Vineyards.....	7
	The Vista.....	8
	The Climb.....	9
	The Playground.....	10
	The Station.....	11
	The Channel Link.....	12
	Priorities and Objectives.....	13
	Trail Frequency and Use.....	14
	General Feedback.....	15
3.2	Interest Holder Workshop.....	16
3.3	Meetings with Project Partners and Interest Holders.....	17
4.0	Conclusion.....	19

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, 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.

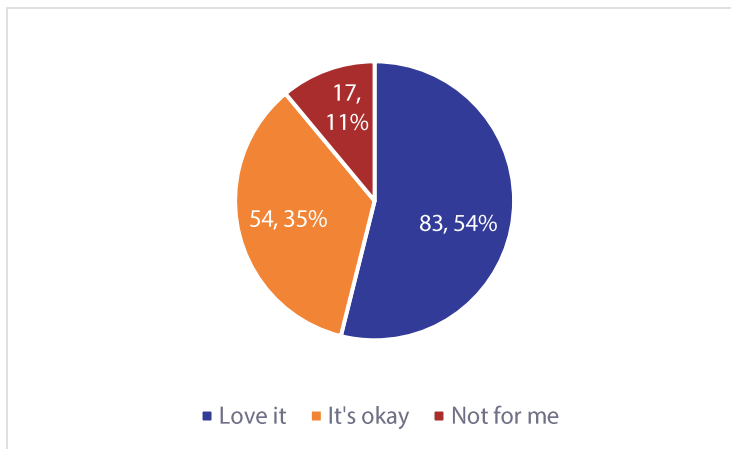
Overall, the feedback suggests broad support for investing in the KVR Trail network, provided that improvements remain sensitive to the corridor's natural character and prioritize practical needs such as safety, connectivity, accessibility, and maintenance. Respondents appear to favour a balanced approach 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.

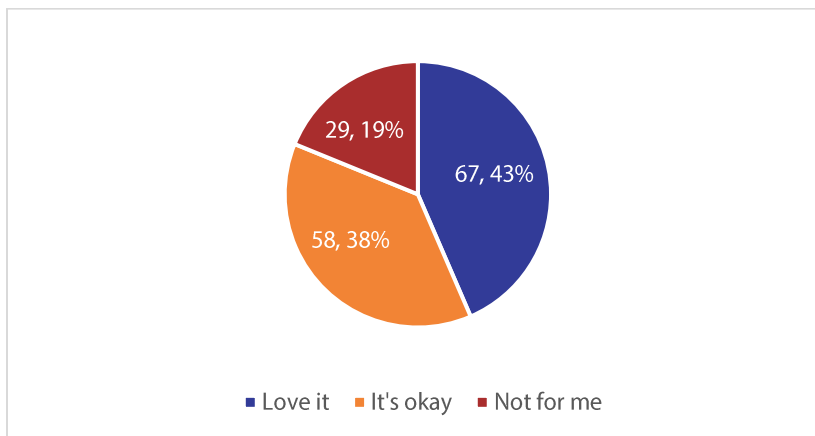
- **Preserve natural character:** Many respondents like the current state of the trail and believe that major improvements are unnecessary. Several expressed that it is important for upgrades to complement the area's existing character and natural surroundings. Many prefer a minimal approach to signage 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.

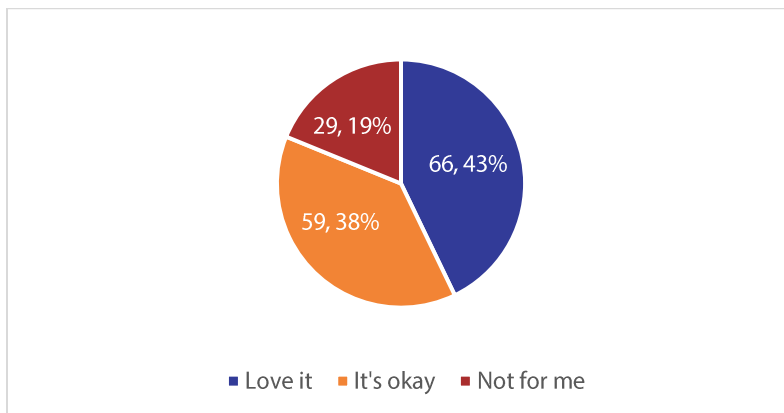
- **Preserve natural character:** There is strong support for preserving the area's natural character. Some respondents prefer leaving this section unchanged, while others support minor improvements that maintain its natural beauty, character, and views.
- **Major gateways:** Many respondents do not 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.

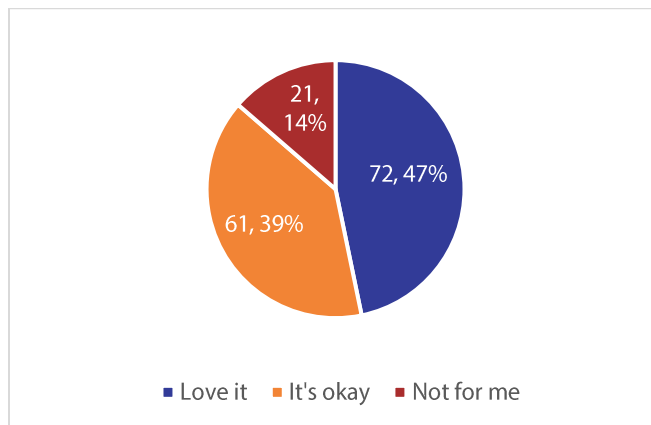
- **Play areas:** Many respondents expressed dissatisfaction with the proposed play improvements. Several noted that the KVR is primarily a walking and cycling trail rather than a playground destination and feel that play areas are better suited in other community locations.
- **Preserve natural character:** 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.

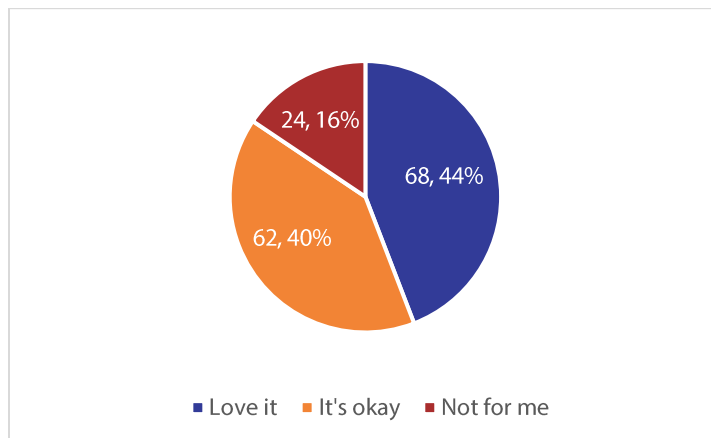
- **Costs:** Respondents are generally concerned about the costs of the improvements and how they will be funded. Some described the proposed features as unnecessary, overly costly, or a poor use of taxpayer funds.
- **Separated path:** There is a high level of support for the proposed path to separate 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.

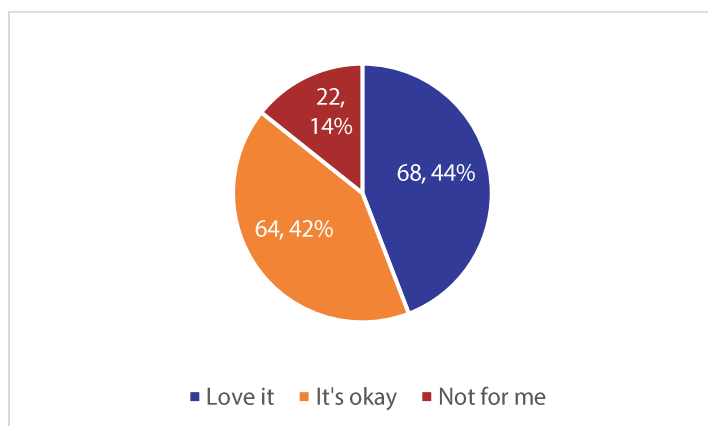
- **Preserve natural character:** Several respondents would like the area to remain as is and do not support the proposed improvements. Many prefer a simpler design approach with fewer signs, structures, and decorative elements.
- **Wayfinding:** There is strong support for improved wayfinding in the 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.

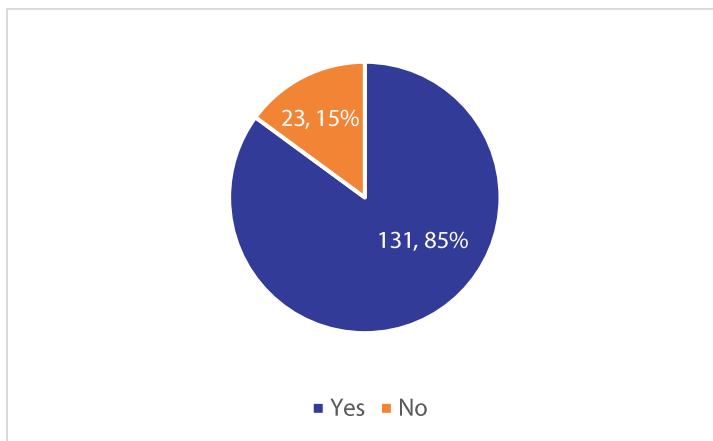
- **Channel Pathway connectivity:** There is strong desire to connect the KVR to the Channel Pathway, with suggestions to restore the old bridge to provide a safe connection for pedestrians and cyclists.
- **Gateway:** Several respondents do not support the major gateway, describing it as unnecessary, 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.

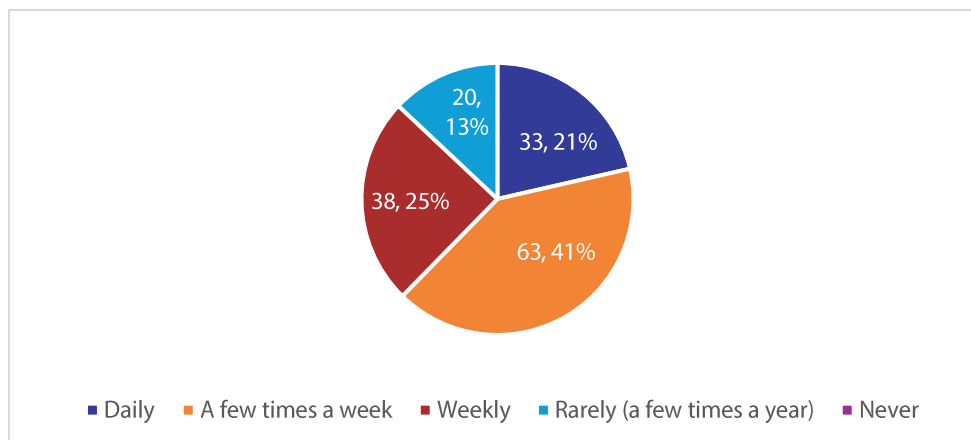
- **Preserve natural character:** There is strong support for protecting the KVR's natural character. Many prefer minimal intervention, limited infrastructure, and improvements that complement the existing landscape rather than alter it. Respondents would like to see the trail remain focused on nature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

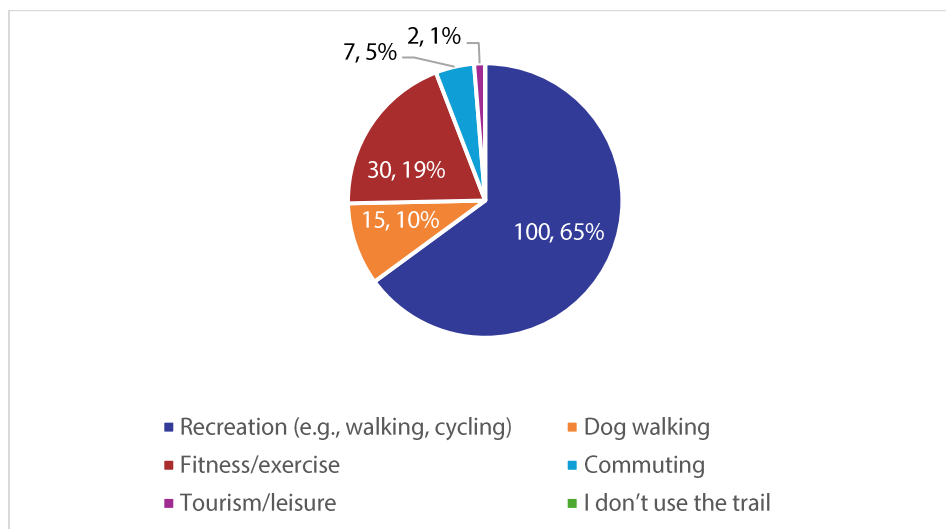
How often do you use the KVR Trail? (Survey)

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.

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.
- 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 Sn̓pink'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 KVTRS 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.

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



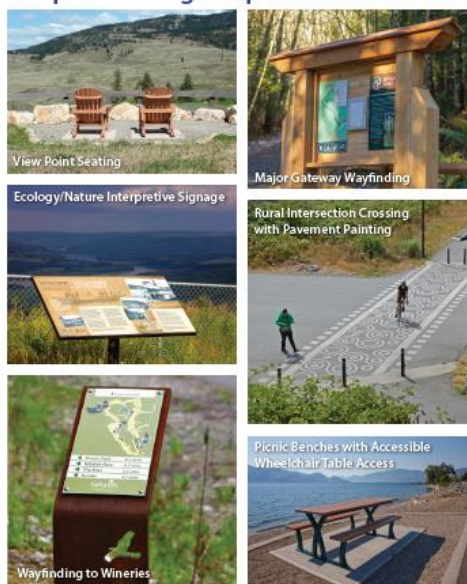
LEGEND

- 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!

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

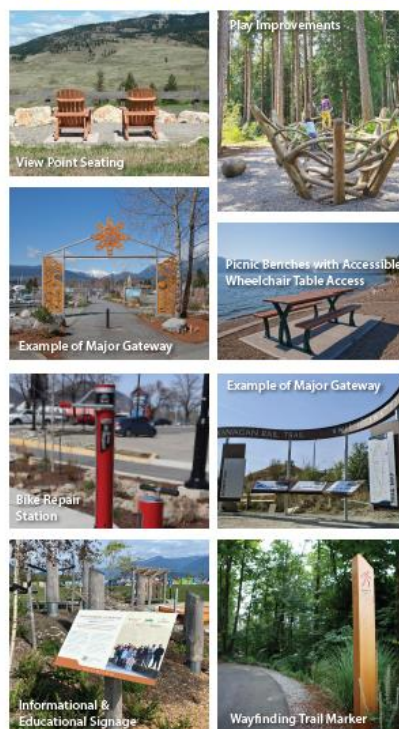
RURAL PATHWAYS



Existing Character of The Vista



Proposed Design Improvements



What do you think?

Add a sticky dot below!

LOVE IT

IT'S GOOD

NOT FOR ME

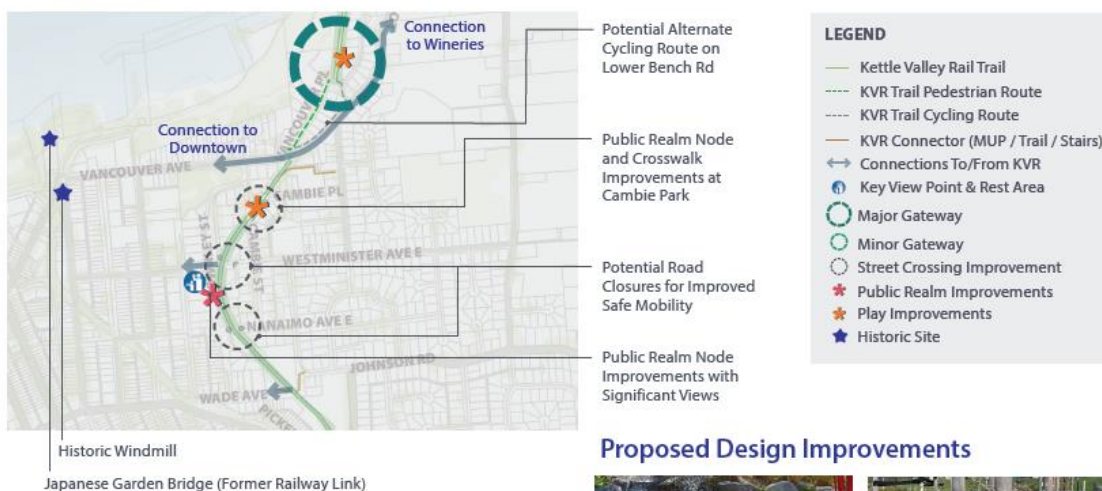
Add sticky notes with comments!



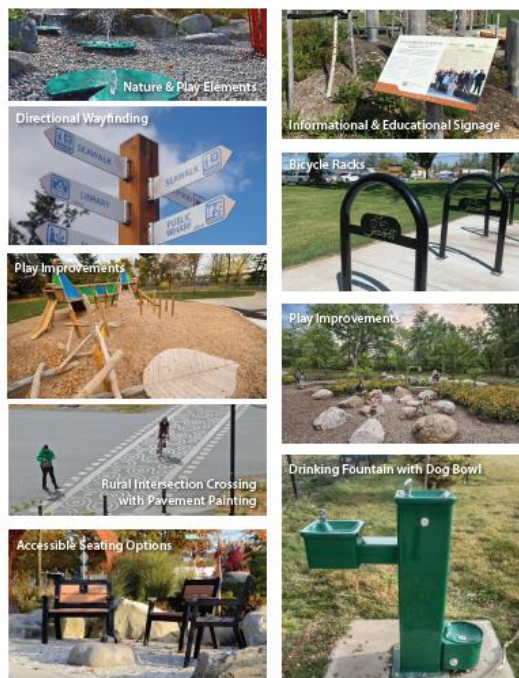
3 THE CLIMB

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

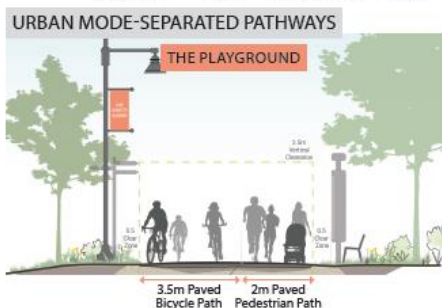
- Kettle Valley Rail Trail
- KVR Trail Pedestrian Route
- KVR Trail Cycling Route
- KVR Connector (MUP / Trail / Stairs)
- ↔ Connections To/From KVR
- Major Gateway
- Minor Gateway
- Street Crossing Improvement
- ★ Public Realm Improvements
- ★ Green & Nature Improvements
- ★ Play Improvements
- ★ Historic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



What do you think?

Add a sticky dot below!

LOVE IT

IT'S GOOD

NOT FOR ME

Add sticky notes with comments!



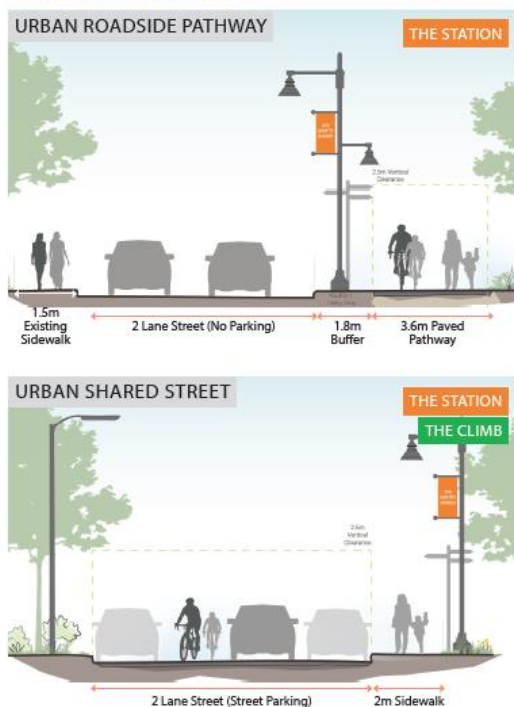
5 THE STATION

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



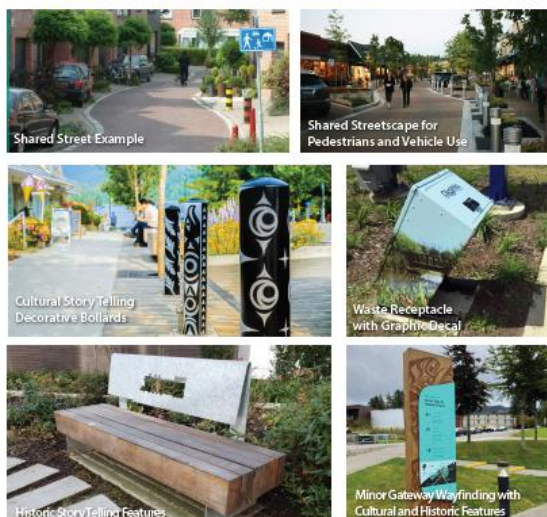
Trail Cross Sections



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

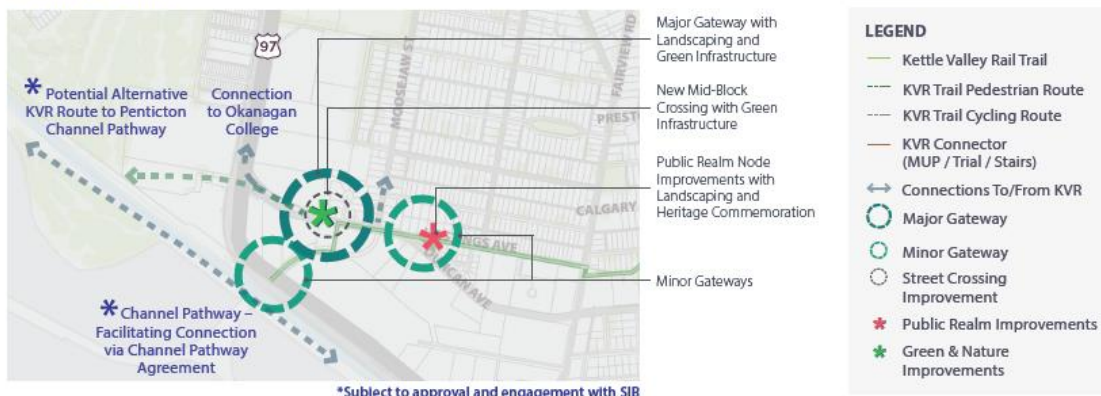
Add sticky notes with comments!



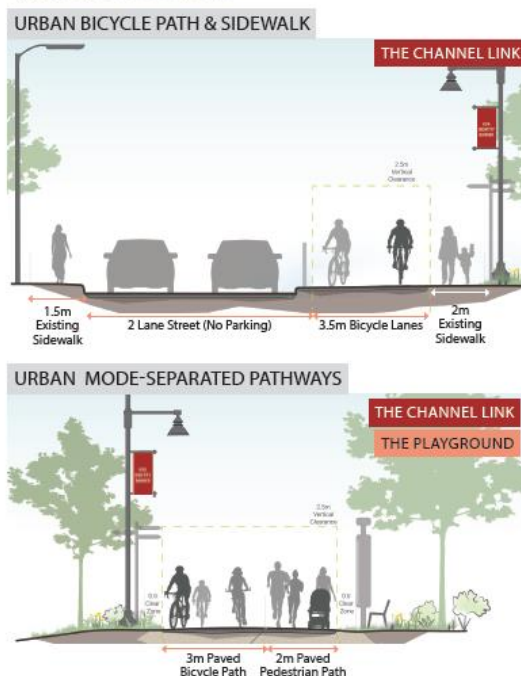
6 THE CHANNEL LINK

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



Proposed Design Improvements



What do you think?

Add a sticky dot below!

LOVE IT

IT'S GOOD

NOT FOR ME

Add sticky notes with comments!

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		\$75,000
\$\$\$ - Moderate – High	\$500,000	\$999,000	\$\$\$	\$750,000		\$37,500
\$\$ - Moderate- Low	\$100,000	\$499,000	\$\$	\$300,000		\$15,000
\$ - Low	\$-	\$100,000	\$	\$50,000		\$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%