



KETTLE VALLEY RAIL TRAIL STRATEGY

AUGUST 2026





Prepared by Urban Systems for the City of Penticton

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Strategy at a Glance



The Kettle Valley Rail (KVR) is a historic former railway corridor that has been converted to a multi-use pathway linking the Okanagan to British Columbia's interior. The KVR was originally constructed in the early 20th century to support transportation and economic development. The corridor has evolved into a regionally significant trail that serves as a key recreational, tourism, and active transportation route that connects communities throughout the interior of British Columbia.

The KVR Trail is not only iconic for its trestle bridges in Kelowna and Myra Canyon, but as a linear cultural landscape that runs directly through the heart of Penticton. However, despite its central location and strategic advantage, the KVR Trail in Penticton remains under-leveraged as a tourism generator, civic placemaking spine, and economic catalyst. The Strategy recognizes this gap and rises to the opportunity to position Penticton as a trail-first destination city, where visitors are drawn not just to the bridges, but to a living, vibrant ecosystem of culture, commerce, heritage, and natural beauty.

The purpose of the KVR Trail Strategy is to guide the future of the KVR Trail through Penticton by identifying opportunities to improve, connect, and enhance the corridor. The Strategy includes a vision, goals, and overall concept plan for the future of the corridor within the City of Penticton. The vision for the KVR Trail is:

*"The KVR Trail is more than a former railway corridor – it is a **community asset** that weaves together Penticton's **history, neighbourhoods, landscapes, and people** and is integral to the City of Penticton's identity.*

*The KVR Trail is envisioned as a **safe, accessible, and vibrant** corridor that supports everyday **movement, recreation, and connection**, helping shape a **healthier, more walkable, and connected** community for generations to come."*

To achieve this vision, the KVR Trail Strategy:

- Identifies key improvements for trail infrastructure and accessibility;
- Highlights opportunities for how the trail connects across neighbourhoods, parks, community spaces, nature, and culture;
- Explores ideas for wayfinding, amenities, and safety;
- Considers opportunities for community events, storytelling, and heritage; and
- Provides an action plan for future investment and stewardship.

The Strategy was developed based on extensive engagement with the community, including three phases of engagement. Through the three rounds of engagement, we heard from hundreds of community members through on-line surveys, public events, and targeted meetings.

The Strategy was developed following a three-part strategic framework (see **Figure i**). This framework involved first identifying the future directions for the corridor to help identify where we are going. Based on these future directions, an overall concept plan was developed based on community priorities, establishment of Character Zones, development of a trail classification system, and identifying key design elements. Each of these components formed the basis for the overall concept plan.

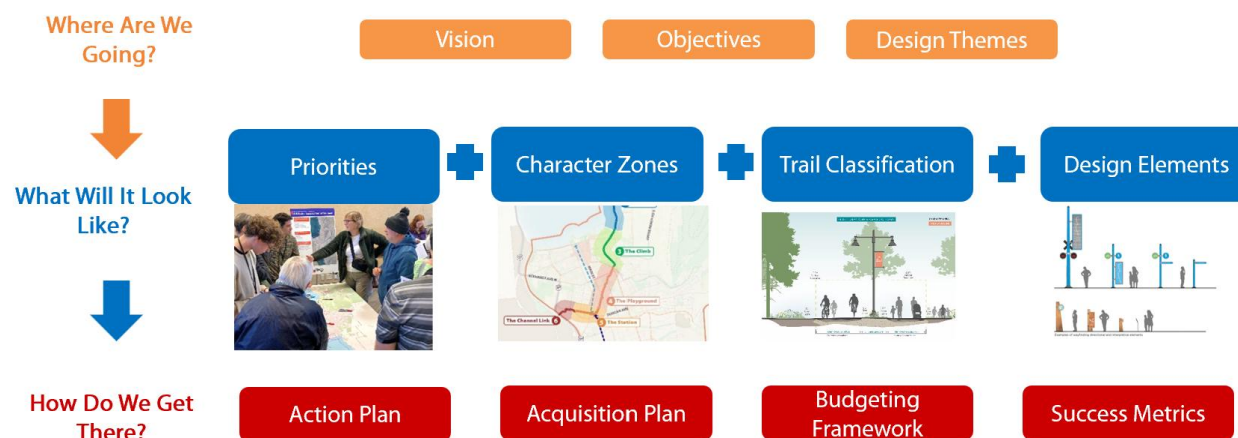


Figure i: Strategic Framework

These recommendations are brought together through an overall concept plan that aims to create a connected and consistent feel throughout the KVR Trail, while reflecting the unique character of the different areas it passes through by dividing the corridor into six distinct Character Zones.

The concept plan includes the following elements:

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

Implementation of the recommendations in this strategy will take several years. The KVR Trail Strategy also outlines an implementation plan, including an action plan with short-, medium, and long-term priorities, a parkland and land acquisition framework, a budgeting and resource framework, and a monitoring plan with key success metrics.

This implementation plan includes a high-level phasing strategy, that prioritizes quick wins and 'low-hanging fruit' improvements during the first two years, particularly within The Vineyards and The Vista Character Zones. Following these initial improvements, the focus will shift to planning and implementing corridor upgrades within The Climb and The Playground Character Zones in the short- and medium-term. Longer-term efforts will concentrate on delivering new facilities and infrastructure within The Station and Channel Link Character Zones. While capital improvements within The Station and Channel Link are anticipated over the long-term, early engagement with interest holders such as the Snpink'tn (Penticton) Indian Band (SIB), other community groups and agencies, will begin in the near term to help identify priorities, build partnerships and inform the future planning for this area and the corridor throughout.

1. Introduction



1.1 Study Overview

The Kettle Valley Rail (KVR) is a historic former railway corridor that has been converted to a multi-use pathway linking the Okanagan to British Columbia's interior. The KVR was originally constructed in the early 20th century to support transportation and economic development, the corridor has evolved into a regionally significant trail that serves as a key recreational, tourism, and active transportation route that connects communities throughout the interior of British Columbia.

Within the City of Penticton, the KVR Trail passes through neighbourhoods, agricultural landscapes, cultural areas, and waterfront settings, offering residents and visitors a unique way to experience Penticton's landscape. Today, the KVR Trail is one of Penticton's most valued community and regional assets, playing an important role as a recreational, transportation, and tourism asset, connecting neighbourhoods, parks, and natural areas while celebrating the region's cultural and environmental heritage.

In recent years, increasing use of the KVR Trail has underscored both its importance and the challenges associated with managing a growing and diverse range of users. Many residents use the trail daily or weekly, highlighting its role as important community infrastructure. At the same time, concerns have been raised related to surface conditions, wayfinding, accessibility, safety at crossings, and the balance between natural character and urban interfaces.

In response to these pressures, the City of Penticton has developed the KVR Trail Strategy to shape the future of the KVR Trail through Penticton and guide the long-term planning and management of the KVR Trail within the City's boundaries.

1.2 Regional & Local Context

Regionally, the KVR Trail forms part of a much larger multi-use corridor that extends across the Okanagan Valley and beyond, connecting communities, landscapes, and recreational destinations. To the north, the trail links toward Naramata, the Adra Tunnell, and Myra-Bellevue Provincial Park near Kelowna, while to the south it continues through Okanagan Falls, Oliver, and Osoyoos toward the Canada–United States border (see [Figure 1](#)).

Within the City of Penticton, the corridor runs north-south and east-west through the City, extending the City boundary to the north through the heart of Penticton, and currently ending at the Penticton Channel. Outside the city limits, portions of the KVR Trail also pass through Regional District of Okanagan-Similkameen (RDOS) lands, creating a shared jurisdictional context that requires ongoing coordination between the City of Penticton and RDOS. With potential future connections, the KVR Trail can ultimately form a connection between Okanagan Lake and Skaha Lake and provide an important north-south connection through the City (see).

The KVR Trail also runs adjacent to and through Sn̓p̓ink'tn (Penticton) Indian Band (SIB) Reserve lands (as discussed in further detail in [Section 1.5](#)), highlighting the importance of respecting Indigenous lands, histories, partnership, and ongoing stewardship in the area. As key project partners, both RDOS and SIB play an important role in planning, developing, maintaining, and advancing future trail connections to ensure a seamless user experience across jurisdictional boundaries. This broader regional context reinforces the KVR Trail's role as both a local community asset and a key link within a continuous regional network supporting recreation, active transportation, and tourism.

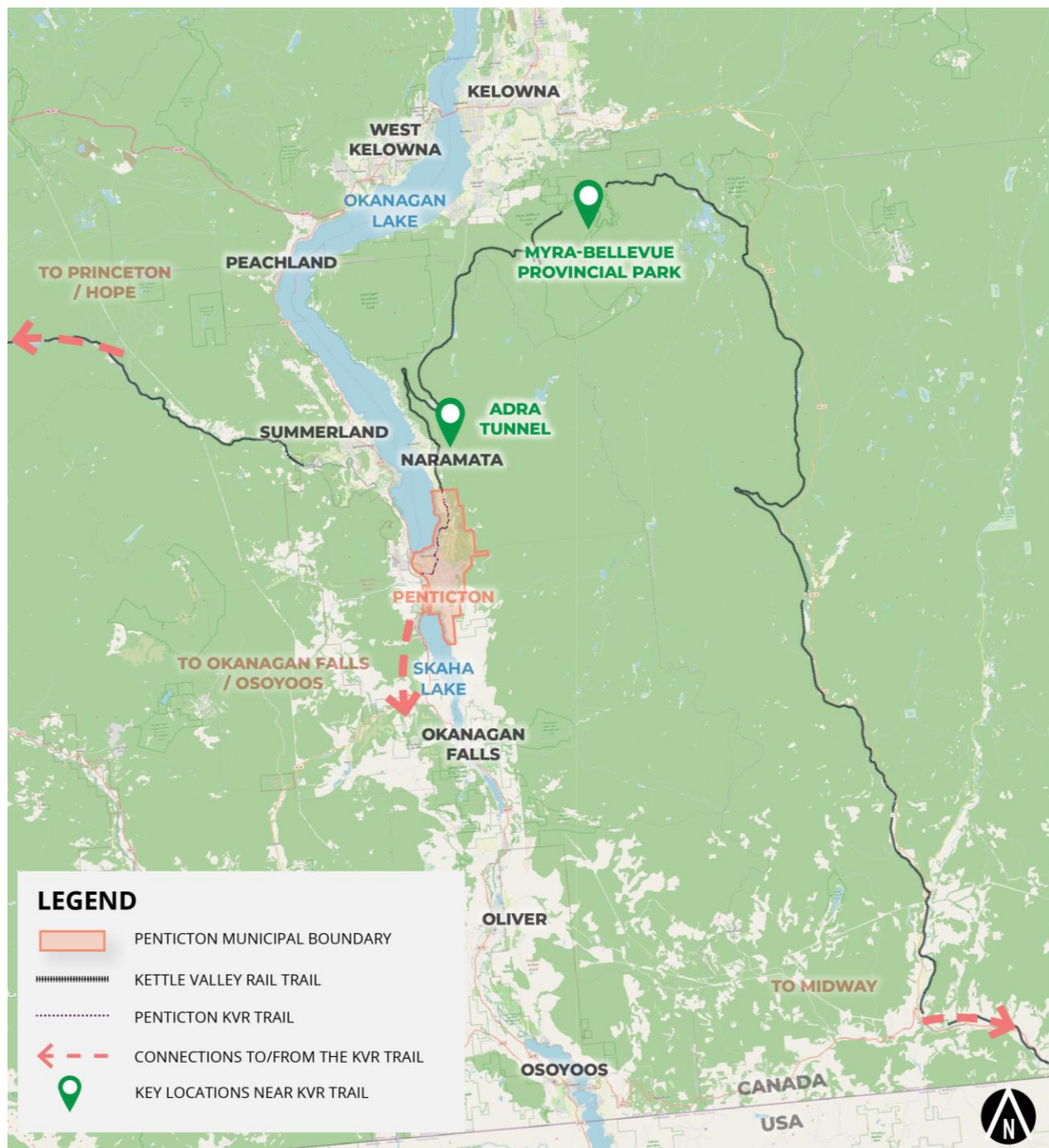


Figure 1: Regional Context Map

LEGEND

- MUNICIPAL BOUNDARY
- SNPINK'TN INDIAN BAND
- HIGHWAY/STREETS
- - - MULTI-USE PATH / TRAIL
- - - ON-STREET BIKE ROUTES
- - - BIKE LANES
- - - LAKE-TO-LAKE BIKE ROUTE
- - - KVR TRAIL
- PARKS & RECREATION AREAS
- DOWNTOWN PENTICTON
- S SCHOOLS
- P PARKING
- W WINERY DESTINATION
- M SHOPPING AREAS

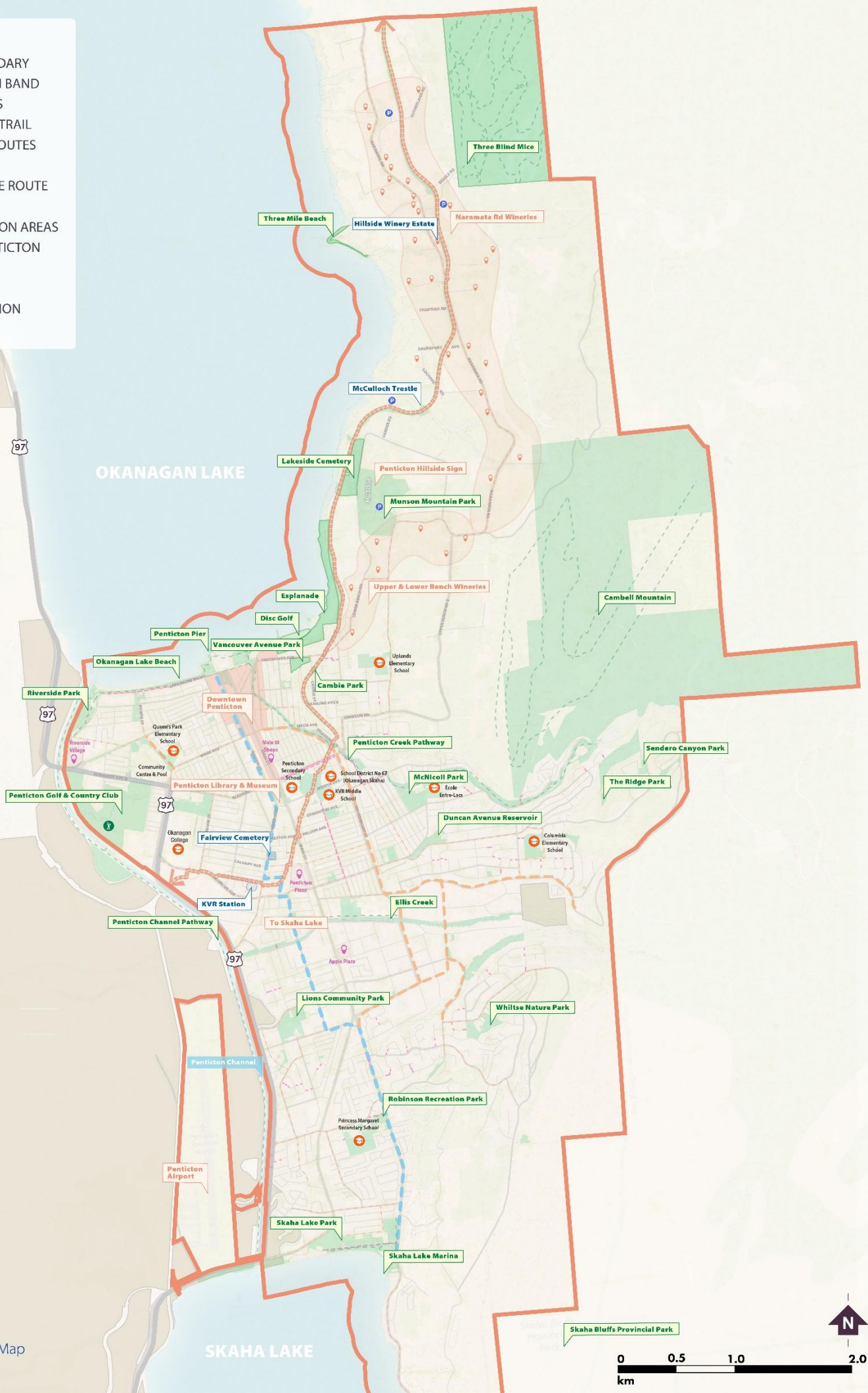


Figure 2: Local Context Map

1.3 Pre-Colonial Indigenous History

The KVR Trail corridor is situated within the traditional, ancestral, and unceded territory of the Syilx (Okanagan) People, whose presence in the region predates colonial settlement by thousands of years. The Syilx people occupied an area which extended over approximately 69,000 square kilometres. The northern area of this territory stretched from the area of Mica Creek, just north of Revelstoke, and east to Kootenay Lake. The southern boundary extended to the vicinity of Wilbur, Washington and the western border extended into the Nicola Valley.

For thousands of years, the Syilx people were self-reliant and well-provided through their own ingenuity and use of the land and resources. The Syilx people lived as a united Nation with a thriving and sustainable economy throughout this vast territory, including hunting, fishing, growing, harvesting, and trading. Following the first contact from settlers and colonization, the Syilx people were divided from one another and from traditional ways of life. With increased colonial settlement of the Okanagan valley British Columbia joining confederation, Indian Reserves were established in the early 1900s.¹²

The area known today as Penticton derives from the nsyilxcən word snpintktn, often translated as “a place where people have always been all year long” or “the always place.” The lands between Okanagan Lake and Skaha Lake provided abundant resources, including fish, game, roots, berries, and medicines, making the area an important gathering, harvesting, and travel corridor for Syilx communities throughout the region.

Today, the Snpink'tn Indian Band includes three Indian Reserves (IRs) totaling approximately 18,700 hectares (see [Figure 3](#)). The largest of these reserves, IR No. 1, is the largest with an area of 18,540 hectares and is located directly to the west of the City of Penticton across the Penticton Channel.³

Long before the construction of the KVR, the landscapes now occupied by the trail supported Indigenous travel routes, cultural exchange, and stewardship practices that connected communities across the Okanagan Valley. The original KVR Trail passed through the traditional territories of the Syilx people, including through what became IR No. 1, including connections west of the Penticton Channel north to Summerland and beyond, and south to Okanagan falls and beyond.

Today, the corridor continues to hold cultural significance and provides an opportunity to recognize and celebrate Syilx history, language, knowledge, and ongoing relationships with the land. The KVR Trail can serve as a place for learning, storytelling, and reconciliation by making Indigenous histories and perspectives visible within the public realm.

The scope of the KVR Trail Strategy is on the portion of the KVR Trail that is within the City of Penticton boundaries. Any potential further connections to the SIB Reserve lands across the Channel Pathway would be subject to approval and further engagement with SIB. This study does not include any recommendations on portions of the KVR Trail within SIB Reserve lands.

¹ Snpink'tn Indian Band webpage. “History & Culture”: <https://pib.ca/about-us/history/>

² Syilx Okanagan Nation Alliance webpage. “History”: <https://syilx.org/about/history/>

³ Snpink'tn Indian Band webpage. “Our Land”: <https://pib.ca/about-us/our-land/>

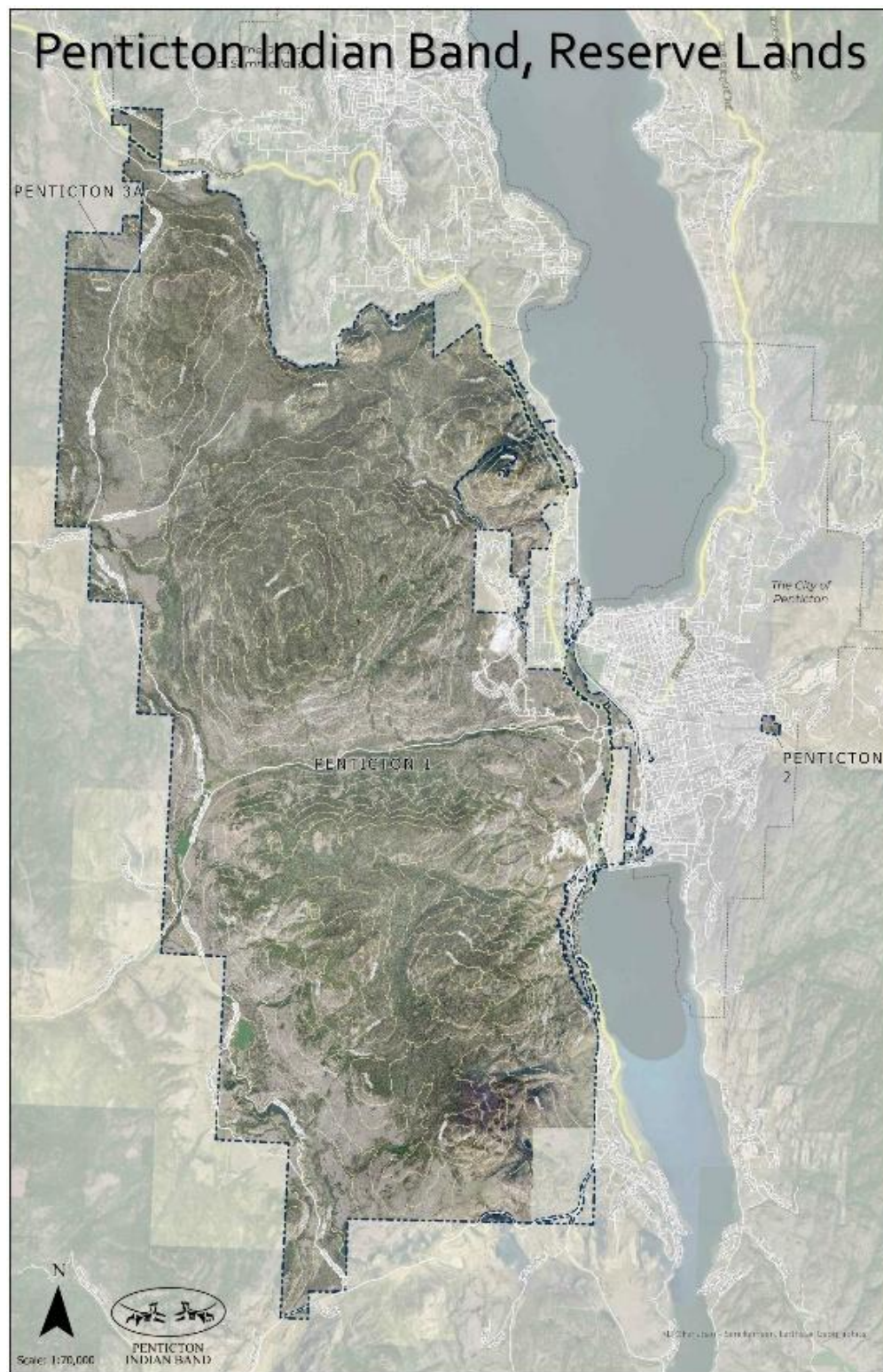


Figure 3: Spink'tn Indian Band Reserves (Source: Spink'tn Indian Band Website)

1.4 Study Process

The KVR Trail Strategy has been developed over a four phase process between summer 2025 and summer 2026 (see [Figure 4](#)). There were three phases of engagement with the public, stakeholders, and city working groups to ensure there was alignment with priorities within the community.



Figure 4: KVR Trail Strategy Phase Timeline

1.5 Engagement

As noted above, the Strategy was developed based on extensive engagement with the community, including three phases of engagement, as summarized below. Through the three rounds of engagement, we heard from hundreds of community members through on-line surveys, public events, and targeted meetings. What We Heard Engagement Summary Reports all three phases of engagement are provided in [Appendix A](#).

Phase 1 Engagement



Figure 5: Phase 1 Engagement Events and Community Outreach

The first phase of engagement, titled “Locals Know,” was designed to gather input from residents, trail users, and community groups to better understand how the KVR Trail is used today and what opportunities and challenges exist. The purpose of this phase was to collect baseline information on user experiences, perceptions, and needs to help inform the future direction of the KVR Trail Strategy.

Engagement activities took place between June 16 and August 28, 2025, and included both online and in-person opportunities (see [Figure 5](#)). Community input was gathered through an online feedback form and map-based tools on the Shape Your City website, as well as three pop-up engagement stations located along the trail on June 21st, 2025. Targeted conversations were also held with advisory and partner groups, including the City Working Group, Accessibility Committee, Parks & Recreation Advisory Committee, the Regional District of Okanagan–Similkameen (RDOS), and the Snpink’tn Indian Band.

During Phase 1 engagement, the City received 286 completed feedback forms, along with additional qualitative input from in-person conversations and meetings. The findings from this engagement are summarized in this report and provide a foundation for subsequent phases of the KVR Trail Strategy.



Phase 2 Engagement

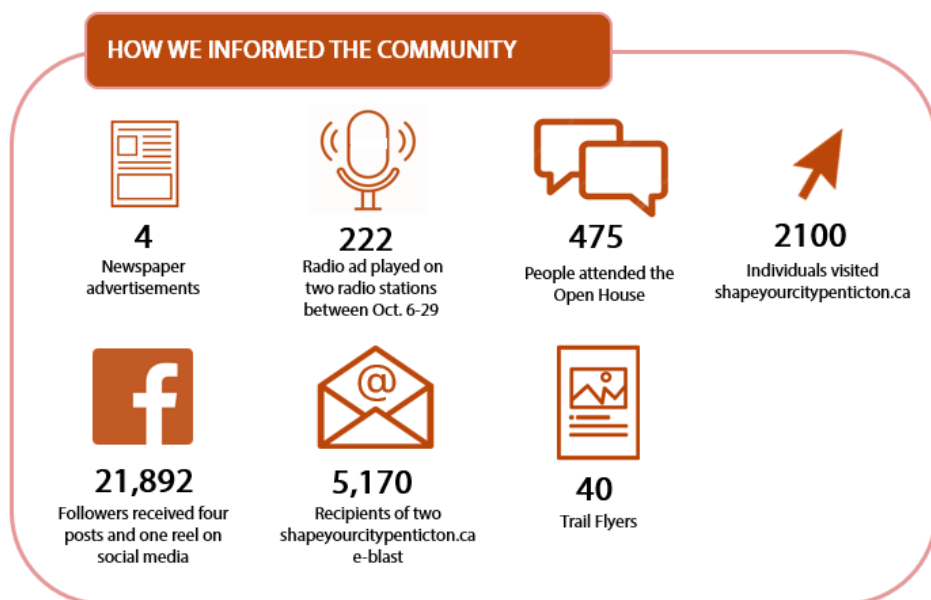
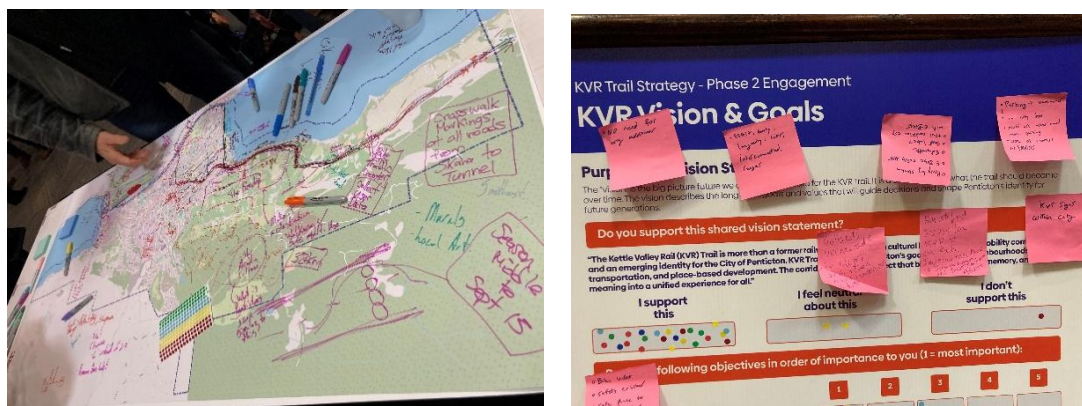


Figure 6: Phase 2 Engagement Events and Community Outreach

The second phase of engagement was designed to gather community input to inform the development of a shared vision, objectives, and strategic directions for the KVR Trail through Penticton. Engagement activities built on insights from Phase 1 and focused on desired trail experiences, features, and amenities, as well as considerations related to accessibility, safety, connectivity, cultural expression, and environmental stewardship.

Phase 2 engagement primarily took place between October 14, 2025, and December 12, 2025, and included an online feedback form, a Council-hosted open house, and a targeted workshop for key community groups (see [Figure 6](#)). Meetings were held with Okanagan College, Penticton Secondary School (Pen Hi), and the Penticton & Wine Country Chamber of Commerce to gather additional community perspectives.

During Phase 2 engagement, the City received 252 completed feedback forms, along with additional qualitative input from in-person conversations and meetings. The findings from this engagement are summarized in this report and provide a foundation for subsequent phases of the KVR Trail Strategy.



Phase 2 Engagement Photos

Phase 3 Engagement

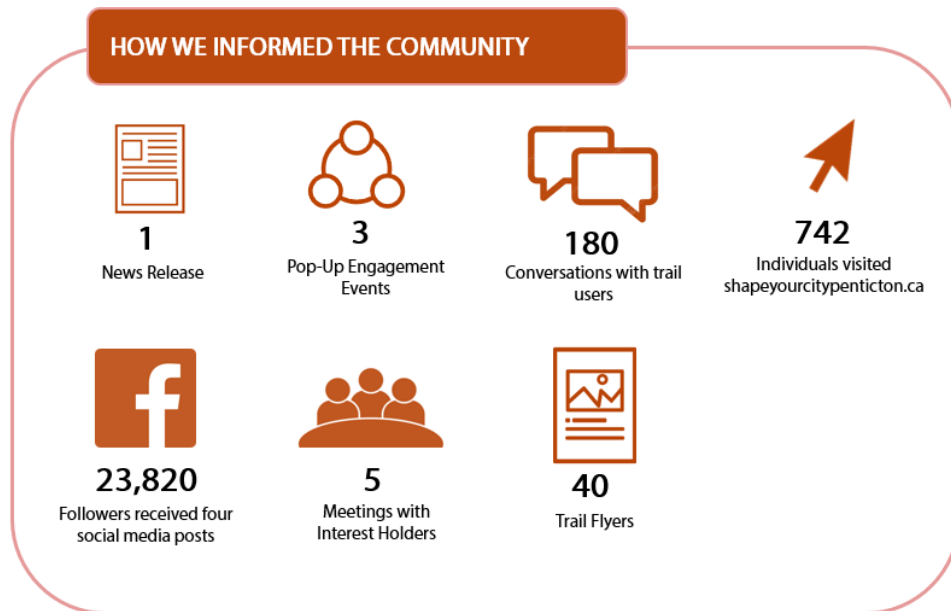
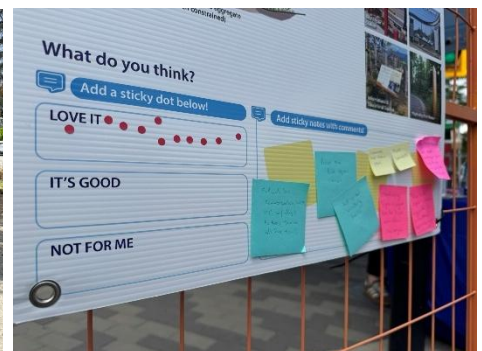


Figure 7: Phase 3 Engagement Events and Community Outreach

Phase 3 engagement took place between May 28 and June 28, 2026. Phase 3 built on the vision, objectives, and priorities established through the previous phases by focusing on reviewing and validating the draft KVR Trail Strategy concepts. Engagement activities involved presenting the proposed long-term recommendations for each of the six Character Areas along the corridor, including proposed trail upgrades and amenities to enhance the user experience. This phase focused on testing proposed improvements and ensuring they align with the community vision.

During phase 3 engagement, 154 online and print feedback forms were received. City staff also hosted a series of pop-up engagement sessions at the Penticton Farmers Market, Vancouver Place trailhead, and the Penticton Pump Track as well as a virtual stakeholder workshop and targeted conversations were held with interest groups, including the SIB, RDOS, Thompson Okanagan Tourism Associations (TOTA) (see **Figure 7**). Members of the public were invited to review the proposed concepts and share their feedback directly either through the survey or with the project team. The City also met with the Accessibility Advisory Committee, Parks & Recreation Advisory Committees to share the proposed recommendations and feedback from the public in phase 3 engagement.



Phase 3 Engagement Photos

1.6 Strategic Framework

The KVR Trail Strategy was developed following a three part strategic framework (see [Figure 8](#)). This framework involved first identifying the future directions for the corridor to help identify where we are going (as summarized in [Section 3](#)). Based on these future directions, an overall concept plan was developed based on community priorities, establishment of Character Zones, development of a trail classification system, and identifying key design elements (as summarized in [Section 4](#)). Each of these components formed the basis for the overall concept plan (as summarized in [Section 5](#)). Finally, the Strategy includes an implementation plan that includes short, medium, and long-term actions, a property acquisition plan, budgeting and resource framework, and monitoring plan with success metrics (as summarized in [Section 6](#)).



Figure 8: Strategic Framework

2. The KVR Trail Today



The KVR Trail extends roughly 10.6 kilometers within the City of Penticton, spanning from the City boundary at the north to the Penticton Channel to the south. This section summarizes the current context for the KVR Trail, including the policy context, summary of opportunities and constraints, and the findings of technical assessment and analysis from several perspectives, including the trail network, recreational opportunities, land use, mobility, historic context, economic context, and social and cultural considerations.

2.1 Policy Context

The City has several plans and policies that influence the KVR Trail Strategy, as summarized below.

- **Official Community Plan (2019):** Sets the long-range policy framework for land use, growth, infrastructure, and environmental stewardship in Penticton. The OCP identifies transportation networks, parks, development zones, and urban design policies intended to guide future development. The OCP emphasizes compact growth, active transportation, and sustainable infrastructure. The OCP Positions the KVR corridor as a vital greenway within the City's broader vision of sustainability and walkable neighbourhoods. It encourages maintaining heritage integrity, connectivity, and partnerships with regional stakeholders.
- **Parks and Recreation Master Plan (2018):** Provides a 10-year roadmap for improving and expanding Penticton's parks, recreation facilities, and trail networks. It emphasizes enhancing user experiences, increasing access to nature, and creating a more connected and inclusive park system. It identifies the KVR as a key linear park and regional recreation corridor. It recommends better signage, surface improvements, and connections to other trail systems.
- **Safe Routes to School Plans (2024-2026):** The City has recently developed Safe Routes to School Plans for seven elementary schools in Penticton (Carmi, Columbia, KVR Elementary, Skaha Lake, Queens Park, Uplands, and Wiltse Elementary Schools). Safe Routes to School Plans are a joint effort to identify 'Best Routes to School' and to implement infrastructure, programs and educational materials for each school. Each plan includes an action plan that identifies responsibilities for improvements and actions by various stakeholders including the City of Penticton, School District 67 (SD67), school administration and the Parent Advisory Committee (PAC). The plans are intended to serve as living documents that should be reviewed annually by the City with input from the school and will be used to guide infrastructure upgrades identified through this process. Safe Routes to School Plans are most relevant for three schools that include the KVR Trail within their catchment areas:
 - **KVR Elementary School** is located directly adjacent to the KVR alignment south of Jermyn Avenue and includes the KVR Trail within its catchment area. Engineering recommendations include implementing 'Drive to Five+' locations to encourage pick up and drop off away from the school frontage, intersection and pedestrian crossing improvements on side streets adjacent to 'Best Routes', addressing speeding issues on Main Street, and reviewing all road crossings of the KVR Trail between Duncan Avenue and KVR Elementary School, including adding and upgrading crossings where needed and considering improvements to make the KVR Trail feel safe, such as lighting and wayfinding signage.
 - **Uplands Elementary School** is located east of the KVR alignment but has a catchment area that includes the KVR Trail between Government Street and the Vancouver Avenue trailhead. The KVR Trail is designated as a "Best Route" between Pickering Street and

Vancouver Avenue, along with several cross-streets. Engineering improvements include intersection and pedestrian crossing improvements on side streets adjacent to 'Best Routes'.

- **Carmi Elementary** is located south of the KVR alignment but has a catchment area that includes the KVR Trail between Hastings Avenue and Eckhardt Avenue. While the plan does not identify the KVR Trail as a "Best Route" to school, it is within the catchment area. Engineering improvements include intersection and pedestrian crossing improvements on side streets adjacent to 'Best Routes'.

See [Appendix B](#) for the 'Best Routes to School Maps' and Infrastructure improvements for each of these three schools.

- **Esplanade Renewal Plan (2026):** The Esplanade Renewal Plan establishes a long-term vision for the renewal of public lands surrounding the Okanagan Marina, Esplanade Park, and adjacent waterfront recreation areas. Developed through extensive community engagement, the plan seeks to balance enhanced recreation opportunities, public amenities, waterfront access, and environmental stewardship while protecting the area's natural and cultural values. The plan identifies improved pedestrian and cycling connections, including stronger integration with the KVR Trail, to create a more connected and accessible waterfront experience. For the KVR Trail Strategy, the plan provides important direction for future trail connectivity, placemaking, and active transportation improvements within one of Penticton's premier recreation and tourism destinations.
- **Sports & Recreation Needs Assessment (2025):** The Sports and Recreation Needs Assessment evaluates current and future recreation needs in Penticton, with a focus on expanding opportunities for active living, outdoor recreation, and equitable access to facilities and amenities. The assessment recognizes the importance of trails, walking, cycling, and nature-based recreation in supporting community health and well-being. As one of Penticton's primary recreational and active transportation corridors, the KVR Trail plays an important role in providing accessible opportunities for walking, cycling, rolling, and outdoor recreation while connecting residents and visitors to parks, neighbourhoods, and community destinations.
- **Urban Forest Management Plan (2024):** The Urban Forest Management Plan (CommuniTREE Plan) establishes a 20-year framework for managing and expanding Penticton's urban forest to improve climate resilience, biodiversity, public health, and community well-being. The plan emphasizes increasing tree canopy cover, protecting and restoring natural ecosystems, managing invasive species, and incorporating drought-tolerant planting strategies that respond to Penticton's hot, dry climate. The KVR Trail is an important green corridor within the city and presents opportunities to advance many of the plan's objectives through expanded tree canopy, shade provision, habitat enhancement, invasive species management, ecological restoration, and green infrastructure. The Urban Forest Management Plan provides important direction for landscaping and stewardship along the KVR, helping to create a more comfortable, resilient, and environmentally sustainable trail experience for residents and visitors.
- **Accessibility Plan (2023):** Identifies barriers across City services, spaces, and infrastructure, with the goal of creating inclusive, equitable environments for people of all abilities. It focuses on both physical designs such as ramps, grade changes, and signage – and policy updates to ensure compliance with accessibility standards and community expectations. The plan calls for year-round, barrier-free access to parks and trails. The KVR Trail must serve users with mobility devices,

sensory challenges, and other accessibility needs. This plan provides a foundation for understanding physical and systemic barriers that may limit trail access or enjoyment.

- **North Gateway Plan (2022):** The North Gateway Plan is a comprehensive land use and development framework for one of Penticton's most transformative urban areas. It outlines goals for mixed-use development, public realm improvements, transportation connections, and green space enhancements. A key feature of the plan is the integration of the KVR Trail through this high-density redevelopment area. This plan covers a significant section of the KVR Trail corridor and sets expectations for how the trail will function within future development. It identifies trail improvements, crossings, and placemaking elements needed to ensure trail continuity and quality. The plan includes implementation priorities, including the creation of a separated multi-use landscaped path along the south side of Eckhardt Avenue West, connecting the Okanagan River Channel to the south side of the road, and supporting ground-level commercial uses where appropriate, ensuring the appropriate setback and interface is provided between the multi-use path and building frontages.
- **Transportation Master Plan (2021):** Establishes Penticton's multi-modal transportation goals, emphasizing safety, sustainability, and equity in the design and operation of transportation infrastructure. It prioritizes active transportation and proposes infrastructure upgrades to improve accessibility, connectivity, and safety for pedestrians and cyclists. The plan recognizes the KVR Trail as a core active transportation spine and identifies the KVR Trail as a primary corridor in the active transportation network. The plan promotes improved multi-modal integration, trail crossings, and connectivity with the Lake-to-Lake cycling route.
- **Community Climate Action Plan (2021):** This plan outlines Penticton's approach to reducing community-wide greenhouse gas emissions, increasing energy efficiency, and preparing for climate impacts. A central focus is encouraging active transportation to reduce vehicle-kilometres-traveled (VKT) and emissions. The plan also addresses urban form, public health, and energy transitions. The KVR Trail is an essential element in enabling a shift from vehicle trips to active modes such as walking, cycling, and rolling. The KVR Trail supports multiple action items in the Climate Action Plan related to sustainable land use, mobility, and public engagement.

2.2 Opportunities and Constraints

The following themes summarize the feedback collected through the engagement. In the first phase of engagement, community members provided input about existing conditions through the lens of five Planning Patterns – **Physical & Environmental Patterns**, **Mobility & Connectivity Patterns**, **Social, Cultural & Heritage Patterns**, **Economic & Governance Patterns**, and **Perceptual & Experiential Patterns**. Together, input from these five Planning Patterns provided a comprehensive framework for analyzing the trail's current state and community perspectives. Existing conditions along the corridor are summarized in **Figure 9**, and opportunities and constraints are summarized in **Figure 10**.

2.2.1 Physical & Environmental Patterns

- **Scenic Vistas as Core Identity:** Respondents consistently highlighted the Okanagan Lake, vineyards, orchards, and valley views as the most cherished features. Protecting these sightlines through vegetation management and thoughtful placement of amenities is critical.

- **Natural Shade & Vegetation:** Strong desire for more tree cover, particularly along exposed areas with limited tree coverage such as some areas north of the Vancouver Place trailhead. Users noted that barren stretches are less appealing and uncomfortable in the summer heat.
- **Environmental Stewardship:** Concerns were raised about invasive species (Black locust, Russian olive, Siberian elm, and Tree of heaven, etc.) and fire hazards. Feedback also included calls for ecological restoration, habitat protection, and interpretive signage about ecosystems.
- **Seasonal Appreciation:** Spring and fall were identified as the best times to use the trail due to wildflowers, foliage, and cooler temperatures, reinforcing the ecological value of shoulder seasons.
- **Surfaces & Maintenance:** Uneven gravel, washouts, cracked pavement, and overgrown weeds were repeatedly noted as barriers, especially for accessibility. Respondents favoured well-packed gravel over paving to balance access and speed control.

2.2.2 Mobility & Connectivity Patterns

- **Connectivity Gaps:** Persistent calls for safe and seamless linkages - particularly from Channel Parkway to Skaha Lake, across Hwy 97, and through downtown Penticton. Bridge revitalization at the old rail bridge site was heavily mentioned as a priority.
- **Trailhead & Access Infrastructure:** Parking at Vancouver Place and other key trailheads was described as inadequate, causing congestion. Suggested improvements included overflow lots, managed drop-off areas, and clearer signage.
- **Wayfinding & Orientation:** Lack of consistent signage through urban sections created confusion. Suggestions included distance markers, maps, connections to parks/schools, and "Welcome to Penticton" orientation points.
- **Multi-Use Conflicts:** There is ongoing tension between cyclists, e-bike riders, dog walkers, and pedestrians. Requests included etiquette campaigns ("Bell or Yell"), speed signage, and gates at key locations.

2.2.3 Social, Cultural & Heritage Patterns

- **Trail as a Cultural Symbol:** Many see the trail as central to Penticton's identity, tied to family traditions, everyday routines, and even personal milestones (e.g., engagements, family portraits).
- **Community Narratives & Heritage:** Requests for interpretive signage sharing Indigenous heritage, railway history, and stories of place were frequent. This reflects interest in making the trail both an educational and recreational space.
- **Community Events & Programs:** Suggestions included organized group walks, cultural programming, interpretive hikes, and festivals, which would enhance the trail as a connector of people and culture.
- **Safety & Social Issues:** Concerns about unhoused populations and isolated urban trail segments were raised. Some participants emphasized a need for social support alongside trail design improvements to foster inclusivity and comfort. Many participants also reported feeling unsafe leaving their bicycles at some KVR destinations due to the fear of theft.

2.2.4 Economic & Governance Patterns

- **Tourism & Local Business Integration:** Respondents see potential for better connections between the trail and wineries, cafés, and commercial areas. Many visitors want clear wayfinding to places to eat/drink and more options to "disperse" heavy summer trail use.

- **Economic Value of Scenic Sections:** Segments like Summerland to Penticton and the tunnel areas were identified as high -return investments for tourism revenue if improved and maintained.
- **Rental & Commercial Interfaces:** Concerns arose about e -bike rentals not educating riders on etiquette, creating safety risks. There is potential for collaboration with rental operators on signage, etiquette campaigns, or branded amenities (e.g., refillable water bottles).
- **Parking as an Economic Pressure Point:** Overcrowding at popular trailheads limits visitor access and potentially impacts local businesses. Managed parking is viewed as both an economic and infrastructure need.
- **Governance & Partnerships:** Feedback pointed to the need for coordinated management, funding strategies, and partnerships with businesses and organizations to support trail upkeep and programming.
- **Economic Opportunities :** The KVR Trail is recognized as a premier regional recreation and tourism asset. Future efforts should include coordinated marketing, branding, and promotion initiatives that position the Penticton segment as a gateway to the broader regional trail network and an iconic destination for residents and visitors.

2.2.5 Perceptual & Experiential Patterns

- **Amenity Gaps:** High demand for more water stations, washrooms, benches, wayfinding, shaded seating, and waste/recycling facilities. These were by far the most common improvement requests.
- **Perceptions of Safety:** Users noted speeding e -bikes, blind corners, and narrow urban sections as key safety risks. Comfort and confidence were tied to trail width, visibility, and user etiquette.
- **Outdoor Recreation Diversity:** Users requested separation of pedestrian and cycling traffic in high -volume areas, as well as dedicated spaces for e -bike use, dog -friendly zones, and fitness/play infrastructure.
- **All-Ages/All -Seasons Use:** Families emphasized the trail as a multi-generational asset. Seniors (the largest user group) want accessible surfaces and rest points, while some parents emphasized shade and safety for children. Year-round use was noted, but lighting for evening recreation remains limited.
- **Experience of Place:** Respondents highlighted how the trail's views, seasonal qualities, and sense of natural immersion contribute to its unique character. Balancing these experiential values with new amenities was a recurring theme.

LEGEND

- MUNICIPAL BOUNDARY
- STREETS
- KVR TRAIL
- PARKS & RECREATION AREAS
- DOWNTOWN PENTICTON
- STREET ACCESS TO KVR TRAIL
- PARK SIGN
- PARKING
- BENCH
- PICNIC TABLE
- WASTE RECEPTACLE
- DOG WASTE STATION
- STAIR CONNECTION TO KVR

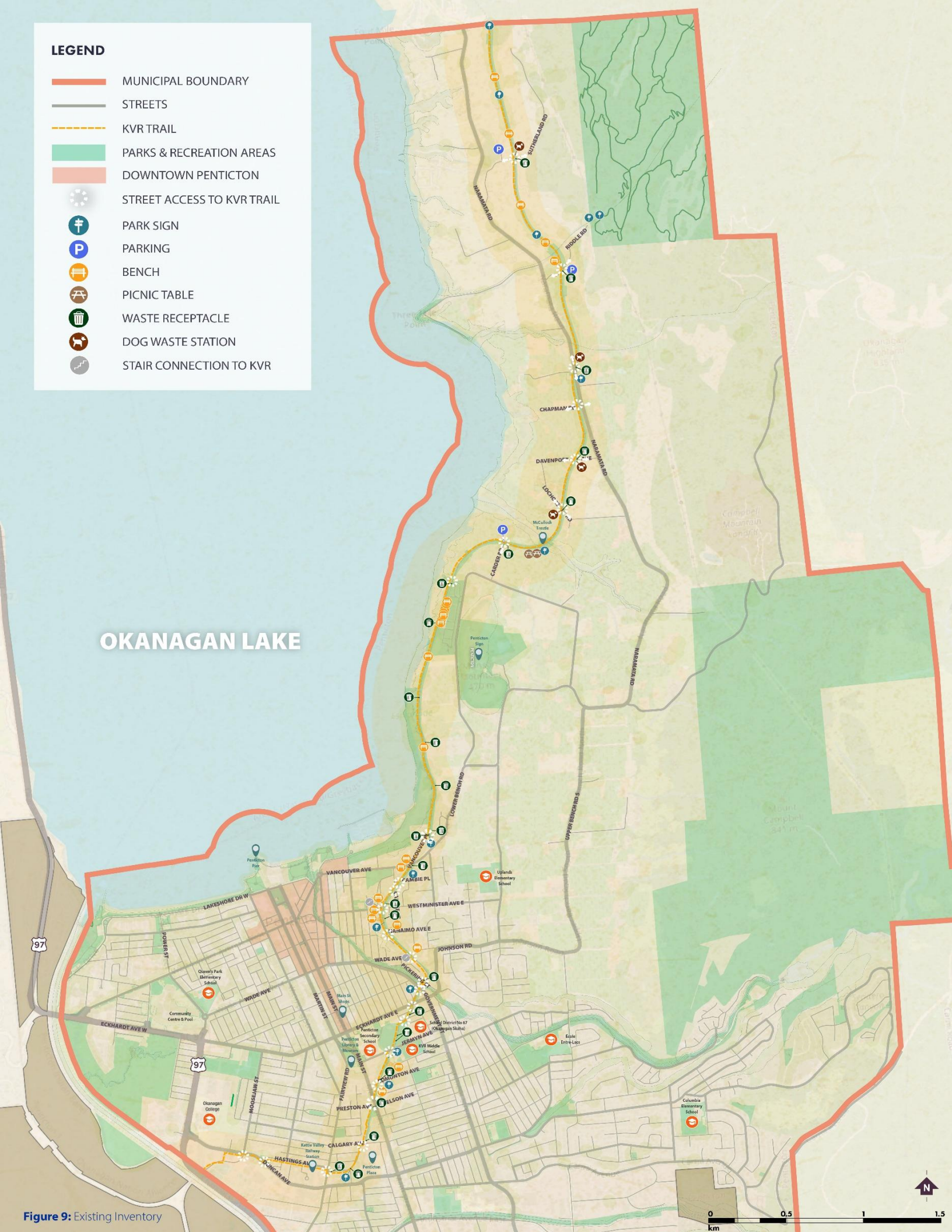
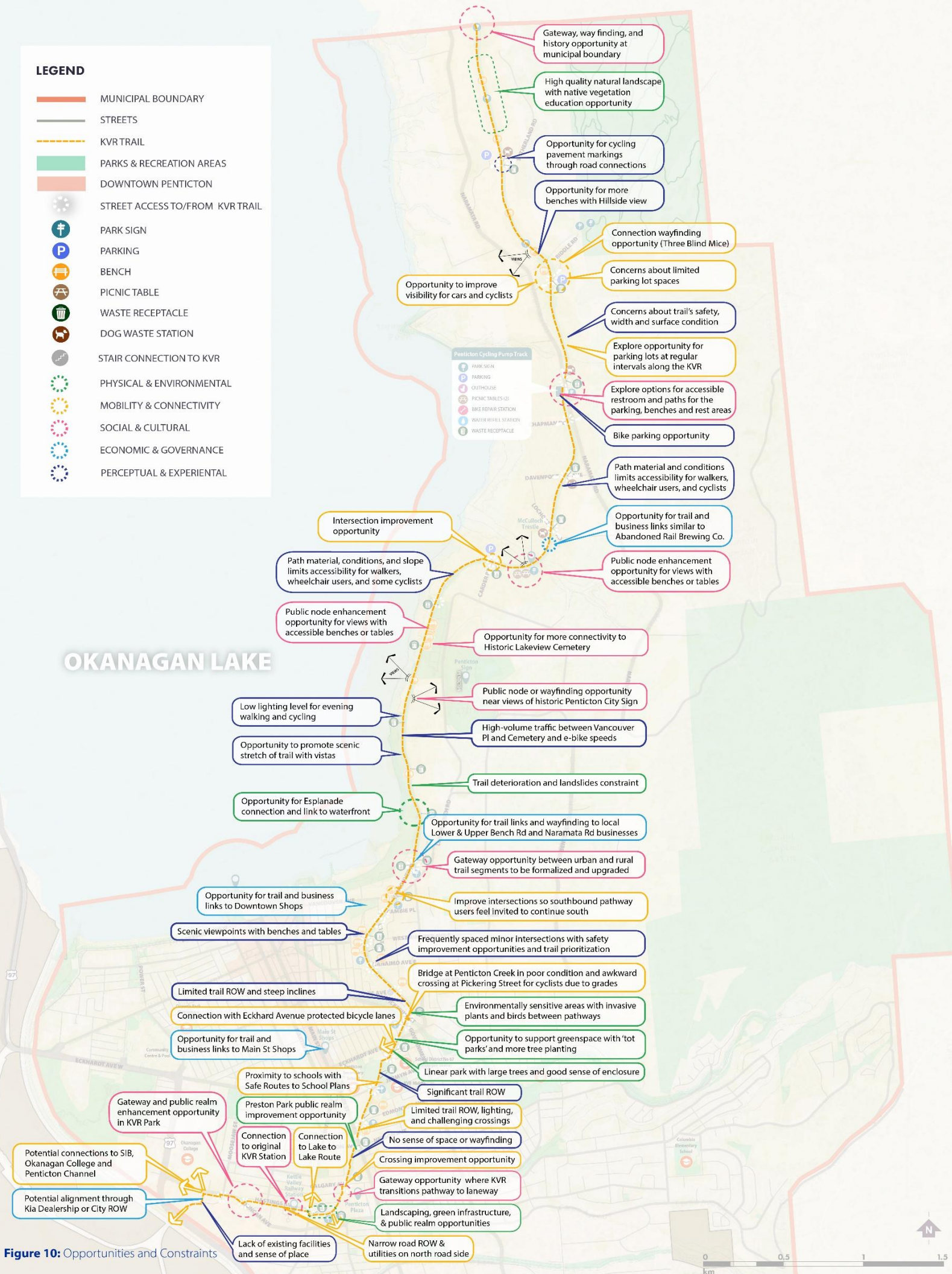


Figure 9: Existing Inventory



2.3 Assessment & Analysis

This section summarizes the findings of research, technical analysis, and site visit observations through several lenses, including the trail network, recreational opportunities, land use, mobility, historic context, economic opportunities, and social and cultural considerations.

2.3.1 Historical Context



Historical photos showing the original KVR corridor through the City of Penticton (Source: City of Penticton)

The history of the corridor and Penticton extends well before the colonial history that began with the incorporation of the City. The City recognizes the long Indigenous history with the Sn̓pink'tn (Penticton) Indian Band who have lived on these lands since time immemorial, as summarized previously in **Section 1.5**. The KVR Trail Strategy presents an important opportunity to learn and disseminate information about the pre-colonial history.

The KVR was originally constructed in the early 20th century to support transportation and economic development throughout the interior of British Columbia. In 1886, the Canadian Pacific Railway (CPR) built a rail line to Vernon and started providing ferries to connect Kelowna, West Kelowna, Summerland, Naramata, and Penticton through Okanagan Lake. In 1915, the KVR was extended to Penticton, with Penticton acting as the headquarters for the KVR., even though trains only passed through a handful of times a week.

The route of the corridor was dictated by the location of several natural geographical features, most notably the Penticton Creek, which it had to cross to gain access to the two wharfs that were located on the North shore of Okanagan Lake. The line of the railway gave little regard to the already established urban grid and bisected the City's northern neighbourhood's with an intent to provide a gradual incline from the valley floor to the upper bench. Once beyond the southern station, the railway proceeded to sweep north with a prescribed radius and again bisected the established grid layout on route to the shipping wharfs on Okanagan Lake.

After World War I, railway activity increased, with daily train service provided to Penticton. However, with other transportation alternatives provided in the Post World War II period, including the Kelowna bridge, Penticton became increasingly accessible by vehicle, which led to the decline of the KVR. In 1961, the process of decommissioning the KVR began, with the KVR fully decommissioned by 1989.

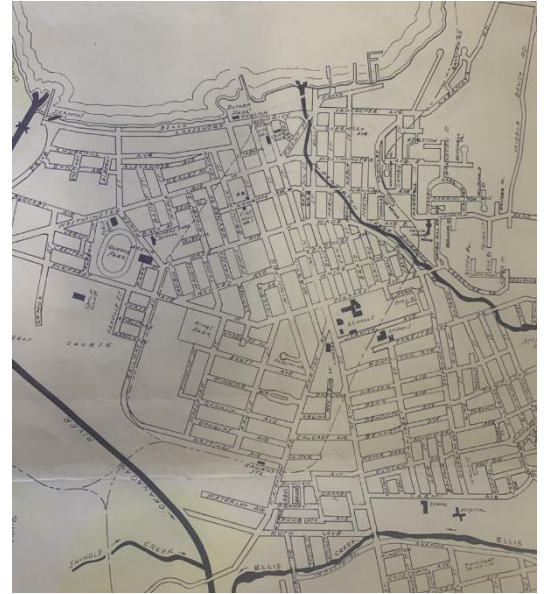
The KVR has had a lasting visual impact upon the urban fabric and shaped the form of the built environment that is seen today within the City. The juxtaposing angles of the north-south street network grid pattern and the curved non-linear route of the railway has resulted in visual reminder of the railway line that once traversed the city.

A series of buildings that were constructed following the railway's arrival remain present today. Their diagonal orientation in contradiction with the surrounding context's grid network provides clues to Penticton's once industrial past. Many of these buildings were linked to the industrial agricultural processes that drove the prosperity of the valley. Although Penticton and surrounding areas are best known for their agricultural sectors, the KVR allowed other industries to pop-up in the valley, such as lumber and manufacturing. The railway allowed Penticton to both diversify economically, as well as boost its strong point in agriculture.

Many of the structures built around the railway have since been lost to time, either burned down due to the large amount of wood structures that were built along the railway, or torn down as the City began to move from an agricultural town to a tourist destination. One of these examples is what is now the Lakeside Resort Hotel. Originally the centre-point for the KVR in Penticton, with packing houses, the railway station, a hotel and a railway roundhouse. As these buildings became defunct and were tore down, this area was turned into the downtown core and waterfront, with the land sold to be developed into the hotel.

However, several historic elements from the KVR still remain, such as railway structures, station remnants, bridges, tunnels, and landscape features. Some notable examples include:

- The original KVR Station, which is now located on Hastings Avenue;
- The remnants of the channel pathway bridge across Highway 97, which formerly extended across the Penticton Channel;
- KVR Park which provides a connection to Duncan Avenue from the cul-de-sac at the west end of Hastings Avenue;



Historic plan showing the KVR alignment through the City (Source: City of Penticton)

- The walking pier near Rotary Park on Okanagan lake, which is an homage to where the railway cars could offload cargo to the various ships traversing Okanagan Lake;
- The McCulloch Trestle that crosses Randolph Creek;
- Remnants of the “Little Joe Raymond” train wreck 320 metres north of the Vancouver Place trailhead;
- The bridge that crosses Penticton creek at the Art Gallery;
- The bridge that crossed Penticton Creek between Government Street and Pickering Street;
- The Cannery trade centre, which was originally a packing house;
- The breakwater on the west side of the Marina Way, which was originally a secondary pier for the CPR rail; and
- A small linear warehouse at 242 Haynes Street.

These are potential historic places under the framework and should be approached with conservation integrity and heritage character in mind.

2.3.2 Trail Network

The KVR Trail is an important part of Penticton’s active transportation network. The trail itself provides a direct connection providing transportation and recreation opportunities throughout the City. Importantly, the trail connects to several other important active transportation facilities, including the Penticton Creek Pathway, Ellis Creek Pathway, Lake-to-Lake Bicycle Route, connections to the Esplanade, and connections to other nature trails including the Three Blind Mice trail network. Together, the KVR Trail and these connecting facilities form a comprehensive active transportation network throughout the City.

The KVR Trail through Penticton exhibits a range of existing conditions, reflecting both its strong foundation and opportunities for enhancement. Rural segments of the trail are generally well-established and require only light-touch improvements to strengthen safety, enhance accessibility, and introduce modest public realm elements while maintaining their natural character. In contrast, the urban sections between Vancouver Avenue and the Lake-to-Lake Trail include an existing pathway but would benefit from targeted upgrades to trail conditions, clearer classification, and expanded right-of-way opportunities to support gathering, play, and improved user experience. Further south, the segment connecting the Lake-to-Lake Trail to the Channel Pathway represents a key gap in the network, requiring new development to complete a cohesive and continuous corridor.

Across all segments, it was observed that the trail is used by a diverse range of users with varying comfort levels, from recreational walkers to cyclists and other mobility users. As such, the future KVR Trail must be designed to accommodate this diversity through a more unified and legible system that balances safety, accessibility, and experience. Strengthening continuity, consistency, and connectivity across rural and urban contexts will be essential to establishing the KVR Trail as a fully integrated and inclusive network.

Intersections and crossings represent some of the most critical areas for user conflicts as well as opportunities to enhance safety, comfort, and continuity along the KVR Trail. Our assessment identified a need for a consistent and context-responsive approach that integrates proven safety measures across both urban and rural environments. In urban areas, enhanced crossings—including curb extensions, raised crosswalks, and signalized intersections can improve visibility, reduce vehicle speeds, and create a smoother and more intuitive trail experience. Mid-block crossings present opportunities to introduce features such as pedestrian half signals, Rectangular Rapid Flashing Beacons (RRFBs), curb extensions,

and/or raised crosswalks to increase driver awareness and prioritize trail users. In rural segments, simpler but effective measures such as improved sightlines, clear signage, and stop control for vehicles can reinforce trail priority while maintaining the natural setting. Together, these interventions reflect a coordinated strategy to reduce conflicts, improve safety outcomes, and support a seamless and comfortable journey along the KVR Trail.

The trail is also accessed at two locations by staircases at Wade Avenue and Westminster Avenue. These are important active transportation connections to the trail in areas with steep grades, but it is important that they be designed to meet accessibility requirements.

There are generally two types of off-street pathways: multi-use pathways (where all active transportation users shared the facility) and mode-separated pathways (where pedestrians are separated from cyclists and people using other micromobility devices). Multi-use pathways present an increased injury risk as compared to mode-separated pathways, which separate people rolling and cycling from people walking. This is due to the increased potential for conflicts with various pathway users – particularly those traveling at different speeds. This is a particularly significant issue for facilities such as the KVR Trail that serve as both a commuting facility (typically higher speed users) and a recreational facility (typically lower speed users). This is also a significant issue when there are a wide range of trail users, such as high speed cyclists or people using e-bikes who may be travelling faster, compared to people walking dogs or walking with children, who are likely traveling more slowly.

The planning and design of off-street pathways must be done with the same care and attention to different user needs as the design of other transportation facilities. As such, the intended function and use of the pathway is a key consideration that is addressed at the facility planning stage and is necessary to inform facility design. Off-street pathway infrastructure needs to serve the intended use while minimizing potential conflicts between users of varying speeds, abilities, and purposes. When designing an off-street pathway, practitioners should consider how to balance the number of expected users with the intended purpose of the facility.

The *BC Active Transportation Planning and Design Guide* (2026) provides guidance on how to reduce conflicts and to provide high comfort facilities. The Design Guide recommends separating users with separate mode-separated pathways wherever space is available, regardless of user volumes, and that user separation is recommended in any case where there are more than 2,000 users per day, or more than 200 users per peak hour, and in certain contexts if there are between 1,000 – 2,000 users per day or between 100 - 200 users per peak hour (see [Table 1](#)).

Table 1: Guidance for Separating Users (Source: 2026 BC Active Transportation Planning and Design Guide)

User Volumes (Actual or Anticipated)	Separation
<1,000 per day or <100 per peak hour	No separation required, although recommended if space is available
1,000-2,000 per day or 100-200 per peak hour	If at least 50% of users are cyclists or micromobility devices. Separation can also be considered depending on context, including available right of-way width, land uses, facility width, user volumes, and mix of people walking, cycling, and rolling (for example, a greater mix of different types of users

	travelling at different speeds may warrant increased separation)
>2,000 per day or >200 per peak hour	Separation recommended

The *BC Active Transportation Planning and Design Guide* (2026) also recommends that wider facilities should be provided wherever possible to allow for all expected users to operate comfortably, ride side-by-side, or pass one another. The Design Guide includes Practical Minimum, Preferred Minimum, and Desirable widths for off-street pathways, but recommends striving for the Desirable width wherever possible. As shown in [Table 2](#), the Preferred Minimum width of a multi-use pathway is 3.0 metres, with a Desirable width of 4.0 metres. For mode-separated pathways, the Preferred Minimum width is 3.0 metres for the bicycle pathway and 1.8 metres for the pedestrian pathway, with a Desired width of 3.5 – 4.0 metres for the bicycle pathway and 2.4 – 3.0 metres for the pedestrian pathway.

Table 2: Recommended Pathway Widths (Source: 2026 BC Active Transportation Planning and Design Guide)

Facility	Preferred Minimum Width	Desirable Width
Multi-use Pathway	3.0 metres	4.0 metres
Mode-separated Pathway (bicycle portion)	3.0 metres	3.5 – 4.0 metres
Mode-separated Pathway (pedestrian portion)	1.8 metres	2.4 – 3.0 metres

A summary of the trail network and analysis is shown in [Figure 11](#).



2.3.3 Recreational Opportunities

The KVR Trail is uniquely positioned within a rich network of recreational, tourism, and cultural destinations, reinforcing its role as a key spine within Penticton's broader open space system. Along the northern and central portions of the corridor, the trail connects to wineries and tourism-oriented destinations such as the Naramata Bench, as well as scenic recreational areas including Three Mile Beach and viewpoints such as the Kettle Valley trestles. Moving south toward the urban core, the trail is closely linked to prominent waterfront destinations including Okanagan Beach, Penticton Pier, SS Sicamous, Marina Way, and Riverside Park, forming a strong relationship between the trail and Penticton's lakefront identity. Additionally, a key priority identified through engagement is the long-term connection between the KVR Trail and the Esplanade waterfront corridor as an opportunity to improve recreation access, strengthen active transportation and enhance connectivity between major destinations within the city. These connections highlight the trail's importance as a recreational route that supports both local use and regional tourism experiences.

The trail continues to connect to an extensive network of parks, pathways, and natural areas. In the northern portion, the trail links to other multi-use pathways connecting to Munson Mountain. In the central portion, the trail connects with other multi-use pathways that connect with key destinations including the Penticton Creek Pathway, McNicoll Park, and the Penticton Channel Pathway leading toward Skaha Lake. Further south, the trail connects with the Lake-to-Lake bicycle route which provides additional connections to Skaha Lake Park, Skaha marina, and surrounding recreational amenities and reinforce the trail's role as a continuous north-south recreational corridor between the two lakes.

The KVR Trail is also an important tourism asset that supports recreational events, cycling tourism, organized rides, and community programming throughout the year. Recent or current events that have utilized the trail include the BC Bike Race, Blossom 8 Miler, Bighorn Bushwack, Go By Bike Week, Penticton Beer Run, Three Blind Mice Trail Run, Landyachtz Pump Track Skateboard Challenge, and endurance races such as the Ironman, Peach Classic Triathlon, Okanagan Trestles Tour, ITU Worlds, and Kettle Mettle. It is estimated that these, and other events, bring over 1,700 participants to the trail each year. These visitors bring significant economic activity to the City, resulting in at least \$500,000 in annual direct spending from these visitors.⁴

With improvements to the KVR Trail, the City may be able to attract additional events and programming opportunities, which may draw even more users. As visitor activity continues to grow, future improvements should consider amenities and infrastructure that support both tourism, event programming and informal use, including enhanced wayfinding, gathering spaces, trailhead facilities, seating, bicycle parking, and flexible spaces for community activities while maintaining a high-quality experience for everyday users. This should also include investments in marketing and promotion to encourage more events and programming opportunities, and to encourage more visitors to come to Penticton to experience the KVR Trail. These improvements could attract additional events and visitors, positioning the trail as a recognized hub for trail running, gravel cycling, mountain biking, and other active transportation events, with the potential to significantly increase the local economic impact of the trail.

⁴ Assuming 60% of participants are visitors, with an average spend of \$500 on accommodation, transportation, restaurants, other food and groceries, recreation, etc.

The presence of civic and cultural landmarks, such as the Penticton Museum and Library, KVR Station, and historic rail features, further enhances the trail's experiential value. Overall, the KVR Trail functions as a highly connected recreational asset, with strong opportunities to strengthen linkages, improve access to destinations, and elevate the overall user experience through enhanced wayfinding, public realm improvements, and cohesive design.

A summary of the recreational analysis is shown in [Figure 12](#).

- LEGEND**
- MUNICIPAL BOUNDARY
 - SNIK'ITN INDIAN BAND
 - HIGHWAY/STREETS
 - MULTI-USE PATH / TRAIL
 - ON-STREET BIKE ROUTES
 - BIKE LANES
 - LAKE-TO-LAKE BIKE ROUTE
 - KVR TRAIL
 - PARKS & RECREATION AREAS
 - DOWNTOWN PENTICTON
 - SCHOOLS
 - P PARKING
 - WINERY DESTINATION
 - SHOPPING AREAS
- COMMUNITY CONNECTIONS**
- SCHOOL CONNECTION
 - RECREATION CONNECTION
 - TOURISM CONNECTION
 - HISTORIC CONNECTION

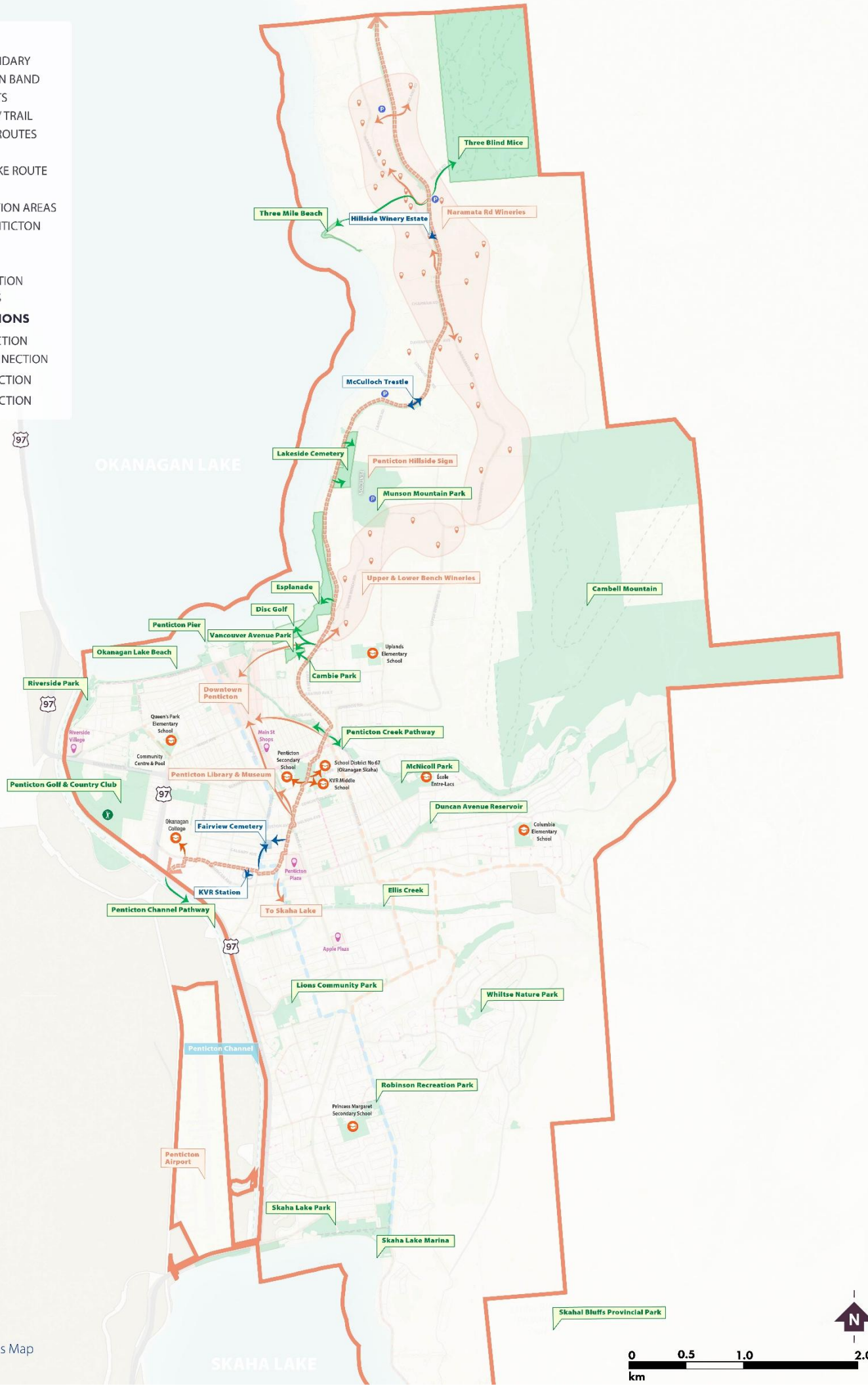


Figure 12: KVR Connections Map

2.3.4 Land Use

As shown in [Figure 13](#), the KVR Trail is generally designated as a Park corridor in the City's OCP. In the northern segments north of the Vancouver Place trailhead, the trail runs adjacent to lands designated as "Agriculture" and "Natural and Conservation Areas" in the City's OCP. Between Vancouver Avenue and Pickering Street, adjacent land uses to the east are primarily "Low Density Residential" whereas areas to the west towards downtown are designated as "High Density Residential." As the KVR Trail moves further south, most of the adjacent lands are designated as "High Density Residential," with some "Mixed Use Development" along Main Street and Hastings Avenue. In the southernmost segment, the KVR Trail runs adjacent to "Commercial" and "Institutional and Civic" land uses. With much of the KVR Trail passing through and adjacent to areas designated for high density residential uses, mixed uses, and commercial uses, the corridor can play an important role supporting further growth, development patterns, population density, and demand for trail access and amenities. The KVR Trail also presents opportunities to support local economic activity by improving connections to commercial areas, destinations, and tourism assets. As residential density increases, the corridor can help address the growing need for access to parks, open space, and recreational opportunities, particularly in areas where future access to parkland may be limited. Additionally, the trail can serve as an important community gathering space, providing opportunities for social interaction, events, and informal recreation within higher-density neighbourhoods.

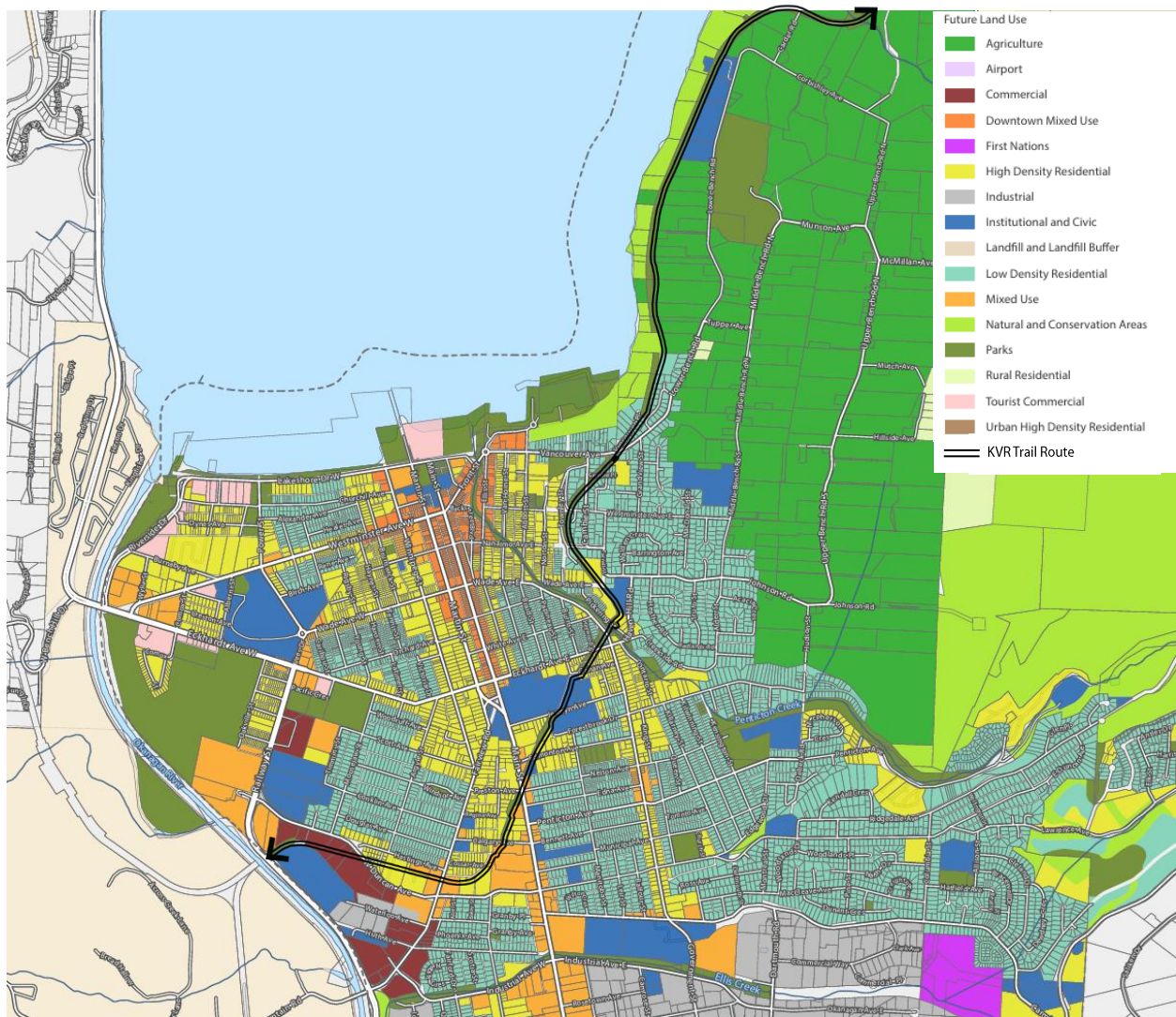


Figure 13: Official Community Plan Land Use Designations (Source: Adapted from City of Penticton OCP)

The KVR provides connections to several destinations, including schools, parks, community facilities, cemeteries, and businesses such as wineries. The KVR can serve as an important mobility corridor for residents and visitors to access these destinations:

- **Schools:** The corridor provides direct access to several schools, which provides an opportunity to encourage children to walk and cycle to school using the trail. Penticton Secondary School, KVR Elementary School, and Penticton Christian School are located directly adjacent to the KVR Trail. There are also connection opportunities to Uplands Elementary School (located approximately 600 metres from the trail) and Okanagan College on Duncan Avenue.
- **Parks and Recreation Facilities:** The KVR Trail provides access and connections to several parks, trails, and recreation facilities, including: Three Blind Mice Mountain Bike Area, Munson Mountain Park, KVR Park, Poplar Grove Cycling Pump Track, The Esplanade, and Three Mile Beach.
- **Community Facilities:** The KVR Trail provides access and connections to several communities' facilities, including: Lakeview Cemetery, Fairview Cemetery, Library and Museum at Jermyn Avenue across Main Street, and Penticton Community Gardens.

- Wineries, Cideries, Breweries, and Other Businesses:** The KVR Trail provides access to several wineries, cideries, and breweries, particularly in the northern portion of the corridor in the Vineyards Character Zone (see [Figure 14](#)). The trail can incorporate signage and wayfinding to help tourists and visitors access these establishments. In addition, the City can work with private property owners to encourage them to provide access to destinations on their properties, if desired and where appropriate and consistent with the Park Land Protection and Use Policy. Any such connections should be located on private property and shall not create new private encroachments, exclusive use areas, or private interests within dedicated parkland. In such cases, property owners would be required to construct and maintain access on private property.

Wineries, cideries, and breweries adjacent to, or close to the trail include (but are not limited to):

- | | |
|-------------------------------|----------------------------|
| ○ Abandoned Rail Brewing | ○ Laughing Stock Vineyards |
| ○ Bench 1775 Winery | ○ Moraine Estate Winery |
| ○ Black Widow Winery | ○ Origin Wines |
| ○ Chain Reaction Winery | ○ Poplar Grove Winery |
| ○ D'Angelo Estate Winery | ○ Red Rooster Winery |
| ○ High Note Estate Winery | ○ Ruby Blues Winery |
| ○ Hillside Winery | ○ Terravista Vineyards |
| ○ Howling Bluff Estate Winery | ○ Tightrope Winery |
| ○ La Petite Abeille Cider | ○ Wesbert Winery |

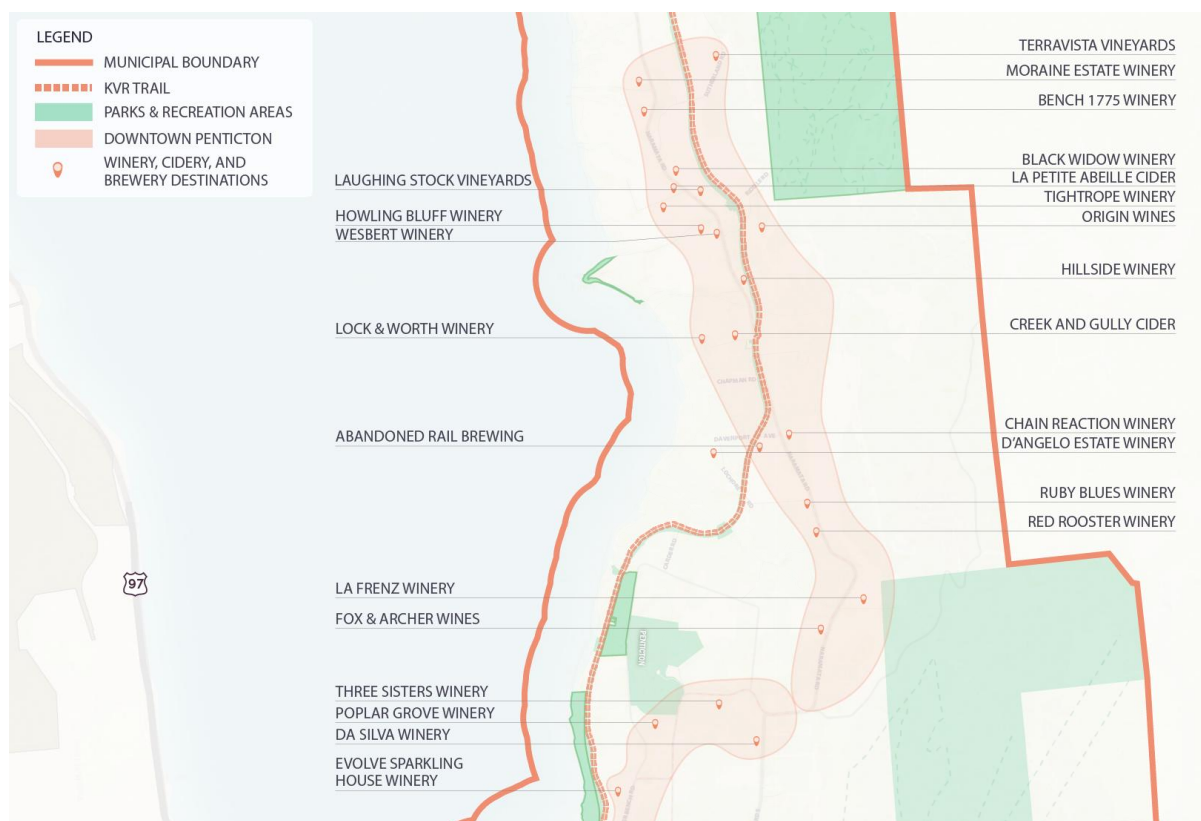


Figure 14: Wineries, Cideries, and Breweries along Naramata Rd, Upper Bench Rd & Lower Bench Rd near KVR

- **Regional Connections:** The KVR Trail forms part of a larger regional recreation corridor that connects Penticton to communities and destinations throughout the Okanagan Valley. To the north, the trail links toward Naramata, the Little Tunnel, and Myra-Bellevue Provincial Park near Kelowna, providing opportunities for cycling, walking, and tourism while connecting users to scenic landscapes, cultural destinations, and other regional trail networks. These connections reinforce the KVR Trail's role as a key recreational spine that supports active transportation, outdoor recreation, and regional tourism.

It should be noted that much of the land along the KVR Trail is environmentally protected or needs to be assessed due to sensitive ecosystems. While there is an exemption for City parks and infrastructure, many of the private properties may trigger environmental reviews. This may require a Qualified Environmental Professional (QEP or R.P. Bio.) and potentially an Environmental Development Permit for those property owners.

2.3.5 Mobility

The KVR is not just a recreational corridor, but is an important mobility corridor through the City that reimagines how people move through Penticton. The KVR Trail is identified as an important corridor in several City plans and policies, including the OCP and Transportation Master Plan (see **Figure 15**). The OCP has a stated goal for the KVR Trail to: “Build on the opportunity provided by the former Kettle Valley Railway rail grade to create a cycling and walking trail network that connects the region and provides a unique recreational and cultural amenity for residents and visitors.” The KVR Trail is also shown as part of the existing and proposed cycling network in the City’s Transportation Master Plan.

As trail use continues to increase, the KVR Trail must accommodate a growing diversity of users, including pedestrians, cyclists, dog walkers, runners, e-bike users, and other micromobility users. The KVR Trail can support active transportation through Penticton. Together with other cycling facilities such as the Lake-to-Lake bicycle route and other multi-use pathways, the KVR Trail forms the backbone of the City’s active transportation network, providing a north-south spine across the City.

The KVR Trail provides opportunities for supporting active transportation by:

- Providing a high-comfort active transportation facility that is comfortable for people of All Ages and Abilities (‘AAA’);
- Improving safety at intersections and crossings;
- Pedestrian-oriented public spaces and trailheads that invite pause and exploration; and
- Wayfinding, signage, and educational initiatives that help promote respectful shared use, improve user awareness, and reduce conflicts between different trail users while maintaining a safe, comfortable, and inclusive experience for all.

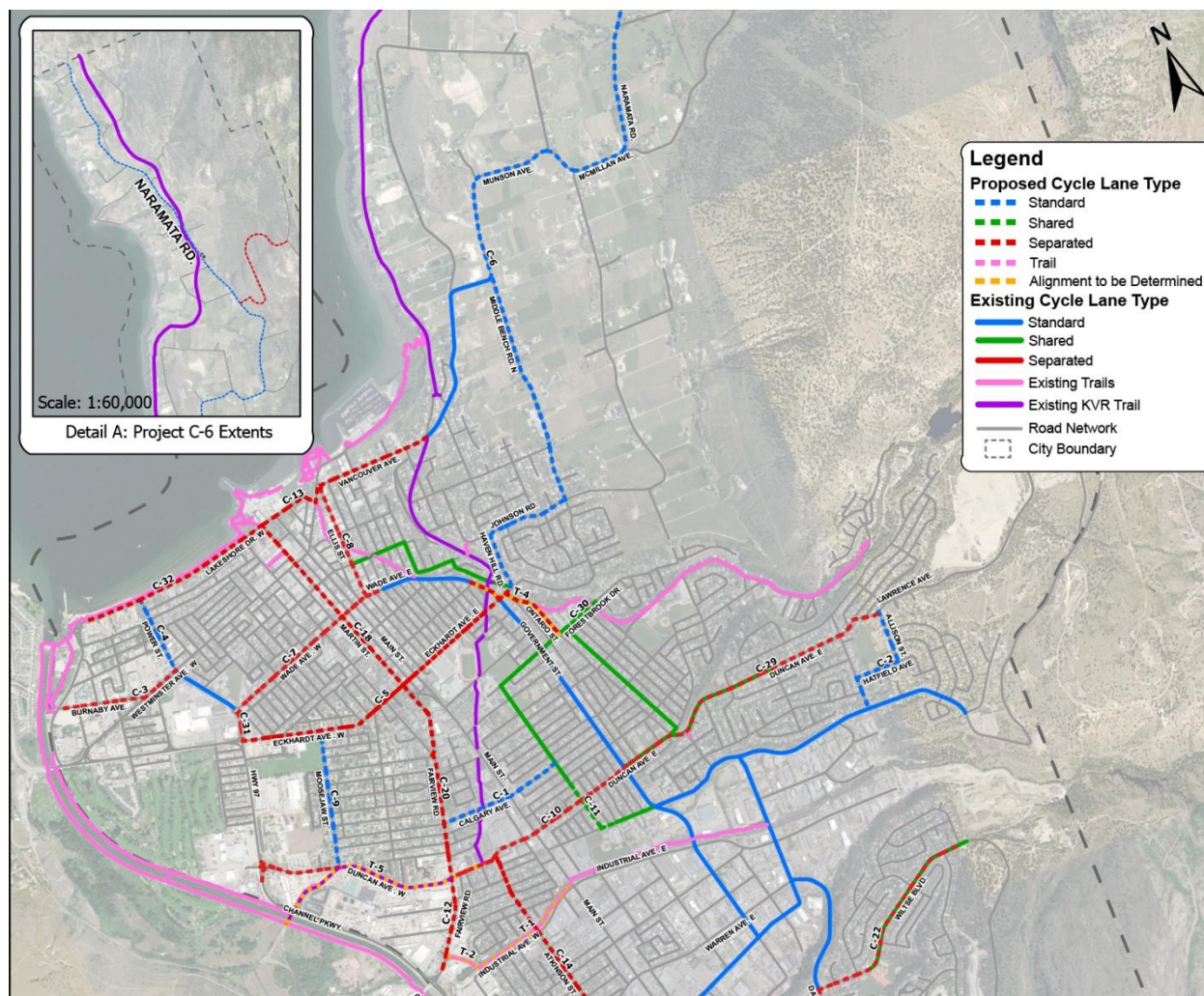


Figure 15: Transportation Master Plan Existing and Proposed Cycling Network (Source: Adapted from City of Penticton OCP)

2.3.6 Economic Opportunities

The KVR Trail is one of Penticton's most valuable tourism and economic assets. It is more than a historic corridor - it is a living infrastructure for tourism, commerce, culture, and placemaking. As a civic spine running through urban Penticton and into the rural and natural landscapes of the South Okanagan, the trail offers a unique opportunity to support economic development that is deeply rooted in place, community values, and land-based storytelling. The KVR Trail economy is not just about movement, but about memory, meaning, and momentum.

British Columbia's provincial tourism strategy calls for the elevation of place-based experiences that are authentic, locally driven, and deeply rooted in the cultural and environmental landscape. The Okanagan Valley Destination Development Strategy (Destination BC, 2021) identifies the KVR Trail as a region-wide "unique selling proposition" - one that carries untapped potential for multi-season tourism, Indigenous partnerships, and rural-to-urban economic connectivity.

The KVR Trail is not only iconic for its trestle bridges in Kelowna and Myra Canyon, but as a linear cultural landscape that runs directly through the heart of Penticton. However, despite its central location and strategic advantage, the KVR Trail in Penticton remains under-leveraged as a tourism generator, civic placemaking spine, and economic catalyst. The Strategy recognizes this gap and rises to the opportunity to position Penticton as a trail-first destination city, where visitors are drawn not just to the bridges, but to a living, vibrant ecosystem of culture, commerce, heritage, and natural beauty.

The Myra Canyon to Penticton segment of the KVR Trail is a significant economic driver, not just a recreational asset. According to the Economic Impact of the KVR Trail study (Symphony Tourism Services), the trail saw about 107,000 visits per year between August 2024 and September 2025, split almost evenly between tourists and locals. Those visits generated \$18.7 million in spending, which translates to a total regional impact of nearly \$24 million, supporting approximately 119 jobs.

Specific economic opportunities related to the KVR Trail are summarized below:

Trail-Related Businesses

- **Bike shops and rentals:** Several operate near trail access points, especially downtown and at the trailhead near the waterfront;
- **Cafés, breweries, and wineries:** Benefit from foot traffic and leisure cycling. Some offer KVR-themed products or promotions;
- **Guided experiences and shuttles:** Tours, wine rides, running, triathlon, adventure racing, touring events, mountain bike and gravel racing have emerged around the trail; and
- **Short-term accommodations:** B&Bs, guesthouses, and boutique hotels benefit from multi-day trail users.

Placemaking-Based Entrepreneurship & Micro-Economies

- **Pop-up markets and food trucks** near trail nodes or scenic viewpoints (e.g., along the lakeshore, near Naramata);
- **Artist installations** and trail-branded signage offer potential for cultural tourism but remain underdeveloped; and
- **Local produce stands and wineries** function as micro-economies, particularly near the Naramata Bench and Upper Bench Road, benefiting from trail proximity.

2.3.7 Social & Cultural Considerations

The KVR Trail plays an essential role in supporting the social systems that shape Penticton's wellbeing, identity, and inclusiveness. As a linear public space that threads through the city and connects diverse neighbourhoods, the KVR has the potential to enhance social equity, foster a sense of belonging, and address identified community needs.

Recent recreation needs assessments have emphasized the importance of accessible, connected, and inclusive recreational spaces that serve all residents particularly those in underserved or lower-income neighbourhoods. In this context, the KVR Trail can serve as a critical recreational and active transportation spine, improving neighbourhood quality by linking communities to nature, each other, and vital services.

The trail's proximity to schools, healthcare, and community hubs also presents an opportunity to align with broader public health goals. As a safe and active transportation route, the KVR can support walking and cycling for students, promote healthy lifestyles, and reduce access barriers particularly for those without cars or reliable transit.

Beyond its social role, the KVR Trail is a cultural corridor that reflects the stories, histories, and evolving identity of the community. The trail follows the historic Kettle Valley Railway alignment, creating opportunities to celebrate Penticton's heritage through interpretation, storytelling, and shared learning experiences. At the same time, the trail traverses the unceded territory of the Syilx/Okanagan People, providing an important opportunity to advance reconciliation through meaningful collaboration with Indigenous communities.

The trail KVR Trail Strategy should therefore incorporate Indigenous knowledge, language, and stewardship principles throughout its planning and design. Potential initiatives may include the integration of Nsyilxcən place names, Indigenous storytelling, culturally significant interpretive features, and programming developed in partnership with Indigenous communities. These elements can help strengthen understanding of place while ensuring the trail reflects the cultural landscape in which it exists.

As Penticton continues to grow and diversify, the KVR Trail can also serve as a platform for celebrating the community's multicultural character. Through inclusive placemaking, public art, storytelling, community events, and cultural programming, the corridor can make culture visible and accessible in everyday life. Its connections to schools, arts organizations, neighbourhoods, and community gathering spaces create opportunities for arts-based placemaking, cultural expression, and cross-cultural exchange that foster pride of place and community connection.

The trail's cultural significance is also closely tied to its natural setting. As an environmental corridor linking people to the Okanagan's distinctive landscapes and ecosystems, the KVR provides opportunities to promote stewardship, biodiversity conservation, ecological literacy, and climate resilience. Integrating environmental education and Indigenous teachings about caring for the land can further strengthen the relationship between community, culture, and the natural environment.

Ultimately, the KVR Trail is more than a transportation and recreation corridor. It is a community asset that supports everyday movement, social connection, cultural expression, learning, and environmental stewardship. Through thoughtful planning and design, the trail can invite daily use, shared experiences, and cultural exchange while reinforcing Penticton's identity as an inclusive, healthy, connected, and resilient community.

2.3.8 Equity

The demographics of neighbourhoods have a formative role in the development of transportation systems. Socio-economic factors, like household income, numbers of children, or multiples generations of families living in one home, all require different types of transportation service in order to support them. As neighbourhoods evolve, so must our transportation system.

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

The equity analysis used seven indicators based on 2021 Statistics Canada Census that were combined to determine an overall equity score:

- Youth aged 19 years and under;
- Seniors aged 65 and over;
- Indigenous identify;
- Recent immigrant status (2016-2021);
- Visible minorities;
- People with limited knowledge of English;
- Single parent households.

It is important to note that there are several different methodologies that can be used to look at demographics and neighbourhood need, and this GIS analysis did not weigh the criteria and is limited to the information contained within the federal census. The equity-priority groups that are not captured within this GIS analysis (due to limitations in available spatial data) include persons with disabilities, the LGBTQ2SIA+ community, persons experiencing substance use disorder, and persons experiencing homelessness.

As shown in [Figure 16](#), a higher equity score (dark blue) indicates a higher equity need. This highlights several areas along the KVR alignment that serve areas of high equity need, particularly urban areas near Downtown Penticton, the upland area, and the western portion of the corridor near Hastings Street, Duncan Avenue, and the channel bridge. Improvement to the KVR Trail can help provide equitable transportation connections for people living in these areas. In addition, several areas in south Penticton have high equity needs. While the KVR Trail does not directly connect with these areas, this underscores the importance of providing connections beyond the KVR Trail itself to ensure these neighbourhoods have active transportation options.

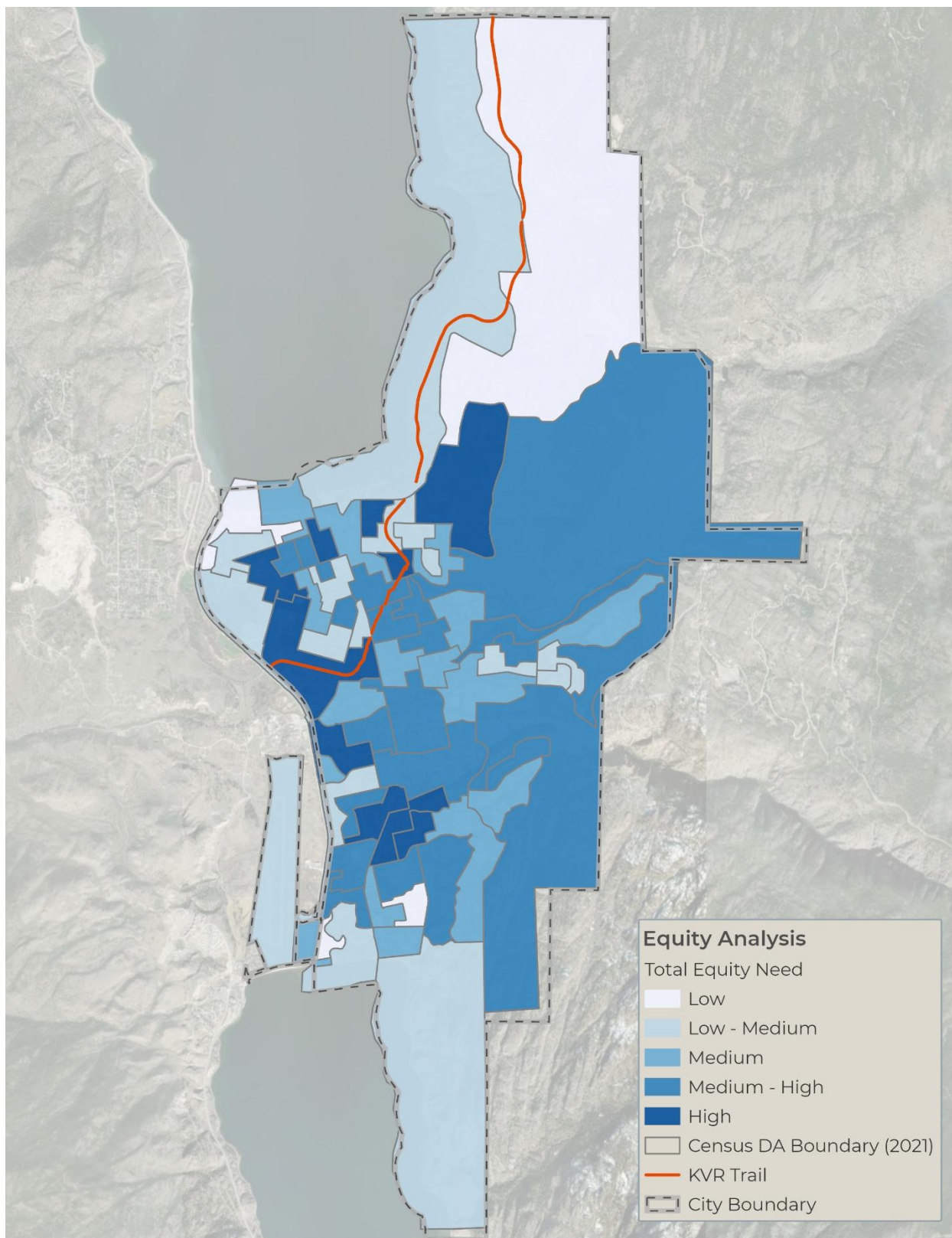


Figure 16: Overall Equity Need

3. Visioning



This section summarizes the future directions for the KVR Trail based on priorities identified through community engagement, including a vision to guide the development of the KVR Trail along with supporting objectives and design themes. Together, the vision, objectives, and design themes chart the course for the future of the corridor and informed the development of the overall concept plan.

3.1 Priorities

In the second round of engagement, community members were asked to identify priorities for the design of the KVR Trail. These priorities helped inform the overall concept plan. Phase 2 engagement confirmed strong overall support for the vision of the KVR Trail as a connected, inclusive, and meaningful corridor that serves active transportation, recreation, and community identity. Across engagement activities, participants consistently emphasized the importance of safety, accessibility, and connectivity as foundational priorities, particularly at road crossings, transition points, and areas where users currently rely on busy roadways.

Feedback highlighted the need to focus on core trail function before introducing more intensive amenities. Participants prioritized continuous and intuitive connections, universal and accessible design, clear wayfinding, and consistent trail conditions. Education and communication around permitted uses and trail etiquette particularly related to e-bikes and emerging mobility devices were viewed as essential to supporting safe and comfortable everyday use.

When asked which objectives were most important, survey respondents noted that the higher priorities were to create a connected and cohesive trail system, followed by ensuring safety, maintenance, and longevity (see [Figure 17](#)).

Q3: Please rank the following objectives in order of importance to you. (1 being the most important, 5 being the least)

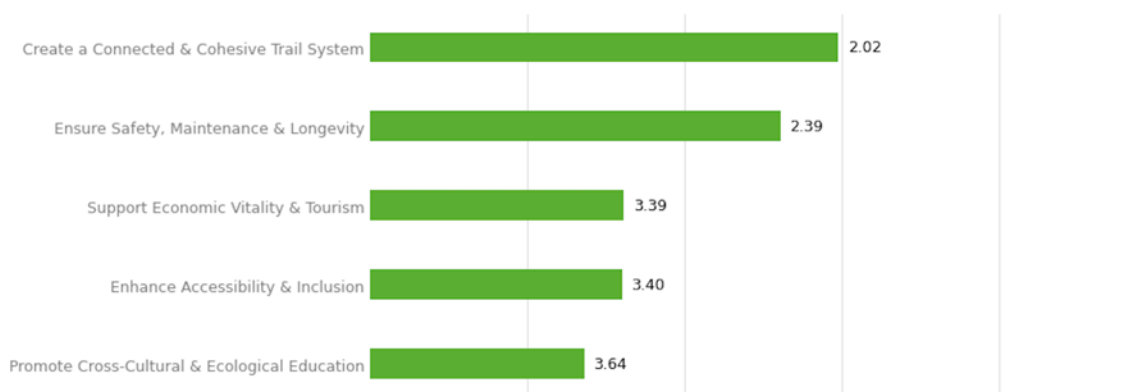


Figure 17: Community Ranking of Objectives

Note: The bar graph represents the average ranking score assigned by respondents. Because rankings were based on a scale of 1 (most important) to 5 (least important), lower values indicated higher priority.

When asked which amenities were most important, survey respondents expressed the strongest support for amenities that enhance everyday comfort, social connection, and nature-based experiences (see [Figure 18](#)). Examples of amenities that respondents would like to see more of included seating hubs, shaded rest areas, pollinator gardens, and passive wellness spaces. Survey respondents also repeatedly noted that clear and consistent signage was a foundational need.

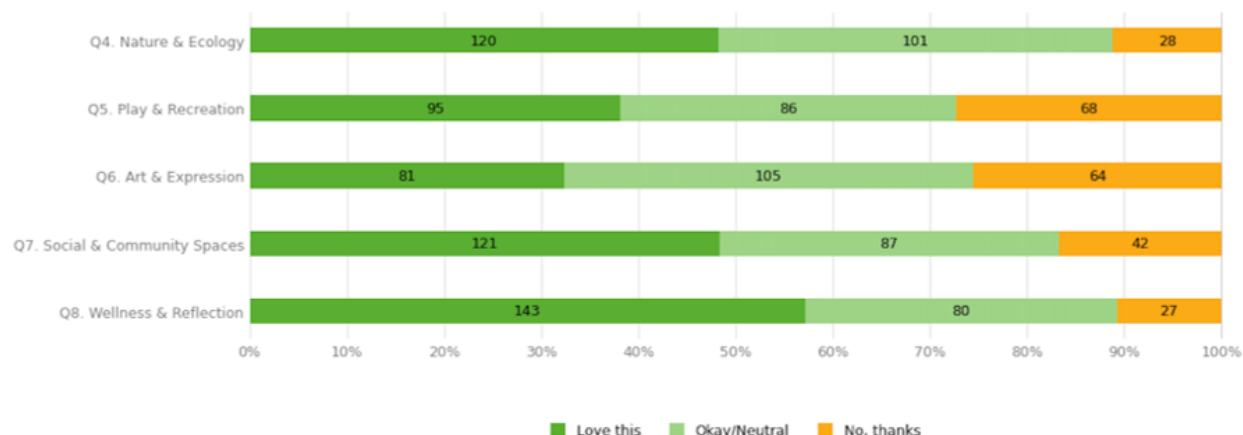


Figure 18: Community Ranking of Amenities

In summary, **safety and comfort emerged as dominant themes from Phase 2 engagement**, including road crossings and interface points, conflicts between different users, and areas with limited visibility. Participants highlighted the need to focus on core trail function before introducing more amenities. Top priorities included:

- Continuous and intuitive connections;
- Universal and accessible design;
- Clear wayfinding;
- Consistent trail conditions; and
- Education and communication about trail use and etiquette.

Respondents were asked whether they agreed that safety, connectivity, and accessibility should remain the primary priorities for future KVR Trail improvements. The majority of respondents (85%) agreed, while 15% disagreed (see [Figure 19](#)).

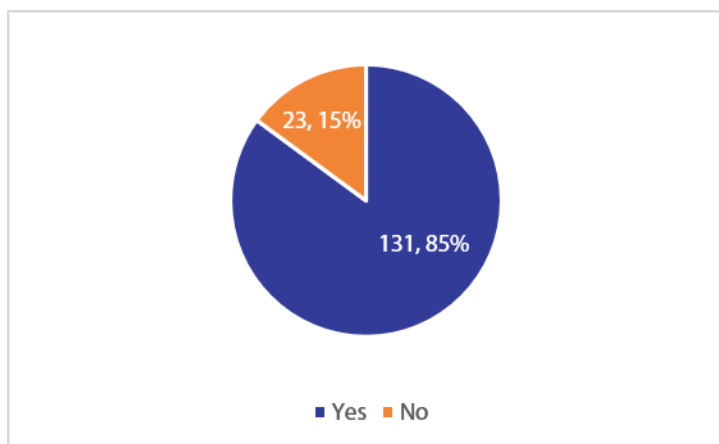


Figure 19: Support for Safety, Connectivity, and Accessibility as Priorities

Phase 3 engagement was undertaken to test and refine the proposed Concept Plans. Feedback revealed that across all six Character Zones, between 81% and 89% of respondents either "Loved It" or felt the concepts were "Okay." Feedback reinforced that safety, accessibility, connectivity, maintenance, trail surface quality, and wayfinding should remain the primary priorities for future investment. Respondents also expressed a preference for practical, user-focused improvements over large-scale built features and identified a continued desire to preserve the natural character of the KVR Trail. Much of this opposition is related to concerns about the cost of the proposed improvements, with some respondents viewing the enhancements as non-essential.

Top priorities in addition to the previous phases included:

- Appropriately scaled features and improvements;
- Preserve the natural character of the KVR Trail and avoid overdevelopment;
- Increased promotion and regional branding were seen as key opportunities to attract visitors and trail investment, and leveraging Penticton's position at the heart of the South Okanagan network;
- Need clear, consistent, and accessible information before and during trail visits; and
- Collaboration is seen as essential for implementing trail improvements.

3.2 Vision

A plan that is founded on a shared community vision will help to ensure support and buy-in during implementation. A vision was developed based on input received from the community during the first two phases of the project. The vision helps to identify:

- What the trail evokes emotionally;
- What identity do we want to hold;
- The larger civic role of the trail;
- The outcomes it helps achieve; and
- Its layered value--as a transportation corridor, community connector, cultural asset, economic driver, and place to gather, not just move through.

Vision Statement:

*The KVR Trail is more than a former railway corridor – it is a **community asset** that weaves together Penticton's **history, neighbourhoods, landscapes, and people** and is integral to the City of Penticton's identity.*

*The KVR Trail is envisioned as a **safe, accessible, and vibrant** corridor that supports everyday **movement, recreation, and connection**, helping shape a **healthier, more walkable, and connected** community for generations to come.*

3.3 Objectives

The vision statement is supported by five objectives:

1. **Create a Continuous, Connected & Cohesive Trail System:** Establish a continuous and connected trail system, integrating the KVR Trail with key destinations like parks, schools, and community facilities and with other local and regional trails.
2. **Ensure Safety, Maintenance & Longevity:** Create a corridor that is comfortable for people of all ages and abilities and that addresses safety risks and infrastructure gaps like improving crossings, addressing conflicts between pathway users, improving lighting, and year-round maintenance and longevity. Establish long-term maintenance plans, or increasing lighting, essential signage, infrastructure, etc. to improve feelings of safety/security.
3. **Support Economic Vitality, Tourism & Social Experience:** Enhance public realm, amenities, connections, and spaces to host events/markets to support local businesses and community use year-round.
4. **Enhance Accessibility & Inclusion:** Upgrade the trail to meet or exceed provincial and national accessibility guidelines standards, providing signage and amenities to support a diversity of users, and prioritizing equitable trail access for various neighbourhood demographics.
5. **Promote Stewardship and Cross-Cultural & Ecological Education:** Provide opportunities for Indigenous knowledge and self-representation, honouring existing landscapes and scenic viewpoints, supporting education through interpretive signage, storytelling and community programs, and encouraging stewardship such as community gardens and community events.

3.4 Design Themes

Building on the vision and objectives, nine design themes were also identified to guide the development of the overall concept plan, including:

- **Health:** The KVR Trail will encourage active and healthy forms of transportation and recreation and will improve physical and mental health by reducing traffic volumes and speeds, reducing noise, reducing emissions, promote daily physical activity, and adding to the tree canopy.
- **Heritage:** The KVR Trail will celebrate the history of its context, including Indigenous heritage and the historic rail corridor, including the original station.
- **Ecology:** The KVR Trail is envisioned as a park-like corridor, that will prioritize the protection and enhancement of the corridor's natural character, scenic landscapes, native ecosystems, invasive species management, and biodiversity.
- **Learning:** The KVR Trail will recognize its role as a corridor for learning with students from several schools near the corridor and will include features that enable learning about the history, ecology, and other aspects of the greenway such as interpretive signage and walking tours, as well as educational initiatives to promote trail etiquette, shared-use awareness, environmental stewardship, and safe interactions between trail users.
- **Play:** The KVR Trail will recognize its role as an inter-generational corridor that brings together people of all ages and abilities, ranging from children attending schools to seniors and older adults living along the corridor.
- **Inviting:** The KVR Trail will become an inviting corridor with a strong sense of identity and place with a range of public amenities such as benches, plazas, public art, lighting, wayfinding, and view opportunities. Improvements should be scaled appropriately to their setting, complement the surrounding landscape, and maintain the character of the corridor.
- **Safe and Accessible:** The KVR Trail will be a safe, secure, and comfortable experience for people of all ages and abilities and for all users, by separating users, improving intersection safety, improving lighting and trail design, and supporting education, wayfinding, and trail etiquette initiatives that encourage respectful shared use and help manage conflicts between users.
- **Tourism & Economic Development:** The KVR Trail will support tourism and local economic development by strengthening connections to downtown, nearby businesses, and regional trail networks.
- **Reconciliation:** The City will work with Indigenous partners to engage them in the design process, ensuring a collaborative process so the design incorporates Indigenous history, story-telling, public art, and design elements, improve connections to Indigenous land, and supporting Indigenous employment and businesses.

4. Concept Development



The section summarizes the components that informed the development of the overall concept plan, including community priorities, establishment of Character Zones, development of a trail classification system, and identifying key design elements, as summarized below. Together, these elements informed the overall concept plan outlined in [Section 5](#).

4.1 Character Zones

The KVR is intended to have a consistent user experience throughout the whole corridor. However, the KVR also passes through several unique contexts. The concept recognizes and pays homage to the unique contexts through it which passes through the identification of six Character Zones, as shown in [Figure 20](#) and described below.



Figure 20: Character Zones Map

1 THE VINEYARDS

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



2

THE VISTA

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



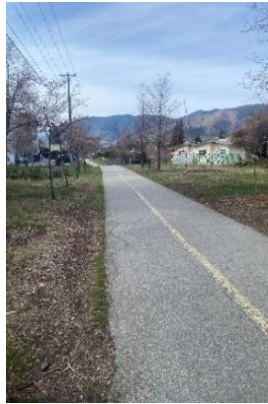
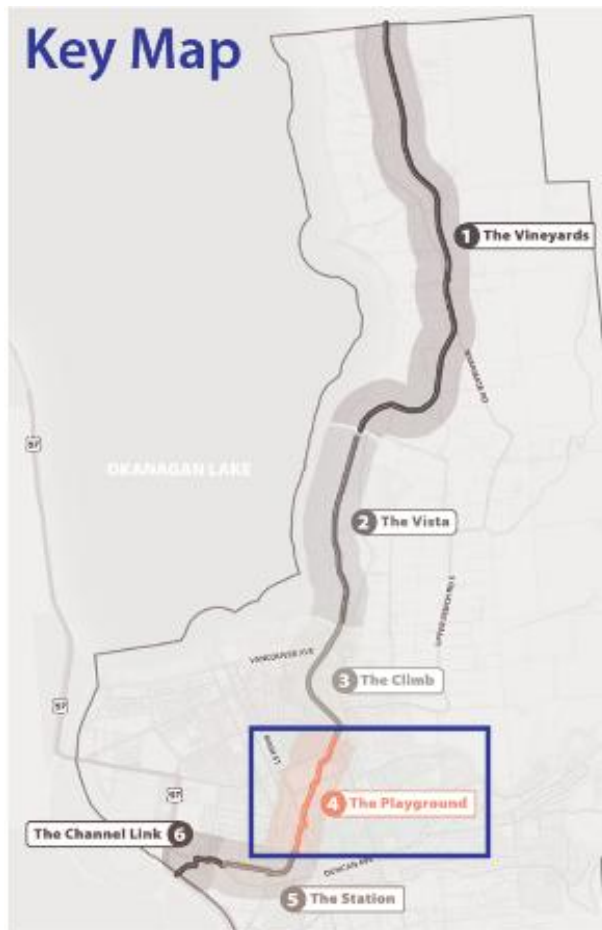
3 THE CLIMB

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



4 THE PLAYGROUND

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



5 THE STATION

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



6 THE CHANNEL LINK

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



4.2 Trail Classification

A trail classification system has been developed to describe the different conditions, uses, and design approaches along the KVR Trail corridor. The system organizes the trail into a range of classes—from urban multi-use pathways and separated active transportation routes, to on-street bikeways and rural trail segments—based on context, level of use, and primary function.

Table 3 summarizes design guidelines for each trail classification for key design elements such as width, surface, separation, and adjacent uses. The design guidelines are consistent with the guidance for off-street pathways in the *2026 BC Active Transportation Planning & Design Guide*, and include guidance for both Desirable widths of facilities as well as Preferred Minimum widths, which are minimum acceptable widths for constrained contexts.

Together, these classifications help establish consistent design standards for accessibility, safety, and user experience, while allowing flexibility to respond to local conditions and character zones along the trail. The system also informs how adjacent development and landscape treatments can contribute to a cohesive, connected, and visually unified trail corridor. Design guidelines for each trail classification are summarized in this section.

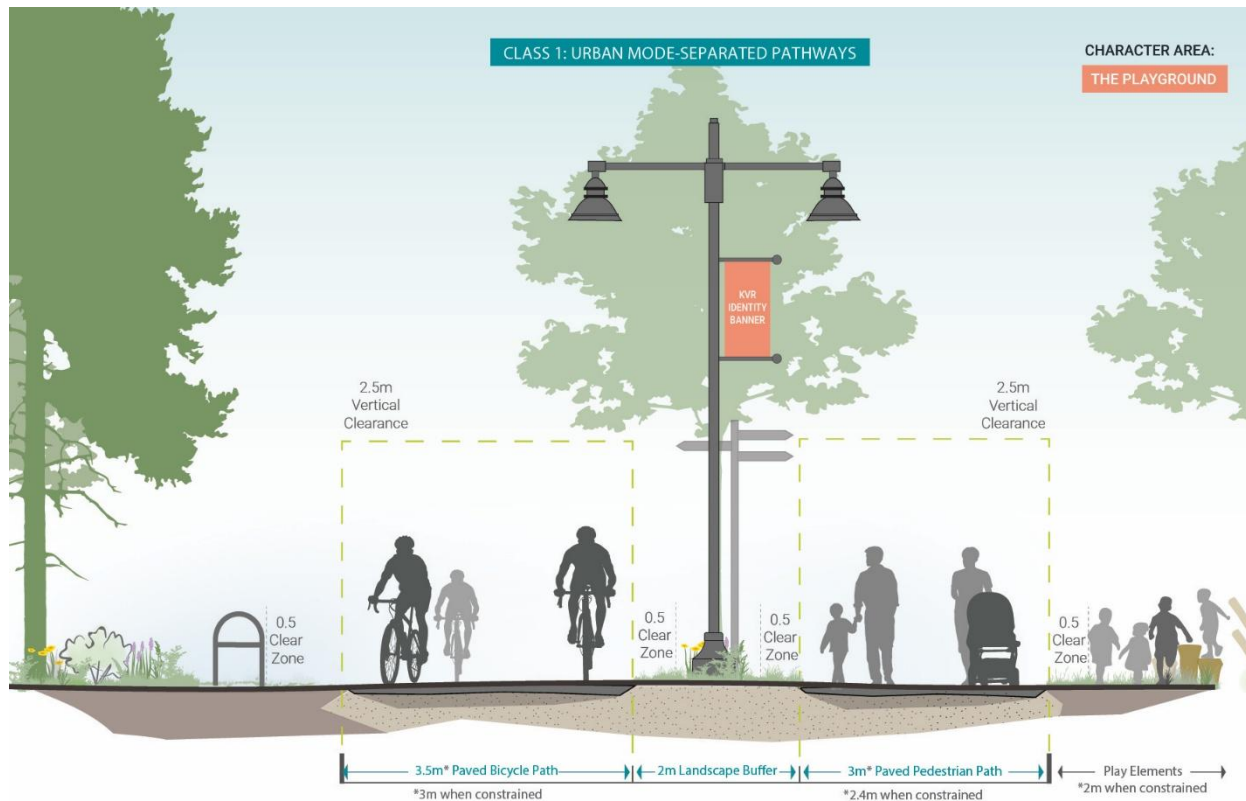
Figure 21 summarizes the proposed locations of each trail classification by overlaying trail classification on top of Character Zones.

Table 3: Trail Classification

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

4.2.1 Class 1: Enhanced Urban Mode-Separated Pathways

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

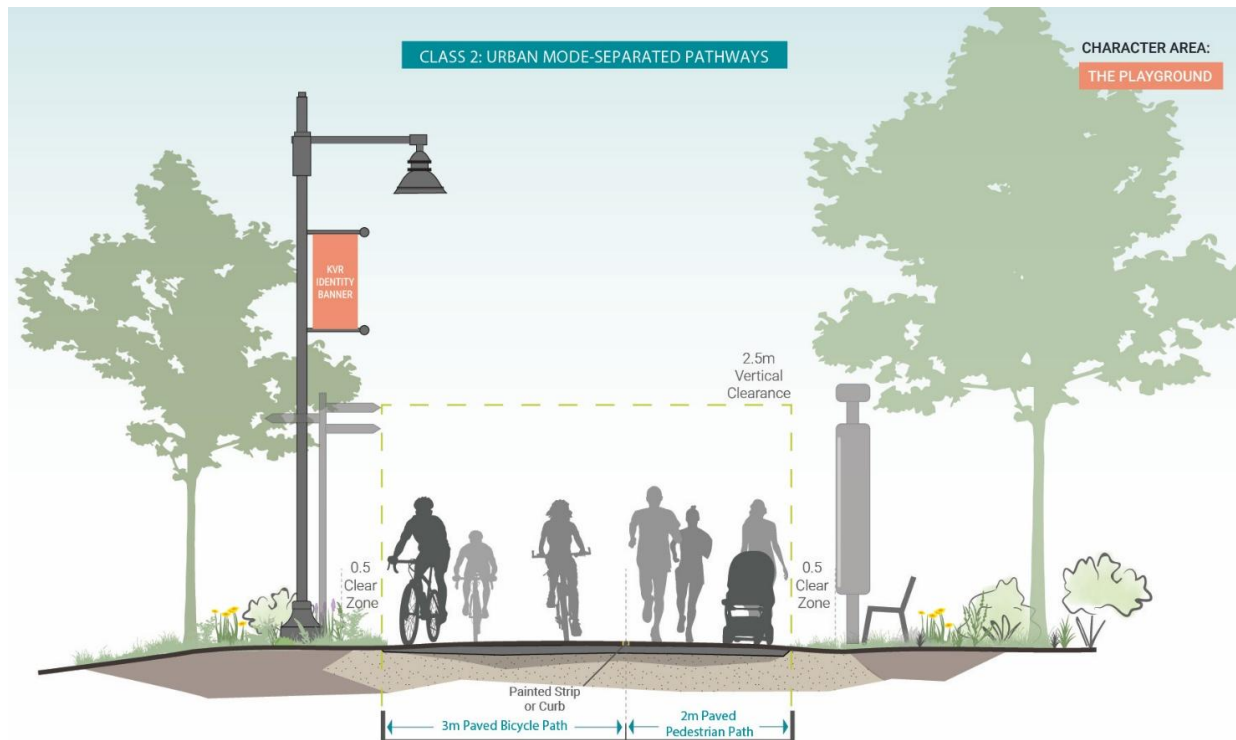


Design Guidelines

Desirable Width:	Separated 3.5 metre bicycle path, 2.0 metre landscape buffer, 3.0 metre pedestrian path, and 2 - 10 metre play areas
Minimum Width:	Separated 3.0 metre bicycle path, 1.5 metre landscape buffer, 2.4 metre pedestrian path, and 2-5metre play areas
Surface:	Paved
Grades:	<3%
Accessibility:	Universal accessibility
Lighting:	Yes

4.2.2 Class 2: Urban Mode-Separated Pathways

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

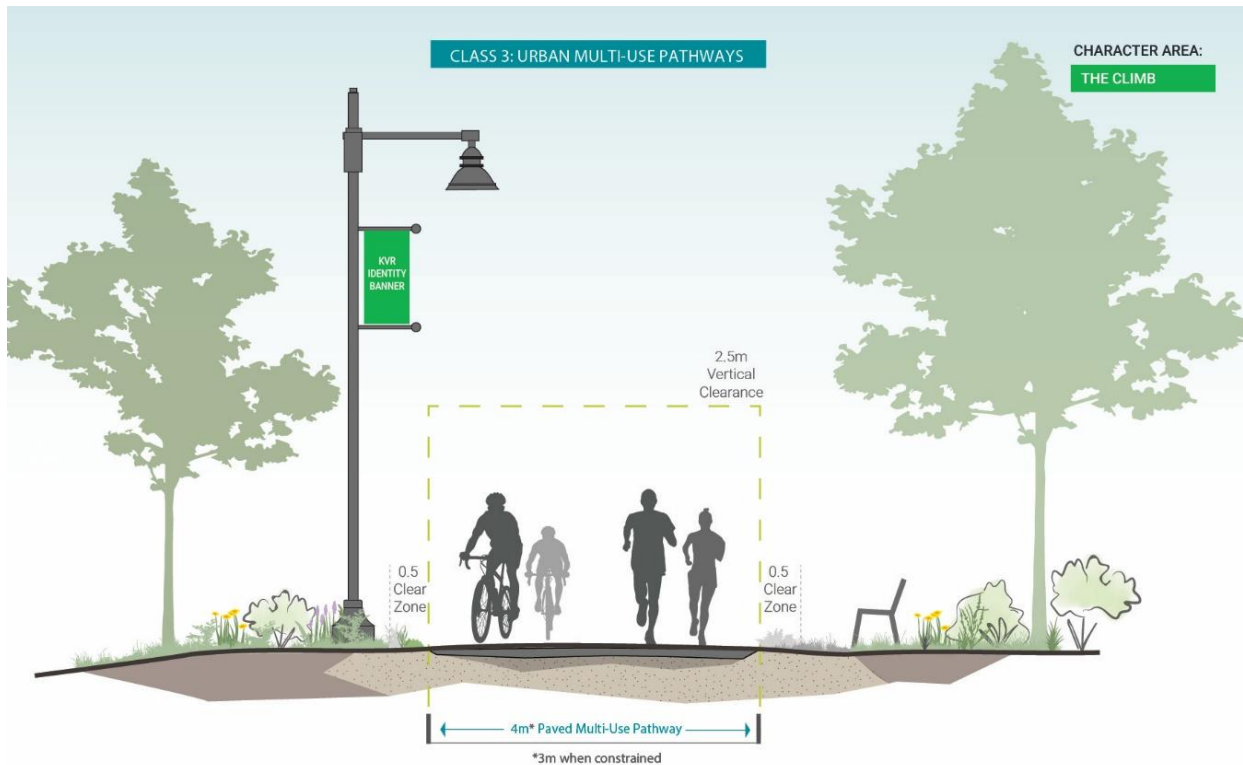


Design Guidelines

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

4.2.3 Class 3: Urban Multi-Use Pathway

Context:	Shared pedestrian and bicycle pathway in urban setting in residential areas
Level of Use:	High
Primary Purpose:	Transportation & Recreation
Location:	The Climb
Users:	Walking, cycling, micromobility, dog walking, jogging

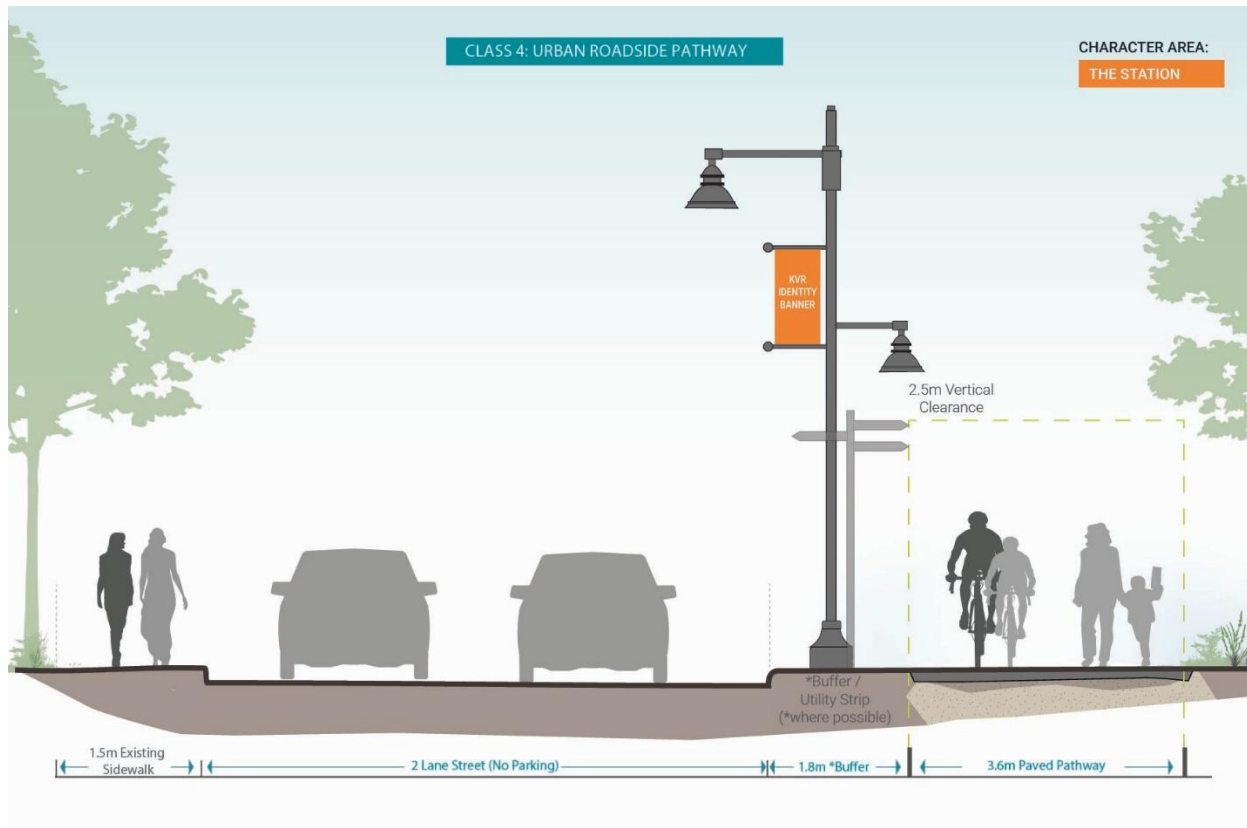


Design Guidelines

Desirable Width:	4 metres
Minimum Width:	3 metres
Surface:	Paved
Grades:	<5%
Accessibility:	Universal accessibility
Lighting:	Yes

4.2.4 Class 4: Urban Roadside Pathway

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

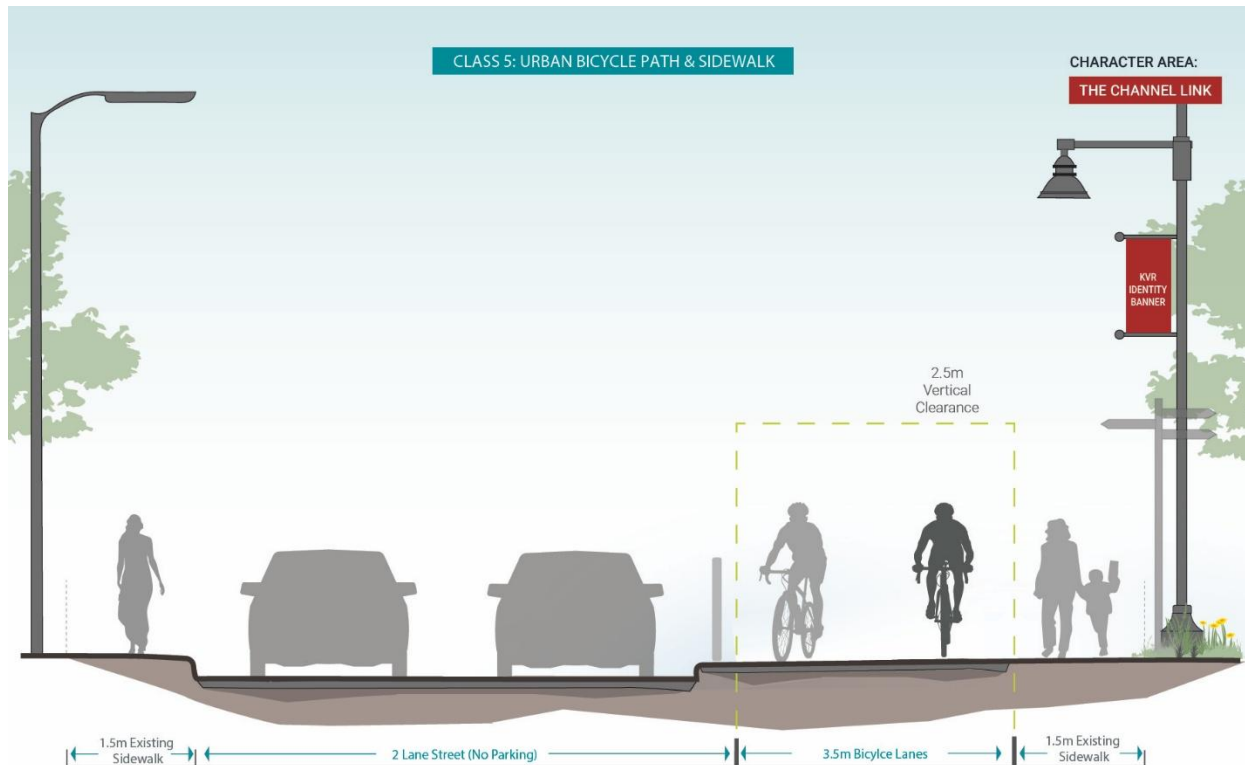


Design Guidelines

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

4.2.5 Class 5: Urban Protected Bicycle Path

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

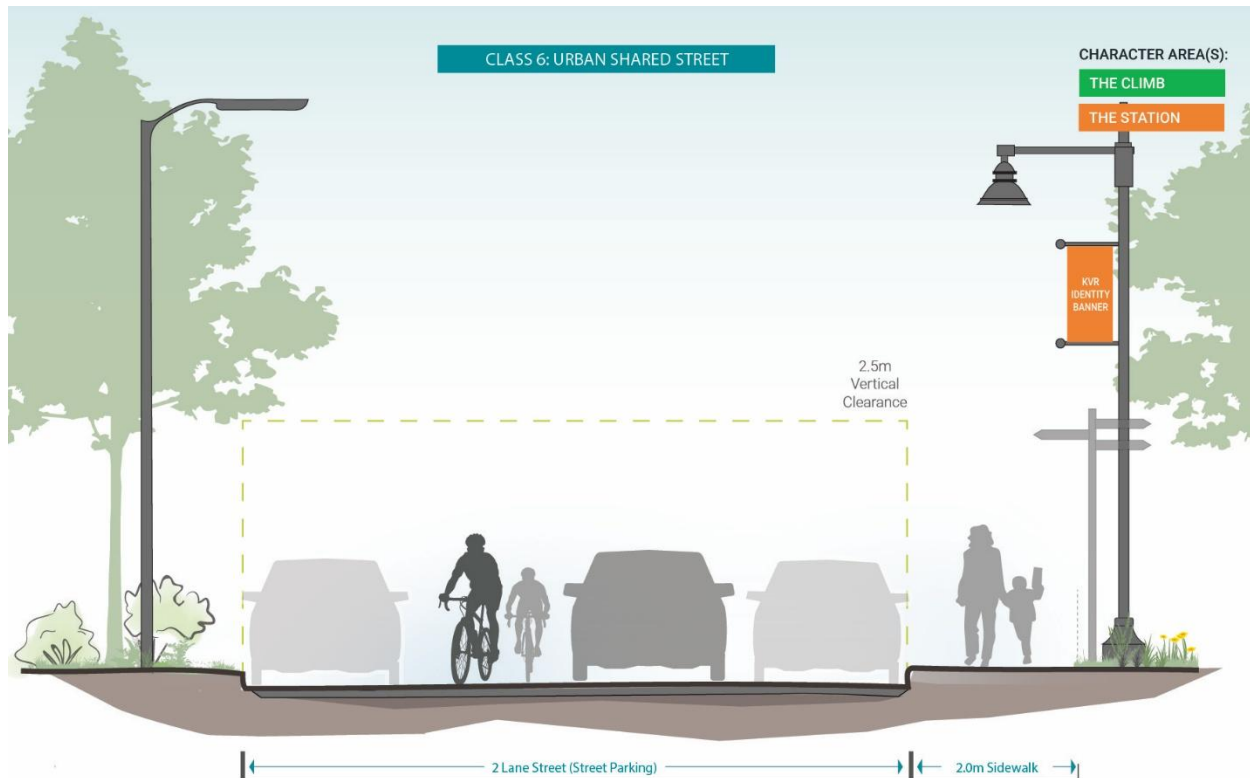


Design Guidelines

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

4.2.6 Class 6: Urban Shared Streets

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

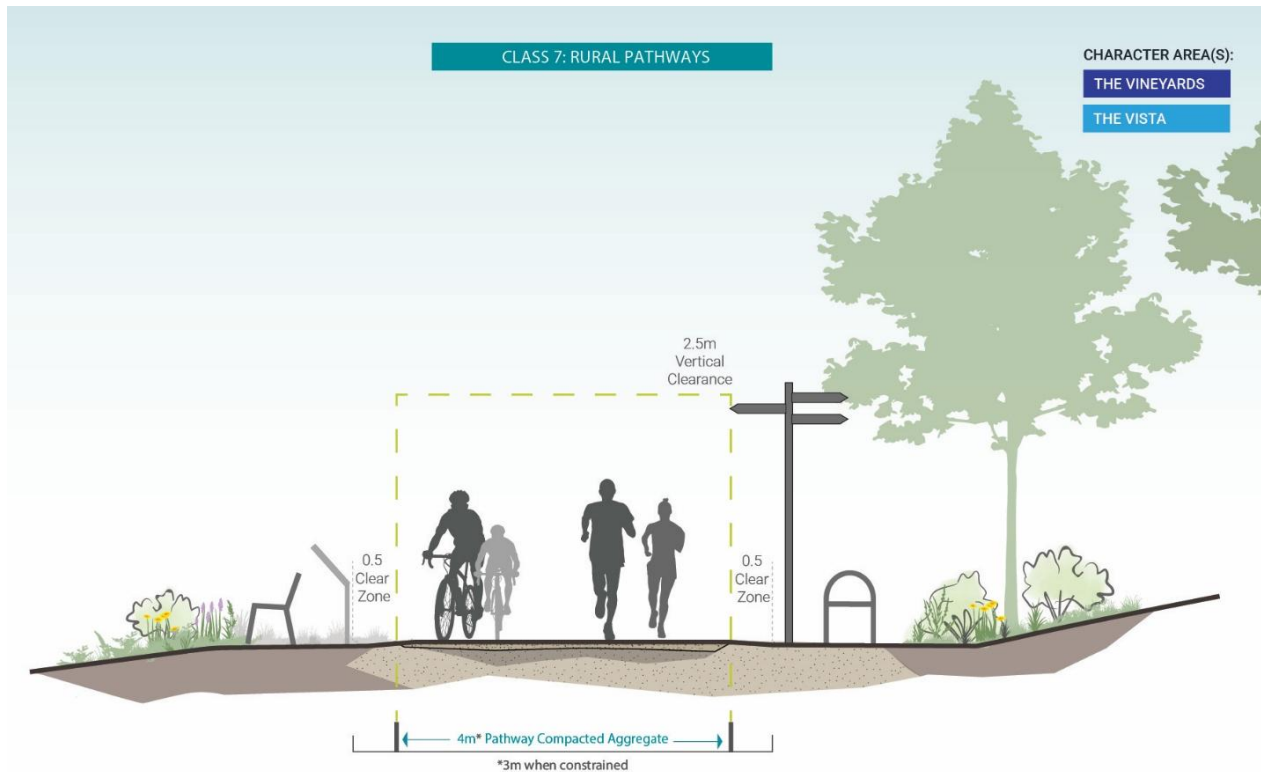


Design Guidelines

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

4.2.7 Class 7: Rural Pathways

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

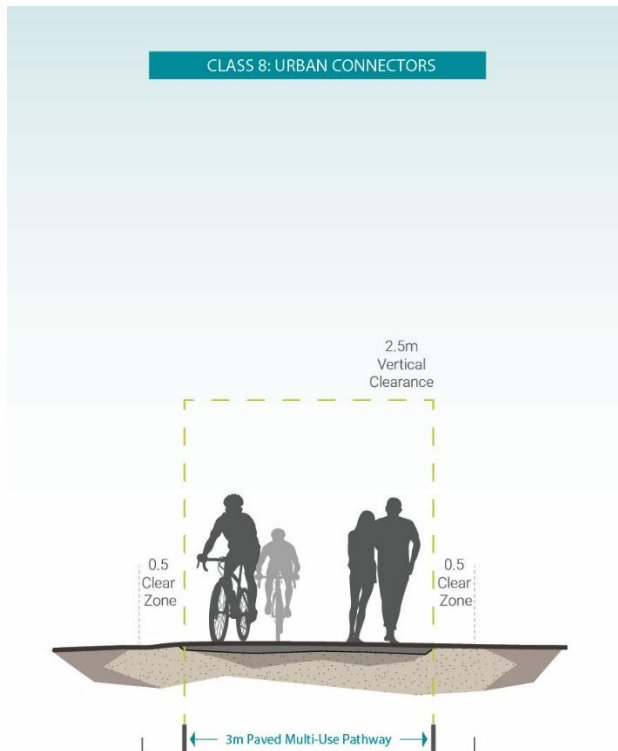


Design Guidelines

Desirable Width:	4.0 metres
Minimum Width	3.0 metres
Surface:	Compacted Aggregate
Grades:	<5%
Accessibility:	Accessible access points
Lighting:	No

4.2.8 Class 8: Urban Connectors

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

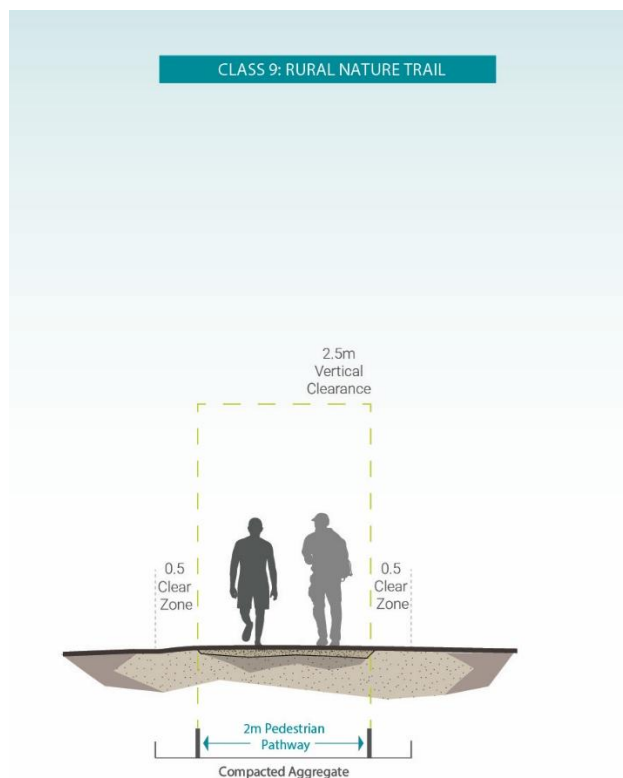


Design Guidelines

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

4.2.9 Class 9: Rural Nature Trail

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



Design Guidelines

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

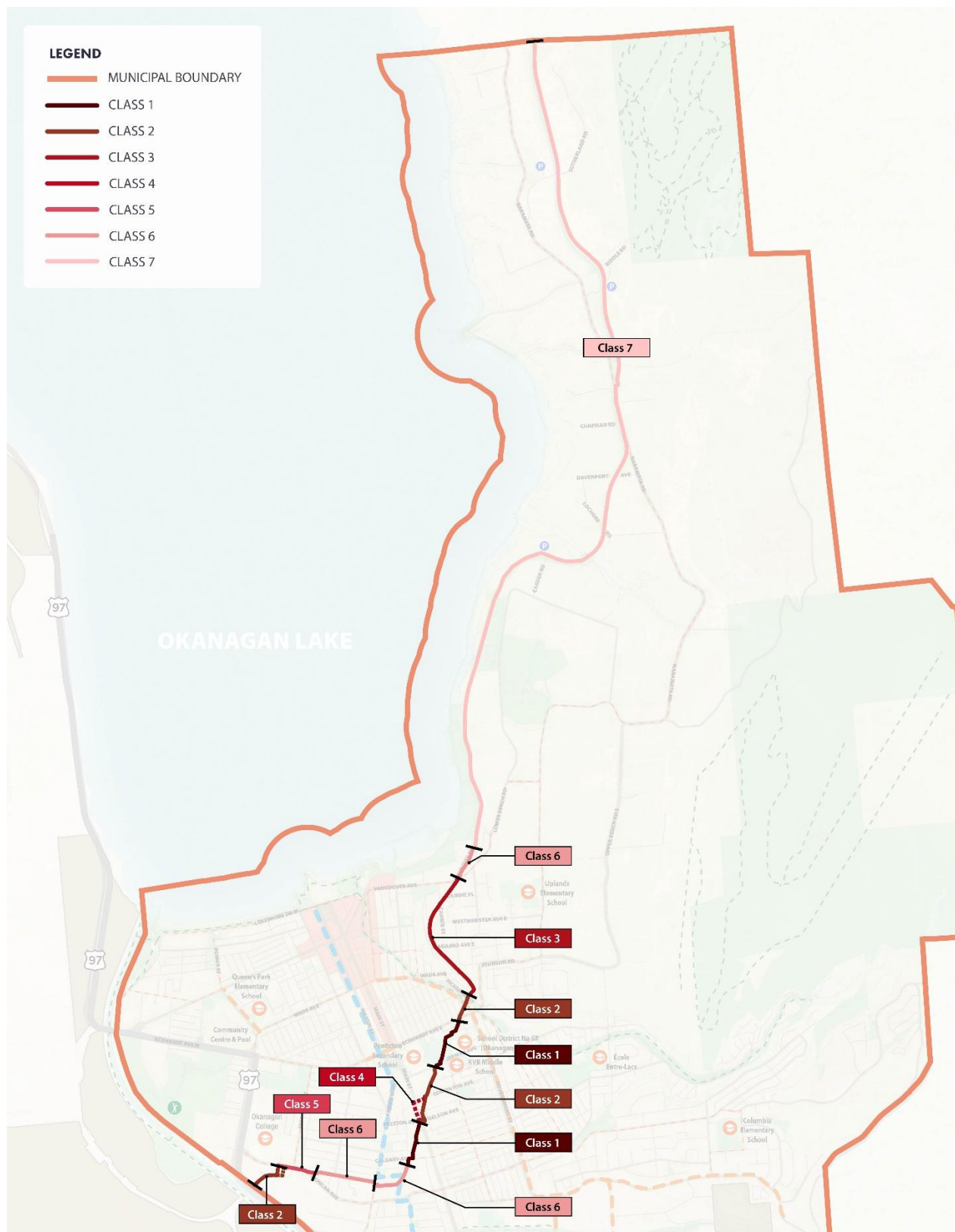


Figure 21: Trail Classification Overlay Map

4.3 Design Elements

Beyond the trail classification, additional design elements can also be incorporated to establish a coordinated framework for shaping the KVR Trail as a safe, accessible, and cohesive corridor. Together, design elements guide how the trail is experienced, from arrival and navigation to movement, comfort, and gathering, through a unified system that includes:

- Trailheads, gateways, and wayfinding;
- Lighting;
- Surface treatments;
- Amenities;
- Landscaping and green infrastructure;
- Public realm features;
- Intersections and crossings; and
- Accessibility.

Collectively, these design elements support intuitive movement, enhance user comfort, reinforce a distinct identity, and strengthen connections between the trail and surrounding neighbourhoods. Each of these design elements are described in further detail below.

Landscape standards for several of the design elements described in this section are provided in [Appendix C](#), summarizing the City's existing standards and products to be used.

4.3.1 Trailheads, Gateways & Wayfinding

Overview

Trailheads, gateways, and wayfinding elements define how people enter, navigate, and experience the KVR Trail, creating a seamless and legible network that supports access, orientation, and overall usability while establishing a consistent and recognizable identity along the corridor. Portions of the KVR Trail also follow the Trans Canada Trail alignment and will also need to incorporate Trans Canada Trail branding.

The system is organized around three key types of entry and navigation elements, each with a distinct role:

- **Major gateways** are located at points of entry to the City of Penticton and at primary access points to the trail (such as at Poplar Grove and Vancouver Avenue), marking key destinations, branding, and establishing a strong sense of arrival through signage, amenities, and design features;
- **Minor gateways** are located at secondary access points (such as arterial and collector road crossings) and transitions between Character Zones, helping to signal changes in context and reinforce the identity of each segment of the trail; and
- **Minor access points** include other minor access points to the trail (such as minor street crossings, trail connections, and stairway access points) with directional trail access signage placed at key decision points and connections, providing clear and intuitive wayfinding throughout the network.

All elements also have the opportunity to provide educational and orientation information related to trail etiquette, shared-use expectations, safety, local cultural and environmental interpretation, and trailhead access information, including parking locations and alternative access options to support efficient trail use and reduce pressure on constrained parking areas.

Further guidance for of these three types of entry is provided below.

Wayfinding is further structured through the six distinct Character Zones that reflect the experiential qualities of the trail and its relationship to adjacent land uses. These Character Zones form the primary framework for how users understand, navigate, and experience the corridor. Wayfinding elements will reinforce each Character Zone through consistent naming, visual identity, and messaging, while maintaining a unified system across the full length of the trail. Potential signage and wayfinding locations are shown in [Figure 22](#).

What We Heard

- Clear and consistent signage was repeatedly identified as a foundational need.
- Desire for improved wayfinding to trailheads, destinations, and connectors.
- Community feedback highlighted broad support for wayfinding and orientation signage; however, some participants expressed concern regarding large gateway structures in rural and scenic locations. Future gateway designs should be context-sensitive and scaled appropriately to surrounding conditions.
- There is significant interest in enhancing signage and wayfinding with Indigenous stories, local history, and cultural interpretation to enhance visitor experiences while supporting tourism, economic development, and a cohesive trail identity.

Trailhead, Gateway & Wayfinding Principles

- Prioritize **clear, consistent, and legible wayfinding** across the entire corridor, supporting intuitive navigation and ease of use for all users.
- Promote **respectful trail etiquette, shared-use awareness, and inclusive access** through clear messaging, education, and design, encouraging users to travel safely, yield appropriately, minimize conflicts, care for the environment, and support a welcoming experience for people of all ages, abilities, and backgrounds.
- Establish **strong and recognizable major gateways** with maps and orientation tools, that signal arrival, provide orientation, and create a memorable identity for the KVR Trail.
- Provide **scaled and context-responsive gateways features** at access points and character zone transitions to reinforce continuity and changes in experience as well as reflect the surrounding character appropriately.
- Use **directional signage at key decision points** to clearly guide users to destinations, connections, and amenities, including distances and travel times where appropriate.
- Reinforce the six Character Zones through **consistent naming, visual identity, and messaging**, while maintaining a cohesive system across the full trail.
- **Locate trailheads and wayfinding elements at key access points, intersections, and destinations** to support both local and regional users.
- Ensure all signage and wayfinding elements are **accessible, durable, and easy to maintain**, incorporating universal design principles, accessible formats, and barrier-free access where feasible to support long-term usability and clarity for diverse user groups.
- Provide maps and wayfinding information that **identify recommended walking and running loops** of varying lengths, including approximate distances, travel times, parking options, connections to destinations, and accessibility information where appropriate.
- Interpretation should include **indigenous histories, ecological information, railway heritage**, community stories, and contemporary cultural narratives that strengthen users' connection to place.

Table 4: Universal Design Principles

Principle	Description
1. Equitable Use	Useful and marketable to people with disabilities
2. Flexibility in use	Accommodates a wide range of individual preferences and abilities
3. Simple and intuitive use	Easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level
4. Perceptible information	Communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities
5. Tolerance for Error	Minimizes hazards and the adverse consequences of accidental or unintended actions
6. Low Physical effort	Can be used efficiently and comfortably with minimal fatigue
7. Size and Space for Approach and Use	Appropriate size and space is provided for approach, reach, manipulation, and use

Types of Gateways and Access Points

1. Major Gateways

Description:

- Located at primary entry points to establish arrival, orientation, and identity.

Locations:

- Trail entrance to City of Penticton's northern boundary.
- Penticton Cycling Pump Track at Poplar Grove Road.
- Vancouver Place and Vancouver Avenue trailhead.
- Penticton Creek Trail and Government Street.
- Main Street and Preston Avenue.
- Laneway connection at the Lake- to-Lake Bicycle Route and KVR Trail interface.
- Okanagan College and Penticton Channel Connection.

Key Components:

- Prominent welcome signage with gateway features, timber posts, and/or canopy structures (context-sensitive and scaled appropriately to surrounding conditions).
- Large format "You Are Here" maps showing the full KVR Trail and surrounding trail network;
- Orientation to Character Zones and key destinations within them.
- Highlighted points of interest, including heritage, tourism, and recreation features and businesses such as wineries.
- Strong physical presence such as landmark elements, vertical markers, or overhead gateway structures.
- Signage at major gateways should include address for orientation in the event of emergency response.
- Wayfinding and signage design and placement should consider accessibility, including:
 - Including both text and simple graphic images;
 - Using high colour contrast between the text and the background;
 - Using sans serif font with minimum font size of 16;
 - Using plain language;
 - Consider the use of braille and/or raised tactile lettering;
 - Ensuring that all signs are placed at a height that is cane detectable; and
 - Making signage content available to users before they visit the trail, for example on the City's website.

Purpose:

- Signal arrival to the KVR Trail.
- Provide a clear mental map and education of the entire system.
- Create memorable and recognizable entry points.



Examples of major wayfinding gateway elements

2. Minor Gateways

Description:

- Located at transitions between character zones and other major access points, such as other arterial and collector road crossings.

Key Components:

- Scaled-down welcome and orientation signage.
- Character zone identification.
- Local maps highlighting nearby connections and amenities.
- Information on what users can expect within the new zone.

Purpose:

- Reinforce movement between distinct trail experiences.
- Provide re-orientation for users entering from neighbourhood connections.
- Build continuity along the trail.



Examples of minor gateway & site access point wayfinding

3. Access Points

Description:

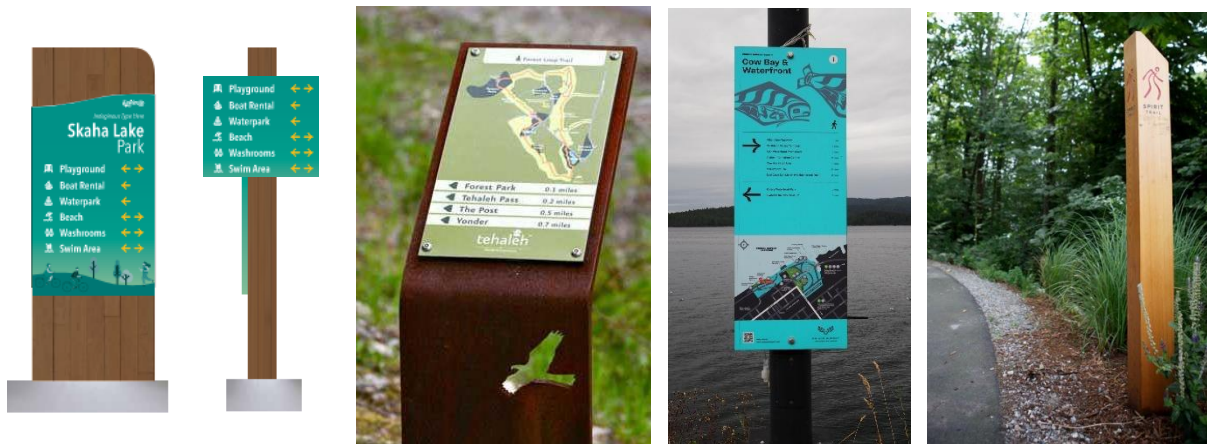
- Other minor access points to the trail (such as minor street crossings, trail connections, and stairway access points).

Key Components:

- Directional signage with clear, concise directional information.
- Distances and/or travel times where appropriate.
- Connections to community destinations, adjacent trails, and key amenities.

Purpose:

- Support intuitive navigation.
- Minimize confusion at intersections and access points.
- Strengthen connections between the trail and surrounding community.



Examples of directional and trail confirmation wayfinding signage

Types of Signage and Wayfinding

1. Sign Types

The wayfinding system should incorporate a coordinated family of sign types based on the types of signs described below.



Identification Signs

Label places and features so users understand where they are

Examples include trail entrances, key nodes, and named destinations

Directional Signs

Guide users along routes and toward destinations

Examples include arrows, junction signs, and connection markers

Informational Signs

Provide context and supporting information

Examples include maps, interpretive panels, and amenity information

Regulatory Signs

Communicate rules and permitted uses

Examples include leash requirements and shared use guidance (ex. "Bell or Yell")

Warning / Safety Signs

Alert users to potential hazards

Examples include steep grades, crossings, and environmental risks

Orientation Signs

Help users understand the broader system

Examples include "You Are Here" maps and trail overviews

Reassurance / Confirmation Signs

Confirm users are on the correct route and to include distance markers and estimated travel time between destinations

Examples include trail markers, distance markers, and route identifiers

2. Destination Hierarchy

A clear hierarchy of destinations should be established to ensure consistent messaging and prioritization across all signage. A four-level hierarchy has been developed to identify and prioritize information to be provided on signs. Where destinations span multiple levels, higher level destinations should be provided first. The following list provides a few examples and is not a complete list:

Level 1: City-wide Destinations (Penticton)

- Downtown
- Major parks and open spaces
- Regional trail connections

Level 2: KVR Trail Destinations

- Trestle Bridge
- Cemetery
- Pump Track
- Lakefront access at Esplanade connection
- Major viewpoints and rest areas

Level 3: Character Zone and Local Destinations

- Neighbourhood trail connections
- Tourism and heritage sites
- Civic uses such as schools and libraries
- Commercial and local services

Level 4: Site Amenities and Landmarks

- Viewpoints
- Rest areas
- Public washrooms
- Water stations
- Bike repair stations
- Distinct landmarks

3. Pavement Markings

Description:

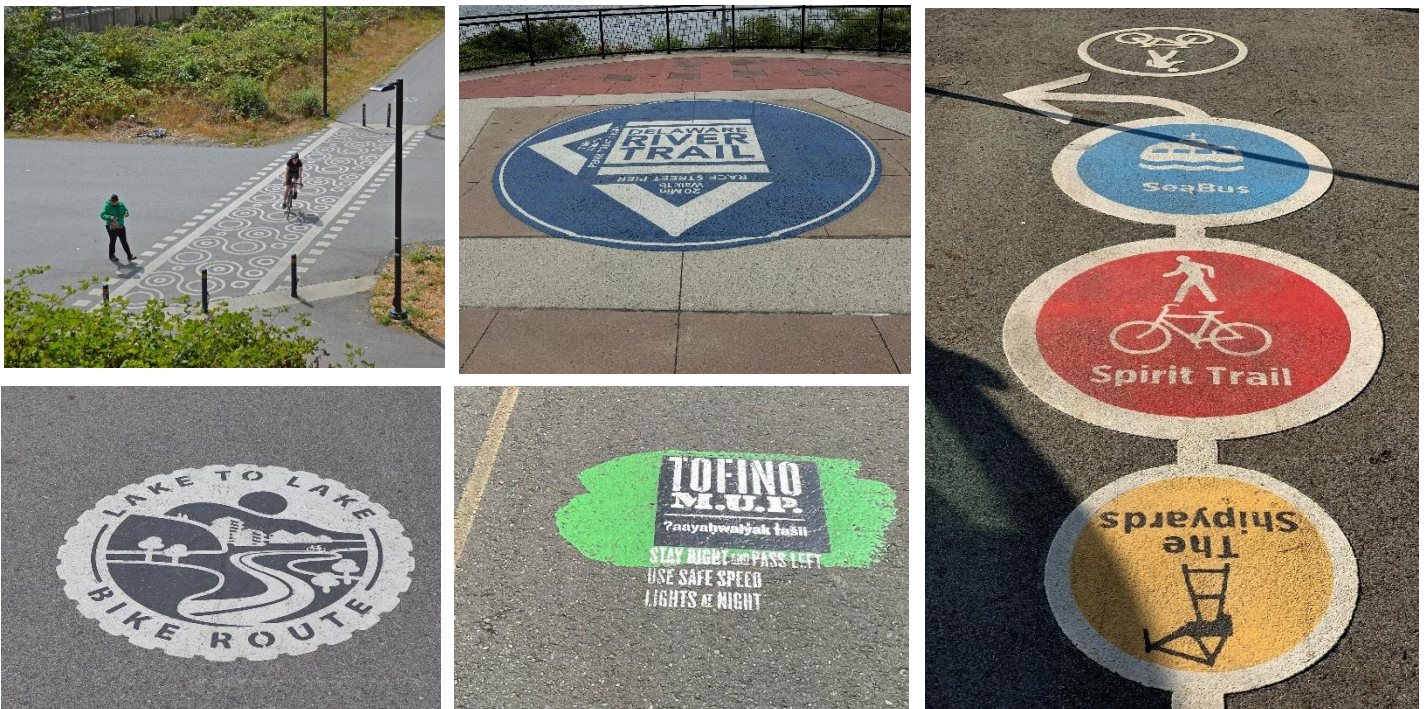
- In addition to signage, pavement markings can be used to provide a unique and consistent visual identity and to ensure all users—including pathways users and motorists at crossings—are aware of the trail.
- Pavement markings can provide secondary information and supplement signage; as they may be covered by snow in the winter.

Key Components:

- Large-scale branded pavement markings at access points.
- Pavement markings with directional information.
- Consistent and unique decorative crosswalk markings at intersections.
- Pavement Markings should also include reminders for pathway users (e.g.: yield to pedestrians, stay right/pass left, share the trail, use bell/voice to alert trail users).

Purpose:

- Promote a strong and consistent visual identity for the corridor.
- Raise awareness of the trail for all users.



Examples of pavement markings as wayfinding and branding

4. Safety and Regulatory Signage

Description:

- Integrated throughout the corridor where required.

Key Components:

- Hazard warnings (grade changes, crossings, surface conditions, wildlife).
- Regulatory information (permitted uses, etiquette, speed expectations where applicable).
- Signage along the KVR Trail should be consistent with the *BC Active Transportation Planning and Design Guide*. This includes the use of Shared Pathway signs to indicate that both people walking and cycling are permitted to use the facility, as well as Pathway Organization signs to communicate how users should position themselves where designated areas are provided for different travel modes.
- To maintain consistency with other multi-use pathways in Penticton, signage should include the message "Share the Recreational Path." The City of Penticton's existing Recreational Path signage may be used for this purpose.
- Warning/Safety Signs to include contact information for report an issue (public works/bylaw) and emergency response (9-1-1).
- At bridges and stair features that are not accessible for cyclists, signage indicating "Dismount and Walk" should be provided.
- At roadway crossings and trail access points within the Rural Character Zones, signage should be installed to alert motorists to the presence of trail users and increase awareness of potential crossing movements.

Purpose:

- Promote safe and respectful use of the trail.
- Provide information about trail etiquette.
- Meet operational and liability requirements without overwhelming the user experience.



Examples of safety and regulatory signage

5. Additional Considerations

The following should also be considered in the wayfinding plan for the KVR Trail Strategy:

Consistency and Branding

A cohesive visual language that ties all zones together while allowing subtle differentiation between character zones. Refer to the City of Penticton's Sign Standardization Program for city branding guidelines.

Accessibility and Inclusion

Clear typography, high contrast, universal symbols, and consideration for all ages and abilities.

Durability and Maintenance

Materials and construction suited to climate, vandalism resistance, and long-term maintenance

Digital Integration

Opportunities should be explored for digital trail experiences including for QR codes, mobile friendly interpretations, trail apps, location-based storytelling or digital mapping and integration with trail counters and user data to complement physical signage.

Placement Strategy

Careful siting to ensure visibility without clutter, particularly at decision points and high-use areas.

Interpretive Opportunities

Integration of cultural, ecological, and historical storytelling, including Indigenous perspectives where appropriate.

LEGEND

-  KETTLE VALLEY RAIL TRAIL
-  KVR TRAIL PEDESTRIAN ROUTE
-  KVR TRAIL CYCLING ROUTE
-  KNV CONNECTOR (MUP / TRIAL / STAIRS)
-  BIKE ROUTE CONNECTIONS
-  MAJOR GATEWAY
-  MINOR GATEWAY

WAYFINDING & SIGNAGE LOCATIONS

-  MAJOR TRAILHEAD SIGNAGE
-  KVR TRAIL ACCESS
-  HERITAGE
-  BUSINESS TOURISM
-  RECREATION



Figure 22: Wayfinding & Signage Locations

4.3.2 Lighting

Overview

Lighting along the KVR Trail will be designed to support safe, comfortable, and intuitive movement for pedestrians and cyclists within the corridor, specifically within the Character Zones in urban areas (The Channel Link, The Station, The Playground, and The Climb). **Note that lighting is not recommended in the Rural Character Zones (The Vineyards or The Vista).** Lighting will enhance visibility, reinforce a welcoming trail environment, and contribute to the overall identity of the KVR Trail.

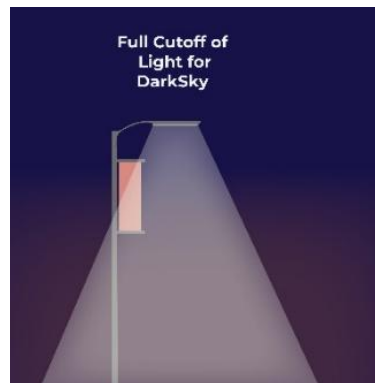
A consistent lighting approach will be applied across the urban areas of the corridor, with a focus on warm, human-scaled illumination in urban segments. Lighting fixtures will align with the City's Electric Utility Distribution Standards, contributing both functionality and character, and supporting opportunities for trail branding and identity, and ensuring a standardized approach to lighting throughout the corridor and across the city. Lighting will also align with Dark Sky principles, minimizing light spill and environmental impacts.

What We Heard

- Lighting is desired on the urban parts of the trail and at key connections to improve wayfinding, enhance visibility, and contribute to a greater sense of safety for trail users.

Lighting Principles

- **Prioritize lighting that supports safe and comfortable movement**, with clear visibility for pedestrians and cyclists, particularly in higher-use and urban segments of the trail.
- **Use consistent, human-scaled lighting** including consideration for bollard lighting to reinforce the identity and character of the KVR Trail, supporting navigation while contributing to a cohesive and recognizable corridor.
- **Minimize environmental impacts** through Dark Sky compliant lighting design, including full cut-off fixtures and appropriate mounting heights to reduce glare, light spill, and effects on adjacent homes and natural areas.
- **Provide warm, inviting lighting in key locations**—such as gateways, intersections, and gathering spaces—to enhance user comfort and encourage activity, while maintaining a subtle and respectful nighttime environment.



Examples of pedestrian-scale lighting

4.3.3 Surface

Overview

Trail surface treatments play a key role in defining the function, comfort, and character of the KVR Trail. Surface types are selected to respond to the surrounding context, anticipated levels of use, and accessibility requirements, while supporting a safe and durable year-round experience.

Across the corridor, surfaces range from paved pathways in urban and high-use areas to compacted aggregate treatments in more rural or natural settings. These variations help balance accessibility, maintenance needs, user comfort, and environmental considerations. **Note that paved surfaces are not recommended in the Rural Character Zones (The Vineyards or The Vista).** However, in these unpaved sections, it is important to ensure the compacted aggregate surface is well-maintained and that is firm, smooth, and slip resistant to ensure it meets the needs of people with disabilities and people using small-wheeled devices.

Trail surface standards are coordinated with the trail classification system described in [Section 4.3](#) and illustrated through typical cross-sections, ensuring a consistent and legible approach across the corridor. Together, these surfaces contribute to a cohesive trail identity while allowing flexibility to reflect the unique conditions and character zones along the KVR Trail.

What We Heard

- Existing mobility or accessibility challenges when using the trail, with surface conditions were identified as a primary barrier.
- Participants highlighted concerns regarding dust in rural sections of the corridor, noting that dust control measures would improve comfort and overall user experience.
- Public engagement indicated strong support for practical enhancements to improve the trail experience, particularly improved maintenance, safety, trail surface conditions, and accessibility.

Path Features & Paving Principles

- Trail surfaces will be designed to **meet universal accessibility principles**, supporting safe and comfortable use for all abilities – this means ensuring materials are firm, stable, and slip-resistant.
- **Surface types will respond to the trail classification system**, ranging from paved treatments in urban and high-use areas to compacted aggregate in rural segments, with dust-control measures considered where feasible to improve user comfort and accessibility while preserving the corridor's rural character.
- **Trail design will accommodate a variety of users**, including walking, cycling, and micromobility, with surface treatments that support comfort, durability, and year-round use.
- **Pavement markings and material changes will be used to clearly define user zones**, highlight crossings, and improve safety at key conflict points.
- **Durable, low-maintenance materials will be prioritized**, with asphalt as the primary surface in most urban conditions and concrete considered in higher-intensity areas such as nodes, intersections, and pedestrian-focused spaces.



Separated bike pathway and sidewalk



Paved urban pathway example



Compacted aggregate trail

4.3.4 Amenities

Overview

Amenities along the KVR Trail enhance the overall user experience by supporting comfort, social connection, and engagement with nature. These features include seating areas, shaded rest stops, tables, water stations, bicycle parking, waste receptacles, public art, and green amenities such as pollinator gardens and naturalized planting.

Feedback from participants emphasized the importance of amenities that support everyday use and wellbeing—particularly places to rest, gather, and connect with the surrounding landscape. In response, a range of amenities are recommended throughout the corridor to create inviting and functional spaces for a diversity of users.

Amenities will be thoughtfully located at key nodes, access points, and destinations along the trail, helping to create moments of pause and activity within the broader journey. Together, these elements contribute to a vibrant, comfortable, and memorable trail experience while reinforcing the identity and character of the KVR Trail.

What We Heard

- Participants expressed the strongest support for amenities that enhance everyday comfort, social connection, and nature-based experiences, such as seating hubs, shaded rest areas, pollinator gardens, and passive wellness spaces.
- Concerns raised were largely related to the cost of the proposed improvements. Feedback generally favoured modest, functional upgrades, including improved maintenance, trail surface improvements, user comfort amenities, and essential trail infrastructure over larger-scale development.

Trail Amenities Principles

- Provide a **variety of seating** with arm rests, back rests and rest spaces for wheelchair users adjacent to the seating.
- **Provide tables that have wheelchair accessible overhang** and clearance for knee heights.
- **Provide public restrooms** at key locations.
- **Ensure amenities such as bike parking, water stations, bike repair stations and garbage receptacles** are spread throughout the trail and located at major gathering areas and rest areas.



Examples of seating options that provide a range of accessible features and character trail identity designs.



Examples of water stations with alternative water bottle filling or dog water fountain, bike repair stations and bike parking amenities



Examples of public restrooms with accessible pathway entrance for all users



Examples of waste receptables and dog waste garbage bag dispenser

4.3.5 Landscaping & Green Infrastructure

Overview

Landscaping and green infrastructure along the KVR Trail enhance the character, comfort, and environmental performance of the corridor, contributing to a cohesive and resilient trail experience. Planting design provides shade, seasonal interest, and visual continuity, while helping to define the identity of the trail and its connection to surrounding neighbourhoods and natural areas.

In response to the Okanagan's hot, dry climate, landscaping approaches prioritize drought-tolerant and native planting that is well-adapted to local conditions, reducing water use and long-term maintenance needs. Features such as trees, pollinator gardens, and naturalized planting are recommended within urban segments to support biodiversity, create habitat, and offer opportunities for nature-based learning and stewardship along the trail. Together, these strategies create a climate-responsive landscape that enhances user experience while supporting ecological health.

What We Heard

- Participants expressed the strongest support for amenities that enhance everyday comfort, social connection, and nature-based experiences such as seating hubs, shaded rest areas, and pollinator gardens.
- Recognition of the need to preserve existing flora and fauna, invasive species management, and environmental stewardship were highlighted during engagement.
- Feedback throughout the three phases of engagement consistently indicated a strong desire to maintain and honour the trail's natural character and to avoid over development, especially in rural areas.

Landscaping & Green Infrastructure Principles

- Establish a **consistent tree canopy and layered planting** along the trail, supported by adequate soil volumes and best-practice planting methods to provide shade, cooling, and visual continuity.
- Incorporate **drought-tolerant and sustainable planting strategies** where trail width allows, supporting long-term resilience and reduced maintenance.
- Integrate **pollinator gardens and naturalized planting** in urban areas, supporting biodiversity while creating opportunities for nature-based education and interpretation.
- Protect and restore native habitats through **invasive species management, ecological restoration, and stewardship practices** into landscape maintenance and enhancement plans to support healthy, resilient ecosystems and biodiversity.



Examples of biodiverse pollinator and green infrastructure between and adjacent to trail pathways



Examples of landscaped seating areas and pathways with treed canopy providing shade for user comfort

4.3.6 Public Realm

Overview

The public realm along the KVR Trail supports opportunities for play, rest, and social interaction, helping to create a vibrant and inviting corridor that enhances the overall trail experience. These spaces include plazas, seating areas, rest stops, and green amenities that encourage people to gather, pause, and connect with one another and the surrounding landscape.

Feedback from participants highlighted the importance of prioritizing the core function of the trail—safe and comfortable movement—before introducing additional amenities. In response, public realm elements are designed to complement and enhance the trail experience without compromising its primary transportation and recreational role.

Public realm improvements will focus on integrating nature-based play and passive wellness opportunities throughout the corridor, with additional features such as public art introduced at key locations to reinforce identity and create memorable places. Larger play elements, including pump tracks, traffic gardens, and playgrounds, are encouraged in adjacent open spaces near schools and neighbourhoods, while plazas and rest areas will incorporate shade and seating to support comfort and everyday use.

What We Heard

- Participants expressed strong overall support for various features and amenities.
- Wellness and reflection spaces received the strongest overall support. Strong support was also received also for social and community spaces and nature and ecology, while there was also interest in in play and recreation and art and expression.
- Recreation remains the primary reason for trail use (65%), followed by fitness/exercise (19%) and dog walking (10%), while commuting accounts for just 5% of use. The KVR Trail continues to be a highly valued community asset, with 87% of respondents using it at least weekly, reinforcing its importance for recreation and active transportation.

Play & Public Realm Principles

- **Prioritize opportunities for play and recreation** including fitness and activity zones that are integrated with nature and reflect the surrounding landscape.
- **Incorporate public art** at key, well-used locations to strengthen identity and enhance the trail experience.

- **Encourage larger play elements**—such as pump tracks, traffic gardens, and playgrounds—in adjacent open spaces near schools and neighbourhood.
- **Provide plazas and rest areas** with seating, shade, and other comfort features to support gathering, pause, and everyday use.



Examples of play elements that can be incorporated throughout the KVR Trail



Examples of pump track, playgrounds and nature play amenities that require larger spaces and best suited in the Playground Character area



Examples of public art elements along the trail for visual variety and sense of place



Examples of Traffic Safety Garden incorporated into park playground and utilized as a circuit.

4.3.7 Intersections & Crossings

Overview

Intersections and crossings are critical points along the KVR Trail where safety, comfort, and connectivity must be carefully prioritized. These locations represent key transitions between the trail and the surrounding mobility network, and play an essential role in ensuring a continuous, intuitive, and accessible experience for all users.

The KVR Trail Strategy establishes clear and consistent design standards for trail intersections and crossings, informed by the City of Penticton's local design practices and the *BC Active Transportation Planning and Design Guide*. These standards will address a range of considerations including crossing types, appropriate speed management, and the integration of supporting elements such as wayfinding signage, speed limit signage, and active transportation counters to better understand trail use and improve safety outcomes.

Design approaches will vary based on context, from enhanced urban crossings with signalization and traffic calming measures to more rural treatments that prioritize clear right-of-way and visibility. Across all conditions, intersections and crossings will align with natural desire lines, minimize user conflicts, and create a legible and cohesive system that supports both everyday travel and recreational use along the KVR corridor.

What We Heard

- Safety and comfort concerns were consistently raised, particularly at road crossings and trail interface points, including conflicts between users and areas with limited visibility.
- A significant majority (85%) agreed safety, connectivity, and accessibility continue to be key priorities and should be the primary focus of future trail improvements.

Trail Intersection & Crossing Principles

- **Prioritize safe and accessible urban intersections** through curb extensions, improved visibility, and signalized crossings where warranted.
- **Introduce enhanced mid-block crossings** with curb extensions and Rectangular Rapid Flashing Beacons (RRFBs) where warranted to improve visibility and safety.
- **Implement new signalized crossings at high-volume streets**, incorporating cyclist-friendly features such as jughandles to support safe turning movements.
- **Align and relocate crosswalks** to reflect natural desire lines while minimizing conflicts with vehicular movements.
- **Use pavement markings and surface treatments** at crossings to reinforce visibility, trail identity, and user awareness.
- **Enhance rural intersections with clear priority for trail users**, including stop control for vehicles where appropriate and signage to advise motorists of the presence of trail users and that they have priority.
- **Work with community members** to incorporate local knowledge in the design of improvements incorporate local knowledge into the design of improvements, including public art and decorative elements, ensuring enhancements are responsive to the site's context and support the functionality of the corridor for both existing and future users.

The following design principles should be considered for intersections and crossings:

- **Ensure clarity of right-of-way:** Providing clear and consistent traffic control devices and visual cues that indicate which user is expected to yield and/or stop ensures clarity of right-of-way.
- **Prioritize safety of the most vulnerable people:** People walking, rolling, and cycling, including people with disabilities, are the most vulnerable road users. They should be able to safely and comfortably navigate an intersection, crossing, or transition area.
- **Minimize conflicts between users:** Conflicts should be minimized by separating different users physically and/or in their movement timing.
- **Reduce speeds:** Reducing the approach speed and turning speed of motor vehicles can help to reduce the potential for collisions and reduce the severity of injury when collisions do occur. This can include using signage, pavement markings, and geometric design elements such as reducing corner radii and using raised crossings to reduce speeds through intersections.
- **Ensure clear sightlines:** Sightlines appropriate for the intersection approaches and crossing areas must be provided for all users. Providing clear sightlines ensures that all users – including people walking, rolling, cycling, as well as motorists – have sufficient decision and reaction time to stop or yield to conflicting traffic. Sightlines are especially important at uncontrolled intersections to ensure that all users can see each other upon approaching and entering the intersection. The design of all intersections should determine the appropriate sight distance and sight triangles to ensure that road users have enough time to perceive and react to potential crossing traffic
- **Make intersections as compact as possible:** Compact intersections help enhance safety for active transportation users by increasing visibility for all modes, reducing the exposure of people walking, rolling, and cycling to motor vehicles, and slowing motor vehicle speeds at conflict points.

Signage should be provided at crossings to ensure clarity of right-of-way for all users. Signage on the street leading up to a mid-block crossing depends on the type of user that will be crossing.

- The Pedestrian and Bicycle Crossing Ahead sign (MUTCDC WC-46; B.C. W-129-2 Series) indicates that the motorist is approaching a multi-use pathway crossing.
- For multi-use pathways, crossings must include the Shared Pathway sign (MUTCDC RB-93) on the pathway leading up to the mid-block crossing.
- For a bicycle-only off-street pathway with no crosswalk, the Bicycle Crossing Ahead sign (MUTCDC WC-7; B.C. W-129-1 Series) and supplementary Crossing tab sign (MUTCDC WC-7S; B.C. W-129 Tab) should be used.
- For separate bicycle pathways, crossings must include the Pathway Organization sign (MUTCDC RB-94) on the pathway leading up to the mid-block crossing, instructing users to stay either left or right when crossing.
- Bicycle Yield to Pedestrian signs (MUTCDC RB-39) should be placed in advance of where a bicycle pathway crosses a pedestrian facility.
- Advanced warning signs with flashers installed on the street facing motor vehicles may be appropriate to increase awareness of people at major crossings or crossings with marginal sight distance. If these measures are insufficient, the crossing should be signal controlled.
- For high-comfort facilities, the motor vehicle traffic should be stop controlled when the pathway is crossing minor roads and signalized when crossing major roads.



Examples of safe crosswalks with markings, raised pavement, and pavement crossings for mid-block connections



Examples of pavement and wayfinding indicators before and after crossing for quick orientation



Examples of protected intersection crossing improvements with curb extensions and RRFBs

4.3.8 Accessibility

Overview

Accessibility is a core principle guiding the design and improvement of the KVR Trail, ensuring the corridor is welcoming, inclusive, and usable for people of all ages and abilities. In Penticton, this commitment is particularly important given the high proportion of older adults, which reinforces the need for thoughtful design, frequent rest opportunities, and predictable trail conditions.

The trail is intended to support a wide range of users, including those with mobility, sensory, and cognitive disabilities, by reducing barriers and providing clear, comfortable, and intuitive conditions along the route. Accessible design considerations are integrated across all elements of the trail, including surfaces, slopes, crossings, amenities, seating, and wayfinding. These features work together to support safe movement, reduce fatigue, and enhance navigation and understanding for all users.

The KVR Trail Strategy aligns with recognized accessibility standards and best practices, including Canadian Standards Association (CSA) guidelines, while responding to local context and conditions. Guidelines and standards that were referenced in this study include:

- Canadian Standards Association, Accessible Design for the Built Environment;
- Government of Canada, Accessibility Draft Standards for Outdoor Spaces (Draft) ;
- Rick Hansen Foundation, Professional Handbook, Section 100 Trails & Pathways;
- Trans Canada Trail, Guidelines for Planning and Designing All Person Trails;
- BC Parks, Accessible Trail Planning and Construction Guide; and
- BC Ministry of Transportation and Transit, BC Active Transportation Planning and Design Guide.

Together, these approaches ensure the trail remains a connected, inclusive, and universally accessible public asset that supports everyday use, recreation, social connection, and community wellbeing.

What We Heard

- Participants expressed a strong desire for universal and accessible trail design, including smooth surfaces, frequent seating, shade, and clear navigation. Consistent and predictable trail conditions were identified as a priority to support comfort, confidence, and ease of use for all users.
- Participants highlighted the importance of a seamless and accessible user experience from trip planning through to arrival and navigation along the trail.
- Participants also emphasized the importance of safety, accessibility, and connectivity as foundational priorities, particularly at road crossings, transition points, and busy roadways.
- There was interest in creating spaces along the trail that support social interaction, rest, and low-impact recreational use for older adults and families.
- Finally, the trail has various access points by staircases (at Wade Avenue, Westminister Avenue and the proposed Esplanade staircase). Grades and staircases can also present accessibility challenge and should be reviewed to ensure they are accessible.

Strategic Direction

The KVR Trail Strategy emphasizes accessibility, equity, comfort, and storytelling as key priorities. In Penticton, demographic trends reinforce the importance of:

- Prioritizing upgrades that support aging users and extend independent mobility;
- Applying universal design principles consistently along high-use and accessible trail segments; and
- Investing in amenities and infrastructure that enhance comfort, safety, and social connection along the trail;
- Prioritizing accessibility improvements in areas of high equity need, areas with staircases and steep topography, narrower segments of the trail, and unpaved portions of the trail to ensure the surface material is accessible. Accessibility improvements are prioritized over the short-term in The Climb, The Vineyards, and The Vista character zones.

Programming & Trail Experience

- Support **low-impact programming** such as guided walks, wellness activities, and intergenerational events that encourage use by older adults and families.
- Incorporating **tactile and sensory elements**.
- Incorporate **interpretive features, public art, and storytelling elements** at rest areas to enhance cultural engagement and provide moments of pause.
- Consider **identifying and promoting “senior-friendly” trail segments** that meet higher accessibility and comfort standards.
- Provide **accessible information online and navigational tools** to support trip planning.

Accessibility Principles

- Design the KVR Trail to support universal access, ensuring **surfaces are firm, stable, slip-resistant, and well-drained** to improve year-round usability (e.g., asphalt or compacted crushed fines).
- Maintain a **clear trail width** that supports side-by-side movement (minimum 2.5 metres, ideally 3.0 metres) to accommodate companions and users with mobility devices.
- **Maintain a running slope of 5% (1:20) or less** where possible; where steeper grades are unavoidable, incorporate accessible design measures such as ramps, handrails, or alternative routes.
- **Provide rest opportunities on steeper segments**, with level rest areas at regular intervals on slopes exceeding 5%.
- **Limit cross-slopes** to a maximum of 2% to support accessible movement for all users.
- **Incorporate edge definition**, such as tonal contrast or texture changes, along paved trail edges to support navigation for people who are blind or have low vision.
- **Design trail environments to be legible and predictable**, with clear sightlines, simple transitions, and minimized visual or physical clutter at intersections.
- **Ensure staircases to access** the trail are designed to be accessible, including use of railing and sufficient landing areas.
- **Adopt a “home-to-destination” approach** to accessibility ensuring that information, connections, wayfinding, crossings, amenities, and trail facilities are accessible and intuitive throughout the entire experience.



Example of tonal contrast at trail edges

- **Engage people with lived experience** to identify, understand, and address gaps in accessibility, ensuring trail design, amenities, connections, and information are inclusive and responsive to the needs of diverse users.

Accessible Amenities Priorities

Seating & Rest Areas:

- Provide seating at frequent and predictable intervals (generally every 250–400 metres; closer spacing in higher-use or steeper areas).
 - Include benches with backrests and armrests, and prioritize shaded locations to improve comfort for older adults.
 - Provide wheelchair-accessible table design with adequate knee and toe clearance.
 - Ensure clear and accessible space adjacent to seating for users with mobility devices, strollers, or assistive equipment (2.1 metres, and , 3.15 metres for turning).
- Consider integrating small gathering nodes or widened trail areas with seating and planting to support informal social interaction.



Example of accessible table and bench

Crossings & Interfaces:

- Provide highly visible, clearly marked crossings that align with natural desire lines and accessible curb ramps.
- Incorporate tactile walking surface indicators (TWSIs), level transitions, and consistent alignment with trail approaches.
- Where appropriate, enhance crossings with raised treatments and additional safety features such as flashing beacons or audible signals.

Wayfinding & Information

- Provide comprehensive and accessible trail information at major gateways, including trail length, surface type, slopes, width, difficulty, and key amenities.
- Include mapping and profile information that communicates changes in grade, accessibility conditions, and points of interest.
- Clearly define trailheads and entry points to support route planning and user confidence.
- Ensure directional and interpretive signage is frequent, legible, and located at key decision points.
- Explore digital wayfinding and interpretation tools, including QR codes, interactive online maps, mobile-friendly trail guides, and cultural and ecological storytelling opportunities. Digital tools should support trip planning, allowing users to navigate from their home, accommodation, neighbourhood, or other destinations to trail access points, amenities, and key destinations along the KVR Trail.

Signage Design

- Use simple, consistent typography (e.g., sans-serif fonts) and high-contrast graphics to improve readability.
- Install signage at accessible heights and ensure glare-free finishes.

- Provide large-format text and intuitive iconography to support users with visual or cognitive impairments.
- Provide distance markers at regular intervals (e.g., every 250 metres) and clearly identify amenities and destinations along the trail.



Example of accessible curb ramp



Example of wayfinding with accessibility considerations

5. Concept Plan



A concept plan was developed the entire KVR Trail that aims to provide a consistent, holistic identity and user experience, while paying homage to the unique Character Zones through this it passes. This section describes the key elements of the concept plan for each Character Zone, building on the priorities from community engagement, trail classification, and design elements described in the previous sections. An example of the key features of the overall concept plan are shown in **Figure 23** including major and minor gateways, street crossing improvements, public realm improvements, green space and nature-based improvements, play improvements, and connection opportunities.

5.1 Character Zones

This section outlines the proposed concept for each Character Zone, including the following information:

- Location;
- Description;
- Existing Character;
- Concept Plan;
- Proposed Cross-Section(s); and
- Proposed Design Elements

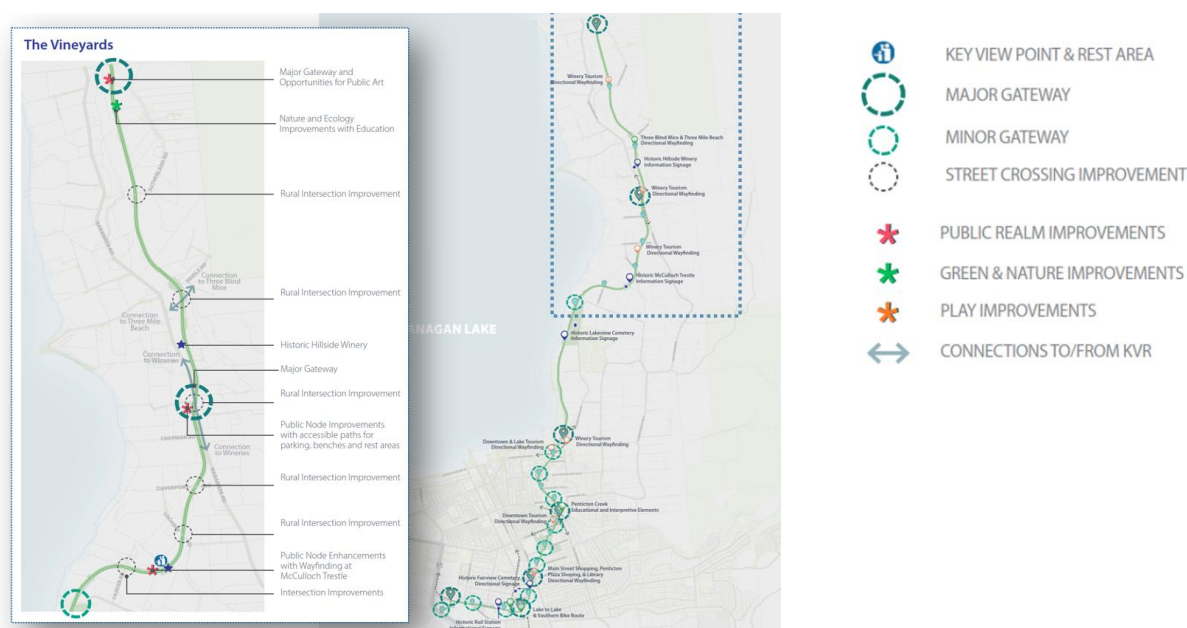


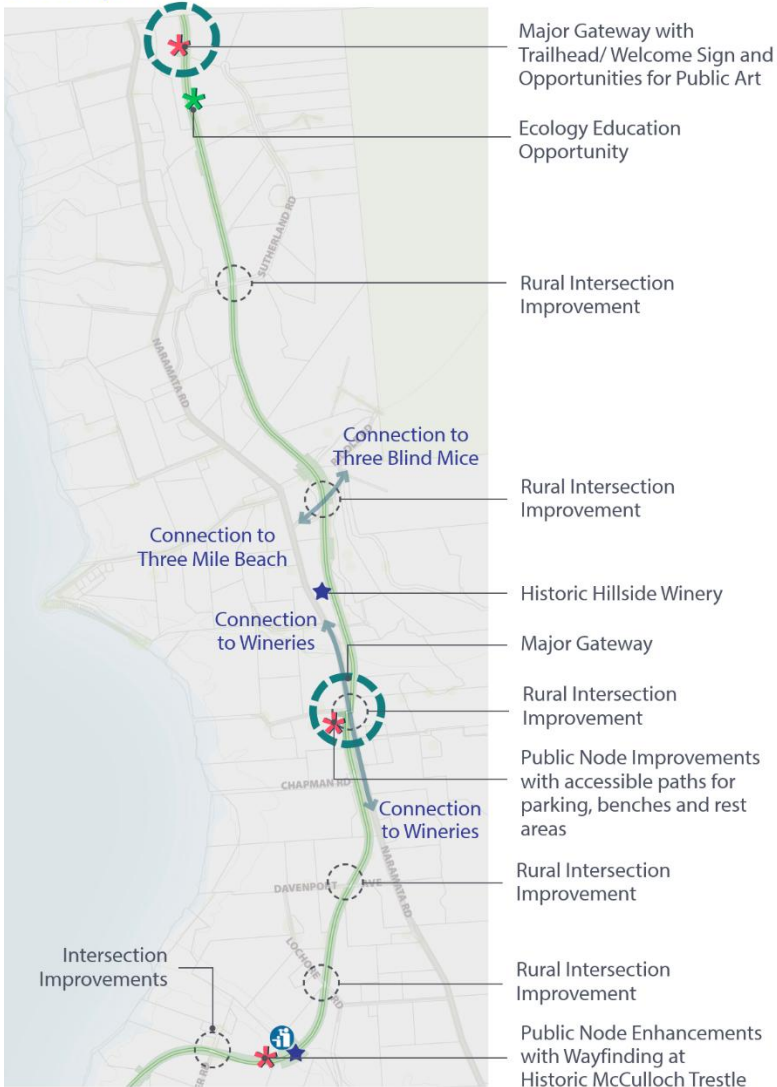
Figure 23: Concept Plan Features

1

THE VINEYARDS

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

Concept Plan



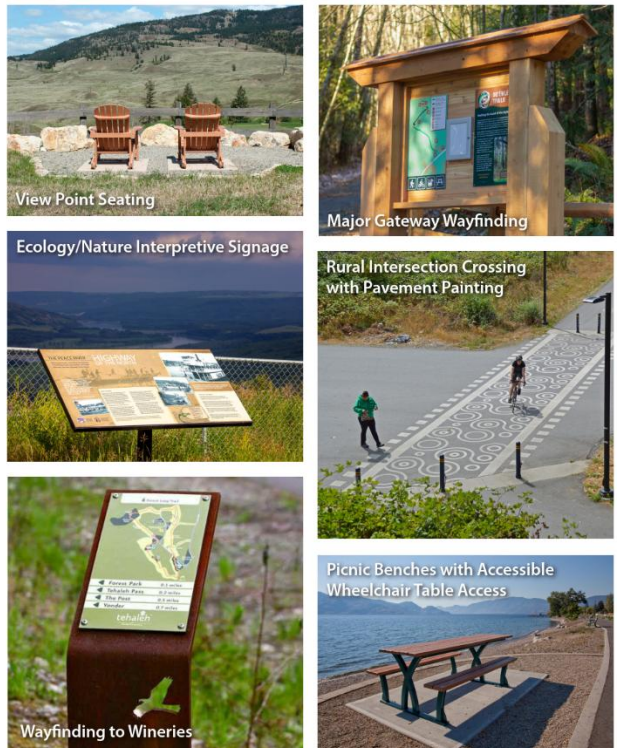
LEGEND

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

Existing Character of The Vineyards



Proposed Design Improvements



Trail Cross Section



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

Concept Plan



Minor Gateway

Safety Signage ahead of steep and challenging trail segments

Historic Cemetery / Paupers Graves

Historic Pentiction Sign

Nature Node Improvements and Ecology Education

Public Realm Node Improvements at Significant Views

Future Connection to Esplanade Minor Gateway

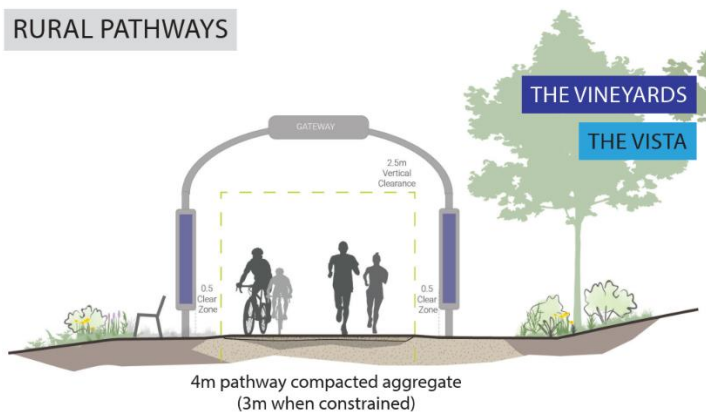
Major Gateway Including Upgrades and Formalized Existing Trailhead with Signage, Water Station, Bike Repair Station and Public Art

LEGEND

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

Trail Cross Section

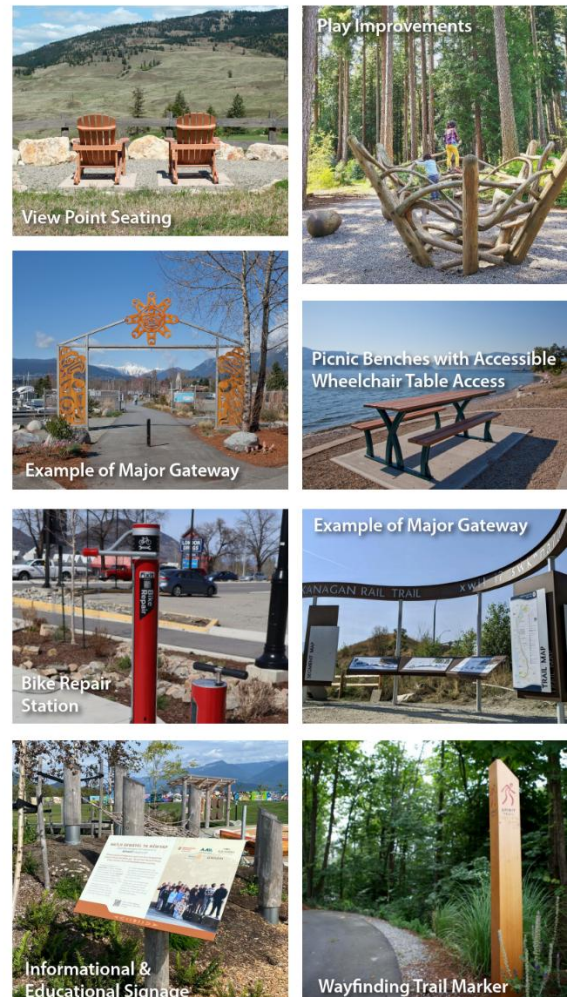
RURAL PATHWAYS



Existing Character of The Vista



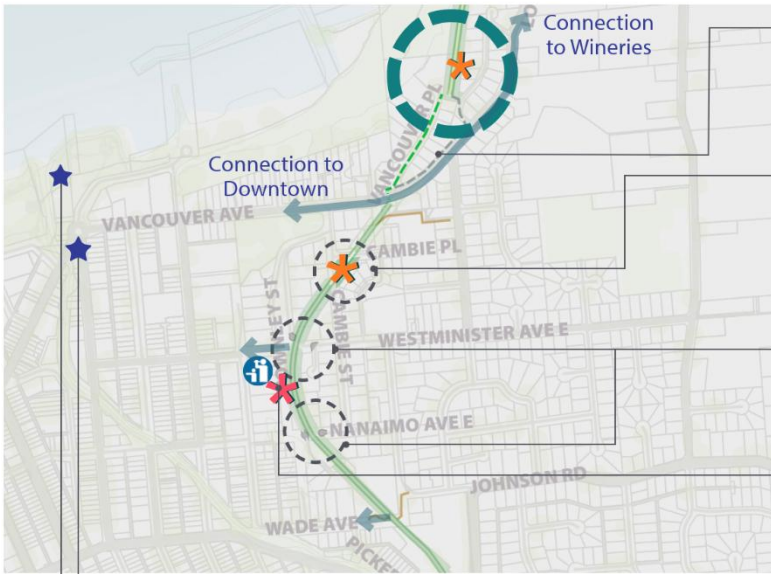
Proposed Design Improvements



3 THE CLIMB

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

Concept Plan



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

LEGEND

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

Proposed Design Improvements



Nature & Play Elements



Informational & Educational Signage



Directional Wayfinding



Bicycle Racks



Play Improvements



Play Improvements



Rural Intersection Crossing with Pavement Painting

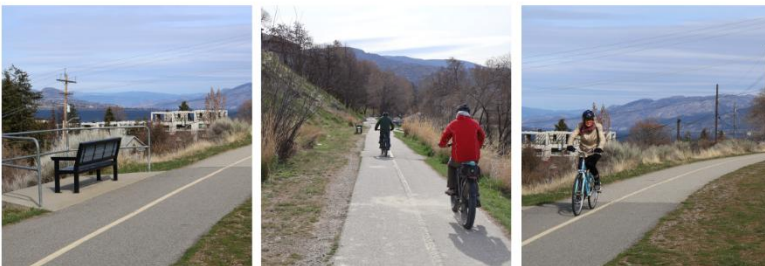


Accessible Seating Options

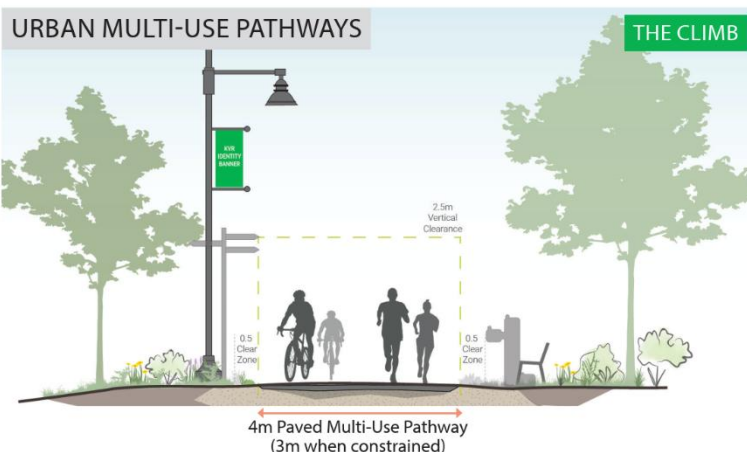


Drinking Fountain with Dog Bowl

Existing Character of The Climb



Trail Cross Section



4 THE PLAYGROUND

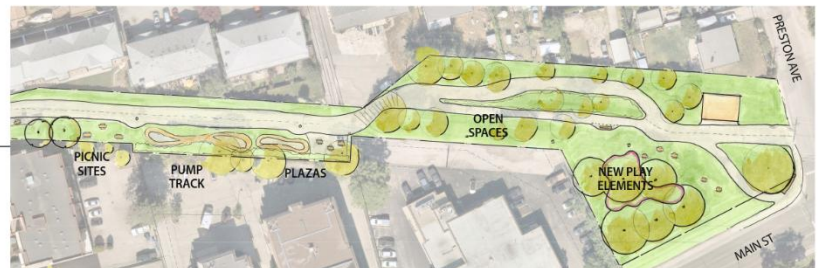
The Playground will serve as a key KVR Trail destination, supporting recreation, community gathering, and active transportation in a highly visible and accessible location, in the heart of the community. Improvements will create a vibrant trail hub with spaces for play, rest, and social connection for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

Concept Plan



LEGEND

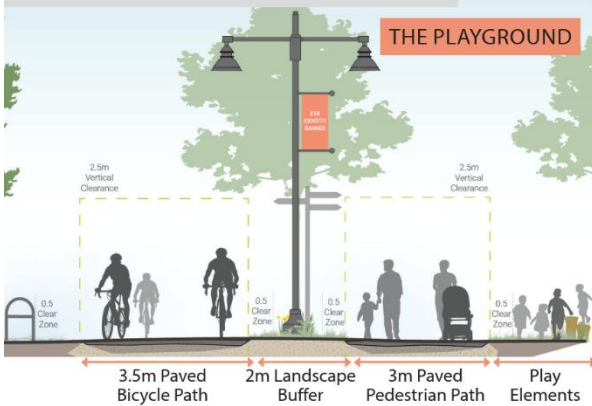
- Kettle Valley Rail Trail
- KVR Trail Pedestrian Route
- KVR Trail Cycling Route
- KVR Connector (MUP / Trial / Stairs)
- ↔ Connections To/From KVR
- Major Gateway
- Minor Gateway
- Street Crossing Improvement
- ✱ Public Realm Improvements
- ✱ Green & Nature Improvements
- ✱ Play Improvements
- ★ Historic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



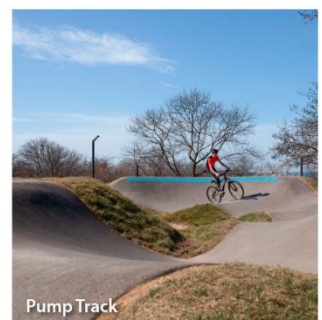
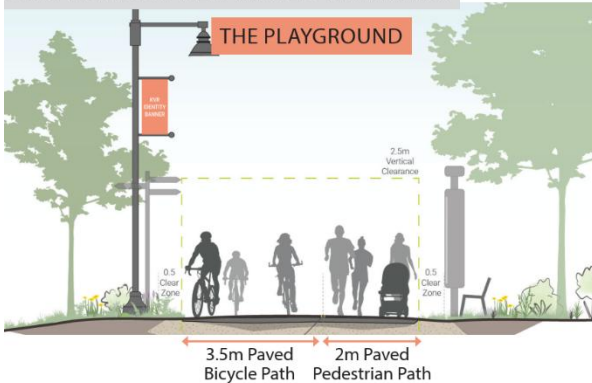
The Preston Park concept improves pedestrian and cyclist movement through separated facilities while introducing new opportunities for play and recreation. Proposed features include a pump track, nature play elements, seating areas, and open spaces for gathering and relaxation.

Trail Cross Sections

URBAN MODE-SEPARATED PATHWAYS



URBAN MODE-SEPARATED PATHWAYS



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

Map of the Lake to Lake Route showing connections to the Lake to Lake Route. The map highlights the route from Hastings Ave to Duncan Ave, with connections to the Lake to Lake Route at Preston Ave and Hastings Ave. The route is marked with green dashed lines and blue stars.

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

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

URBAN ROADSIDE PATHWAY

THE STATION

1.5m Existing Sidewalk

2 Lane Street (No Parking)

1.8m Buffer

3.6m Paved Pathway

2.5m Vertical Clearance

2.5m Buffer

2.5m Vertical Clearance

2 Lane Street (Street Parking)

2m Sidewalk

THE STATION

THE CLIMB



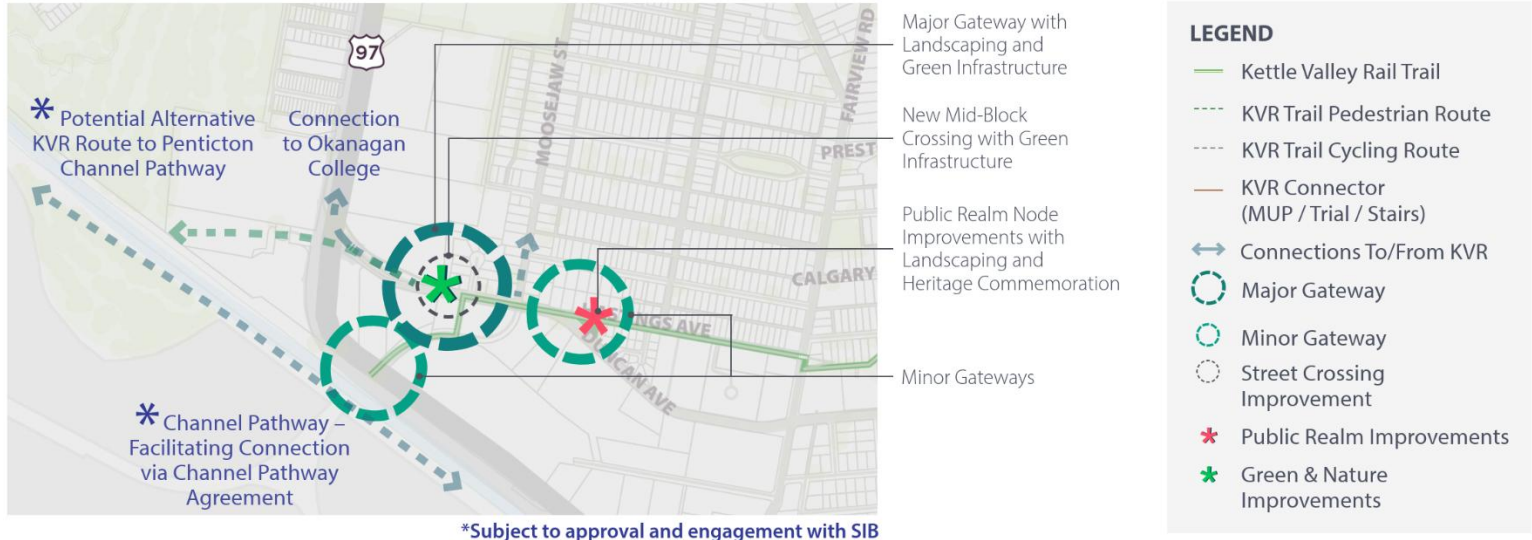
Shared Street Example



6 THE CHANNEL LINK

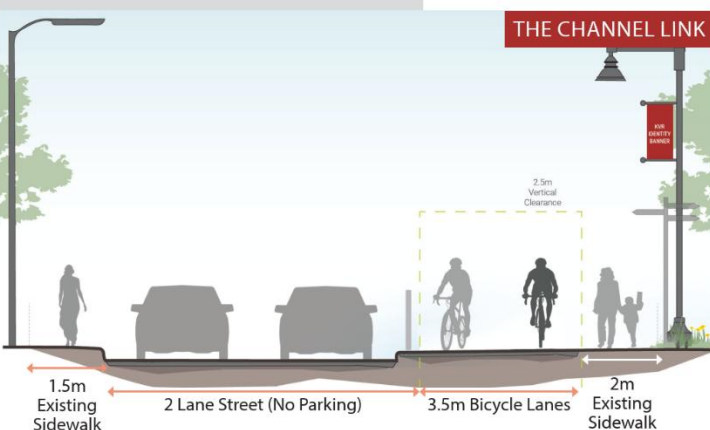
The Channel Link area will prioritize safe and accessible connections to the Penticton Channel, lake-to-lake routes, and the city's cycling network. Wayfinding, public realm improvements, and interpretive features will strengthen the KVR's identity while celebrating the area's railway heritage, and educational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

Concept Plan



Trail Cross Sections

URBAN BICYCLE PATH & SIDEWALK



URBAN MODE-SEPARATED PATHWAYS



Proposed Design Improvements



5.2 Connections

In addition to the KVR Trail itself, there are broader opportunities to extend the corridor and improve connections to the south, west, and north.

5.2.1 Southern Connection

The southern connection provides a key linkage between the KVR Trail and Skaha Lake, including connections to the Lake-to-Lake route and the community of Okanagan Falls. A southern connection was identified in the City's Transportation Master Plan, with the proposed southern connection following the connection identified in the Transportation Mater Plan along Atkinson Street, Kinney Avenue, McGraw Street, Paris Street, and Skaha Lake Road. This connection strengthens access to important recreational destinations such as Skaha Lake Park and the shoreline corridor, while supporting broader regional trail continuity.

5.2.2 Western Connection

The primary proposed western alignment extends to the Penticton Channel Bridge; however, future planning and implementation of this alignment will require ongoing coordination and collaboration with the Sn̓pink'tn Indian Band (SIB) to ensure that connections are developed in a respectful and mutually beneficial manner, including potentially re-instating the former bridge across the Penticton Channel.

The study investigated several alternate alignments for the western connection, if required (see [Figure 24](#)). All of these alignment options focus on opportunities to link the KVR Trail to the Penticton Channel corridor. This connection represents an important opportunity to enhance access between key destinations while responding to interests identified through previous discussions with the Sn̓pink'tn Indian Band. Advancing this connection will require a collaborative approach, incorporating improvements such as enhanced signage, clear trail delineation, user education, and exploration of economic opportunities.

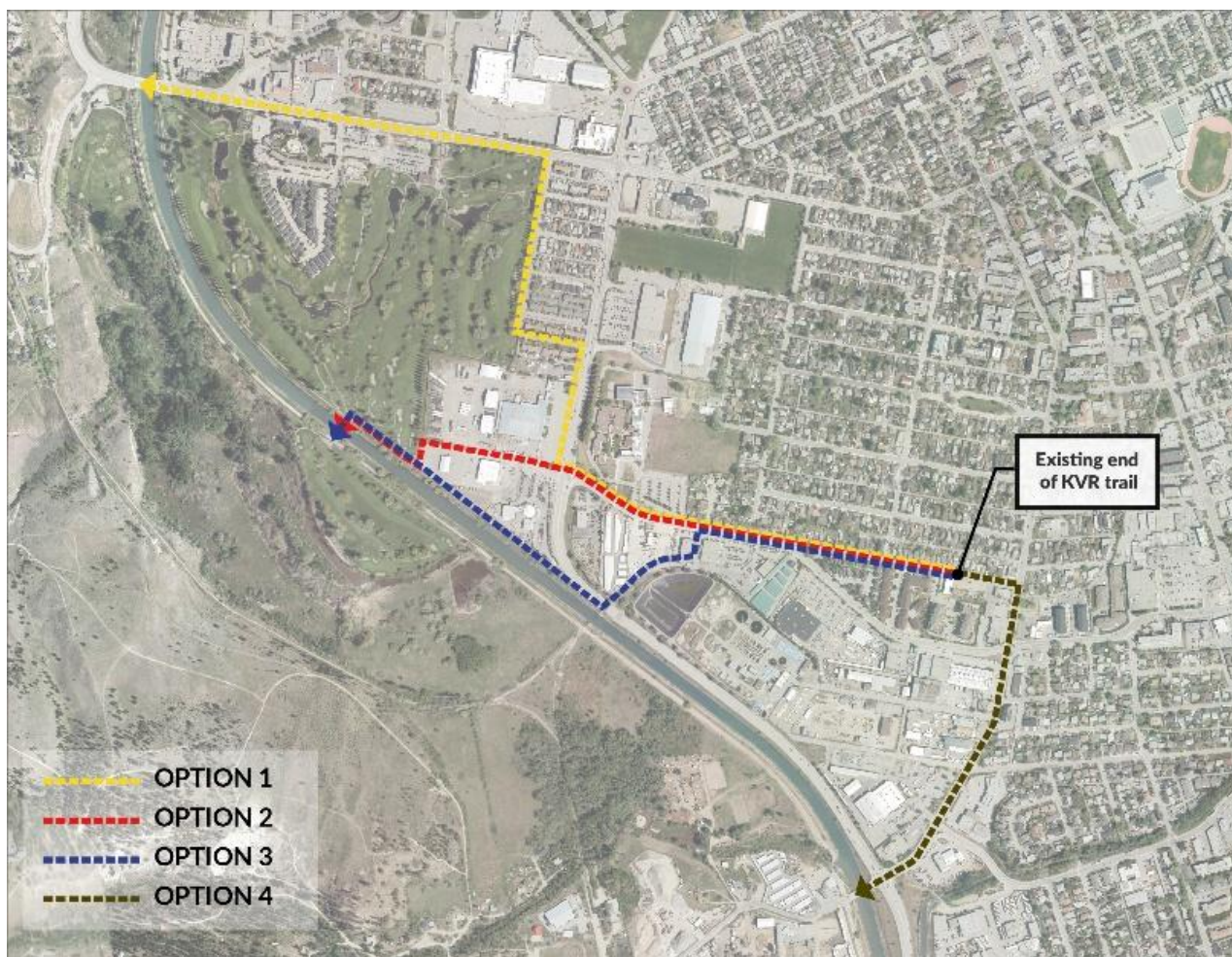


Figure 24: Alternate Western Connection Alignments

5.2.3 Northern Connections

The northern connections extend the KVR Trail corridor beyond Penticton to link with regional destinations, including Naramata and the trestle network further north. These connections reinforce the role of the KVR as a regional spine, supporting recreational use, tourism, and access to scenic viewpoints and natural areas. Enhancing northern connections will focus on improving continuity, wayfinding, integration with existing and planned trail networks. Achieving this vision will require collaboration with regional partners and stakeholders, including the RDOS, the Naramata Bench Wineries Association, tourism organizations, and other interest holders, to strengthen connectivity and create a more seamless regional trail experience.

6. Implementation and Monitoring



The concept plan outlined in [Section 5](#) provides a long-term vision for enhancements to the KVR Trail. Implementation of the recommendations in this strategy will take several years. This section outlines an implementation plan, including an action plan with short-, medium, and long-term priorities, a parkland and land acquisition framework, a budgeting and resource framework, and a monitoring plan with key success metrics.

6.1 Parkland and Land Acquisition Framework

Parkland dedication and strategic land acquisition will be required to support the widening of the existing KVR Trail right-of-way and the creation of new trail connections, primarily within the southern portion of the KVR Trail corridor. Several areas have been identified for potential acquisition, all located in more urbanized segments where existing right-of-way constraints limit trail expansion and connectivity. Targeted acquisition in these areas will help secure continuous, safe, and accessible routes, while also supporting long-term public use and integration with surrounding neighbourhoods. The City will need to work with property owners in impacted areas to either acquire portions of properties and/or to secure easements and/or statutory rights-of-way to enable use across private properties.

In addition to these areas, through the engagement process, owners of several wineries expressed interest in improving access and connections to their businesses. In many cases, these connections would require access across their private properties. The City supports the development of these connections subject to the Park Land Protection and Use Policy, park zoning regulations, preservation of public access, environmentally sensitive areas, and ensuring no new private encroachments onto dedicated parklands. Within those parameters, City will work with private property owners to provide support in providing trail connections following the trail classifications in this report (which would typically consist of Class 8: Urban Connectors or Class 9: Rural Nature Trails). The City will explore providing wayfinding to identify connections to these businesses; however, it would be the responsibility of property owners to construct and maintain connections on their properties, subject to the Park Land Protection and Use Policy.

6.2 Actions

Implementation of the KVR Trail Strategy will involve the design and construction of each of the improvements identified in the concept plan in [Section 5](#), along with several corridor-wide actions described below.

6.2.1 Corridor-Wide Actions

- **Action 1 Ensure meaningful collaboration with Sn̓pink'tn Indian Band (SIB)**
 - Work in partnership with SIB and the RDOS throughout the planning, funding, capital sequencing, implementation, monitoring, stewardship, and investment decisions associated with the KVR Trail to ensure improvements are delivered in a coordinated, culturally meaningful, and mutually beneficial manner over the life of the Strategy.
 - Partner with SIB to explore regional trail connections, including future opportunities associated with the Channel Link and broader southward (Okanagan Falls) trail connections.

- Support Indigenous economic development opportunities associated with the corridor including tourism, cafés, artisan markets, cultural experiences, visitor amenities.
- Work with SIB to identify opportunities for Indigenous interpretation, stewardship and programming throughout the corridor.
- Incorporate Traditional Ecological Knowledge (TEK) and cultural review processes into future planning and major capital projects, particularly within undeveloped or evolving segments of the corridor.
- **Action 2: Leverage strategic partners in project delivery**
 - Partner with Okanagan College for connections from campus to the KVR Trail
 - Collaborate with individuals with lived experience, project partners and key interest holders to ensure the KVR Trail is accessible, inclusive, safe, and responsive to diverse community needs.
 - Explore event-based partnerships and funding opportunities (ex. BC Summer Games) to advance priority projects.
- **Action 3: Pursuit of trail connections and right-of-way opportunities**
 - Engage with property owners, local businesses , and SD67 to advance land acquisition and easements for trail ROW to support trail improvements and facilitate trail widening and long-term connectivity.
 - Consider perspectives from local landowners, agricultural operators, and adjacent property owners to support trail improvements.
 - Identify and resolve encroachments within the KVR Trail right-of-way, reclaim lands intended for trail purposes where feasible.
 - Prioritize trail connections that improve access between the KVR Trail and neighbourhoods with higher equity needs, particularly where connections enhance access to schools, parks, transit, and community services.
- **Action 4: Develop a maintenance and adaptive management plan** to support long-term asset management and ensure the ongoing maintenance of the KVR Trail.
 - Develop a coordinated maintenance and asset management program that builds upon the City's existing maintenance activities, procedures, and operational practices.
 - Establish maintenance standards and service levels for inspection frequencies, response times, trail surface conditions, signage and amenity upkeep, invasive species management, habitat restoration, and lifecycle replacement planning. The plan should also include monitoring of trail usage patterns, asset conditions, user feedback, safety concerns, and other environmental indicators to support evidence-based decision making.
 - Establish character zone-specific service levels that reflect the unique function, intensity of use, environmental conditions, and visitor expectations of each segment of the corridor,

recognizing that maintenance and operational standards may vary between rural and urban Character Zones.

- Monitor trail user volumes, travel patterns, and user conflicts to help identify locations where trail widening, mode separation, crossing upgrades, or other operational improvements may be warranted over time.
 - Establish a process for tracking asset conditions and identifying recurring maintenance issues to help inform future capital improvements and asset replacement planning.
- **Action 5: Partner with project partners, businesses, and tourism organizations** to strengthen the KVR Trail as a recreation, tourism, and economic development asset. Improve connections between the trail and nearby destinations, develop coordinated marketing, educational, and visitor information, and support initiatives that encourage responsible trail use, cultural tourism, and year-round visitation.
 - Develop a cohesive KVR Trail marketing, branding, and destination development strategy
 - Collaborate with interest holders to improve wayfinding and connections to key attractions, destinations, wineries, parks, local events, and visitor amenities while supporting trail-related events, and other seasonal programming that encourage exploration, year-round use of the corridor, and local economic opportunities.
 - Collaborate with tourism operators, businesses, bike shops, rental providers, and community partners to promote trail etiquette campaigns, safety education, and responsible trail use to reduce conflicts between users and enhance the overall trail experience.
- **Action 6: Leverage inter-jurisdictional partnerships and funding opportunities**
 - Pursue grants, sponsorships, external funding, and partnership opportunities to support implementation, including projects that improve connectivity, accessibility, and active transportation access for underserved neighbourhoods and equity-priority populations. Coordinate with regional partners, including SIB, RDOS, TOTA, Trans Canada Trail, SD67, OK College, provincial ministries, and transportation agencies to align investments, leverage shared resources, and recognize that the recreation, tourism, transportation, and economic benefits of the KVR Trail are shared across multiple jurisdictions and communities.
- **Action 7: Identify stewardship, volunteerism, sponsorship, and programming opportunities** for trail landscaping, community gardens, ecological education, sponsorships and stewardship, and other neighbourhood benefits.
- **Action 8: Develop and implement a corridor-wide wayfinding program**
 - Create a coordinated, consistent, and intuitive wayfinding system that establishes a cohesive corridor-wide identity, reinforces the unique character of the six Character Zones, improves user navigation, and supports safe movement throughout the corridor.

- Provide clear and legible signage, gateway features, maps, destination information, and orientation tools that help users confidently navigate the trail, access key destinations, and understand their location within the broader corridor and regional trail network.
- Integrate physical and digital wayfinding tools including interactive maps, QR codes, navigation resources, and digital interpretation that provide trail information, accessibility details, amenities, cultural and ecological storytelling, , parking locations, trail etiquette, and regional connections.

6.3 Budgeting, Funding, and Resource Framework

This section summarizes a high-level phasing strategy, with a focus on identifying specific priority actions over the first two years as quick wins. The overall phasing strategy focuses on 'low-hanging fruit' improvements in The Vineyards and The Vista Character Zones, followed by developing plans to upgrade the corridor in The Climb and The Playground Character Zones in the short- and medium-term, and implementing new facilities The Station and The Channel Link Character Zones over the long-term.

Strategies for implementing each of the recommendations in the KVR Trail Strategy are outlined in [Table 6](#) on the following pages. [Table 6](#) provides guidance with respect to:

- **Timeframe.** Each action is identified as either:
 - Immediate-term – Within 2 years;
 - Short-term – Within 3-5 years;
 - Medium-term – Within 6-10 years; or
 - Long-term – 10 years and beyond.
- **Responsibility.** This column suggests the primary and secondary responsibility for each action. Many actions are the primary responsibility of the City in various departments (including Planning, Parks, or Engineering), while other actions may be the primary or secondary responsibility of external agencies or the private sector.
- **Capital Costs.** The assumed order of magnitude cost for each action has been provided. The number of dollar signs indicates a high-level cost assumed for each initiative:
 - \$\$\$\$ – High (\$1 million plus)
 - \$\$\$ – Moderate – High (\$500,000 - \$999,000)
 - \$\$ – Moderate- Low (\$100,000 to \$499,000)
 - \$ – Low (less than \$100,000)
- **Operational Costs.**
 - Operating costs are budgeted to be 2-5% of the capital cost for new infrastructure.
 - Operating costs are budgeted to be 0.5-1% of the capital cost for upgrades to existing infrastructure.

The overall phasing strategy is summarized at a high level below, with further details provided in [Table 6](#).

6.3.1 Priority Actions (Quick Wins)

Based on the overall phasing strategy, key near-term priorities include:

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

6.3.2 High-Level Implementation Plan Summary

Across all phases, the KVR Trail Strategy identifies an estimated \$630,000 in planning costs and approximately \$13 million in long-term capital investment to implement the vision for the corridor. Full implementation is expected to require approximately \$112,000 in new annual trail maintenance and \$50,000 in new annual park maintenance, with approximately \$156,000 in additional annual operational costs associated with roads and other municipal infrastructure. Note that these costs do not include any potential property acquisitions.

The recommended Quick Wins account for approximately \$560,000 and provide an achievable set of priority actions that improve safety, accessibility, wayfinding, maintenance, and user experience while establishing a foundation for future investment along the corridor.

[Table 5](#) below provides a high-level summary of the Budgeting, Funding, and Resource Framework. The implementation plan is also shown visually in [Figure 25](#).

Table 5: High level Planning, Capital, Operational and Quick Win Costs

Category	Estimated Cost	Notes
Planning	\$630,000	Studies, design, approvals and implementation planning.
Capital	\$13,000,000	Long term implementation of the KVR Trail Strategy.
Annual Operations (Trails)	\$112,000/year	Estimated annual trail maintenance.
Annual Operations (Parks)	\$50,000/year	Estimated annual trail maintenance.
Annual Operations (Roads/Other)	\$156,000/year	Estimated municipal operational responsibilities outside of trails and parks.
Quick Wins	\$560,000	Initial investment toward the first phase of implementation in the short term.

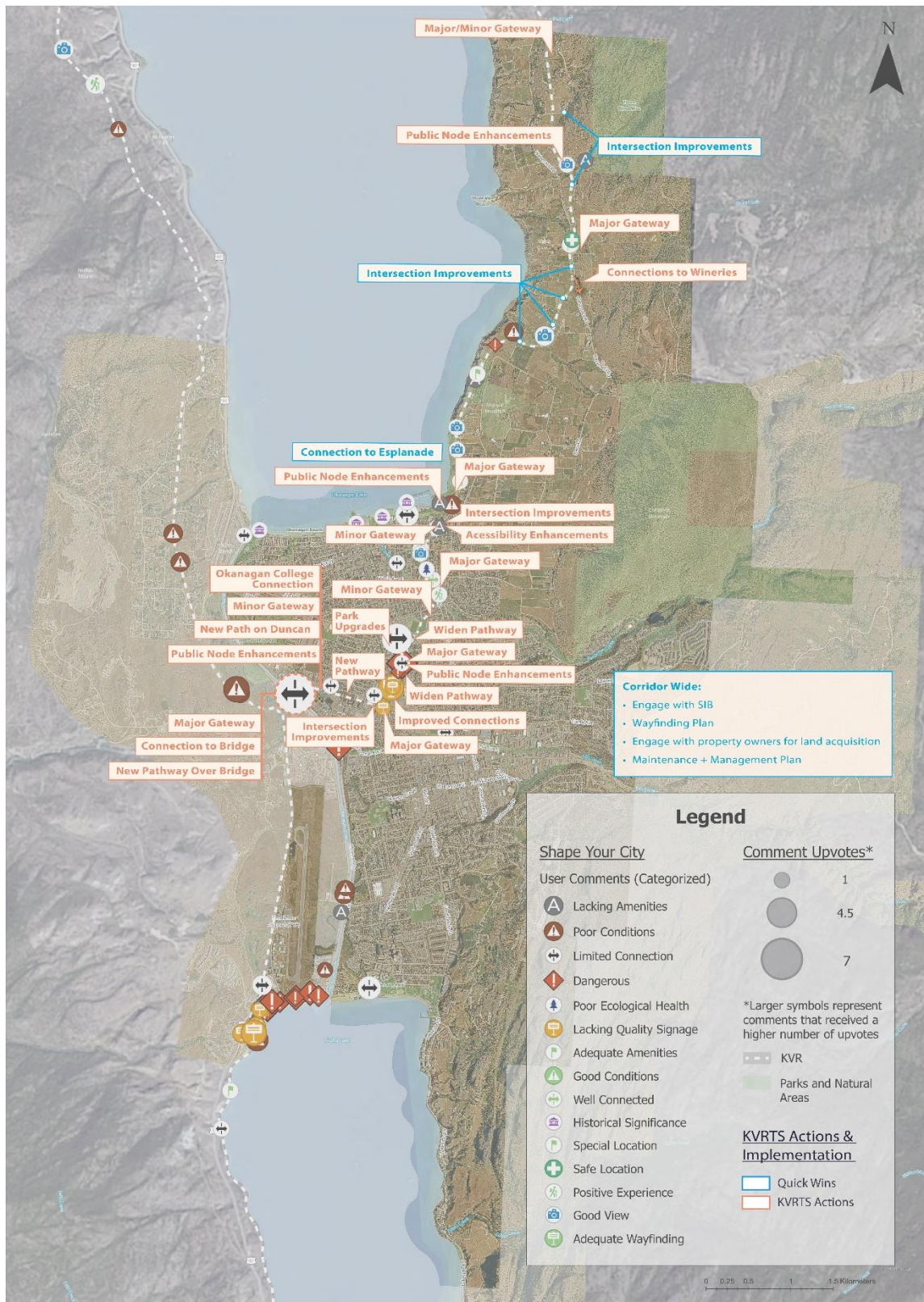


Figure 25: Implementation Plan Summary

6.3.3 Financial Summary and Budgeting Implications

The KVR Trail Strategy is supported by a multi-year project budget included in the City's Financial Plan. A total of \$125,000 was allocated for strategic planning and design in the 2024 budget year with a further \$125K planned for implementation in 2026. In addition, the 2026-2030 Financial Plan includes a further \$300k for implementation in 2027, bringing the total implementation budget to \$425k. The Financial Plan also includes a budget allocation in 2030 to support future implementation of the KVR Trail Strategy; however, the scope and priorities for that phase will be informed by the Strategy's implementation framework and any opportunities that emerge through the Quick Wins program and brought forward through future budget process.

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

Table 6: Budgeting, Funding, and Resource Framework

Action	Timeframe				Responsibility	Capital Cost	Trails/Parks /Roads Operational Cost (% of Capital Cost)
	Quick-win (0-2 years) & ongoing	Short-Term (3-5 years)	Medium-Term (6-10 years)	Long-term (Beyond 10 years)	Primary Secondary		
Corridor-wide Actions							
Action 1: Engage with SIB	✓	✓	✓	✓	Parks, SIB	\$	NA
Action 2: Engage with Okanagan College for connections from campus to the KVR Trail and groups with lived experience		✓			Parks, Lands, Legal, Okanagan College	\$	NA
Action 3: Engage with property owners for potential land acquisition and easements for trail ROW	✓				Lands, Parks, Planning, Legal	\$	NA
Action 4: Develop seasonal maintenance and adaptive management plan	✓				Parks	\$	N/A
Action 5: Partner with businesses and tourism organizations		✓			Parks, Sustainability, Recreation, Communications/Engagement	\$	NA
Action 6: Leverage inter-jurisdictional partnerships		✓			Parks, Sustainability, Recreation, Communications/Engagement	\$	NA
Action 7: Identify stewardship / volunteerism and programming opportunities		✓			Parks, Sustainability, Recreation, Communications/Engagement	\$	NA
Action 8: Develop and implement wayfinding plan throughout the corridor	✓				Parks, Engineering, PW, Social Development, Communications/Engagement	\$\$	5%

Action	Timeframe				Responsibility	Capital Cost	Trails/Parks /Roads Operational Cost (% of Capital Cost)
	Quick-win (0-2 years) & ongoing	Short-Term (3-5 years)	Medium-Term (6-10 years)	Long-term (Beyond 10 years)	Primary Secondary		
1 THE VINEYARDS							
Major Gateway at City of Penticton Boundary		✓			Parks, Engineering, PW, Social Development	\$\$	3%
Major Gateway at Poplar Grover			✓		Parks, Engineering, PW, Recreation, Sustainability, Social Development	\$	3%
Widen Pathway (where required to achieve 4 metre width)		✓			Parks, Engineering, PW	\$	0.5%
Rural Intersection Improvements	✓				Engineering, Parks, PW, Planning, Development Services	\$\$	3%
Connections to Wineries, Cideries, and Breweries		✓			Parks/Engineering, PW, Planning, Development Services, Lands, Legal, Social Development, Naramata Bench Wineries Association	\$	2%
Public Node Enhancements		✓			Parks, PW, Social Development, Planning, Recreation	\$	2%
Accessibility Enhancements		✓			Parks, Engineering, PW, Social Development	\$	2%

Action	Timeframe				Responsibility	Capital Cost	Trails/Parks /Roads Operational Cost (% of Capital Cost)
	Quick-win (0-2 years) & ongoing	Short-Term (3-5 years)	Medium-Term (6-10 years)	Long-term (Beyond 10 years)	Primary Secondary		
2 THE VISTA							
Major Gateway at Vancouver Ave		✓			Parks, Engineering, PW, Social Development, Planning, Recreation, Sustainability, Energy	\$\$	2%
Minor Gateways		✓			Parks, Engineering, PW	\$	2%
Widen Pathway (where required to achieve 4 metre width)		✓			Parks, Engineering, PW, Lands	\$	0.5%
Public Node Enhancements		✓	✓		Parks, PW, Social Development, Planning, Recreation	\$	2%
Future Connection to the Esplanade	✓				Parks, PW, Planning, Social Development, Recreation, Lands	N/A (already budgeted through separate project)	N/A
Accessibility Enhancements		✓			Parks, Engineering, PW, Social Development	\$	2%

Action	Timeframe				Responsibility	Capital Cost	Trails/Parks /Roads Operational Cost (% of Capital Cost)
	Quick-win (0-2 years) & ongoing	Short-Term (3-5 years)	Medium-Term (6-10 years)	Long-term (Beyond 10 years)	Primary Secondary		
3 THE CLIMB							
Major Gateway at Lakeshore Dr / Front St		✓			Parks, Engineering, PW, Social Development, Planning, Recreation, Sustainability, Energy	\$\$	2%
Alternate Connection on Lower Bench Road		✓			Engineering, Parks, PW, Planning, Development Services, Social Development, Lands	\$\$\$	3%
Intersection Improvements at Vancouver Avenue and Lower Bench Road		✓			Engineering, Parks, PW, Planning, Development Services, Social Development, Energy, Lands	\$\$	3%
Upgrade and widen existing pathway		✓			Parks, Engineering, PW, Lands	\$\$	0.5%
Public Realm Node and Crosswalk Improvements at Cambie Park		✓	✓		Engineering, Parks, PW, Social Development, Planning, Recreation, Sustainability	\$\$	2%
Potential Road Closures				✓	Engineering, Parks, PW, Planning, Development Services, Energy, Lands	\$\$	3%
Public Realm Nodes		✓	✓		Parks, Engineering, PW, Social Development, Planning, Recreation, Sustainability	\$\$	2%
Accessibility Enhancements		✓			Parks, Engineering, PW, Social Development	\$	2%

Action	Timeframe				Responsibility	Capital Cost	Trails/Parks /Roads Operational Cost (% of Capital Cost)
	Quick-win (0-2 years) & ongoing	Short-Term (3-5 years)	Medium-Term (6-10 years)	Long-term (Beyond 10 years)	Primary Secondary		
4 THE PLAYGROUND							
Major Gateway at Government Street / Penticton Creek				✓	Parks, Engineering, PW, Social Develop, Development Services, Sustainability, Lands	\$\$	2%
Major Gateway at Main Street / Preston Ave		✓			Parks, Engineering, PW, Social Develop, Development Services, Sustainability, Lands	\$\$	2%
Minor Gateways		✓			Parks, Engineering, PW	\$	2%
Upgrade and widen existing pathway (north of Main Street)		✓			Parks, Engineering, PW, Planning, Lands	\$\$	0.5%
Upgrade and widen existing pathway (south of Main Street)			✓		Parks, Engineering, PW, Planning, Lands	\$\$	0.5%
Improved connection between Preston Avenue and Edmonton Avenue		✓			Engineering, Parks, PW, Planning, Development Services, Energy, Lands	\$\$\$	2%
Preston Avenue Closure and Main Street Intersection Redesign			✓		Engineering, Parks, PW, Planning, Development Services, Social Development, Energy, Lands	\$\$\$	2%
Preston Avenue Park Upgrades (Pump Track, Trails)			✓		Parks, Engineering, PW, Social Development, Planning, Recreation, Sustainability, Lands	\$\$\$\$	2%
Public Node Improvements		✓	✓		Parks, Engineering, PW, Social Development, Planning, Recreation, Sustainability	\$	2%

Action	Timeframe				Responsibility	Capital Cost	Trails/Parks /Roads Operational Cost (% of Capital Cost)
	Quick-win (0-2 years) & ongoing	Short-Term (3-5 years)	Medium-Term (6-10 years)	Long-term (Beyond 10 years)	Primary Secondary		
5 THE STATION							
Major Gateway at KVR and Lake to Lake Junction in Laneway		✓			Parks, Engineering, PW, Social Develop, Development Services, Sustainability, Lands	\$\$	2%
Minor Gateways		✓			Parks, Engineering, PW	\$	2%
Widen Pathway South of Calgary Avenue				✓	Engineering, Parks, PW, Planning, Development Services, Lands, Legal	\$\$	0.5%
Intersection Improvements at Calgary Avenue			✓		Engineering, Parks, PW, Planning, Development Services, Lands	\$	2%
Intersection Improvements at Fairview Street				✓	Engineering, Parks, PW, Planning, Development Services, Social Development, Energy, Lands	\$\$	2%
Upgrades to Local Street Connection				✓	Engineering, Parks, PW, Planning, Development Services, Energy, Lands	\$	2%
New Pathway on Hastings Street				✓	Engineering, Parks, PW, Planning, Development Services, Lands	\$\$	2%
Public Node Improvements				✓	Parks, Engineering, PW, Social Development, Planning, Recreation, Sustainability	\$	2%

Action	Timeframe				Responsibility	Capital Cost	Trails/Parks /Roads Operational Cost (% of Capital Cost)
	Quick-win (0-2 years) & ongoing	Short-Term (3-5 years)	Medium-Term (6-10 years)	Long-term (Beyond 10 years)	Primary Secondary		
6 THE CHANNEL LINK							
Major Gateway at Duncan Ave & New Pathway Connection to Bridge		✓			Parks, Engineering, PW, Social Develop, Development Services, Sustainability, Lands	\$\$	2%
Minor Gateways		✓			Parks, Engineering, PW	\$	2%
New Pathway on Duncan Avenue				✓	Engineering, Parks, PW, Planning, Development Services, Lands	\$\$	2%
Connection to Okanagan College		✓	✓		Engineering, Parks, Okanagan College, PW, Planning, Development Services, Social Development, Sustainability, Lands	\$\$	2%
New Pathway Connection to Bridge				✓	Engineering, SIB, Okanagan College, Parks, PW, Planning, Development Services, Social Development, Sustainability, Energy, Legal, Lands	\$\$\$	1%
Connections Across Bridge				✓	Engineering, SIB, Okanagan College, Parks, PW, Planning, Development Services, Social Development, Sustainability, Energy, Legal, Lands	\$\$\$\$	1%
Public Node Improvements				✓	Engineering, SIB, Okanagan College, Parks, PW, Planning, Social Development, Recreation, Sustainability, Lands	\$	2%

6.3.4 Funding Strategies

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

- **Capital Planning:** The City should incorporate the recommendations from the strategy into its short-, medium-, and long-term budgeting plans to ensure that the projects are accounted for in the City's capital planning process. The City should also seek to integrate improvements with other capital projects, such as utility projects.
- **Development Cost Charges:** The City has a DCC bylaw that should be updated to include projects identified in the strategy. It should be emphasized that DCC eligible projects can include active transportation projects that benefit new growth in the community.
- **Federal Funding:** There are several programs that provide funding for environmental and local transportation infrastructure projects in municipalities across Canada. The Federal Government recently announced the Build Communities Strong Fund and also has other opportunities such as the Canada Active Transportation Fund and Public Transit Fund.
- **Provincial Programs and Initiatives:** The Provincial Government administers the Active Transportation Infrastructure Grant program, which promotes new, safe, and high-quality active transportation infrastructure through cost-sharing with local governments. The grant program provides funding for infrastructure which forms part of an active transportation network plan adopted by a BC local government. To ensure maximum success at obtaining grant funding, the City should have grant-ready concepts pre-developed for application.
- **Green Municipal Funds:** The Federation of Canadian Municipalities manages the Green Municipal Fund, with a total allocation of \$550 million. This fund is intended to support local government efforts to reduce pollution, reduce greenhouse gas emissions, and improve quality of life. The expectation is that knowledge and experience gained in best practices and innovative environmental projects will be applied to national infrastructure projects.
- **ICBC:** ICBC provides funding for road safety improvements, including pedestrian and bicycle infrastructure, particularly where these have the potential to reduce crashes, improve safety, and reduce claims costs to ICBC. Funding is available through ICBC's Road Improvement Program, and other ICBC programs include the Speed Watch Program (through the Community Policing Centres), Speed and Intersection Safety Program, Counter Attack, Operation Red Nose, and Road Sense Speaker Program for Schools.
- **Private Sector:** Many corporations wish to be good corporate neighbours—to be active in the community and to promote environmentally-beneficial causes. Bicycle and pedestrian routes and facilities in particular are well-suited to corporate sponsorship and have attracted significant sponsorship both at the local level and throughout North America. Examples in BC include Construction Aggregates in Sechelt, which constructed an overpass over a gravel conveyor to provide a link for pedestrians and cyclists, and 7-Eleven and Molson Breweries, which have sponsored multi-use pathways in Metro Vancouver.

6.4 Success Metrics

Monitoring is essential to track progress towards meeting the vision and objectives of the KVR Trail Strategy and tracking trail usage, patterns, and trends. Cycling and pedestrian volumes are the cornerstone of most monitoring programs, but understanding demographics and experiential impacts are also critical.

A successful trail monitoring program should be:

- **Meaningful:** Monitoring should yield meaningful results that point to progress towards the vision and objectives of the KVR Trail Strategy;
- **Measurable:** Monitoring should establish criteria that are measurable and for which data or information can be readily obtained; and
- **Manageable:** Monitoring should take into account resource limitations and identify measures where information is accessible or data is simple to collect.

The monitoring plan includes three sources of data, as described below. Recommended success metrics based on these three sources of data are summarized in [Table 7](#).

Permanent Count Data

The most important metric for the strategy is monitoring overall useage of the corridor. It is recommended that the City install permanent counters at several locations along the corridors, including:

- Channel Bridge;
- KVR Park;
- Preston Triangle;
- Jermyn Avenue;
- Penticton Creek Bridge;
- Viewpoint between Nanaimo Avenue and Westminster Avenue;
- Vancouver Place trailhead;
- McCullough Trestle;
- Poplar Grove Road;
- City Entrance;
- Front Street – Lakeshore – Penticton Creek Intersection; and
- L2L-KVR Alley.

The technology selected for permanent counters should be able to distinguish between pedestrians and cyclists. Data from permanent counters can be used to identify the number of people using the corridor at each count location per day. This data can also be used to identify patterns and trends by time of day, day of week, month, season, and/or year. This data can also be used to identify weather variations.

Manual Count Data

In addition to permanent counters, the City should conduct manual counts once per year along the corridor at the same locations noted above. It is recommended that manual counts are collected at high-activity times of year in the summer months.

- Perceived age group (e.g. child, adult, senior);
- Perceived gender;
- Perceived disability;
- Perceived race; and
- Type of device
- Collecting this information is valuable to provide additional observations beyond just count volumes to understand the demographic characteristics of trail users and the types of devices they are using, such as e-bikes, e-scooters, skateboards, rollerblades, bicycles with trailers, and people with disabilities. This can allow monitoring of equity-priority groups such as children, seniors, and people with disabilities as an indicator of how comfortable and accessible the trail is, as well as monitoring conflicts between users travelling at different speeds which can impact the comfort of the trail.

Intercept Survey Data

Intercept surveys can also be used to collect information about people that are walking, cycling, or other other types of micromobility devices on the KVR Trail. Intercept surveys can be used to gather additional demographic, travel pattern, behavioural, and/or experiential information that cannot be obtained through permanent or manual count data. Intercept surveys are typically conducted in the field at designated spots on a route or corridor. Typically, survey administrators wave down approaching people and conduct interviews on the spot. Intercept surveys can be used to collect information such as: Trip origin and destination;

- Travel time;
- Intermediate stops;
- Trip purpose;
- Time of day;
- Weather;
- Perceived safety;
- Route taken or planned;
- Device mix;
- Mode choice;
- User experience; and
- Demographics

While intercept surveys are useful in collecting information, it is important to balance the length of the survey with a reasonable amount of time that people are likely to stop to complete the survey. A longer survey can yield more detailed information, but is likely to have a lower participation and completion rates.

Table 7: Success Metrics

Impact	Primary Metric	Data Source (Suggested Frequency of Collection)
Trail Volumes	- Daily pedestrian and cycling volumes - Hourly pedestrian and cycling volumes - Monthly pedestrian and cycling volumes - Annual pedestrian and cycling volumes	- Permanent counts (continuous) - Manual counts (annually)
Demographics and Equity	- Age (perceived and self-reported) - Gender (perceived and self-reported) - Race (self-reported) - Income (self-reported)	- Manual counts (annually) - Intercept surveys (annually)
Trip Characteristics	- Origin and destination - Trip distance	Intercept surveys (annually)
Device mix	Different types of micromobility devices (e.g. e-bikes, e-scooters, micromobility devices, mobility devices)	- Permanent counters (continuous) - Intercept surveys (annually) - Manual counts (annually)
Active Mode Share Mix	Proportion of trips made by other active modes (e.g. pedestrians, joggers)	Intercept surveys (annually)
Public Life	How people are using the facility (e.g. traveling along, with somebody, walking with a pet)	- Intercept surveys (annually) - Temporary and manual counts (annually)

6.5 Trail Maintenance & Operations Review

The City has an existing Operations Procedure for pathway inspections, which outlines the procedure for inspection and maintenance for Parks walkways, including outlining a process for surface inspections (conducted annually), general condition inspection (conducted quarterly), and locations for inspections, including the KVR Trail between Duncan Avenue to the North City Entrance, including Little Joe Lookout.

The study included a review of best practices in trail maintenance and operations, asset Management, and lifecycle planning to help inform potential modifications to the City's practices for the KVR Trail. The review found that leading trail agencies maintain inventories of key trail assets, including bridges, retaining structures, culverts, signage, trailheads, and viewpoints. Asset replacement is typically planned based on condition assessments rather than reactive repairs alone. The City's current inspection procedures provide a strong foundation, but additional tracking of asset condition and anticipated renewal needs would support long-term capital planning.

Trail Surface & Erosion Management

Erosion is one of the most common causes of trail deterioration and can result from a combination of weather events, soil conditions, vegetation loss, trail use, and drainage issues. As a result, many trail

management agencies treat erosion as a recurring asset management issue rather than solely a maintenance concern.

Common practices include:

- Maintaining an inventory of known erosion-prone locations and recurring problem areas to support maintenance prioritization and capital planning.
- Conducting inspections following spring snowmelt and significant weather events to identify washouts, rutting, slope instability, trail edge erosion, and drainage failures.
- Regular inspection and cleaning of culverts, cross-drains, drainage ditches, and other drainage infrastructure to reduce trail deterioration caused by concentrated runoff.
- Prioritizing preventative maintenance and localized repairs, including surface grading, vegetation stabilization, drainage improvements, and armoring before more extensive rehabilitation is required.
- Incorporating larger erosion mitigation and stabilization projects into annual capital improvement programs where recurring issues cannot be addressed through routine maintenance alone.

Trail Safety

- Comparable municipalities generally rely on routine inspections, public reporting systems, clear wayfinding, and documented hazard response procedures rather than dedicated patrol programs.
- Consistent signage, sightline management, and timely response to identified hazards are key components of effective trail safety programs.

User Experience & Conflict Management

- Many communities use signage, trail etiquette messaging, and trail classification systems to help reduce conflicts between different user groups.
- Ongoing monitoring of trail conditions and user concerns helps identify locations where [management interventions may be required](#).

Operations & Service Levels

- Successful programs are typically proactive rather than reactive, with scheduled inspections, maintenance standards, and documented response times for identified issues.
- The recommended maintenance program outlined in [Table 8](#) reflects these practices and provides a framework for long-term stewardship of the KVR Trail.

[Table 8](#) outlines a suggested maintenance plan for the KVR Trail, incorporating the City's current practices as well as best practices from other communities and from the Recreation Sites and Trails BC (RSTBC) Trail Manual. It should be noted that in most cases, these activities are already occurring through the City's existing operational practices and programs, but are not formally captured within a single trail maintenance framework. The recommended approach is intended to bring them together under a clear, coordinated maintenance program for the KVR Trail.

Table 8: Suggested Trail Maintenance Plan

Item	Activities	Frequency of Activity	Recommendations
As-Needed			
Garbage pick-up	Regular garbage pick-up and clean-up of trailheads and staging areas	Monthly or as-needed based on requests/complaints	Included in City's Litter Program -- Opportunity to consolidate existing operational activities under a trail maintenance program.
Gravel, mud, glass, or debris	Pathway must be free from objects or debris on pathway	Monthly or as-needed based on requests/complaints	Included in City's Operations Procedure – Additional detail provided for suggested frequency
Seasonally			
Trail surface	Ensure the trail surface is free from windfallen debris and downed trees	Spring and fall, and following significant weather events	Included in City's Operations Procedure – No change recommended
Fallen trees or broken branches hanging in trees over pathway	Should be pruned and/or removed	Spring and fall, and following significant weather events	Included in City's Operations Procedure – Additional detail provided for suggested frequency
Wayfinding and signage	Repair or replace wayfinding and trail markers	Spring and fall or as needed.	Included in the City's Operational Procedure – Additional detail provided for suggested frequency
Erosion	Inspections to identify washouts, rutting, slope instability, trail edge erosion, and drainage failures.	Spring and fall, and following significant weather events	Included in the City's Operational Procedure Identify recurring erosion issues for future capital upgrades.
Annually			
Surface inspection	Manual surface inspection by walking all paved or hard	Annually	Included in City's Operations Procedure –

	surface pathways to identify and measure for differentials, gaps, holes, or defects requiring action (including three levels of differentials, gaps, or holes)		No change recommended.
Branch or weed clearance	Trim vegetation so that it does not encroach into the trail area. Horizontal clearance should be at least 1.5 metres from edge of pathway and vertical clearance should be 3 metres overhead from the trail surface (RSTBC Recreation Manual 2018)	Annually, in early spring	Included in City's Operations Procedure – Additional detail provided for suggested frequency
Invasive species	Clear invasive species	Annually, in late spring	Included in City's Parks Flail Mowing Program Update in accordance with recommendations from the Invasive Species Council of British Columbia, local invasive species management organizations, and the City's proposed Natural Areas Planting Plan.
Physical damage or degradation	Note any major damage or degradation requiring more involved repairs. Major repairs should occur in spring to ensure the trail is in good condition before higher summer volumes Less serious hazards shall be noted on checklists and marked with bright paint, a	Annually, in early spring	Included in City's Operations Procedure Formalize condition monitoring to support planning and prioritization of repairs.

	cone, flagging tape, or barricades		
Occasionally			
Structure repairs	Repair structures such as stairs, bridges, culverts, fencing, or view platforms	As required	Included in the City's operation program – Added detail provided for other additional asset types.
Graffiti on signs or furniture	Clear graffiti on signs or furniture; if damage is not repairable, then the item may have to be repaired or replaced	As required	Included in City's Operations Procedure – No change recommended

Collectively, these measures align with practices commonly used by leading trail management agencies and support a more proactive approach to trail safety, asset stewardship, user experience, and long-term lifecycle management.

7. Closing and Next Steps

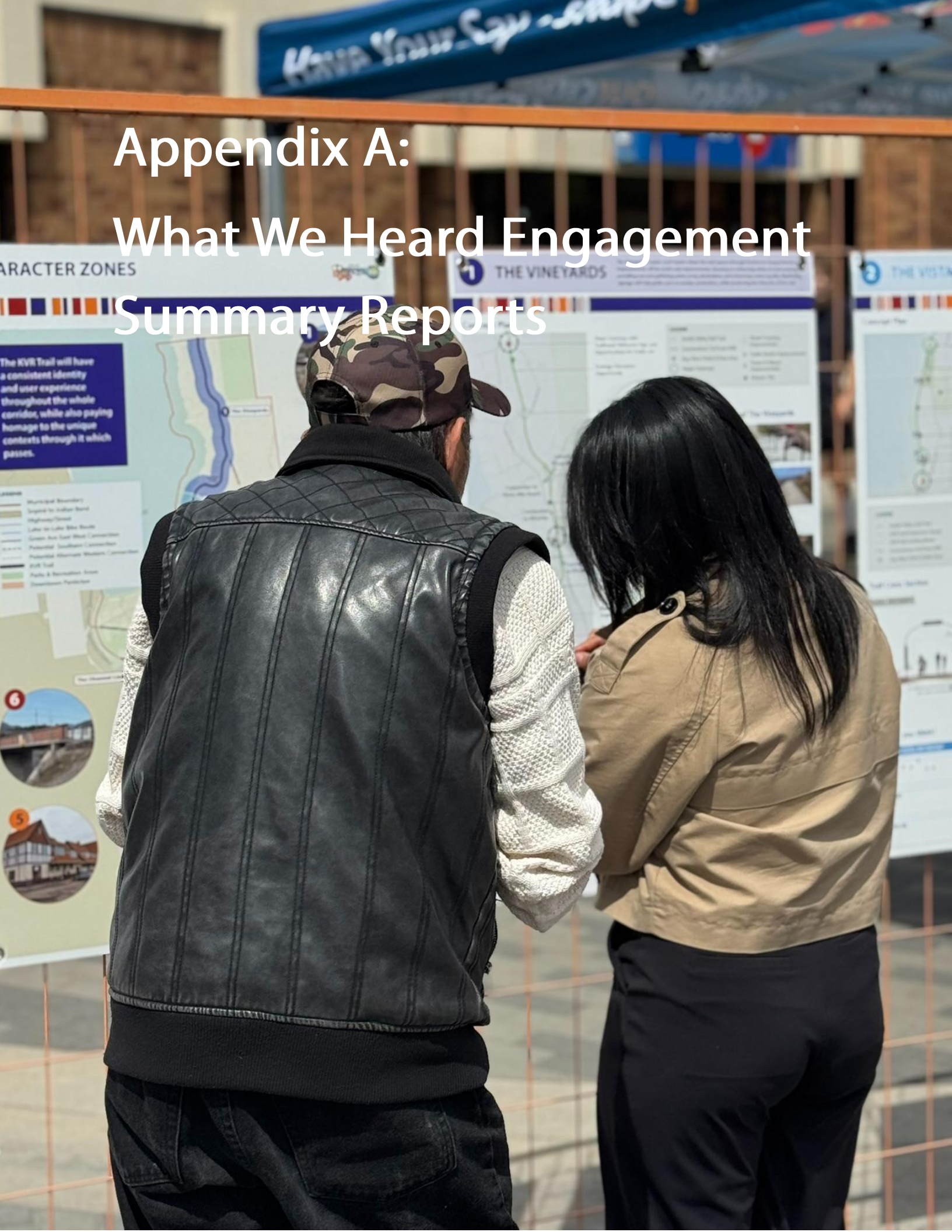


The Kettle Valley Rail (KVR) Trail is a highly valued community asset that plays a central role in recreation, active transportation, tourism, and quality of life in Penticton. The KVR Trail Strategy guides the long-term planning, design, and management of the trail with a vision, objectives, and long-term concept plan, along with an implementation plan that provides short-, medium-, and long-term priorities. The strategy identifies actions to support capital planning, trail improvements, and operational decision-making to ensure the trail continues to meet community needs and support the City's growth and vice versa.

The KVR Trail Strategy supports and advances key objectives identified in several City plans, including the Official Community Plan, Parks and Recreation Master Plan, Transportation Master Plan, and Accessibility Plan. Together, these plans emphasize the importance of creating a connected, accessible, and inclusive trail network that supports active transportation, recreation, and community well-being.

The strategy has been developed based on extensive technical work and engagement through a three-phase process, where we heard from thousands of residents. The City of Penticton would like to thank all community members for their participation in the process and valuable input developing the strategy.

Appendix A: What We Heard Engagement Summary Reports





What We Heard

Phase 1 Engagement Summary

Kettle Valley Rail Trail Strategy Project

February 6, 2026

[1.0 Project Background](#)

[2.0 Engagement Overview](#)

[3.0 What We Heard](#)

[4.0 Conclusions](#)

[Appendix A - Engagement Timeline](#)

[Appendix B - Feedback Form Full Results](#)

[Appendix C – Map-Based Engagement Results](#)

[Appendix D – Pop-Up Engagement Station Comments](#)

1.0 Project Background

The Kettle Valley Rail (KVR) Trail is one of Penticton's most valued community and regional assets. Originally developed as part of a historic railway corridor linking the Okanagan to British Columbia's interior, the trail has evolved into a key recreational, tourism, and active transportation route. Within city limits, the KVR Trail passes through neighbourhoods, agricultural landscapes, cultural areas, and waterfront settings, offering residents and visitors a unique way to experience Penticton's landscape.

In recent years, increasing use of the KVR Trail has underscored both its importance and the challenges associated with managing a growing and diverse range of users. Many residents use the trail daily or weekly, highlighting its role as important community infrastructure. At the same time, concerns have been raised related to surface conditions, wayfinding, accessibility, safety at crossings, and the balance between natural character and urban interfaces.

In response to these pressures, the City of Penticton initiated the KVR Trail Strategy to guide the long-term planning and management of the trail within municipal boundaries. Phase 1 of the project focused on analysis and engagement to better understand current conditions, user experiences, and community perspectives. To support this work, a set of five Planning Patterns was used to organize information and frame engagement findings:

- **Physical & Environmental Patterns** — addresses the trail's physical form and ecological context, including surfaces, shade and vegetation, erosion and drainage, and overall landscape integrity.
- **Mobility & Connectivity Patterns** — focuses on how people move along and access the trail, including crossings, trailhead access, wayfinding, multi-use management, and linkages to neighbourhoods, parks, and regional networks.
- **Social & Cultural Patterns** — explores how the trail reflects Penticton's identity, from Indigenous heritage and railway history to everyday family traditions, storytelling, community events, and public art.
- **Economic & Governance Patterns** — considers the trail as an economic driver and shared responsibility, highlighting tourism opportunities, business integration, event programming, funding models, and management partnerships.
- **Perceptual & Experiential Patterns** — examines the qualities that shape people's experience of the trail, such as scenic vistas, sense of safety and comfort, seasonal variation, and the balance between natural character and urban interface.

These Planning Patterns provide the framework through which Phase 1 engagement findings are presented in this report.

2.0 Engagement Overview

Phase 1 engagement, titled "Locals Know," was designed to gather input from residents, trail users, and community groups to better understand how the KVR Trail is used today and what opportunities and challenges exist. The purpose of this phase was to collect baseline information on user experiences, perceptions, and needs to help inform the future direction of the KVR Trail Strategy.

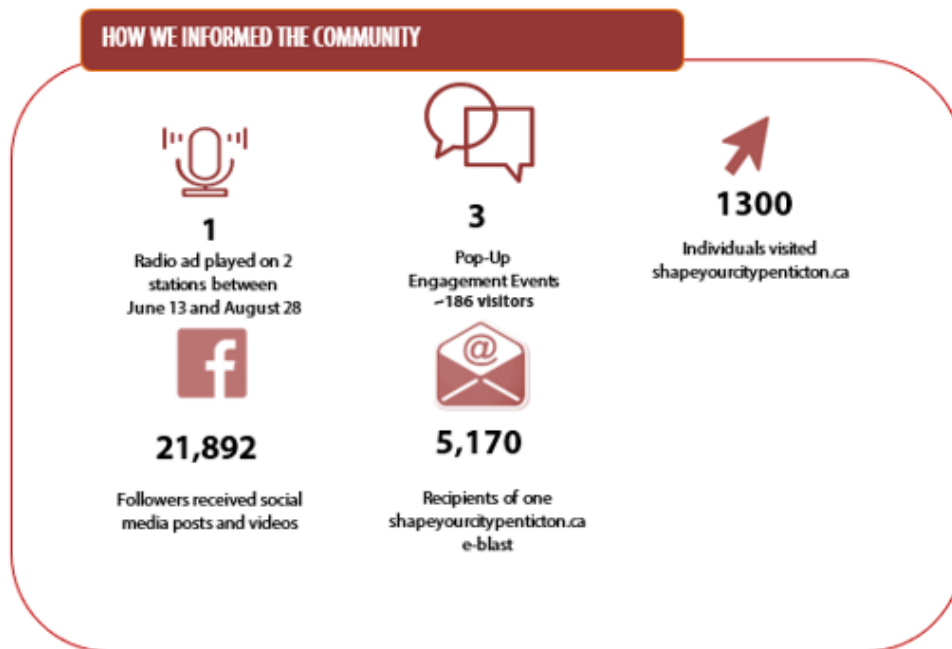
Engagement activities took place between June 16 and August 28, 2025, and included both online and in-person opportunities. Community input was gathered through an online feedback form and map-based tools on the Shape Your City website, as well as three pop-up engagement stations located along the trail on June 21st, 2025. Targeted conversations were also held with

advisory and partner groups, including the City Working Group, Accessibility Committee, Parks & Recreation Advisory Committee, the Regional District of Okanagan–Similkameen, and the Snpink'tn Indian Band.

During Phase 1 engagement, the City received 286 completed feedback forms, along with additional qualitative input from in-person conversations and meetings. The findings from this engagement are summarized in this report and provide a foundation for subsequent phases of the KVR Trail Strategy.

2.1 Participation by the Numbers

The engagement program was conducted between June 16 and August 28, 2025. The following diagram summarizes participation. A detailed timeline of engagement activities is provided in Appendix A.



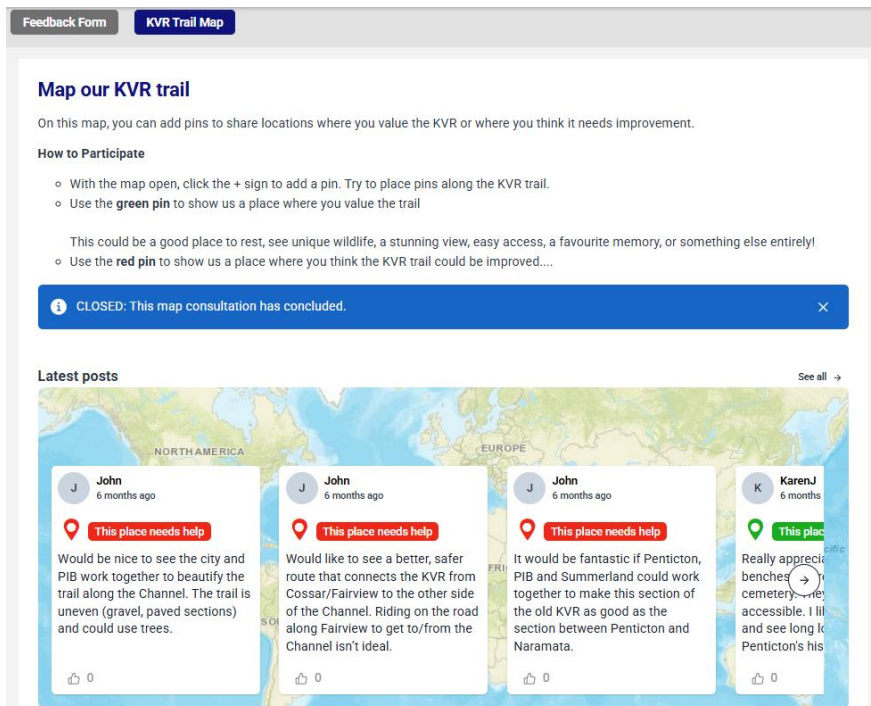
- 286 feedback forms collected (online/in person)
- 186 one-on-one conversations with trail users
- 103 pins placed on the Shape Your City digital map
- 92 sticky-note comments recorded on engagement boards
- 3 pop-up engagement stations (Penticton Farmers' Market, Vancouver Place trailhead, and the Penticton Pump Track)
- Presentations to Council Advisory Committees and project partners

2.2 Participation Methods

Online

A Shape Your City project page that was open from June 21 to July 20, 2025, provided background on the KVR Trail Strategy, including the purpose, process, and engagement boards.

- Page visitors were encouraged to complete a survey about their trail use, insights, and ideas for improvement.
- A map-based feedback tool allowed participants to add location-specific comments on issues and opportunities along the trail.



In-Person

Pop-Up Engagement Stations were set up at key points along the KVR Trail on June 23, 2025, from 9am to 1pm:

- Farmers Market (Downtown Penticton)
- Vancouver Place Trailhead
- Penticton Pump Track

Trail users could speak directly with the project team, review boards showing maps and survey questions, and provide input via sticky notes.

Advisory Group and Project Partner Engagement

Targeted meetings were held with City advisory and working groups to review the KVR Trail Strategy project scope and gather early input:

- City Working Group (CWG)
- Accessibility Committee (AC)
- Parks & Recreation Advisory Committee (PRAC)

Project partner meetings were held to discuss regional coordination, governance, and long-term considerations for the KVR Trail Strategy:

- Regional District of Okanagan–Similkameen (RDOS)

- Snpink'tn Indian Band (SIB)

3.0 What We Heard

The following themes summarize the feedback collected through Phase 1 engagement. Results are presented through the lens of the five Planning Patterns, which provide a comprehensive framework for analyzing the trail's current state and community perspectives.

Physical & Environmental Patterns

- **Scenic Vistas as Core Identity:** Respondents consistently highlighted the Okanagan Lake, vineyards, orchards, and valley views as the most cherished features. Protecting these sightlines through vegetation management and thoughtful placement of amenities is critical.
- **Natural Shade & Vegetation:** Strong desire for more tree cover, particularly along exposed areas such as the Channel Parkway. Users noted that barren stretches are less appealing and uncomfortable in the summer heat.
- **Environmental Stewardship:** Concerns were raised about invasive species (Tree of Heaven, Russian Olive) and fire hazards. Feedback included calls for ecological restoration, habitat protection, and interpretive signage about ecosystems.
- **Seasonal Appreciation:** Spring and fall were identified as the best times to use the trail due to wildflowers, foliage, and cooler temperatures, reinforcing the ecological value of shoulder seasons.
- **Surfaces & Maintenance:** Uneven gravel, washouts, cracked pavement, and overgrown weeds were repeatedly noted as barriers, especially for accessibility. Respondents favoured well-packed gravel over paving to balance access and speed control.

Mobility & Connectivity Patterns

- **Connectivity Gaps:** Persistent calls for safe and seamless linkages - particularly from Channel Parkway to Skaha Lake, across Hwy 97, and through downtown Penticton. Bridge revitalization at the old rail bridge site was heavily mentioned as a priority.
- **Trailhead & Access Infrastructure:** Parking at Vancouver Place and other key trailheads was described as inadequate, causing congestion. Suggested improvements included overflow lots, managed drop-off areas, and clearer signage.
- **Wayfinding & Orientation:** Lack of consistent signage through urban sections created confusion. Suggestions included distance markers, maps, connections to parks/schools, and "Welcome to Penticton" orientation points.
- **Multi-Use Conflicts:** There is ongoing tension between cyclists, e-bike riders, dog walkers, and pedestrians. Requests included etiquette campaigns ("Bell or Yell"), speed signage, and gates at key locations.

Social, Cultural & Heritage Patterns

- **Trail as a Cultural Symbol:** Many see the trail as central to Penticton's identity, tied to family traditions, everyday routines, and even personal milestones (e.g., engagements, family portraits).

- **Community Narratives & Heritage:** Requests for interpretive signage sharing Indigenous heritage, railway history, and stories of place were frequent. This reflects interest in making the trail both an educational and recreational space.
- **Community Events & Programs:** Suggestions included organized group walks, cultural programming, interpretive hikes, and festivals, which would enhance the trail as a connector of people and culture.
- **Safety & Social Issues:** Concerns about unhoused populations and isolated urban trail segments were raised. Some participants emphasized a need for social support alongside trail design improvements to foster inclusivity and comfort.

Economic & Governance Patterns

- **Tourism & Local Business Integration:** Respondents see potential for better connections between the trail and wineries, cafés, and commercial areas. Many visitors want clear wayfinding to places to eat/drink and more options to “disperse” heavy summer trail use.
- **Economic Value of Scenic Sections:** Segments like Summerland to Penticton and the tunnel areas were identified as high-return investments for tourism revenue if improved and maintained.
- **Rental & Commercial Interfaces:** Concerns arose about e-bike rentals not educating riders on etiquette, creating safety risks. There is potential for collaboration with rental operators on signage, etiquette campaigns, or branded amenities (e.g., refillable water bottles).
- **Parking as an Economic Pressure Point:** Overcrowding at popular trailheads limits visitor access and potentially impacts local businesses. Expanded, managed parking is viewed as both an economic and infrastructure need.
- **Governance & Partnerships:** Feedback pointed to the need for coordinated management, funding strategies, and partnerships with businesses and organizations to support trail upkeep and programming.

Perceptual & Experiential Patterns

- **Amenity Gaps:** High demand for more water stations, washrooms, benches, wayfinding, shaded seating, and waste/recycling facilities. These were by far the most common improvement requests.
- **Perceptions of Safety:** Users noted speeding e-bikes, blind corners, and narrow urban sections as key safety risks. Comfort and confidence were tied to trail width, visibility, and user etiquette.
- **Outdoor Recreation Diversity:** Users requested separation of pedestrian and cycling traffic in high-volume areas, as well as dedicated spaces for e-bike use, dog-friendly zones, and fitness/play infrastructure.
- **All-Ages/All-Seasons Use:** Families emphasized the trail as a multi-generational asset. Seniors (the largest user group) want accessible surfaces and rest points, while some parents emphasized shade and safety for children. Year-round use was noted, but lighting for evening recreation remains limited.
- **Experience of Place:** Respondents highlighted how the trail’s views, seasonal qualities, and sense of natural immersion contribute to its unique character. Balancing these experiential values with new amenities was a recurring theme.

3.1 Feedback Form Results

One of the primary ways the City gathered formal feedback was by using online and print feedback forms. A total of 286 feedback forms were received during the engagement period.

Please refer to Appendix B for the complete findings from the feedback form.

Question 1: What's your favourite view from the KVR Trail? (Single Line Question)

Key Takeaways

- The Okanagan Lake-facing vistas dominate as the most valued views, particularly from the north urban trail section near Vancouver Place.
- Views tied to agriculture, lake, and city combination points reinforce the unique character of Penticton's KVR segment.
- These responses emphasize the importance of maintaining clear sightlines and strategic vegetation management to preserve key visual corridors.
- Question 19. How often do you use the KVR Trail?

Question 2: Where do you stop to rest? (Single Line Question)

Key Takeaways

- Within the Penticton boundary, benches and shaded spots are the primary rest locations.
- Respondents expressed a lack of formal amenities in the Channel corridor and near Skaha Lake connections.
- Scenic viewpoints at the north end (within city limits) remain heavily used, reinforcing their role as key rest nodes.

Question 3: Do you have a story or memory tied to the trail? (Essay Question)

Key Takeaways

- The Penticton section of the KVR is more than a pathway—it's a daily lifestyle corridor, cultural symbol, and family tradition space.
- Strong emotional connection to accessible urban portions of the trail reinforces the importance of preserving character, safety, and ease of use in these areas.
- The trail plays a role in first impressions for newcomers and tourists, which can influence city branding and tourism narratives.

Question 4: Where do you feel safest — or most at risk — on the trail? (Single Line Question)

Key Takeaways

- Safety Perceptions Are Strongly Linked to Trail Design: Wide, open sections with clear sightlines are associated with safety, while disconnected urban pieces and blind corners create discomfort.
- Urban Connectivity is a Priority: The downtown section and road crossings (e.g., Hwy 97, Skaha access) are repeatedly identified as weak points.
- User Conflicts Are Rising: Increased e-bike traffic without clear etiquette or speed control adds tension and perceived risk, especially near Vancouver Place and other busy areas.
- Addressing these issues through signage, patrols, better surfacing, and safer crossings could significantly improve user confidence.

Question 5: Have you or someone in your household experienced barriers using the KVR Trail due to mobility or accessibility challenges? (Radio Button Question)

Key Takeaways

- If survey responses reflect the broader community, we can extrapolate and assume that approximately 1 in 7 Penticton residents may experience mobility or accessibility challenges, which act as barriers to their use of the KVR Trail.

Question 6: Please describe the issue, location and any suggestions for improvement. (Single Line Question)

Key Takeaways

- Barriers described by respondents were primarily related to trail surface conditions rather than structural or amenity gaps.
Locations most often referenced:
 - Vancouver Place to Poplar Grove
 - Channel Parkway section
- Suggestions focused on surface stabilization and maintenance, not full paving, to balance accessibility and user safety.

Question 7: What's your favourite time of year to use the trail — and why? (Single Line Question)

Key Takeaways

- Spring and Fall dominate as preferred seasons, largely because of pleasant weather and lower trail congestion.
- Summer is popular but polarizing — valued for its scenery and cycling conditions, but often criticized for heat and heavy tourist presence.
- A segment of users embraces year-round use, reflecting the trail's role as a consistent recreational and commuting route.

Question 8: Is there a part of the KVR Trail you feel could be improved, or something you feel is missing from the overall trail experience? (Single Line Question)

Key Takeaways:

High-priority needs:

- More water stations, washrooms, and benches within urban and connector sections.
 - Connectivity gaps remain a major issue, especially for safe movement between Channel Parkway and Skaha Lake.
- Surface upgrades on the Channel Parkway and vegetation improvements for shade are recurring suggestions.
- Persistent themes around e-bike speed and dog management suggest a need for clear signage and enforcement.

Question 9: Provide any additional input here: (Essay Question)

Key Takeaways

- Users see the KVR as an experience as well as a pathway, suggesting enhancements like interpretive signage and educational features to deepen cultural and natural connections.
- Lighting in select urban zones could make the trail safer and extend its usability during darker months without compromising its natural feel.
- Parking near major trailheads (e.g., Vancouver Place) is an emerging pressure point that may require management or expansion planning.

- While core infrastructure needs (water, seating, signage, connectivity) remain important, Q9 feedback reveals interest in quality-of-experience upgrades and community programming, which could broaden the trail's role as a social and cultural space.

Question 10: What is your postal code? (Single Line Question)

Key Takeaways

- Most survey respondents are local to the City of Penticton
- 42% submitted postal codes connected to Downtown/North Penticton
- 32% submitted postal codes connected to Uplands, Wiltse and South Penticton
- 24% submitted postal codes connected to Central Neighbourhoods
- 2% did not contain the full postal code in their response

Question 11: What is your age group? (Radio Button Question)

Key Takeaways

- Respondents 65+ represent the largest group (34.6%), indicating interest from older adults.
- Adults 45–64 make up 24.4% of respondents combined, reinforcing that mid-life users are also quite interested in the potential of KVR Trail's future.
- Youth engagement (under 35) is very low (~ 3%), suggesting an opportunity to design outreach that appeals to younger users.
- A significant proportion (30.7%) chose not to disclose their age, which limits full demographic clarity.

Question 12: What is your connection to Penticton? (Select all that apply) (Checkbox Question)

Key Takeaways

- Local residents dominate responses (96%), meaning feedback reflects strong experiential insight from those who live near.
- Work-related respondents (31%) and regular visitors (11%).
- Low representation from students and business owners (each 3%) indicates potential gaps in engagement from these demographics.

Question 13: What is your primary mode of transportation? (Radio Button Question)

Key Takeaways

- Private vehicles were most popular (67.5%), suggesting that respondents rely on cars for daily mobility.
- Active modes (walking and cycling) account for ~31% combined, reflecting a strong interest in active living among respondents.
- Transit use and mobility device representation are minimal (each <1%).

Question 14: Do you identify as any of the following? (Checkbox Question)

Key Takeaways

- Representation from equity-deserving groups is present but limited, given the small sample size and high skip rate (over 69%).

Question 15: Do other members of your family use the KVR Trail? (Radio Button Question)

Key Takeaways

- The majority of respondents (92%) indicated that other family members also use the KVR Trail, suggesting its strong role as a multi-generational recreational asset.

- Only 8% reported no family use.

Question 16: What are the age ranges of your family members that use the KVR Trail? (Checkbox Question)

Key Takeaways

- Adults (18–64 years) make up the largest group (87 responses), confirming that the trail is most frequently used by adults.
- Older adults (65+) are well represented (39 responses).
- Children and youth combined (Under 18) account for 46 selections, indicating that while families with children do use the trail.
- These findings highlight the importance of multi-generational design features, such as safe areas for children, rest spots for older adults, and accessibility for strollers and mobility devices.

Question 17: How often do other members of your family use the KVR Trail? (Radio Button Question)

Key Takeaways

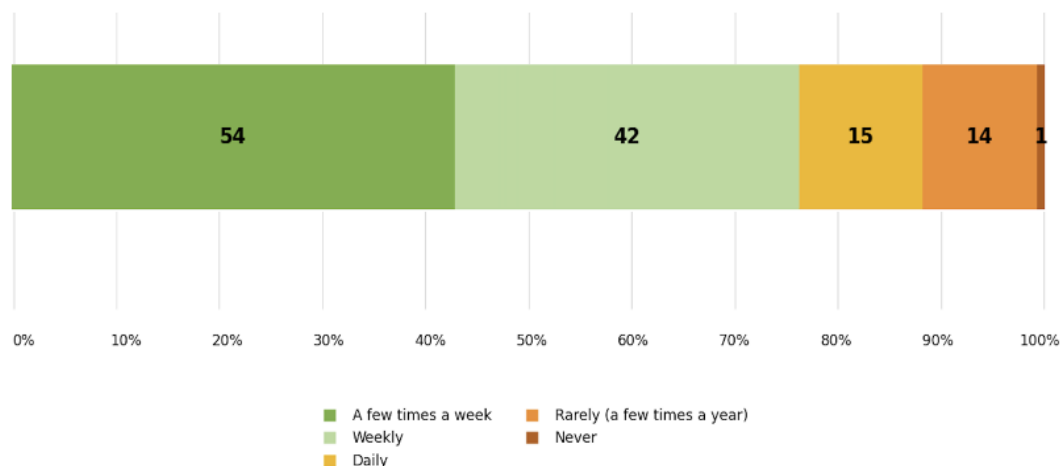
- The majority of family members reported regular trail use: more than half (54.4%) of responses indicate frequent to very frequent use.
- Only 1.6% indicated their family never uses the trail, and 4.8% marked the question as not applicable, reinforcing the relevance of the KVR Trail as a shared family resource.
- These findings highlight broad family-level engagement, which reinforces the trail's role in supporting household recreation and active living.

Question 18: What time of day do you usually use the trail? (Checkbox Question)

Key Takeaways

- Morning dominates as the preferred time for trail use, with over 80% of respondents choosing it. This aligns with cooler temperatures.
- Afternoon use is moderate (41.5%), suggesting some flexibility for mid-day activity.
- Evening use is the least common (32.5%).

Question 19: How often do you use the KVR Trail? (Radio Button Question)



Key Takeaways

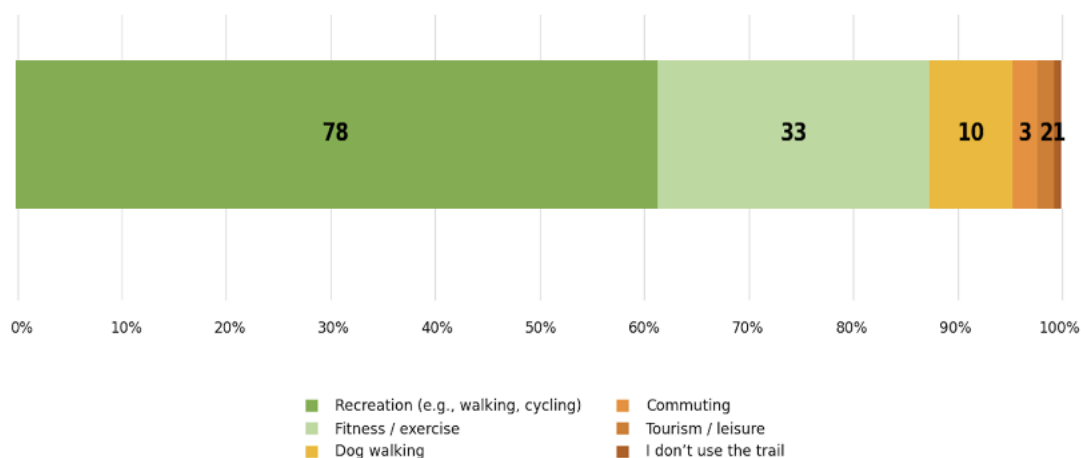
- Frequent use dominates: Over half of respondents (54.8%) use the trail daily or several times a week, highlighting its role as a regular activity hub.
- Weekly users represent a strong secondary group (33.3%), indicating consistent engagement beyond daily routines.
- Occasional users (11.1%) and non-users (0.8%) are minimal, suggesting most respondents have an established relationship with the trail.
- These patterns reinforce the KVR Trail's importance for everyday recreation and transportation.

Question 20: On a scale of 1 to 5, how safe do you feel using the trail? (Radio Button Question)

Key Takeaways

- The majority of respondents (82.5%) feel somewhat safe or very safe, indicating strong overall confidence in trail safety.
- A smaller group (11.1%) expressed safety concerns (ratings 1 or 2).
- The data suggests that while the trail is generally perceived as safe, targeted improvements addressing identified risks could further strengthen confidence.

Question 21: What is your primary reason for using the trail? (Radio Button Question)



Key Takeaways

- Recreation dominates as the primary reason (61.4%), reinforcing the KVR Trail's role as a key leisure and lifestyle amenity.
- Fitness/exercise is also significant (26.0%), indicating the trail's value for health and wellness beyond casual recreation.
- Dog walking accounts for 7.9%, showing the trail's role in pet-friendly activity and neighbourhood engagement.
- Commuting and tourism remain minimal (<5%), which may suggest that while the trail supports local movement and visitors, its main function is recreational rather than utilitarian.
- These insights highlight that in future design and planning, it could be beneficial to continue to prioritize comfort, safety, and amenities for recreation and exercise while considering strategies to improve commuting connectivity and visitor experience.

Question 22: How would you rate your ability to safely access the KVR Trail from where you live or work? (Radio Button Question)

Key Takeaways

- Most respondents (85.7%) find access easy (either very or somewhat), suggesting that trailheads and connections generally serve the community well.
- A small group (6.3%) reported some difficulty accessing the trail.
- No respondents indicated that access was “very difficult,” reinforcing that barriers, where present, are limited but still worth addressing.

Question 23: Do you feel the KVR Trail is well connected to other walking/cycling routes or transit? (Radio Button Question)

Key Takeaways

- **Partial Connectivity Perceived:** The largest share (41.1%) feels the trail is only somewhat connected, suggesting gaps in linkages to other walking and cycling routes or transit.
- **Positive Connection but Room for Improvement:** While nearly 30% view connectivity as sufficient, the combined 70% (somewhat/no/not sure) indicates room for enhanced integration with Penticton’s active transportation network.
- **Planning Implication:** Improving wayfinding, ensuring seamless connections between KVR, local streets, and transit nodes, and prioritizing safe interfaces (e.g., Channel Parkway to Skaha link, downtown access) could significantly improve user experience.

Question 24: Which amenities would you most like to see improved or added along the trail? (Select all that apply) (Checkbox Question)

Key Takeaways

- Top priorities include washrooms (64), benches/tables/rest areas (57), trees for shade (52), and water fountains (51), indicating a strong focus on basic comfort and hydration needs.
- Garbage/recycling/dog waste stations (47) and signage/wayfinding (39) remain important for cleanliness and navigation.
- Amenities such as bike racks/repair stations (29) and public art/historical signage (24) suggest interest in features that support cycling convenience and cultural interpretation.
- Lower-frequency selections like parklets/gathering areas (23), emergency call stations (16), lighting (13), and recreation infrastructure (11) indicate that while valued, these are secondary to essential amenities.

Question 25: How would you rate the overall maintenance of the trail? (Radio Button Question)

Key Takeaways:

- A strong majority of respondents (76%) rated the trail maintenance as Excellent or Good, suggesting that the current maintenance practices are generally meeting expectations.
- About one-fifth of respondents (19.2%) rated it as Fair, which signals that there are noticeable gaps or inconsistencies in upkeep.
- A small portion (4.8%) rated maintenance as Poor or Very Poor, indicating specific problem areas or unmet needs that require attention.

3.2 Map-Based Feedback Tool

A map-based feedback tool allowed participants to add location-specific comments on issues and opportunities along the trail. The following themes emerged. Map-Based Engagement findings can be found in Appendix C.

Trail Connectivity, Gaps, and Network Integration (~32 responses)

The most frequently raised theme related to gaps and unclear connections along the KVR Trail network. Participants highlighted challenges where the trail intersects with roads, highways,

waterways, and other trail systems. Specific gaps were identified between the KVR, Channel Parkway, Esplanade, Marina Way, Fairview, Summerland, Skaha Lake, and other local pathways. Many comments emphasized the need for continuous, intuitive connections that allow cyclists and pedestrians to move safely and comfortably without being directed onto busy roads or sidewalks.

Trail Surface Condition and Maintenance (~26 responses)

Many comments focused on poor trail surface conditions, including washouts, potholes, washboarding, erosion, loose gravel, and damage attributed to unauthorized motorized use. Sections between Chute Lake, West Bench, Summerland, Wright's Beach, and the Channel were frequently cited as deteriorating or difficult to navigate. Participants emphasized that surface quality directly affects accessibility, safety, and enjoyment.

Safety at Crossings and Along Highways (~24 responses)

Safety concerns were commonly raised at highway crossings, major intersections, and narrow roadside segments. Participants highlighted discomfort cycling alongside Highway 97, unsafe crossings at Main Street, Fairview Road, and Green Mountain Road, and areas where trail users must briefly merge with vehicle traffic. Families and less confident riders noted these locations as significant barriers to use.

Scenic, Cultural, and Heritage Features (~22 responses)

Participants consistently identified scenic viewpoints, trestles, tunnels, waterfront sections, and historic rail-related sites as defining strengths of the KVR Trail. Several comments highlighted opportunities to better interpret Indigenous history, railway heritage, and lake-based transportation history, particularly around the Channel, Marina Way, downtown Penticton, and historic bridge locations.

Wayfinding, Signage, and Trail Legibility (~21 responses)

Participants repeatedly noted confusion about where the trail goes, how to navigate through urban areas, and how to transition between trail segments. Missing or unclear signage was identified near Calgary Avenue, Barfoot Restaurant, Wright's Beach, downtown Penticton, and multiple Channel Parkway connections. Users expressed concern that visitors and first-time riders may feel lost or trespassing.

Amenities, Rest Stops, and Trail Support Facilities (~19 responses)

Comments frequently highlighted the value of benches, viewpoints, picnic areas, water refill stations, washrooms, parking, and garbage receptacles. While many participants expressed appreciation for existing amenities, others noted gaps along longer stretches of the trail. Parking availability at trailheads and clearer permission to park near private destinations (e.g., lodges) were recurring issues.

Governance, Stewardship, and Use Conflicts (~14 responses)

A smaller but important set of comments addressed trail governance issues, including coordination with the Penticton Indian Band and neighbouring municipalities, concerns about motorized use, e-bike speeds, and trail etiquette. Participants emphasized that long-term success will require clear rules, cooperative management, and shared stewardship across jurisdictions.

3.3 Pop-Up Engagement Stations

Comments collected at pop-up engagement stations reinforced priorities identified through other Phase 2 engagement activities, with a strong emphasis on safety, connectivity, wayfinding, and

basic amenities. Verbatim comments received at the Pop-Up Engagement Stations are provided in Appendix D.

Safety, Trail Etiquette, and Speed Management (~30 comments)

Safety was the most frequently raised concern across all pop-up stations. Participants repeatedly highlighted conflicts between user types, particularly related to e-bike speeds, trail etiquette, and unclear expectations for yielding and sharing the path. Many comments called for clearer rules, education, and physical measures to slow cyclists at key locations.

Common suggestions included improved signage, speed limits, slow gates, better lighting, emergency call stations, and clearer guidance on non-motorized trail use.

Connectivity, Gaps, and Crossings (~22 comments)

Participants consistently identified missing links, confusing transitions, and unsafe crossings along the KVR Trail and connecting routes. Comments emphasized the need for continuous, intuitive connections between neighbourhoods, destinations, and regional trails without requiring users to navigate busy roads.

Frequently mentioned locations included Vancouver Place, Channel Parkway, Skaha Lake Road, Naramata Road, Fairview, the airport area, and connections to the Esplanade, Penticton Creek Trail, schools, and parks.

Wayfinding, Signage, and User Information (~20 comments)

Wayfinding emerged as a major theme, with participants noting that signage is often inconsistent, unclear, or missing entirely. Many comments focused on the need for better maps, directional signage, distance and time markers, and points-of-interest information to help both residents and visitors navigate the trail network.

Participants also emphasized the importance of signage related to trail etiquette, permitted uses, safety hazards, and natural features, as well as improved orientation at trailheads and key access points.

Amenities, Comfort, and Trail Experience (~18 comments)

Participants expressed a strong interest in amenities that support comfort, rest, and everyday use of the trail. Frequently mentioned needs included washrooms, water fountains and refill stations, shade, seating, garbage and dog waste bins, bike repair stations, and secure bike parking. There was also interest in small-scale trail-supportive amenities such as food and beverage options, shaded gathering areas, historical interpretation, and nature-based enhancements that improve the overall experience while maintaining the trail's character.

3.4 Advisory Group Engagement

Accessibility Committee (AC): An online presentation was held on July 9, 2025, to provide a project overview that included the purpose, process, and phases of the project. The accessibility plan/framework was also presented for review at this time. Participants were encouraged to provide feedback about their personal experiences of barriers and opportunities for greater inclusion.

Parks & Recreation Advisory Committee (PRAC): A hybrid (in-person/online) presentation was held on July 23, 2025, to provide a project overview that included the purpose, process, and phases of the project. How the KVR Trail Strategy was intersecting with PRAC goals and future

visioning was also discussed. Participants were provided with a series of questions for consideration and encouraged to provide any related feedback they had.

AC and PRAC feedback highlighted the importance of a clearly scoped and collaborative trail strategy that defines jurisdictional roles, strengthens partnerships (e.g., RDOS and SIB), and addresses key environmental issues such as invasive species, habitat protection, and waste management. Both groups emphasized improving connectivity, safety, and wayfinding including digital tools by grounding the network in how people actually move through the community. Accessibility and equity were central themes, with a focus on lived experience, inclusive design, alternative trail surfaces, and targeted improvements at known barriers. Integrating Indigenous stories and signage was identified as essential to place-making, alongside support for phased implementation and transparent project prioritization to manage expectations and balance multi-modal trail use.

3.5 Project Partners

Regional District of Okanagan–Similkameen (RDOS): A project partner meeting with the Regional District of Okanagan–Similkameen (RDOS) was held on July 28, 2025, to discuss regional coordination and cross-jurisdictional considerations related to the KVR Trail Strategy. The discussion focused on how the City of Penticton’s work aligns with regional trail planning and the long-term continuity of the KVR corridor beyond municipal boundaries.

RDOS staff provided context on the regional significance of the KVR Trail as part of a broader rail trail network supporting inter-community travel and cycling tourism. Key topics included land ownership and governance across provincial lands, Penticton Indian Band lands, and private property; known physical and environmental constraints affecting regional trail segments; and the importance of early coordination with provincial and federal agencies, given approval and technical requirements.

Snpink’tn Indian Band (SIB): A project partner meeting with the Snpink’tn Indian Band (SIB) was held on August 28, 2025, to discuss the KVR Trail Strategy, with a focus on governance, cultural values, and long-term considerations related to lands, trails, and community aspirations. The discussion emphasized the importance of recognizing SIB not as a stakeholder, but as a government partner in the project, and of embedding shared decision-making early in the planning process.

SIB representatives highlighted opportunities to incorporate cultural design, storytelling, and interpretation along the KVR Trail, including culturally informed benches, kiosks, and signage. Clear distinctions between trail segments managed by SIB, the City of Penticton, and other organizations were identified as important for mapping, wayfinding, and placemaking. Discussion also noted sensitivities related to specific trail connections and infrastructure, including cultural, ecological, and land complexity considerations that require further assessment and community consultation before decisions are made.

4.0 Conclusions

Across all engagement channels, participants emphasized the KVR Trail’s role as both a local amenity and a regional destination. Scenic vistas, natural character, and cultural storytelling are deeply valued, while gaps in amenities, accessibility, and safety were the most frequently cited concerns. Although there is broad consensus on the need for more shade, rest areas, signage, and connectivity, perspectives diverged on topics such as e-bike management, lighting in natural

areas, and the balance between tourism activation and ecological protection. These insights will inform the next phase of the KVR Trail Strategy.

Appendix A - Engagement Timeline

The following list summarizes the main methods that were used to raise awareness about the KVR Trail Strategy and the opportunities for residents to provide feedback through the community engagement period that took place between June 16 and August 28:

Date	Activity
June 13	News Release
June 13	Project launched on ShapeYourCity
June 21	KVR Trail Strategy Feedback Form opens
June 21	Pop-Up Engagement Event
July 9	Accessibility Committee Presentation
July 18	Radio Ad
July 20	ShapeYourCity engagement closes
July 23	Parks & Recreation Advisory Committee Presentation
July 28	Regional District of Okanagan–Similkameen (RDOS) Meeting
August 28	Snpink'tn Indian Band (SIB) Meeting

Appendix B – Feedback Form Full Results

KVR Trail - Shape Your City Survey

Question 1: What's your favourite view from the KVR Trail? (Single Line Question)

Response Volume: Total responses: 139 (optional question), Skipped: 8

What We Heard

1. Okanagan Lake & Naramata Bench Vistas

- The most frequently mentioned favourite view is from the north trailhead near Vancouver Place, looking out over Okanagan Lake, often paired with vineyard and valley views.
- Users love the elevated perspective of the lake, vineyards, and orchards within the first few kilometres of the trail.

Related sample comments:

- "Looking back toward Okanagan Lake from just past the first tunnel north of town."
- "Views of the vineyards and lake as you head up from Vancouver Place."

2. Penticton City & Valley Overlooks

- Several respondents highlighted city-overlook spots early on the trail where Penticton and the surrounding hills are visible.
- These are typically located within the first 1–3 km north of the trailhead.

Related sample comments:

- "The city view from the switchback near Vancouver Avenue."
- "Overlooking Penticton with the lake in the background."

3. Skaha Lake & South Connections

- Though less frequent, some respondents noted southern trail views, especially near Skaha Lake and the channel where water and surrounding hills meet.
- Popular for evening walks and bike rides.

Related sample comments:

- “Looking across Skaha Lake on the southern connector.”

4. Vineyard & Agricultural Landscape

- A recurring appreciation for the vineyard corridors within city limits, especially where the trail weaves through agricultural zones.
- Respondents enjoy the contrast of rural scenery with glimpses of the lake.

Key Takeaways

- The Okanagan Lake-facing vistas dominate as the most valued views, particularly from the north urban trail section near Vancouver Place.
- Views tied to agriculture, lake, and city combination points reinforce the unique character of Penticton’s KVR segment.
- These responses emphasize the importance of maintaining clear sightlines and strategic vegetation management to preserve key visual corridors.

Question 2: Where do you stop to rest? (Single Line Question)

Response Volume: Total responses: 128 (optional question), Skipped: 19

What We Heard

1. Vancouver Place Trailhead Benches

- Several respondents explicitly named the bench at or near the Vancouver Place entrance as a resting point.
- Common reasons: proximity to parking, scenic lake view, and as a first stop before climbing.

Related sample comments:

- “I stop at the bench near the Vancouver Place entrance—best view to catch my breath.”

2. Cemetery Area (Near Upper Bench)

- A few respondents mentioned benches near the cemetery area or by the washrooms.

Related sample comments:

- “Rest at the cemetery benches, usually grab water there too.”

3. First Scenic Outlook / Viewpoint (North Urban Zone)

- Mentioned as a popular early stop, sometimes described as “the first bench after Vancouver Place with a lake view, or “the viewpoint bench.”

Related sample comments:

- “Always stop at the first viewpoint bench to enjoy the view.”

Key Takeaways

- Within the Penticton boundary, benches and shaded spots are the primary rest locations.
- Respondents expressed a lack of formal amenities in the Channel corridor and near Skaha Lake connections.
- Scenic viewpoints at the north end (within city limits) remain heavily used, reinforcing their role as key rest nodes.

Question 3: Do you have a story or memory tied to the trail? (Essay Question)

Response Volume: Total responses: 87 (optional question), Skipped: 60

What We Heard

1. Everyday Life Memories (Walking, Biking, Commuting within Penticton)

- Many respondents shared daily or frequent activities tied to the KVR through Penticton, such as walking dogs, biking, or jogging.
- Several linked the trail to health routines or as a social/recreational hub.

Related sample comments:

- “I use the trail every day to walk my dog, and several times a week to run and bike. My kids learned to ride their bikes there.”
- “My daily bike rides – they are peaceful in the early morning and one of the main reasons we love living in Penticton.”

2. Life Milestones & Community Connections

- Stories of meeting partners, hosting visitors, or creating annual family traditions often emerged.
- Respondents described the KVR as an important setting for family bonding and socializing with guests, especially in the Urban Zone near Vancouver Place and toward Naramata Rd (Naramata Zone).

Related sample comments:

- “Met my future wife on a KVR trip starting in Penticton in 2019.”
- “Many years of walking and biking this path with family, friends, and dogs. We usually do a family portrait somewhere on the path every year.”

3. Scenic & Cultural Impressions

- Some noted first experiences after moving to Penticton, associating the trail with the city's identity and views.

Related sample comments:

- "It's one of the first things I went to see when I first moved to town."
- "I remember walking the trail alone not long after moving here and thinking: this place could rival the Mediterranean."

Key Takeaways

- The Penticton section of the KVR is more than a pathway—it's a daily lifestyle corridor, cultural symbol, and family tradition space.
- Strong emotional connection to accessible urban portions of the trail reinforces the importance of preserving character, safety, and ease of use in these areas.
- The trail plays a role in first impressions for newcomers and tourists, which can influence city branding and tourism narratives.

Question 4: Where do you feel safest — or most at risk — on the trail? (Single Line Question)

Response Volume: Total responses: 118 (optional question), Skipped: 29

What We Heard

1. Safest Sections - Wide, Open Areas with Visibility

- Many respondents reported feeling safest in sections with open sightlines, light vegetation, and higher user activity.
- The Channel Trail was often mentioned as feeling safe for its width, despite surface issues.

Related sample comments:

- "Safest – open sight lines, not a lot of brush, and other people around."
- "The river channel is nice and wide to pass people which makes it perfect for multi use."

2. Most At Risk - Urban Trail Segments

- The in-town portions of the trail, especially areas behind Safeway, near the high school, and the library, were the most cited risk zones.
- Concerns include perceptions of safety related to isolated trail segments, the presence of unhoused individuals, and areas where the trail lacks clear separation from adjacent traffic.

Related sample comments:

- "In town sections can be very uncomfortable sometimes – e.g., around Safeway."
- "Traffic in the city along with how the trail winds through some sketchy back alleys make me a little nervous."

3. E-Bikes and Speeding Cyclists

- High-speed e-bikes and unauthorized motorized bikes were repeatedly cited as a source of risk, especially in the first few kilometres north of Vancouver Place and near busy shared-use segments.

Related sample comments:

- “Most at risk these days anywhere along the first 5 or 6 km since the advent of e-bikes gaining popularity. The speeds are dangerous at times.”
- “Most at risk with all of the e-bikes and how fast they go.”

4. Connectivity Risks - Channel to Skaha Lake

- Several respondents flagged connecting from the Channel Parkway to the Skaha Lake/Wright’s Beach area as unsafe due to traffic exposure and lack of dedicated crossings.

Related sample comment:

- “Most at risk accessing the south leg from the end of the channel into Wright’s Beach Camp.”

Key Takeaways

- **Safety Perceptions Are Strongly Linked to Trail Design:** Wide, open sections with clear sightlines are associated with safety, while disconnected urban pieces and blind corners create discomfort.
- **Urban Connectivity is a Priority:** The downtown section and road crossings (e.g., Hwy 97, Skaha access) are repeatedly identified as weak points.
- **User Conflicts Are Rising:** Increased e-bike traffic without clear etiquette or speed control adds tension and perceived risk, especially near Vancouver Place and other busy areas.
- Addressing these issues through signage, patrols, better surfacing, and safer crossings could significantly improve user confidence.

Question 5: Have you or someone in your household experienced barriers using the KVR Trail due to mobility or accessibility challenges ... (Radio Button Question)

Response Volume: Total responses: 126 (optional question), Skipped: 21

What We Heard

- Yes: 18 (14.3%)
- No: 108 (85.7%)

Key Takeaways

- If survey responses reflect the broader community, we can extrapolate and assume that approximately 1 in 7 Penticton residents may experience mobility or accessibility challenges, which act as barriers to their use of the KVR Trail.

**Question 6: Please describe the issue, location and any suggestions for improvement.
(Single Line Question)**

Response Volume: Total responses: 17 (optional question – related to Q5 response), Skipped: 130

What We Heard

1. Uneven or Loose Surfaces

- Several respondents noted that loose gravel, sand, or rough grading made the trail difficult for wheelchairs, walkers, or strollers.
- Most common reference: section from Vancouver Place toward Poplar Grove.

Related sample comments:

- "Trail is not that easy to push a wheelchair along after Vancouver Place heading towards Poplar Grove."
- "The uneven surfaces and poorly maintained weeds make it challenging for those with mobility issues."

2. Channel Parkway Corridor Conditions

- Multiple comments mentioned surface deterioration and safety concerns along the Channel Parkway trail, citing cracked pavement and poor transitions.

Related sample comments:

- "My parents no longer like to walk down the channel as it is too risky."
- "The river channel is the hub for all sections... but it is in the worst shape due to the surface."

3. Suggested Improvements

- Harder-packed, fine gravel at entrances and steep segments (instead of paving) was the most frequent suggestion.
- Additional notes: maintain vegetation, improve surface levelling, consider year-round upkeep.

Related sample comment:

- "Using a walker at the beginning of the trail. If there was a better maintained surface - harder packed finer gravel. I don't want to see it paved as people will ride too fast."

Key Takeaways

- Barriers described by respondents were primarily related to trail surface conditions rather than structural or amenity gaps.

Locations most often referenced:

- Vancouver Place to Poplar Grove
- Channel Parkway section
- Suggestions focused on surface stabilization and maintenance, not full paving, to balance accessibility and user safety.

Question 7: What's your favourite time of year to use the trail — and why? (Single Line Question)

Response Volume: Total responses: 123 (optional question), Skipped: 24

What We Heard

1. Spring and Fall (Most Common Response)

- Many respondents highlighted shoulder seasons as their preferred time:
- Reasons included cooler temperatures, fewer tourists, less dust, and vibrant natural scenery (wildflowers in spring, colourful leaves in fall).

Related sample comments:

- "Spring and fall — not so hot and less busy."
- "Late spring when the trees and orchards are green but the mornings are fresh."
- "Fall — cooler weather and the colours."

2. Summer (Mixed Views)

- A notable group enjoys summer for longer daylight hours, dry conditions, and the vineyard scenery, especially for cycling.
- Others acknowledged using the trail in summer but avoiding peak tourist periods due to crowding and e-bike traffic.

Related sample comments:

- "Summer. Dry for walking and biking with standard mountain bikes."
- "Early morning in the summer as it's not too hot or too cold."

3. Year-Round Use

- Some respondents stated they use the trail all year, adapting to weather by avoiding icy conditions or enjoying quieter winter days.

Related sample comments:

- "All year! I appreciate it in the winter when there is snow and ice making it slippery on the roads."
- "Any time of year — each season brings a different view."

Key Takeaways

- Spring and Fall dominate as preferred seasons, largely because of pleasant weather and lower trail congestion.
- Summer is popular but polarizing — valued for its scenery and cycling conditions but often criticized for heat and heavy tourist presence.
- A segment of users embraces year-round use, reflecting the trail's role as a consistent recreational and commuting route.

Question 8: Is there a part of the KVR Trail you feel could be improved, or something you feel is missing from the overall trail experience? (Single Line Question)

Response Volume: Total responses: 123 (optional question), Skipped: 24

What We Heard:

1. Amenities: Water, Bathrooms, Seating

- Many respondents requested additional water stations, especially on hot days, and better bathroom access.
- There was also interest in more benches and shaded resting areas, particularly near viewpoints.

Related sample comments:

- "There aren't enough spots to get water. Particularly on hot summer days."
- "Another water source or a sign at the pump track saying last stop for water... better signage for washrooms."
- "A few more benches, especially at viewpoints, with space to rest bicycles."

2. Connectivity and Safe Crossings

- Multiple respondents highlighted challenges connecting the Channel Parkway to Skaha Lake and south trail sections, noting exposure to highway traffic and unclear wayfinding.
- Others noted gaps within city connections, suggesting better signage and safer linkages.

Related sample comments:

- "Better linkage from south Channel Parkway part of the trail along the highway and crossing the highway to Wright's Beach connection."
- "City bike route at the end of South Main at Skaha Lake should connect to the KVR along the channel."
- "Crossing Okanagan River—if the old bridge could be re-installed behind RONA that would be amazing."

3. Channel Trail Condition

- The Channel Parkway trail received several mentions for surface deterioration and lack of shade/trees.

Related sample comments:

- "River channel is terrible, some water stations would be nice."
- "The section along the channel from Green Road to Skaha Lake needs trees—it is barren and quite ugly."

4. Urban Congestion & Trailhead Issues

- Concerns were raised about congestion and safety near Vancouver Place, especially related to e-bike speeds and limited trail width.

Related sample comments:

- "Vancouver Pl is too narrow and can be dangerous for the amount of traffic that is on it during the daytime."
- "There needs to be a staggered gate at the trailhead like at other intersections."

5. User Conflicts and Safety

- Calls for better etiquette signage, speed limits for e-bikes, and enforcement of leash laws were frequent.

Related sample comments:

- "It would be great to warn cyclists that they need to have a bell or something to warn walkers."
- "Please patrol off-leash dogs. It's a dangerous hazard."

Key Takeaways:

High-priority needs:

- More water stations, washrooms, and benches within urban and connector sections.
 - Connectivity gaps remain a major issue, especially for safe movement between Channel Parkway and Skaha Lake.
- Surface upgrades on the Channel Parkway and vegetation improvements for shade are recurring suggestions.
- Persistent themes around e-bike speed and dog management suggest a need for clear signage and enforcement.

Question 9: Provide any additional input here: (Essay Question)

Response Volume: Total responses: 67 (optional question), Skipped: 80

What We Heard

1. Cultural and Interpretive Features

- Respondents expressed interest in adding interpretive signage to share the history of the rail trail, Indigenous heritage, and natural features, making the trail more educational and engaging.

Related sample comments:

- "Add interpretive signs that explain the history of the rail trail and the area's Indigenous heritage."
- "Would love to see plaques or displays telling stories about Penticton and the KVR's role in shaping the valley."

- “Interpretive signs about local ecosystems would make the trail even better for families.”

2. Lighting for Evening Use

- A few respondents suggested low-level or solar-powered lighting for urban trail sections to support safe use during early mornings or evenings, particularly in shoulder seasons.

Related sample comments:

- “Would love to see solar lighting in key areas for evening walks.”
- “Some lighting near Vancouver Place would help for late fall walks when it gets dark early.”

3. Community Events and Programs

- Some respondents proposed using the trail for organized group walks, fitness programs, or social events, enhancing its role as a community connector.

Related sample comments:

- “Could the city organize walking groups or fitness programs along the KVR?”
- “This would be a great place for a community bike day or interpretive hike for kids.”

4. Parking and Trailhead Access Management

- Concerns emerged about parking capacity near trailheads, especially at Vancouver Place, with suggestions for expansion or parking controls.

Related sample comments:

- “Trailhead parking fills up quickly on weekends. It would help to add a few more spots or consider time limits.”
- “Parking near Vancouver Place is often full — maybe add signage for overflow parking or create an alternative lot.”

5. General Feedback

- Many respondents reiterated appreciation for the KVR Trail as an important community asset:
 - “The KVR trail is already amazing. Thank you to those who maintain and protect it.”
 - “This trail is a gem and makes Penticton unique. Please keep investing in it.”
- Common improvement themes (consistent with Q1–Q8 Feedback):
 - Amenities:
 - “Another water source or a sign at the pump track saying last stop for water would help.”
 - “More bathrooms as well, with easy bike access.”

- Safety and Etiquette:
 - “Please enforce bell use and speed control for e-bikes. It’s scary when they come up behind you silently.”
 - “Blind corners are dangerous; some should have mirrors or signage.”
- Maintenance:
 - “Weeds and brush are overgrown in places. Regular trimming would make it safer.”
 - “Surface is too loose in some urban sections for wheelchairs and strollers.”

Key Takeaways

- Users see the KVR as an experience as well as a pathway, suggesting enhancements like interpretive signage and educational features to deepen cultural and natural connections.
- Lighting in select urban zones could make the trail safer and extend its usability during darker months without compromising its natural feel.
- Parking near major trailheads (e.g., Vancouver Place) is an emerging pressure point that may require management or expansion planning.
- While core infrastructure needs (water, seating, signage, connectivity) remain important, Q9 feedback reveals interest in quality-of-experience upgrades and community programming, which could broaden the trail’s role as a social and cultural space.

Question 10: What is your postal code? (To understand geographic distribution and proximity to the trail) (Single Line Question)

Response Volume: Total responses: 126 (optional question) Skipped: 21

What We Heard

Distribution of Respondents:

- Penticton (V2A): 94%
- Nearby Rural/Small Communities (V0H): 4%
- Broader South Okanagan (V2S): <1%
- N/A: <1%

Neighbourhood Notes:

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

- V2S: Associated with Fraser Valley

Key Takeaways

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

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

- 42% submitted postal codes connected to Downtown/North Penticton
- 32% submitted postal codes connected to Uplands, Wiltse and South Penticton
- 24% submitted postal codes connected to Central Neighbourhoods
- 2% did not contain the full postal code in their response

Question 11: What is your age group? (Radio Button Question)

Response Volume: Total responses: 127 (optional question), Skipped: 20

What We Heard

Age Distribution of Respondents:

- 65+: 34.6%
- Prefer not to say: 30.7%
- 55–64: 13.4%
- 45–54: 11.0%
- 35–44: 6.3%
- Under 18: 0.8%
- 18–24: 0.8%
- 25–34: 2.4%

Key Takeaways

- Respondents 65+ represent the largest group (34.6%), indicating interest from older adults.
- Adults 45–64 make up 24.4% of respondents combined, reinforcing that mid-life users are also quite interested in the potential of KVR Trail's future.
- Youth engagement (under 35) is very low (~ 3%), suggesting an opportunity to design outreach that appeals to younger users.
- A significant proportion (30.7%) chose not to disclose their age, which limits full demographic clarity.

Question 12: What is your connection to Penticton? (Select all that apply) (Checkbox Question)

Response Volume: Total responses: 126 (optional question), Skipped: 21

What We Heard

Distribution of Connections:

- I live here: 121 (96%)
- I work here: 39 (31%)
- I visit regularly: 14 (11%)
- I go to school here: 4 (3%)
- I own a business here: 4 (3%)
- Other: Minor mentions (e.g., seasonal residents or volunteers)

Key Takeaways

- Local residents dominate responses (96%), meaning feedback reflects strong experiential insight from those who live near.
- Work-related respondents (31%) and regular visitors (11%).
- Low representation from students and business owners (each 3%) indicates potential gaps in engagement from these demographics.

Question 13: What is your primary mode of transportation? (Radio Button Question)

Response Volume: Total responses: 126 (optional question), Skipped: 21

What We Heard

Primary Mode of Transportation:

- Personal vehicle: 85 (67.5%)
- Walking: 18 (14.3%)
- Cycling: 21 (16.7%)
- Transit: 1 (0.8%)
- Mobility device (scooter, wheelchair, etc.): 1 (0.8%)
- Other: 0

Key Takeaways

- Private vehicles were most popular (67.5%), suggesting that respondents rely on cars for daily mobility.
- Active modes (walking and cycling) account for ~31% combined, reflecting a strong interest in active living among respondents.
- Transit use and mobility device representation are minimal (each <1%).

Question 14: Do you identify as any of the following? (Optional – helps ensure inclusivity and identify gaps in outreach) (Checkbox Question)

Response Volume: Total responses: 45 (optional question), Skipped: 102

What We Heard

Distribution of Responses:

- Other (please specify): 15

- Prefer not to say: 12
- Indigenous: 6
- Person with a disability: 5
- LGBTQ2S+: 5
- Member of a racialized community: 2
- Newcomer to Canada: 2

Key Takeaways

- Representation from equity-deserving groups is present but limited, given the small sample size and high skip rate (over 69%).

Question 15: Do other members of your family use the KVR Trail? (Radio Button Question)

Response Volume: Total responses: 126 (optional question), Skipped: 21

What We Heard

- Yes: 116 (92.1%)
- No: 10 (7.9%)

Key Takeaways

- The majority of respondents (92%) indicated that other family members also use the KVR Trail, suggesting its strong role as a multi-generational recreational asset.
- Only 8% reported no family use.

Question 16: What are the age ranges of your family members that use the KVR Trail? (Checkbox Question)

Response Volume: Total responses: 115 (optional question), Skipped: 32

What We Heard

- 18–64 years: 87 responses
- 65+ years: 39 responses
- 5–9 years: 13 responses
- 10–13 years: 13 responses
- 14–17 years: 11 responses
- Under 5 years: 9 responses

(Note: Respondents could select multiple options.)

Key Takeaways

- Adults (18–64 years) make up the largest group (87 responses), confirming that the trail is most frequently used by adults.
- Older adults (65+) are well represented (39 responses).

- Children and youth combined (Under 18) account for 46 selections, indicating that while families with children do use the trail.
- These findings highlight the importance of multi-generational design features, such as safe areas for children, rest spots for older adults, and accessibility for strollers and mobility devices.

Question 17: How often do other members of your family use the KVR Trail? (Radio Button Question)

Response Volume: Total responses: 125 (optional question) Skipped: 22

What We Heard

- Very Frequently (multiple times per week): 30 respondents (24.0%)
- Frequently (once a week or more): 38 respondents (30.4%)
- Occasionally (once or twice a month): 34 respondents (27.2%)
- Rarely (a few times a year): 15 respondents (12.0%)
- Never: 2 respondents (1.6%)
- Not applicable: 6 respondents (4.8%)

Key Takeaways

- The majority of family members reported regular trail use: more than half (54.4%) of responses indicate frequent to very frequent use.
- Only 1.6% indicated their family never uses the trail, and 4.8% marked the question as not applicable, reinforcing the relevance of the KVR Trail as a shared family resource.
- These findings highlight broad family-level engagement, which reinforces the trail's role in supporting household recreation and active living.

Question 18: What time of day do you usually use the trail? (Checkbox Question)

Response Volume: Total responses: 123 (optional question), Skipped: 24

What We Heard

- Morning: 99 respondents (80.5%)
- Afternoon: 51 respondents (41.5%)
- Evening: 40 respondents (32.5%)

(Note: Percentages exceed 100% because respondents could select more than one option.)

Key Takeaways

- Morning dominates as the preferred time for trail use, with over 80% of respondents choosing it. This aligns with cooler temperatures.
- Afternoon use is moderate (41.5%), suggesting some flexibility for mid-day activity.
- Evening use is the least common (32.5%).

Question 19: How often do you use the KVR Trail? (Radio Button Question)

Response Volume: Total responses: 126 (optional question), Skipped: 21

What We Heard

- A few times a week: 54 respondents (42.9%)
- Weekly: 42 respondents (33.3%)
- Daily: 15 respondents (11.9%)
- Rarely (a few times a year): 14 respondents (11.1%)
- Never: 1 respondent (0.8%)

Key Takeaways

- Frequent use dominates: Over half of respondents (54.8%) use the trail daily or several times a week, highlighting its role as a regular activity hub.
- Weekly users represent a strong secondary group (33.3%), indicating consistent engagement beyond daily routines.
- Occasional users (11.1%) and non-users (0.8%) are minimal, suggesting most respondents have an established relationship with the trail.
- These patterns reinforce the KVR Trail's importance for everyday recreation and transportation.

Question 20: On a scale of 1 to 5, how safe do you feel using the trail? (1 = not safe at all, 5 = very safe) (Radio Button Question)

Response Volume: Total responses: 126 (optional question), Skipped: 21

What We Heard

- 1 – Not safe at all: 2 respondents (1.6%)
- 2 – Somewhat unsafe: 12 respondents (9.5%)
- 3 – Neutral/Unsure: 8 respondents (6.3%)
- 4 – Somewhat safe: 47 respondents (37.3%)
- 5 – Very safe: 57 respondents (45.2%)

Key Takeaways

- The majority of respondents (82.5%) feel somewhat safe or very safe, indicating strong overall confidence in trail safety.
- A smaller group (11.1%) expressed safety concerns (ratings 1 or 2).
- The data suggests that while the trail is generally perceived as safe, targeted improvements addressing identified risks could further strengthen confidence.

Question 21: What is your primary reason for using the trail? (Select one) (Radio Button Question)

Response Volume: Total responses: 127 (optional question), Skipped: 20

What We Heard

- Recreation (e.g., walking, cycling): 78 respondents (61.4%)
- Dog walking: 10 respondents (7.9%)
- Fitness/exercise: 33 respondents (26.0%)
- Commuting: 3 respondents (2.4%)
- Tourism/leisure: 2 respondents (1.6%)
- I don't use the trail: 1 respondent (0.8%)

Key Takeaways

- Recreation dominates as the primary reason (61.4%), reinforcing the KVR Trail's role as a key leisure and lifestyle amenity.
- Fitness/exercise is also significant (26.0%), indicating the trail's value for health and wellness beyond casual recreation.
- Dog walking accounts for 7.9%, showing the trail's role in pet-friendly activity and neighbourhood engagement.
- Commuting and tourism remain minimal (<5%), which may suggest that while the trail supports local movement and visitors, its main function is recreational rather than utilitarian.
- These insights highlight that in future design and planning, it could be beneficial to continue to prioritize comfort, safety, and amenities for recreation and exercise while considering strategies to improve commuting connectivity and visitor experience.

Question 22: How would you rate your ability to safely access the KVR Trail from where you live or work? (Radio Button Question)

Response Volume: Total responses: 126 (optional question) Skipped: 21

What We Heard

- Very easy: 62 respondents (49.2%)
- Somewhat easy: 46 respondents (36.5%)
- Neutral: 9 respondents (7.1%)
- Somewhat difficult: 8 respondents (6.3%)
- Very difficult: 0 respondents (0.0%)
- Not sure/don't know: 1 respondent (0.8%)

Key Takeaways

- Most respondents (85.7%) find access easy (either very or somewhat), suggesting that trailheads and connections generally serve the community well.
- A small group (6.3%) reported some difficulty accessing the trail.

- No respondents indicated that access was “very difficult,” reinforcing that barriers, where present, are limited but still worth addressing.

Question 23: Do you feel the KVR Trail is well connected to other walking/cycling routes or transit? (Radio Button Question)

Response Volume: Total responses: 124 (optional question), Skipped: 23

What We Heard

- Somewhat connected: 51 respondents (41.1%)
- Yes: 37 respondents (29.8%)
- No: 25 respondents (20.2%)
- Not sure: 11 respondents (8.9%)

Key Takeaways

- Partial Connectivity Perceived: The largest share (41.1%) feels the trail is only somewhat connected, suggesting gaps in linkages to other walking and cycling routes or transit.
- Positive Connection but Room for Improvement: While nearly 30% view connectivity as sufficient, the combined 70% (somewhat/no/not sure) indicates room for enhanced integration with Penticton’s active transportation network.
- Planning Implication: Improving wayfinding, ensuring seamless connections between KVR, local streets, and transit nodes, and prioritizing safe interfaces (e.g., Channel Parkway to Skaha link, downtown access) could significantly improve user experience.

Question 24: Which amenities would you most like to see improved or added along the trail? (Select all that apply) (Checkbox Question)

Response Volume: Total responses: 118 (optional question), Skipped: 29

What We Heard

- Washrooms: 64 responses
- Benches/Tables/Rest Areas: 57 responses
- Trees: 52 responses
- Water Fountains: 51 responses
- Garbage/Recycling/Dog Waste Stations: 47 responses
- Signage/Wayfinding/Information Kiosks: 39 responses
- Bike Racks/Bike Repair Stations: 29 Responses
- Public Art/Historical Signage: 24 responses
- Parklets/Gathering Areas: 23 responses
- Emergency Call Stations: 16 responses
- Lighting: 13 responses

- Recreation Infrastructure (e.g., pump tracks, fitness stations): 11 responses

Key Takeaways

- Top priorities include washrooms (64), benches/tables/rest areas (57), trees for shade (52), and water fountains (51), indicating a strong focus on basic comfort and hydration needs.
- Garbage/recycling/dog waste stations (47) and signage/wayfinding (39) remain important for cleanliness and navigation.
- Amenities such as bike racks/repair stations (29) and public art/historical signage (24) suggest interest in features that support cycling convenience and cultural interpretation.
- Lower-frequency selections like parklets/gathering areas (23), emergency call stations (16), lighting (13), and recreation infrastructure (11) indicate that while valued, these are secondary to essential amenities.

Question 25: How would you rate the overall maintenance of the trail? (Radio Button Question)

Response Volume: Total responses: 125 (optional question), Skipped: 22

What We Heard:

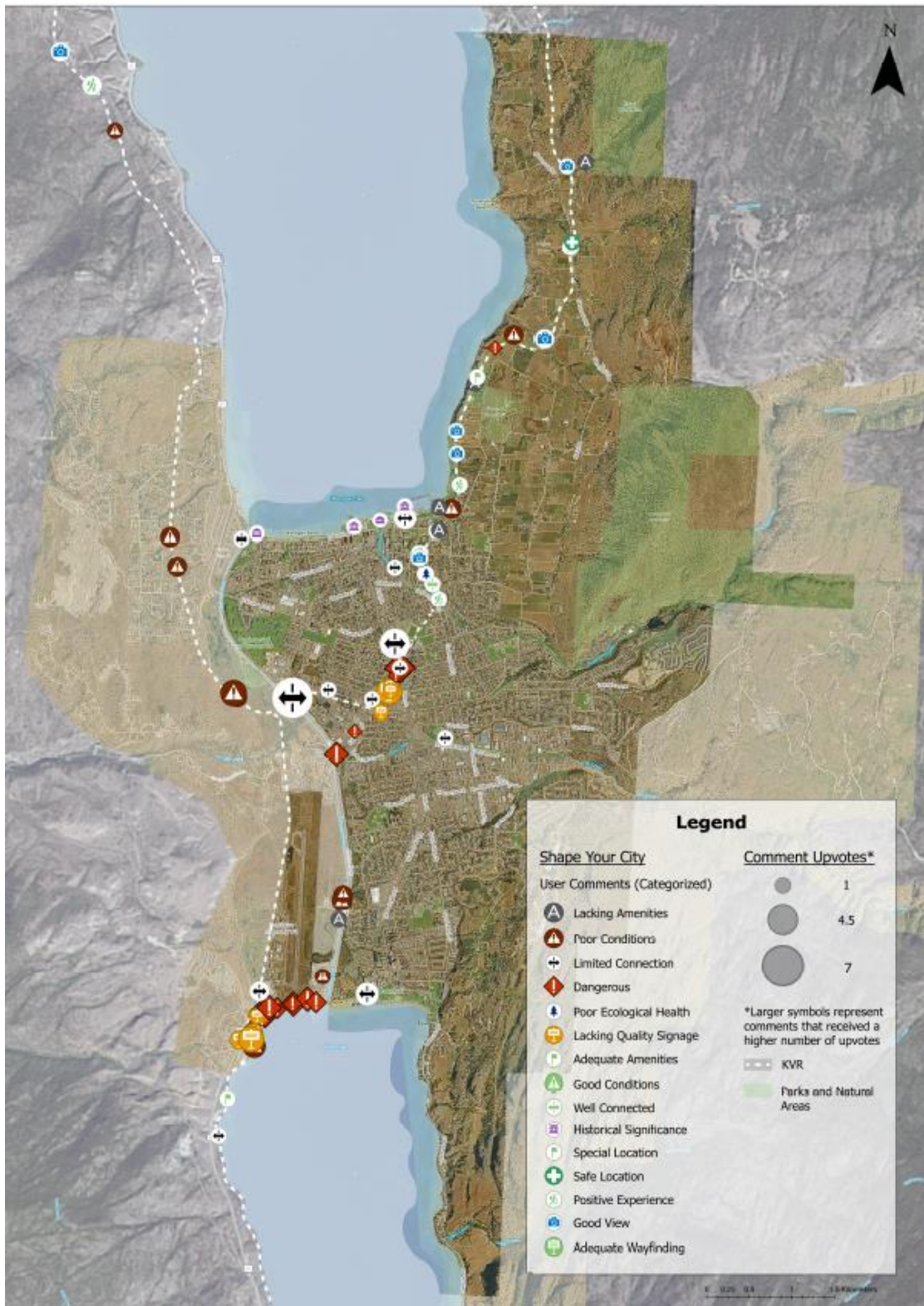
- Excellent: 22 (17.6%)
- Good: 73 (58.4%)
- Fair: 24 (19.2%)
- Poor: 4 (3.2%)
- Very Poor: 2 (1.6%)

Key Takeaways:

- A strong majority of respondents (76%) rated the trail maintenance as Excellent or Good, suggesting that the current maintenance practices are generally meeting expectations.
- About one-fifth of respondents (19.2%) rated it as Fair, which signals that there are noticeable gaps or inconsistencies in upkeep.
- A small portion (4.8%) rated maintenance as Poor or Very Poor, indicating specific problem areas or unmet needs that require attention.

Appendix C – Map-Based Engagement Tool

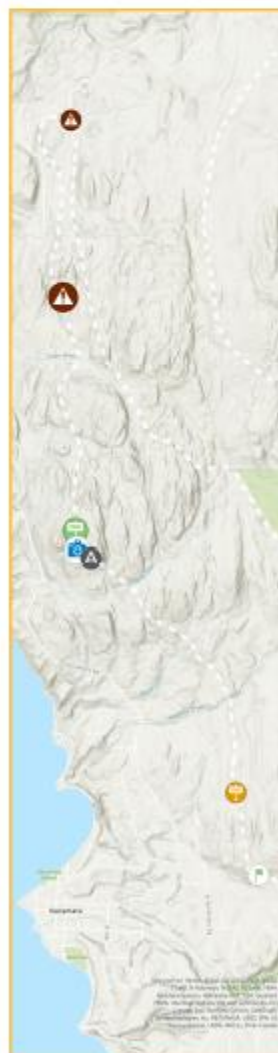
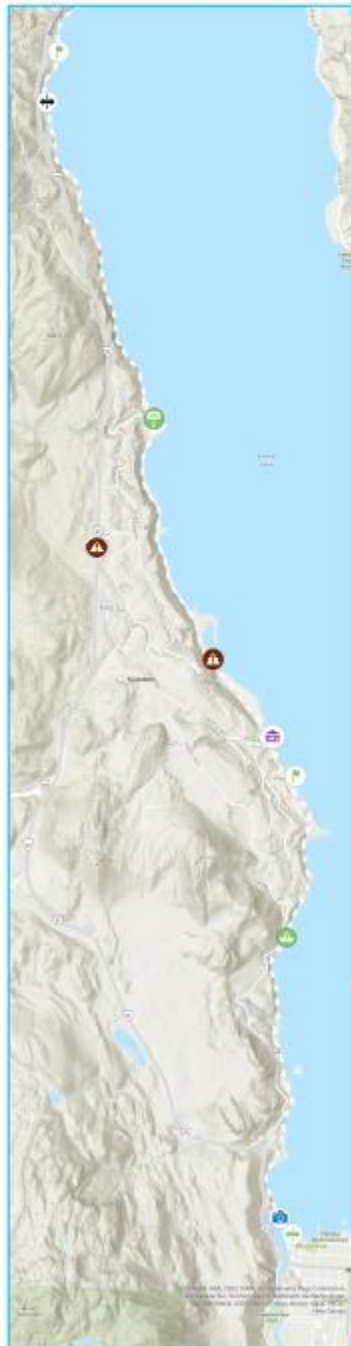
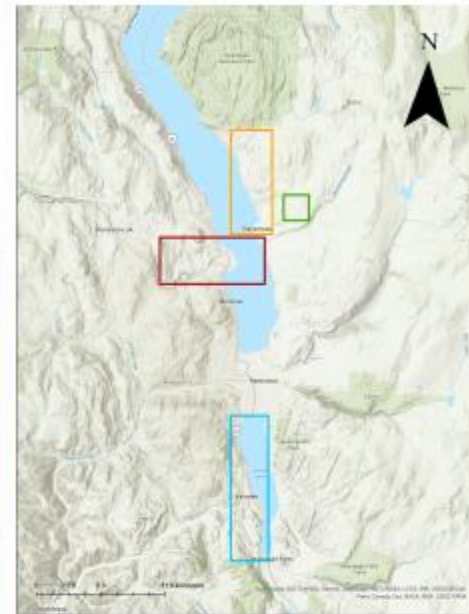
KVRTS - Phase 1 Engagement Responses



KVRTS - Phase 1 Engagement Responses



Reference Map



Legend

Shape Your City

User Comments (Categorized)

-  Lacking Amenities
-  Poor Conditions
-  Limited Connection
-  Dangerous
-  Poor Ecological Health
-  Lacking Quality Signage
-  Adequate Amenities
-  Good Conditions
-  Well Connected
-  Historical Significance
-  Special Location
-  Safe Location
-  Positive Experience
-  Good View
-  Adequate Wayfinding

Comment Upvotes*

-  1
-  4.5
-  7

*Larger symbols represent comments that received a higher number of upvotes

-  KVR
-  Parks and Natural Areas

Appendix D - Pop-Up Engagement Station Comments

Pump Track Station

1. "Need: More safety signage for all users – E-bikes Please slow down and share with" **
2. "Love this path! We need to preserve and respect! Beautiful mix of natural + rural, farm! All users..."

(with heart and handwritten note: "Charlie pup" inside)

Vancouver Place/Trailhead Station

1. "Bike etiquette - bathrooms"
2. "Pedestrian Bridge across Channel @ old Rail Bridge" **
3. "Improve - history inform – washrooms - bike station." **
4. "More commercial interface with trail & wineries"
5. "LINK BETWEEN VANCOUVER AV / HILL & KVR TRAIL."
6. "as an out-of-towner knowing good places to park/access trail and commercial stops along the way to enjoy (brunch, etc)"
7. "100s of bikers on trail in summer - need more options to disperse trail use"
8. "Shaded, activated spaces (like HAN RIVER) - people also use cemetery as amenity space"
9. "WASHROOMS garbage cans for dog poop"
10. "More Signage - where are washrooms? - user hierarchy" ** (with a triangle diagram: horses > bikes > walkers)
11. "GATES AT TRAIL EXIT! - SIGNS TO SLOW BIKES DOWN!"
12. "WASHROOMS!"
13. "Trail etiquette 'BELL OR YELL' define 'non-motorized' trail use"
14. "More shade set up further up"
15. "TRAIL ETIQUETTE SIGNS - NON-MOTORIZED VEHICLE SIGNS"
16. "unhoused deters trail use - things being done to help, but no one knows clean up has happened"
17. "go to the car show at the farmers market - Louis (3 yr)"
18. "Water Store or spot for bottle water filling or take up or water fountain"
19. "Improve section through centre. WC facilities - water stations"
20. "Trail etiquette for cyclists."
21. "distance markers - Welcome to Penticton sign - slow gates @ key junctions -
22. Drop off areas - rental bike speed."
23. "cyclist yield to pedestrians."
24. "Link to other paths & cycle networks."
25. "Better signage from the centre indicating trail"

26. "- poison ivy maintenance/removal - trail etiquette signage"
27. "- community effort to make socially safer trails & connect people to resources"
28. "- waterbottles with ebikes - could be a branded souvenir - more water stations along KVR"
29. "Speed signs 'suggested max speed'"

Downtown/Farmers Market Station

1. "Concern for rattlesnakes – need good signage + education"
2. "Historical signs"
3. "Put tracks + trains back – Tourism! – Commute!"
4. "Bikes too fast for dog walking – Share the path!"
5. ""Bump square" – App similar to a GPS for people who have audio/visually impaired – Access Now – online app, accessible map."
6. "Skaha road riding eastbound feels unsafe, there are cones – a separate bike lane should be put in"
7. "More benches all along"
8. "Improve access to Skaha side"
9. "Biking specific trails (separate pedestrians)"
10. "Bylaw issues with E-bikes/tourists speeding down the trail"
11. "Trail counter for the trail"
12. "Penticton creek trail is disconnected – KVR should be connected to parks, schools, gathering spaces."
13. "Need more standardization – gate/kiss post along the trail is not consistent."
14. "Skaha campground needs better lighting – make it more pedestrian friendly along the highway – currently don't feel safe to ride that area."
15. "Would like to see the bridge connection, will make it quicker to get to south side of KVR"
16. "Not a lot of people know pass Fairview – connect the channel pathway + activate the bridge that was part of the route."
17. "Bridge should be revitalized or use re: bridge in the golf course. However, it's overgrown + raises encampments"
18. "Channel Parkway needs to be improved + needs to be connected more seamlessly"
19. "Riddle Rd. visibility for cars and other cyclists – Restrooms along Poplar grove – Keep the restrooms at the cemetery"
20. "E-bikes/motorized vehicles VERY DANGEROUS! Should not be allowed or should have separate path"
21. "More washrooms – foot wash stations"
22. "Emergency phone stations"
23. "Maps + Wayfinding throughout. Must be easy to understand (landmarks) + time
24. estimates"

25. "Lots of E-bike rentals don't educate users about etiquette or safe cycling – bylaw enforcement?"
26. "Want better connectivity to KVR – Kaleden"
27. "Main St. crossing – walk beside bike across sidewalk, crosswalk to LRL – sidewalk to trail"
28. "Good shortcut to get to LRL"
29. "Expanded path over the bridge to avoid tight corners underneath"
30. "Better signage btwn Skaha + Channel"
31. "School cut-thru awkward. Not amenable"
32. "Better signage needed @ Vancouver Pl."
33. "Good access to Naramata Road"
34. "Signage near Vancouver Hill + Columbia"
35. "Fencing options along steep sections"
36. "Bike supplies – vending machine – dog supplies"
37. "#5 Urban interface – clearly where it's going – wayfinding is poor"
38. "#5 Wayfinding w/ points of interest – every 50m ahead!"
39. "#3 My American cousin Marie filmed here!"
40. "#7 Love going thru scenic vineyards."
41. "#7 Cemetery area"
42. "#7 – 5 minutes south of the tunnel has the best view."
43. "#6 Abandon rail – Little Tunnel – Favourite spots – Pump Tracks"
44. "#4 SPRING/FALL – cooler temperatures – better for kids – more shaded – more trees + shaded infrastructure"
45. "Airport park to watch planes land"
46. "Mobile while texting for cyclists"
47. "Lighting – bikes to have lights"
48. "WATER infrastructure at re: cemetery + Vancouver Ave trailhead"
49. "E-bike etiquette should be shared more often – signage + lighting"
50. "Section adjacent to the airport is a mess + super dangerous – needs to be more pedestrian friendly"
51. "Would like to see trail leading to re: esplanade enhanced so that it's safer + more accessible – signage from the top of KVR + bottom of esplanade"
52. "Better bike security around town – people can't afford to buy new bikes – (bike lockers)"
53. "Near the city limits on the north – should add water infrastructure"
54. "Connect KVR to re: channel – wayfinding along re: airport beach"
55. "Audio areas around re: deer – when dog walking – signage could be improved from Eckhardt to connect w/ the creek trail (Penticton) – Ellis creek – signage around Safeway"

56. "It's not just cycling a trail, it's also a walking trail – garbage cans, pass, history – water fill station – (don't) put too much dog walking since it gets hot along the trail – more trees"
57. "Residents around/between Kinney + Green Ave don't have human-based access to the KVR/LLL"
58. "Connection b/w Penticton Trail + regional – could you?"
59. "Would like more places for something to drink or eat"
60. "Bike lane on South Main has made accessibility an issue + question. Develop KVR instead not re: bike lanes"
61. "(Out of scope) Playground lacking – downtown – consider part of the esplanade MP"
62. "Better bike infrastructure along Skaha Lake Road"
63. "Suggest Marina + Landmark Bridge over Naramata Ave – Network of walking trails = consider analyzing this as part of connectivity list – Monaghan invasive species + lunch or trains – inventory of staircases + bridges throughout the city – ensure connectivity to those areas"



What We Heard

Phase 2 Engagement Summary

Kettle Valley Rail Trail Strategy Project

February 6, 2026

[1.0 Project Background](#)

[2.0 Engagement Overview](#)

[3.0 What We Heard](#)

[4.0 Conclusions](#)

[Appendix A - Engagement Timeline](#)

[Appendix B - Feedback Form Full Results](#)

[Appendix C – Council-hosted Open House Mapping Exercise](#)

[Appendix C – Community Group Workshop Mapping Exercise](#)

[Appendix D – Written Correspondence](#)

1.0 Project Background

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

Recognizing increasing use and emerging challenges, the City of Penticton initiated the KVR Trail Strategy to guide the long-term planning and management of the trail within municipal boundaries. Phase 1 of the project focused on analysis and engagement to better understand current conditions, user experiences, and community perspectives.

Phase 2 builds on this foundation by focusing on defining a shared community vision and establishing objectives to guide the trail's future. This phase shifts from understanding existing conditions toward setting direction for how the KVR Trail should function, feel, and evolve.

2.0 Engagement Overview

Phase 2 engagement was designed to gather community input to inform the development of a shared vision, objectives, and strategic directions for the KVR Trail through Penticton. Engagement activities built on insights from Phase 1 and focused on desired trail experiences, features, and amenities, as well as considerations related to accessibility, safety, connectivity, cultural expression, and environmental stewardship.

Phase 2 engagement primarily took place between October 14, 2025, and December 12, 2025, and included an online feedback form, a Council-hosted open house, and a targeted workshop for key community groups. Meetings were held with Okanagan College, Penticton Secondary School (Pen Hi), and the Penticton & Wine Country Chamber of Commerce.

Feedback collected during this phase informed the draft vision, objectives, and strategic directions presented in this report.

2.1 Participation by the Numbers

The Phase 2 engagement program was conducted between October 14, 2025, and December 12, 2025. The following diagram summarizes participation. A detailed timeline of engagement activities is provided in Appendix A.



- 252 feedback forms collected (online/in person)
- 41 sticky-note comments recorded on engagement boards
- 91 pins placed on the interactive map at council-hosted open house and community group engagement
- 2 engagement sessions (Council Open House and Community Group engagement)
- Follow-up meetings with community groups

2.2 Participation Methods

Ways We Engaged

Online

A Shape Your City project page was updated from October 14, 2025, to December 12, 2025, providing background on the KVR Trail Strategy and outlining the focus of Phase 2 engagement.

- Page visitors were invited to complete an online feedback form focused on responding to a proposed vision statement, ranking project objectives, and sharing ideas to enhance the future trail experience.
- The feedback form also gathered input on potential trail features and amenities across a range of themes, including accessibility, safety, connectivity, cultural expression, environmental stewardship, and overall trail character.

In-Person

A Council-hosted open house was held on October 29, 2025, from 4:00 PM to 7:00 PM.

- Participants were able to learn about the project's progress, review engagement boards, ask questions, and provide feedback on the draft vision statement, project objectives, and potential trail features and amenities.
- Interactive activities included vision word prompts, objective ranking, and discussion of opportunities related to accessibility, safety, connectivity, cultural expression, and overall trail experience.

Council-Hosted Open House Flyer:

- An event flyer was developed to promote the Council-hosted Open House for the KVR Trail Strategy. The flyer was distributed in person at multiple locations across the community, as shown in the Event Flyer Locations Map (Appendix A). Distribution locations were selected to align with key activity areas and neighbourhoods along the KVR Trail and surrounding corridors, with the intent of increasing awareness of the event among trail users and nearby residents.



Targeted Engagement

A community group workshop was held on October 22, 2025.

- The workshop provided participants with an opportunity to discuss the draft vision, project objectives, and future directions for the KVR Trail, and to share perspectives on long-term opportunities and considerations.

Meetings with Interest Groups and Written Correspondence

- Meetings were held with Okanagan College, Penticton Secondary School (Pen Hi), and the Penticton & Wine Country Chamber of Commerce.
- Additional written feedback was received from PACA, Freedom Bike Shop, individual public email submissions, and respondents from neighbouring and outside communities.

Phase 2 engagement demonstrated strong interest in the future direction of the KVR Trail, with participation from a range of community members and organizations providing perspectives to inform vision and objective setting.

3.0 What We Heard

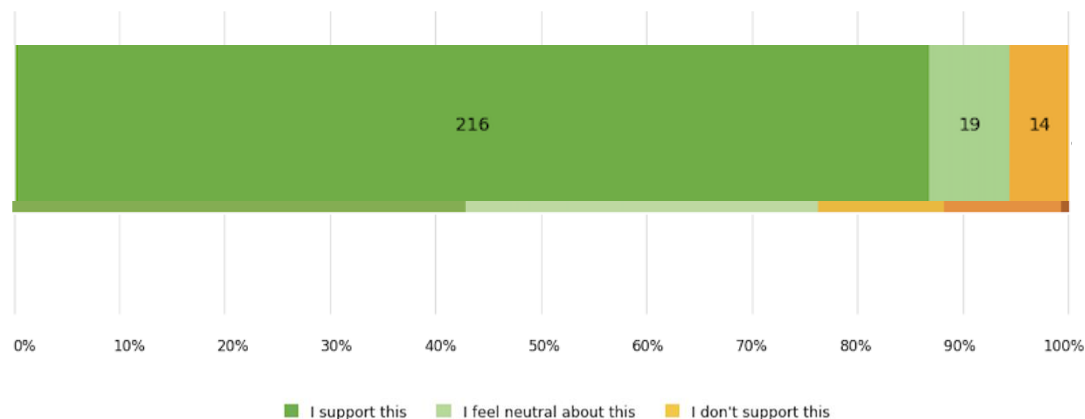
3.1 Feedback Form Results

One of the primary ways the City gathered formal feedback was by using online and print feedback forms. A total of 252 feedback forms were received during the engagement period.

The two following charts are included to provide a sense of the respondents participating in the feedback form. Please refer to Appendix B for the complete findings from the feedback form.

Question 1: Do you support the following shared vision statement?" The Kettle Valley Rail (KVR) Trail is more than a former railway corridor: it is a cultural backbone, axis, mobility corridor, and an emerging identity for the City of Penticton. KVR Trail advances Penticton's goals for livable neighbourhoods, active transportation, and place-based development. The corridor is a legacy project that blends movement, memory, and meaning into a unified experience for all."

Over 85% percent of respondents indicated they support this statement.

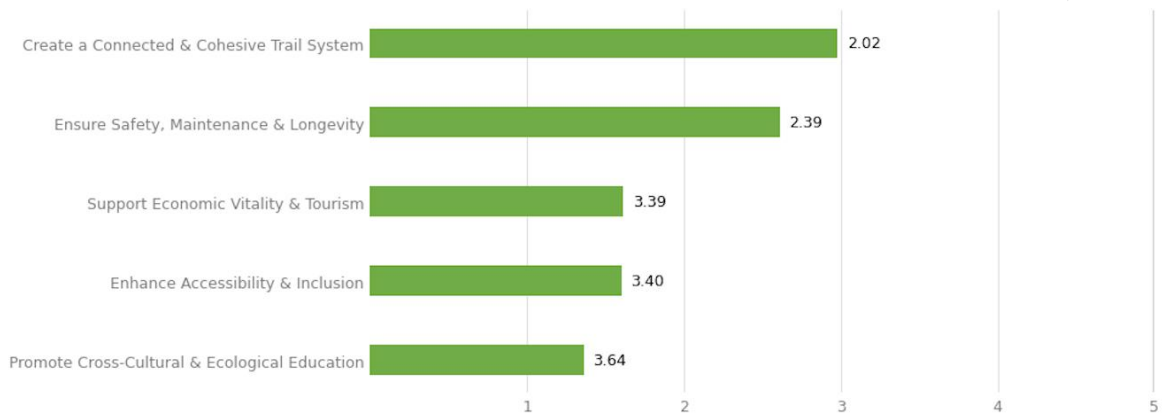


Question 2: Tell us how the KVR could better support your organization, business and everyday/commuter use.

Respondents identified prioritizing improved connections within Penticton and to surrounding communities, safety upgrades at crossings and highway interfaces, and the need for consistent maintenance, wayfinding, and surface improvements before introducing new features. Participants expressed interest in practical amenities such as washrooms, water stations, benches, and lighting, while maintaining the trail's natural character is key to supporting tourism, business activity, and regular use.

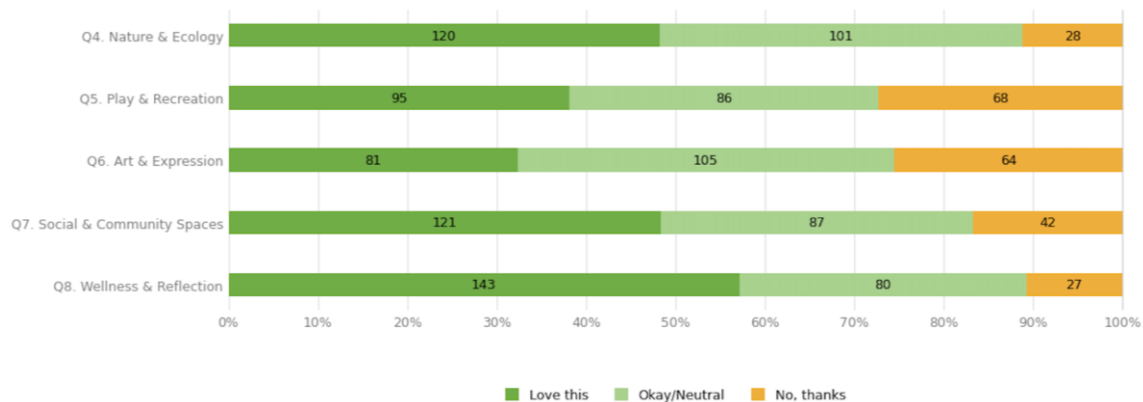
Question 3. Please rank the following objectives in order of importance to you. (1 being the most important and 5 being the least important).

Results indicate that establishing a connected and cohesive trail system and ensuring safety, maintenance, and long-term functionality were the highest priorities, while objectives related to economic vitality, accessibility, and cultural and ecological education were ranked slightly lower overall.



Question 4-8. Please indicate your level of support in the following 5 (five) potential features and amenities for the KVR Trail.

Responses to Questions 4–8 show varied levels of support for potential trail features. Wellness and reflection spaces and social and community amenities received the strongest overall support, while interest in play and recreation, art and expression, and nature-based features was more mixed, with higher proportions of neutral or opposing responses.



3.2 Council-hosted Open House

This section summarizes feedback received at the Council-hosted Open House.

Overall Impressions

Participants expressed strong support for the proposed vision of the KVR Trail as a connected, inclusive, and meaningful corridor within the city. Words contributed through the vision exercise frequently reflected values such as safe, inclusive, connected, green, peaceful, and inspiring, reinforcing themes identified during Phase 1 engagement.

Feedback generally aligned with the concept of the KVR Trail serving multiple roles, including active transportation, recreation, cultural expression, and community identity.

Priority Objectives

When asked to rank objectives, participants most frequently prioritized:

- Creating a connected and cohesive trail system
- Ensuring safety, maintenance, and long-term functionality
- Enhancing accessibility and inclusion

Objectives related to cultural and ecological education and economic vitality also received support, though they were typically ranked lower. This suggests participants view connectivity, safety, and access as foundational requirements before broader social, cultural, and economic benefits can be fully realized.

Safety, Comfort, and Everyday Use

Safety and comfort emerged as dominant themes during in-person conversations and written feedback. Key concerns included:

- Road crossings and trail interface points
- Conflicts between different user types
- Areas with limited visibility or amenities

E-bike use was a recurring topic, with participants raising concerns about higher travel speeds, limited rider experience, trail etiquette, and potential impacts on trail surfaces. Some participants also noted the increasing presence of e-scooters and expressed similar safety concerns.

Participants emphasized the importance of addressing these issues while maintaining the trail's scenic qualities and informal character.

Amenities and Trail Experience

Participants expressed the strongest support for amenities that enhance everyday comfort, social connection, and nature-based experiences. Seating hubs, shaded rest areas, pollinator gardens, and passive wellness spaces received consistently positive feedback.

More intensive recreational features generated mixed responses. While some participants supported these amenities, others emphasized the need for careful siting, appropriate scale, and compatibility with surrounding neighbourhoods and natural areas.

Mapping Exercise – Council-Hosted Open House

At the Council-Hosted Open House, participants were invited to mark up a large-format map to identify commonly used routes and destinations along the KVR Trail and connecting pathways. This map-based exercise provided a visual way to capture lived experience related to route choice, trip patterns, and key destinations. Input from the mapping exercise was compiled and digitized to identify patterns in route use and destination points. Mapped routes were classified by frequency based on the number of users identifying each segment (1 user, 2 users, 3 users, 4 users, and 5+ users). The resulting draft map highlights areas of concentrated use, key connections through the urban core, and spatial relationships between route frequency and destinations. The draft Council-Hosted Open House mapping output is included in Appendix C.

Route Frequency

(*Please note, this frequency data does not represent actual trail use levels. Instead, it reflects the relative popularity of routes.)

- The highest-frequency segments (5+ users) are concentrated along the KVR Trail within the urban core, indicating consistent multi-user activity along this corridor.

- High-medium frequency routes (3–4 users) extend north–south from the KVR Trail into adjacent neighbourhoods, demonstrating the role of connecting routes in accessing the trail.
- Lower-frequency routes (1–2 users) are primarily located at the urban periphery and along less direct connections, indicating localized or discretionary use.

User Destinations

- User destinations were most frequently identified at:
 - Parks, and natural areas adjacent to the KVR Trail
 - Downtown, waterfront destinations, including the Okanagan Beach area, SS Sicamous/Riverside and Marina Way Park
 - Shaha Lake, particularly at access points connected to the southern portion of the KVR Trail and along the Skaha Lake Beach area.
 - Urban access points within the downtown core
- Destination points are spatially clustered near high-medium frequency route segments, indicating a strong relationship between route use intensity and key trip endpoints.

3.3 Community Group Workshop

This section summarizes feedback from the community group workshop, which brought together representatives from community organizations, tourism, accessibility, and environmental sectors.

Overall Impressions

Participants articulated a shared vision of the KVR Trail as a safe, inclusive, and accessible corridor that supports a wide range of users and experiences. Frequently contributed words and phrases emphasized values such as inclusive, accessible, connected, green, peaceful, and scenic, reflecting a strong desire for the trail to function as both a community asset and a restorative natural space. Feedback highlighted the importance of accommodating diverse users, including walkers, cyclists, families, dog owners, and people of varying ages and abilities, while maintaining safety, comfort, and accessibility. Participants also expressed interest in the trail's role as a cultural and community connector, with opportunities for heritage recognition, ecological stewardship, and a lasting legacy for future generations. Overall, the visioning exercises reinforced the KVR Trail as a multifunctional corridor supporting recreation, active transportation, well-being, and community identity.

Connectivity and Safety Beyond the Urban Core

Community groups raised concerns about gaps in the KVR Trail network, particularly where users are required to travel along highways or major roads outside the city. These conditions were described as uncomfortable and unsafe, limiting the appeal of the trail for a broad range of users.

Several participants emphasized the need to reduce reliance on Naramata Road by creating safer alternative connections through or adjacent to the KVR Trail corridor.

Accessibility and Senior-Friendly Design

Accessibility emerged as a key focus, particularly among senior-serving organizations. Community groups identified areas where trail conditions are challenging for seniors, wheelchair users, and people with limited mobility, including:

- The southwest area between Safeway and Skaha Lake

- Destinations with steep grades or surface challenges, such as Munson Mountain
- The area surrounding the Robinson property and former school site, where many seniors live or access the trail

Participants emphasized the importance of prioritizing accessible design in high-use areas and ensuring destinations along the trail are inclusive.

Tourism, Wineries, and Regional Connections

Winery representatives and tourism community groups expressed strong interest in improving connections between the KVR Trail and wineries along the Naramata Bench. Ideas included:

- Side trails or offshoots connecting directly to winery properties
- Public access arrangements on privately owned land
- Consistent design and safety standards across main and side routes

Comparable destinations, such as the Napa Valley and Franschhoek wine trams, were referenced as models integrating transportation and tourism. Community groups also noted limitations in existing tour and trolley programs and suggested improved trail connectivity could reduce vehicle reliance on Naramata Road.

Wayfinding, Education, and Trail Management

Clear and consistent signage was repeatedly identified as a foundational need. Community groups emphasized:

- Improved wayfinding to trailheads, destinations, and connectors
- Clear communication about permitted uses and trail etiquette
- Reinforcing the KVR Trail's role as a non-motorized route

Concerns around e-bike speeds and user behaviour echoed feedback from other engagement activities, with education and clarity emphasized over enforcement.

Trail Conditions and Basic Infrastructure

Community groups frequently focused on trail condition and operations, noting that inconsistent surfaces, signage, and amenities limit the trail's overall usability. Many emphasized that addressing these basic needs is essential before pursuing more aspirational enhancements.

Some participants highlighted the value of smaller "capillary" routes to improve access without relying solely on major arterial roads and referenced public washroom facilities in other cities as examples of practical amenities supporting year-round use.

Environmental Considerations

Environmental organizations raised site-specific concerns, including invasive species management. While ecological restoration was supported in principle, it was generally viewed as secondary to safety, access, and trail functionality.

Mapping Exercise – Community Group Workshop

A similar map-based exercise was conducted during the Community Group Workshop, where participants representing a range of sectors identified commonly used routes and key locations along the KVR Trail and connecting pathways based on organizational knowledge and professional experience. Participants mapped routes and identified associated location types, including trip start points, end points, destinations, and loop routes. This exercise provided

additional insight into regional connectivity patterns and strategic destinations such as institutions, employment areas, and tourism-related locations.

Input from the mapping exercise was compiled and digitized to identify patterns in route use and the spatial distribution of mapped location types. Mapped routes were classified by frequency based on the number of participants identifying each segment (1 user, 2 users, and 3+ users). The resulting map highlights areas of concentrated use, key connections through the urban core and beyond, and spatial relationships between route frequency and identified destinations. The workshop mapping output complements public input by providing a broader, systems-level perspective on how the KVR Trail functions within the regional active transportation network. The Community Group Workshop mapping output is included in Appendix D.

Route Frequency

(*Please note, this frequency data does not represent actual trail use levels. Instead, it reflects the relative popularity of routes.)

- The highest frequency routes (3+ users) are concentrated along the KVR Trail through the urban core, indicating shared use patterns among multiple sector groups.
- Moderate-frequency routes (2 users) extend outward from the KVR Trail into surrounding neighbourhoods and connecting corridors, reflecting key access routes to and from the trail.
- Lower-frequency routes (1 user) are distributed more broadly across the network, representing group-specific or localized travel patterns.

Location Types

- Participants identified multiple location types associated with route use, including:
 - Trip start locations, distributed throughout residential areas
 - Trip end locations, frequently clustered near urban and waterfront areas
 - Destination locations, commonly associated with parks, natural areas, and urban access points
 - Loop routes, primarily occurring within the urban core and adjacent trail connections
- Location points are spatially clustered along moderate- and high-frequency route segments, indicating alignment between commonly used routes and identified trip functions.

3.4 Meetings with Interest Groups and Written Correspondence

As part of Phase 2 engagement, the City met with key institutions and received written correspondence from organizations and individuals. Together, these inputs reinforced and added detail to themes identified through public and community group engagement.

Safety and Access

Safety was consistently raised, particularly where the KVR Trail intersects with highways, major roads, and high-use areas near schools and campuses. Participants emphasized the need for safer crossings, clearer routes, and improved wayfinding.

Connectivity to Education, Employment, and Daily Travel

Educational institutions expressed strong support for integrating the KVR Trail into everyday travel patterns. Opportunities were identified to strengthen connections between the trail, campuses, housing, and surrounding neighbourhoods, supporting active transportation and daily use.

Operations, Maintenance, and Amenities

Across meetings and correspondence, participants emphasized the importance of consistent trail conditions, signage, lighting, bike parking, and washroom facilities at key nodes. These were viewed as essential to supporting safe, inclusive, and frequent use.

Culture, History, and Identity

Written correspondence showed strong support for incorporating Indigenous and local history through interpretation and storytelling. Participants identified opportunities to strengthen the KVR Trail's identity as a cultural and educational corridor, in addition to its transportation and recreational functions.

4.0 Conclusions

Phase 2 engagement confirmed strong overall support for the vision of the KVR Trail as a connected, inclusive, and meaningful corridor that serves active transportation, recreation, and community identity. Across engagement activities, participants consistently emphasized the importance of safety, accessibility, and connectivity as foundational priorities, particularly at road crossings, transition points, and areas where users currently rely on busy roadways.

Feedback highlighted the need to focus on core trail function before introducing more intensive amenities. Participants prioritized continuous and intuitive connections, senior-friendly and accessible design, clear wayfinding, and consistent trail conditions. Education and communication around permitted uses and trail etiquette particularly related to e-bikes and emerging mobility devices were viewed as essential to supporting safe and comfortable everyday use.

Overall, Phase 2 engagement reinforced themes identified in Phase 1 while providing additional detail on location-specific challenges and opportunities. The input gathered through this phase will support refinement of draft concepts and help guide future planning decisions that balance safety, access, environmental considerations, and the long-term role of the KVR Trail within the city and region.

Appendix A - Engagement Timeline

The following list summarizes the main methods that were used to raise awareness about the KVR Trail Strategy and the opportunities for residents to provide feedback through the community engagement period that took place between November 14 and December 12:

Date	Activity
October 14	News Release ShapeYourCity Phase 2 engagement opens
October 17	40 Trail Flyers posted along the KVR Trail informing users about the upcoming Council Open House
October 22	Community Group Workshop
October 29	Council-hosted Open House Engagement
November 14	News Release
December 12	ShapeYourCity Phase 2 engagement closes

Appendix B - Feedback Form Full Results

KVR Trail - Shape Your City Survey

Question 1: Do you support the following shared vision statement?" The Kettle Valley Rail (KVR) Trail is more than a former railway corridor: it is a cultural backbone, axis, mobility corridor, and an emerging identity for the City of Penticton. KVR Trail advances Penticton's goals for livable neighbourhoods, active transportation, and place-based development. The corridor is a legacy project that blends movement, memory, and meaning into a unified experience for all." (Radio Button Question)

Response Volume: Total responses: 249 (optional question), Skipped: 2

What We Heard

- Yes, I support this: 216 (86.7%)
- I feel neutral about this: 19 (7.6%)
- I don't support this: 14 (5.6%)

Key Takeaways

- The shared vision for the KVR Trail received strong support, with nearly nine in ten respondents indicating agreement.

Question 1a: If you said you feel neutral or don't support the proposed vision statement, please explain: (Single Line Question)

Response Volume: Total responses: 34 (optional question), Skipped: 217

What We Heard

1. Vision Language Feels Overly Aspirational or Unclear

- Many respondents felt the vision statement uses abstract or aspirational language that is difficult to understand, overly broad, or disconnected from tangible outcomes. Terms such as "cultural backbone," "axis," "legacy project," and "emerging identity" were frequently cited as unclear, exaggerated, or unnecessary.

Related sample comments:

- "This is large-scale aspirational wording outlining way too many objectives."
- "Your statement is vague, what am I agreeing with?"
- "The statement is a broad based word salad and should be rewritten to easily describe a community treasure."

2. Concern About Overdevelopment and Loss of the Trail's Natural Character

- A strong theme focused on concern that the vision could justify excessive development, urbanization, or formalization of the trail, potentially undermining its existing natural, quiet, and informal character. Many respondents expressed a desire to keep the trail "as is."

Related sample comments:

- "Some things are best left natural – that is the beauty of the KVR."
- "It's a rustic dusty trail, keep it that way."

- “Too much development will interfere with bike ride.”

3. Financial and Taxpayer Concerns

- Several respondents expressed concern that the vision statement could lead to unnecessary spending, prioritizing the KVR Trail over other municipal needs. There was skepticism that aspirational language could be used to justify costly infrastructure changes.

Related sample comments:

- “This is not a priority for this city.”
- “I worry city staff will take any positive feedback as an excuse to spend way too much money.”
- “This vision will lead to more waste of tax dollars.”

4. Skepticism About the Trail’s Role as a City-Wide Connector or Identity

- Some respondents questioned whether the KVR Trail truly functions as a unifying corridor or defining identity for the entire city, noting geographic separation, surrounding land uses, or inequitable representation.

Related sample comments:

- “I don’t feel that this connects the city in any way.”
- “Most of the trail is through super wealthy neighbourhoods.”
- “It’s one of the great things to do in Penticton, but not its identity.”

Key Takeaways

- Many felt the vision uses “wordy” or unclear terms (e.g., “cultural backbone,” “axis,” “legacy,” “emerging identity”) and asked for a simpler, more tangible statement.
- Respondents emphasized keeping the KVR natural, quiet, and low-impact, with concern that “improvements” could lead to unwanted urbanization or commercialization.
- Some questioned whether KVR investments should be prioritized over other City needs and expressed skepticism about potential tax impacts.
- A portion of respondents did not agree that the KVR functions as a city-wide connector or defines identity for all of Penticton, citing geography and who the corridor serves.

Question 2: Tell us how the KVR could better support your organization, business and everyday/commuter use. All comments, questions and ideas are welcome! (Essay Question)

Response Volume: Total responses: 153 (optional question), Skipped: 98

What We Heard

1. Improve Connectivity and Fill Network Gaps (Within Penticton and Regionally)

- A dominant theme was the need for continuous, safe connections—both through Penticton (closing missing links and improving transitions) and beyond City limits (connections to Summerland, OK Falls, and the broader rail trail network). Respondents frequently referenced specific pinch points and discontinuities where the trail “ends” or becomes difficult to follow.

Related sample comments:

- "Find a way to connect the KVR better from Penticton to OK Falls and to Summerland."
- "Connections east and west off of the KVR for a cohesive network to get from point A to point B."
- "Work on the transitions... Stopping the trail at a road is poor planning."

2. Safety Upgrades at Crossings, Highway Interfaces, and Conflict Areas

- Many comments focused on safety risks at crossings, high-speed road interfaces (especially near Highway 97 / airport area), and the need for safer infrastructure such as underpasses, controlled crossings, barriers, and better trail-road transitions.

Related sample comments:

- "The section... along the Airport edge, Highway 97 and crossing points are dangerous."
- "Need a safe crossing of Main Street at Preston/Nelson Ave."
- "Under passes where the trail crosses busy intersections."
- "Make a safe Corridor... Very unsafe in front of Airport on Hwy 97."

3. Maintenance and Surface Quality as the First Priority

- A recurring message was that before adding new "features," the trail should be maintained consistently: grading, fixing loose sand and gravel hazards, addressing erosion and drainage issues, and ensuring the surface is safe and usable for a range of users (including commuters, mobility devices, and families).

Related sample comments:

- "Before beautifying the amenities... priority should be given to the condition of the trail itself."
- "Ensure surface is safe. No loose gravel... Fix ruts due to misuse or water damage."
- "Magnificent trail. The entire trail needs to be maintained to the same level."

4. Balance Amenities and Economic Benefits While Keeping the Trail Natural and Non-Commercial

- Many respondents supported practical amenities (washrooms, water, benches, shade, waste bins) and noted the trail's value for tourism and business but stressed the importance of maintaining the KVR's natural character and avoiding over-commercialization (e.g., concessions, excessive installations). Several responses also highlighted the trail as an economic and tourism corridor when maintained and signed well.

Related sample comments:

- "Please don't make it commercial. It's a trail first and foremost."
- "Keep out of town areas as natural as possible... In town areas need more lighting."
- "Businesses don't really belong along the trail... People use this trail to be in nature."

- “A well maintained, clearly signed, and continuous KVR would allow us to build experiences around it.”

Key Takeaways

- Respondents identified improving trail connectivity within Penticton and to surrounding communities as the most important way to support everyday, commuter, and organizational use.
- Safety upgrades at crossings and highway interfaces were frequently requested, particularly where the trail intersects with busy roads.
- Many emphasized that consistent maintenance and surface improvements should be addressed before adding new amenities or features.
- Practical amenities such as washrooms, water stations, benches, and lighting were supported, provided the trail’s natural character is maintained.
- A continuous, legible, and well-maintained trail was seen as key to supporting tourism, business activity, and regular use.

Question 3: Please rank the following objectives in order of importance to you (1 being the most important and 5 being the least important). Please note each number can only be used once (no repeats). (Ranking Question)

Response Volume: Total responses: 249 (optional question), Skipped: 2

What We Heard

Options	Avg. Rank
Create a Connected & Cohesive Trail System: Establish a continuous trail connection, integrating the trail with key destinations like parks or schools or connecting with other trail networks.	2.02
Ensure Safety, Maintenance & Longevity: Address safety risks and infrastructure gaps, establish long-term maintenance plans, or increasing lighting, essential signage, infrastructure, etc. to improve feelings of safety/security.	2.39
Support Economic Vitality & Tourism: Enhance infrastructure and identity to support local businesses, increasing 4 season use, or investing in spaces to host local events/markets.	3.39
Enhance Accessibility & Inclusion: Upgrade the trail to meet/exceed accessibility standards, providing signage/amenities to support a diversity of users, or prioritizing equitable trail access for various neighbourhood demographics.	3.40
Promote Cross-Cultural & Ecological Education: Provide opportunities for Indigenous knowledge & self-representation, conserve sensitive ecosystems, scenic viewpoints, supporting education through interpretive signage, storytelling and community programs.	3.64

Key Takeaways

- Connectivity was ranked as the top priority, followed closely by safety, maintenance, and long-term trail function.
- Economic vitality, accessibility, and cultural and ecological education were ranked as secondary priorities.
- Results suggest participants view core trail function and safety as prerequisites to broader benefits.

Question 4: Nature and Ecology

Examples: mini orchard, pollinator gardens, community gardens (Radio Button Question)

Response Volume: Total responses: 249 (optional question), Skipped: 2

What We Heard

- Love this: 120 (48.2%)
- Okay/Neutral: 101 (40.6%)
- No, thanks: 28 (11.2%)

Key Takeaways

- Overall, responses show mixed but generally positive support, with nearly half of respondents expressing enthusiasm for ideas such as pollinator gardens and mini orchards, while a sizable portion remained neutral or opposed.

Question 5: Play and Recreation

Examples: game zones (bocce, chess, hopscotch, etc.), natural playground climbing/bouldering station, parkour/fitness areas, flow trail/linear pump track, skate dots/bike skill spots (Radio Button Question)

Response Volume: Total responses: 249 (optional question), Skipped: 2

What We Heard

- Love this: 95 (38.2%)
- Okay/Neutral: 86 (34.5%)
- No, thanks: 68 (27.3%)

Key Takeaways

- Interest in play and recreation features is more divided, with support spread across positive, neutral, and opposed responses, suggesting these ideas resonate with some users but not broadly across all respondents.

Question 6: Art and Expression

Examples: outdoor art galleries, art exhibitions/installations, graffiti wall (Radio Button Question)

Response Volume: Total responses: 250 (optional question), Skipped: 1

What We Heard

- Okay/Neutral: 105 (42.0%)
- Love this: 81 (32.4%)
- No, thanks: 64 (25.6%)

Key Takeaways

- Feedback on art and expression features was largely neutral, with interest present among some respondents but overall suggesting cautious or selective support rather than strong consensus.

Question 7: Social and Community Spaces

Examples: seating hubs, communal kitchen, picnic hub, food truck stations, shipping container refuel/pop up shops (Radio Button Question)

Response Volume: Total responses: 250 (optional question), Skipped: 1

What We Heard

- Love this: 121 (48.4%)
- Okay/Neutral: 87 (34.8%)
- No, thanks: 42 (16.8%)

Key Takeaways

- Responses indicate generally positive interest in social gathering and food-related amenities, with nearly half of respondents expressing support and relatively limited opposition.

Question 8: Wellness and Reflection

Examples: sanctuary spaces, music gardens, passive spaces (Radio Button Question)

Response Volume: Total responses: 250 (optional question), Skipped: 1

What We Heard

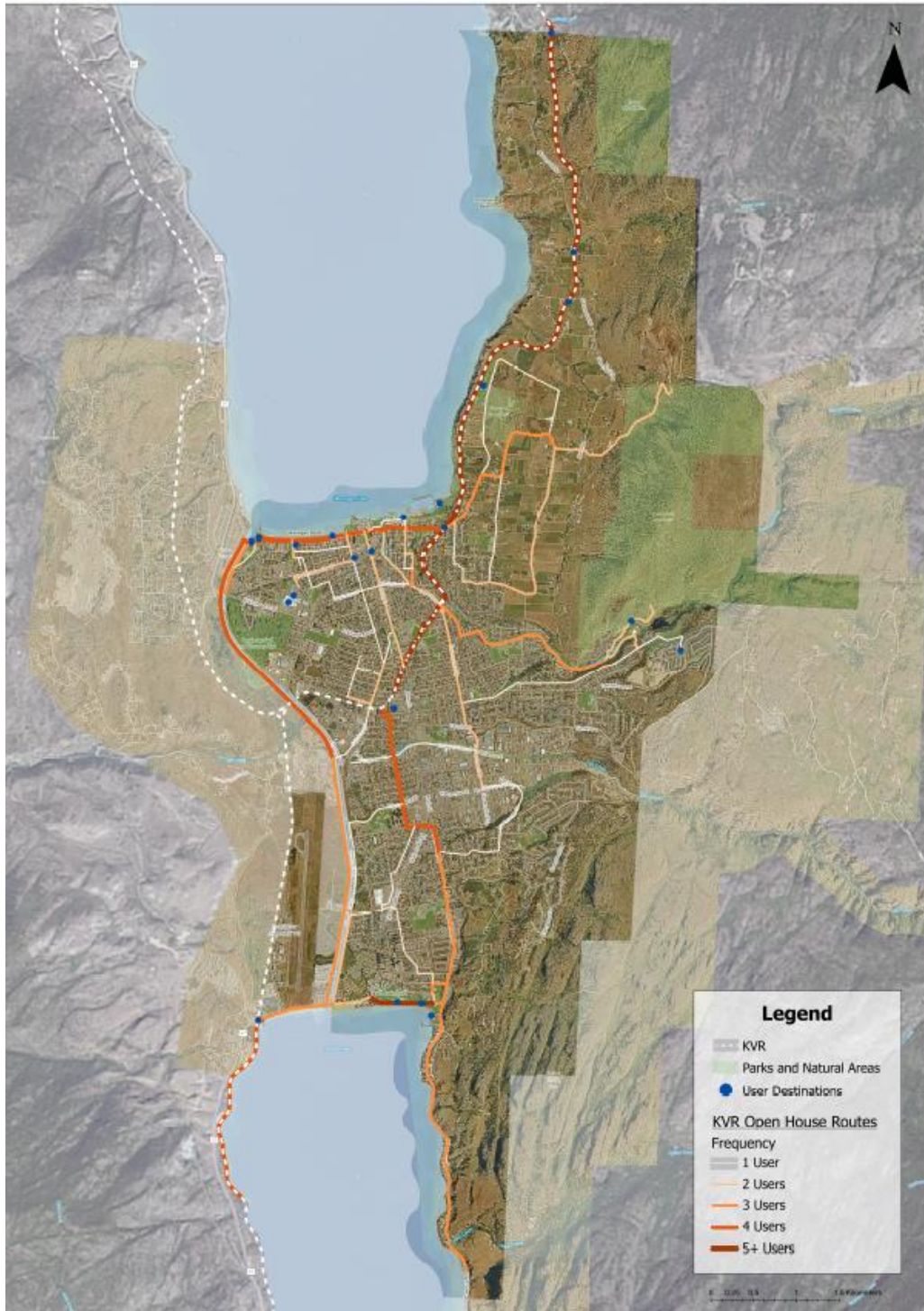
- Love this: 143 (57.2%)
- Okay/Neutral: 80 (32.0%)
- No, thanks: 27 (10.8%)

Key Takeaways

- Wellness and reflection features received strong overall support, with a clear majority of respondents expressing enthusiasm and relatively minimal opposition.

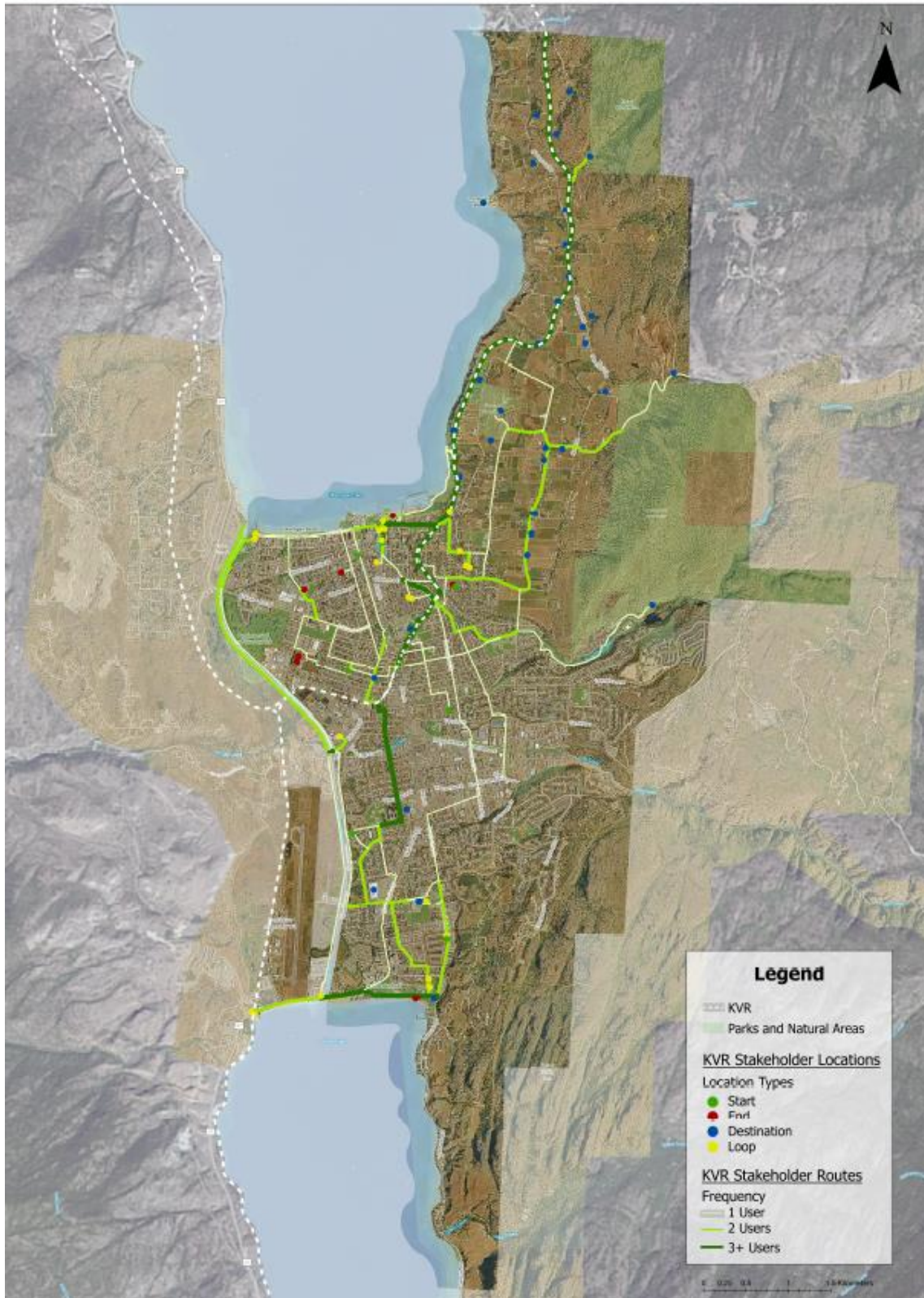
Appendix C – Council-hosted Open House Mapping Exercise

KVRTS - Phase 2 Open House Engagement



Appendix D – Community Group Workshop Mapping Exercise

KVRTS - Phase 2 Stakeholder Engagement





Phase 3 Engagement What We Heard Report

Kettle Valley Rail Trail Strategy Project

July 2026



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1.0 Project Background

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

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

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

Project Phases

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

2.0 Engagement Process

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

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

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

2.1 Engagement Methods

Online Survey

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

Pop-up Events

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

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

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



Figure 1. Pop-up event

Interest Holder Workshop

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

Meetings with Interest Holders

Individual meetings were held with the Regional District of Okanagan-Similkameen (RDOS), Okanagan College, the Thompson Okanagan Tourism Association, Similkameen Indian Bands (SIB) and an agricultural landowner.

Participation and Engagement Outcomes

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

2.2 Communication Methods

Project Webpage

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

News Release

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

Flyer

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

Social Media Posts

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



Figure 2. Flyer

3.0 What We Heard

3.1 Online Survey and Pop-Up Event Results

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

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

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

Overall Impressions

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

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

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

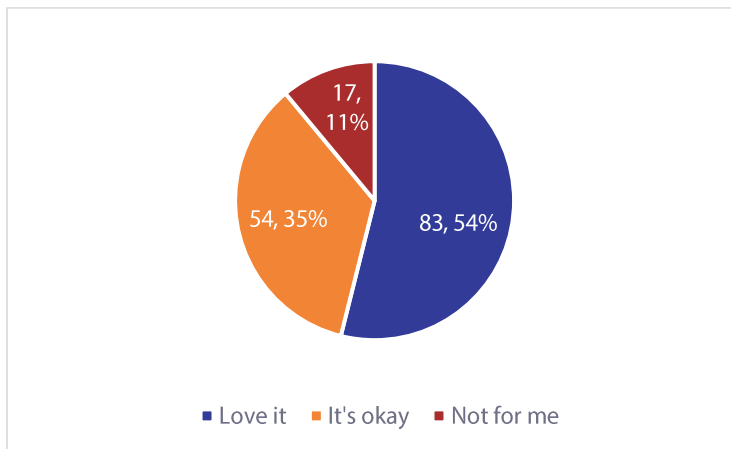
Overall, the feedback suggests broad support for investing in the KVR Trail network, provided that improvements remain sensitive to the corridor's natural character and prioritize practical needs such as safety, connectivity, accessibility, and maintenance. Respondents appear to favour a balanced approach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

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

The Vineyards

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

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



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

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

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

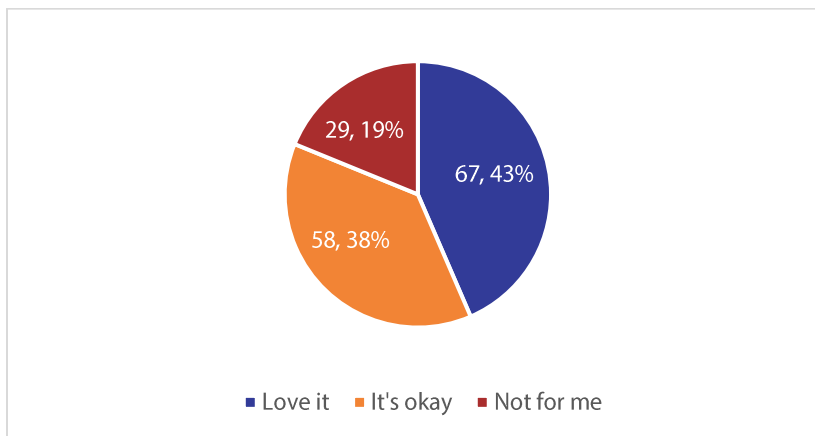
- Preserve natural character:** Many respondents like the current state of the trail and believe that major improvements are unnecessary. Several expressed that it is important for upgrades to complement the area's existing character and natural surroundings. Many prefer a minimal approach to signage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

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

The Vista

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

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



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

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

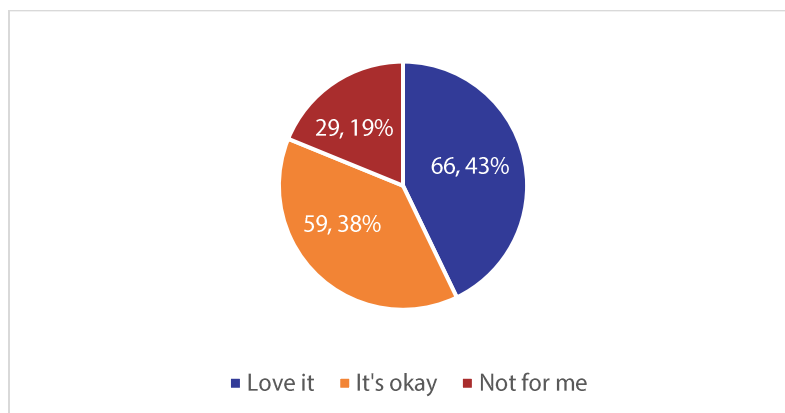
- **Preserve natural character:** There is strong support for preserving the area's natural character. Some respondents prefer leaving this section unchanged, while others support minor improvements that maintain its natural beauty, character, and views.
- **Major gateways:** Many respondents do not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

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

The Climb

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

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



Additional Comments (Survey + Pop-up)

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

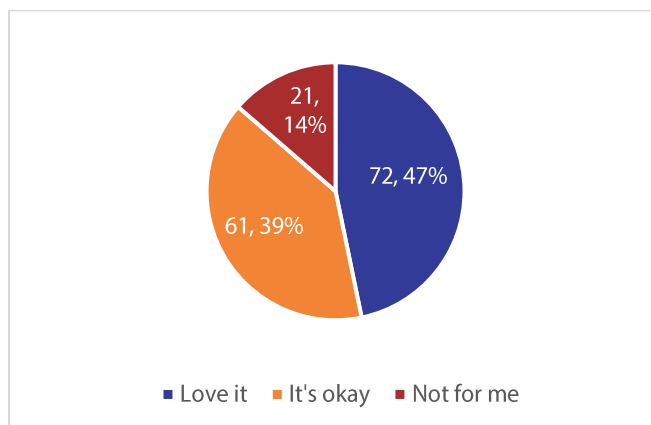
- **Play areas:** Many respondents expressed dissatisfaction with the proposed play improvements. Several noted that the KVR is primarily a walking and cycling trail rather than a playground destination and feel that play areas are better suited in other community locations.
- **Preserve natural character:**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

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

The Playground

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

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



Additional Comments (Survey + Pop-up)

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

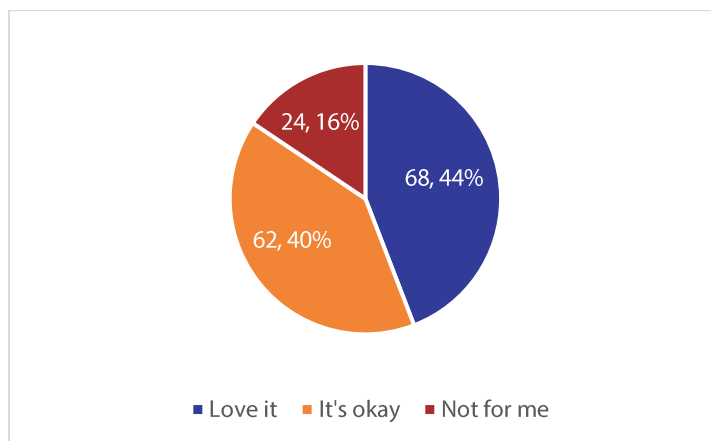
- **Costs:** Respondents are generally concerned about the costs of the improvements and how they will be funded. Some described the proposed features as unnecessary, overly costly, or a poor use of taxpayer funds.
- **Separated path:** There is a high level of support for the proposed path to separate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

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

The Station

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

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



Additional Comments (Survey + Pop-up)

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

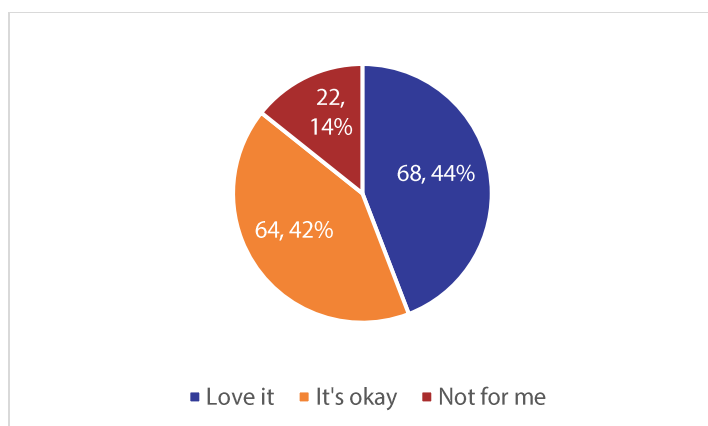
- **Preserve natural character:** Several respondents would like the area to remain as is and do not support the proposed improvements. Many prefer a simpler design approach with fewer signs, structures, and decorative elements.
- **Wayfinding:** There is strong support for improved wayfinding in the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

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

The Channel Link

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

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



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

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

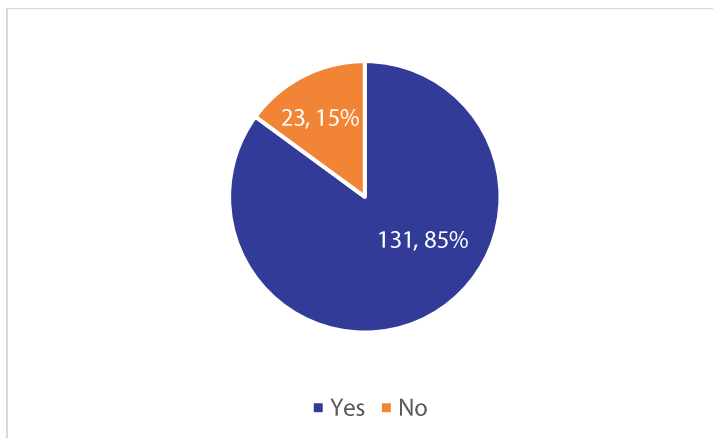
- **Channel Pathway connectivity:** There is strong desire to connect the KVR to the Channel Pathway, with suggestions to restore the old bridge to provide a safe connection for pedestrians and cyclists.
- **Gateway:** Several respondents do not support the major gateway, describing it as unnecessary,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

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

Priorities and Objectives

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

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



What different objectives would you prioritize? (Survey)

The key themes from the survey comments are summarized below.

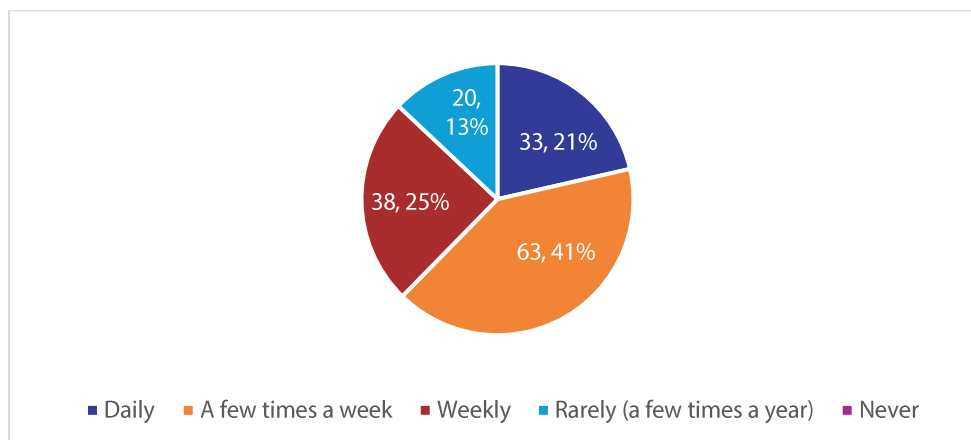
- **Preserve natural character:** There is strong support for protecting the KVR's natural character. Many prefer minimal intervention, limited infrastructure, and improvements that complement the existing landscape rather than alter it. Respondents would like to see the trail remain focused on nature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

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

Trail Frequency and Use

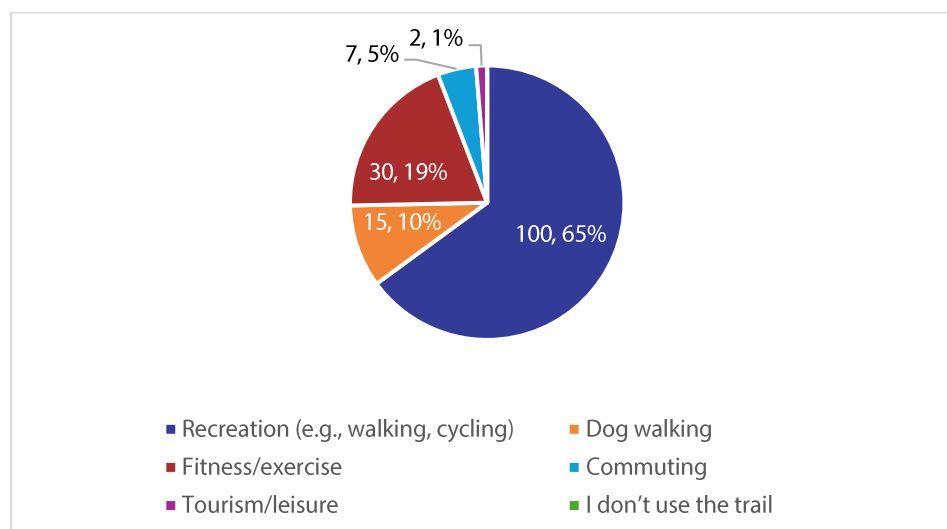
How often do you use the KVR Trail? (Survey)

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



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

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



General Feedback

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

The key themes from the survey comments are summarized below.

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

- **Amenities and user comfort:** Respondents support more drinking water stations, washrooms, seating, shade trees, bike lockers, and rest areas.
- **Cultural storytelling:** There is support for incorporating local history, railway heritage, and cultural storytelling into the trail experience.

3.2 Interest Holder Workshop

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

Overall Impressions

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

Trail connectivity, access, and safety

- Desire for more connections that move people off roads and provide safe travel routes.
- Interest in improving access to wineries from the trail and working with private landowners to facilitate access.
- Concern about gravel dump on Chapman Road creating hazards for cyclists.
- Questions about how trail crossings may interact with upcoming events and activities.
- Concerns were raised regarding trail quality past the vineyards section and towards band lands.

Support for the plan and proposed improvements

- Strong positive feedback and excitement on the overall plan.
- Support for the addition of a pump track at Preston.
- Recognition that The Climb is a valuable riding area, particularly as an accessible alternative to more challenging destinations.
- Question regarding if the new strategy accounts for attracting more user traffic, and if there is consideration for how the trail or city will plan for this uptake.
- Opinions on the desired trail material within The Vineyards were mixed. Some wanted to keep it as is, others (some with mobility issues) wanted it paved, and others have concerns about the dust and would like a different material.

Wayfinding and user experience

- Requests for additional signage, wayfinding, and maps to improve navigation and user experience.
- Observation that there are limited directional signs or guidance on how to access the KVR.
- Suggestion for more consistent messaging for visitors and locals on wayfinding.
- Comment that navigating Wade and Government can be challenging for newer riders.
- Observation that there is an increase in e-bike use.

Parking

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

Environmental considerations

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

Funding and implementation

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

3.3 Meetings with Project Partners and Interest Holders

As part of Phase 3 engagement, the City met with representatives from various government, education, and tourism organizations. Together, these inputs reinforced and added detail to themes identified through public and community group engagement.

Overall Impressions

Participants expressed strong support for improving trail access, wayfinding, and the overall user experience, noting that enhanced signage, mapping, and navigation represent a high-value opportunity to make the trail network more welcoming and accessible. There was significant interest in strengthening connections between the KVR, wineries, bike lanes, and other key destinations to improve mobility for both residents and visitors. Participants emphasized the importance of ongoing trail maintenance, dust management, environmental stewardship, and opportunities to incorporate native species, interpretive features, and educational experiences into the network. Broader discussions highlighted the potential for coordinated branding, promotion, and regional marketing to position Penticton as a premier trail destination and tourism asset. Participants also underscored the importance of collaboration among community partners, local governments, Indigenous communities, educational institutions, landowners, and other interest holders to support implementation, funding, maintenance, and the development of a connected regional trail system.

Trail access, wayfinding, and user experience

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

Coordinated branding and promotion

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

Partnerships, collaboration and funding

- Collaboration with community partners is seen as essential for implementing trail improvements and creating a coordinated regional network.
- There was significant interest from various groups, for example RDOS and Okanagan College to initiate this work.
- Consideration towards the connection to Channel Pathway with regards to operational and capital support and partnership between the RDOS and SIB.
- It is important to involve local landowners in discussions regarding maintenance and upgrades of crossings, trestles, surfacing, drainage, and interactions with agricultural operations.
- Interest holders identified opportunities to pursue grants, fundraising, and other long-term funding sources to support KVRTS' trail infrastructure and maintenance initiatives.
- The KVR corridor is recognized as a significant regional tourism, recreation, and economic asset.
- There is a shared desire among the City, SIB, PIB, and RDOS to work collaboratively to ensure benefits are shared across partners.
- Participants encouraged stronger coordination with SIB's Economic Development team and alignment with ongoing corridor initiatives.

- Long-term partnerships were viewed as essential to planning, funding, implementation, and management.

Meaningful Indigenous involvement and co-development

- Participants emphasized that Indigenous collaboration should begin at the earliest stages of project development and continue throughout decision-making.
- While many proposed ideas were supported, concerns were raised about how the project was developed and presented.
- Participants noted that meaningful engagement requires adequate time, advance materials, resources, and opportunities to shape project priorities.

4.0 Conclusion

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

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

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

Appendix A: Engagement Timelines

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

Appendix B: Full Survey Export

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

Response Volume: Total responses: 154, Skipped: 0

What We Heard

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

Key Takeaways

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

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

Response Volume: Total responses: 17, Skipped: 137

What We Heard

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

1. Improvements are Unnecessary

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

Related sample comments:

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

2. Lack of Support for Additional Amenities and Signage

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

Related sample comments:

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

3. Financial and Taxpayer Concerns

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

Related sample comments:

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

Key Takeaways

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

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

Response Volume: Total responses: 80, Skipped: 74

What We Heard

1. Preserve Natural Character

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

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

Related sample comments:

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

2. Support for Amenities to Enhance User Experience

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

Related sample comments:

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

3. Support for More Signage

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

Related sample comments:

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

4. Trail Surface Maintenance

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

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

Related sample comments:

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

5. Overall Support for Concept Plan

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

Related sample comments:

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

6. Enhanced Crossings

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

Related sample comments:

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

Key Takeaways

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

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

Response Volume: Total responses: 154, Skipped: 0

What We Heard

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

Key Takeaways

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

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

Response Volume: Total responses: 29, Skipped: 125

1. Preserve Natural Character

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

Related Sample Comments:

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

2. Opposition to Major Gateway and Large Structures

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

Related sample comments:

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

- “Don’t need a play area let nature be the play area. Too commercialized absolutely do not need that steel structure for the major gateway that’s ridiculous. The wood trail markers r nice.”
- “Big signs and structures take away the natural beauty of the area”
- “Why do we need play elements and a major gateway structures? Those shown here way out of scale for what could be done!”

3. Financial Concerns

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

Related sample comments:

- “Seems like poor value added for the amount of resources invested to build and then maintain”
- “Absolutely ridiculous use of taxpayer money.”

Key Takeaways

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

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

Response Volume: Total responses: 85, Skipped: 69

What We Heard

1. Preserve Natural Character and Limit Overdevelopment

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

Related sample comments:

- “I think this should be kept as natural as possible. We don’t need to destroy the natural landscape that is already in place”

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

2. Support for Functional Amenities and User Comfort

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

Related sample comments:

- “More water stations/ garbage cans/ bike repair. A public washroom with flush toilets would be nice. Less signage and weird metal arches”
- “Absolutely ridiculously over the top. Don’t try and turn it into Disneyland. People come for the natural beauty, yes, give them the tools so they could enjoy it some seating a bike repair station signage to let them know where they are, this is overkill”
- “This needs way more seating and signage. The views are spectacular and need more seating to take it in. Along with water station. Benches and info booth about Alice would be good as well.”
- “I love the additional seating and maps, but I feel like the “major gateways” are a bit much”

3. Concerns About Cost, Value, and Maintenance

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

Related sample comments:

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

4. Parking and Access Improvements

- Many respondents identified a lack of parking near trail access points, particularly around Vancouver Place.

- Suggestions included designated parking areas, secure bike parking, and a better connection to Esplanade.

Related sample comments:

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

5. Trail Safety and Surface Maintenance

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

Related sample comments:

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

6. Mixed Opinions on Play Areas and Accessibility Features

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

Related sample comments:

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

- “Focus on walking centric activities through here. Picnic benches and play areas would be best.”
- “Wheelchair accessible tables and bike repair stations sound amazing!”

Key Takeaways

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

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

Response Volume: Total Responses: 154, Skipped: 0

What We Heard

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

Key Takeaways

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

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

Response Volume: Total Responses: 29, Skipped: 125

What We Heard

1. Preserve Natural Character
 - Strong sentiment that this section of the KVR is already successful and does not require significant changes.
 - There was a strong preference for maintaining the trail’s natural, rural character and avoiding features that would make it feel too urban.

- Many respondents described the trail as safe, easy to navigate, quiet, and enjoyable in its current form.

Related sample comments:

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

2. Opposition to Play Areas

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

Related sample comments:

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

3. Concerns about Cost and Value

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

Related sample comments:

- "Seems like poor value added for the amount of resources invested to build and then maintain"
- "WASTE OF TAX PAYER MONEY"

4. Concerns Regarding Road Closures

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

Related sample comments:

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

Key Takeaways

- Many respondents are satisfied with the current condition of the trail and do not believe significant improvements are necessary.
- There are concerns regarding putting play features along the trail, with many noting that the KVR is primarily a walking and cycling trail rather than a playground destination.
- Respondents feel that play areas are better suited in other community locations.
- Respondents are concerned about the cost implications of the improvements and questioned if they are a good use of taxpayer funds.
- Some raised concern about road closures.

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

Response Volume: Total Responses: 77, Skipped: 77

What We Heard

1. Opposition to Play Areas and Concern about Placement

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

Related sample comments:

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

2. Preserve the Natural Character and Avoid Overdevelopment

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

Related sample comments:

- "I like the idea of the water fountain, but aside from that I believe the trail is set up nicely with lots of rest stops. There are many playground throughout the city, please leave this trail as natural as possible."
- "Don't ruin a great area"
- "Its fine the way it is just needs some bathrooms"
- "I appreciate the ideas, but worry that gentrifying this quiet, meandering pathway will lose its charm. No play areas, more seating, low impact signage and trail maintenance is all that's needed."

3. Support for Practical Amenities and Wayfinding

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

Related sample comments:

- "Love the additional play areas, human and dog water station, and again wayfinding. If you are familiar with the KVR it's great but if not you could easily get lost"
- "Wayfinding is helpful and water stations are a good idea. Will there be public washrooms anywhere?"
- "Overkill! Again with the custom painted crosswalk playgrounds it's not what the KVR is used for. It's brilliant putting drinking fountains with dog bowls and directional signage but why does it have to be paved? Why does it have to become Disneyland?"
- "Keep it simple. Provide pamphlets at various locations (city hall, recreation centre, Farmer's Market, etc.) and online maps and cultural information."

4. Safety Improvements are a Priority

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

Related sample comments:

- "Road crossing safety and navigation is the parts most in need in this section. An additional water station would be good as well near vancouver place."
- "Safer road crossings would be great! There's definitely a few that could be a lot better. Again, I like the additional maps and seating along the trail"

- “Looks great, again I think safety is important here. Transitions and crowded areas with multiple types of users can lead to conflicts. Please can you also do more about enforcing dog on-leash rules? This leads to SO much risky interactions and conflicts.”
- “Post cyclists speed limits and signage reminding them to ring bells well in advance of approaching pedestrians, especially pedestrians walking leashed dogs. The paved trail renders cyclists almost silent until upon pedestrians.”

5. Concerns About Cost and Maintenance

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

Related sample comments:

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

6. Concerns About Parking and Road Access

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

Related sample comments:

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

Key Takeaways

- Respondents generally support practical improvements but oppose significant, costly upgrades.
- Maintaining the KVR’s natural character is a priority, and there are concerns that excessive infrastructure could detract from its charm and natural appeal.
- Respondents emphasized the need for safer crossings, improved wayfinding, clearer trail etiquette signage related to cyclist speeds, and dog control.

- Cost, maintenance, and long-term value remain concerns, citing concerns about maintenance and whether funding would be better directed towards other priority improvements.
- Parking and neighbourhood access are key issues, with respondents expressing concern about potential road closures and a lack of parking at trailheads.

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

Response Volume: Total Responses: 154, Skipped: 0

What We Heard

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

Key Takeaways

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

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

Response Volume: Total Responses: 21, Skipped: 133

What We Heard

1. Concerns About Costs and Area of Investment

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

Related sample comments:

- "Way too excessive and costly. Wrights Beach to Banbury is also part of the KVR. NOTHING has ever been done with excuse it's PIB land. Work together and do something/anything on this stretch. No more excuses please."
- "same not needed. Put resources into trails that NEED work"
- "This is the least utilized segment of the KVR trail but it will cost the most to make the proposed changes"
- "The extra costs seem unnecessary. Clear trail connections and associated signage and safer intersection crossing is in my opinion, far more important"
- "Not a heavily used path. Would love to see the money on play equipment be put towards enhancing the play structures at skaha and kvr elementary."

2. Opposition to the Pump Track

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

Related sample comments:

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

Key Takeaways

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

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

Response Volume: Total Responses: 81, Skipped: 73

What We Heard

1. Support for Separated Pathways and Safer Crossings

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

Related sample comments:

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

2. Mixed Opinions on Play Areas and Pump Track

- Feedback was divided on the proposed play areas and pump track.

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

Related sample comments:

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

3. Support for Enhanced Connectivity and Access

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

Related sample comments:

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

Key Takeaways

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

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

Response Volume: Total Responses: 154, Skipped: 0

What We Heard

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

Key Takeaways

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

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

Response Volume: Total Responses: 24, Skipped: 130

What We Heard

1. Desire to Leave the Area Unchanged

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

Related sample comments:

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

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

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

Related sample comments:

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

Key Takeaways

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

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

Response Volume: Total Responses: 61, Skipped: 93

What We Heard

1. Support for Improved Wayfinding and Connectivity

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

Related sample comments:

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

2. Support for Cultural and Historical Storytelling

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

Related sample comments:

- "Cultural story telling looks great! We definitely need more. I also love the historic pieces. I typically love shared street ways but would like to know more and specific location"
- "We should acknowledge that the railroad played a role in residential schools. This was a place where families were separated rather than connected. Still overall I likeere separated rather than connected. Still overall I like the proposals."

- “Looks nice. Love to see the cultural storytelling feature and should be as much of this as possible in all areas.”

3. Concerns About Cost and Overdesign

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

Related sample comments:

- “This seems like a lot of investment and not sure it’s needed.”
- “Too much going on and huge cost.”
- “Again, major gateways seem excessive and wasteful of funds.”
- “Garbage receptacles very necessary but need to be regularly maintained to avoid wildlife attraction. Major and minor gateways a waste of tax payer money.”

4. Shared Street Safety and Traffic Concerns

- Concerns were raised regarding the proposed shared street concept, with some questioning the safety of cyclists next to vehicle traffic.
- Safer crossings and improved pedestrian and cyclist infrastructure were identified by respondents.
- Some respondents expressed concerns about road narrowing, traffic congestion, parking loss, and impacts on local residents and drivers.

Related sample comments:

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

Key Takeaways

- There was strong support for improving wayfinding and connectivity, with many stating that this section of the KVR is difficult to follow and poorly connected.
- Many respondents viewed this section as an appropriate location for Indigenous cultural storytelling, railway history, and public art.
- Respondents supported safer crossings, better cyclist and pedestrian infrastructure, and improved traffic controls.
- Many respondents questioned the scale and cost of the proposed improvements, particularly major gateways.

- There was a preference for focusing investment on practical improvements such as wayfinding, connectivity, seating, bike parking, and safety upgrades.
- While some respondents supported more pedestrian and cycling oriented streets, others expressed concerns about road narrowing, increased traffic congestion, parking impacts, and cyclist safety when sharing space with vehicles.

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

Response Volume: Total Responses: 154, Skipped: 0

What We Heard

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

Key Takeaways

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

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

Response Volume: Total Responses: 22, Skipped: 0

What We Heard

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

Response sample comments:

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

2. Preference for Other Investments

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

Response sample comments:

- "Pretty much useless unless it connects to the Skaha Lake section of the KVR trail."

- “Restoring the overpass is waaaayyy more valuable than adding some cheezyy signage and furniture.”
- “Yes have a channel link that will take cyclists off the Okanagan Lake walkway. But please not so much visual clutter on the proposed link”

Key Takeaways

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

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

Response Volume: Total Responses: 71, Skipped: 83

What We Heard

1. Support for Channel Connection and Bridge Crossing

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

Response sample comments:

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

2. Opposition to the Gateway Design

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

Response sample comments:

- “Major gateways seem excessive and wasteful of funds. Is there a channel crossing planned as well?”

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

3. Support for Improved Safety, Connectivity and Wayfinding

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

Response sample comments:

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

4. Support for Trail Maintenance

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

Response sample comments:

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

5. Support for Cultural Storytelling and Indigenous Partnerships

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

Response sample comments:

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

Key Takeaways

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

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

Response Volume: Total Responses: 154, Skipped: 0

What We Heard

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

Key Takeaways

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

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

Response Volume: Total Responses: 23, Skipped: 131

What We Heard

1. Preserve Natural Character

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

Related sample comments:

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

2. Improve Connectivity

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

Related sample comments:

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

3. Cost Concerns

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

Related sample comments:

- "Parking lots for tax payers to go to the jobs that are paying for these ridiculous bike lanes upgrades"
- "NONE, ITS PERFECTLY FINE AS IT IS. STOP WASTING OUR TAX MONEY"

4. Better Trail Maintenance

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

Related sample comments:

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

5. Parking and Trail Access

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

Related sample comments:

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

Key Takeaways

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

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

Response Volume: Total Responses: 98, Skipped: 56

What We Heard

1. Improve Connectivity

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

Related sample comments:

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

2. Preserve Natural Character

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

Related sample comments:

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

3. Prioritize Safety

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

Related sample comments:

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

- “Signage for bike riders to respect the rules of road on the trails and a requirement for all bike to have bells to warn walkers that they are coming up behind them, sometimes very fast.”

4. Better Trail Maintenance

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

Related sample comments:

- “You need to maintain what you already have in the vineyards rural setting. Weeds are a problem for the farmers, KVR parking lot is an eyesore, poorly maintained, lack of trees and shade, weed and pocket gophers infested. Deal with this first!”
- “Aspects of illustrations in the current concepts look like they're "trying too hard" and many of them will require regular maintenance. Too many "human touches" on what should be seen as our natural and agricultural viewsapes.”
- “City needs plan to monitor and enforce these investments - broken water stations / broken benches. / loitering / sleeping on benches - has this been factored into overall costs?”

5. Concerns About Costs

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

Related sample comments:

- “I don’t think this level of investment is needed. I suggest significant feedback be gathered before making this investment. Residents should have a stronger voice over those who visit solely. None of this is needed. We can't afford it and I'm tired of funding these expensive vanity projects. Stick to basic infrastructure and maintenance, not turning the city and nature into a theme park and over-engineered mess!”
- “The money should be spent proportionately along the KVR with the most used sections using the most funds”
- “None of this is needed. We can't afford it and I'm tired of funding these expensive vanity projects. Stick to basic infrastructure and maintenance, not turning the city and nature into a theme park and over-engineered mess!”

6. Better Wayfinding

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

Related sample comments:

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

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

7. Public, Resident, and Trail User Engagement

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

Related sample comments:

- “Once the city has a more specific plan, I hope there will be additional surveys and public meetings especially with local residence.”
- “Please ask an avid trail user with recommendations regarding surface, crossings, crossing buttons, sloped access through curbs at sidewalks. Somehow, these occasionally are neglected.”
- “Overall the provided information lacks any real details. This appears to be another staged public engagement with city staff ultimately doing what they want. Exactly what's happened with the ongoing Bike Lane expansions and never ending traffic calming.”

8. Limited Parking

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

Related sample comments:

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

9. Desire for Amenities and User Comfort

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

Related sample comments:

- “Water, time signposts, and emergency call buttons would be appreciated. For health risks on the trail, but also creepy men or people”
- “The trail is well used and liked already. Improvements should include; water stations, bathroom facilities (out houses?), way finding and seating. Large structures unnecessary.”

- “A bit random but check out the Han River walking and biking paths in Seoul. Very heavily used, lots of amenities, playgrounds, beautiful landscaping, would be great to have something similar (of course in a smaller scale) here”

10. Support for Cultural Storytelling

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

Related sample comments:

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

Key Takeaways

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

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

Response Volume: Total responses: 154, Skipped: 0

What We Heard

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

Key Takeaways

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

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

Response Volume: Total responses: 154, Skipped: 0

What We Heard

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

Key Takeaways

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

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

Response Volume: Total responses: 154, Skipped: 0

What We Heard

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

Key Takeaways

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

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

Response Volume: Total responses: 154, Skipped: 0

What We Heard

- 18-24: 3 (1.9%)
- 25-34: 18 (11.7%)

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

Key Takeaways

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

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

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

What We Heard

Distribution of Respondents:

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

Neighbourhood Notes:

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

Key Takeaways

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

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

- 20.9% submitted postal codes connected to Downtown/North Penticton
- 22.3% submitted postal codes connected to Central Neighbourhoods
- 27.2% submitted postal codes connected to Uplands, Wiltse and South Penticton

- 27.9% submitted postal codes connected to primarily Naramata and Okanagan Falls
- 2% did not contain the full postal code in their response

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

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

What We Heard

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

Key Takeaways

- A significant portion of the respondents do not identify as Indigenous, LGBTQS+ or as a person with a disability.
- A few respondents indicated that they identify as a person with a disability, highlighting the importance of including accessibility features into the design of the trail.

Appendix B: Pop-up Event Boards

KVR Trail Strategy

PROJECT BACKGROUND

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

WHAT WILL THE STRATEGY ACHIEVE?

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

WHAT IS THE PROCESS?

Phase 1: Context & Background Review

Phase 2: Assessment & Analysis

Phase 3: Strategic Planning

Phase 4: KVR Trail Strategy Report



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

DRAFT CONCEPT PLAN

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

The concept plan includes:

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



1 THE VINEYARDS

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

Concept Plan



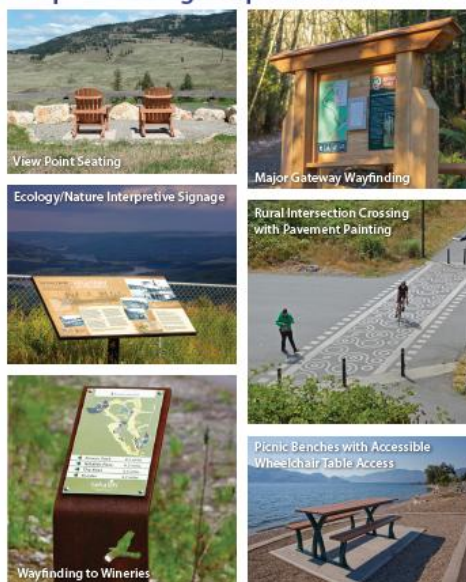
LEGEND

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

Existing Character of The Vineyards



Proposed Design Improvements



Trail Cross Section



What do you think?

Add a sticky dot below!

LOVE IT

IT'S GOOD

NOT FOR ME

Add sticky notes with comments!



2

THE VISTA

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

Concept Plan



LEGEND

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

Trail Cross Section

RURAL PATHWAYS



Existing Character of The Vista



Proposed Design Improvements



What do you think?

Add a sticky dot below!

LOVE IT

IT'S GOOD

NOT FOR ME

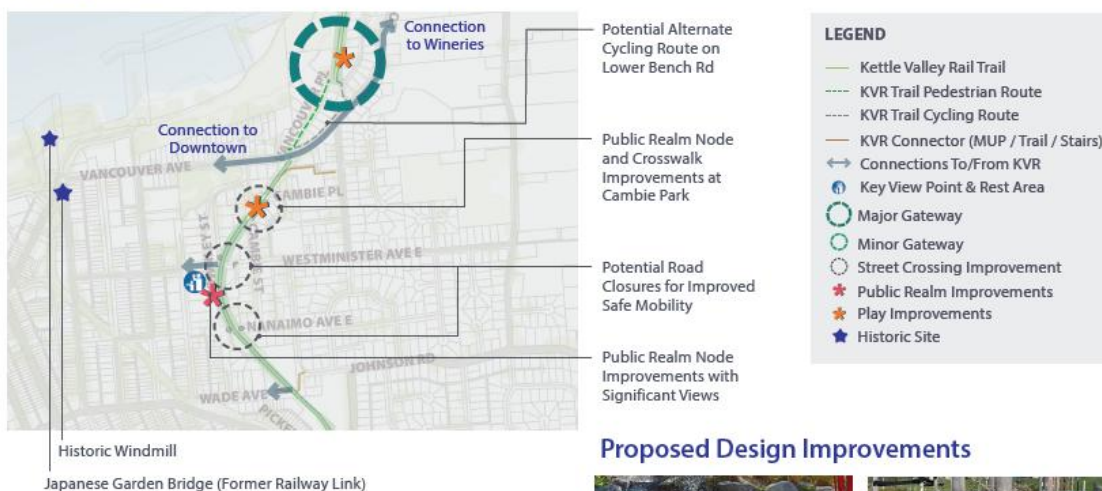
Add sticky notes with comments!



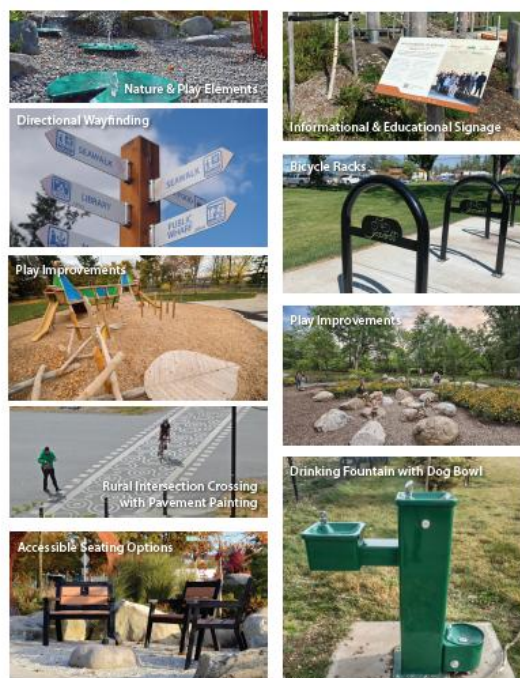
3 THE CLIMB

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

Concept Plan



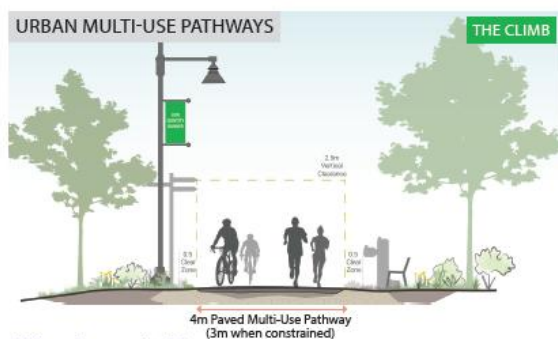
Proposed Design Improvements



Existing Character of The Climb



Trail Cross Section



What do you think?

Add a sticky dot below!

LOVE IT

IT'S GOOD

NOT FOR ME

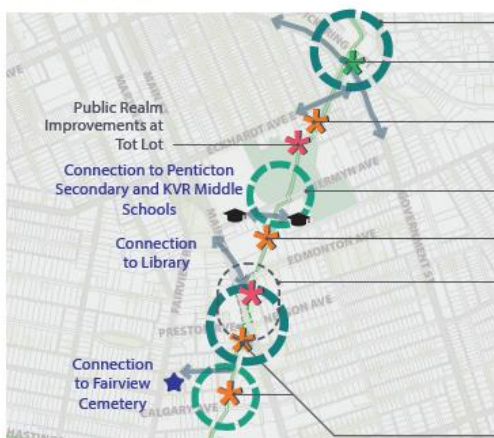
Add sticky notes with comments!



4 THE PLAYGROUND

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

Concept Plan



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

LEGEND

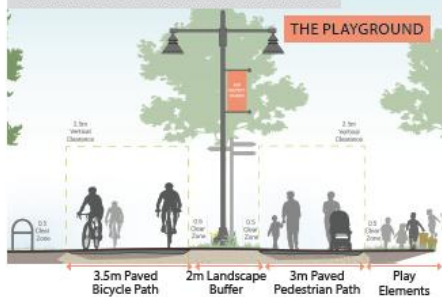
- Kettle Valley Rail Trail
- KVR Trail Pedestrian Route
- KVR Trail Cycling Route
- KVR Connector (MUP / Trial / Stairs)
- Connections To/From KVR
- Major Gateway
- Minor Gateway
- Street Crossing Improvement
- Public Realm Improvements
- Green & Nature Improvements
- Play Improvements
- Historic Sites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



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

Trail Cross Sections

URBAN MODE-SEPARATED PATHWAYS



URBAN MODE-SEPARATED PATHWAYS



What do you think?

Add a sticky dot below!

LOVE IT

IT'S GOOD

NOT FOR ME

Add sticky notes with comments!



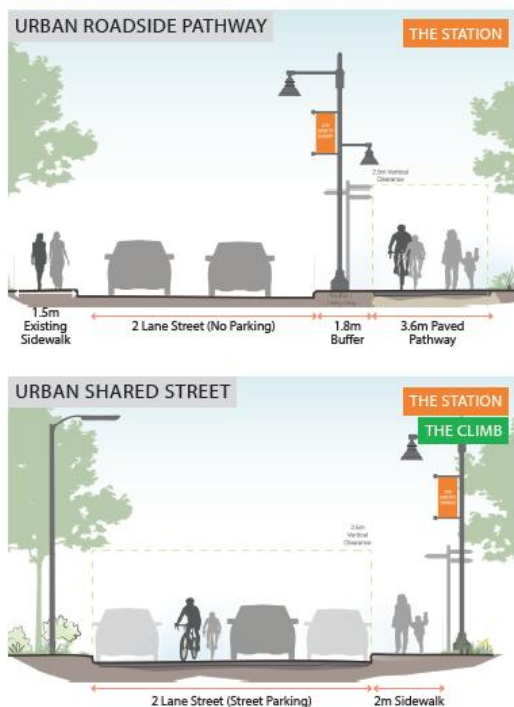
5 THE STATION

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

Concept Plan



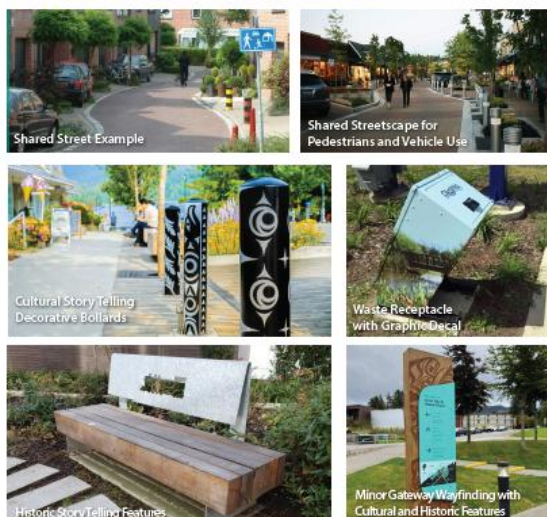
Trail Cross Sections



Existing Trail Wayfinding and Connections



Proposed Design Improvements



What do you think?

Add a sticky dot below!

LOVE IT

IT'S GOOD

NOT FOR ME

Add sticky notes with comments!



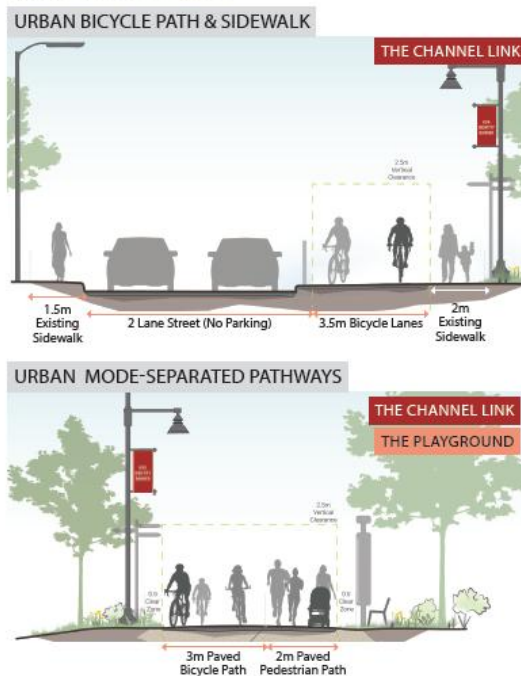
6 THE CHANNEL LINK

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

Concept Plan



Trail Cross Sections



Proposed Design Improvements



What do you think?

Add a sticky dot below!

LOVE IT

IT'S GOOD

NOT FOR ME

Add sticky notes with comments!

Appendix C: Pop-up Event Comments

The Vineyards

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

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

The Vista

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

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

The Climb

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

The Playground

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

The Station

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

The Channel Link

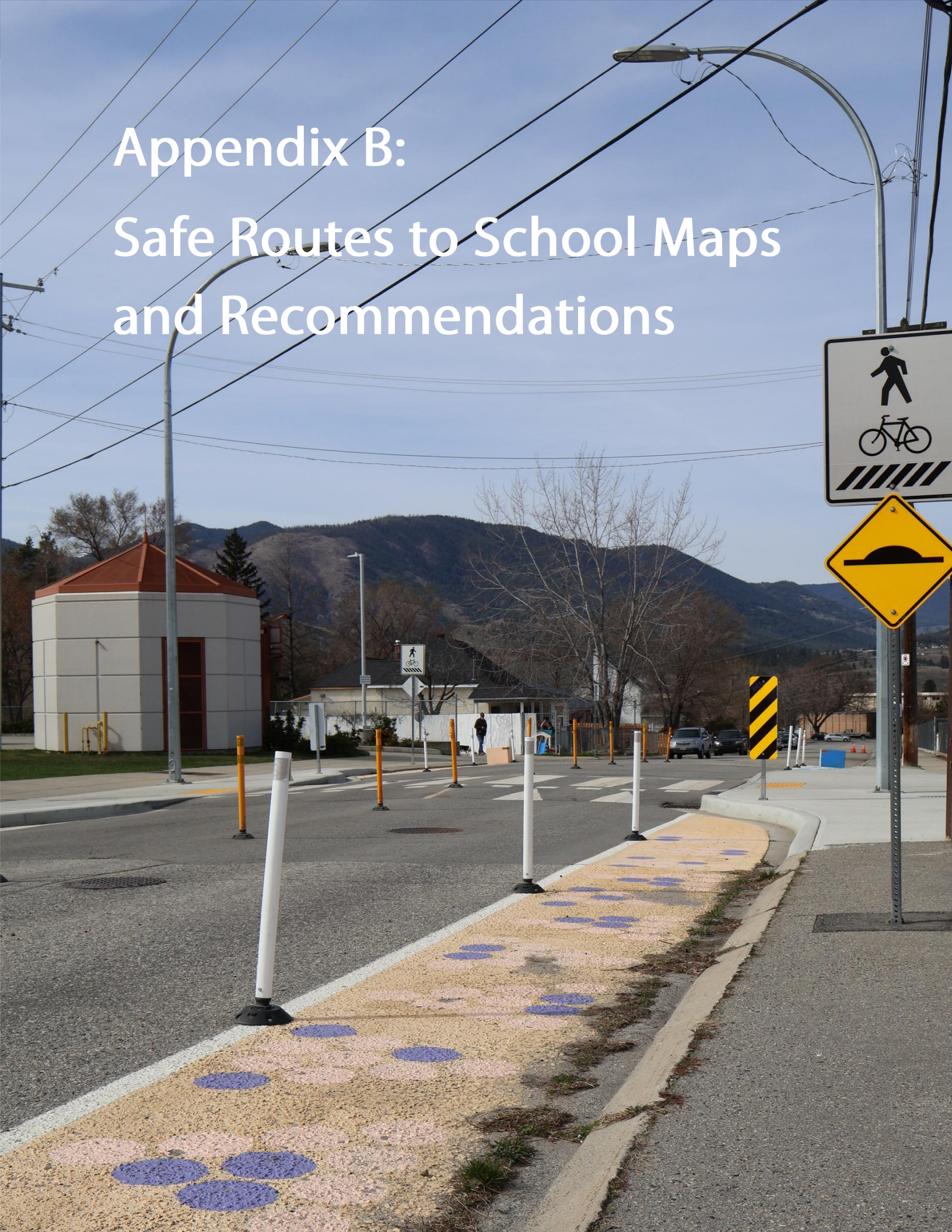
- keeping most natural path instead of pavement
- doesn't look like it connects to channel? Might as well finish it..
- connecting college to enowka centre as bonus. Run trail in front of gardenwicks
- cultural signage - work with PIB
- safety - homelessness under fairview bridge
- improving all of the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

General Comments

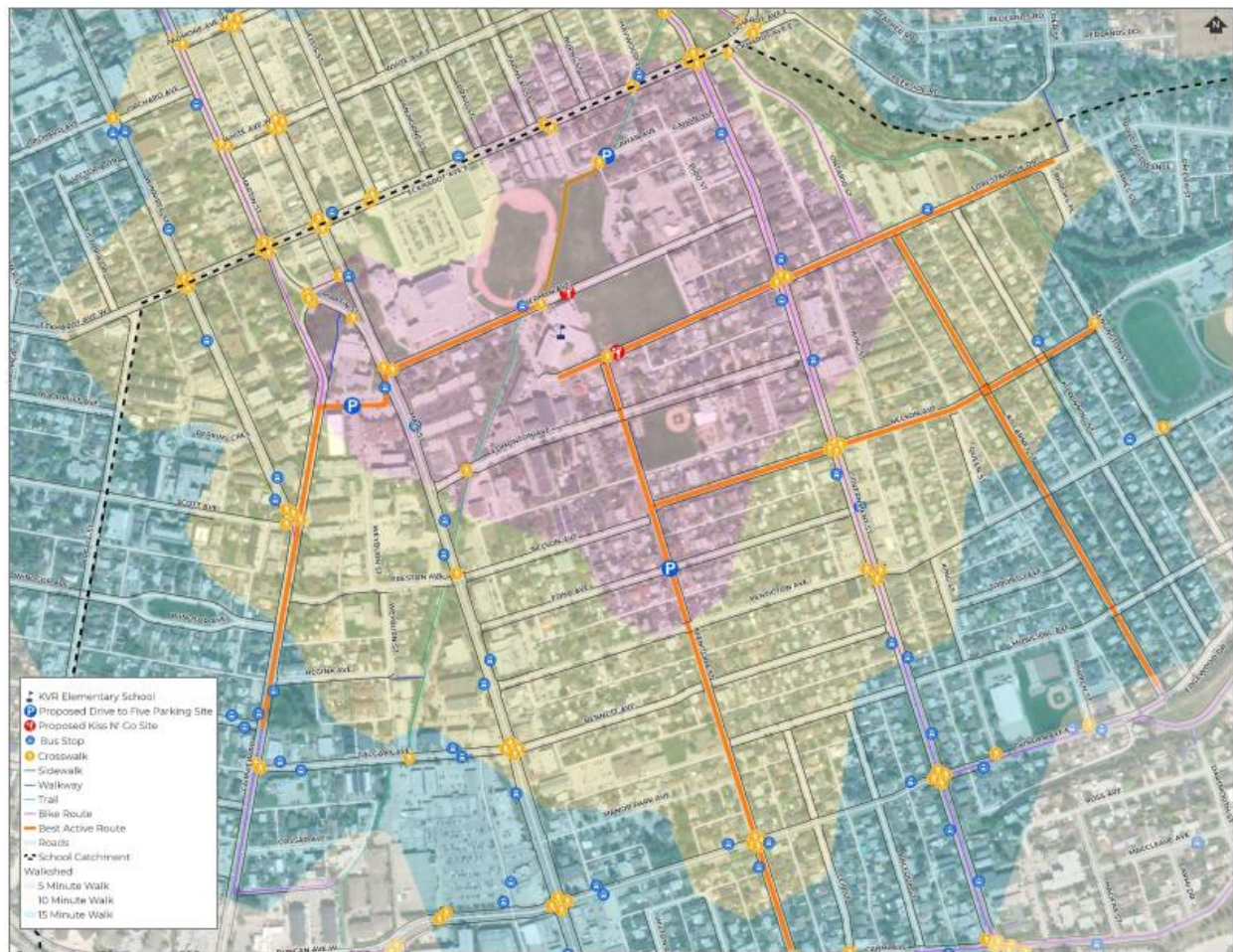
- signage for bike safety
- speed limits
- passing on the right
- courtesy
- would like to see connectivity between KVR and PIB -> continued trail
- keeping more natural path instead of pavement
- need better enforcement of e-bike and e-scooter regulations/etiquette
- safety concerns and conflicts between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

Appendix B:

Safe Routes to School Maps and Recommendations



KVR Elementary – Existing Conditions and ‘Best Routes’



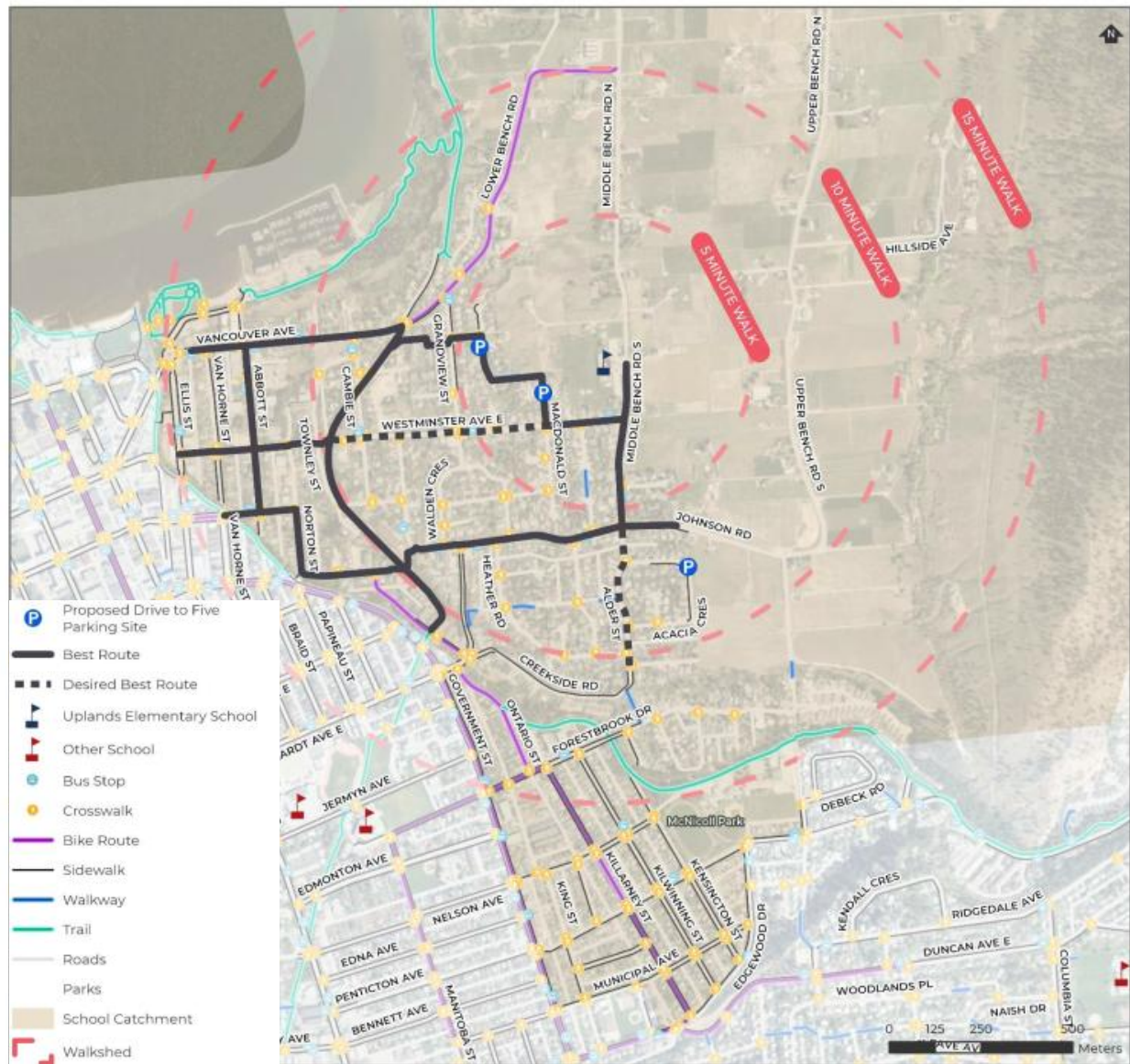
KVR Elementary – Engineering Action Items

Project ID	Location	Issue	Recommendation	Priority	Responsibility	Cost
1	Manitoba Street	Congestion and road safety concerns.	Multi-use path and road improvements to reduce vehicle use and speeds along corridor and support active transportation.	High	City of Penticton	\$\$\$
Manitoba Street has been identified as a high-priority and the City will be implementing improvements in 2026.						
2	Implement Drive to Five+ locations	PUDO near school is congested and causes road safety concerns.	- Formalize Drive to Five+ Locations to encourage PUDO away from school frontage and supported by Walking School Bus program. - Drive to Five+ Locations: - Penticton Public Library - Gahan Avenue - Manitoba Avenue (area)	High	City of Penticton and PAC	\$
3	Intersections and pedestrian crossings in school proximity	Pedestrian safety at intersection crossings	Review side streets along Best Routes to KVR Elementary and implement traffic calming, which could include stop signs at all intersections, leading pedestrian interval at major intersections, turn restrictions and speed reductions.	High	City of Penticton	\$ - \$\$
4	Main Street	Speeding	Consider additional traffic calming measures within the designated school zone. Examples include adding dynamic speed signs ahead of the Jermyn Avenue pedestrian crossing.	High	City of Penticton	\$\$
5	Main Street / Jermyn Avenue	Crosswalk safety / motorist compliance	Increase visibility of crosswalk through paint markings (e.g. coloured), additional signage.	High	City of Penticton	\$
6	KVR Elementary	Lack of sufficient bike and scooter storage at the school	Explore opportunities to increase storage capacity for bikes and scooters.	High	School Administration	\$

Project ID	Location	Issue	Recommendation	Priority	Responsibility	Cost
7	Municipal Avenue / Manitoba Street (at Holy Cross School access)	Busy access road with no controls	Add stop sign on the laneway approach.	High	City of Penticton	\$
8	Preston Avenue (Main Street to Weyburn Street)	Sidewalk gap	Fill sidewalk gap on Preston Avenue between Main Street and Weyburn Street.	High	City of Penticton	\$\$
9	Intersections along Manitoba Street in school proximity	Sightline issues at intersections due to parked cars	Install parking restriction signage along curb at intersections; bollards can be considered in locations with compliance issues.	Medium	City of Penticton	\$
10	Penticton Avenue	Sidewalk gap	Provide sidewalk on north side of Penticton Avenue between Main Street and Government Street. This item is also identified in the Penticton TMP.	Medium	City of Penticton	\$\$\$
11	Bennett Avenue	Speeding	Explore feasibility to reduce vehicle speeds along the corridor. Solutions could include speed humps, curb extensions, and raised crosswalks.	Medium	City of Penticton	\$\$
12	Duncan Avenue E / Manitoba Street	Motorist compliance	Consider updating intersection to a full signal with leading pedestrian intervals.	Medium	City of Penticton	\$\$\$
13	Duncan Avenue (Main Street to Government Street)	Sidewalk gaps and speeds along corridor	Explore speed reduction along corridor. Through direction in the TMP; implement sidewalk upgrades on Duncan Avenue to fill gaps and separated bike facilities.	Medium	City of Penticton	\$\$
14	Duncan Avenue at Edgewood Drive	Awkward intersection with dangerous crossing conditions	Duncan Avenue is scheduled for reconstruction and is planned to include new sidewalk on Duncan Avenue from Main Street to Manitoba Street, filling in other sidewalk gaps along Duncan Avenue, protected bike lanes, and other safety improvements. Improvement to the Duncan Avenue and Edgewood Drive intersection are included in this scope.	Medium	City of Penticton	\$\$\$

Project ID	Location	Issue	Recommendation	Priority	Responsibility	Cost
15	Martin Street	Crosswalk opportunity	Explore opportunity to implement a mid-block pedestrian crossing on Martin Street near the Penticton Public Library.	Medium	City of Penticton	\$\$
16	Manor Park Avenue	Sidewalk gap	Construct sidewalk on Manor Park Avenue between Main Street and Manitoba Street.	Low	City of Penticton	\$\$-\$\$\$
17	Kettle Valley Rail Trail	Safety improvements	Review all road crossings between Duncan Avenue W and KVR Elementary and add / upgrade crossings where needed. Additionally, consider improvements to make the path feel safe, such as lighting, wayfinding signage.	Low	City of Penticton	\$\$\$

Uplands Elementary – Existing Conditions and ‘Best Routes’



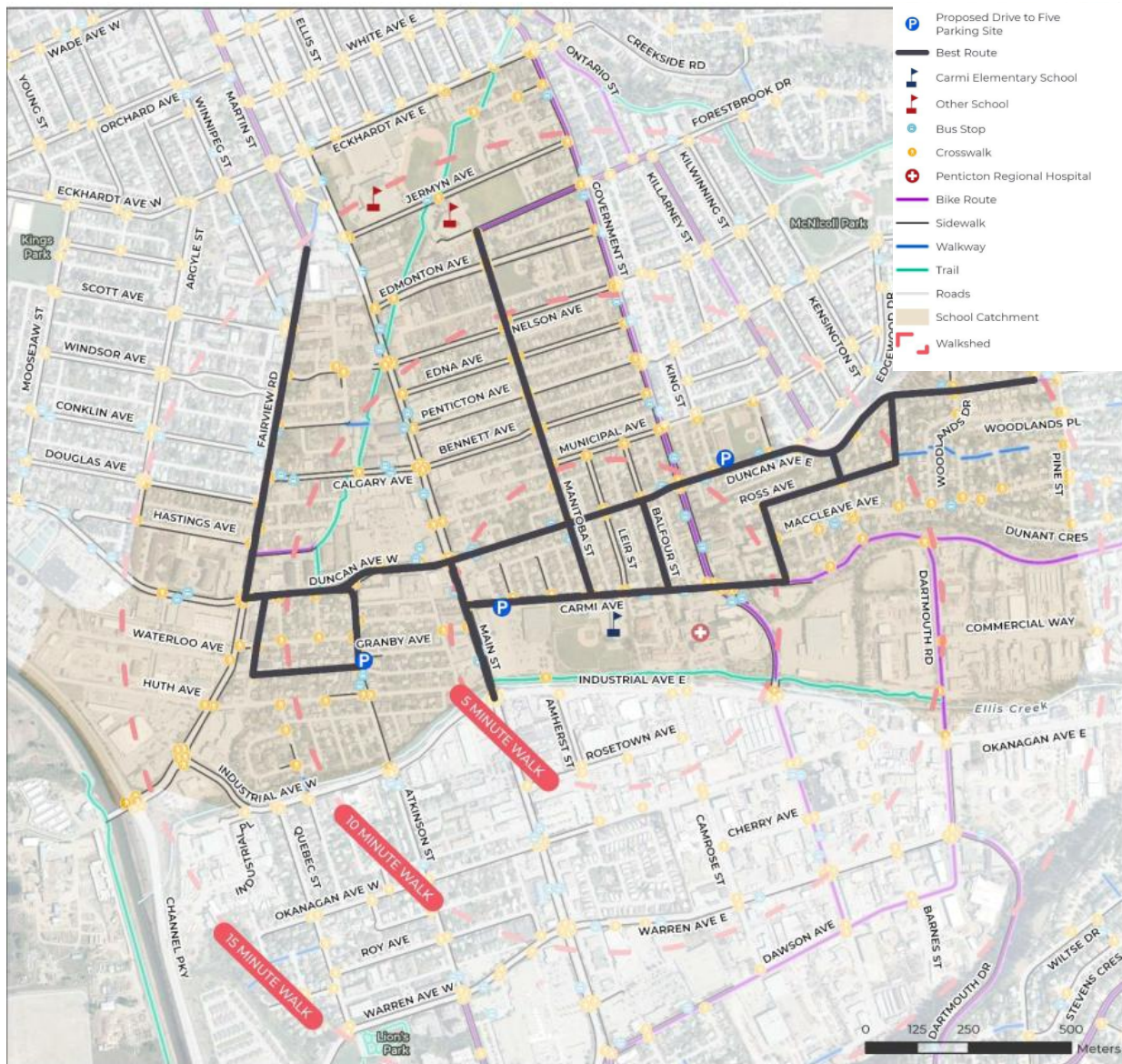
Uplands Elementary – Engineering Action Items

Location	Issue	Recommendation	Responsibility	Cost (\$, \$\$, \$\$\$)
Drive to Five+ Locations: - Uplands Place - MacDonald Street - Acacia Crescent	Congestion near school frontage during pick-up and drop-off	Implement Drive to Five+ locations to support improved pick-up, drop-off at school and encourage walking.	City of Penticton	\$
Intersections and pedestrian crossings in school proximity	Pedestrian safety at intersection crossings	Review side streets along Best Routes to Uplands Elementary and implement traffic calming, which could include stop signs at all intersections, curb extensions, leading pedestrian interval at major intersections, turn restrictions and speed reductions.	City of Penticton	\$ - \$\$
School Parking Lot	Changes to school parking lot due to new childcare facility and existing concerns related to student safety travelling parking lot.	Conduct a review of the school parking lot once planning childcare facility is advanced to identify paint, signage and infrastructure improvements. Explore opportunities to restrict school parking lot usage for caregivers with students Grades 3 and below.	School District	\$
Middle Bench Road / School Parking Lot frontage	Poor sightlines for vehicles pulling out of parking lot when vehicles are parked along Middle Bench Road	Restrict parking immediately adjacent to exit of parking lot through paint and signage.	City of Penticton	\$
Middle Bench Road	Vehicles u-turning on Middle Bench Road and creating safety concerns.	Install centre median flex posts on Middle Bench Road to prevent U-turning	City of Penticton	\$
Middle Bench Road, Johnson Road, nearby residential neighbourhoods (including Redlands)	School zone speed limits end too soon and nearby local neighbourhood streets cannot practically support 50 km/h traffic operating speeds.	Review opportunity to reduce speed limit permanently to 30km/hr along major corridors in proximity to school (Middle Bench Road and Johnson Road) and on local residential streets west of Uplands Elementary and within Redlands neighbourhood.	City of Penticton	\$

Location	Issue	Recommendation	Responsibility	Cost (\$, \$\$, \$\$\$)
Johnson Street	Concerns for pedestrian safety along corridor due to vehicle speeds and lack of separation from modes.	Explore the feasibility to install a sidewalk on the north side that is buffered to protect pedestrians from vehicle traffic.	City of Penticton	\$\$\$
Uplands Place	Pathway from the back of the school connecting to Uplands Place and MacDonald Street requires improvements and regular maintenance	Formalize pathway to improve safety – including a review of feasibility to install stairs/ramp, lighting and railings.	School District	\$\$\$
Westminster Avenue E (Grandview St to Middle Bench)	Concerns of vehicle speeds and visibility due to steep hill approaching intersection.	Conduct review of corridor to explore traffic calming measures. Explore installing at traffic circle/button at Westminster Avenue from Grandview Street to Middle Bench Road to slow traffic.	City of Penticton	\$\$
Westminster Avenue E	Sidewalk gaps along corridor.	Explore feasibility of filling in sidewalk gaps on Westminster Avenue from Townley Street to MacDonald Street.	City of Penticton	\$\$
Alder Street	Lack of sidewalk connecting the staircase at Creekside Road to Middle Bench Road.	Explore installing a sidewalk on Alder Street from Redlands Road to Johnson Road.	City of Penticton	\$\$
Uplands Avenue at Grandview Street	Lack of wayfinding and crosswalk at intersection	Support facilitation to Kettle Valley trail by installing a pedestrian crosswalk and wayfinding signage.	City of Penticton	\$ - \$\$
Lower Bench Road at Grandview Street	Concern of safety of crossing	Install a pedestrian crosswalk on Lower Bench Road to improve pedestrian safety.	City of Penticton	\$

Westminster Avenue has been identified as a high-priority that the City will develop a conceptual improvement plan for.

Carmi Elementary – Existing Conditions and 'Best Routes'



Carmi Elementary – Engineering Action Items

Location	Issue	Recommendation	Responsibility	Cost (\$,\$\$, \$\$\$)
Implement Drive to Five+ locations	PUDO near school is congested and causes road safety concerns.	- Formalize Drive to Five+ Locations to encourage PUDO away from school frontage and supported by Walking School Bus program. - Drive to Five+ Locations: - WholeSale Club Parking Lot (moved up closer to Carmi Ave) - McLaren Arena - Granby Park (long-term implementation)	City of Penticton and PAC	\$
Intersections and pedestrian crossings in school proximity	Pedestrian safety at intersection crossings	Review side streets along Best Routes to Carmi Elementary and implement traffic calming, which could include stop signs at all intersections, leading pedestrian interval at major intersections, turn restrictions and speed reductions	City of Penticton	\$ - \$\$
Leir Ave	Caregivers illegally using residential-only street parking for PUDO	Explore a pilot 15-minute parking for all non-residents to allow legal PUDO	City of Penticton	\$
School bus parking zone	School bus zone is underutilized and does not require the full amount of space.	Review a consolidation of the school bus zone with the existing City bus stop at the school frontage.	City of Penticton & BC Transit	\$
School Parking Lot	Lack of safe pedestrian facilities to travel from Carmi Avenue to back of school	Remove parallel parking in school parking lot and install barriers to create a walking lane.	School District	\$
School Parking Lot	Safety of vehicles pulling in and out of parking lot	Review access restrictions of right-in, right-out only for parking lot access through signage and/or delineators.	School District	\$
Carmi Elementary	Bike theft on-site	Install new bike racks that have better security features in high visibility locations (City of Penticton is offering inverted-U bike racks for free with application)	School District and City of Penticton	\$

Location	Issue	Recommendation	Responsibility	Cost (\$,\$\$, \$\$\$)
Carmi Elementary	Lack of diverse active transportation parking	Explore options to provide indoor scooter and skateboard parking	School District and School Administration	\$
Cross-walks at school frontage	Safety concern of students using the crosswalks in front of school	Explore the feasibility of installing RRFBs and/or raising crosswalks in front of Carmi Elementary	City of Penticton	\$\$
Carmi Avenue (past school frontage)	Employees in the area parking along Carmi all day	Install 2-hour parking signage along all of Carmi Avenue	City of Penticton	\$
Carmi Avenue and Manitoba Street	Challenge to enforce speeds in school zones.	Implement permanent 30km/hr speed zone along Carmi Avenue (Main to Government) and Manitoba Street (Bennett Ave to Carmi Avenue) with consideration for the broader neighborhood as well, reinforced with appropriate traffic calming measures	City of Penticton	\$-\$\$
Carmi Avenue at Manitoba Street	Safety concerns at intersection	- Explore feasibility to raise intersection in consultation with Penticton Regional Hospital Emergency Services to ensure new traffic calming is not problematic. - Work with School Administration to consider implementing through a tactical urbanism activation with students	City of Penticton, School Administration and PAC	\$\$
Manitoba Street	Congestion and road safety concerns.	Explore feasibility to reduce vehicle use and speeds along corridor and support active transportation facilities, including bikeways and improved sidewalk facilities.	City of Penticton	\$\$
Carmi Avenue at Main Street	Pedestrian safety at intersection and using slip lanes	Improve crossing upgrades at intersection and shorten the pedestrian crossing distance, by removing the island restricting left turns off Main Street (right-in, right-out).	City of Penticton	\$\$

Manitoba Street has been identified as a high-priority that the City will develop a conceptual improvement plan for.

Location	Issue	Recommendation	Responsibility	Cost (\$,\$\$, \$\$\$)
Main Street at Carmi Ave	Pedestrian safety concerns	Improve pedestrian safety experience by exploring mechanisms to divert or slow vehicles through curb extensions or traffic diversions.	City of Penticton	\$ - \$\$
Duncan Avenue (Main Street to Manitoba Street)	Sidewalk gaps and speeds along corridor	Explore speed reduction along corridor. Through direction in the TMP, implement sidewalk upgrades on Duncan Avenue to fill gaps and separated bike facilities.	City of Penticton	\$\$
Duncan Avenue at Edgewood Drive	Awkward intersection with dangerous crossing conditions	- Explore a short-term solution to improve safety and add a pedestrian crosswalk at the intersection with rapid implementation treatments. - In the long-term, Duncan Avenue is scheduled for reconstruction and the City will work to incorporate safety into the permanent design.	City of Penticton	\$\$
Granby Avenue & Granby Place	Lack of easy connections to school from west side of Main Street.	Explore opportunities to implement a crossing on Main Street between Duncan Avenue and Industrial Avenue to facilitate students traveling west of Main Street.	City of Penticton	\$\$\$
Ross Avenue	Sidewalk gaps for students east of Carmi Elementary	Explore feasibility of supporting pedestrian facilities on Ross Avenue from Halifax Avenue to Montreal Street	City of Penticton	\$\$
Industrial Avenue (Main Street to Atkinson Street)	Concerns with safety along corridor	Explore the feasibility to add lighting to the pathway.	City of Penticton	\$\$ - \$\$\$

Appendix C: Landscape Standards



City of Penticton Landscape Standards:

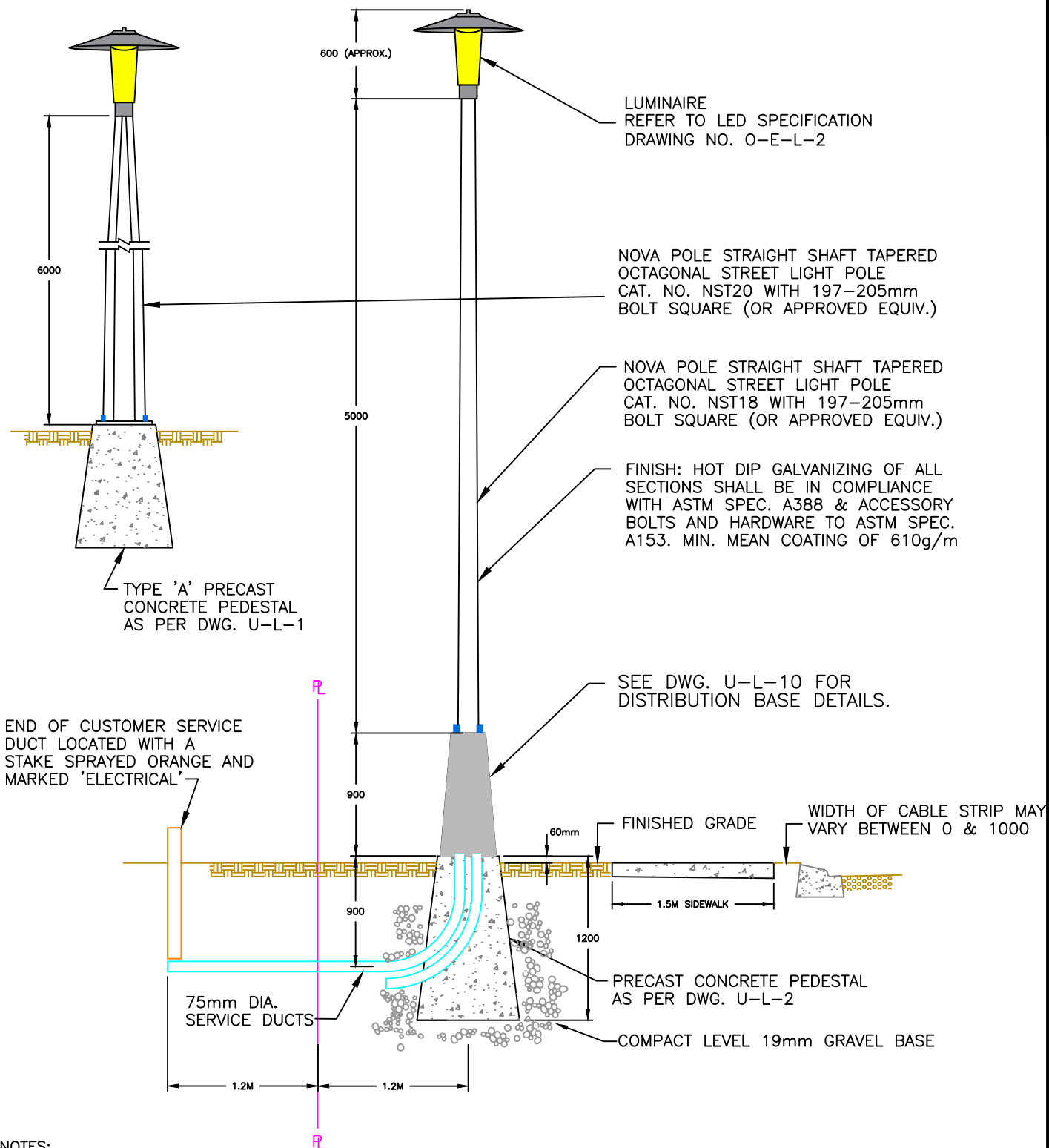
Electrical Lighting Standards:

- STREETLIGHT POLE & DISTRIBUTION BASE TYPE 'C' AND TYPE 'E'
- POST-TOP TYPE STREETLIGHT WITH DISTRIBUTION BASE
- DECORATIVE STREETLIGHT SPECIFICATIONS & INSTALLATION DETAIL
- DECORATIVE PATHWAY STREETLIGHT SPECIFICATIONS & INSTALLATION DETAIL

Landscape & Furnishing Standards:

- S-R18a TREE PLANTING DETAIL BOULEVARD SOFTSCAPE
- S-R18b TREE PLANTING DETAIL HARDSCAPE BOULEVARD
- GARBAGE ENCLOSURE CANOPY
- STANDARD BLACK INVERTED U BIKE RACK

ENGINEER'S STAMP	DRAWN BY: N.C.R.	 ELECTRIC UTILITY DISTRIBUTION STANDARDS	
	CHK'D. BY:		
	APP'D. BY:	STREETLIGHT POLE & DISTRIBUTION BASE TYPE 'C' AND TYPE 'E'	
	SCALE: N.T.S.		



NOTES:
ALL DIMENSIONS IN MILLIMETERS UNLESS SHOWN OTHERWISE.
REFER TO U-L-8 FOR WIRING DETAILS

DRAWN BY: E.G.H.

CHK'D. BY: T.W.A.

APP'D. BY: T.E.B.

SCALE: N.T.S.



ELECTRIC UTILITY
DISTRIBUTION STANDARDS

**POST-TOP TYPE
STREETLIGHT
WITH DISTRIBUTION BASE
(RESIDENTIAL USE ONLY)**

DATE: REVISED
AUG. 2019

SEC. U-L

DWG.# 5

ENGINEER'S STAMP



1. LUMEC PART NUMBERS SHOWN.
2. EQUIVALENT LUMINAIRES & STANDARDS MAY BE ACCEPTED, SUBJECT TO APPROVAL BY CITY'S DIRECTOR OF OPERATIONS.
3. SETBACK & SPACING TO BE APPROVED BY A P.ENG.
4. LUMEC PART NUMBER FOR COMPLETE REPLACEMENT POLE (WITH BANNER ARM, MID-POLE BRACKET, AND PLANT SUPPORT IS:
SPR5V-22-BACS30(2)-GFII-GFI2I-[LBC4S-001]-MPL-PSCD16-[PW-024]-15-BKTX

BASE TO BE INSTALLED IN CABLE STRIP
IF EXISTING, OR DIRECTLY BEHIND SIDEWALK.
FOR SINGLE HEAD INSTALLATIONS,
LIGHT AND BANNER TO BE ON ROADSIDE.
(CONFIRM LOCATIONS & ORIENTATION WITH
ELECTRIC UTILITY BEFORE INSTALLATION).

PRECAST CONCRETE PEDESTAL
AS PER DWG. U-L-9A

COMPACT LEVEL
19mm GRAVEL BASE

Base Pole (NO BANNER ARM OR PLANT SUPPORT): SPR5V-22-GFII-GFI2I-[LBC4S-001]-MPL-[PW-024]-15-BKTX
 Top Luminaire: DMS50-55W32LED4K-G3-LE2F-UNV-DMG-SMB-HS-BKTX OR DMS50-108W48LED4K-G3-LE2F-UNV-DMG-SMB-HS-BKTX
 Mid-Pole Luminaire Fixture: DOS-35W32LED4K-LE2F-UNV-BKTX
 Top Luminaire Mounting Bracket: PC6-1A-R5-RCD7-BKTX
 Mid-Pole Luminaire Mounting Bracket: PC-F-180-DEG-BKTX
 Banner Arms (QUANTITY 1 UNIT = 2 ARMS): REPL-158834-180-SPR5V-BA-BKTX
 Plant Support: REPL-158834-180-SPR5V-PS-BKTX

SCALE: N.T.S.



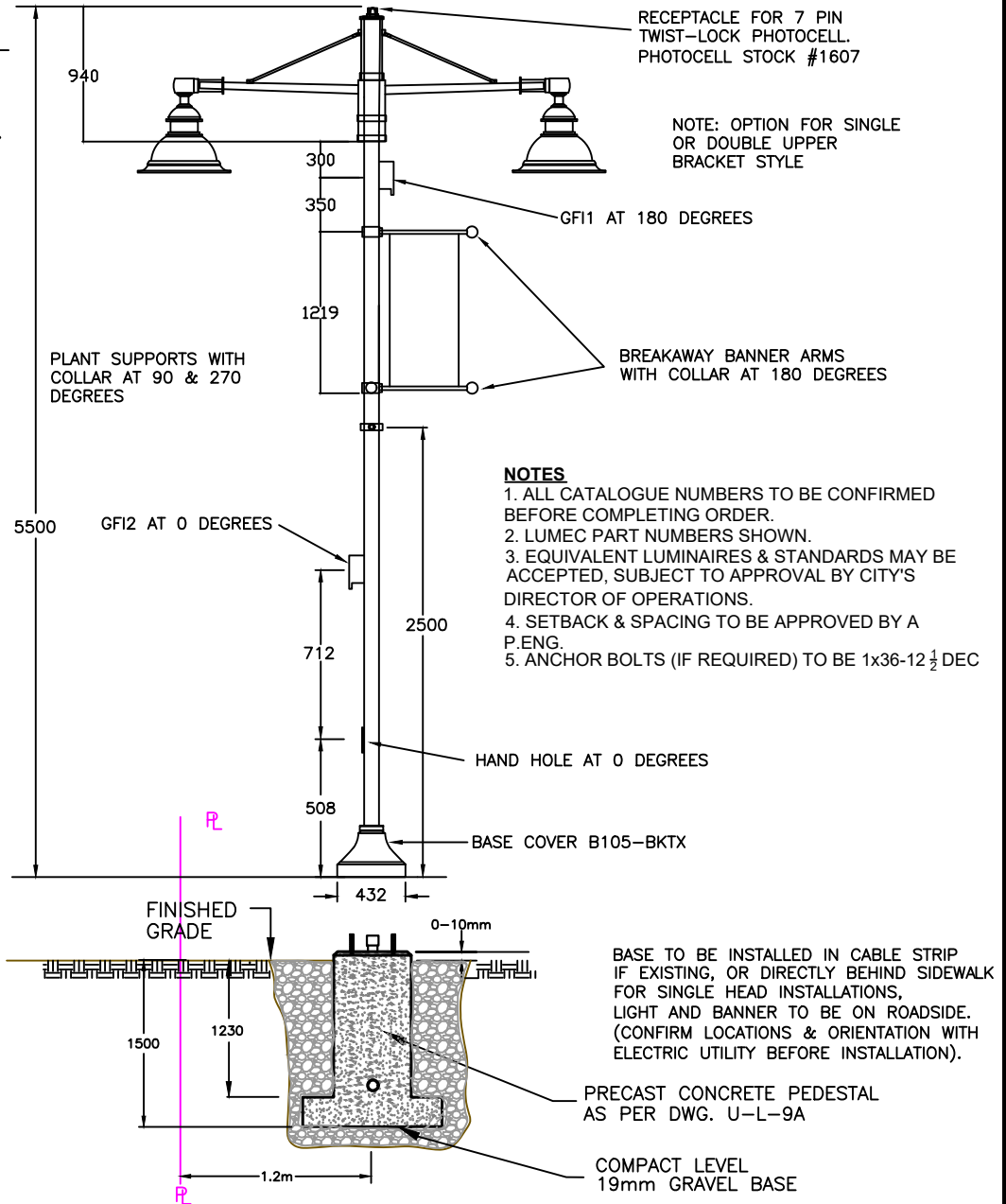
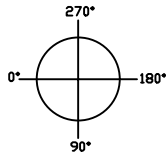
ELECTRIC UTILITY DISTRIBUTION STANDARDS

**DECORATIVE STREETLIGHT
SPECIFICATIONS & INSTALLATION
DETAIL
(55W or 108W)**

DWG.# 11

ENGINEER'S STAMP

ORIENTATION



NOTES

1. ALL CATALOGUE NUMBERS TO BE CONFIRMED BEFORE COMPLETING ORDER.
2. LUMEC PART NUMBERS SHOWN.
3. EQUIVALENT LUMINAIRES & STANDARDS MAY BE ACCEPTED, SUBJECT TO APPROVAL BY CITY'S DIRECTOR OF OPERATIONS.
4. SETBACK & SPACING TO BE APPROVED BY A P.ENG.
5. ANCHOR BOLTS (IF REQUIRED) TO BE 1x36-12 1/2 DEC

LUMEC CATALOGUE NUMBERS FOR DECORATIVE LIGHT (EXCLUDING CONCRETE BASE)

Base Pole: SPR5V-18-B105-[BA-425]-GF11-GF12-PSCD16-[PW024]-BKTX

Luminaire: DMS50-55W32LED3K-G3-LE2F-UNV-DMG-SMB-RCD7-BKTX

Single Luminaire Mounting Bracket: PC4-1A-R5-180DEG-BKTX

Double Luminaire Mounting Bracket: PC4-2-R5-180DEG-BKTX

30" Banner Arms (QUANTITY 1 UNIT = 2 ARMS): REPL-158834-180-SPR5V-BA-BKTX (CoP Stock #4222F)

16" Plant Support: REPL-158834-180-SPR5V-PS-BKTX (CoP Stock #4222G)

ENGINEER'S STAMP	DRAWN BY: N.C.R.		ELECTRIC UTILITY DISTRIBUTION STANDARDS		
	CHK'D. BY:		DECORATIVE PATHWAY STREETLIGHT SPECIFICATIONS & INSTALLATION DETAIL (SINGLE OR DOUBLE LUMINAIRE OPTIONS (55W))		
	APP'D. BY:				
	SCALE: N.T.S.	DATE: APR. 2026	SEC. U-L	DWG.#	12

DESIGN CRITERIA:

This tree planting detail should be used when no hard surfacing will be placed within a continuous boulevard planting strip having a minimum width of 1.5m. The Parks Supervisor may require an alternate tree planting detail be used.

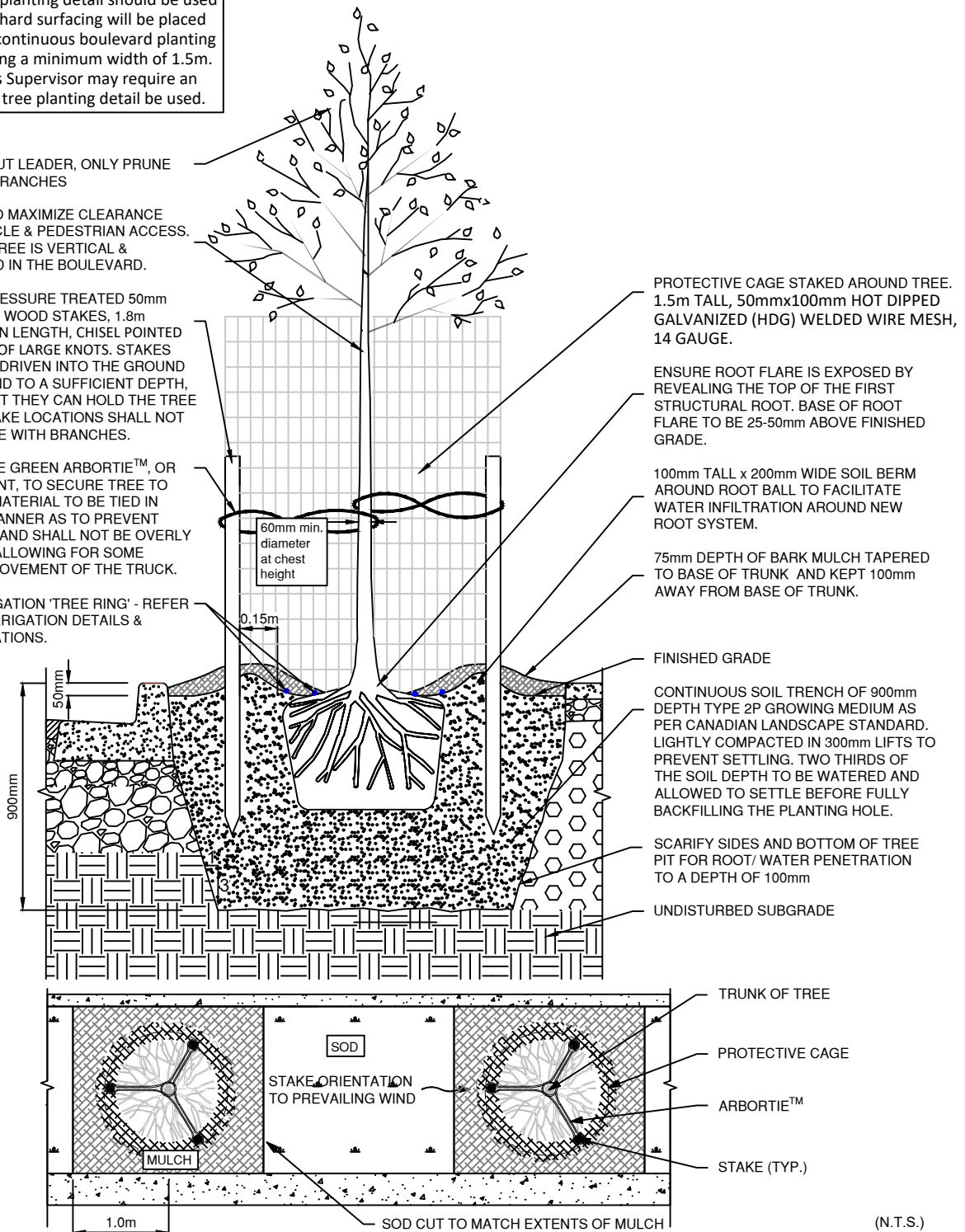
DO NOT CUT LEADER, ONLY PRUNE BROKEN BRANCHES

ORIENT TO MAXIMIZE CLEARANCE FOR VEHICLE & PEDESTRIAN ACCESS. ENSURE TREE IS VERTICAL & CENTERED IN THE BOULEVARD.

THREE PRESSURE TREATED 50mm DIAMETER WOOD STAKES, 1.8m MINIMUM IN LENGTH, CHISEL POINTED AND FREE OF LARGE KNOTS. STAKES SHALL BE DRIVEN INTO THE GROUND FIRMLY AND TO A SUFFICIENT DEPTH, SUCH THAT THEY CAN HOLD THE TREE RIGID. STAKE LOCATIONS SHALL NOT INTERFERE WITH BRANCHES.

19mm WIDE GREEN ARBORTIE™, OR EQUIVALENT, TO SECURE TREE TO STAKES. MATERIAL TO BE TIED IN SUCH A MANNER AS TO PREVENT GIRDLING AND SHALL NOT BE OVERLY TAUGHT, ALLOWING FOR SOME GENTLE MOVEMENT OF THE TRUNK.

DRIP IRRIGATION 'TREE RING' - REFER TO CITY IRRIGATION DETAILS & SPECIFICATIONS.



PLANNING

PENTICTON SOIL VOLUME REQUIREMENTS

- LARGE TREES: 30m³ PER TREE (25m³ PER TREE WHERE MULTIPLE TREES SHARE VOLUME)
- MEDIUM TREES: 20m³ PER TREE (18m³ PER TREE WHERE MULTIPLE TREES SHARE VOLUME)
- SMALL TREES: 15m³ PER TREE (12m³ PER TREE WHERE MULTIPLE TREES SHARE VOLUME)

REGARDING THE ABOVE, PLEASE NOTE THE FOLLOWING:

- USE OF SOIL CELLS AND/OR STRUCTURAL SOIL, CONTINUOUS TRENCHES, BRIDGING TO ADJACENT SOIL VOLUME ON BOULEVARD OR PRIVATE PROPERTY OR OTHER METHODS FOR REACHING MINIMUM SOIL VOLUMES WILL BE CONSIDERED DURING PLAN REVIEW.
- IF USING STRUCTURAL SOIL, 20% OF THE VOLUME SHOULD CONSIST OF SOIL.
- MINIMUM SOIL VOLUMES MAY BE VARIED BY THE CITY ENGINEER IN CONSULTATION WITH THE PARKS SUPERVISOR.
- NUTRIENT AND PHYSICAL PROPERTY TEST RESULTS OF SOIL TO BE PROVIDED TO CITY FOR MATERIAL APPROVAL PRIOR TO PLANTING.
- ANY EXISTING SOIL WITHIN TREE PIT SHALL BE LOOSENEED & TURNED PRIOR TO PLANTING.

MINIMUM CLEARANCES (NOTE THAT THEY MAY BE VARIED BY THE PARKS SUPERVISOR):

LAMP STANDARD=2.5m CATCH BASINS/VALVES=1.2m STOP SIGNS=6.0m
HYDRO POLES=2.5m DRIVEWAY & CROSSINGS=1.8m UNDERGROUND UTILITY=1.5m

INSTALLATION

PREPARATION OF TREE:

- FOR BALLED & BURLAPPED TREES, ALL STRING, ROPE, BURLAP & OTHER RESTRICTING ELEMENTS SHALL BE CUT & REMOVED. FOR WIRE BASKET TREES, THE BASKET SHALL TOO BE REMOVED.
- ANY EXCESS SOIL & MULCH FROM THE NURSERY THAT MAY BE COVERING THE ROOT CROWN OF THE TREE SHALL BE CAREFULLY REMOVED TO EXPOSE THE ROOT CROWN.
- ANY STAKES OR SUPPORTS THAT COME WITH THE TREE FROM THE NURSERY SHALL BE REMOVED.
- EXTREME CARE MUST BE USED TO ENSURE THE TREE IS NOT DAMAGED.
- FOR POTTED TREES, LOOSEN THE ROOTBALL AND PRUNE ANY CIRCLING ROOTS THAT HAVE FORMED AT THE EDGE OF THE CONTAINER.

PROTECTIVE CAGE:

- CAGE MATERIAL SHALL BE OF A SUFFICIENT LENGTH SO THAT ONE (1) COMPLETE PIECE WRAPS ENTIRELY AROUND THE WOODEN TREE STAKES WITH 150mm (6in.) OVERLAP.
- IT IS TO BE SECURED TO ITSELF BY BENDING THE END WIRES BACK THROUGH THE WIRE WESH TO 'CLOSE' THE PROTECTIVE CAGE.
- CAGES & SUPPORTIVE STAKES ARE TO REMAIN UNTIL THE TREE IS LARGE ENOUGH TO WITHSTAND ABRASION & DAMAGE FROM DEER.

PLEASE NOTE:

- LOCATE AND FLAG ALL BURIED UTILITIES IN TREE PLANTING SITE PRIOR TO DIGGING TREE PITS.
- ALL TREE PITS SHOULD BE DUG BY HAND NEAR EXISTING UTILITIES.
- ENSURE APPROVAL OF TREE LOCATIONS BY CITY STAFF HAS BEEN GRANTED PRIOR TO IRRIGATION INSTALLATION.

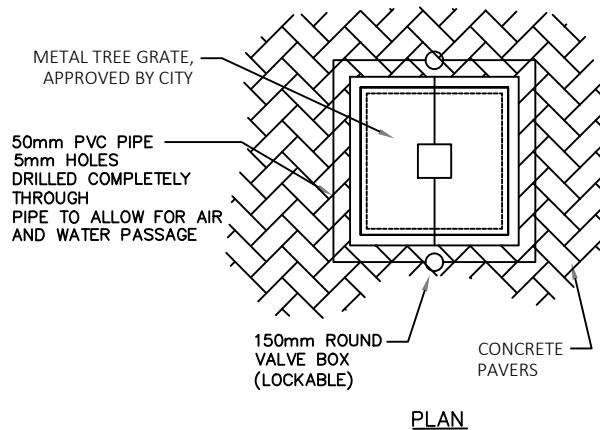


TREE PLANTING DETAIL -
BOULEVARD SOFTSCAPE

Scale: CUSTOM
Plot Date: 2024-12-11
Drawn By: TY

DESIGN CRITERIA:

This tree planting detail should be used where hard surfacing will be placed within a continuous boulevard planting strip and minimum soil volumes can be met with the use of structural soil. The Parks Supervisor may require an alternate tree planting detail be used.



INSTALLATION INSTRUCTIONS:

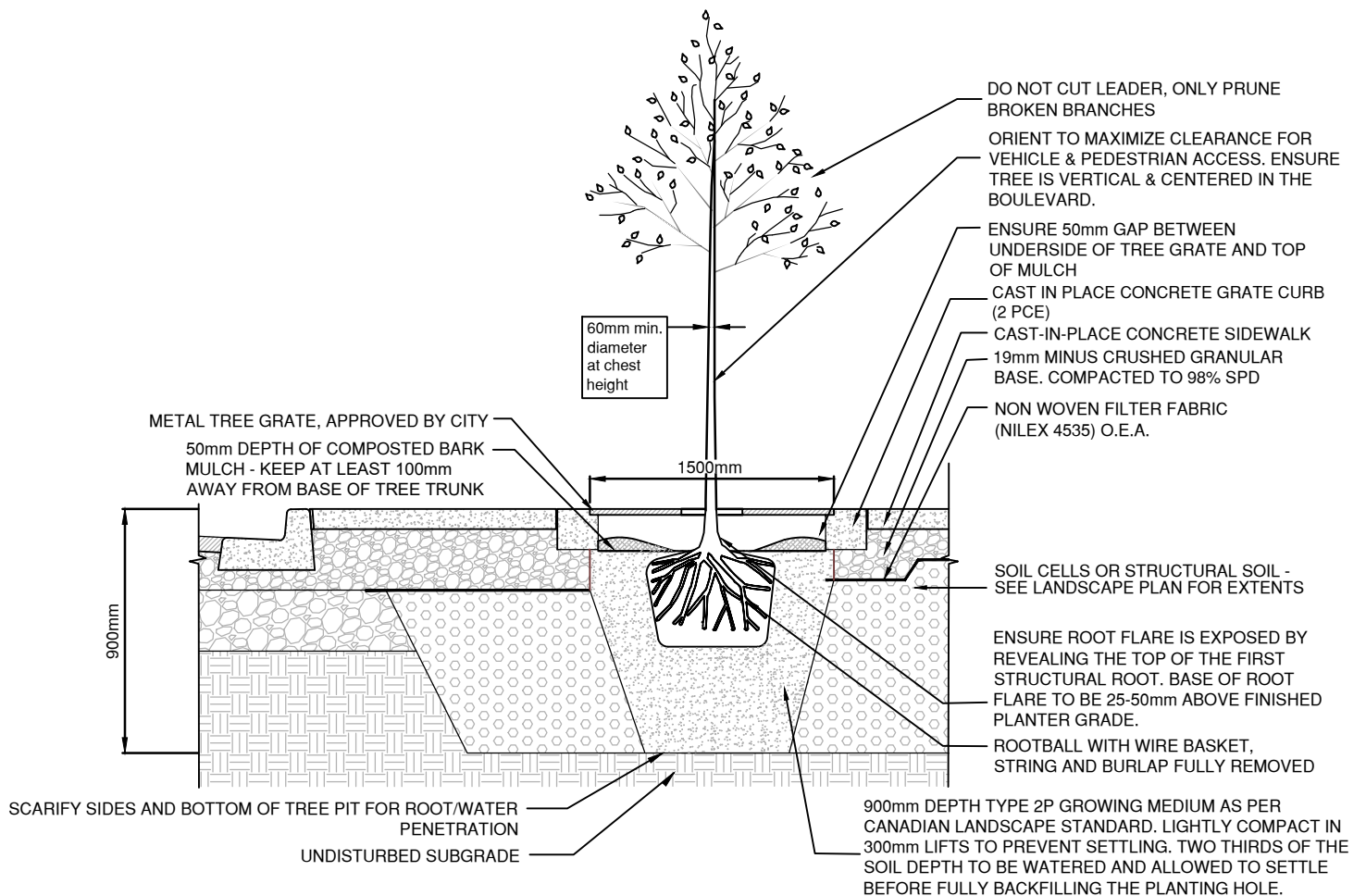
COORDINATE REQUIRED INSPECTIONS WITH CITY PRIOR TO STARTING WORK

EXCAVATE STRUCTURAL SOIL PIT
COMPACT SUBGRADE TO 95% STANDARD PROCTOR DENSITY
INSTALL IRRIGATION PIPE SYSTEM
INSTALL STRUCTURAL SOIL AND COMPACT TO 95% STANDARD PROCTOR DENSITY

STRUCTURAL SOIL RATIO:

4cu m stone (50mm clear sieve designation)
1cu m topsoil
2kg Stabilizer (Sport Turf Inc.)

INSTALL FILTER CLOTH
INSTALL 19mm MINUS AND COMPACT TO 95% STANDARD PROCTOR DENSITY
INSTALL PRECAST TREE CURB
INSTALL ASPHALT
INSTALL TREE C/W GROWING MEDIUM AND BARK MULCH
INSTALL TREE GRATE



PLANNING

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PLEASE NOTE:

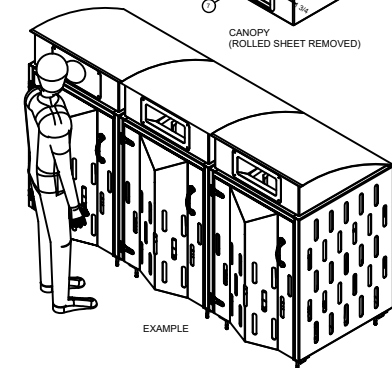
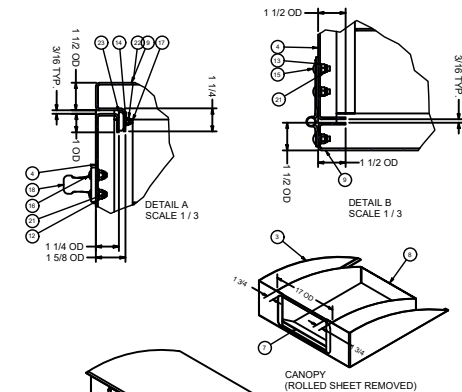
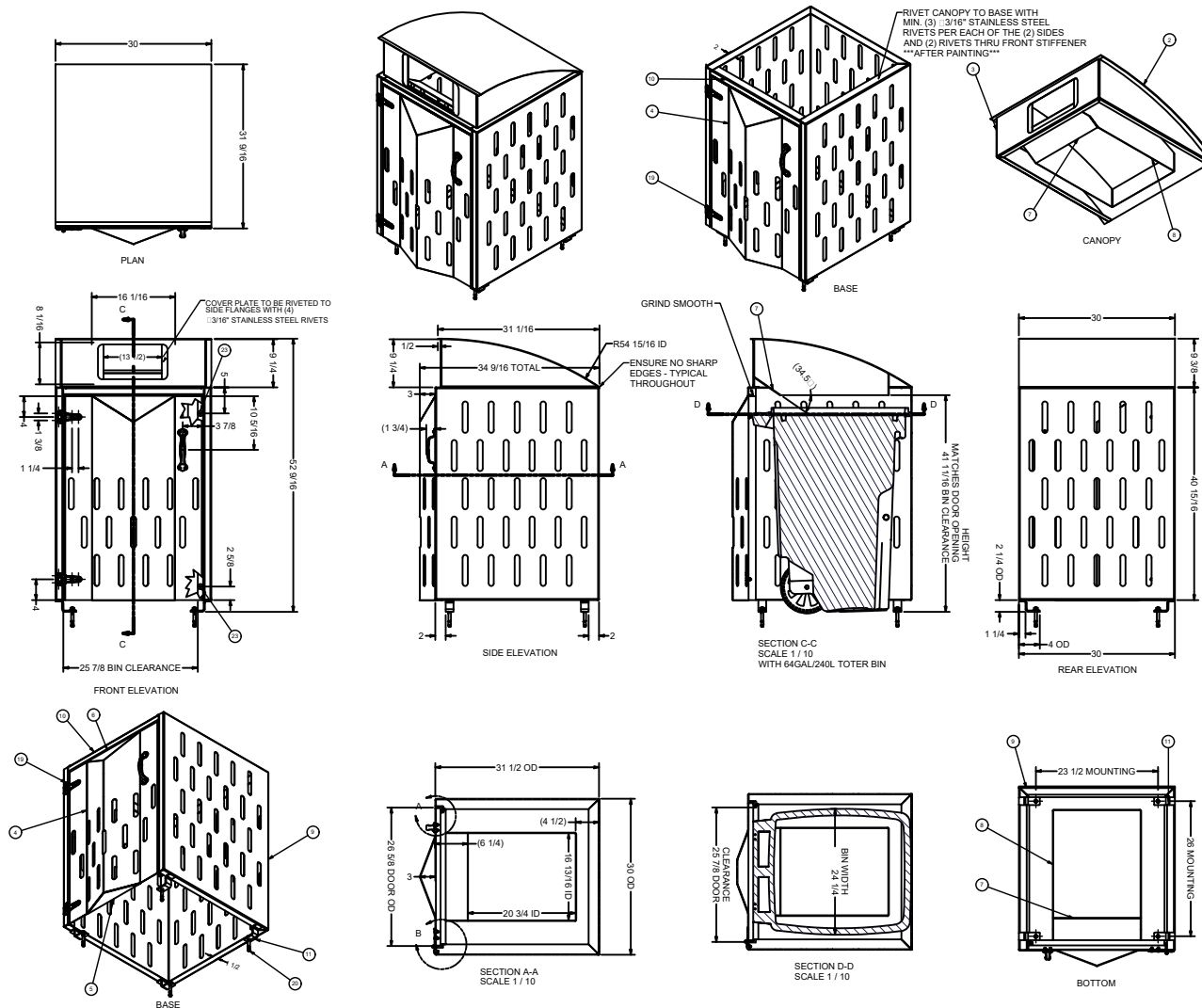
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S-R18b TREE PLANTING DETAIL -
SUPPLEMENTAL NOTES

Scale: CUSTOM
Plot Date: 2024-12-11
Drawn By: TY

PARTS LIST						
ITEM	QTY	PART #	DESCRIPTION	MATERIAL	LENGTH	WIDTH MASS (lb)
1	1		MAIN CANOPY	Steel, Mild	30	31
2	1		CANOPY WALLS	Steel, Mild	30	31
3	1		CANOPY WALLS	Steel, Mild	30	31
4	1		CANOPY WALLS	Steel, Mild	30	31
5	1		CANOPY WALLS	Steel, Mild	30	31
6	1		CANOPY WALLS	Steel, Mild	30	31
7	1		CANOPY WALLS	Steel, Mild	30	31
8	1		CANOPY WALLS	Steel, Mild	30	31
9	1		CANOPY WALLS	Steel, Mild	30	31
10	1		CANOPY WALLS	Steel, Mild	30	31
11	1		CANOPY WALLS	Steel, Mild	30	31
12	1		CANOPY WALLS	Steel, Mild	30	31
13	1		CANOPY WALLS	Steel, Mild	30	31
14	1		CANOPY WALLS	Steel, Mild	30	31
15	1		CANOPY WALLS	Steel, Mild	30	31
16	1		CANOPY WALLS	Steel, Mild	30	31
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18	1		CANOPY WALLS	Steel, Mild	30	31
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100	1		CANOPY WALLS	Steel, Mild	30	31

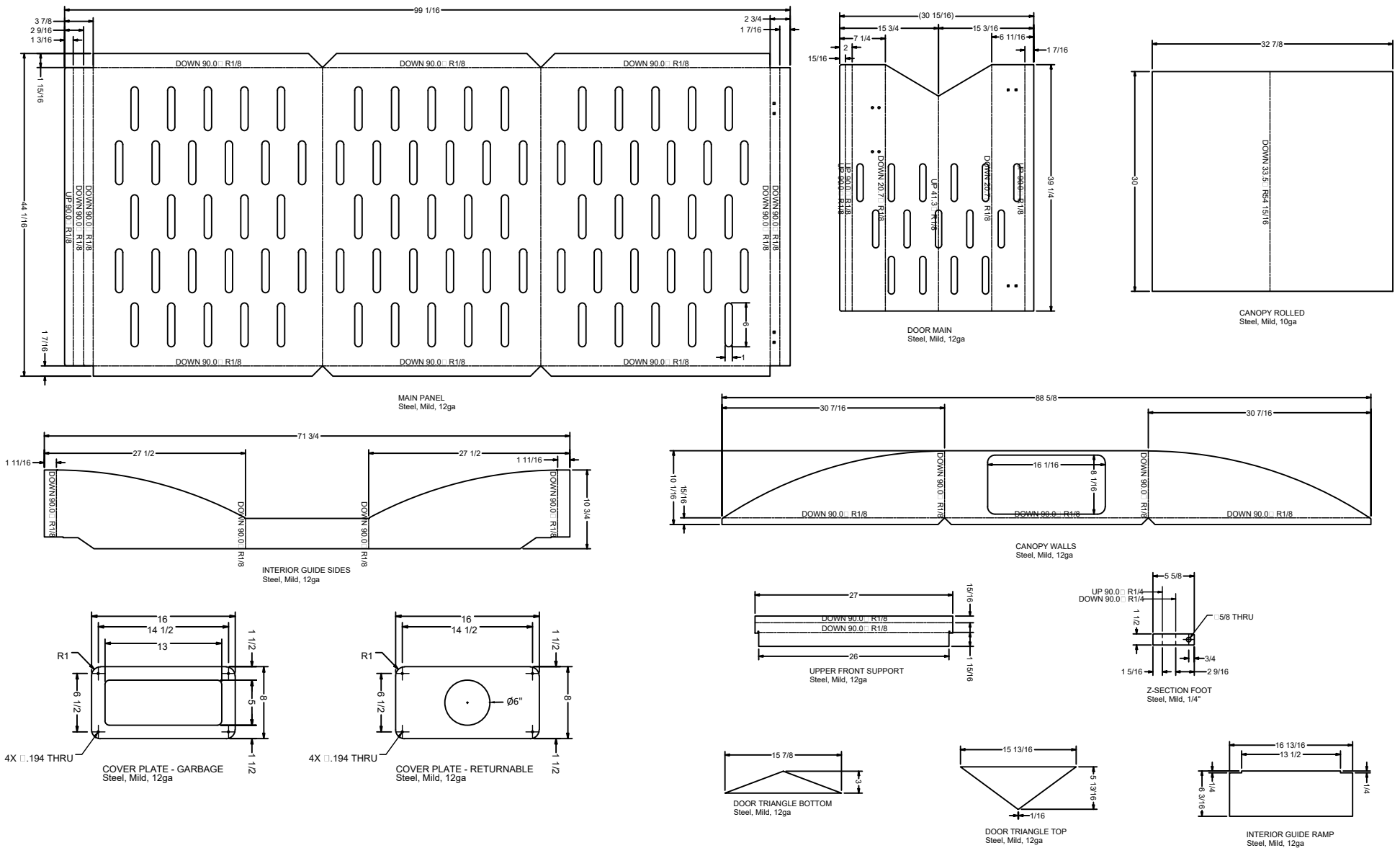


- NOTES:
1. WELDING SYMBOLS NOT SHOWN
 2. ALL STEEL WELDING AS PER CSA W59
 3. USE E70 ELECTRODE FOR ALL STEEL WELDING
 4. BUILD AND POWDERCOAT THE CANOPY SEPARATE AND ATTACH TO THE BASE USING (8) .0316\"/>



GARBAGE ENCLOSURE CANOPY

Scale: NTS
Plot Date: 2022/08/09
Drawn By: YC

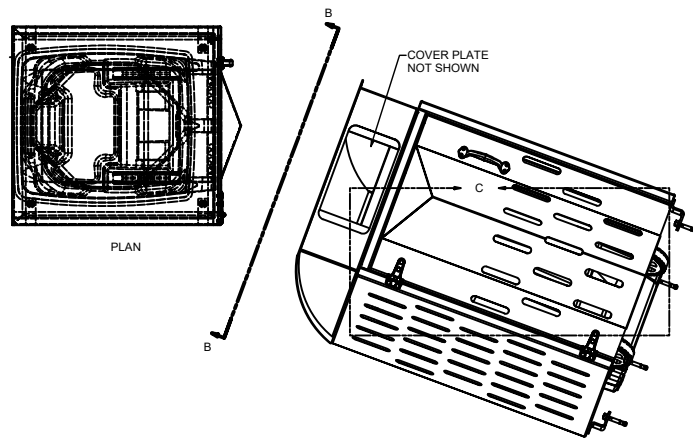


GARBAGE ENCLOSURE CANOPY

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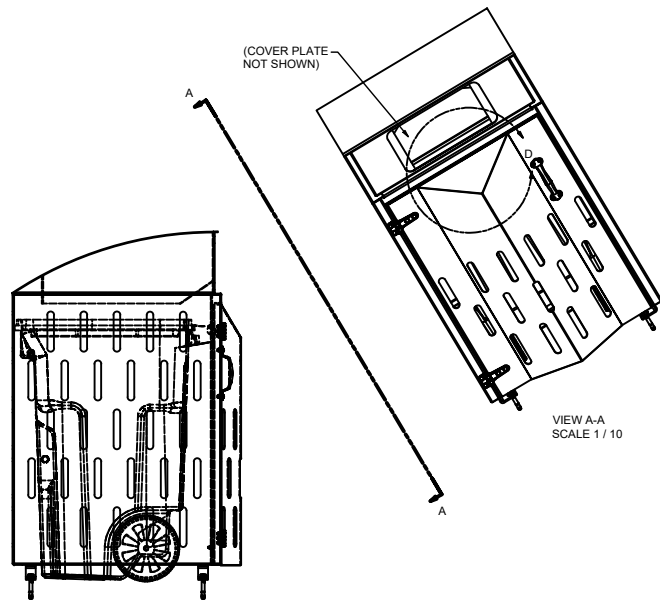
Plot Date: 2022/08/09

Drawn By: YC



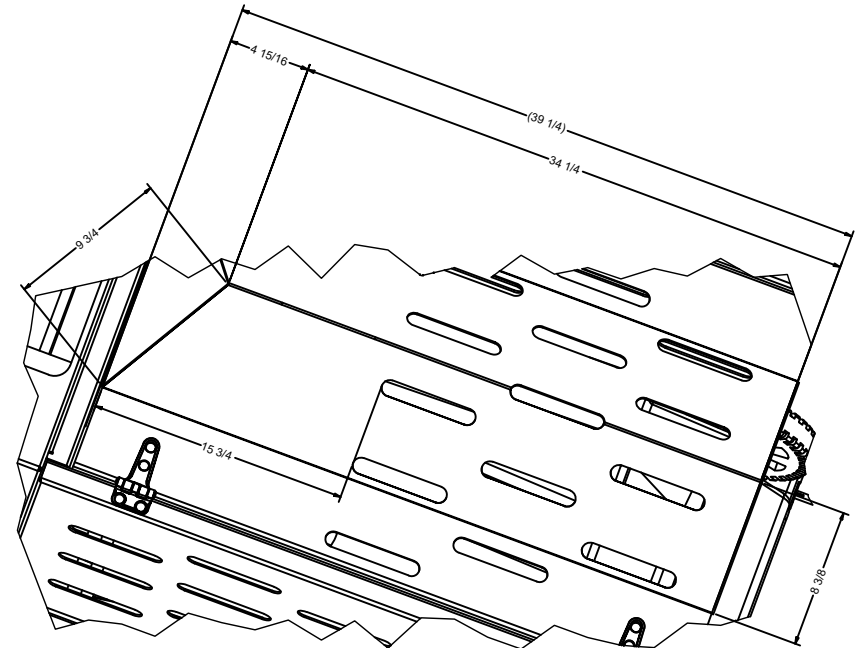
PLAN

VIEW B-B
SCALE 1 / 10

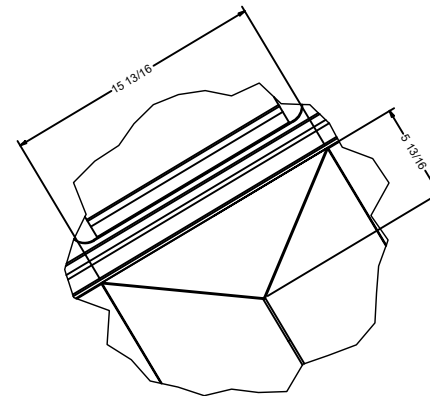


SIDE ELEVATION

VIEW A-A
SCALE 1 / 10



DETAIL C
SCALE 1 / 4



DETAIL D
SCALE 1 / 4

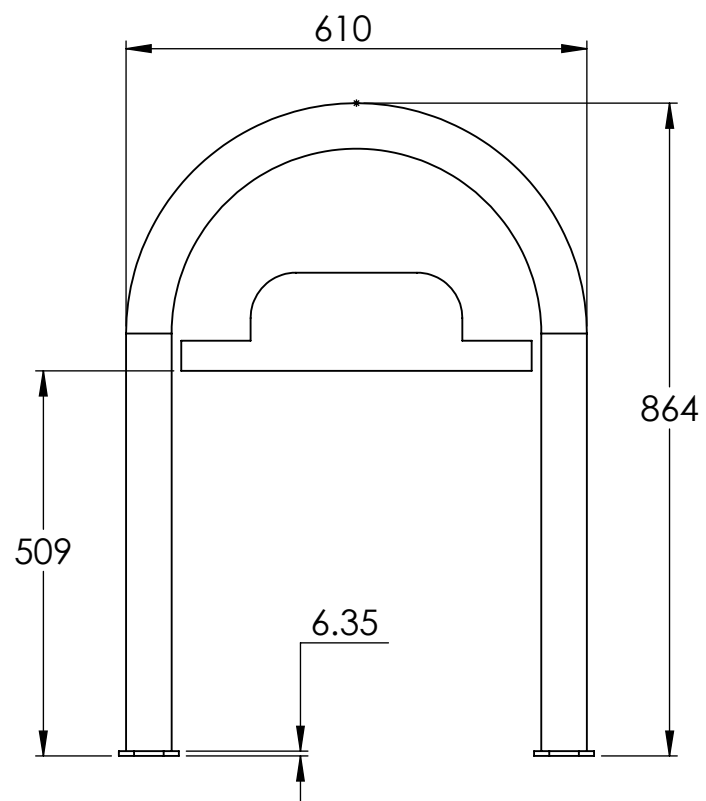


GARBAGE ENCLOSURE CANOPY

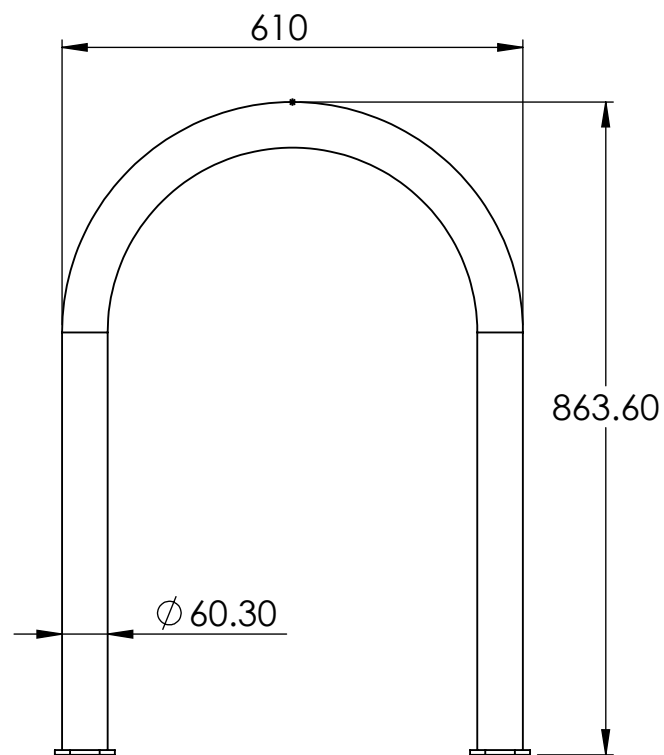
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Plot Date: 2022/08/09

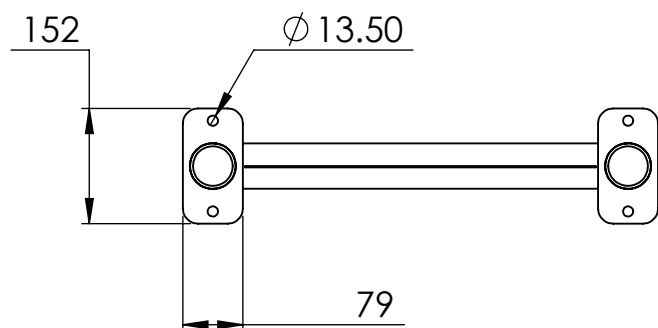
Drawn By: YC



NAME



NO NAME



ACOT. IN mm