

November 4, 2020

Application:

Proposed Location of the Lake-to-Lake All Ages and Abilities Bicycle Route

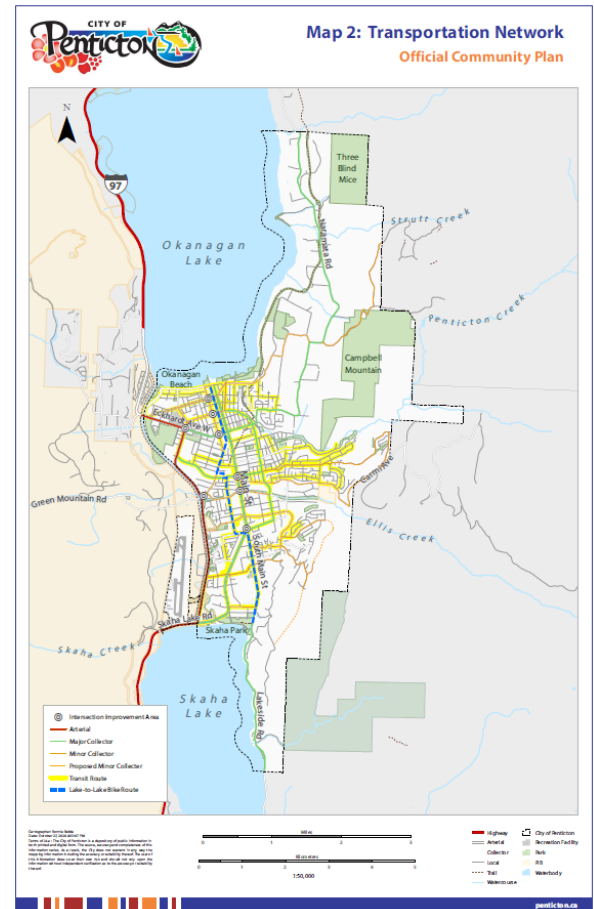
Official Community Plan Amendment Bylaw 2020-48

Amend Official Community Plan Bylaw 2019-08 by replacing Map 2: Transportation Network with an updated version that includes the location of the Lake-to-Lake AAA Bicycle Route including Section 1 – South Main Street, Section 2 – Atkinson Street, Section 3 – Fairview Road and Section 4 – Martin Street.

Information:

You can find the staff report to Council and Official Community Plan Amendment Bylaw 2020-48 on the City's website at www.penticton.ca/latestannouncements. Select the Public Notice category.

Please contact the Planning Department at planning@penticton.ca or (250) 490-2501 with any questions.



Council Consideration:

A Public Hearing has been scheduled for **7:30 pm, Monday, November 16, 2020** at the Penticton Trade & Convention Centre (273 Power Street, Penticton).

All meetings will be live streamed via the City's website at: www.penticton.ca/city-hall/city-council/council-meetings. Select the 'Watch Live' button.

Public Comments:

Any person whose interest may be affected by the proposed bylaw:

1. May appear in person (adapted to comply with physical distancing requirements);
2. May telephone the evening of the Public Hearing. Contact the Corporate Officer at 250-490-2410 before 9:30 a.m., Monday, November 16, 2020 to register and receive the dial in number and participation instructions; or

3. Submit written comments by mail or email no later than 9:30 am, Monday, November 16, 2020 to

Attention: Corporate Officer, City of Penticton
171 Main Street, Penticton, B.C. V2A 5A9
Email: publichearings@penticton.ca

For more information on Public Hearings during Covid-19, please go to www.penticton.ca/publichearings.

No letter, report or representation from the public will be received by Council after the conclusion of the November 16, 2020 Public Hearing.

Please note that all correspondence submitted to the City of Penticton in response to this Notice must include your name and address and will form part of the public record and will be published in a meeting agenda when this matter is before the Council or a Committee of Council. The City considers the author's name and address relevant to Council's consideration of this matter and will disclose this personal information. The author's phone number and email address is not relevant and should not be included in the correspondence if the author does not wish this personal information disclosed.

Audrey Tanguay
Planning Manager



Council Report

penticton.ca

Date: November 3, 2020
To: Donny van Dyk, Chief Administrative Officer
From: Ian Chapman, City Engineer
JoAnne Kleb, Public Engagement Program Manager

File No: 0550-02

**Subject: Proposed location for the Lake-to-Lake All Ages and Abilities Bicycle Route
Official Community Plan Amendment Bylaw No. 2020-48**

Staff Recommendation

THAT Council give first reading to "Official Community Plan Amendment Bylaw No. 2020-48", a bylaw to amend the Official Community Plan Bylaw No. 2019-08 by replacing Map 2: Transportation Network with an updated version that includes the location of the Lake-to-Lake AAA Bicycle Route including Section 1 – South Main Street, Section 2 – Atkinson Street, Section 3 – Fairview Road and Section 4 – Martin Street;

AND THAT Council forward "Official Community Plan Amendment Bylaw No. 2020-48" to the November 16, 2020 Public Hearing at the Penticton Trade and Convention Centre at 7:30 p.m.

Executive Summary

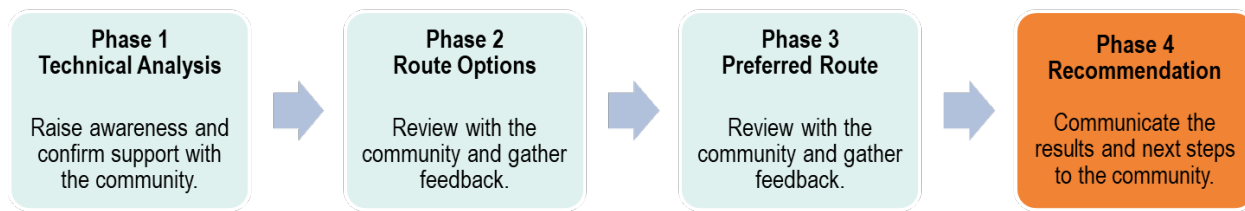
The City has completed the process to identify a location for the Lake-to-Lake All Ages and Abilities (AAA) Bicycle Route. Staff are seeking Council's approval of the location and an amendment to have it included in the Official Community Plan. If the Bylaw to amend the OCP passes, the next and final phase of work will see the route designed in detail and a decision by Council to proceed to construction pending funding.

Strategic priority objective

Community Vitality: The City of Penticton, guided by the Official Community Plan, will promote the economic wellbeing and vitality of the community. Expand and invest in safe multi-modal transportation options including the "Lake to Lake" connection.

Background

In 2019, Council directed staff to work with the community to identify the best location for AAA cycling route through the central corridor of the city and connecting Skaha and Okanagan Lakes. Consistent with the direction in the 2019 Official Community Plan, the route would act as a spine in the City's cycling network, making it possible for cyclists to ride safely and easily to key destinations throughout Penticton. A four-phase process was designed to support the work and involvement of the community.



Phase 1 – Technical Analysis

In phase one, staff engaged DrDul Community Transportation and CTQ Consultants Ltd. to provide the technical expertise required in the identification of an AAA route. The route was divided into four sections to help facilitate engagement and discussion of local context and conditions at a detailed level. The consultant reviewed the four sections to identify options that meet the criteria of an AAA route. As part of this first phase, the community was informed about the project and invited to complete a survey to confirm their interest in a central bike lane connecting both lakes. The City also established a group of representatives from stakeholder organizations to provide local knowledge and subject matter expertise to the technical team throughout the project. This group included representatives from ICBC, RCMP, Fire Department, Travel Penticton, Chamber of Commerce, Penticton Industrial Development Association, trucking and transit, Downtown Penticton Association, Penticton and Area Cycling Association and other cycling community members.

Phase 2 – Route Options

In phase two, the route options were reviewed according to criteria that reflect the cyclists' experience (protection from traffic, appeal of the facility, directness of routing and access to key destinations) and the interests of residents, businesses, the City and other agencies (parking impacts, transit operations, cost implications and other considerations.) The results of this review were shared with the community for feedback at two open houses and through the shapeyourcitypenticton.ca website. The City decided to conduct additional engagement activities with the downtown to ensure the interests and preferences of this important section of the route were understood. These activities included in-person open houses and online videos and feedback forms.

Phase 3 – Preferred Route

Based on the technical analysis, criteria for the project and feedback from the community in phase two, the technical team put forward a proposed preferred route for review with the community in phase three. This route included Section 1 – South Main Street, Section 2 – Atkinson Street, Section 3 – Fairview Road and Section 4 – Martin Street. In the final phase of engagement, the activities emphasized awareness and involvement of residents and businesses that may be affected by the route location. The intent was to identify any concerns that may influence the design or location of the route and address or mitigate the issues where possible. As part of this phase, the City also formally gathered feedback from the advisory group members. A summary of the activities conducted and the findings of this phase is provided in Attachment A. The complete results are available at shapeyourcitypenticton.ca.

Phase 4 – Recommendation

The project is now in the final phase and staff are putting forward a recommendation for the location of the route for Council to consider. This report will focus on the analysis and the feedback that informed the recommendation.

Recommended Route Summary

The following is a summary of each section of the route, key intersections and the rationale behind the recommended option. The complete analysis that led to the proposed preferred route can be found in the report titled "Lake-to-Lake AAA Bicycle Route Preferred Options" included in Attachment E.



Section 1 – South Main Street (from Elm Avenue to Kinney Avenue)

The preferred option for Section 1 features protected bicycle lanes on South Main Street where there are currently conventional bicycle lanes. The bike lane on the east side would be separated with curbs. The bike lane on the west would be reconfigured so the bike lanes are next to the curb and protected by parked cars. The South Main Street option is recommended as it is a direct route that provides access to key destinations, and would have minimal impacts to parking. It also has the highest level of community support, and respondents indicated a key attraction is that it is an existing bicycle route that can be improved with protected lanes. Parking impacts are estimated to be less than 20 stalls.

Intersection between Sections 1 and 2

The first intersection connecting Sections 1 and 2 is one of three that will see major improvements if the route proceeds. With this option, the section of Kinney Avenue between South Main St and Skaha Lake Rd will eventually be closed to vehicle traffic and allow for pedestrians and cyclists only. This change will occur in tandem with the redesign of the Point Intersection which also includes changes to the Pineview/Galt/South Main intersection. Meanwhile the existing vehicle left turn lanes will need to be removed to accommodate the bike lanes if the Lake to Lake project proceeds before the Point Intersection project.

Section 2 – Atkinson Street (from Kinney Avenue to Fairview Road)

The preferred option for Section 2 features protected bicycle lanes on both sides of Atkinson Street. Respondents who favored the Atkinson Street option indicated that direct access to Cherry Lane shopping centre, Safeway and other businesses on Main Street is an important feature as are the use of existing traffic-free pathways. This option is estimated to remove 170 spaces of street parking. Analysis of the road shows that properties that front on Atkinson have driveway or side street parking.

Intersection between Sections 2 and 3

This option includes safety improvements at the Atkinson Street/Duncan Avenue intersection to accommodate pedestrians and cyclists crossing Duncan Avenue, as well as to improve safety for motorists. Cycling activity would trigger the signal lights and stop traffic to allow cyclists to cross Duncan. Once across Duncan, cyclists would travel along a two-way cycle track and make use of an existing multi-use pathway and lane north of Duncan Avenue to connect to Section 3.

Section 3 – Fairview Road

From the multi-use pathway, cyclists will join Section 3 following Fairview Road. The proposed facility is a two-way cycle track on the east side of Fairview Road. Approximately 85 spaces of street parking would be removed on Fairview to install the cycle track. Adjustments would be made to improve safety of the slip route that connects traffic to Section 4. The option of the two-way cycle track makes it possible to incorporate back-to-back left turn lanes along this section of Fairview Rd.

Intersection between Section 3 and 4

In order to transition from a two-way cycle track on the east side of Fairview at the end of Section 3 to the two-way cycle track on the west side of Martin at the start of Section 4, the route proposes crossing Rory McIvor Way, travelling on a path along the green space and crossing Martin St at Eckhardt Ave.

Section 4 – Martin St. (Scott to Lakeshore Drive)

The preferred option for Section 4 incorporates a two-way cycle track on the west side of Martin Street. Two traffic lanes would be maintained on Martin Street. Parking would be eliminated on the west side of the street, but would be retained on the east side of the street. The Martin St option is preferred as it minimizes parking impacts (90 spaces removed compared to 210 on Winnipeg St.) As it is one-way and has two lanes, vehicle traffic would be able to flow around stopped buses or emergency vehicles. It is also more central to the downtown and has the most support among participants.

Engagement Summary

As the work to develop the Official Community Plan confirmed the vision for the route, the scope of this project and the engagement was on identifying the location. Early on, staff identified that bicycle routes have been very contentious issues in other cities and in Penticton as a result, conducted an extensive engagement process to ensure citizens had the opportunity to be involved in each phase of the process. The following is a summary of some of the key features and findings of the engagement program.

Variety of opportunities to learn more and get involved

Recognizing that people have different preferences for involvement, staff provided a wide variety of in person and online opportunities to learn more and get involved throughout the process. Over the course of the process, the City conducted approximately:

- 8 communications (e-blasts / newsletters) reaching 63,000
- 7 news releases
- 25 advertisements in local newspapers
- 4 videos receiving 23,800 views
- 3 mail-outs to 9,592 addresses
- 5 in-person events attended by 1,100
- 3 online events attended by 40 (plus 815 views)
- 7 meetings with representatives of stakeholder groups
- 5 online and print feedback forms with participation by 1,837
- Conversations with at least 24 businesses and 42 residents

A complete timeline and summary of the activities conducted to inform and involve the community in each phase can be found in Attachment B.

Consistent support for the goal of the lake-to-lake route

In each phase of engagement, staff asked participants about their interest in cycling and support for the goal of the Lake-to-Lake route. While the questions varied slightly in each phase, the majority of participants

are active cyclists and are very supportive of bike routes and of the goal of the lake-to-lake route specifically. This support was shared by some residents and businesses that may be affected by the location.

Less support from those along the recommended route

Although there is strong support for the goal of the Lake-to-Lake route, support for the proposed streets in each section dropped for affected residents and businesses as the process evolved. In the most recent phase of engagement, the City heard from 82 people who live or have a business along the route. While there is support for the proposed preferred location, nearly half of participants did not agree with their street being selected for a section of the route. A table showing the trends over the phases is provided below. Please note that some of the questions varied between the phases and are not exact comparisons. Complete findings of all forms can be found at shapeyourcitypenticton.ca.

	Feedback Form #1	Feedback Form #2	Feedback Form #2B (Downtown)		Feedback Form #3	
	General (1068)	General (150)	Affected (131)	General (180)	Affected (82)	General (176)
Active Cyclists (Recreational, Competitive, Commuter)	71%	88%	64%	74%	61%	75%
Support for goal / route (yes or somewhat/with conditions)*	82%	71%	73%	81%	79%	73%
Proposed route achieves this goal (yes or somewhat)	N/A	N/A	N/A	N/A	64%	69%
Agreement that proposed section achieves this goal (yes or somewhat)	N/A	N/A	N/A	N/A	52%	N/A

*Please note that the questions varied between feedback forms and are not exact comparisons.

Advisory Group

The advisory group was also a key source of feedback for the project. Some of the comments from the organizations represented included suggestions to improve the safety of intersections, consideration for the needs of transit and commercial vehicles, questions about the need for a segment in the downtown, support for the route as a tourist amenity and for local cyclists. Representatives from emergency services groups such as the fire department and paramedics were also consulted and have no concerns about the routes as long as access and turn radius are maintained. The complete feedback forms submitted by the representatives are available in Attachment D.

What we heard

As part of the final phase of engagement, staff conducted a variety of activities to better understand concerns and hear suggestions for the proposed preferred route. Activities included online feedback and webinars, personal phone calls and meetings and other correspondence. Some of the key themes from these activities are provided below for Council's consideration. With the information gathered, staff are starting to explore options to mitigate these concerns should the project move forward to detailed design.

Removal of revitalization on west side of Martin St.

One of the frequent comments about the downtown section of the route is the potential impact to the revitalization work on Martin St. As part of the replacement of the water and sewer mains in 2014, the City invited local businesses to contribute to surface improvements. The cost was spread out over 15 years and nine years remain. If the bike route moves forward as proposed, the improvements would be removed on six parcels that are currently contributing to the cost through a local area service bylaw. The estimated cost that remains for these parcels is \$40,000. If Council chooses to proceed, the City could revise the local area service bylaw and associated parcel tax bylaw to remove these six parcels. Affected property owners would cease payments and the outstanding fee would need to be covered through other means. This proposal would require a decision by Council if the Bylaw is passed and Council directs staff to proceed to detailed design and construction.

Martin St. businesses and commercial properties

From the beginning of the process, staff recognized that the downtown section of the route would be the most sensitive because of the potential impacts to businesses and commercial properties along the street. Once Martin St. was identified as the preferred location, staff heard from businesses and property owners who are concerned about how they will be impacted by the route. Several of the concerns that were raised with staff are listed below.

- The Time Winery patio built on the public right of way would likely be removed to make room for the two-way cycle track. The business built this patio in good faith that the street would remain as is.
- The Cannabis Cottage chose their location prior to the City allowing for cannabis retailers to be located on Main St. They are now at risk of losing their parking at the front of their store.
- Charles Manor provides housing to 84 senior citizens. Emotions are high for some residents as a result of the impacts of the Coronavirus and the decision to locate the hygiene centre and now winter shelter in the Victory Church behind their building. The proposal for the bike route is perceived by some residents as a further burden as it may shift access to their building from the front to the side.
- Martin St. Liquor Merchants (formerly Clancy's) expressed that their business depends on convenience parking in front of their entrance. Although there is parking across the street, they strongly believe that the loss of the street parking would significantly impact their business.
- Interest was expressed by several businesses for more information about economic impacts of bike routes on businesses in comparable cities as well as in understanding how the bike route fits with the City's vision for the downtown.
- Staff heard from a few commercial properties as well. Owners expressed concern and anger about the potential for the route to reduce property values and their ability to lease space.
- Although less impacted, some businesses on the east side of Martin also expressed concern about the loss of parking on the street as a whole.

Cycling Community

Members of the cycling community participated in the process through the advisory group. They are very supportive of the proposed location for each section of the route. In their comments, they indicate that the proposed location meets the criteria for a central route that provides convenient and safe access for cyclists of all ages and abilities. They also suggest it provides an opportunity for citizens to decrease their reliance on automobiles and to improve public health. They view the proposed route as a tremendous asset to the city.

Loss of street parking and front access impacts

In addition to the concerns about parking received for Martin St., the City also heard from a number of residents of primarily multi-family housing developments about their concerns over loss of street parking.

In Section 1, residents of the Sandbridge housing development expressed concern about impacts to visibility should the changes occur on South Main. The South Main Market also expressed concern about access to their business should the route move forward. In Section 2, residents of Cherry Lane Towers along Atkinson St. are concerned about having safe pedestrian access to the shopping centre. Further north on Atkinson near Industrial, residents of multi-family buildings in the 1700 and 1800 blocks are concerned about the loss of street parking. At the north end of the street, residents of a row of condominiums on the west side and a multi-family building on the east side rely on street parking for their vehicles as well as those of their guests and service providers. This concern is shared by a few multi-family buildings on Fairview Road at the Winnipeg intersection.

Concerns about timing and cost

Residents and businesses expressed concern about the timing of the project in light of the impacts of Coronavirus and the anticipated budget shortfalls. Because the process began in 2019 before the onset of the pandemic, staff have worked to complete the plan to avoid wasting the initial investment. Additionally, the provincial and federal levels of government are offering grants to stimulate economic recovery. Many of these grants are aimed at supporting active transportation and green infrastructure. The deadline for several of these grants is this fall and the City requires a completed plan in order to be eligible. Some citizens also felt that there may be other priorities that the City should focus on during this time.

Alternative locations

Throughout the process, many citizens inquired about alternate locations such as along the channel or the existing routes on Government St. They also suggested that the route should extend through to Naramata at the north and to Eastside Road in the south. The route that was recommended met the criteria to provide a central route to act as a spine in the cycling network making it convenient for riders of all ages and abilities to access popular destinations throughout the city. More routes have been identified in the City's Cycling Plan and can be added in the future connecting to the lake-to-lake route should it move ahead.

Concerns about use

Staff received many questions and comments about whether or not the route would be used with many citizens questioning use of other routes in the city. There is a surge in interest in cycling as a result of the pandemic. Local bike shops are struggling to keep up with demand and cities such as Kelowna that have counters on their bike routes are seeing an increase in use of up to 50%. There is a growing interest in cycling as a form of transportation and recreational activity. It is anticipated that with adequate safety measures, use of the route would grow over time. The City may consider installing counters to measure use if the proposal moves forward.

Safety, security and education

Many citizens commented on the need to make the route safe for cyclists, pedestrians and drivers. They want to see proper separation, markings, lighting and signage. Some commented on the need for secure storage to prevent bike theft. Many also recommended the City implemented an education program to help cyclists and drivers understand the changes and the rules of the road.

Signature amenity

Staff heard from businesses and residents as well as representatives from organizations such as Travel Penticton that the route should be a signature amenity for the city. They want to ensure well designed wayfinding signage and service hubs to support visiting and local cyclists. Representatives of the board of

the Downtown Penticton Association indicated that if a section moves forward in the downtown, that it should enhance the aesthetic of the street and support making it a destination.

Transit impacts

The City has also received feedback from BC Transit regarding recent design issues that have arisen for all passengers boarding and alighting from transit vehicles. BC Transit wants to ensure that the detailed design incorporates adequate lane widths for transit and other vehicles and to avoid “floating” bus stops. Staff are exploring options to mitigate these items in the detailed design. See Attachment G for the letter from BC Transit.

Answers to common questions

Through the feedback forms, the City received a number of questions about the proposed location of the lake-to-lake route and how the route would impact services such as snow clearing and garbage collection as well as how it would affect driveways and deliveries. In response, staff have prepared a Lake-to-Lake AAA Bicycle Route FAQ document to answer these and other common questions. This document is available at shapeyourcitypenticton.ca.

Considerations for detailed design

Staff received a number of concerns and suggestions for wayfinding, lighting, secure storage, parking, intersections and traffic. These items would normally be explored through detailed design should the project advance to the next stage.

Next Steps

The key objective of this report is to confirm the location of the route which has been done. We note that sufficient preliminary technical work has been undertaken and provided to inform the engagement process and the resulting route selection but it is important to note that there could be changes to the form of the works that will result from the detailed design process. Such changes would respond to the detailed site conditions that will be scrutinized along every metre of the route. Further changes may result from detailed consideration of concerns and suggestions raised as detailed in the engagement section. Examples of some of the changes that may be explored are provided below.

South Main Street

Consider options to address concerns for sight lines and parking preferences on the east side of South Main Street – a solution may be to relocate the parking from the west side of the road to the east side of the road.

Fairview Road

Consider options to address concerns from local residents for loss of on-street parking – a solution may be to eliminate the back-to-back Left Turn Lanes along a portion or all of Fairview Road to allow some parking to be retained - likely on the west side of the road.

Martin Street

Consider options to avoid impacts to the Time Winery sidewalk patio, with the current proposal, the patio on public right of way would need to be removed. A solution may be to jog the cycle track and road lanes around the existing sidewalk which occupies the previous parking at that location and eliminate the parking on the east side of the road. This would however increase the loss of parking in the downtown area which is already seen as a negative and raise concerns from the business across the street.

Consider options to mitigate the impacts to access to the Charles Manor, Cannabis Cottage and Martin Street Liquor Merchants – there are two potential solutions;

- extend the shift of the road lanes at the Time Winery to eliminate more parking on the east side and allow retention of parking on the west side at the frontage of the above businesses, or
- proceed with the approach suggested in the preferred options report but add a mid-block crosswalk that would improve the ability of west side residents and customers to access these properties from the parking on the east side

In both cases there would be additional loss of parking and likely concern from east side business owners who would “lose” parking at their frontage.

Consider options to eliminate the need for bus passengers to cross the cycle track on Martin Street between the median and sidewalk. A solution would be to reverse the parking and cycle track locations i.e. replace the parking on the east side of the road with the cycle track and retain the parking on the west side with a curb extension allowing bus passengers to board and alight directly to the sidewalk. This also addresses the Time Winery patio and adjacent property access concerns noted above but would remove parking and eliminate any patios on the east side of the road, such as the Slackwater Brewery and Tugs.

A further option will be considered that would replace one of the traffic lanes in the 200 Block of Martin Street with the cycle track. This would allow all existing patios to remain and would substantially reduce the extent of changes required to the previously completed revitalization works. It would however mean that traffic would have to stop when a vehicle needs to manoeuvre into a parking space.

All road sections

Consider options to reduce or eliminate the delays to vehicles that would arise when buses stop in the travelled vehicle lane to allow passengers to board and exit the bus at each transit stop. A solution would be to create a bus pull-in that allows traffic to continue uninterrupted. This is a solution that would be welcomed by many motorists but it is not consistent with the philosophy enshrined in the adopted OCP that gives much lower priority to cars than transit and cyclists and construction of bus pull-ins is also an extremely expensive proposition involving extensive curb, road and sidewalk modifications at all locations along with additional private property acquisition at some locations.

Financial implication

A cost estimate has been prepared now that a proposed route has been determined. The estimate reflects our best judgement of the cost of the works described above under “Proposed Preferred Route”, i.e. and summarized below. In addition, we note that all sections include the cost to remove and replace line markings, add green paint at important crossing points, add barriers and road signage, modify intersections, curb and gutter at various locations, wayfinding signage and bike counters. Allowances have also been included to address the detailed design effort, project management and install various associated amenities such as bike racks, benches and bike repair stations where space opportunities are identified.

The accuracy of the cost estimate is limited by the lack of detailed information available at this route finding stage. Hence a significant 25% contingency amount has been included to account for unforeseen items that may arise during the detailed design and construction phases.

The estimated costs are summarized in the tabulation below. A description of the key items in each section is provided in Attachment C.

ITEM	SECTION 1	SECTION 2	SECTION 3	SECTION 4	TOTALS
WORKS	\$1,515,000	\$2,768,000	\$510,000	\$1,084,000	\$5,877,000

AMENITIES	\$61,000	\$25,000	\$27,000	\$72,000	\$185,000
CONTINGENCY	\$395,000	\$699,000	\$135,000	\$290,000	\$1,519,000
CONSULTING	\$127,000	\$224,000	\$44,000	\$93,000	\$488,000
TOTALS	\$2,098,000	\$3,716,000	\$716,000	\$1,539,000	\$8,069,000

The City has been pro-active in applying for a grant under the Community Economic Recovery Infrastructure Program which, if approved, could provide up to \$1M in funds towards the project. Applications would also be made to other grant opportunities that arise.

Alternate recommendations

THAT Council provide alternate direction to staff.

Attachments

Attachment A – Lake-to-Lake AAA Bicycle Route Feedback (Phase 3)

Attachment B - Lake-to-Lake AAA Bicycle Route Engagement Timeline

Attachment C – Lake-to-Lake AAA Bicycle Route Cost Estimate Description

Attachment D – Lake-to-Lake AAA Bicycle Route Advisory Group Feedback Forms

Attachment E - Lake-to-Lake AAA Bicycle Route Preferred Options Report

Attachment F – BC Transit Letter

Attachment G - Official Community Plan Amendment Bylaw No. 2020-48

Respectfully submitted,



Ian Chapman
City Engineer

JoAnne Kleb
Public Engagement Program Manager

Concurrence

Director of Development Services <i>BL</i>	General Manager of Infrastructure 	General Manager of Finance and Administration <i>LWB</i>	Chief Administrative Officer DvD
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Lake-to-Lake AAA Bicycle Route Preferred Route Feedback

Oct. 22, 2020



penticton.ca

Proposed Preferred Route Engagement Summary

The following is a list of activities completed to ensure residents and businesses were aware of the proposed preferred route and the opportunities to get involved. Findings from the feedback forms are included in this document.

- Mailout to 2,092 properties along the route
- Installation of 60 signs marking the proposed preferred location
- Video overview of the proposed preferred location (11,000 views)
- Online resources at on shapeyourcitypenticton.ca including the report, summary sheet, FAQ, video about the process and feedback forms
- In-person resources at the kiosk at City Hall including a display, the report, summary sheet and feedback forms
- Separate feedback forms for the general public (176) and affected residents and businesses (82)
- Online webinar / Facebook live webinar (viewed by 861)
- Requests for onsite meetings, personal phone calls and direct emails (42)
- Feedback forms from advisory group members: ICBC, Fire Department, Paramedics, RCMP, Travel Penticton, Chamber of Commerce, Downtown Penticton Association, Penticton Industrial Development Association, Penticton and Area Cycling Association, BC Transit



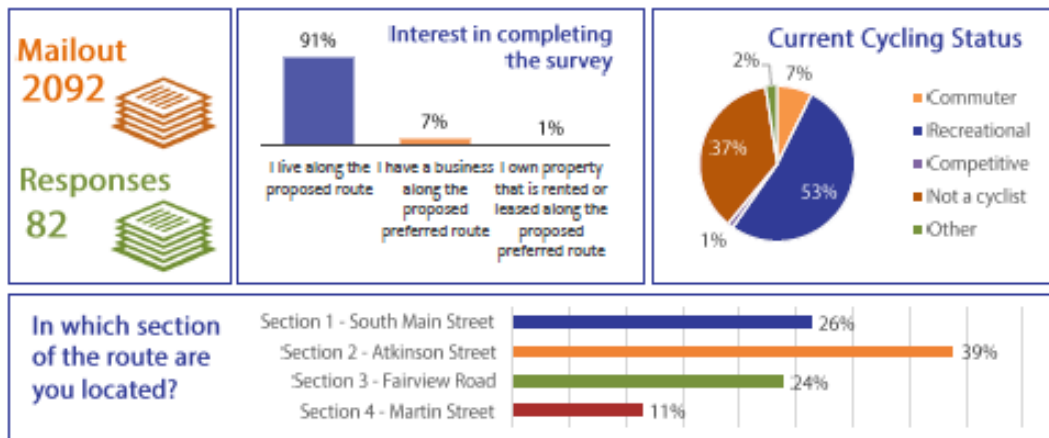
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Lake-to-Lake Cycling Route Preferred Route Feedback – Affected Residents and Businesses



penticton.ca

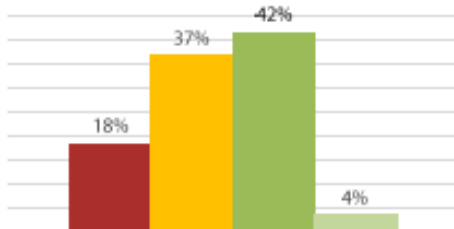
Who did we hear from? Affected Residents and Businesses



penticton.ca

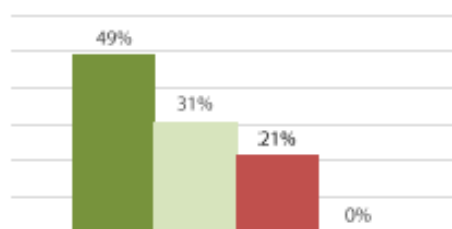
Affected Residents and Businesses

How would you describe your awareness of this work?



■ Poor ■ Fair ■ Good ■ Excellent

Do you support the goal for the lake-to-lake route?

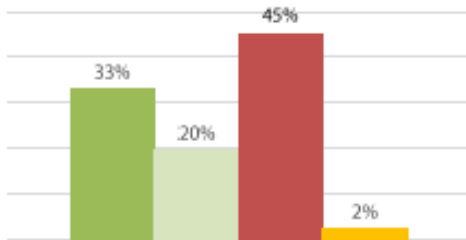


■ Yes ■ Somewhat ■ No ■ No opinion



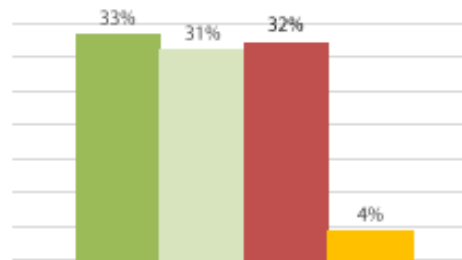
Affected Residents and Businesses

Does the option proposed for your section achieve this goal?



■ Yes ■ Somewhat ■ No ■ No opinion

Overall, does the proposed preferred route achieve this goal?

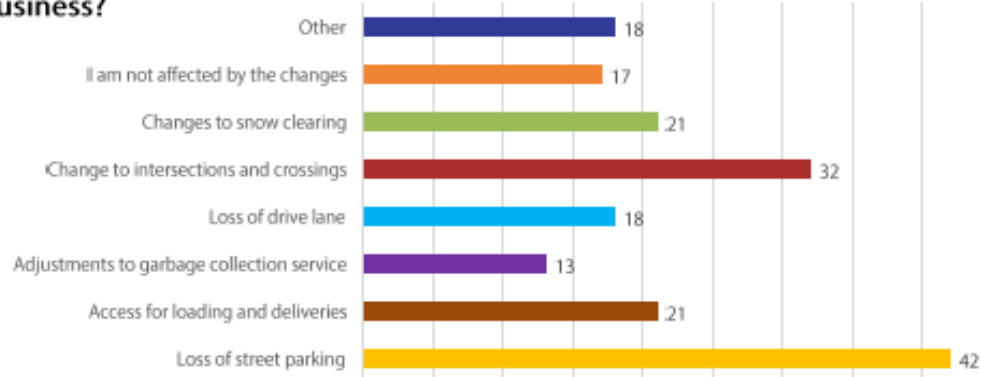


■ Yes ■ Somewhat ■ No ■ No opinion



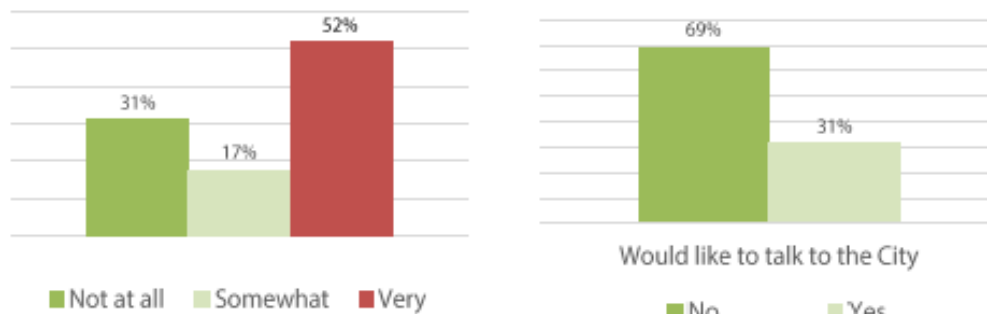
Affected Residents and Businesses

Which of the following changes do you anticipate will affect your home or business?



Affected Residents and Businesses

How concerned are you about the changes that changes that may affect your home or business?



Other comments or concerns

Positive	Neutral	Negative
• Would like to see secure storage • Safety for cyclists must be first and foremost	• Concerned plan will be difficult for people to adjust to • Improve pedestrian crosswalks on South Main • Put more traffic calming in (i.e. Warren)	• Concerns about loss of street parking (Atkinson, Fairview and Martin St.) • Prefer different location • Route isn't fair to homeowners • No route. Dump this plan.



Lake-to-Lake Cycling Route Preferred Route Feedback – General Public Feedback



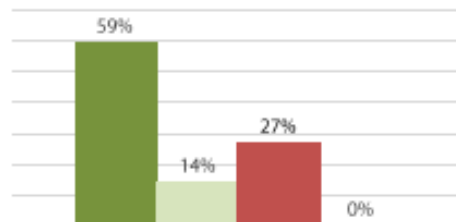
Who did we hear from? General Public



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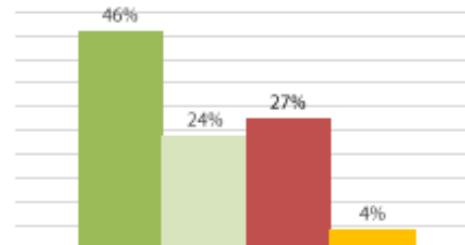
General Public

Do you support the goal for the lake-to-lake route?



■ Yes ■ Somewhat ■ No ■ No opinion

Overall, does the proposed preferred route achieve this goal?

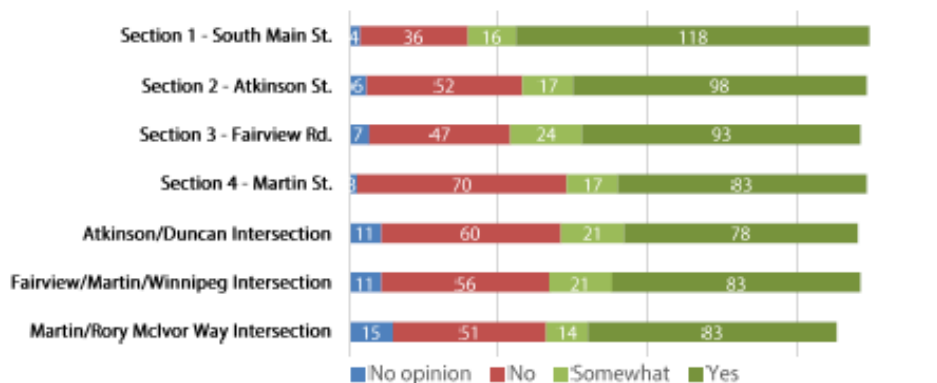


■ Yes ■ Somewhat ■ No ■ No opinion



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Do you agree with the options proposed for each section of the route and some of the key intersections?


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Other comments or concerns

Positive

- Love love love! It is greatly needed.
- Benefit Penticton tremendously, long-term economic benefit
- Like the separation between bikes and cars
- Supportive of Penticton becoming more bike friendly

Neutral

- Suggestions for detailed design (i.e. signage) and questions about intersections
- Suggestions for additional spurs (i.e. Eastside Road) and alternate routes (i.e. Winnipeg)
- Safety of two-way bike lanes

Negative

- Current lanes are underused, money better spent elsewhere
- Concerns about loss of parking (Atkinson, Fairview and Martin St.)
- Focus on bigger issues


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Lake-to-Lake Cycling Route Engagement Timeline

Updated October 22, 2020

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The following is a list of the activities completed to involve the community and affected stakeholders in the identification of the lake-to-lake cycling route.

Phase 1: Community awareness and input

Engagement in the first phase was focused on raising awareness about the work to identify a lake-to-lake cycling route, providing background on the project and gathering current views about cycling and bike routes in the city. Key activities in this phase included: establishing an advisory group of subject matter experts to consult about the impacts and recommendations throughout the process, hosting a community-wide cycling event called Pedal Penticton where citizens could learn more about the work to identify the lake-to-lake cycling route and about cycling opportunities, and providing a feedback form to gather current views about cycling in the City and to gauge support for the route.

Date	Activity	Description
Aug. 26, 2019	Website / E-blast	- Launched shapeyourcitypenticton.ca website to kick off engagement in lake-to-lake route - E-blast to 3,600 members to notify about the upcoming community-wide cycling event (Pedal Penticton) and opportunity to provide feedback
Aug. 27, 2019	DPA Board Meeting	Staff attended the Downtown Penticton Association (DPA) Board Meeting to introduce the lake-to-lake cycling route work and initiate discussion about unique impacts for their members
Aug. 29, 2019	Pedal Penticton Video	Viewed by 3,000
Aug. 28, 2019	Advisory Group Meeting #1	- Established an advisory group of subject matter experts and key stakeholders to consult about the process, impacts and findings - Advisory Group members include representatives from Penticton Industrial Development Association, the Chamber of Commerce, the Downtown Penticton Association, ICBC, transit, Travel Penticton, Penticton and Area Cycling Association, the RCMP as well as community members-at-large
Aug. 28 to Sept. 6	Pedal Penticton Advertising and promotion	- Newspaper ads inviting participation in Pedal Penticton - Ads published in Penticton Herald and Penticton Western on Aug. 28, Sept. 4 and 6 - Video published on Facebook - Social media promotions included Facebook events and posts

		• Radio interviews • Posters in public locations
Sept. 6, 2019	Press Release	• Press release issued announcing availability of feedback form and reminder about Pedal Penticton
Sept. 6, 2019	E-blast	• E-blast to remind 3,600 members about Pedal Penticton and launch feedback form
Sept. 7, 2019	Pedal Penticton	• Hosted community-wide cycling event to raise awareness of the plans to identify a lake-to-lake route • Event was held at Gyro Park and included participation by PACA, Freedom, Bike Barn, Cycling Without Age, ICBC, Interior Health and had displays to gather input on the lake-to-lake cycling route • It is estimated that 500 people attended the event • Event also kicked off the availability of the feedback form
Sept. 7 to 21	Lake-to-lake Feedback Form Advertising	• Newspaper ads published inviting "Drivers. Cyclists. Pedestrians." to share their views on cycling. • Ads published in Penticton Herald and Penticton Western
Sept. 7 to 21, 2019	Lake-to-lake Feedback Form - Voluntary	• Residents were provided with an opportunity to share their views on bike routes and the lake-to-lake route • The form was available in paper and online. There was a response of 1,068
Sept. 7 to 21, 2019	Lake-to-lake Feedback Form – Random Sample	• A random sample of 500 members of the 5000-member shapeyourcitypenticton.ca database was conducted to validate results of the voluntary feedback form • The random sample was completed by 99 citizens
Sept. 7 – 21, 2019	Community Centre Display	• The displays from Pedal Penticton were available at the Community Centre following the event and to support completion of the feedback form
Sept. 9, 2019	Stakeholder awareness email	• A custom email was provided to members of the Advisory Group to inform their networks about the work on the lake-to-lake cycling route and opportunities to provide feedback • Recipients include representatives from PIDA, Chamber, DPA, ICBC, Transit, Travel Penticton, PACA, RCMP as well as community members-at-large
Sept. 17, 2019	E-blast	• Email reminder to 3,600 members about final days to complete feedback form
October 2019	Utility Newsletter	• 19,555 properties receive the Utility Newsletter which informed recipients about the work to identify the lake-to-lake cycling route and the outcome of the Pedal Penticton event
Nov. 1, 2019	Lake-to-Lake Feedback Form results / E-blast	• Results of the feedback form were shared with the public through shapeyourcitypenticton.ca in advance of a Council update

Nov. 5, 2019	Council Update	Results of the feedback form and next steps to involve the community were shared with Council in an open meeting
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Phase 2: Identify and present the options

Engagement in the second phase was focused on sharing the results of the technical analysis and raising awareness of the options that were being considered so that interested residents and businesses can provide input into the selection of the preferred option in each of the four sections of the route. Key activities in this phase included distributing a flyer to properties in the vicinity of the route options, hosting two open houses for interested citizens to discuss the recommendations with staff, and gathering feedback on the options.

Date	Activity	Description
Nov. 12, 2019	Advisory Group Meeting #2	Reviewed feedback form findings, results of technical analysis and proposed options with group as well as next steps for engagement
Nov. 12, 2019	DPA Meeting	City staff met with the Executive Director and Advisory Group representative to discuss the options that were being considered and the special engagement requirements for the downtown.
Nov. 13, 2019	Residential Flyer	Placed 6,000 flyers in the mail to notify residents in the areas of the route options about the options and opportunities to discuss at Hot Topics Open Houses or online at shapeyourcitypenticton.ca
Nov. 20, 2019	Press Release	Issued press release about availability of the options for the lake-to-lake route and results of feedback form
Nov. 20, 2019	Stakeholder Awareness Email	- Summary email prepared for members of the Advisory Group to share information about the options that were being considered including those downtown and upcoming opportunities to get involved with their networks. - Recipients include representatives from PIDA, Chamber, DPA, ICBC, Transit, Travel Penticton, PACA, RCMP as well as community members-at-large
Nov. 20 to Dec. 6, 2019	Hot Topics Open House Advertising	- Ads in the Penticton Herald on Nov. 21, 28 and Dec. 3 - Ads in the Penticton Western on Nov. 22, 27 and Dec. 4 - Radio ads / social media - Ads on Castanet running Nov. 20 to Dec. 5
Dec. 4, 2019	Newspaper Insert	2/3 page ad published in Penticton Western displaying the route options and encouraging participation in the open houses and option to provide feedback online
Dec. 4, 2019	Hot Topics Open House #1	First of two open houses held to provide residents with the opportunity to share their feedback on route options plus other topics

		- Open house was attended by approximately 250 people - Participants at open house were encouraged to complete a feedback form
Dec. 5, 2019	Hot Topics Open House #2	- Second of two open houses held to provide residents with the opportunity to share their feedback on route options plus other topics - Open house was attended by approximately 150 people - Participants at open houses were encouraged to complete a feedback form, the City received 219 feedback forms
Dec. 6–19, 2019	Engagement Kiosk	Displays from the Hot Topics open houses were reformatted and shared at the City's engagement kiosks at the Community Centre, City Hall and the Library to allow citizens to submit their feedback in person if they missed the open houses
Jan. 2020	Utility Newsletter	19,555 properties receive the Utility Newsletter which informed recipients about the work to identify the lake-to-lake cycling route and the participation in the Hot Topics open houses
Feb. 20, 2020	Advisory Group Meeting #3	Met with Advisory Group to review outcome of first phase of engagement, technical reviews and route options

Phase 2 - Engagement Extended

Recognizing the unique challenges of selecting a preferred option through the downtown, the City narrowed down the options being considered for the downtown leg from five to two and added additional engagement activities to encourage more involvement of residents and businesses that may be affected. Key activities included a mailout to properties along the affected streets, the addition of two public meetings for interested residents and businesses to learn more and an additional feedback form to formally gather the views of interested citizens.

Date	Activity	Description
Feb. 25, 2020	Press Release / E-blast	Press release issued to invite more residents and businesses to give their feedback on the options for the downtown
Feb. 28, 2020	Downtown Mail out	- Sent letter and summary to residents and businesses along Martin Street and Winnipeg Street 1,500 letters and executive summary mailed to occupants to raise awareness of options being considered in the downtown and opportunities to get involved
March 5, 2020	E-blast	Email to 3800 members of shapeyourcitypenticton.ca database informing about opportunity to get caught up with City Hall on the work to identify the lake-to-lake route at Home Show
March 5-26, 2020	Public Meeting Advertising	Ads were placed in the Penticton Herald and the Penticton Western News advertising the addition of two public meetings
March 6, 2020	Time Winery Meeting	Meeting to discuss potential for lake-to-lake route to travel down Martin and understand impacts for Time Winery

March 7-8, 2020	Home Show	Residents invited to drop by City booth at Home to catch up on lake-to-lake cycling route work
March 18, 2020	DPA AGM	POSTPONED The City was invited to make a presentation to members at their AGM and to have a table to discuss the route with interested members
March 25, 2020	Downtown Meeting #1	POSTPONED The City is hosting two public meetings to encourage more downtown residents and businesses to get involved in determining the preferred option
March 26, 2020	Downtown Meeting #2	POSTPONED The City is hosting two public meetings to encourage more downtown residents and businesses to get involved in determining the preferred option

Downtown Engagement Resumed

Additional engagement activities that were postponed due to the pandemic resumed in June. The following is a summary of what was completed.

Date	Activity	Description
June 6, 2020	DPA Email	Email invitation to DPA to identify upcoming opportunity to meet with DPA members.
June 18, 2020	Advisory Group Email	Update on path forward
June 18, 2020	Press release	Announce resumption of engagement activities / dates for feedback form / open house / invitation to meet
June 18, 2020	Letter to property owners	One-page summaries mailed to 675 residents and businesses in the downtown.
June 18, 2020	Eblast	Message sent to 5,043 members of shapeyourcitypenticton.ca database
June 22	Video	Winnipeg or Martin? viewed by 9,500
June 23 – July 7	Newspaper Ads	Ads placed in the Herald and Western to announce engagement opportunities
June 23 – July 12	Feedback Form starts / Recorded presentations	- Videos providing background on the project and information on how the options were identified for the Downtown published on shapeyourcitypenticton.ca - Feedback forms received from 292
July 2	Zoom Open House (4 pm to 6 pm)	- Online open house to answer questions about the process and the options. - About 15 residents/businesses attended.

July 6	Business / Apartment Visits*	- Staff walked Martin and Winnipeg to personally contact a selection of businesses and representatives of multi-unit accommodations that were open during COVID-19. The intent of the visits was to ensure they were aware of the work and answer any questions. Flyers were left at businesses and apartment buildings. The Engagement Strategist personally spoke with representatives at the following businesses* on Martin and Winnipeg and left flyers at many more through the downtown engagement effort including: - Budget Rental - Penticton Herald - Luso Canadian Club - Cowork - Ritchie Custom Homes - Canada Revenue Agency - Slackwater - Lougheed Building - Clancy's Pub - Clancy's Liquor Store (Now Martin St.) - Cherry Park Retirement - Dale Charles Physiotherapy - Time Winery - Singla Apartments - Martin Street Hair - Cannabis Cottage - Charles Manor - UPS - RDOS - Gilchrist & Company Law - Matheson & Grove Fine Art Gallery - Skilven Publishing *Please note this document has been updated to reflect the complete list of businesses visited during this phase of engagement. More locations will be visited as time allows.
July 9	Open House (3 pm to 7 pm)	- In-person open house to answer questions about the process and the options. - Attended by approximately 50 residents.
July 23	DPA Board Meeting	- Staff met with the board of the DPA to understand any concerns they may have about the lake-to-lake route for their members. - In advance, staff prepared responses to 24 questions submitted by the DPA in preparation for the meeting.

August 26	Advisory Group Meeting #4	- Rescheduled from August 19 due to the Christie Mountain Wildfire. - Reviewed options with stakeholder representatives and invited to submit feedback on behalf of organization.
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Phase 3: Refine the options and present preferred route

Engagement in this third phase will be focused on raising awareness of the preferred options of the route identified in the second phase. Activities will emphasize awareness and involvement of residents and businesses along the streets that are being considered. Examples of activities include street signs, letters to the properties along affected streets, online and in-person open houses and feedback forms. Watch for more information about this work as details are confirmed.

Date	Activity	Description
Aug. 27, 2020	E-blast	Email to 4,711 sharing proposed route and opportunities for involvement
Aug. 29, 2020	News Release	Route selection for proposed bike lanes nears final engagement phase
Sept. 2020	Advisory Group Feedback Forms	Comments received from ICBC, RCMP, Fire Department, Paramedics, Travel Penticton, Penticton Industrial Development Association, Downtown Penticton Association, Penticton and Area Cycling Association, Bike Vale, Cycling Without Age, Community Members
Sept. 16 – Oct. 18	Feedback Form	- Residents/Businesses on affected route - General Public
Sept. 17	News Release	Last phase of bike lane engagement to target properties along proposed route
Sept. 17, 2020	Proposed Preferred Route Video	11,000 views
Sept. 17, 2020	Info Video	319 views
Sept. 17, 2020	Mailout	Mailout sent to 2,092 addresses
Sept. 18, 2020	Signage	60 signs installed along the proposed preferred route to notify affected residents and businesses
Sept. 18 to Oct. 13	Newspaper Ads	- Penticton Herald (Sept. 22, 29, Oct. 6 and 13) - Penticton Western (Sept. 18 and Oct. 2)
Oct. 1, 2020	Webinar	6 attendees
Oct. 8, 2020	Social Media Ads	Sponsored ads on Social Media

Oct. 9, 2020	Webinar	• Livestreamed on Facebook (815 views)
Oct. 14, 2020	News Release	• Preferred location of the Lake-to-Lake Bike Route – have we heard from you?
Oct. 2020	Contacts	• Staff have emailed, phoned or visited a minimum of 42 residents or businesses along the affected route to answer questions about the process and the proposed preferred route at their request through the feedback form.

Attachment C – Lake-to-Lake AAA Bicycle Route Cost Estimate Description

The following is a description of some of the key considerations in the development of the cost estimate for each section.

Section 1:

- Northbound South Main –single one-way bike lane protected by a barrier.
- Southbound South Main –single one-way bike lane protected by parked vehicles.
- Buses stop in the travelled lanes. Passengers board and leave the buses from/to a raised median and cross the raised bike lane.
- Elimination of the left turn lanes in the Kinney Avenue link between South Main and Skaha Lake Road pending Point Intersection changes.
- Upgraded intersections (list) to accommodate cyclist crossings

Section 2:

- Northbound Kinney and Atkinson –single one-way bike lane protected by a barrier.
- Southbound Kinney and Atkinson –single one-way bike lane protected by a barrier.
- Duncan – single 2-way cycle track on north side of road protected by a barrier.
- KVR Walkway – share multi use trail
- Lane – share the road.
- Buses stop in the travelled lanes. Passengers board and leave the buses from/to a raised median and cross the raised bike lane.
- Upgraded intersections at Industrial/Atkinson and Duncan/Atkinson to accommodate cyclist crossings.
- Installation of a single track bridge on each side of the existing road bridge over Ellis Creek.

Section 3:

- Fairview – single, two-way cycle track on east side protected by a barrier.
- Install back to back left turn lanes.
- Buses stop in the travelled lanes. Passengers board and leave the buses from/to a raised median and cross the raised bike lane.

Section 4:

- Fairview to Martin – single, two-way cycle track on west side of road protected by a barrier.
- Martin from Eckhardt to Lakeshore Drive – single, two-way cycle track on west side of road protected by a barrier.
- Buses stop in the travelled lanes. Passengers board and leave the buses from/to a raised median and cross the raised bike lane.
- Upgraded intersections at Eckhardt, Wade, Nanaimo, Westminster and Lakeshore Drive to accommodate cyclist crossings.
- Add cycle track crossing at McIvor Way
- Removal of curb extensions at Eckhardt.
- Relocate sidewalk to property line at Time Winery and convert patio space to sidewalk at Veri Berri (remove patio fence).
- Remove bollards, concrete strip and unit pavers in parking strip in 200 Block of Martin Street and replace with asphalt cycle track surface and new concrete strip complete with physical delineation between cycle track and sidewalk.

Attachment D – Lake-to-Lake AAA Bicycle Route Advisory Group Feedback Forms

The intent of creating the Lake-to-Lake Advisory Group was to bring together representatives of key organizations and community groups with a unique interest or expertise to provide a sounding board for staff and consultants in identifying the best location for the route in Penticton. The City invited members of the group to formally comment on the preferred option for the route on behalf of their organizations. Feedback forms are included from:

- ICBC
- RCMP
- City of Penticton Fire Department / BCEHS
- Travel Penticton
- Penticton and Area Cycling Association
- Community Cyclists (Cycling Without Age, Bike Valet, Member-at-large)
- Downtown Penticton Association
- PIDA
- Berry & Smith (Trucking and Transit)



Lake-to-Lake Advisory Group Feedback Form

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Organization

What organization or community group do your comments represent?

*Insurance Corporation of British Columbia
Road Improvement Program*

Section 1 - Preferred Option 1D (South Main St.)

Does your organization or community group have any concerns about the preferred option for Section 1?

No concerns with the concept for Section 1. Key safety aspects of the design will be the connection of the northbound protected bicycle lane with the Skaha Beach area, as well as intersection crossings of the cycle lanes.

Section 2 - Preferred Option 2D (Atkinson St.)

Does your organization or community group have any concerns about the preferred option for Section 2?

No concerns for the concept for Section 2. Key safety aspects of the design will include the crossing of Duncan Avenue. Adding cycle crossings to this atypical intersection introduces increased driver workload which needs to be addressed.

Section 3 - Preferred Option 3 (Fairview - two-way cycle track)

Does your organization or community group have any concerns about the preferred option for Section 3?

In general there are safety concerns for two-way cycle tracks at intersections and accesses due to motorists not anticipating cyclists in both directions. However, there are safety benefits to the option including the ability to provide left turn lanes on Fairview Road and the connection to Section 4.

Section 4 - Preferred Option 4C (Martin St.)

Does your organization or community group have any concerns about the preferred option for Section 4?

The safety concerns of two-way cycle tracks at intersections and accesses are more pronounced on a one-way road such as Martin Street and in an urban setting with high pedestrian activity. However, with proper design mitigation measures the facility can be a good balance of sometimes competing objectives. It is anticipated that the design will include mitigation measures to address the typical safety concerns including bikeway signals, restricted right turns on red, conflict paint markings, etc.

Other

Please feel free to provide any additional comments on the process or recommendation.

Thank you for the opportunity to participate and provide comments on this worthwhile project.



Lake-to-Lake Advisory Group Feedback Form

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Organization

What organization or community group do your comments represent?

Penticton RCMP.

Section 1 - Preferred Option 1D (Elm - Kinney)

Does your organization or community group have any concerns about the preferred option for Section 1?

Option 1D appears to provide the best options for cyclists, and motorists.

Section 2 - Preferred Option 2D (Kinney – Fairview)

Does your organization or community group have any concerns about the preferred option for Section 2?

Again, this appears to be the best route for cyclists and motorists. I do like the improvements to the Atkinson St/Duncan Ave W intersection. My one comment would be about this intersection. Speed is an issue with this section of road. During high traffic times when vehicles are trying to leave Safeway and the light changes for west bound vehicles. Vehicles will speed up to beat this light as everyone is in rush. Now there they are faced with a quick merge as they know the lane is ending so possible shoulder checking and their attention is divided at this time. I am huge supporter of roundabouts. I love everything about them. By adding a round about here you physically force traffic to calm its speed, there

is continuous follow so motorists don't get upset, they will be at a lower speed in this section of road that has a bend in the road. The idea of this whole project is to get people using the bike lanes so we are creating a busier intersection but now we are at least addressing the speed issue for their safety. Also, is there an opportunity for better lighting?

Section 3 - Preferred Option 3 (Fairview - two-way cycle track)

Does your organization or community group have any concerns about the preferred option for Section 3?

Cycle track would be our choice for this section. Ample space for bikes as well as providing the turning lane for motorists still.

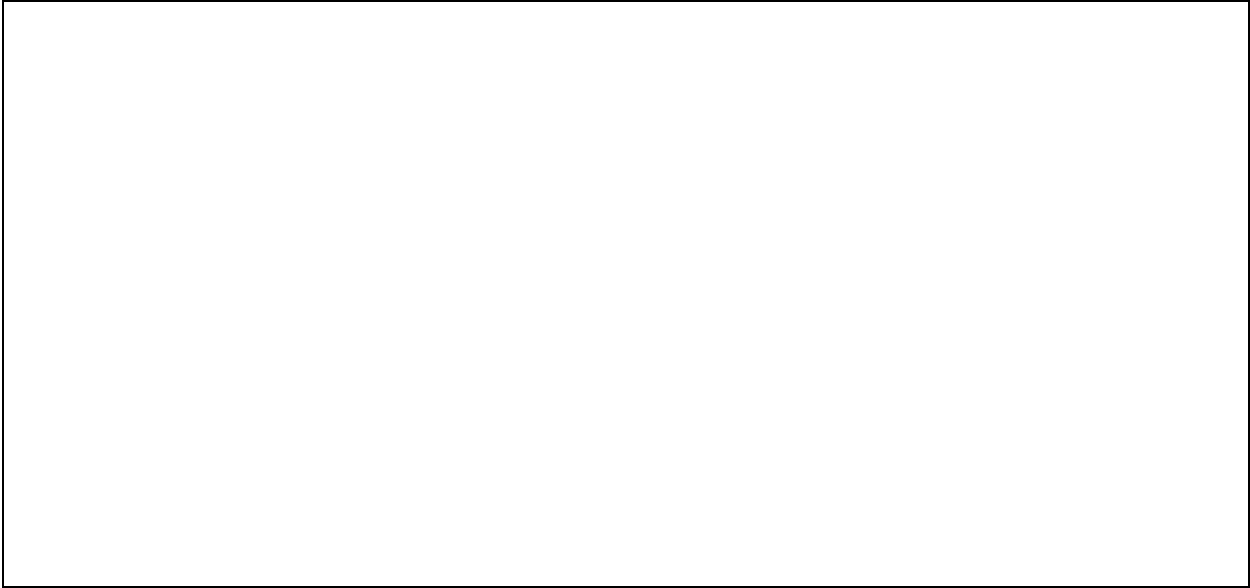
Section 4 - Preferred Option 4C (Martin St.)

Does your organization or community group have any concerns about the preferred option for Section 4?

No glaring concerns for safety on this section of road. The one comment I would make with be with Charles manor. There is a two way entrance there. I would suggest that this become only one way for vehicles turning off of Martin St into the covered entrance and eliminate vehicles that potentially can come popping out of this entrance and interfere with an unsuspecting cyclist. Possible instituting the same directional for the parking spot in the 200 block down near Johnston Meir, City Centre gym. Have vehicles all exit out to the back alley and leave that way.

Other

Please feel free to provide any additional comments on the process or recommendation.





Lake-to-Lake Advisory Group Feedback Form

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The intent of creating the Lake-to-Lake Advisory Group was to bring together representatives of key organizations and community groups with a unique interest or expertise to provide a sounding board for staff and consultants in identifying the best location for the route in Penticton. The City would like to invite the members of the group to formally comment on the preferred option for the route on behalf of and representing the interests of your organization. These comments will be included in the public record and provided to Council for their consideration. Please feel free to complete the following form or provide your feedback in a format that is more effective for you.

Organization

What organization or community group do your comments represent?

City of Penticton Fire Department (Ken Barbour) / BCEHS (Joe Puskaric)

Section 1 - Preferred Option 1D (South Main St.)

Does your organization or community group have any concerns about the preferred option for Section 1?

There is a new 180-unit development on South Main. Access to this development and other streets must be maintained. As long as road widths and turn radiuses are maintained, the Fire Department has no concerns about this section.

As long as access/egress maintained, BCEHS does not have any concerns with this section.

Section 2 - Preferred Option 2D (Atkinson St.)

Does your organization or community group have any concerns about the preferred option for Section 2?

The fire department frequently travels on Kinney Avenue to access multi-family developments at Cherry Lane Towers and along Kinney. The Fire Department would like to understand more about the planned changes for the intersection at Kinney and Main Street. As in Section 1, as long as road widths and turn radiuses are maintained, the Fire Department has no concerns about this section.

Section 3 - Preferred Option 3 (Fairview - two-way cycle track)

Does your organization or community group have any concerns about the preferred option for Section 3?

As long as road widths and turn radiuses are maintained, the Fire Department has no concerns about this section. As an observation, vehicles exiting Cossar, Calgary, Regina etc. and turning left or right onto Fairview will have to be very aware of bike and vehicle traffic going both directions.

As long as access/egress maintained, BCEHS does not have any concerns with this section.

Section 4 - Preferred Option 4C (Martin St.)

Does your organization or community group have any concerns about the preferred option for Section 4?

As long as road widths and turn radiuses are maintained, the Fire Department has no concerns about this section.

As long as access/egress maintained, BCEHS does not have any concerns with this section.

Other

Please feel free to provide any additional comments on the process or recommendation.



Lake-to-Lake Advisory Group Feedback Form

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The intent of creating the Lake-to-Lake Advisory Group was to bring together representatives of key organizations and community groups with a unique interest or expertise to provide a sounding board for staff and consultants in identifying the best location for the route in Penticton. The City would like to invite the members of the group to formally comment on the preferred option for the route on behalf of and representing the interests of your organization. These comments will be included in the public record and provided to Council for their consideration. Please feel free to complete the following form or provide your feedback in a format that is more effective for you.

Organization

What organization or community group do your comments represent?

Travel Penticton – Community DMO for Penticton

We represent the accommodation and tourism operators for the City of Penticton and surrounding area.

Section 1 - Preferred Option 1D (South Main St.)

Does your organization or community group have any concerns about the preferred option for Section 1?

No concerns, we agree with the proposed preferred route for Section 1, 1D.

We would like to see plans for wayfinding in this section. Important to offer non-resident and resident route users alike, directions and distances to Skaha Lake Park, connections to existing on-road bike routes, connecting to existing Ironman, Challenge, Grandfondo road bike routes, and to hospitality based adjacent businesses in Section 1 (wineries, restaurants, hotels, etc)

Additionally, it would be beneficial to create a service hub in Skaha Lake Park to assist riders with water filling stations, air for tires, common tune-up tools and secure bike racks.

Section 2 - Preferred Option 2D (Atkinson St.)

Does your organization or community group have any concerns about the preferred option for Section 2?

No concerns, we agreed with the proposed preferred route for Section 2, 2D.

The only area of consideration, for the physical route in this section would be to add a seamless link the Lake-to-Lake route to the KVR rail as it connects at Cossar Ave. Wayfinding and official route markers would be needed to make navigation between L2L and KVR easier for both non-resident and residents alike.

We would like to see plans for wayfinding in this section. Important to offer non-resident and resident route users alike, directions and distances to malls (Cherry lane/Safeway Plaza), each of the lakes (depending on which direction the rider is traveling), connections to existing on-road bike routes, and to hospitality based adjacent businesses in Section 2 (Shopping, Cannery Building, etc)

Additionally, it would be beneficial to create a service hub around Cherry Lane Mall to assist riders with water filling stations, air for tires, common tune-up tools and secure bike racks.

Section 3 - Preferred Option 3 (Fairview - two-way cycle track)

Does your organization or community group have any concerns about the preferred option for Section 3?

No concerns, we agreed with the proposed preferred route for Section 3, 2D.

We would like to see plans for wayfinding in this section. Important to offer non-resident and resident route users alike, directions and distances to landmarks (museum, library, high school), each of the lakes (depending on which direction the rider is traveling), connections to existing on-road bike routes, and to hospitality based adjacent businesses and landmarks in Section 3 (restaurants, shopping, etc)

Additionally, it would be beneficial to create a service hub around the Museum/Library to assist riders with water filling stations, air for tires, common tune-up tools and secure bike racks.

Section 4 - Preferred Option 4C (Martin St.)

Does your organization or community group have any concerns about the preferred option for Section 4?

Yes, we are concerned with the junction point at Martin St and Fairview. There are a lot of intersections and the accompanying perceived risk of bike to car interactions at this specific junction. We feel that Winnipeg St option would be the most direct and easier to navigate when connecting to Fairview Rd.

Also on Martin St, we are concerned about the potential capital investment impacts that TIME Winery and Very Berry businesses will incur due to the loss/reductions of their existing patios.

We would like to see plans for wayfinding in this section. Important to offer non-resident and resident route users alike, directions and distances to landmarks (Rotary Park, The Peach Visitor Centre, Gyro Park, Penticton Farmers Market, Community Market, etc), each of the lakes (depending on which direction the rider is traveling), connections to existing on-road bike routes, and to hospitality based adjacent businesses and landmarks in Section 4 (restaurants, shopping, Movie theater, etc)

Additionally, it would be beneficial to update the service hub at The Peach and may add an additional service hub at City Hall/Gyro Park to assist riders with water filling stations, air for tires, common tune-up tools and secure bike racks.

Other

Please feel free to provide any additional comments on the process or recommendation.

We support this overall Lake to Lake Bike Route plan. It is an innovative initiative that would be very beneficial from a tourism perspective for both the short and long term for Penticton and the region.

We would like to coordinate with the City of Penticton and other local agencies and societies to promote and brand this specific Lake to Lake route and the entire alternative transportation network in Penticton, to both residents and non-residents. We are in the final stages of our strategy development for our 'Fuel Free...Almost' alternative transportation initiative, and we would be looking to attract community engagement in the coming months. For the specific Lake to Lake route and the entire alternative transportation network that exists, we can help to generate external

exposure through travel and special interest media connections, as well as foster positive word of mouth from visitors to the city and region. We also see an opportunity to promote this route and the other alternative transportation options during the many community events.

Overall, the directness of the proposed Lake to Lake route satisfies the request that it maintains ease of use from a non-resident perspective. We would encourage the City to invest in a fool-proof wayfinding strategy to help non-residents navigate the route and feel comfortable using the route, when they are not as familiar with how to get around the city. To amplify the overall experience of the Lake to Lake route for non-residents and residents alike, we would encourage the City to invest in strategic tamper resistant service hubs along the route. This would support external exposure efforts and positive word of mouth, by considering all aspects of the experience of utilizing our alternative transportation infrastructure.

Lake to Lake advisory group feedback form

Community group represented: Penticton & Area Cycling Association (PACA)

Written by: Matt Hopkins, Urban Cycling Director, PACA

Section 1D: South Main Street

Does your organization have any concerns over the preferred option for this section?

The South Main option builds on the original bike lane made, and improves it significantly. It is understood that AAA bike facilities can be expensive to implement and this can sometimes hinder the ability to get the project completed. With the south main option, a lot of the work will be able to be done relatively inexpensively by simply swapping the orientation of the parked cars and the current bike lane, moving the bikes directly adjacent to the curb. The new bus stops will also provide significant improvement for the person on a bike, no longer having to share the same space as a bus coming to the curb. We had some concerns about how people on bikes would get onto Kinney Avenue from South Main heading North, but feel more comfortable after hearing from the consultant. We understand that there will be changes made that will make a small stretch of Kinney Ave (east of South Main Street) pedestrian and cyclist only, once the new interchange/roundabout is in place for cars south of this area. We strongly feel that once this facility is in it will inspire many Pentictonites to get on their bikes and this connection to Skaha Lake Park is key. While we also endorsed the route west of Main Street for better connection to amenities and businesses, we feel that once the South Main section is in, it will create an organic demand for more routes all over the city, including west of Main street.

Section 2D: Atkinson Street

Does your organization have any concerns over the preferred option for this section?

PACA is very happy with this choice for a number of reasons. When we first approached council very early in their term, we explained that it is crucial for the City to invest in a bike facility that is: safe and appropriate for all ages and abilities, as linear as possible, very central, and that connects to key destinations. Building a bike facility to an AAA standard, safety is a given. This Atkinson option is as linear as possible and connects directly to **TWO MAJOR SHOPPING DESTINATIONS!! YAHOO!!** We feel that this will have a huge impact on people being able to use their bike for routine trips to the store, not just recreation. We also feel the Atkinson route is very well selected as it connects directly with one of the denser housing nodes in the City just west of Cherry Lane Mall. Bravo.

Section 3: Fairview Road cycle track

Does your organization have any concerns over the preferred option for this section?

PACA has been on record in the media since the start of the process that we endorse Martin Street as the preferred downtown route, and the Fairview Road cycle track had to be selected when paired with Martin Street downtown option. We feel that this route will make it very simple for people on bikes to get from the Peach all the way into the middle of the city and really like the proposed changes to the

intersection of Duncan Avenue and Atkinson Street as they have been proposed. It should make the change from the two-way cycle track to the uni-directional lanes really easy.

Section 4C: Martin Street

Does your organization have any concerns over the preferred option for this section?

We have been vocal from the outset as Martin Street being our preferred route. On behalf of PACA I have written about this in my piece in the [Penticton Herald](#). We have also discussed this on other outlets including Global News Okanagan and Castanet. The better and more convenient the route is, the more it will be used. Martin Street is the most central of the routes proposed and is only one block from Main and one block from Winnipeg. We also recognize that folks who require curb parking will retain more of such inventory should the project go down Martin. We feel strongly that Martin street gives the best opportunity for the city to make cycling an attractive transportation option.

Other

Please feel free to provide any additional comments on the process or the recommendation

We recognize that the decision to give your citizens an attractive option to use a bike for transportation does not have its share of detractors. It can be a polarizing topic. We humbly suggest that a safe cycling facility (not to mention a future network) is years overdue. Every year this is delayed you are leaving people in Penticton behind. Approve it to give low income folks that can't afford cars dignity. Approve it to show everyone that people of all ages and abilities deserve a chance to get around Penticton safely. Do it to show your commitment to sustainability as your mission statement says you have. Do it for tourism. Do it to give your citizens an opportunity to decrease their reliance on automobiles. Do it to save your citizens money and improve Penticton's public health.

Per the new OCP and the pending Transportation Master Plan, there is a clear transportation priority set. The number one priority is pedestrian, while number 2 is cycling. Cycling is above Transit, Goods Movement, and multiple and single occupancy vehicles. If significant investments are not made into cycling, we question what the point of the entire Transportation part of the document is.

We know that this project, when completed, will be a tremendous asset to this City. We wouldn't have wasted your time in council 18 months ago if we thought otherwise. Please forge ahead and give your citizens a realistic opportunity to strongly consider the bike in their future transportation options.

Lake-to-Lake Advisory Group Feedback Form

penticton.ca

The intent of creating the Lake-to-Lake Advisory Group was to bring together representatives of key organizations and community groups with a unique interest or expertise to provide a sounding board for staff and consultants in identifying the best location for the route in Penticton. The City would like to invite the members of the group to formally comment on the preferred option for the route on behalf of and representing the interests of your organization. These comments will be included in the public record and provided to Council for their consideration. Please feel free to complete the following form or provide your feedback in a format that is more effective for you.

Organization

What organization or community group do your comments represent?

Cycling without a Penticton

Section 1 - Preferred Option 1D (South Main St.)

Does your organization or community group have any concerns about the preferred option for Section 1?

Not our first choice but it was our second choice.

We have no concerns for this as a "bike route".

We would not use it for CWA purposes. We would use side streets. Elderly passenger enjoyment is our #1

Section 2 - Preferred Option 2D (Atkinson St.)

Does your organization or community group have any concerns about the preferred option for Section 2?

Again, not our first choice. We preferred 2B to avoid the dangerous intersection of Atkinson & Duncan.

If measures are taken to reduce the danger. We are fine to support 2D

Section 3 - Preferred Option 3 (Fairview - two-way cycle track)

Does your organization or community group have any concerns about the preferred option for Section 3?

we support this option for
a cycle track

Section 4 - Preferred Option 4C (Martin St.)

Does your organization or community group have any concerns about the preferred option for Section 4?

we support this option.

Other

Please feel free to provide any additional comments on the process or recommendation.

Please press council to
enforce the prohibition of
bicycles on sidewalks.

#1 reason our elderly not
going for walks;

"Fear of being knocked down
by a cyclist"



Lake-to-Lake Advisory Group Feedback Form

penticton.ca

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Organization

What organization or community group do your comments represent?

- Penticton Bike Valet
- Urban Cyclists

Section 1 - Preferred Option 1D (South Main St.)

Does your organization or community group have any concerns about the preferred option for Section 1?

No concerns specifically regarding Option 1D, provided that it is a separated, protected bike lane. However it is recommend that Council approve, at least in principle, an option west of Skaha Lake Rd., in order to provide an active transportation option that directs cyclists to businesses, rather than just to Skaha Lake Park. This option would also provide a safe connection for cyclists who live and west of Skaha Lake Rd.

Section 2 - Preferred Option 2D (Atkinson St.)

Does your organization or community group have any concerns about the preferred option for Section 2?

Option 2D is the best option. However the route should connect to Fairview using a short protected lane along the north side of Duncan. Duncan, west of Fairview, has numerous destinations for retail

staff and customers, Cannery program staff and participants, and the college community. Using a short two-way cycle track on the north side of Duncan would allow these cyclists to approach the intersection safely, and would be the beginning of a Duncan route (to be tackled at a later date).

Section 3 - Preferred Option 3 (Fairview - two-way cycle track)

Does your organization or community group have any concerns about the preferred option for Section 3?

Fairview option is a good one, provided that it is a separated, protected lane. However it should begin at the corner of Fairview and Duncan, rather than a side-street north of Duncan. There will be cyclists travelling south on Fairview who will be headed west on Duncan, such as the College community, retail staff and customers, and Cannery program staff and participants. Under the current plan, these cyclists will not have the option to continue south to the Duncan intersection. Instead, they will have to exit the Fairview cycle track early and jaywalk across Fairview to head west on Duncan. This may potentially create an unsafe situation for both cyclists and vehicle drivers. However including a cycle track on the north side of Duncan, and extending the Fairview cycle track all the way to Duncan, will provide a seamless connection for all the westbound cyclists.

Section 4 - Preferred Option 4C (Martin St.)

Does your organization or community group have any concerns about the preferred option for Section 4?

Martin is the best option that accounts for the needs of all involved, including public transportation and parking needs.

Other

Please feel free to provide any additional comments on the process or recommendation.

My name is Brian Hughes and I was a member of the Penticton lake to lake bike path advisory committee.

JoAnn Kleb asked us to make some notes based on the groups we represent. As I don't represent any group, I guess I represent everybody!

I am looking through a lens of how to make this happen given the current economic realities.

Section 1

In my opinion, we should make Cornwall and Paris St. bike friendly roads. I've attached a picture from Aspen, Colorado. Leave the parking and give cycles centre of the road.

An advantage to the Paris route is a spur can be put to cross the bridge at Green Avenue to connect to the channel bike path and connect to the KVR to Kaleden.

South of Green, Paris St will go all the way to Yorktown

Section 2

I really like Atkinson route. Duncan crossing is a challenge

Generally OK with recommendations although personally I will go down Granby to Fairview. I would like to see Fairview Duncan intersection be more bike friendly

Section 3

I like the bike lanes on the east side of Fairview. I would like to see Rory McIvor Way local traffic only. I'm sure Rory would agree.

Section 4

Martin Street is the only logical option. Convert west parking lane into a 2 lane bike lane.

Take it right to Rotary park

Observations

Due to budgetary concerns, Penticton can not afford a fully separated bike path. However we might be able to afford paint and paint the routes. There may be a chance to sell ad space on the bike path to generate revenue as we do in bus shelters.

Once the paint is down for a year, then we can add barrier features where needed.

As a longtime driver and cyclist, I believe the paint will benefit cyclists and drivers as things become delineated

Where we should spend time designing is the first 4 blocks of Martin from the lake.

That will become our signature. Grant money could produce 4 blocks of state of the art bike lanes

I'll bet we can get some local companies who pave help us make something special.

Once you get on to the route, just paint will be fine for now.



Section 1 – South Main

This section of the route will be the most heavily used of all the sections. It is the main corridor both to and from the major bike rides south of the city. Regardless of how rides get to the South Main section this will be heavily used.

Like most of the rest of the route, experienced riders may experience frustration with the “all ages & all abilities” crowd on this piece of road. All riders will have frustration as the pelotons of athletes training get tangled up in the afore mentioned group.

The piece at the north end of South Main will have to be well laid out from the corner entering from Dawson and Kinney to the proposed new round about at Pineview/South Main. This is potentially a problem area as riders merge from different routes to the South Main corridor.

Section 2 – Atkinson Street

This section of the route will be more problematic for the residents as parking and services such as garbage collection get moved from the existing roadway. This is also a bus route which inevitably causes issues.

This section also crosses Industrial which has the PDSC building about 1 block down from the corner. By the very nature of their clients this can provide some potential for pedestrian conflict. Also, you will find this will be an entrance point to Atkinson as many riders will use Industrial as the route coming up from Fairview Road. The intersections with lights will need to be well thought out to avoid vehicle, bike and pedestrian conflict.

Section 3 - Fairview

This section will get a lot of use. For cyclists Fairview is the gate way into the downtown whether coming to or from the Channel By-pass, Green Mountain Road, or the Atkinson Street section. This has the potential for conflict between users as athletes and the “all ages and all abilities” group get tangled up with each other.

This section has no real problems even currently. Once riders get to the Fairview/McKiver Way/Winnipeg Street section will find a disbursing of riders as they turn off to the west toward the Community Centre, Kings Park, SOEC and other facilities or East toward Pen High, Main Street, Ellis Street or they continue straight down Winnipeg to the coffee shops and vehicles parked at the end of the ride.

Section 4 – Martin Street

For all intents and purposes this is the most impractical piece of the project. To think that one street through the Downtown Core is the answer will prove the largest expenditure of money with not nearly the use the proponents of this route visualize. Also, any alleged economic benefits are very arguable. Like most projects there are winners and losers, but the reality is that this bike lane project is not an

economic boom for the downtown as most shoppers in North America use a vehicle. This will be a trend for many years. Even with a 25% increase in ridership is still an extremely small percentage of the population that would bring their bike shopping given that the percentage of people that use their bike to commute is exceedingly small. A 25% increase of an exceedingly small number is still a very small number.

Riders and users of the north end of town will use whatever route is most convenient to them, depending on destination. Power Street, Ellis Street/Government, Winnipeg to Fairview and of course Martin but not to the extent you believe.

The disruption to businesses, traffic and parking will not provide the economic benefits to the businesses and the simple use of paint on all the Downtown streets would suffice until such time as it can be shown that a larger investment would be worthwhile.

I believe the City would be wasting its money on this portion of the project at this time in the City's development.



Lake-to-Lake Advisory Group Feedback Form

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Organization

What organization or community group do your comments represent?

PIDA

Section 1 - Preferred Option 1D (South Main St.)

Does your organization or community group have any concerns about the preferred option for Section 1?

The south Main corridor is going to see very significant growth in traffic over the next few years. This has not been addressed. Commercial freight and emergency vehicle travel is going to be a problem as the route is now planned. If possible, it would be very helpful to have a centre turn lane as on Government street. This would facilitate the movement of traffic caught behind buses and turning vehicles.

Our preference is for 1A as it is a less expensive and safer route than 1D.

Also, missing from the discussion has been the admission that though the biking landscape has changed significantly with the advent of e-bikes, e-scooters and small electric motorcycles, we are making plans as if nothing has changed. Electric vehicles on sidewalks and the Lakeshore drive walkway are often travelling at high speeds. Pedestrians are being struck by regular bicycles now and the eventual collisions involving electric power will be severe. These corridors will now be all ages, abilities and speeds and will not be safe under those conditions. 1A goes much farther to accommodating the future than 1D can. Though there is support on the committee for 1A, discussion along those lines has been actively discouraged and shut down.

Section 2 - Preferred Option 2D (Atkinson St.)

Does your organization or community group have any concerns about the preferred option for Section 2?

2A is a better route as it connects very nicely with 1A. Safer, cleaner and less vehicle interactions.

Section 3 - Preferred Option 3 (Fairview - two-way cycle track)

Does your organization or community group have any concerns about the preferred option for Section 3?

No.

Section 4 - Preferred Option 4C (Martin St.)

Does your organization or community group have any concerns about the preferred option for Section 4?

None of these options are very appealing other than they are in a straight line. Too bad as the majority of users would prefer more options.

There has been no discussion of the impacts of these routes on emergency vehicles and freight truck deliveries. Freight deliveries to the downtown may decline significantly as covid-19 restrictions and the highly unfair tax landscape that on-line retailers enjoy will eventually eliminate the downtown retailer.

Other

Please feel free to provide any additional comments on the process or recommendation.

There is definitely a push for straight line, no turns route. It is not a concern for on-power users of other ages, uses and abilities of recreational and alternate transportation riders who prefer safety, exhaust free air and less motor vehicle interaction. Being able to cycle a route in record breaking time is on no importance to the majority of users whom we are trying to attract when trading off other benefits. It is too bad that detailed optional route costs are not provided and that other route suggestions have not been brought to the committee for consideration. Not sure why, but it is a concern when the committee is not asked for recommendations.



Lake-to-Lake Advisory Group Feedback Form

penticton.ca

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Organization

What organization or community group do your comments represent?

Berry and Smith Trucking and Penticton Transit Service Ltd.

Section 1 - Preferred Option 1D (South Main St.)

Does your organization or community group have any concerns about the preferred option for Section 1?

Representing the interests of transit busing, commercial vehicles and the industrial district, we would like to see traffic flow remain as unrestricted as possible by stopping buses. The South Main corridor will likely see a large increase in traffic in the next 10 – 20 years and keeping the flow will reduce congestion and incidents of road rage. As discussed in the meeting the inclusion of a two-way left turn lane between the lanes of traffic would present a solution to this issue presenting a “passing lane” for vehicles coming up behind stopped buses or other commercial vehicles.

We would also like to see accessibility for commercial vehicles remain unrestricted on this route as it is a common secondary route (South Main to Yorkton) to travel South on Highway 97 as the left turn at Warren/Highway 97 can take upwards of 15 minutes on a busy summer day.

Section 2 - Preferred Option 2D (Atkinson St.)

Does your organization or community group have any concerns about the preferred option for Section 2?

Similar to section 1, it would benefit commercial vehicles and industrial traffic to either have pullouts for bus stops on the side of the road to allow traffic to continue to flow or have a two-way left turn lane.

Atkinson handles a fair amount of traffic (which will only increase as the city grows) and allowing traffic to flow, uninterrupted by stopping buses will reduce congestion and potential road rage or collision incidents.

Section 3 - Preferred Option 3 (Fairview - two-way cycle track)

Does your organization or community group have any concerns about the preferred option for Section 3?

As with the previous two sections, we ask that, bus stops are either recessed into the side of the lane so that traffic can continue to flow or there be a two-way left turn lane installed.

Fairview to Winnipeg is a key artery for commercial vehicles entering the downtown Penticton area. It is critical that this area be kept as wide as possible to accommodate these vehicles.

Section 4 - Preferred Option 4C (Martin St.)

Does your organization or community group have any concerns about the preferred option for Section 4?

There are multiple transit stops on Martin Street. As it is a one-way street this will allow vehicles to pass a stopped transit bus.

We will require that Transit stops on Martin remain accessible for both buses and transit passengers.

Other

Please feel free to provide any additional comments on the process or recommendation.

We encourage consultation with businesses to ensure they can still accommodate large trucks to receive deliveries and ship them out with the addition of this cycling network.

In addition, we encourage consultation with waste disposal companies to ensure their trucks will remain able to pickup waste from the businesses along this route with the implementation of the bike lanes.

We recommend there to be high quality lighting, signage and paint in all areas around the cycle track to reduce the likelihood of collisions between cyclists and transit passengers which are at an increased chance of occurring at night.

In order to provide enough space for two commercial vehicles to pass each other safely, we also ask that the road be kept as wide as possible on all sections of the route. Already there are areas that are very tight for two passing commercial vehicles.

The tight lanes are magnified by the effect of snow in the winter. When snow is plowed to the side of the road, this takes out a portion of the roadway. With no parking lanes at the side of the road and snow plowed on the shoulder, this would decrease the amount of usable road space making it hazardous for two large vehicles to safely pass.

As has been mentioned previously in this document, we advise that all of these areas be kept open to commercial traffic, as there are a limited amount of routes to safely navigate Penticton in a commercial vehicle.



Lake-to-Lake AAA Bicycle Route

Preferred Options

3 September 2020



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Appendix

Option 2D: Atkinson St./Duncan Ave. Intersection Concept

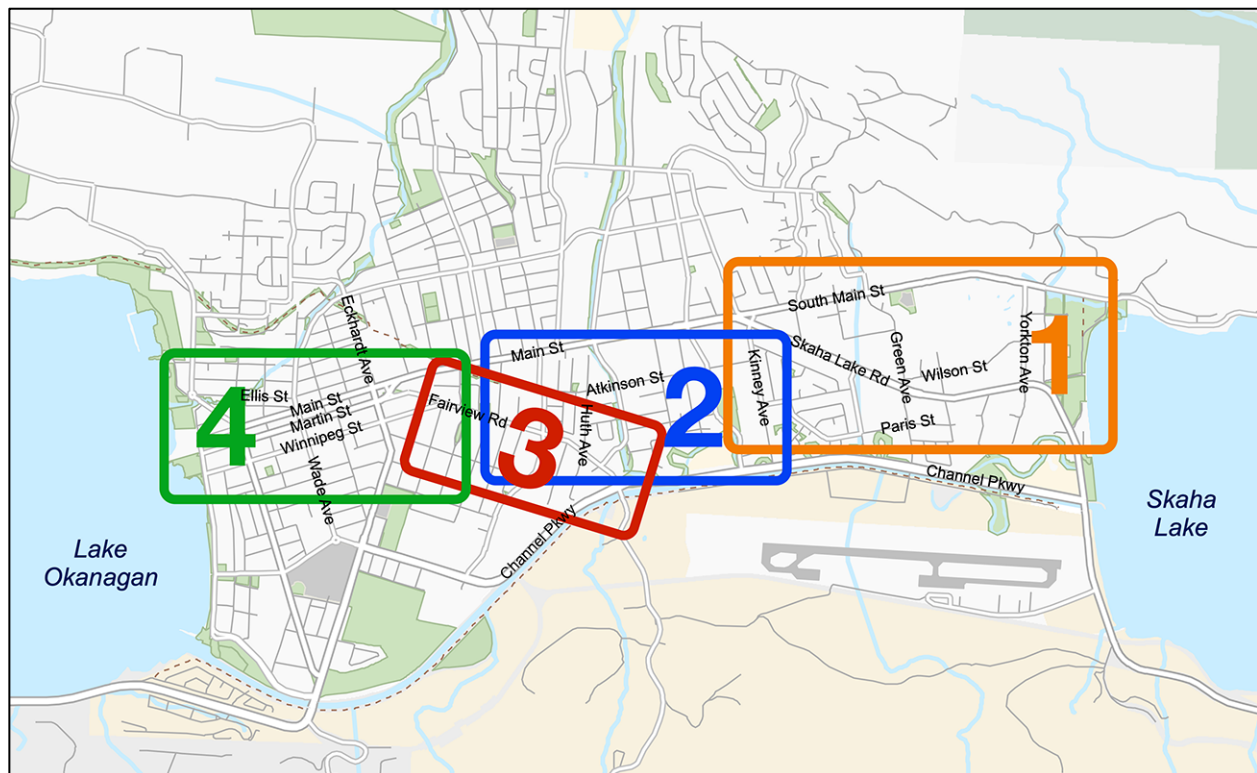
Option 4C: Martin St., Lakeshore Dr.–Fairview Rd. Concept

1 Introduction

The Lake-to-Lake bicycle route is intended to make cycling in Penticton safer and more convenient for people of all ages and abilities, and to support active living and sustainable forms of transportation. This important community asset will be the spine of the bicycle network, connecting other bicycle routes and key destinations, commercial centres, schools, parks and community facilities. The Lake-to-Lake route will provide an opportunity to cycle in safety not only for current cyclists but also non-cyclists who might be inclined to cycle but are afraid of traffic.

The Lake-to-Lake corridor joins Lake Okanagan and Skaha Lake, a distance of approximately 6.5 km. Within the corridor there are several roads on which the bicycle route could be implemented, and different types of bicycle facilities that could be used. Figure 1 illustrates the Lake-to-Lake corridor, which is divided into four sections to help facilitate engagement and discussion of local context and conditions at a detailed level. A range of route and facility options were presented to the community in Fall 2019 and Summer 2020 (through an Advisory Committee, meetings with stakeholders, four open houses and on-line materials, as described below), accompanied by detailed technical information (refer to the Route and Facility Options report of 18 November 2019). This document incorporates feedback from the community, and identifies the preferred options in each of the four sections of the corridor, based on community support and several other criteria.

Figure 1: Lake-to-Lake bicycle route corridor



2 Community Engagement

The following provides a brief overview of the community engagement program. The purpose of these engagement activities was to inform and receive feedback from the community and particularly from residents, business operators and property owners along the potential routes that were being considered for the Lake-to-Lake bicycle route.

2.1 Engagement Activities

The City provided four main means of creating awareness for the public to understand how they could participate in offering input regarding the Lake-to-Lake bicycle route:

- The City's Shape Your City website at www.shapeyourcitypenticton.ca.
- Distribution of flyers to all affected areas and streets identified as potential route options.
- Local media.
- Directed communication with key stakeholder groups such as the Downtown Penticton Association (DPA), Penticton Area Cycling Association (PACA), and the study Advisory Committee representatives.

2.1.1 December 2019 Engagement

Opportunities for the community to provide feedback included an on-line feedback form and two Open Houses held on consecutive days, Wednesday and Thursday 4 and 5 December, at the Trade and Convention Centre and the Seniors Drop-In Centre, respectively. A total of 219 feedback forms were submitted on-line and at the open houses. The estimated attendance at the two open houses was approximately 400 persons.

The Route and Facility Options report of 18 November 2019 was vetted with the Advisory Committee prior to being released to the public in advance of the December open houses.

Information and engagement at the open houses consisted of:

- Large format poster boards with detailed illustrations of the proposed routes and cycle facilities in each of the four sections of the route.
- A map showing the proposed routes in the context of the study corridor.
- Feedback forms for residents and businesses on affected routes, and the general public.
- City staff and consultants were available to discuss and explain criteria for selected options.
- Participants had the option of filling out hard copy feedback forms or responding on-line.

2.1.2 July 2020 Engagement

The City subsequently undertook additional engagement activities in July regarding options for Section 4 in the downtown. Two options – Option 4B on Winnipeg Street and Option 4C on Martin Street – were identified as the candidates with the greatest technical merit and highest levels of support among affected business owners and residents. Participants were asked to indicate which of these two options they preferred for the downtown section of the Lake-to-Lake bicycle route. This included a discussion about the options with the participating public.

Restrictions on public gatherings during the COVID-19 pandemic limited the extent of in-person engagement activities. Materials were provided on-line, and a virtual open house was held via Zoom on 2 July. An in-person open house with physical distancing protocols was held on 9 July, with display boards and detailed illustrations of the options for the route through the downtown. All participants – on-line and in-person – were asked to complete a feedback form indicating their preferences for the route alignment.

2.2 Feedback

This section summarizes and highlights the key results from the surveys conducted in December 2019 and June/July 2020. It should be noted that these summaries are not intended to illustrate statistical significance of the responses, but rather to identify general preferences. Full details of feedback have been compiled by the City and are available under separate cover.

2.2.1 December 2019 feedback

A total of 219 feedback forms were submitted on-line and at the open houses in December. Highlights of the responses are summarized below and in Table 1.

- There was a good cross-section of adult demographics represented: ages 19-39 (13%); ages 40-64 (47%); ages 65+ (40%).
- 64% of respondents support the cycling facilities in general (only 3.4% did not support).
- 78% support the proposed changes to the road cross-sections.
- The greatest numbers of comments by street were offered for South Main Street (30 respondents), Atkinson Street (12), Fairview Road (6), and Winnipeg Street (12).
- Loss of parking was the most common item of concern (particularly on Winnipeg Street)
- Potential impacts to driveways and property access was the second most common item of concern (on Atkinson Street, for example).
- Main reasons for supporting a route option were less traffic volume on a street and existing bicycle infrastructure/route, including available road width and traffic signals.
- Section 4 had a very low participation rate from affected businesses and residents (the consulting team and City staff also met separately with DPA executive staff). The level of

support among affected businesses and residents was highest for Options 4A and 4C (Martin/Winnipeg Streets and Martin Street, respectively), but among the general public support was highest for Option 4B (Winnipeg Street). Given the low participation rate it was decided that more focussed discussion would be held within Section 4 to help select the ultimate preferred option.

Table 1 summarizes responses to the survey that accompanied the open houses in December, and which was also available online. The first group of responses includes only affected residents and businesses located on one of the identified route options, and only includes their responses for the sections where they live or their business is located. The second group of responses include all respondents (affected and otherwise), and all responses for all sections.

Table 1: Preferred routes from survey responses

Section	Affected Respondents for Their Sections Only			All Respondents for All Sections			
	Affected Business	Affected Resident	Totals	Affected Business	Affected Resident	General Public	Totals
1A	2	7	38%	1	12	52	38%
1B		2	8%	1	4	8	8%
1C		4	17%		2	17	11%
1D		9	38%	2	20	54	44%
2A		2	22%		3	32	21%
2B		4	44%	2	7	30	24%
2C		2	22%		5	20	15%
2D		1	11%	2	15	44	39%
3BL	2		33%	2	15	71	53%
3CT		4	67%	4	18	57	47%
4A	1	3	31%	1	2	35	24%
4B	1	2	23%		12	40	33%
4C	1	3	31%	2	6	18	16%
4D		2	15%	2	4	12	11%
4E			0%		7	19	16%

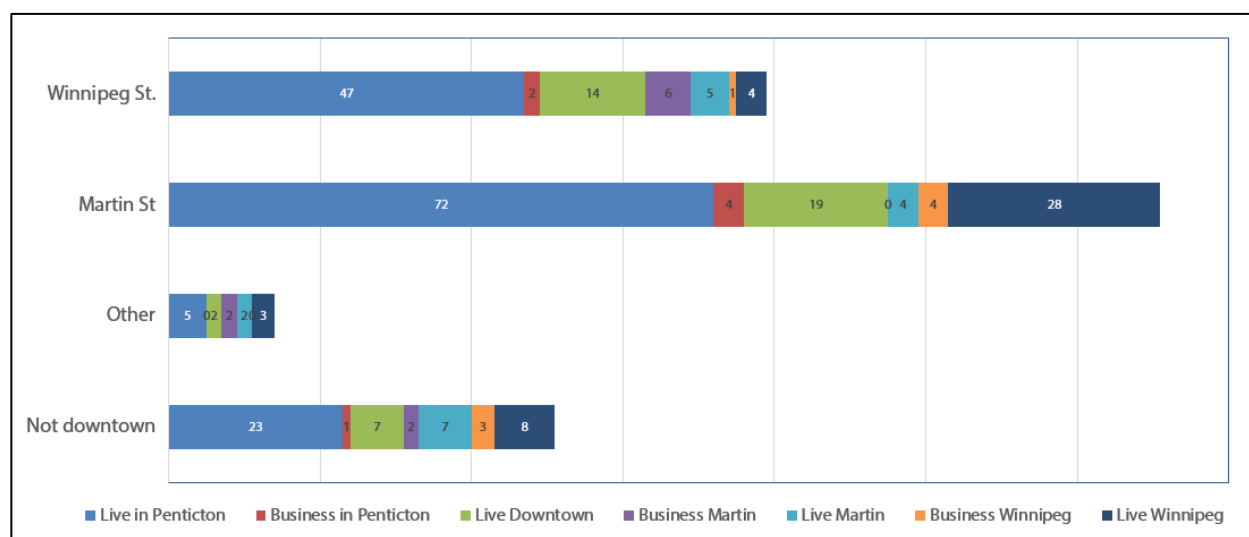
2.2.2 July 2020 Feedback

A total of 292 feedback forms were submitted in June and July. Highlights of the responses are summarized below and in Figure 2.

- Less than half of respondents (43%) live downtown or operate a business in the downtown. Of these respondents, 34% live on Winnipeg Street, 14% live on Martin Street and 32% live elsewhere in the downtown. Six percent operate a business on Winnipeg Street, 8% on Martin Street and 6% elsewhere in the downtown.
- More respondents live on and operate businesses on Winnipeg Street (51 respondents) than on Martin Street (28 respondents).

- The majority of respondents (72%) indicated that they are cyclists.
- 59% of respondents support bicycle lanes in the downtown for the Lake-to-Lake route, and a further 23% support bicycle lanes with conditions, for a total of 82% support.
- Among respondents who live on and operate a business on Winnipeg Street, 70% support bicycle lanes in the downtown. Among respondents on Martin Street support is 55%.
- As illustrated in Figure 2, among all survey respondents there is more support for the Lake-to-Lake route on Martin Street than on Winnipeg Street.
- Among respondents who live and operate a business on Winnipeg Street and who indicated a preference for one of the two options, 87% prefer the bicycle route to be on Martin Street. The reverse is the case among respondents who live and operate a business on Martin Street, among whom 73% prefer the route to be on Winnipeg Street.

Figure 2: Support for Lake-to-Lake route options in the downtown



2.3 Further Engagement

Following presentation of the preferred Lake-to-Lake bicycle route to Council, City staff will present the preferred route to the community, and provide an opportunity for residents, business owners and other stakeholders to identify specific concerns and localized issues along the preferred route.

The next phase of the Lake-to-Lake bicycle route project will be to develop detailed designs for each section of the route. During this design phase, opportunities to address and mitigate identified issues will be investigated, in consultation with affected residents, business owners and other stakeholders. As well, new policies and procedures will be established to maintain services such as garbage pickup and snow clearing.

3 Preferred Options

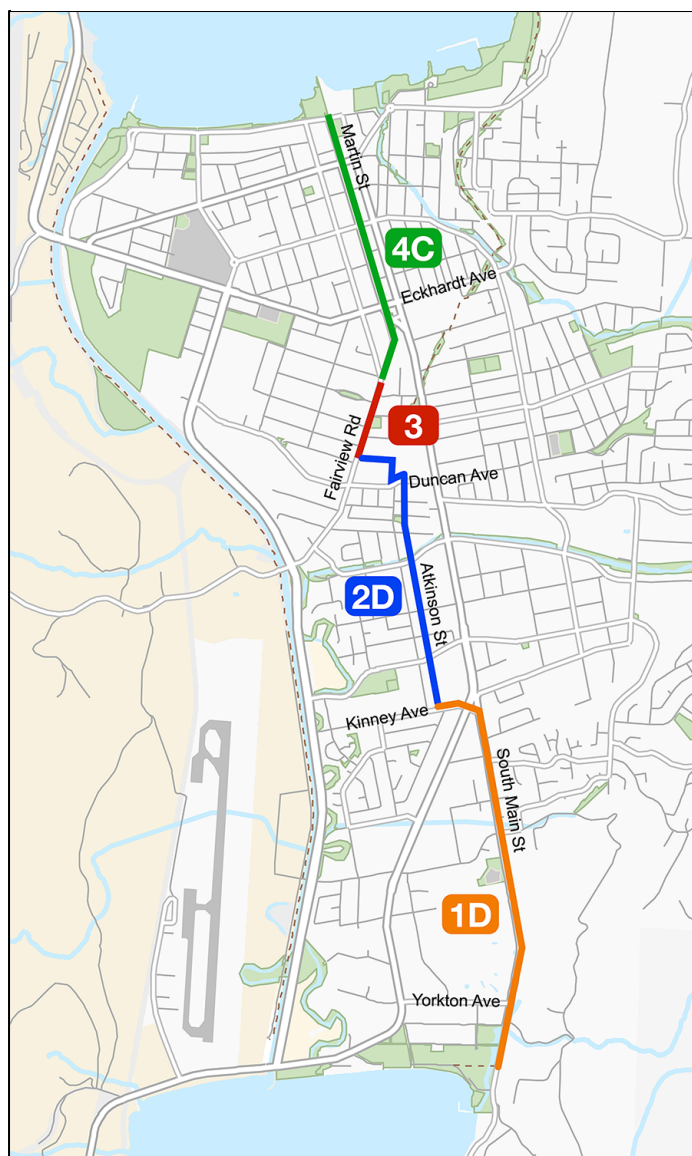
The preferred routes and facilities in each of the four sections in the Lake-to-Lake bicycle route are illustrated in Figure 3 and are identified below.

The preferred options were identified based on criteria that reflect cyclists' experience (protection from traffic, appeal of the facility, directness of routing, access to key destinations) and criteria that reflect the interests of residents, businesses, the City and other agencies (parking impacts, transit operations, cost implications and other considerations). Although detailed cost estimates have not yet been prepared for the preferred route, the cost implications of the route options were compared.

The preferred options in each section are:

- Option 1D – South Main Street, protected bicycle lanes (both sides).
- Option 2D – Atkinson Street, protected bicycle lanes (both sides), connecting to pathways north of Duncan Avenue.
- Section 3 – Fairview Road, a 2-way cycle track (east side).
- Option 4C – Martin Street, a 2-way cycle track (west side).

Figure 3: Preferred Lake-to-Lake route



3.1 Section 1: Elm Avenue – Kinney Avenue

Section 1 of the Lake-to-Lake bicycle route extends from Elm Avenue at Skaha Lake to Kinney Avenue, and is 2.4–2.9 km long. The four route options are illustrated in Figure 4.

The preferred route is Option 1D, with protected bicycle lanes on South Main Street where there are currently conventional bicycle lanes. As illustrated in Figure 5, parking would be maintained on the west side of the road, and the protected bicycle lanes would not impact access to adjacent properties and off-street parking. Option 1D assumes the proposed closure of Kinney Avenue to traffic between Skaha Lake Road and South Main Street, with a crossing treatment to accommodate northbound cyclists turning left.

Table 2 compares the features, advantages and disadvantages of each route option in Section 1. Option 1D is highlighted to indicate that it is the preferred option. It is a direct route that provides access to key destinations, and would have minimal impacts to parking. Option 1D has the highest level of community support, and respondents indicated a key attraction is that it is an existing bicycle route that can be improved with protected lanes.

Option 1D would be the preferred option for the City to pursue in the short-term, as implementation would be relatively straightforward. The City might also want to eventually develop Option 1A as a bicycle route as well. It also has a high level of community support, and is a direct route with minimal impacts to parking. Option 1A is far enough from South Main Street and serves different destinations than Option 1D, and as a result would be a complementary option in the Lake-to-Lake route. Although it is a predominantly bicycle boulevard route on low-traffic neighbourhood streets, it incorporates a section of private road on a City easement might require discussions and arrangements with property owners before it can be designated as a bicycle route. Option 1A also incorporates a soft surface trail adjacent a future development site that would ultimately be converted to a multiuse pathway, and a new multiuse pathway on the east side of Skaha Lake Road south of Yorkton Avenue that will necessitate discussion with the owner of the adjacent property where a rock wall appears to encroach on the road right-of-way. These issues mean that implementation of Option 1A could not likely occur for a few years.

Figure 4: Section 1 route options

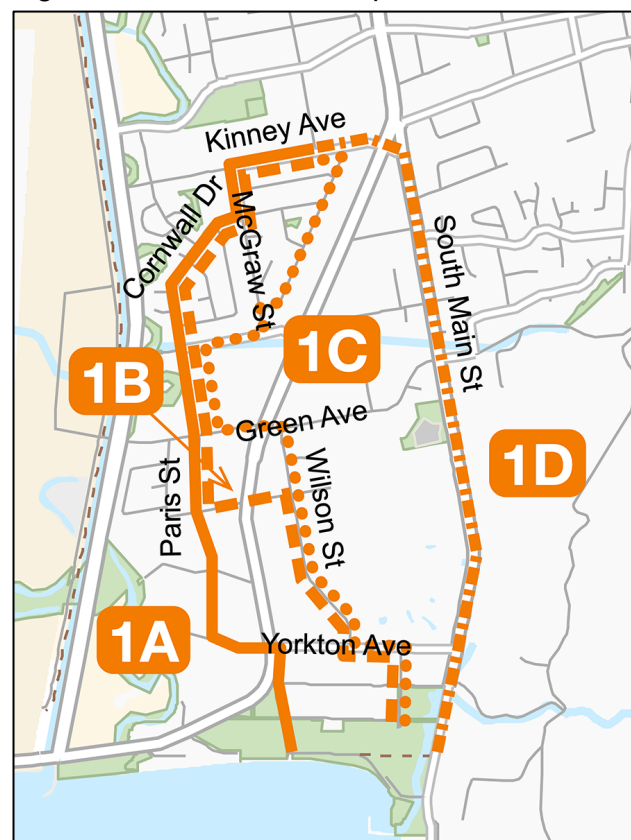


Figure 5: Protected bicycle lanes, South Main Street (Option 1D)

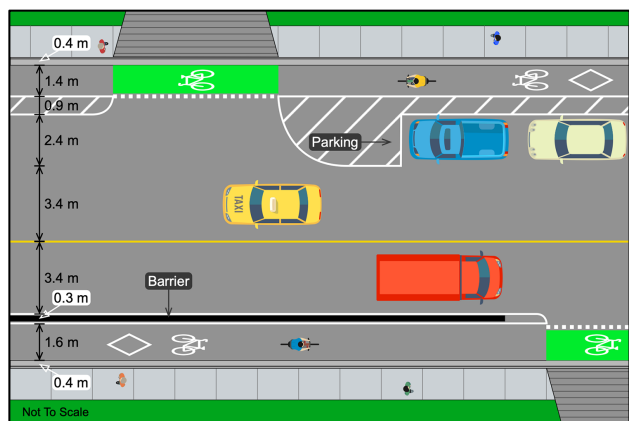


Table 2: Section 1 route option comparison

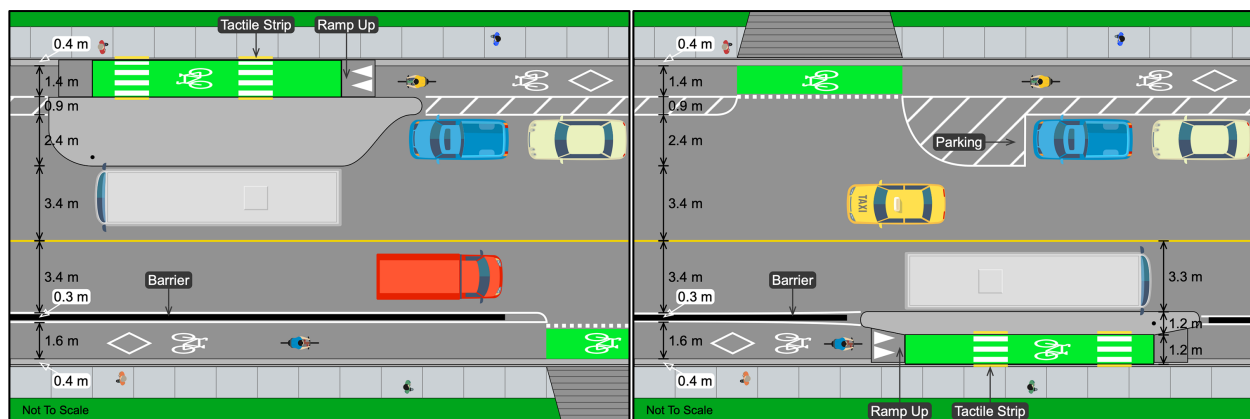
	1A	1B	1C	1D
Route length	2.6 km	2.9 km	2.8 km	2.4 km
Protected facilities	20%	35%	55%	100%
Bicycle boulevard	70%	65%	45%	0%
Multiuse pathway	10%	0%	0%	0%
Safety				
• Cyclists	●	●	●	●
• Pedestrians, transit users	⊙	⊙	⊙	⊙
• Motorists, other road users	⊙	⊙	⊙	⊙
Appeal to AAA cyclists	●	●	●	●
Dimensions	●	⊙	⊙	●
Directness of route	●	⊙	○	●
Access to key destinations	●	●	●	●
Parking impacts	25–45 vehs	75–160 vehs	95–160 vehs	< 20 vehs
Other impacts	!	–	–	!
Cost implications	–	–	–	–
Participant preference				
• Affected residents/businesses	9	2	4	9
• All respondents	65	13	19	76
● = positive ⊙ = neutral ○ = negative vehs = vehicles ! = impacts, higher costs				

Notes regarding the comparison of route options for Section 1 include:

- *Safety.* All route options would provide safe facilities for cyclists, including protected facilities on major roads, and crossing treatments and traffic calming measures on bicycle boulevards. There would be no significant safety benefits or impacts for pedestrians, motorists and others. Bus stops on protected facilities would be reconfigured to prioritize pedestrians and maximize safety for transit passengers crossing the protected facility to and from the bus, as illustrated in Figure 6.

- *Dimensions.* On Options 1B and 1C, the protected bicycle lanes or cycle tracks on Wilson Street and Yorkton Avenue would be less than minimum dimensions, as would be the traffic lanes and parking.
- *Destinations.* All route options provide direct access to Cherry Lane shopping centre and Skaha Lake Park. All options connect to Parkway Elementary School on Kinney Avenue, and Options 1B, 1C and 1D pass near Princess Margaret Secondary School on Green Avenue.
- *Parking.* Option 1A would eliminate parking for up to 30 vehicles on Kinney Avenue, plus eliminate parking for up to 15 vehicles on Yorkton Avenue west of Skaha Lake Road. Options 1B and 1C would eliminate significant amounts of parking on Wilson Street and Yorkton Avenue. Option 1D would eliminate a single parking space in advance of many intersections and driveways.
- *Other impacts.* Option 1A includes a section of private road on Paris Street south of Waterford Avenue, for which there is a public easement but which might require additional negotiations. On Option 1D, buses would stop in the traffic lane, which would result in delays to traffic.
- *Cost implications.* Options 1B, 1C and 1D would involve similar costs to remove parking and create protected bicycle facilities with barriers, and bus stops with floating islands. Although Option 1A would avoid most of these costs, it would include the cost of a new section of pathway on the east side of Skaha Lake Road south of Yorkton Avenue. The cost of paving the soft surface trail connecting Paris Street and Hemlock Street is assumed to be incurred by adjacent development.

Figure 6: Protected bicycle lanes and bus stops, South Main Street (Option 1D)



3.2 Section 2: Kinney Avenue – Fairview Road

Section 2 extends from Kinney Avenue in the south to Fairview Road, a distance of 1.4–1.6 km. The four route options are illustrated in blue in Figure 7.

The preferred route is Option 2D. It incorporates protected bicycle lanes on Atkinson Street, and makes use of existing multiuse pathways north of Duncan Avenue to provide a connection to Fairview Road. Option 2D includes safety improvements at the Atkinson Street/Duncan Avenue intersection to accommodate pedestrians and cyclists crossing Duncan Avenue, as well as to improve safety for motorists. A conceptual illustration of the bicycle facilities and other improvements at the Atkinson Street/Duncan Avenue intersection is included in the Appendix.

Table 3 compares the features, advantages and disadvantages of each route option in Section 2. Option 2D is highlighted as the preferred option. It has the highest level of community support among all respondents to the community survey (although it has the lowest level of support among affected residents and businesses in Section 2, feedback suggests that this may be in part due to a misunderstanding that protected bicycle lanes would restrict access to adjacent properties). Respondents who favoured Option 2D indicated that direct access to Cherry Lane shopping centre, Safeway and other businesses on Main Street is an important feature, as are the traffic-free pathways north of Duncan Avenue that connect to Fairview Road.

Notes regarding the comparison of route options for Section 2 include:

- *Safety.* All route options would provide safe facilities for cyclists, including protected bicycle lanes on major roads, and crossing treatments and traffic calming measures on bicycle boulevards. In Options 2C and 2D, safety would also be improved for pedestrians and motorists with a new traffic signal at the Atkinson Street/Duncan Avenue intersection (there would be no significant safety benefits or impacts for pedestrians, motorists and others in Options 2A and 2B). Bus stops on protected bicycle lanes on Atkinson Street would be reconfigured to prioritize pedestrians and maximize safety for transit passengers crossing the protected facility to and from the bus.

Figure 7: Section 2 route options

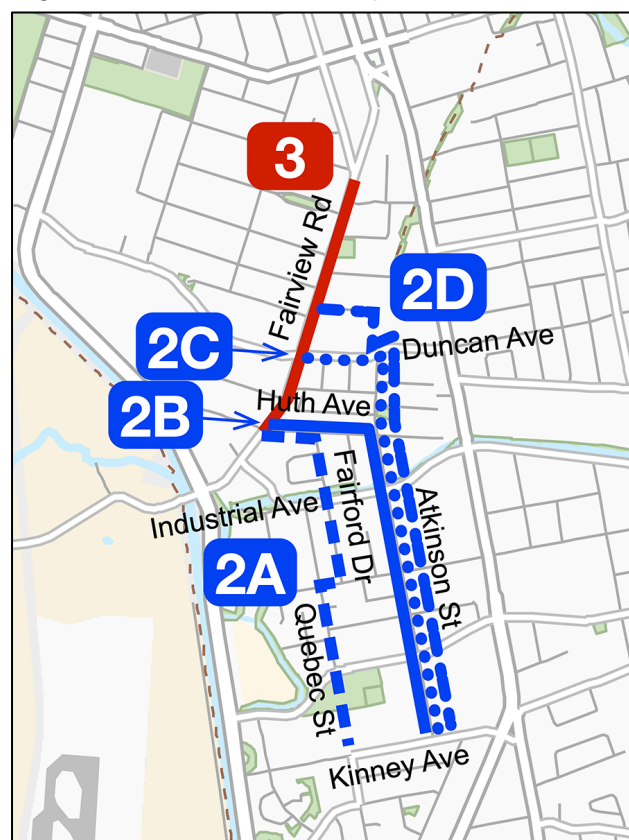


Table 3: Section 2 route option comparison

	2A	2B	2C	2D
Route length (incl. Fairview Rd.)	2.3 km	2.3 km	2.2 km	2.2 km
Protected facilities	0%	75%	100%	85%
Bicycle boulevard	75%	25%	0%	0%
Multiuse pathway	25%	0%	0%	15%
Safety				
• Cyclists	●	●	●	●
• Pedestrians, transit users	●	⊙	●	●
• Motorists, other road users	⊙	⊙	●	●
Appeal to AAA cyclists	●	●	●	●
Dimensions	●	●	●	●
Directness of route	●	●	●	⊙
Access to key destinations	●	⊙	●	●
Parking impacts	–	140 vehs	170 vehs	170 vehs
Other impacts	–	!	!	!
Cost implications	!	–	–	–
Participant preference				
• Affected residents/businesses	2	4	2	1
• All respondents	35	39	25	64
● = positive ⊙ = neutral ○ = negative vehs = vehicles ! = impacts, higher costs				

- *Destinations.* Options 2B, 2C and 2D provide direct access to the Cherry Lane shopping centre, and Options 2C and 2D also provide direct access to the Safeway commercial centre on Duncan Avenue.
- *Parking.* Parking would be eliminated entirely on Atkinson Street in Options 2C and 2D, and south of Huth Avenue in Option 2B. There would be no parking impacts in Option 2A.
- *Other impacts.* On Options 2B, 2C and 2D, buses on Atkinson Street would stop in the traffic lane, which would result in delays to traffic.
- *Cost implications.* Option 2A involves potentially costly construction of a multiuse pathway through Lion's Park, along the sewer easement.

3.3 Section 3: Fairview Road

Section 3 follows Fairview Road from Winnipeg Street intersection at the north end to a junction with one of the routes in Section 2, a distance of 550 m to 950 m.

There is only one route option in Section 3, indicated in red in Figure 8, with either a 2-way cycle track on the east side of Fairview Road or protected bicycle lanes on both sides of the road, as illustrated in Figure 9.

Table 4 compares the features, advantages and disadvantages of the cycle track and protected bicycle lane options for Section 3. There is no clearly preferred facility option among the community. Both types of facilities would protect cyclists from traffic and would appeal to cyclists of all ages and abilities. Both would impact parking and would involve similar costs. Community support was almost equally split between the two, with 53% of all respondents preferring protected bicycle lanes, and 47% preferring a cycle track. The only significant difference is that the cycle track would provide for left turn lanes to minimize delays to traffic and potential safety issues associated with left turns.

The preferred facility on Fairview Road is dependent on the preferred route option and type of facility in Section 4. A cycle track is preferred on Fairview Road to connect to the cycle track on Martin Street, which is the preferred route in Section 4.

Figure 8: Fairview Road in Section 3

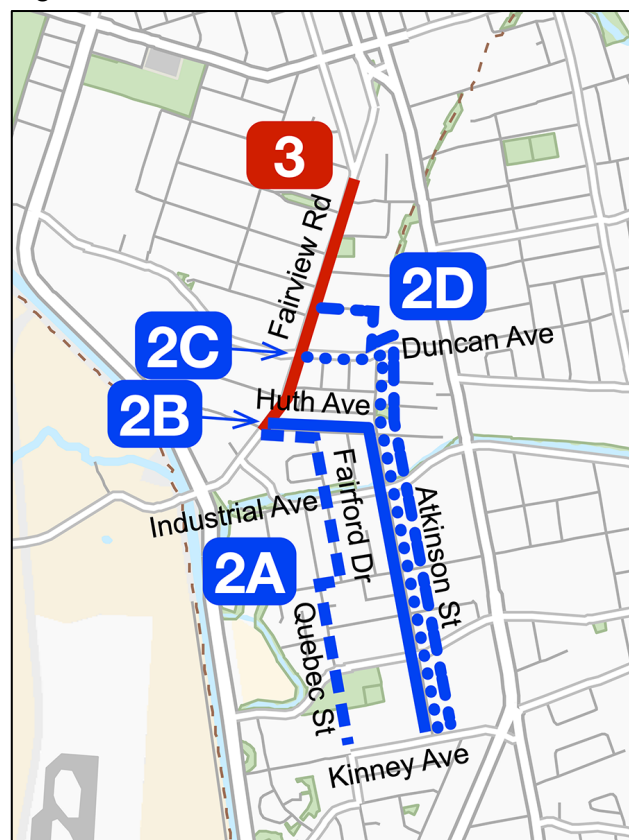


Figure 9: Cycle track and protected bicycle lane options, Fairview Road

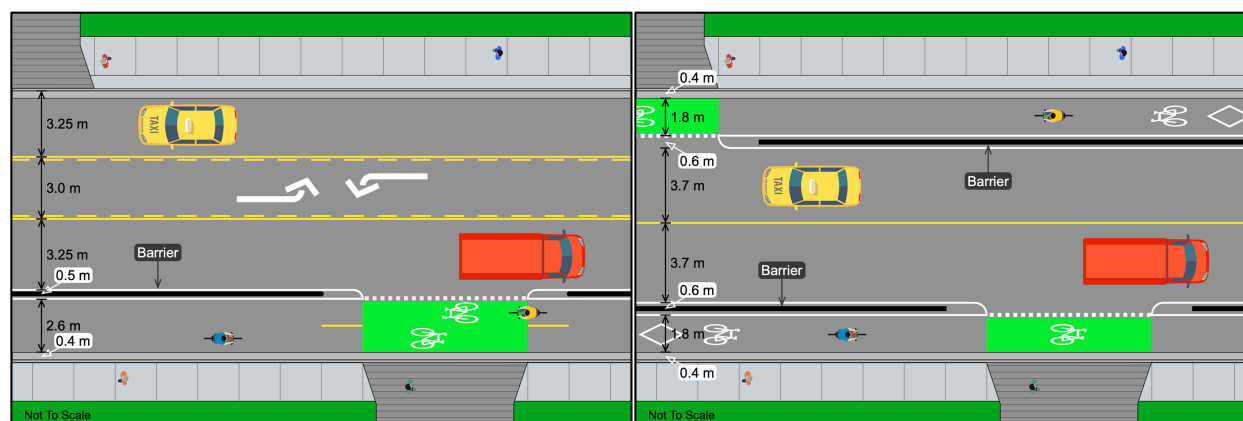


Table 4: Section 3 facility option comparison ***update to reflect parking for cycle track?

	Cycle Track	Protected Bicycle Lanes
Route length (to Channel Pathway)	1.3 km	1.3 km
Protected facilities	100%	100%
Bicycle boulevard	0%	0%
Multiuse pathway	0%	0%
Safety		
• Cyclists	●	●
• Pedestrians, transit users	⊙	⊙
• Motorists, other road users	●	⊙
Appeal to AAA cyclists	●	●
Dimensions	⊙	●
Directness of route	●	●
Access to key destinations	●	●
Parking impacts	85 vehs	85 vehs
Other impacts	!	!
Cost implications	—	—
Participant preference		
• Affected residents/businesses	4	2
• All respondents	79	88
● = positive ⊙ = neutral ○ = negative vehs = vehicles ! = impacts, higher costs		

Notes regarding the comparison of facility options for Section 3 include:

- *Safety.* Both types of facilities would be safe for cyclists. The cycle track is preferred to provide continuity with the cycle track on Martin Street. Otherwise, if the Martin Street cycle track was connected to protected bicycle lanes on Fairview Road it would require cyclists to cross Fairview Road twice at the north and south ends of Section 3, and could result in wrong-way cycling by southbound cyclists seeking the shortest route that avoids crossing Fairview Road. Concerns that southbound left-turning motorists might not expect to encounter southbound

cyclists in the cycle track can be mitigated through design, signage and pavement markings. The cycle track option also provides a higher level of safety for motorists as a result of the left turn lanes that remove turning vehicles from the traffic lane, reducing the potential for rear-end collisions and for motorists to drive around vehicles on the right where they might intrude into the adjacent bicycle lane crossing. There would be no significant safety benefits or impacts for pedestrians, and bus stops would be reconfigured to prioritize pedestrians and maximize safety for transit passengers crossing the cycle track or protected bicycle lanes to and from the bus.

- *Dimensions.* The cycle track would be less than the desired dimension (2.6 m plus a 0.4 m gutter for a total width of 3.0 m, rather than the desired width of 3.0 m excluding the gutter).
- *Parking.* Both facility options would eliminate the existing parking north of Duncan Avenue, which amounts to a reduction in parking capacity of approximately 85 vehicles.
- *Other impacts.* In both cases, buses would stop in the traffic lane, which would result in delays to traffic.
- *Cost implications.* Both facility options would involve similar costs to remove parking and create protected bicycle facilities with barriers, and bus stops with floating islands.

3.4 Section 4: Fairview Road – Lakeshore Drive

Section 4 extends from Scott Avenue to Lake Okanagan, through downtown Penticton, a distance of 1.6–1.8 km. The five route options are illustrated in Figure 10.

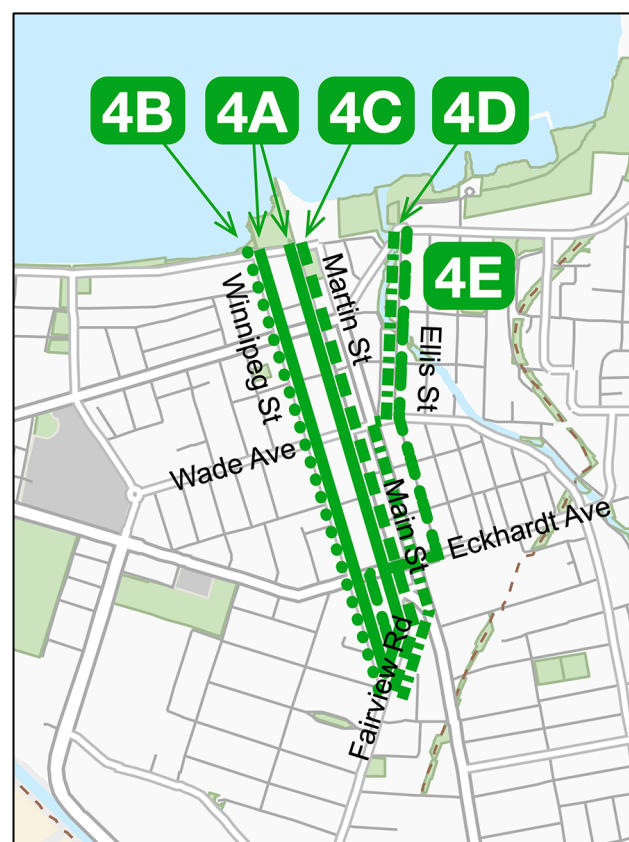
The preferred route is Option 4C, which incorporates a 2-way cycle track on the west side of Martin Street. Two traffic lanes would be maintained on Martin Street – two lanes one-way southbound south of Westminster Avenue, and one lane in each direction north of Westminster Avenue, as illustrated in Figure 11. Parking would be eliminated on the west side of the street, but would be retained on the east side of the street. The configuration of bus stops on Martin Street is illustrated in Figure 12, and conceptual illustrations of the cycle track and other improvements on Martin Street are included in the Appendix.

Table 4 compares the features, advantages and disadvantages of each route option in Section 4. Option 4C on Martin Street is highlighted as the preferred option. It is a direct route, it minimizes parking and traffic impacts, and it has the highest level of support among affected businesses and residents. Although Option 4B on Winnipeg Street had a high level of support among all respondents during engagement activities in December, subsequent engagement activities in July confirmed the preference for Option 4C on Martin Street. Option 4A was not considered an alternative as it has the same impacts on Martin Street as Option 4C, and also impacts parking and traffic operations on northbound Winnipeg Street.

Key impacts on Martin Street associated with Option 4C include:

- Option 4C would impact the revitalized 200-block of Martin Street between Westminster and Nanaimo Avenues. Implementing a cycle track would necessitate removing the parking bays and curb extensions on the west side of the road, and likely would require relocating street trees and bollards, and reconstructing the road and curbs. Removing parking would also prevent adjacent restaurants and cafes from using the sidewalk for additional seating. Options to minimize costs and impacts of the cycle track will be investigated during the detailed design phase of the project.

Figure 10: Route options in Section 4



- Implementing a cycle track would mean removing the patio in front of the Time Winery at 361 Martin Street. The patio currently extends onto the sidewalk, and a pedestrian walkway around the patio occupies three parking stalls on the west side of the road. The cycle track would displace the walkway, which would in turn require the removal of the patio from the sidewalk. Options to mitigate the impact of the cycle track on the patio will be investigated during the detailed design phase of the project.

Figure 11: Two-way cycle track, 1-way and 2-way sections of Martin Street (Option 4C)

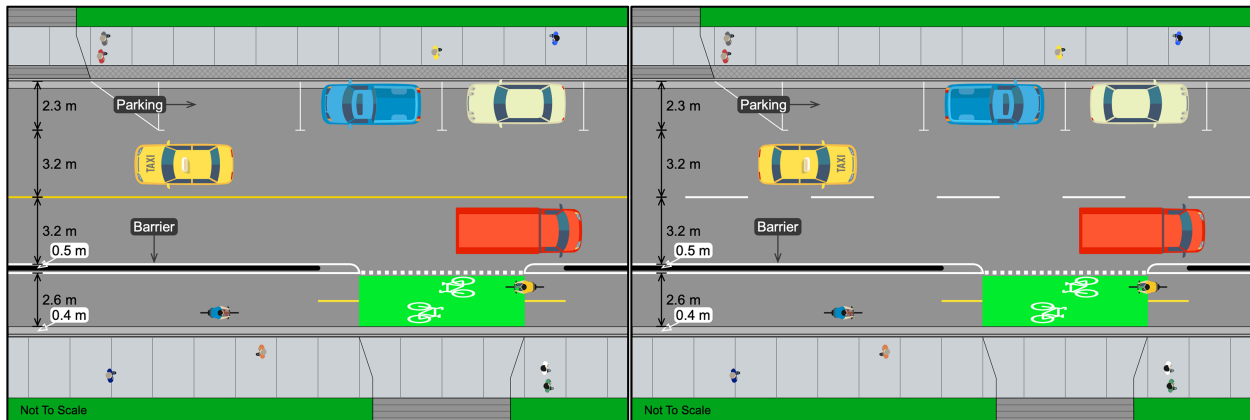


Figure 12: Bus stop and cycle track, Martin Street (Option 4C)

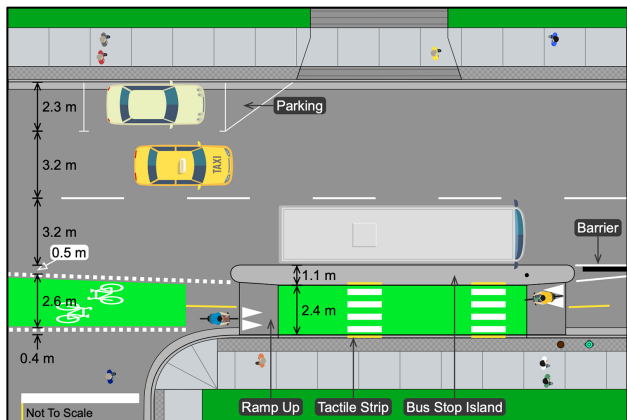


Table 5: Section 4 route comparison

	4A	4B	4C	4D	4E
Route length	1.6 km	1.6 km	1.6 km	1.7 km	1.8 km
Protected facilities	100%	100%	100%	100%	100%
Bicycle boulevard	0%	0%	0%	0%	0%
Multiuse pathway	0%	0%	0%	0%	0%
Safety					
• Cyclists	●	●	●	●	●
• Pedestrians, transit users	⊙	⊙	⊙	⊙	⊙
• Motorists, other road users	⊙	⊙	⊙	⊙	⊙
Appeal to AAA cyclists	●	●	●	●	●
Dimensions	●	●	⊙	○	●
Directness of route	●	●	●	○	○
Access to key destinations	●	●	●	●	⊙
Parking impacts	195 vehs	210 vehs	90 vehs	65 vehs	130 vehs
Other impacts	!	!	!	!	–
Cost implications	!	–	!	–	–
Participant preference <i>Dec</i>					
• Affected resident/business	4	3	4	2	0
• All respondents	38	52	26	18	26
Participant preference <i>July</i>					
• Affected resident/business		16	36		
• All respondents		79	131		
● = positive ⊙ = neutral ○ = negative vehs = vehicles ! = impacts, higher costs					

Notes regarding the comparison of route options for Section 2 include:

- *Safety*. All route options would provide safe facilities for cyclists. There would be no significant safety benefits or impacts for pedestrians, motorists and others. Bus stops on protected bicycle lanes or cycle tracks would be reconfigured to prioritize pedestrians and maximize safety for transit passengers crossing the protected facility to and from the bus.
- *Dimensions*. In Option 4C, the cycle track would be less than the desired dimension (2.6 m plus a 0.4 m gutter for a total width of 3.0 m, rather than the desired width of 3.0 m excluding the gutter). In Option 4D, the combined width of the cycle track and buffer adjacent parked vehicles on Main Street would be 0.7 m less than the desired width.
- *Directness*. Option 4D incorporates a jog at Wade Avenue which would require complex signing and routing at the Main/Wade and Ellis/Wade intersections to accommodate cyclists, pedestrians and turning vehicles. Option 4E incorporates a jog at Eckhardt Avenue with similar issues, or would require a new multiuse pathway through the northwest corner of the school site.
- *Destinations*. Option 4E runs along the edge of the downtown, rather than through the downtown as the other four routes do. Options 4D and 4E do not provide direct access to the waterfront, instead ending at the roundabout at the north end of Ellis Street.

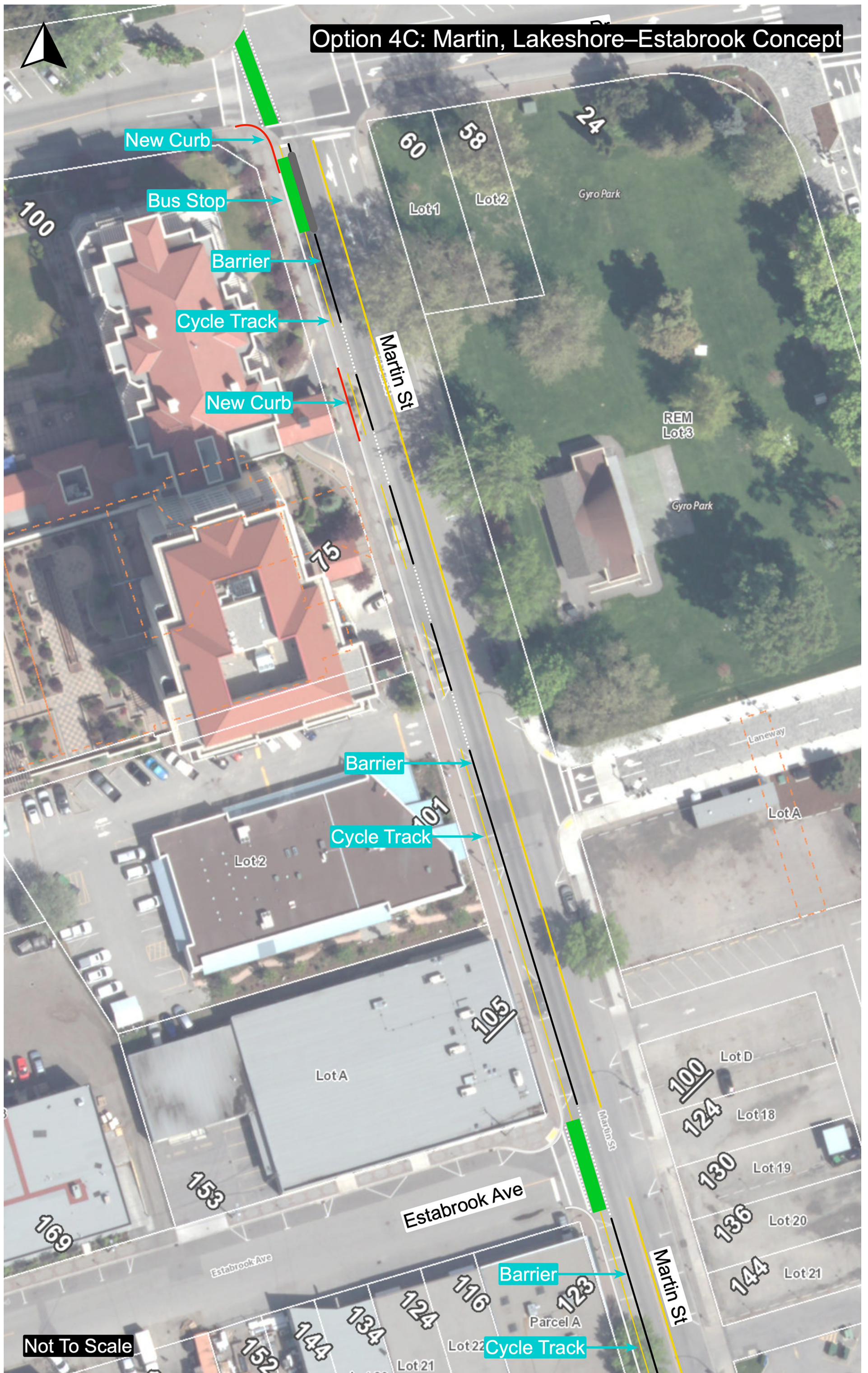
- *Parking.* All options would eliminate parking in order to add protected bicycle facilities. Only on the Main Street portion of Option 4D would it be possible to retain parking on both sides of the street (with the loss of one traffic lane and with significantly substandard dimensions).
- *Other impacts.* Options 4A and 4C would eliminate the parking bays, curb extensions and street trees on the west side of the revitalized 200-block section of Martin Street between Westminster and Nanaimo Avenues, and would require removing the patio in front of the Time Winery. Right turn lanes would be eliminated in Options 4A and 4B, which would result in delays to through traffic when right-turning motorists stop to wait for pedestrians. The cycle track on Main Street and Wade Avenue in Option 4D could prevent right turns by trucks and other large vehicles. On all route options, buses would stop in the traffic lane, which would result in delays to traffic, except on Martin Street and Main Street in Options 4A, 4C and 4D, where motorists would be able to pass stopped buses in the second traffic lane.
- *Cost implications.* Options 4A and 4C would require potentially costly reconstruction of the west side of the revitalized section in the 200-block of Martin Street between Westminster and Nanaimo Avenues. Otherwise, all options would involve similar costs to remove parking and create protected bicycle facilities with barriers, add bicycle signal heads and construct bus stops with floating islands.

Appendix

Option 2D: Atkinson St./Duncan Ave. Intersection Concept

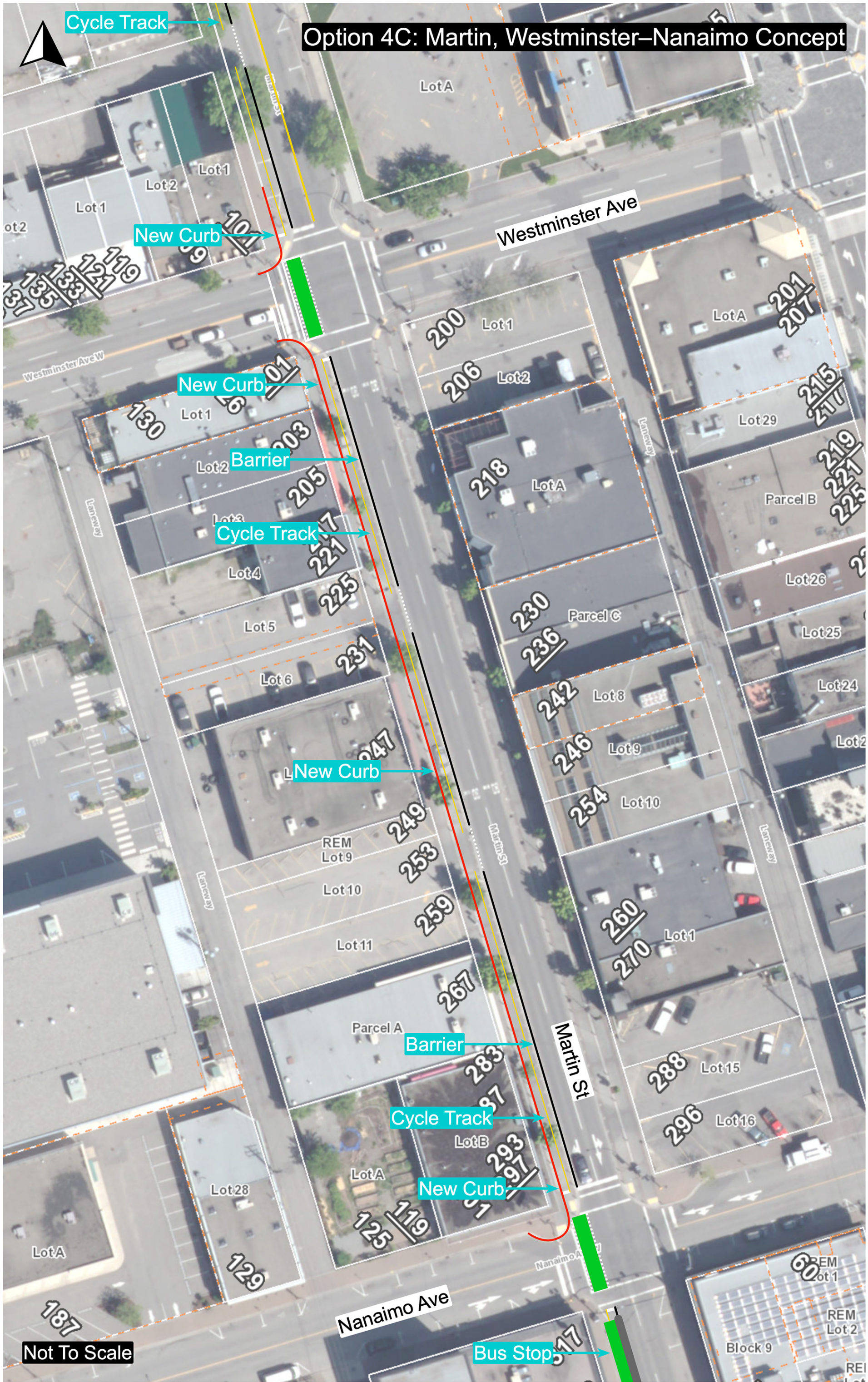
Option 4C: Martin St., Lakeshore Dr.–Fairview Rd. Concept

Option 4C: Martin, Lakeshore–Estabrook Concept

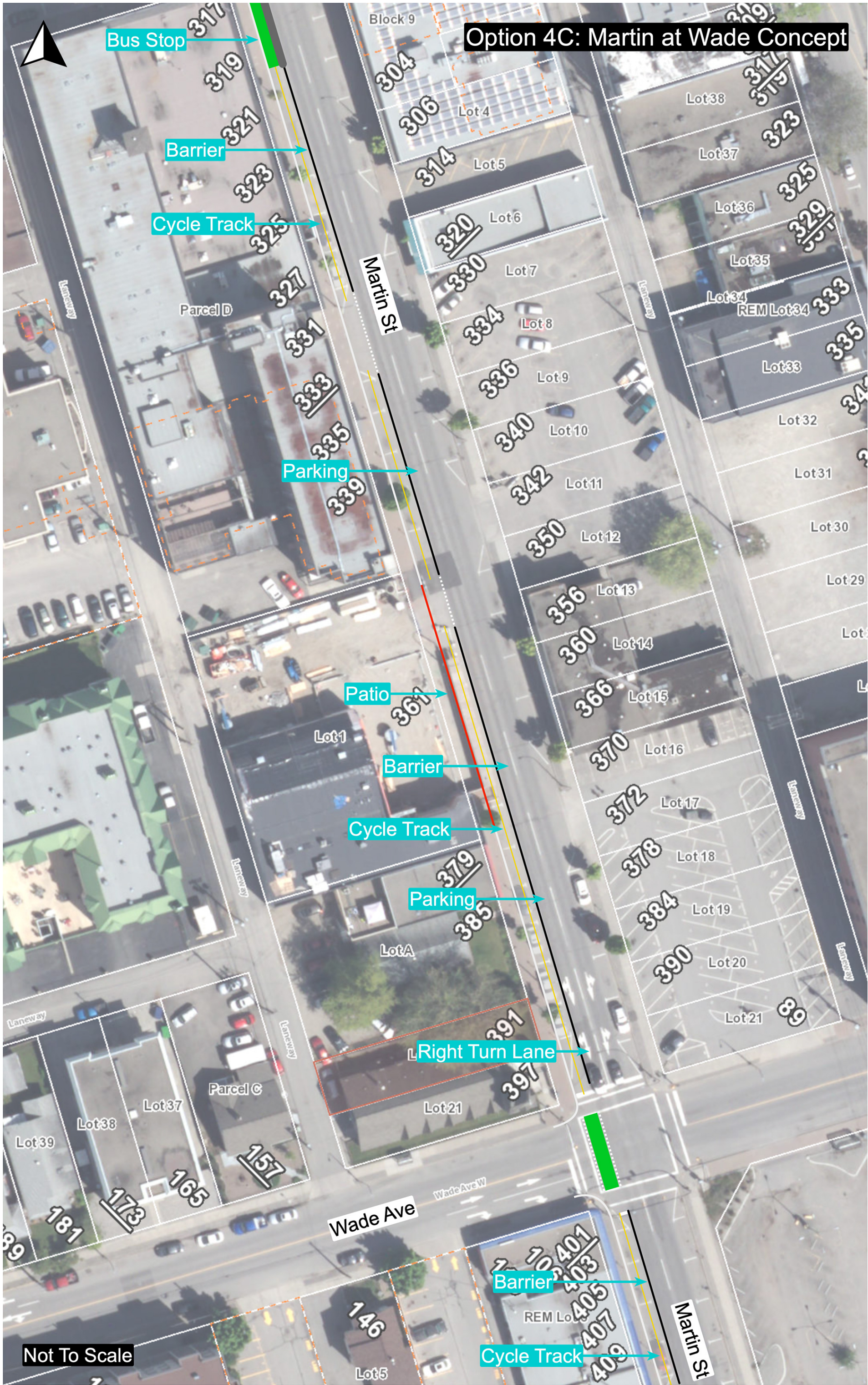


Not To Scale

Option 4C: Martin, Westminster–Nanaimo Concept

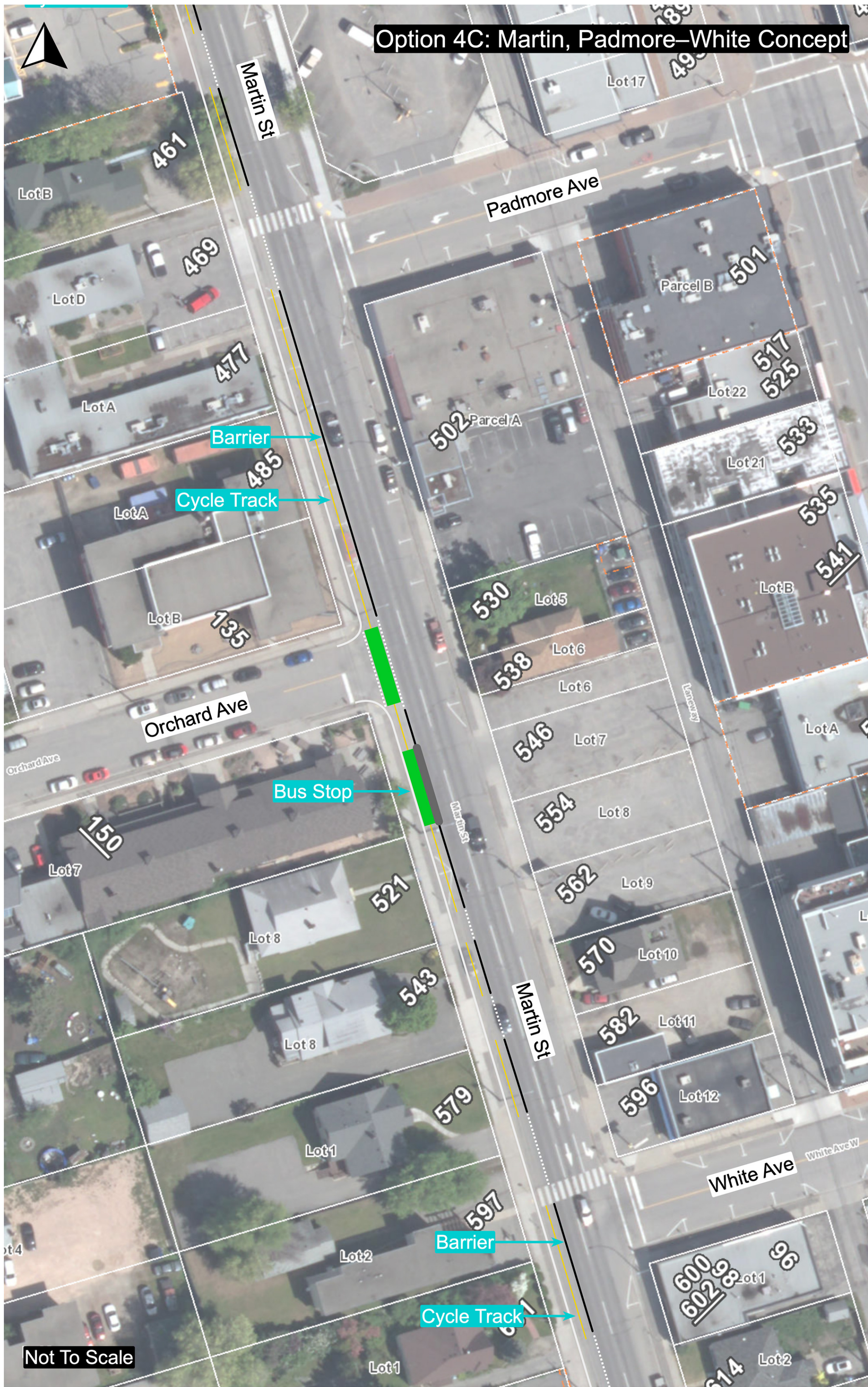


Option 4C: Martin at Wade Concept

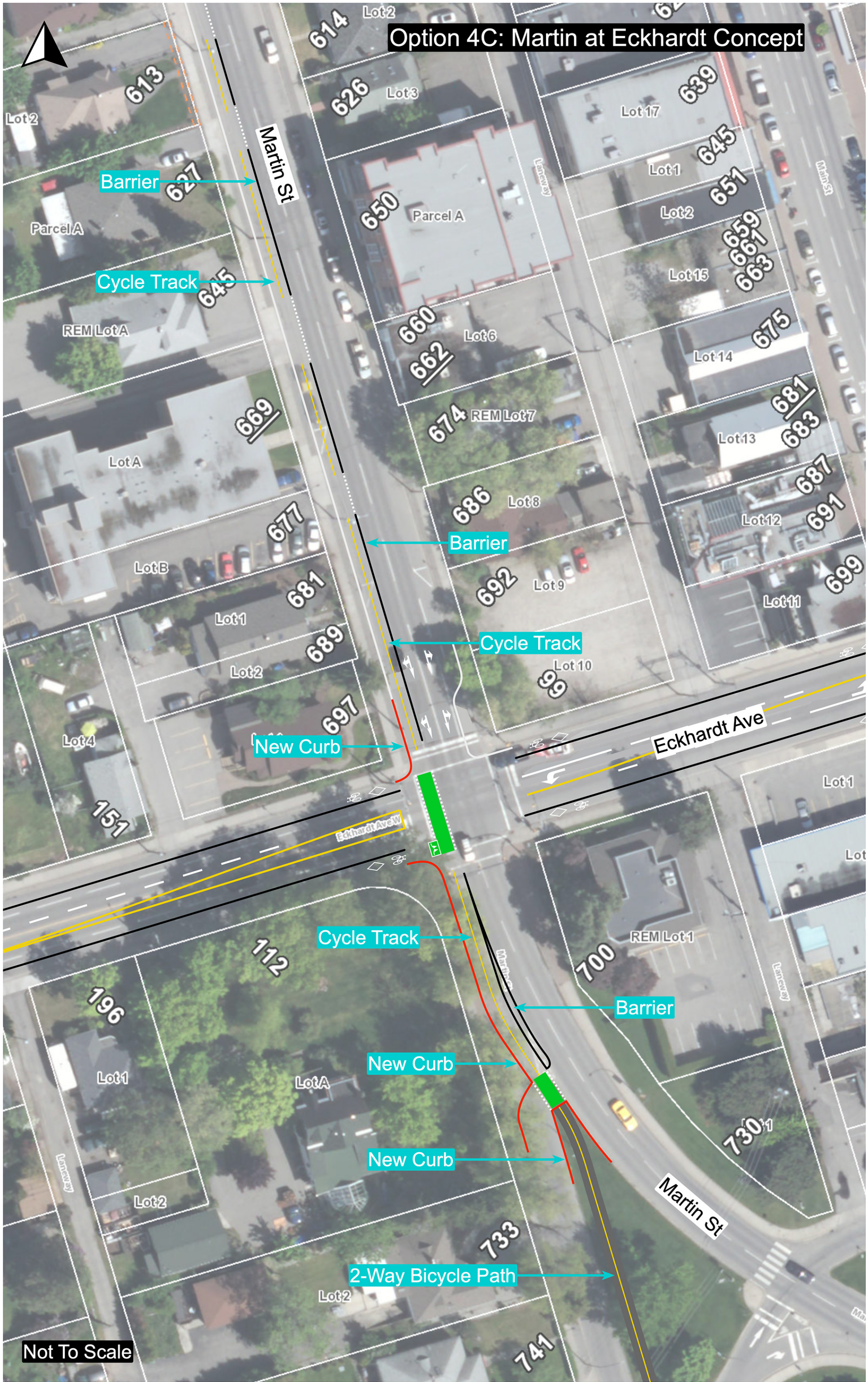


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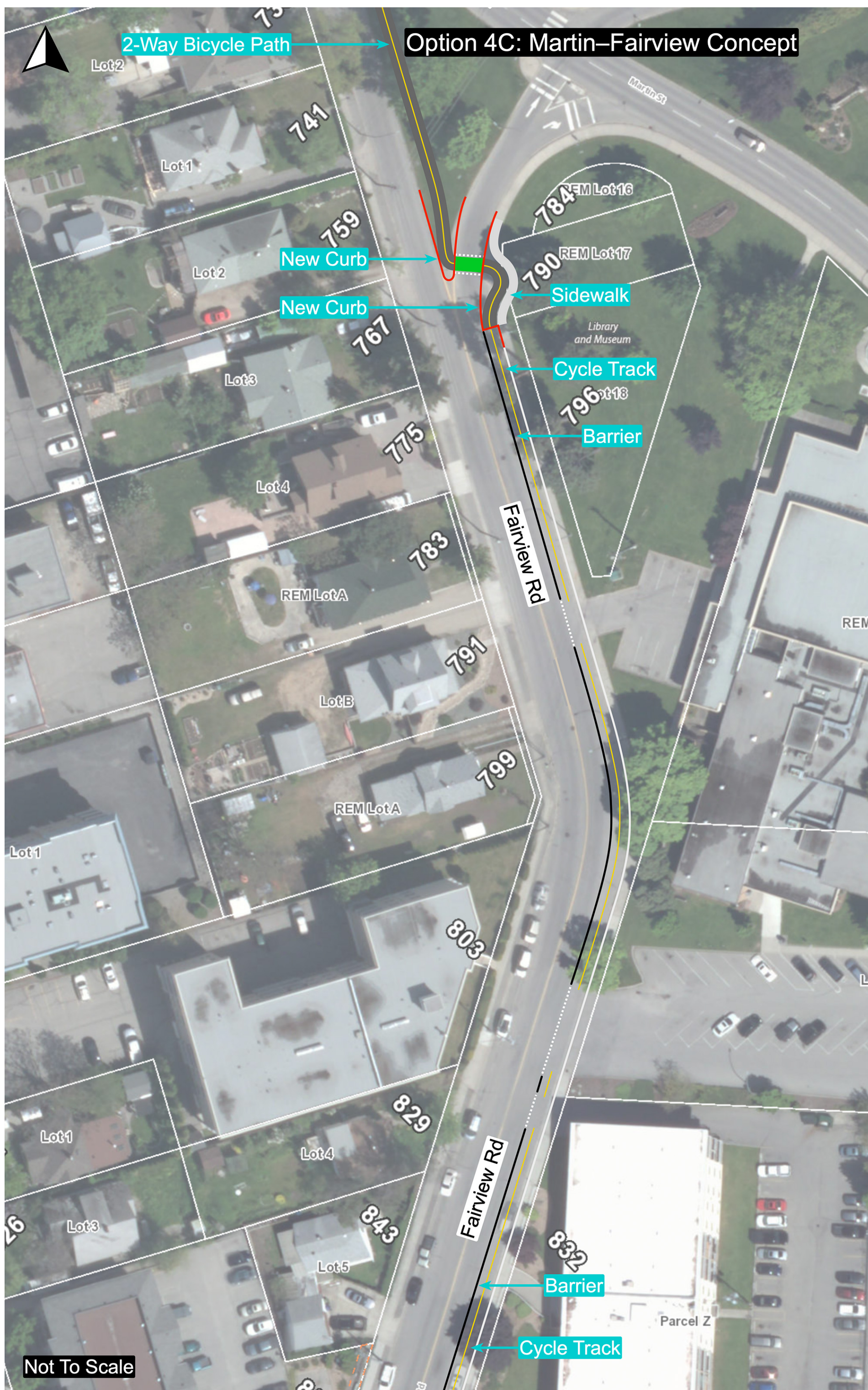
Option 4C: Martin, Padmore–White Concept



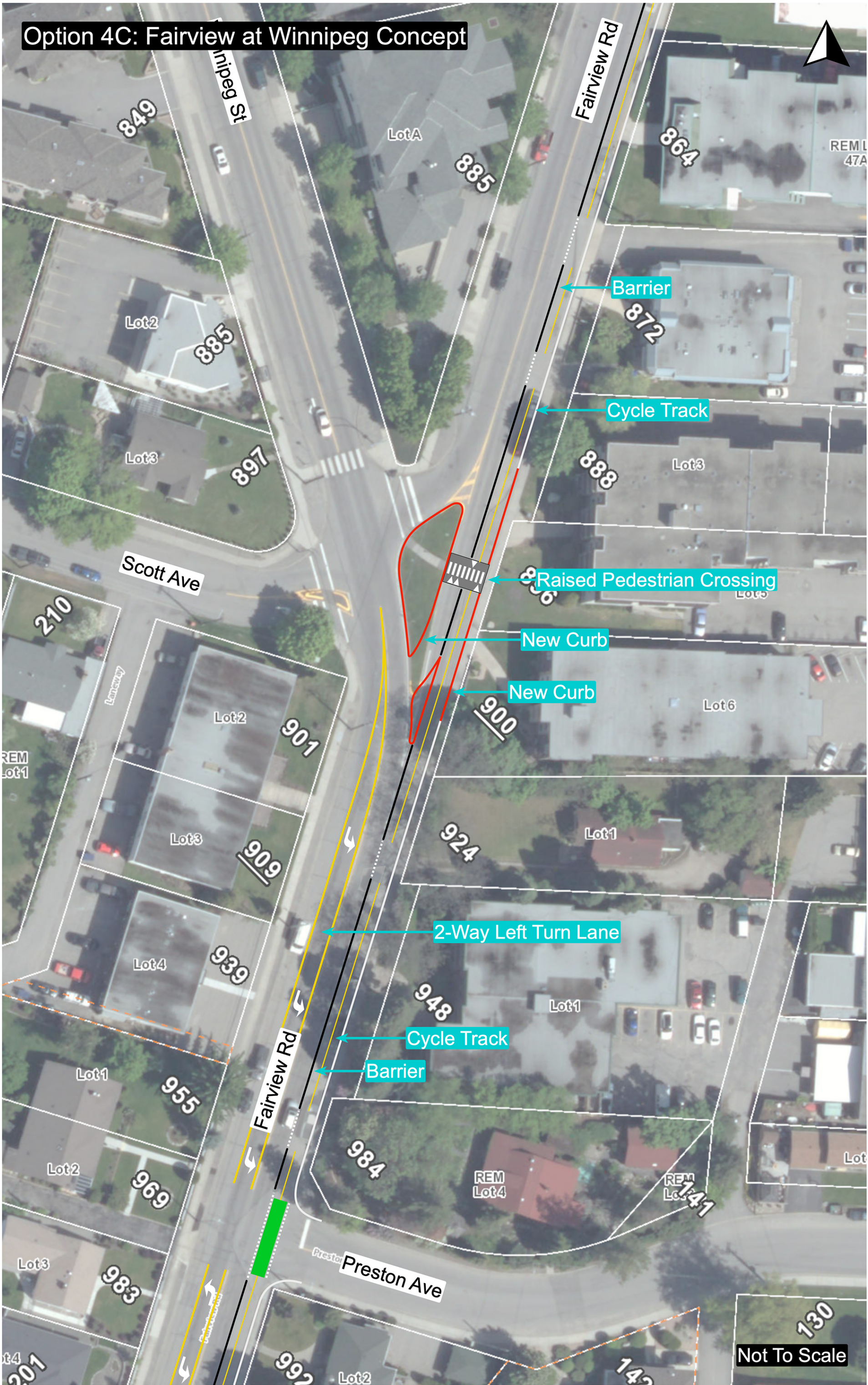
Option 4C: Martin at Eckhardt Concept



Not To Scale



Option 4C: Fairview at Winnipeg Concept



October 28, 2020

Mitch Moroziuk
General Manager of Infrastructure
171 Main Street
Penticton BC
V2A 5A9

RE: LAKE-TO-LAKE AAA BICYCLE ROUTE

Dear Mitch,

BC Transit recently became aware of the concept design work being completed for the Lake-to-Lake AAA Bicycle Route. We are concerned the proposed design in segments of the route does not reflect the recommended lane width to ensure the safe operation of transit vehicles. In addition, the proposed “floating” bus stops adjacent to cycle lanes do not reflect the recent design issues that have arisen for all passengers boarding and alighting from transit vehicles.

The Penticton Conventional Transit System plays a pivotal role in connecting residents of all mobility levels to destinations within the community. A large proportion of community members reliant on mobility aids are regular passengers of transit system. It is therefore imperative that any future changes to transit routes and bus stop infrastructure maintains the best level of safety for all passengers and integrates effectively with pedestrian pathways and cycle infrastructure.

Shown in figure 1 the Route 5 Main Street is the key transit route in Penticton and the proposed triple AAA bicycle route aligns in significant sections with this route. Route 5 Main Street is also identified to become a Frequent Transit corridor and is projected to see an increase in transit vehicle frequencies and ridership. It is imperative that the triple AAA bicycle route integrates with the highest levels of safety for pedestrians, cyclists and transit users.

In order to ensure that the city’s transportation network develops in an integrated and holistic way and that transit service quality is not degraded for existing and future passengers of different abilities; BC Transit requests that the City of Penticton ensure the following:

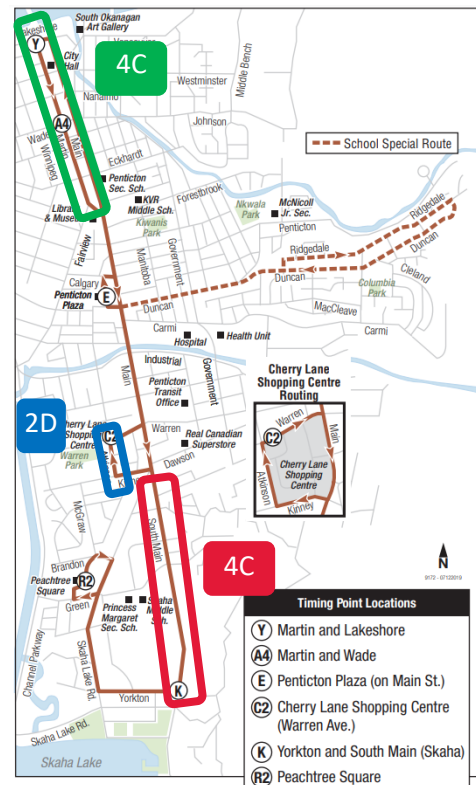


Figure 1: 5 Main Street Transit Route, sections of overlapping alignment with Lake-to-Lake Bicycle Route

- Adequate travel lane widths for transit and other vehicles be preserved
BC Transit's infrastructure design guidelines suggest 3.5 metres as the desired lane width. Please see Section 4.1 in the BC Transit Infrastructure Design Summary
<https://www.bctransit.com/documents/1507213895398>
- Where bike lanes are present, the use of "floating" bus stops as proposed should avoided due to safety concerns which have been raised by some members of the vision impaired community. BC Transit has experience with these "floating" bus stops in other systems and can work with the City of Penticton to determine the best solution for these situations.
- Please continue to engage with BC Transit staff in the design process for bus stops and other road network changes that will impact the transit network;

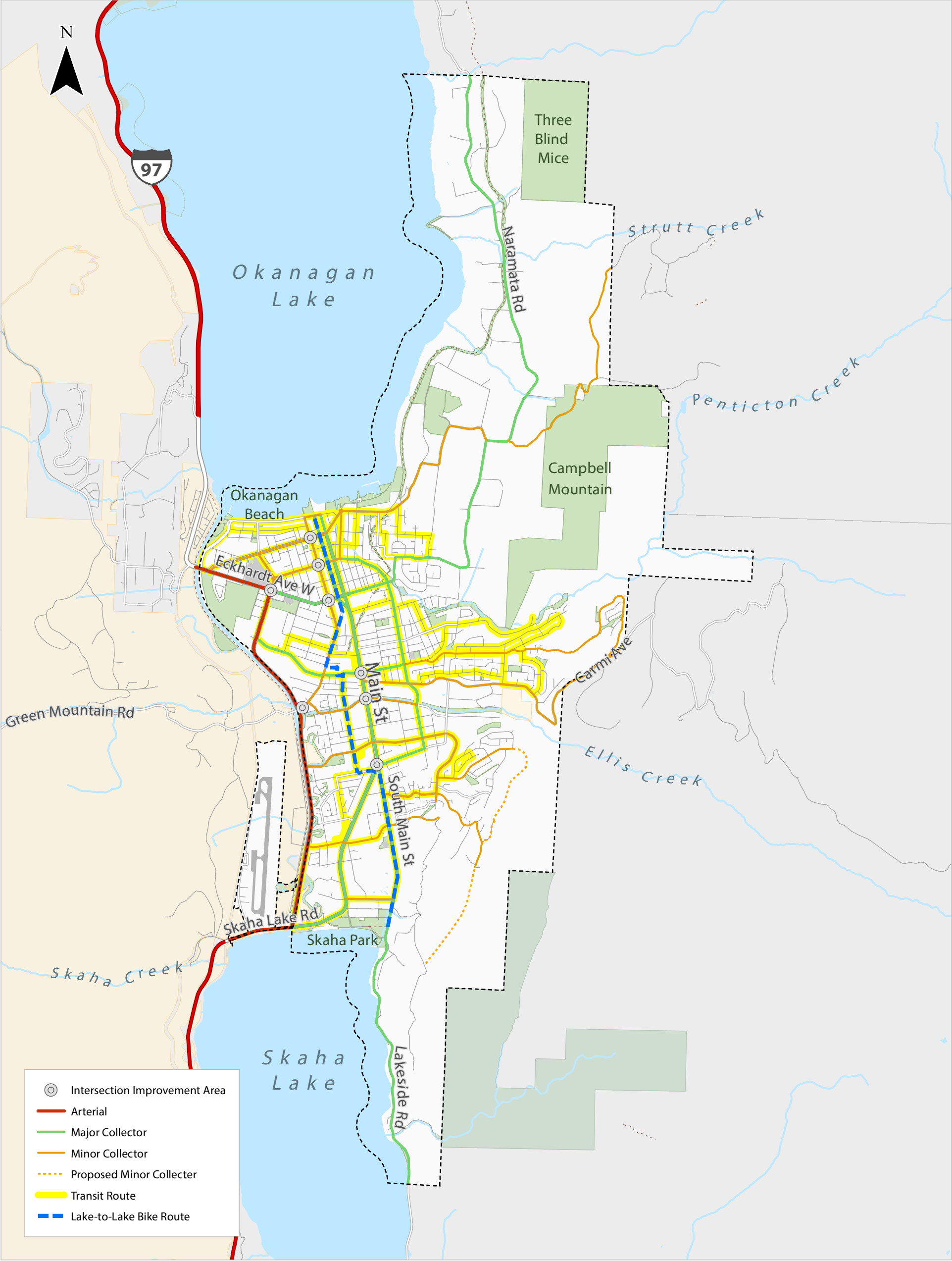
If these guidelines are not met, BC Transit may be required to reroute the transit services along different corridors to ensure safe operation. BC Transit would be pleased to partner with the City of Penticton for continued planning for active transportation and transit.

Sincerely,

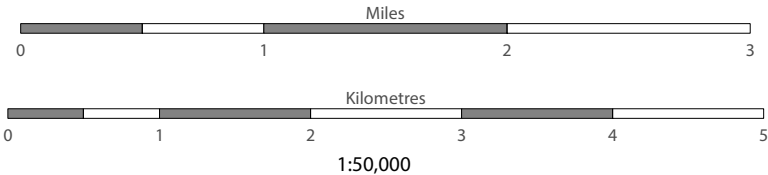


Tim Croyle
Vice President, Operations and Chief Operating Officer

Copy: Penticton City Council
Ian Chapman, City Engineer



Cartographer: Ronnie Padda
Date: October 27, 2020-4:23:07 PM
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- Highway

Arterial

Collector

Local

Trail

Watercourse
- City of Penticton

Recreation Facility

Park

PIB

Waterbody