Agenda

penticton.ca

Special Accessibility Committee Meeting
to be held via Zoom and in person, Room A, City Hall
Friday, February 27, 2026
at 9:30 a.m.

1. **Call Special Committee Meeting to Order**
We acknowledge that Penticton, where we live and work, is on the traditional lands of the Syilx People in the Okanagan Nation.

2. **Adoption of Agenda**

3. **New Business**

Burleigh   3.1   Safe Public Places Bylaw No. 2025-35   1-16
Staff Recommendation:
THAT The Accessibility Committee recommend that Council give second and third reading to the "Safe Public Places Bylaw No. 2025-35", "Municipal Ticketing Information Amendment Bylaw No. 2025-36" and the "Bylaw Notice Enforcement Amendment Bylaw No.2025-37", bylaws that support a safe, secure and healthy community.

Contreras   3.2   KVR Trail Strategy: Phase 1 & 2 Engagement Summary   17-93
Staff Recommendation:
THAT the Accessibility Committee receive into the record the report dated February 27, 2026 titled "KVR Trail Strategy: Phase 1 & 2 Engagement Summary".

Contreras   3.3   McGregor Park and McNicoll Park Upgrades – Engagement Plan   94-97
Staff Recommendation:
THAT the Accessibility Committee receive into the record the report dated February 27, 2026 titled "McGregor Park and McNicoll Park Upgrades – Engagement Plan".

     3.4   City of Penticton Accessibility Plan 2023-2026 2nd Annual Progress Report   98-104
Staff Recommendation:
THAT the Accessibility Committee receive into the record the report dated October 21, 2025 titled "City of Penticton Accessibility Plan 2023-2026 2nd Annual Progress Report".

5. **Next Meeting**

The next regular Accessibility Committee meeting is scheduled for April 8, 2026 at 9:30 am via Zoom and in-person.

6. **Adjournment**

Memo to Committee

Date: February 27, 2026
To: Accessibility Committee
From: Deanne Burleigh, Bylaw Services Manager

Subject: **Safe Public Places Bylaw No. 2025-35**

Staff Recommendation

THAT The Accessibility Committee recommend that Council give second and third reading to the "Safe Public Places Bylaw No. 2025-35", "Municipal Ticketing Information Amendment Bylaw No. 2025-36" and the "Bylaw Notice Enforcement Amendment Bylaw No.2025-37", bylaws that support a safe, secure and healthy community.

Executive Summary

The process to amend these bylaws followed a presentation made by the South Okanagan Immigrant and Community Services (SOICS) at the February 20, 2024 Committee of the Whole and their request to seek Council's continued support for their work on anti-racism initiatives and the creation of an anti-harassment bylaw.

Safe Public Places Bylaw No. 2023-06 is being replaced by Safe Public Places Bylaw No. 2025-35 and is now broadly broken into 3 sections; i) prohibitions on solicitation; ii) prohibitions on obstructing or impeding the use of a public space; and iii) prohibitions on public nuisance and "unsafe uses" which includes a section defining discriminatory harassment.

The new bylaw retains many of the previous provisions while adding revisions to both strengthen enforceability and align with current case law.

Safe & Resilient: The City of Penticton will enhance and protect the safety of all residents and visitors to Penticton.

Livable & Accessible: The City of Penticton will proactively plan for deliberate growth, focusing on creating an inclusive, healthy, and vibrant community.

BACKGROUND

At the Regular Council meeting of February 20, 2024, Council passed the following resolution:

11.1   Business Arising from Committee of the Whole of Council

54/2024	**It was MOVED and SECONDED**

THAT Council direct staff to draft an amendment to our bylaws or create a bylaw to restrict harassment of a person in a public space similar to the Public Behaviors Bylaw 54M2006 of the City of Calgary**.**

CARRIED UNANIMOUSLY

This resolution followed a presentation by SOICS during the Committee of the Whole, which brought forward community concerns about racism and discriminatory harassment in public spaces across the South Okanagan. SOICS shared data and lived experiences from racialized residents and newcomers who had been subjected to discriminatory harassment. They requested that Council explore a bylaw similar to Calgary's Public Behaviours Bylaw to help address these incidents and demonstrate the City's commitment to fostering safe, inclusive public spaces. Since the presentation was made in 2024, the City's Social Development team have been meeting regularly with SOICS to discuss ways in which the City can support their anti-racism and anti-harassment initiatives. Staff have also met regularly with the Bylaw department and the RCMP.

Staff aimed to address the need for a regulatory mechanism to address harassment and discrimination in public spaces (from here forward referred to as discriminatory harassment), including the consideration of a bylaw with enforceable provisions.

The City has been actively exploring a regulatory approach to address harassment and discrimination in public spaces. This work has taken time due to several important considerations. Staff conducted a detailed review of existing bylaws and legal frameworks to ensure any proposed changes would be effective, enforceable, and consistent with Charter rights. A thoughtful and collaborative approach was prioritized to ensure the solution is both meaningful and sustainable. While limited staff capacity and competing priorities contributed to the extended timeline, this initiative remained a priority.

To inform the proposed bylaw changes, staff conducted a cross-jurisdictional review of municipal approaches across Canada. While no comparable bylaws were found in British Columbia (BC), examples from Alberta and Saskatchewan were examined, including consultations with the City of Calgary and the Town of Outlook. In Alberta, bylaw officers are often designated as provincial peace officers, enabling them to enforce both municipal and certain provincial laws within a tiered policing model. However, most enforcement tickets are still issued by police. In Saskatchewan, anti-bullying bylaws that target youth serve primarily as preventative tools enforced by the RCMP.

In BC, municipalities have authority under the *Community Charter* to regulate, prohibit and impose requirements in relation to "public places" pursuant to section 8(3)(b), which includes authority in relation to persons, property, things and activities that are in, on or near public places, pursuant to section 62. Pursuant to section 8(3)(h), municipalities also have the authority to regulate, prohibit and impose requirements in

relation to the protection and enhancement of the well-being of its community in relation to the matters referred to in section 64. Of particular relevance in section 64 is the authority in respect of nuisances, noise or any other matter that is liable to disturb the public, and indecency and profane, blasphemous or grossly insulting language.

The primary purpose of Safe Public Places Bylaw No. 2025-35 is to prevent and address public nuisances on public property. Harassment, especially when rooted in racism or discrimination, undermines individuals' safety, dignity, and sense of belonging and community cohesion in public spaces. Such behavior not only harms those directly targeted but also discourages broader community participation. By explicitly prohibiting discriminatory harassment, the City of Penticton affirms that racism and hate have no place in its public realm and commits to ensuring inclusive, safe access for all.

While the original *Safe Public Places Bylaw* already included language prohibiting harassment, this change strengthens the City's ability to respond in public places by introducing a specific enforcement mechanism, namely, the authority for RCMP to issue tickets for such behaviour under the Municipal Ticket Information (MTI) system or the Bylaw Notice Enforcement Bylaw (BNEB).

RCMP have the authority to enforce the *Criminal Code* as well as issue tickets under either the Municipal Ticketing Information Bylaw or under the Bylaw Notice Enforcement Bylaw. Staff are recommending that complaints of discriminatory harassment as defined in the Safe Public Places Bylaw No. 2025-35 be referred to and assessed by the RCMP, who would, through investigation, determine whether such harassment constitutes criminal harassment, or alternatively, a form of public nuisance.

The bylaw provides a clear framework to address instances of discriminatory harassment that may constitute a public nuisance or interfere with the safe use of public areas and that do not meet the threshold for charge approval for a *Criminal Code* offence. This bylaw will not provide authority to arrest a person breaching it, or force them to leave an area, and it does not apply to private residences or spaces. Enforcement will be in accordance with existing procedures under which the Bylaw Department operates. The $500 fine established through amendments to the Municipal Ticketing Information Bylaw and the Bylaw Notice Enforcement Bylaw will serve as a deterrent and a tool for addressing violations.

Fulsome review of the Safe Public Places Bylaw

The proposed changes to include discriminatory harassment served as the impetus to conduct a fulsome review of the Safe Public Places Bylaw and include revisions to strengthen enforceability and reduce risks associated with potential constitutional challenges to outdated provisions. The proposed changes to the Safe Public Places Bylaw include three broad sections:

i.   Prohibitions on solicitation as obstructing or impeding movement within a public space (Section 5);
ii.   Prohibitions on obstruction or impeding the use of public spaces (Section 6);
iii.   Prohibitions on public nuisance and "unsafe uses" (Section 7) which includes discriminatory harassment (Section 7.1(b)).

Changes to Strengthen Enforceability

The Safe Public Places Bylaw retains many of the previous provisions and adds the following revisions that strengthen enforceability:

1. A succinct definition of discriminatory harassment that identifies the behaviours, separate and distinct from the criminal code definition, that would be subject to enforcement under this bylaw as a prohibited form of public nuisance, with an associated $500 fine and as noted above, staff are recommending that the RCMP would be the enforcement body for this particular section of the bylaw.

2. A revised definition of disorderly conduct: "means conduct which would cause a public disturbance or constitute a public nuisance and includes engaging in any activity or behaviour that could reasonably be expected to obstruct or impede other members of the public from using a public place, or a portion or feature or a public place, for its intended purpose". This definition is clear and concise and allows the Bylaw officers (and/or the RCMP) to identify the elements of the offence and if deemed appropriate under the specific circumstances, issue a ticket.

3. The new Section 6 (Obstruct or Impede the Use of a Public Place) takes items that had been elsewhere in the original bylaw and moved them to this section strengthening enforceability by defining them as a form of obstruction rather than a public nuisance or unsafe behaviour. (Example: loitering in a public washroom as a form of "obstruction of intended use" will make it easier to enforce and reduce risks associated with potential constitutional challenges associated with outdated provisions).

4. Section 7 (Safe Use of Public Spaces and Public Nuisances) clearly reflects enforceable actions and behaviours that are not permitted in public spaces in Penticton and includes: disorderly conduct (discussed above); discriminatory harassment (discussed above); urinating or defecating in a public place; hazardous or unsafe activities; vandalism; abandoning or discarding items or personal property in a public place; consumption of liquor in a public place (other than a designated area); displaying or using drug paraphernalia or a controlled substance and endangering life, safety, health or property.

   Bylaw Enforcement Officers would be primarily responsible for enforcement for all these infractions with the exceptions of:

   - Discriminatory harassment (previously discussed);
   - Displaying or using drug paraphernalia or a controlled substance (controlled substances are illegal to possess therefore Bylaw Officers cannot take possession of them during an interaction leaving all enforcement to the RCMP); and
   - Endangering life, safety, health or property (most behaviours endangering life will require an RCMP response).

   Staff would like to highlight that the old version of the bylaw included references to the seizure of things unlawfully occupying a portion of a highway or public place. The proposed changes remove this wording and replace it with Section 7.1 (f): While in or on a public place, a person must not abandon or discard any items or personal property in a public place.

   This new wording reinforces and supports the existing processes in place at Bylaw Services Department to remove abandoned or discarded property from a public place.

5. The Bylaw Notice Enforcement Amendment Bylaw No.2025-37 will include Sections 5, 6 and 7 of the Safe Public Places Bylaw No.2025-37 authorizing Bylaw Officers and RCMP the ability to issue Bylaw Enforcement Notices for offences if the circumstances warrant issuance of a ticket. This will be in addition to the current enforcement option of issuing an infraction under the Municipal Ticketing Information Amendment Bylaw No.2025-36.

Changes to Minimize Challenges

The revised bylaw incorporates the following revisions that align with the current legal environment and serve to reduce risks associated with potential constitutional challenges to outdated provisions:

1. Temporary overnight shelters were incorporated into 2 sections (4.2(b) and 6.1(a)) of the bylaw to align with the new Parks Bylaw and existing Case Law, permitting a temporary overnight shelter in a public place after it is closed to the public.

2. The prohibition of solicitation has been framed in the amended bylaw to limit obstruction and interference with the safe and efficient movement of pedestrian and vehicular traffic in, on or through a public space specifically to address recent constitutional challenges.

3. The amended bylaw does not permit solicitation within 5 meters of identified spaces (reduced from 10 meters) to address constitutional challenges where restricted areas were so expansive that they eliminated large areas of a City. The exception to this is the 1 meter distance from the entrance to a retail store.

FINANCIAL IMPLICATIONS

The implementation of the *Safe Public Places Bylaw No. 2025-35* and the corresponding *MTI Bylaw No. 2025-36* and *Bylaw Notice Enforcement Bylaw No. 2025-37* includes the introduction of:

i. Fines under the Bylaw Notice Enforcement Bylaw for Sections 5.1 a, b, c, 5.2, 5.3, 5.4, 6.1a, b, c, 6.2, 7.1 a, b, c, d, e, f and g. Enforcement will be carried out within existing Bylaw Services Department capacity, and no additional staffing or resources are required at this time.

ii. Specifically, a $500 fine for individuals found to be engaged in discriminatory harassment of others in public spaces (Section 7.1(b)). Enforcement will be carried out within existing RCMP service capacity, and no additional staffing or resources are required at this time.

Any financial implications from these fines will be monitored and either amended through a quarterly report or incorporated into a future financial plan.

ANALYSIS

The proposed *Safe Public Places Bylaw No. 2025-35* is intended to extend the City's commitment to equity and inclusion into public spaces. Using the authority granted under the *Community Charter*, the bylaw aims to prevent and abate behaviours that constitute public nuisance, including harassment and discriminatory conduct that interferes with individuals' ability to safely and fully enjoy public spaces. By explicitly identifying and prohibiting conduct such as grossly insulting or degrading language, the bylaw provides a mechanism to address racism and discrimination as community well-being issues in public spaces. It is

important to note that this bylaw does not apply to incidents occurring within private residences, as its scope is limited to conduct in, on, or near public places as defined under the *Community Charter*.

This approach reinforces the City's broader efforts to create a respectful and inclusive environment for all residents and visitors and signals that discriminatory behaviour will not be tolerated in any context— whether internal or public.

These changes also strengthen enforceability by retaining the previous provisions that are enforceable within the jurisdiction of the City and adding clarity in definition and description of actions and behaviours that are prohibited within the City of Penticton. The addition of the amendment to the Bylaw Notice Enforcement Bylaw to include Bylaw Offence Notices for infractions of the Safe Public Places Bylaw No. 2025-35 gives an enforcement option that had not been included previously. Staff highlight that the response to all infractions will begin with education and information with a view to gaining voluntary compliance. The ability to issue Bylaw Offence Notices will be an added tool in the toolbox when the circumstances demonstrate a need for its use.

Finally, this work acknowledges the current legal environment and reduce risks associated with potential constitutional challenges to outdated provisions by aligning the bylaw with current case law and court decisions in other jurisdictions. This strengthens the bylaw overall and provides clarity to both public and staff on what is permitted behaviour and permitted use in public spaces.

ATTACHMENTS

Attachment A –Safe Public Places Bylaw No. 2025-35
Attachment B –Municipal Ticket Information Amendment Bylaw No. 2025-36
Attachment C –Bylaw Notice Enforcement Amendment Bylaw No. 2025-37

Respectfully submitted,
Deanne Burleigh, Bylaw Services Manager

The Corporation of the City of Penticton

Bylaw No. 2025-35

A bylaw to support a safe, secure and healthy community.

WHEREAS the purposes of a municipality include providing for good government of its community; providing for services, laws and other matters for community benefit; providing for stewardship of the public assets of its community, and fostering the economic, social and environmental well-being of its community;

AND WHEREAS the Council of the City of Penticton wishes to promote well-being, quality of life, and community safety for its residents and visitors;

AND WHEREAS the *Community Charter* authorizes Council to regulate, prohibit and impose requirements in relation to: persons, property, things and activities that are in, on or near public places; nuisances, and disturbances;

AND WHEREAS except as permitted by bylaw or another enactment, a person must not cause a nuisance on, obstruct, foul or damage any part of a highway or other public place;

NOW THEREFORE BE IT RESOLVED that the Municipal Council of the City of Penticton, in open meeting assembled, hereby ENACTS AS FOLLOWS:

Citation

1.   This bylaw may be cited for all purposes as the "Safe Public Places Bylaw No. 2025-35."

Severability

2.   If a portion of this bylaw is held invalid by a Court of competent jurisdiction, then the invalid portion must be severed and the remainder of this bylaw is deemed to have been adopted without the severed section, subsection, paragraph, subparagraph, clause or phrase.

Definitions

3.   In this bylaw:

AUTOMATED BANK TELLER MACHINE means a device linked to a financial institution's account records which is able to carry out transactions, including, but not limited to, account transfers, withdrawals, deposits, balance inquiries, and mortgage and loan payments, but does not include a personal electronic device;

BUS STOP means a section of a street which is reserved for the loading and unloading of buses and where parking and stopping of all other vehicles is prohibited;

BYLAW ENFORCEMENT OFFICER means every person employed by the City of Penticton for the purpose of enforcement of the City's bylaws and includes members of the RCMP;

CITY means the Corporation of the City of Penticton;

COUNCIL means the Council of the City of Penticton;

CONTROLLED SUBSTANCE means any controlled substance as defined or described in Schedules I, II or III of the *Controlled Drugs and Substances Act,* 1996 chapter 19, as amended from time to time;

DISCRIMINATORY HARASSMENT includes the use of any words or conduct in relation to a person's indigenous identity, race, colour, ancestry, place of origin, religion, marital status, family status, physical or mental disability, sex, sexual orientation, gender identity or expression, that could reasonably cause offence or humiliation, demean a person, or otherwise detrimentally affect a person's use of a **public place**;

DISORDERLY CONDUCT means conduct which would cause a public disturbance or constitute a public nuisance, and includes engaging in any activity or behaviour that could reasonably be expected to **obstruct** or **impede** other members of the public from using a **public place,** or a portion of feature of a **public place**, for its intended purpose;

DRUG PARAPHERNALIA means equipment, products or accessories intended or modified for consuming a **controlled substance;**

FINANCIAL INSTITUTION includes a bank, credit union, cheque cashing business and trust company;

LOITER means to use or occupy a space other than for its intended purpose or to occupy a space such that it is not usable by others;

PUBLIC PLACE means any real property or portions of real property owned or leased by the City to which the public ordinarily has either express or implied access;

SOLICIT means to ask for money, donations, goods or other things of value whether by spoken, written or printed word, or bodily gesture;

TEMPORARY OVERNIGHT SHELTER means a temporary overnight shelter permitted under Parks Regulation Bylaw No. 2025-15, as may be amended from time to time, or such successor bylaw in function;

VANDALIZE means to, without express authority, remove, destroy, damage, deface, render inoperable, or otherwise alter the appearance, characteristics, or features of a thing.

Applicability

4.1   Subject to section 4.2, this bylaw applies to all **public places** in the City of Penticton.

4.2   Section 7.1(g) of this bylaw does not apply to:

    (a) supervised consumption or overdose prevention facilities operated by or on behalf of Interior Health or BC Housing or personnel operating for or on behalf of Interior Health or BC Housing; or

    (b) **Temporary overnight shelters**.

Solicitation

5.1   No person may **solicit** in a manner that obstructs or impedes the safe and efficient movement of pedestrian and vehicle traffic in, on, or through a **public place**, including where such **solicitation** includes:

(a)   to sit or lie on a street or sidewalk in a manner which obstructs or impedes the convenient passage of any pedestrian or vehicular traffic while **soliciting**;

(b)   to continue to **solicit** from, obstruct, or impede a pedestrian after that person has made a negative initial response to the solicitation or has otherwise indicated a refusal; and

(c)   to physically approach and solicit from a pedestrian as a member of a group of two or more persons.

5.2   No person shall solicit in a **public place** within 5 metres of:

(a)   an entrance to a **financial institution**;

(b)   an **automated teller machine;**

(c)   a **bus stop;**

(d)   a daycare centre, schools, or seniors residences;

(e)   200 or 300 block Main Street Breezeways;

(f)   an entrance to any public park or public trail; or

(g)   an entrance to any building, or facility owned or operated by the City or that is located on property owned or leased by the City.

5.3   No person shall solicit in a **public place** within 1 metre of the entrance to a retail store, without express permission from the retailer.

5.4   No person shall **solicit** from a driver or passenger of a motor vehicle in a manner which obstructs or impedes the safe and efficient movement of any vehicular traffic on a street or otherwise through a **public place**.

Obstruct or Impede the Use of a Public Place

6.1   While in or on a **public place**, a person must not obstruct or impede the use of such **public place**, or any portion or feature of such **public place** by any other person, including where such obstruction or impediment is the result of a person:

(a) other than in relation to a permitted **temporary overnight shelter**, remaining in or refusing to leave a **public place** after it is closed to the public or when asked to leave by a Bylaw Enforcement Officer or other City employee pursuant to a provision of a lawfully enacted bylaw or statute;

(b) **loitering** in any washroom or change-room within a **public place**; or

(c) climbing a building, structure or improvement unless it is designed and intended or provided for climbing.

6.2   While in or on a **public place**, a person must not **obstruct** or **impede** a **bylaw enforcement officer** or any other employee of the City in the performance of their duties.

Safe Use of Public Places and Public Nuisances

7.1   While in or on a **public place**, a person must not:

(a) participate or engage in **disorderly conduct;**

(b) participate or engage in **discriminatory harassment** of another person;

(c) urinate or defecate other than in a facility designated for such purpose;

(d) carry on or permit an activity of a hazardous or unsafe nature which may cause injury, harm or damage to a person or to a building, structure, or improvement;

(e) **vandalize** any building, structure, improvement, chattel, tree, or shrub that is either in a **public place** or that is adjacent to a **public place** while that person is in a **public place;**

(f) abandon or discard any items or personal property in a **public place**;

(g) consume or possess an open alcoholic beverage; unless that person complies with the Liquor Control and Licensing Act, R.S.B.C., c. 267, has been issued a permit, or is in an area designated by the City for the consumption of alcohol on the terms and conditions under which such area is designated, including but limited to those areas designated pursuant to Liquor Consumption (Okanagan Beach, Rotary Park, Okanagan Lake Park, Marina Way Park, Marina Way Beach, Skaha Lake Park, and Sudbury Beach) Bylaw No. 2023-05, as may be amended from time to time, or such successor bylaw in function;

(h) display or use **drug paraphernalia** or a **controlled substance**, except in areas designated as per section 4.2; or

(i) endanger life, safety, health, or property.

Offence, Penalties and Enforcement

8.1   Every person who:

(a) violates any provision of this bylaw, or causes or allows any of the provisions of this bylaw to be violated;

(b) fails to comply with any of the provisions of this bylaw;

(c) neglects or refrains from doing anything required under this bylaw; or

(d) suffers or permits any act or thing to be done in contravention of any of the provisions of this bylaw;

is deemed to have committed an infraction of, or an offence against, this bylaw and is liable on summary conviction to the maximum penalties as specified in section 263(1)(b) of the *Community Charter.*

8.2   For continuing offences, each day that such violation is caused, or allowed to continue, constitutes a separate offence.

Repeal

9.1   "Safe Public Places Bylaw No. 2023-06" is hereby repealed upon the adoption of this Bylaw.

READ A FIRST time this   day of   , 2025

READ A SECOND time this   day of   , 2025

READ A THIRD time this   day of   , 2025

ADOPTED this   day of   , 2025

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Julius Bloomfield, Mayor

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Angie Collison, Corporate Officer

The Corporation of the City of Penticton

Bylaw No. 2025-36

A bylaw to amend the Municipal Ticketing Information Bylaw No. 2012-5021

WHEREAS the Council of the City of Penticton has adopted a Municipal Ticketing Information Bylaw pursuant to the *Community Charter*;

AND WHEREAS the Council of the City of Penticton wishes to amend the "Municipal Ticketing Information Bylaw No. 2012-5021";

NOW THEREFORE BE IT RESOLVED that the Council of the City of Penticton in open meeting assembled, hereby ENACTS AS FOLLOWS:

1. <u>Title:</u>

     This Bylaw may be cited as "MTI Amendment Bylaw No. 2025-36".

2. <u>Amendment:</u>

     2.1   Amend "City of Penticton Ticket Information Bylaw No. 2012-5021" by updating Schedule A:

       i.   In column 1 under DESIGNATED BYLAWS, add 26. Safe Public Places Bylaw No. 2025-35
       ii.   In column 2 under DESIGNATED BYLAW ENFORCEMENT OFFICER, add Bylaw Enforcement Officer and RCMP

     2.2   Add the following Schedule:

       -     Schedule B26 – Safe Public Places Bylaw No. 2025-35

     2.3   Schedule B26 attached hereto forms part of this bylaw.

READ A FIRST time this	day of	, 2025
READ A SECOND time this	day of	, 2025
READ A THIRD time this	day of	, 2025
ADOPTED this	day of	, 2025

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Julius Bloomfield, Mayor

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Angie Collison, Corporate Officer

Schedule B26 to "City of Penticton Ticket Information Bylaw No. 2012-5021"

Safe Public Places Bylaw No. 2025-35

Description of Offence	Bylaw Section	Fine
Sit or lie on a street or sidewalk in a manner which obstructs while soliciting	5.1 (a)	$30.00
Continue to solicit after a person has made a negative initial response or indicated a refusal	5.1 (b)	$60.00
Physically approach and solicit from a pedestrian as a member of a group of two or more persons	5.1 (c)	$30.00
Solicit in a public place within 5 metres of an entrance to a financial institution	5.2 (a)	$30.00
Solicit in a public place within 5 metres of an automated teller machine	5.2 (b)	$30.00
Solicit in a public place within 5 metres of a bus stop	5.2 (c)	$30.00
Solicit in a public place within 5 metres of a daycare centre, schools, or seniors residences	5.2 (d)	$30.00
Solicit in a public place within 5 metres of 200 or 300 block Main Street Breezeways	5.2 (e)	$30.00
Solicit in a public place within 5 metres of an entrance to any public park or public trail	5.2 (f)	$30.00
Solicit in a public place within 5 metres of an entrance to any building, or facility owned or operated by the City or that is located on property owned or leased by the City	5.2 (g)	$30.00
Solicit in a public place within 1 metre of the entrance to a retail store, without permission from the retailer	5.3	$30.00
Solicit from a driver or passenger of a motor vehicle	5.4	$30.00
Remain in or refuse to leave a public place after it is closed to the public	6.1 (a)	$100.00
Loitering in any washroom or change-room within a public place	6.1 (b)	$100.00
Climbing a building, structure or improvement	6.1 (c)	$60.00
Obstruct or impede a bylaw enforcement officer in the performance of their duties	6.2	$200.00
Participate or engage in disorderly conduct	7.1 (a)	$100.00
Participate or engage in discriminatory harassment of another person	7.1 (b)	$500.00
Urinate or defecate other than in a facility designated for such purposes	7.1 (c)	$100.00
Carry on or permit an activity of a hazardous or unsafe nature	7.1 (d)	$100.00
Vandalize any building, structure, improvement, chattel, tree or shrub that is in a public place	7.1 (e)	$100.00
Abandon or discard any items or personal property in a public place	7.1 (f)	$60.00
Consume or possess an open alcoholic beverage	7.1 (g)	$100.00

The Corporation of the City of Penticton

Bylaw No. 2025-37

An amendment to regulate enforcement of bylaw notices

WHEREAS pursuant to the *Local Government Bylaw Notice Enforcement Act* and the *Community Charter,* the City may establish fine amounts for contravention of City bylaws;

AND WHEREAS the City of Penticton has adopted "Bylaw Notice Enforcement Bylaw No. 2012 – 5037";

AND WHEREAS the City of Penticton wishes to amend Schedule 'A' to "Bylaw Notice Enforcement Bylaw No. 2012 - 5037";

NOW THEREFORE the Municipal Council of The Corporation of the City of Penticton in open meeting assembled ENACTS as follows:

1.   Title:

    This Bylaw may be cited as the "Bylaw Notice Enforcement Amendment Bylaw No. 2025-37".

2.   Amendment:

    2.1   Amend Schedule 'A' by updating the Appendices Index and adding:

        Appendix 26 – Safe Public Places Bylaw No. 2025-35

    2.2   Appendix 26 attached hereto forms part of this bylaw.

READ A FIRST time this   day of   , 2025

READ A SECOND time this   day of   , 2025

READ A THIRD time this   day of   , 2025

ADOPTED this   day of   , 2025

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Julius Bloomfield, Mayor

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Angie Collison, Corporate Officer

Schedule 'A'

APPENDIX 26

Safe Public Places Bylaw No. 2025-35

Description of Offence	Bylaw Section	Column A1 Fine	Column A2 Early Payment Penalty	Column A3 Late Payment Penalty	Column A4 Compliance Agreement Available
Sit or lie on a street or sidewalk in a manner which obstructs while soliciting	5.1 (a)	$30.00	$25.00	$35.00	Yes
Continue to solicit after a person has made a negative initial response or indicated a refusal	5.1 (b)	$60.00	$45.00	$65.00	Yes
Physically approach and solicit from a pedestrian as a member of a group of two or more persons	5.1 (c)	$30.00	$25.00	$35.00	Yes
Solicit in a public place within 5 metres of an entrance to a financial institution	5.2 (a)	$30.00	$25.00	$35.00	Yes
Solicit in a public place within 5 metres of an automated teller machine	5.2 (b)	$30.00	$25.00	$35.00	Yes
Solicit in a public place within 5 metres of a bus stop	5.2 (c)	$30.00	$25.00	$35.00	Yes
Solicit in a public place within 5 metres of a daycare centre, schools, or seniors residences	5.2 (d)	$30.00	$25.00	$35.00	Yes
Solicit in a public place within 5 metres of 200 or 300 block Main Street Breezeways	5.2 (e)	$30.00	$25.00	$35.00	Yes
Solicit in a public place within 5 metres of an entrance to any public park or public trail	5.2 (f)	$30.00	$25.00	$35.00	Yes
Solicit in a public place within 5 metres of an entrance to any building, or facility owned or operated by the City or that is located on property owned or leased by the City	5.2 (g)	$30.00	$25.00	$35.00	Yes
Solicit in a public place within 1 metre of the entrance to a retail store, without permission from the retailer	5.3	$30.00	$25.00	$35.00	Yes
Solicit from a driver or passenger of a motor vehicle	5.4	$30.00	$25.00	$35.00	Yes
Remain in or refuse to leave a public place after it is closed to the public	6.1 (a)	$100.00	$90.00	$110.00	Yes
Loitering in any washroom or change-room within a public place	6.1 (b)	$100.00	$90.00	$110.00	Yes
Climbing a building, structure or improvement	6.1 (c)	$60.00	$45.00	$65.00	Yes
Obstruct or impede a bylaw enforcement officer in the performance of their duties	6.2	$200.00	$150.00	$210.00	No

Participate or engage in disorderly conduct	7.1 (a)	$100.00	$90.00	$110.00	Yes
Participate or engage in discriminatory harassment of another person	7.1 (b)	$500.00	$450.00	$510.00	Yes
Urinate or defecate other than in a facility designated for such purposes	7.1 (c)	$100.00	$90.00	$110.00	Yes
Carry on or permit an activity of a hazardous or unsafe nature	7.1 (d)	$100.00	$90.00	$110.00	Yes
Vandalize any building, structure, improvement, chattel, tree or shrub that is in a public place	7.1 (e)	$100.00	$90.00	$110.00	Yes
Abandon or discard any items or personal property in a public place	7.1 (f)	$60.00	$45.00	$65.00	Yes
Consume or possess an open alcoholic beverage	7.1 (g)	$100.00	$90.00	$110.00	Yes

Memo to Committee

Date: February 27, 2026   File No: 6120-20
To: Accessibility Committee
From: Ysabel Contreras, Parks Planner

Subject: **KVR Trail Strategy: Phase 1 & 2 Engagement Summary**

Staff Recommendation

THAT the Accessibility Committee receive into the record the report dated February 27, 2026 titled "KVR Trail Strategy: Phase 1 & 2 Engagement Summary".

Executive Summary

The Kettle Valley Rail (KVR) Trail is a highly valued and heavily used community asset that plays a central role in recreation, active transportation, and quality of life in Penticton. Increased use of the trail has brought forward new challenges related to evolving use patterns and broader city changes and growth. In response to these evolving conditions, the City of Penticton initiated the KVR Trail Strategy (KVRTS) to guide long-term planning, design, and management of the trail.

City staff conducted various public and stakeholder engagement activities between summer and fall 2025, organized in two distinct phases. Phase 1 focused on understanding how the trail is currently used and where challenges and opportunities exist. Phase 2 built on this foundation by testing a shared vision and identifying objectives and priorities for the future. Together, these phases generated strong participation, evidence-based understanding of community needs and spatial use patterns, including where accessibility improvements are needed.

City staff will use the engagement findings from Phase 1 & 2 to inform the draft plan, which will then proceed into Phase 3 engagement for community review.

Background

In recent years, increased use of the KVR Trail has highlighted both its importance to the community while also revealing challenges related to a growing range of users. Many residents rely on the trail daily or weekly, underscoring its role as a major piece of community infrastructure. This is consistent with the findings of the 2025 Sports and Recreation Needs Assessment, which identifies trails and pathways as a top outdoor facility and amenity priority for residents. At the same time, concerns have emerged related to changing user needs, aging infrastructure, accessibility, population growth, housing-related legislative changes, and ongoing development activity.

Acknowledging these evolving conditions and emerging challenges, the City of Penticton initiated the KVR Trail Strategy (KVRTS) to guide the long-term planning and management of the trail. The strategy will provide Council and staff an action plan to support future trail design, capital planning, and operational decision-making to ensure the trail continues to meet community needs and support the City's growth.

City staff launched the project and engagement process in Summer 2025, presenting the engagement approach to the Parks and Recreation Advisory Committee (PRAC) and Accessibility Committee (AC) on July 9, 2025 and July 23rd, 2025, respectively. Phases 1 and 2 of public engagement are now complete, and the findings from both phases are summarized below.

Engagement Process

The project engagement is structured into three 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 a stakeholder workshop, Council's Open House, an online survey and follow-up meetings with key stakeholders.

Figure 1 – KVRTS Engagement Process

Phase 3: Final Review & Validation – Staff will be approaching the final phase and will involve presenting a draft plan to community and project partners. This phased approach ensures that both broad community values and specific design considerations are reflected into the final strategy.

The following section summarizes the key themes and feedback heard from the community during Phases 1 and 2. Full details on all engagement activities are provided in **Attachments A-C.**

1.0 Phase 1 Engagement Summary

Phase 1 engagement took place between June 13 and August 28, 2025. The "Locals Know" campaign 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. Participation and engagement outcomes include:

Figure 2 – KVRTS Phase 1 Engagement Outcomes

- 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)
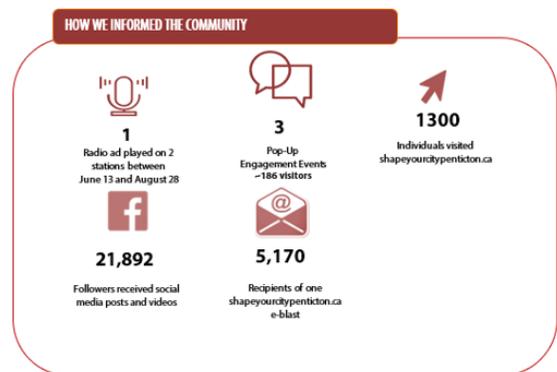- Presentations to Council Advisory Committees and project partners

1.1 Online Survey + Pop-Up Engagement Results

During phase 1 engagement, 286 online and print feedback forms were received. City staff also hosted a series of pop-up engagement sessions at the Penticton Farmers' Market, Vancouver Place trailhead, and the Penticton Pump Track. Members of the public were invited to share their feedback directly with the project team, review engagement boards, and participate in the mapping activity.

Key findings from these engagements include:

- About 14% of respondents, roughly 1 in 7, reported mobility or accessibility challenges when using the trail, with surface conditions identified as the primary barrier. Users consistently emphasized the need for surface stabilization and maintenance, rather than full paving, to improve comfort and accessibility.
- Basic comfort amenities such as washrooms, benches/rest areas, shade, water fountains, and wayfinding were the top-ranked improvements.
- Respondents rated access to the trail from home or work as generally good, but broader links to the city's walking, cycling, and transit networks are viewed as incomplete, with nearly 70% expressing uncertainty or dissatisfaction with the overall connectivity.
- Demographic responses further highlight accessibility needs: seniors (65+) made up the largest respondent group, followed by adults 45–64, younger users were underrepresented, and 30.7% of participants chose not to disclose their age – multi generational features such as safe areas for children, rest spots for older adults, accessibility for strollers and mobility devices were suggested for consideration.
- The use of the KVR Trail is frequent and habitual with 54.8% of respondents use the trail daily or several times per week and 33.3% use it weekly. Family use is also high, with 92% indicating that other household members use the trail, reinforcing the trail's role as a shared, multi-generational resource.
- Survey results also show that safety is generally high and highest use is for recreation (82.5%), followed by fitness (11.1%), and dog-walking (7.9%), rather than commuting, underscoring the trail's role as a comfort and accessibility-focused recreational asset.
- Pop-ups highlighted strong support for indigenous storytelling, community programming while also noting strengthening connections to local business and tourism.

1.2 Phase 1 Mapping Results

The online mapping activity invited participants to add a green pin to show us a place they value along the trail and a red pin to show a place they think could be improved. Some of the key findings revealed the following:

Mapping patterns show that majority of concerns are situated within the urban interface, while positive comments were more prevalent outside the urban interface, indicating scenic viewpoints and waterfronts are deeply valued. Echoing survey results, common concerns included connectivity gaps, limited amenities, surface issues, and road-crossing safety. The upvote-weighted comments help pinpoint challenging areas indicating Main Street, neighbouring areas surrounding Safeway/Fairview, the Channel
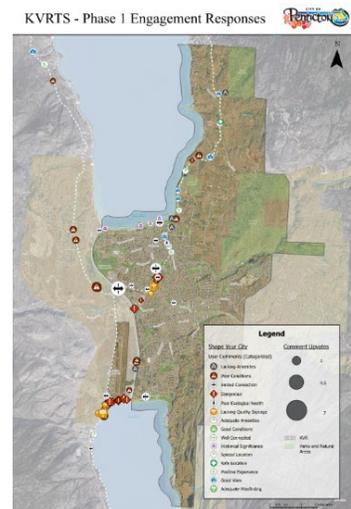

Figure 3 – Phase 1 Mapping Results

Parkway Overpass (KVR bridge) (received the most upvotes), channel pathway, and the south connection near the airport as areas needing safe and accessible interventions.

1.3 Project Partners & Advisory Group Engagement

As part of Phase 1, targeted conversations were held with advisory and partner groups, including the Accessibility Committee, Parks and Recreation Advisory Committee, the Regional District of Okanagan–Similkameen (RDOS), and the Snpink'tn Indian Band (SIB).

Key findings from these discussions include:

- Strong governance, cultural values, and shared decision-making, recognizing SIB as a government partner in the project, including early coordination with provincial and federal agencies.
- Need for regional coordination to support the trail's long-term continuity beyond municipal boundaries, including collaboration with RDOS and others; understanding cross-jurisdictional challenges such as land ownership, environmental and physical constraints, invasive species, and safety considerations.
- Opportunities to incorporate cultural design, storytelling, enhanced wayfinding, and surfacing improvements, supported by clear jurisdictional boundaries, trail etiquette, and further assessment of sensitive cultural and ecological areas before advancing specific trail connections.
- Importance of engaging individuals with lived experience of accessibility needs, improving navigation from home to the trail, and leveraging technology and open data to better understand accessibility gaps.
- Recognition of the need to preserve existing flora and fauna, invasive species management, and ensure safe, well-connected links such as the Esplanade Beach connection.
- Value in asking the public where they walk to identify connectivity opportunities and continue to support active transportation.

2.0 Phase 2 Engagement Summary

Phase 2 engagement primarily took place between October 14, 2025, and December 12, 2025. Phase 2 built on the foundation from the previous phase by focusing on defining a shared community vision and establishing objectives to guide the trail's future. This phase shifted from understanding existing conditions toward setting direction for how the KVR Trail should function, feel, and evolve.

Figure 4 – Phase 2 Engagement Outcomes

Participation and engagement outcomes include:

- 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 rightsholder engagement
- 2 engagement sessions (Council Open House and rightsholder engagement)
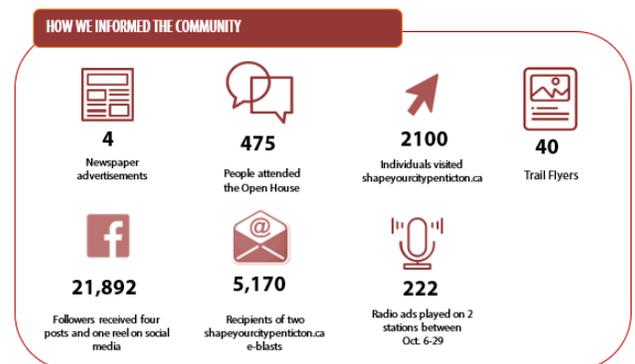- Follow-up meetings with key stakeholders

2.1 Online Survey Results

A total of 252 feedback forms were received during the engagement period. Participants were asked to provide feedback on the proposed vision statement, ranking project objectives, and share ideas to enhance the future trail experience.

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."
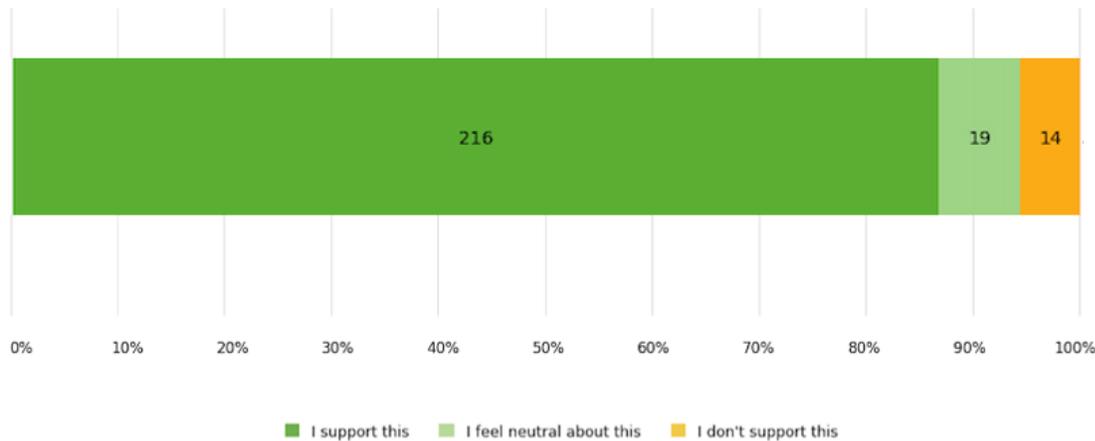
- ~87% of respondents indicated they support the shared vision statements with nearly nine in ten respondents indicating agreement. Some respondents suggested opportunities to simplify the vision and ensure future upgrades protect the trail's natural character. Additionally, a portion noted that the KVR's role as a city-wide connector varies based on geography and considering equitable use throughout the city.

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, consistent maintenance, wayfinding, practical amenities, and surface improvements before introducing new features. Participants also expressed 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. (*Questions 4-8 repeats the same question for each theme listed in the figure below. Detailed engagement results for each theme are provided in Appendix B).
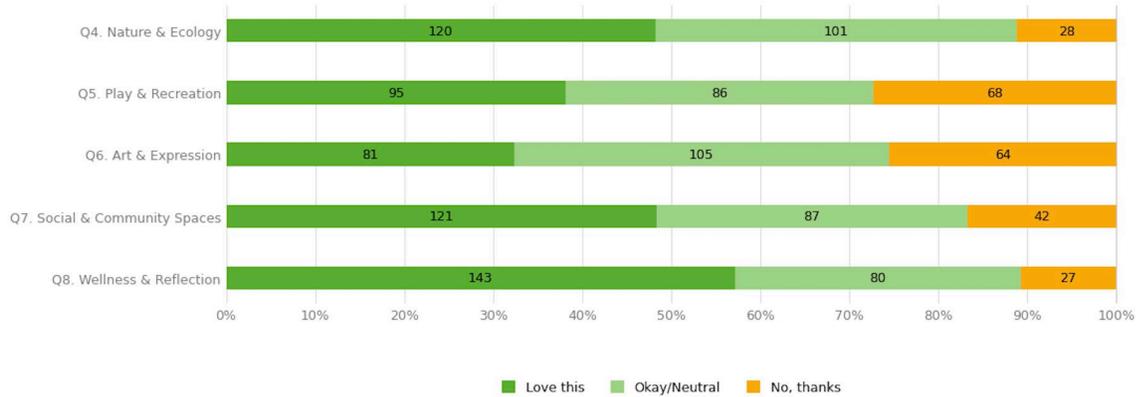
- Overall, wellness and reflection spaces and social and community amenities received the strongest overall support, while interest in play and recreation, art and expression, and nature-based features was more mixed, with higher proportions of neutral or opposing responses.

2.2 Council Open House Engagement & Stakeholder Workshop Engagement

Across both sessions, participants agreed that connectivity, safety, and accessibility are the essential building blocks of the KVR Trail. While there is strong interest in cultural, ecological, and tourism opportunities, both the public and stakeholders shared that addressing core trail conditions and user comfort are preferred to come first.

Combined key takeaways:
- Overall, participants expressed strong alignment with the proposed vision for the KVR Trail and the trail is widely seen as a shared community asset that supports diverse users while functioning as a regional asset.
- Accessibility was a central concern particularly during the stakeholder workshop, and participants emphasized the need to prioritize accessible design in specific locations where grades, surfaces, or access currently create barriers.
- Participants emphasized the need for a continuous and legible network that feels safe and comfortable for diverse users and noting concerns about e-bike/e-scooter conflicts, unsafe crossings, gaps forcing users onto major roads/highways. Participants generally supported addressing these issues through better design, clearer expectations, and education, rather than heavy enforcement.
- When discussing amenities, participants from both events showed the strongest support for basic core trail conditions before aspirational features. It was also noted that protecting the trail's scenic characters should be prioritized while more intensive recreational elements should only be added cautiously in appropriate locations.

- Tourism and winery representatives highlighted the KVR Trail's potential to support regional tourism and economic activity, particularly through improved connections to the Naramata Bench. However, these opportunities are dependent on strong safety standards, clear wayfinding, and education.
- Environmental considerations were supported but generally viewed as secondary to ensuring the trail is safe, functional, and accessible.

2.3 Phase 2 Mapping Results

The mapping exercise during the stakeholder workshop and the Council Open House highlighted commonly used routes, connections, and destinations along the KVR Trail. Together, the combined findings highlight:

Mapping from the Council Open House and stakeholder workshop showed consistent travel patterns, with the highest-use routes concentrated in the north urban section of the KVR Trail. Neighbourhood connectors branching off the KVR were also frequently identified, underscoring the importance of linking local streets and pathways into the corridor. Most activity and destinations clustered in the northern half of the city, focused on parks, waterfronts, wineries, and other leisure spots, while the southern area showed lower use and fewer strong connectors. The channel pathway on the west functions as a heavily used route, whereas the east acts more as a trip origin area.
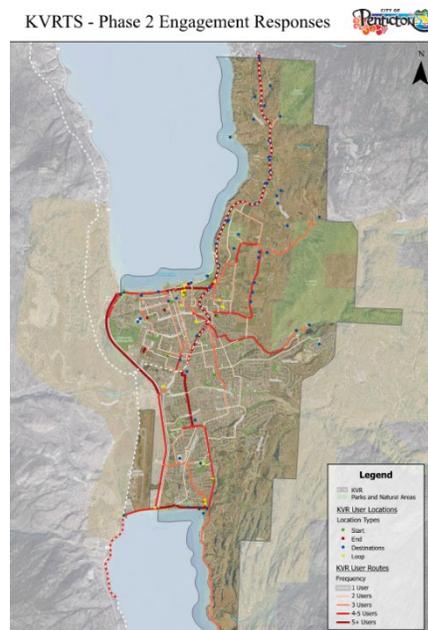

Figure 5 – Phase 2 Combined Mapping Activity

Together, these patterns highlight where people travel most, where gaps exist, and where upgrades would have the greatest impact, providing evidence-based roadmap for prioritizing projects and aligning upgrades with how people move through the city.

Financial implication

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

The final recommendations and action plan, once endorsed by Council, will outline a prioritized list of projects to be implemented over the short, medium and long-term plans. The engagement results described above will help inform which specific improvements will be delivered using the implementation budget, ensuring that early investments align with community priorities, technical assessments, and available funding. The action plan will also guide future capital planning and operational enhancements to support the long-term success of the KVR Trail.

Analysis

The KVRTS aligns with Council's strategic priority of fostering a livable and accessible community by promoting a proactive approach to encourage thoughtful growth and building an inclusive, healthy, and vibrant community. Engagement from Phase 1 and 2 emphasized strengthening core trail conditions through safe and connected routes, accessible surfaces, simple comforts like shade, seating, water, and clear

wayfinding. Engagement feedback reflects interest in cultural, ecological, and tourism opportunities, alongside a strong emphasis on improving the trail's fundamental accessibility and usability.

Additionally, the mapping activities offers insight on how the community uses the trail based on real-time evidence-based data. The mapping results pinpoints where accessibility challenges are concentrated, underscoring the need for improvements that reduces physical and navigational barriers for a more consistent and inclusive trail experience. These patterns also suggest that different planning and design responses are required across the trail system and reinforce the importance of treating the KVR Trail as an integrated network that connects neighbourhoods, destinations, and regional routes.

The next step in the KVR Trail Strategy will be to translate these findings into a prioritized action plan, identifying short, medium, and long-term improvements that align with what we heard, technical feasibility, and available funding. This will include refining design concepts, trail standards and site-specific interventions, and validating the draft plan through Phase 3 engagement.

Alternate recommendations

None.

Attachments

Attachment A – KVRTS Phase 1 Engagement Summary

Attachment B – KVRTS Phase 2 Engagement Summary

Attachment C – KVRTS Mapping Summaries

Respectfully submitted,

Ysabel Contreras
Parks Planner

Concurrence

General Manager of Infrastructure
KD

What We Heard

Phase 1 Engagement Summary

Kettle Valley Rail Trail Strategy Project

February 6, 2026

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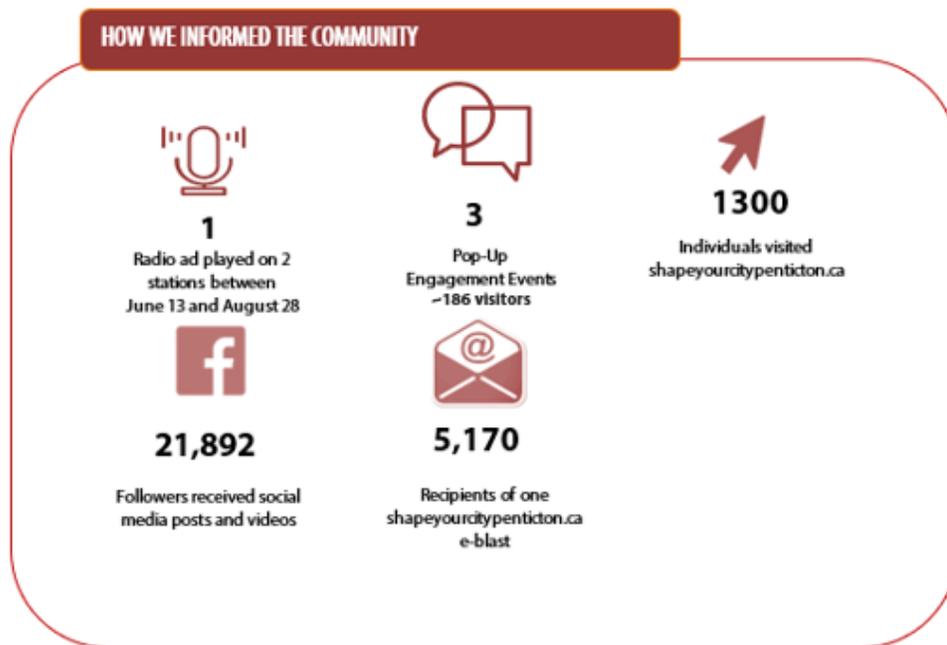
Engagement activities took place between June 16 and August 28, 2025, and included both online and in-person opportunities. Community input was gathered through an online feedback form and map-based tools on the Shape Your City website, as well as three pop-up engagement stations located along the trail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

HOW WE INFORMED THE COMMUNITY

1
Radio ad played on 2 stations between June 13 and August 28

3
Pop-Up Engagement Events ~186 visitors

1300
Individuals visited shapeyourcitypenticton.ca

21,892
Followers received social media posts and videos

5,170
Recipients of one shapeyourcitypenticton.ca e-blast

- 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.
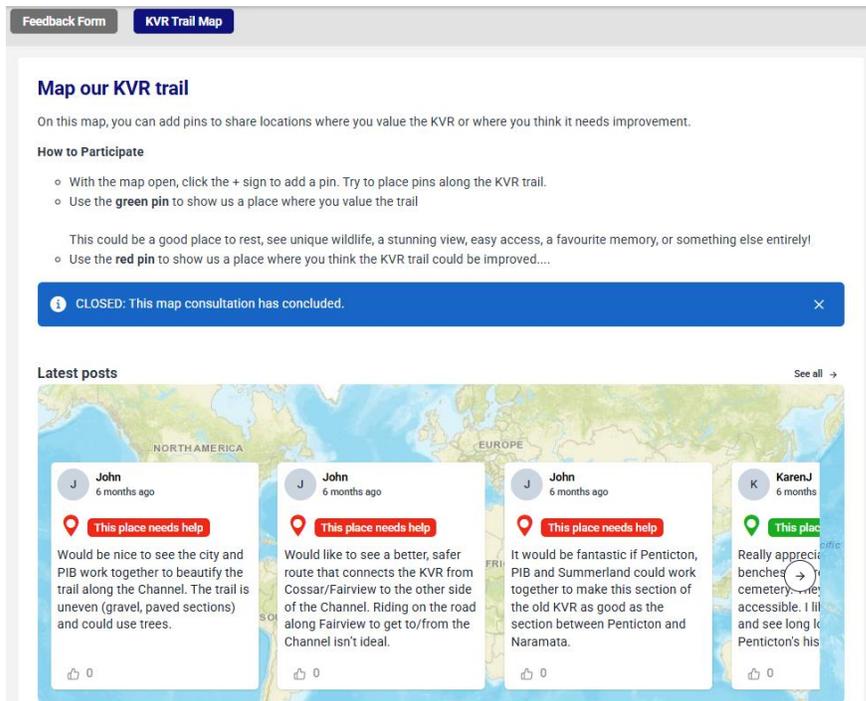
In-Person

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)
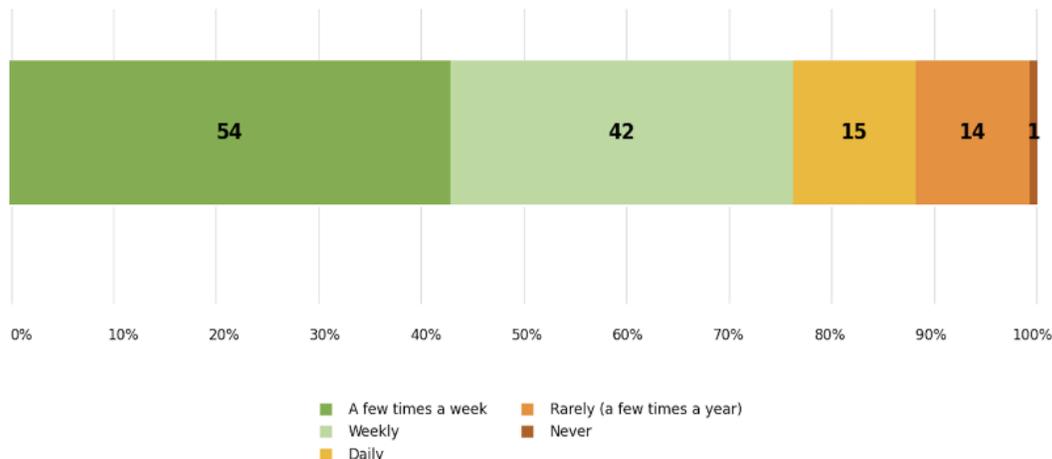
Key Takeaways

- 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)
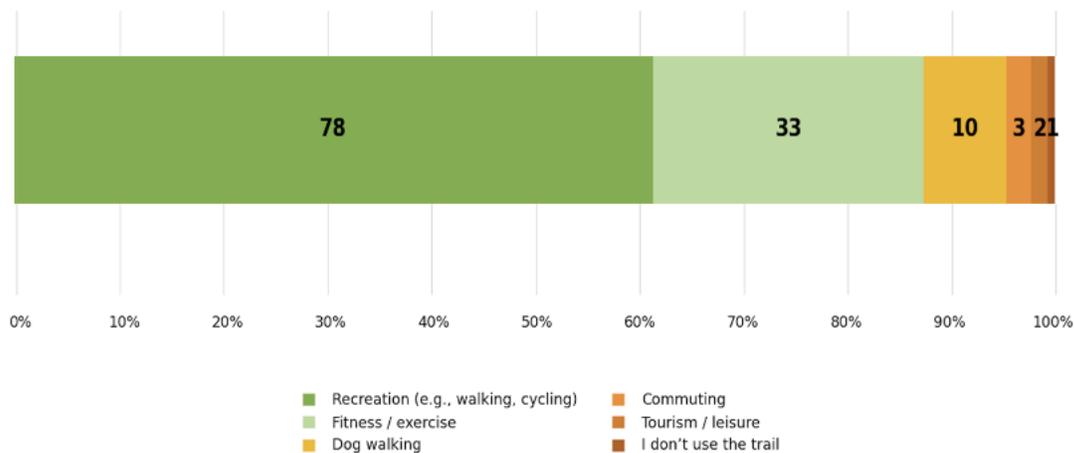

Key Takeaways

- 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."

- o "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:

    - o "Would love to see solar lighting in key areas for evening walks."

    - o "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:

    - o "Could the city organize walking groups or fitness programs along the KVR?"

    - o "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:

    - o "Trailhead parking fills up quickly on weekends. It would help to add a few more spots or consider time limits."

    - o "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:

    - o "The KVR trail is already amazing. Thank you to those who maintain and protect it."

    - o "This trail is a gem and makes Penticton unique. Please keep investing in it."

- Common improvement themes (consistent with Q1–Q8 Feedback):

    - o 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."

- o 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."
- o 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:
  - o V2A 0–3: Downtown core/North Penticton
  - o V2A 4–6: Central neighbourhoods
  - o 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.

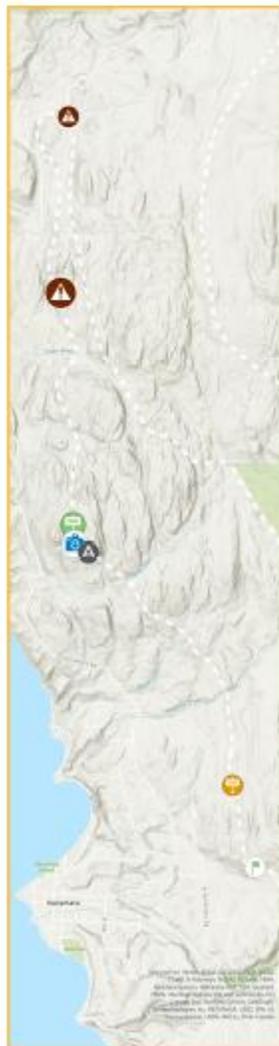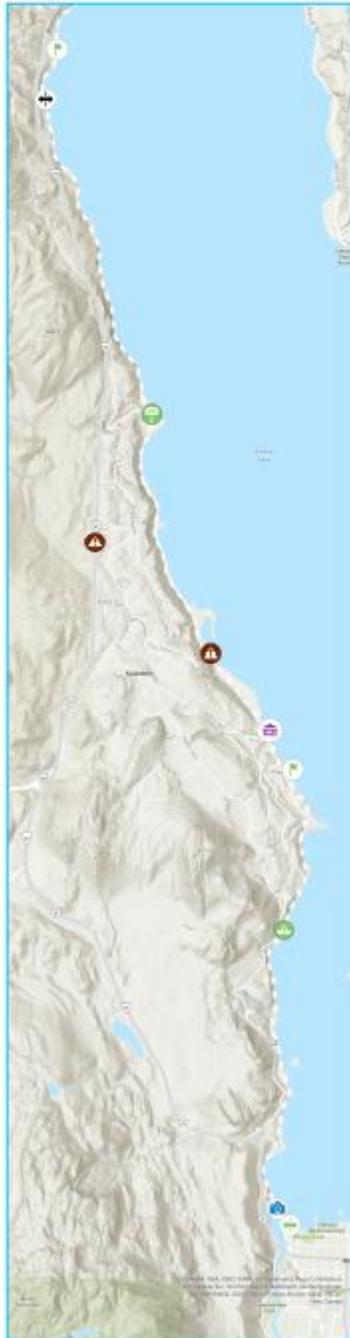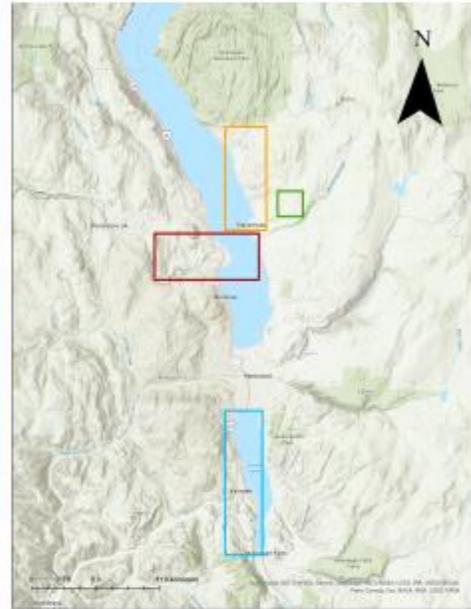**Appendix C – Map-Based Engagement Tool**

KVRTS - Phase 1 Engagement Responses
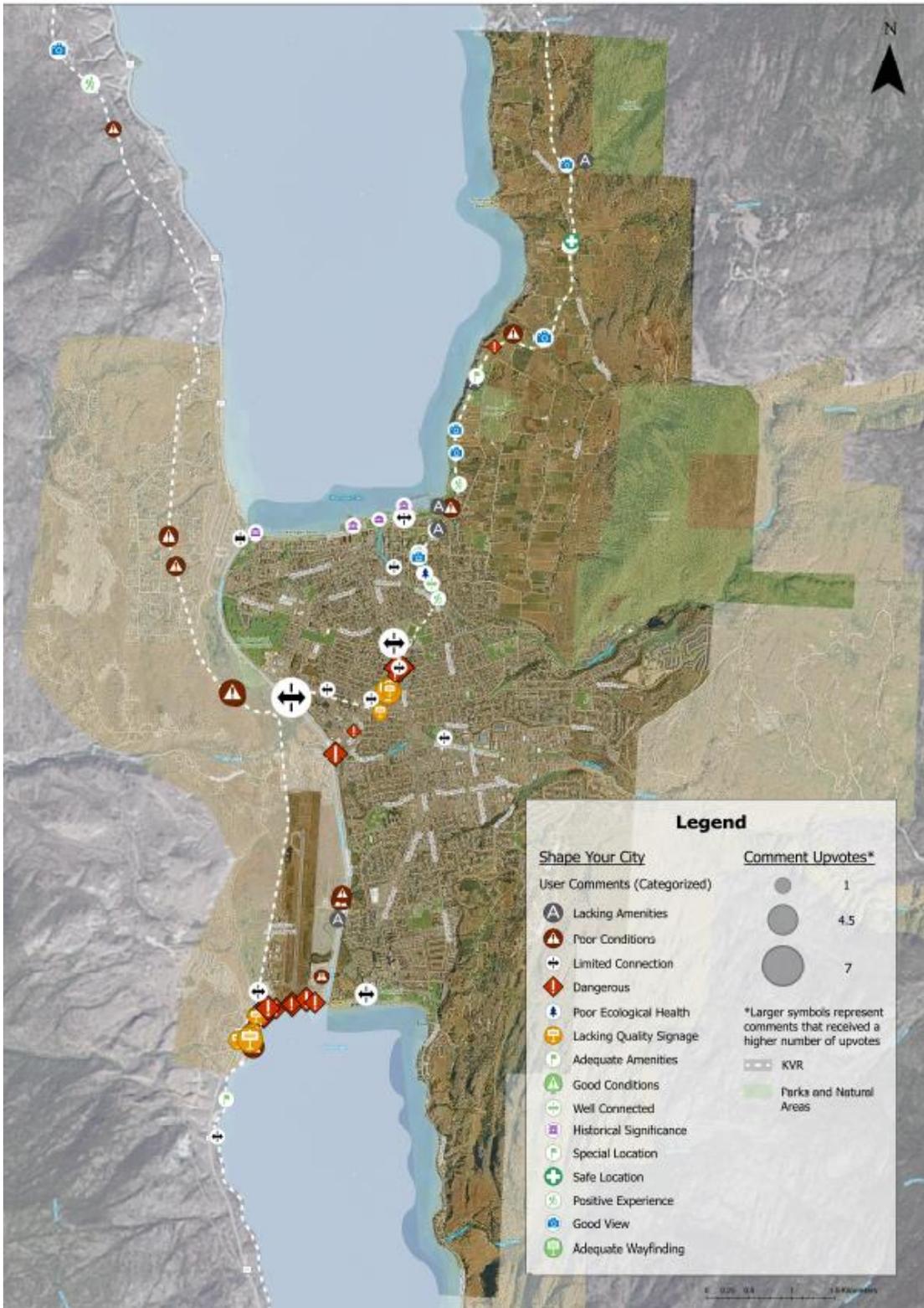
KVRTS - Phase 1 Engagement Responses

Reference Map

Legend

Shape Your City

User Comments (Categorized)

- (A) Lacking Amenities
- (A) 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

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.

HOW WE INFORMED THE COMMUNITY

4
Newspaper advertisements

475
People attended the Open House

2100
Individuals visited shapeyourcitypenticton.ca

40
Trail Flyers

21,892
Followers received four posts and one reel on social media

5,170
Recipients of two shapeyourcitypenticton.ca e-blasts

222
Radio ads played on 2 stations between Oct. 6-29

- 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.

KVR Trail Strategy
Let's Talk Trails!

We want to hear from you!
Share your ideas and vision to help guide the future of the KVR Trail.

Council-hosted Open House
Penticton Trade and Convention Centre
(KVR Trail Strategy Booth)
Wednesday, October 29
4:00 PM – 7:00 PM

penticton.ca

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."

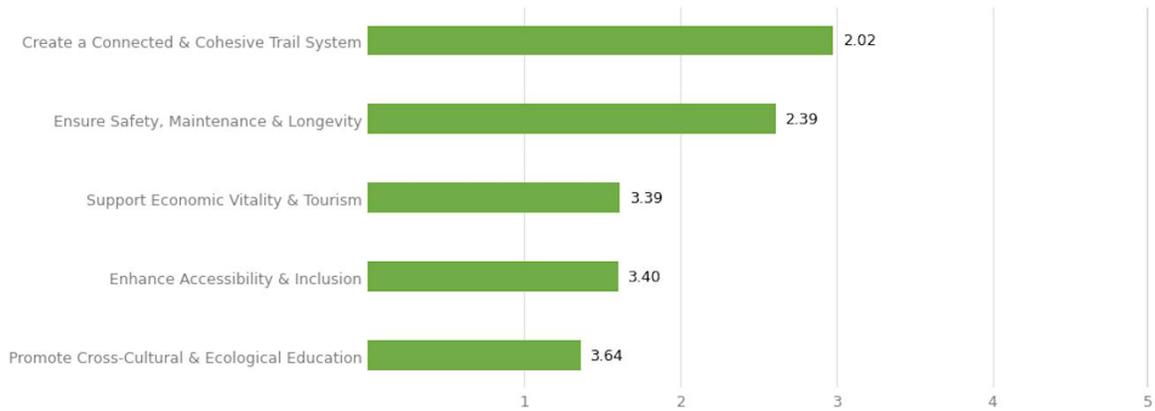Over 85% percent of respondents indicated they support this statement.
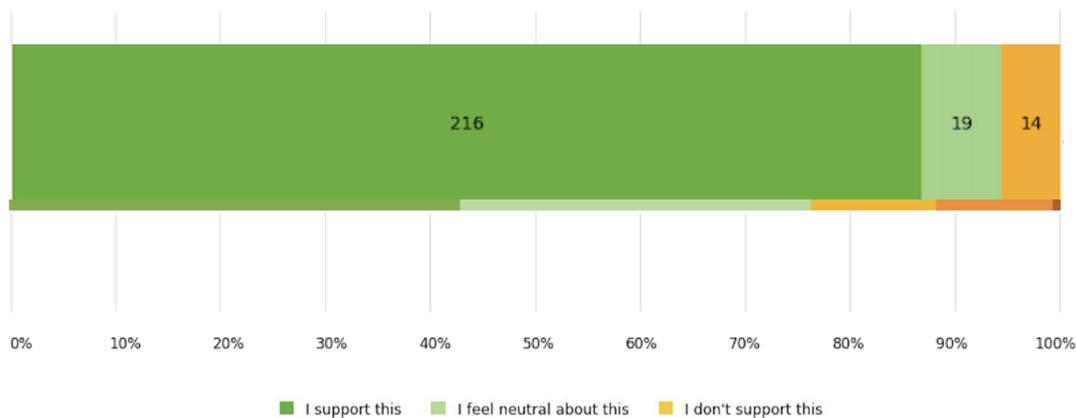
Question 2: Tell us how the KVR could better support your organization, business and everyday/commuter use.

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.
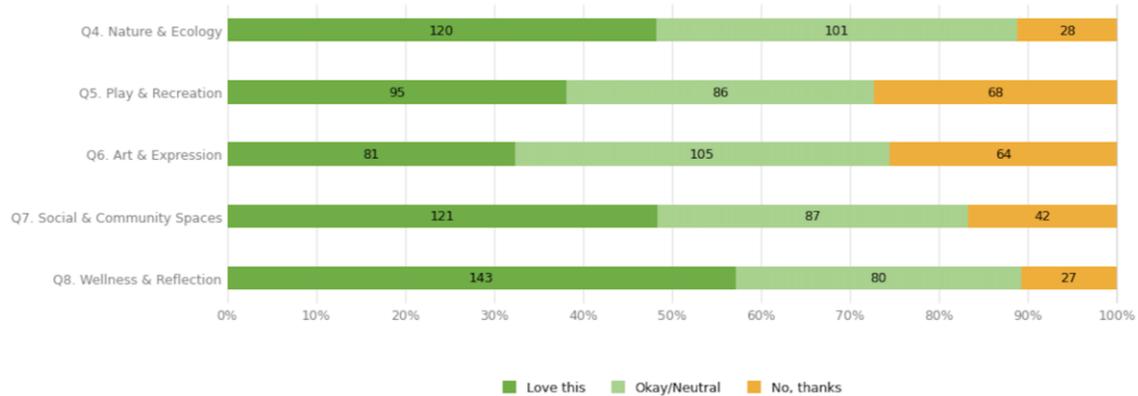
3.2 Council-hosted Open House

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:

    o Parks, and natural areas adjacent to the KVR Trail

    o Downtown, waterfront destinations, including the Okanagan Beach area, SS Sicamous/Riverside and Marina Way Park

    o Shaha Lake, particularly at access points connected to the southern portion of the KVR Trail and along the Skaha Lake Beach area.

    o 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
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:

- o "Find a way to connect the KVR better from Penticton to OK Falls and to Summerland."

- o "Connections east and west off of the KVR for a cohesive network to get from point A to point B."

- o "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:

  - o "The section… along the Airport edge, Highway 97 and crossing points are dangerous."

  - o "Need a safe crossing of Main Street at Preston/Nelson Ave."

  - o "Under passes where the trail crosses busy intersections."

  - o "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:

  - o "Before beautifying the amenities… priority should be given to the condition of the trail itself."

  - o "Ensure surface is safe. No loose gravel… Fix ruts due to misuse or water damage."

  - o "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:

  - o "Please don't make it commercial. It's a trail first and foremost."

  - o "Keep out of town areas as natural as possible… In town areas need more lighting."

  - o "Businesses don't really belong along the trail… People use this trail to be in nature."

- o "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.
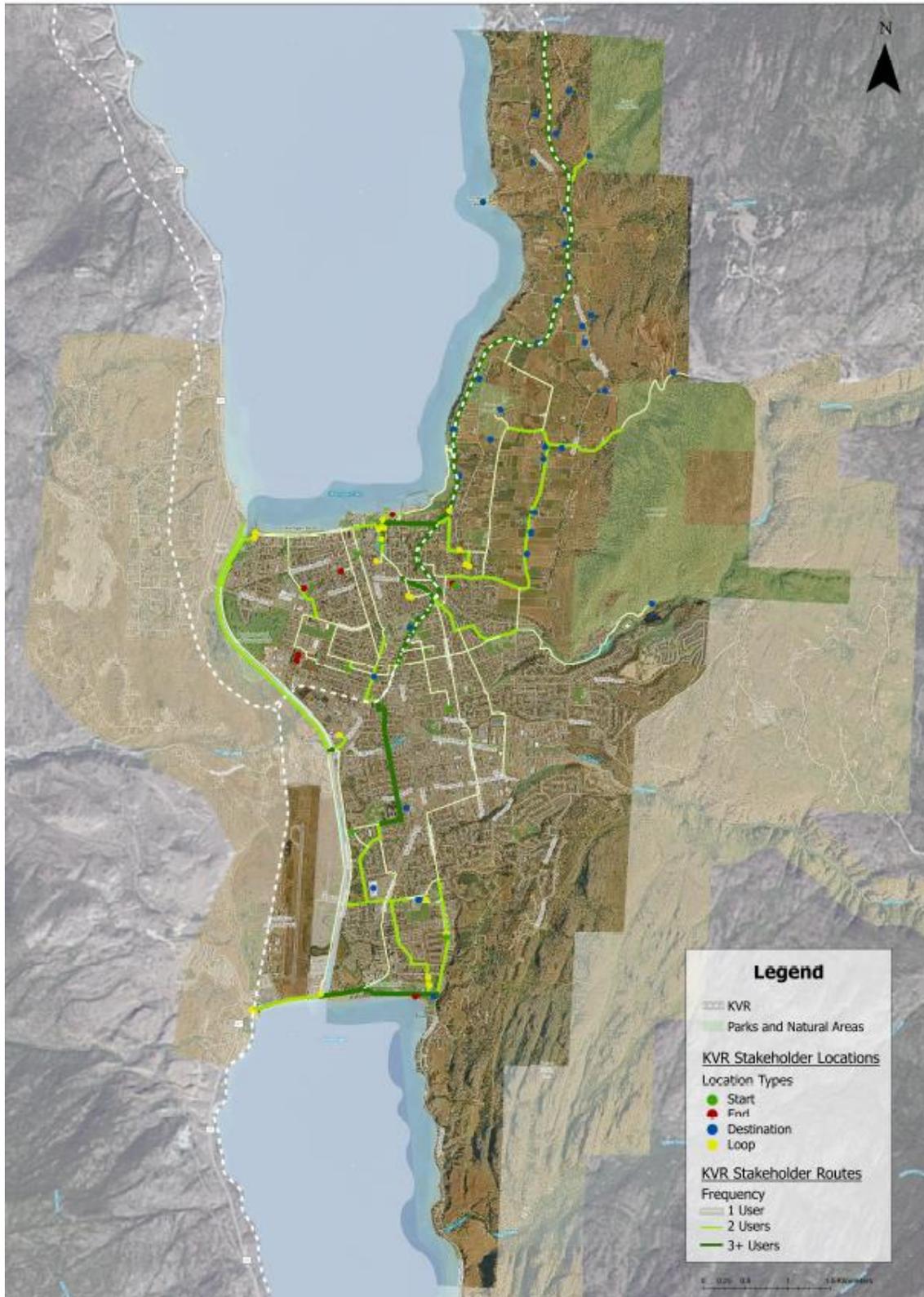
KVRTS - Phase 2 Open House Engagement
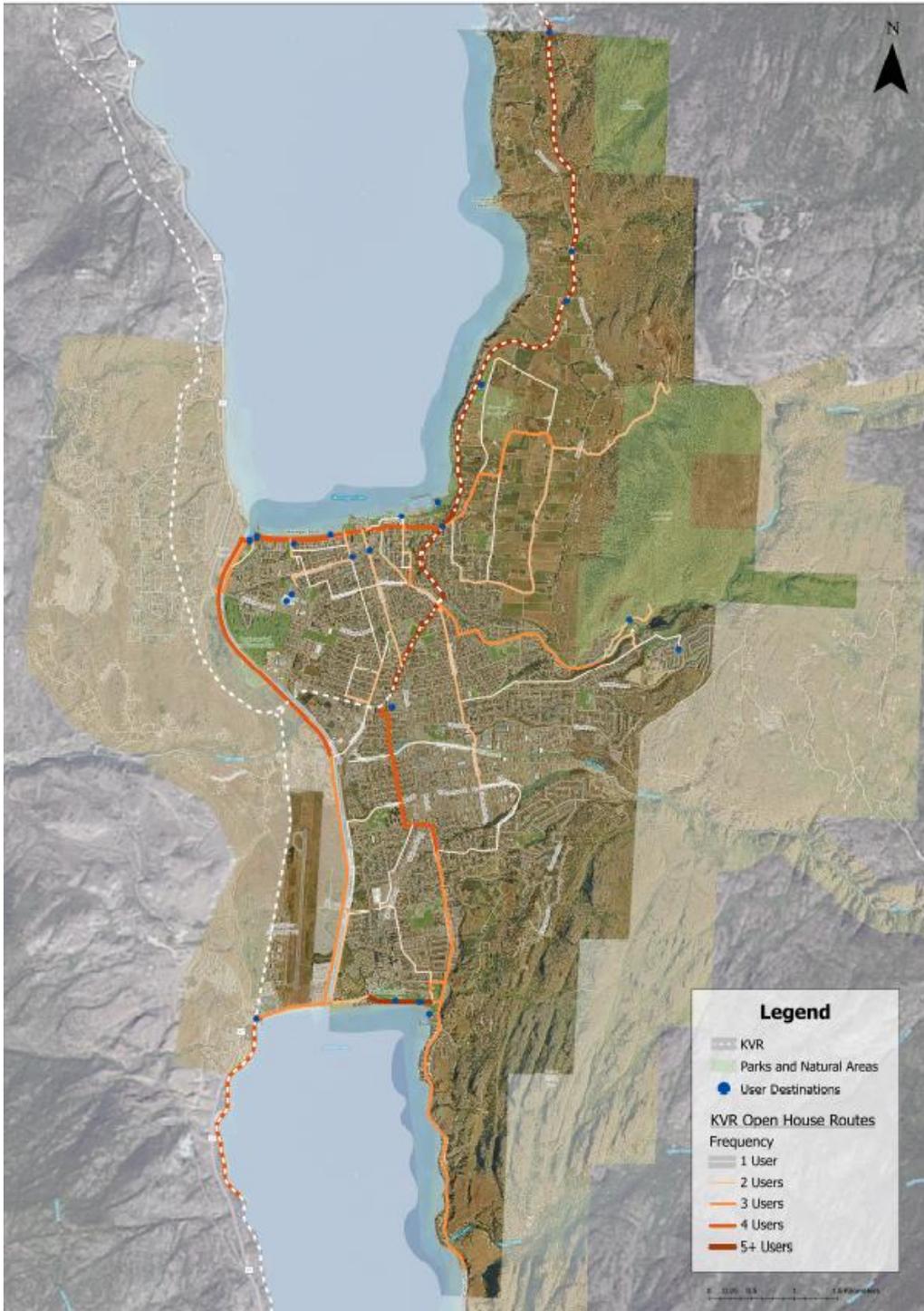
KVRTS - Phase 2 Stakeholder Engagement

KVRTS - Phase 1 Engagement Responses

CITY OF Penticton

N
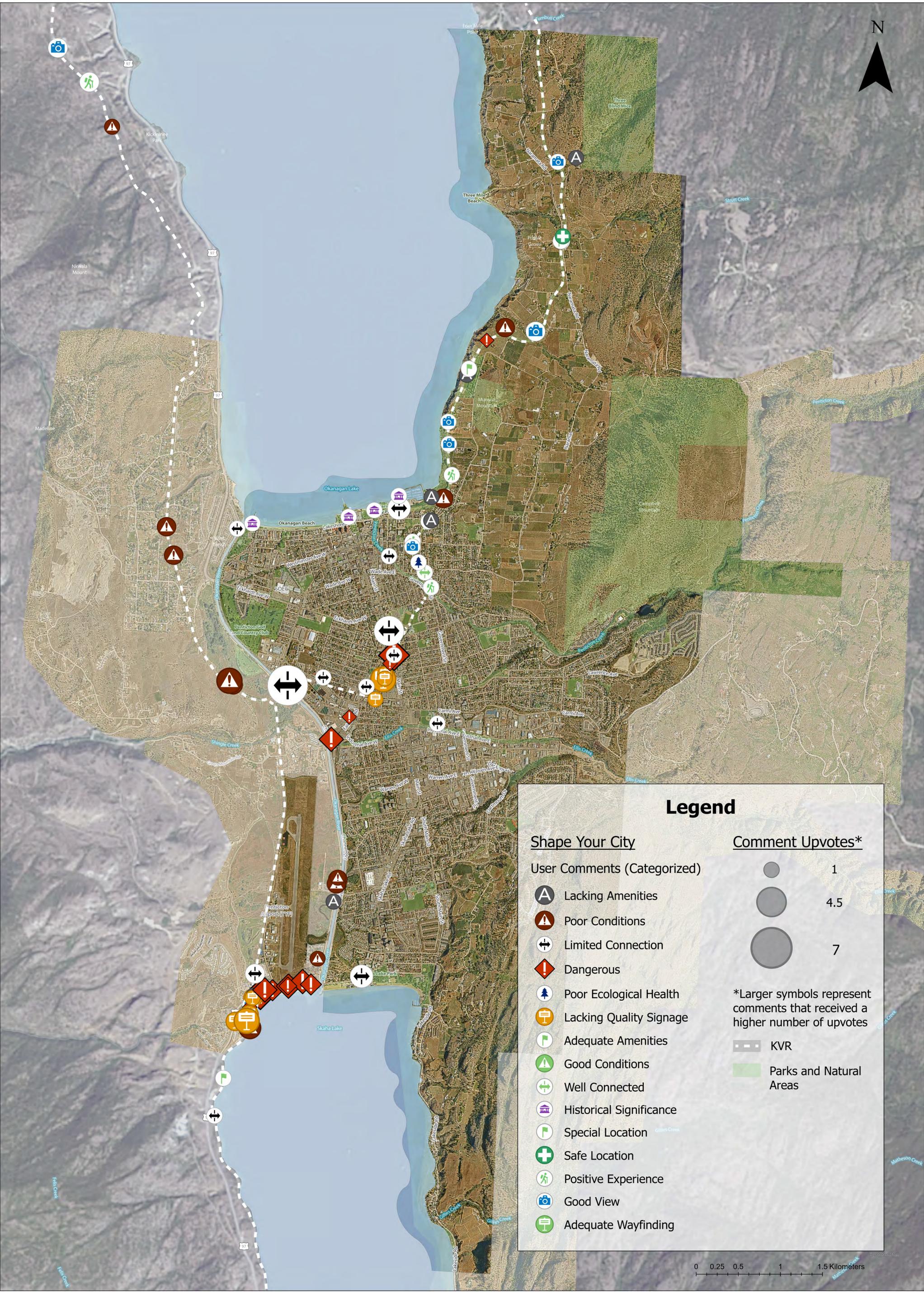
Legend

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

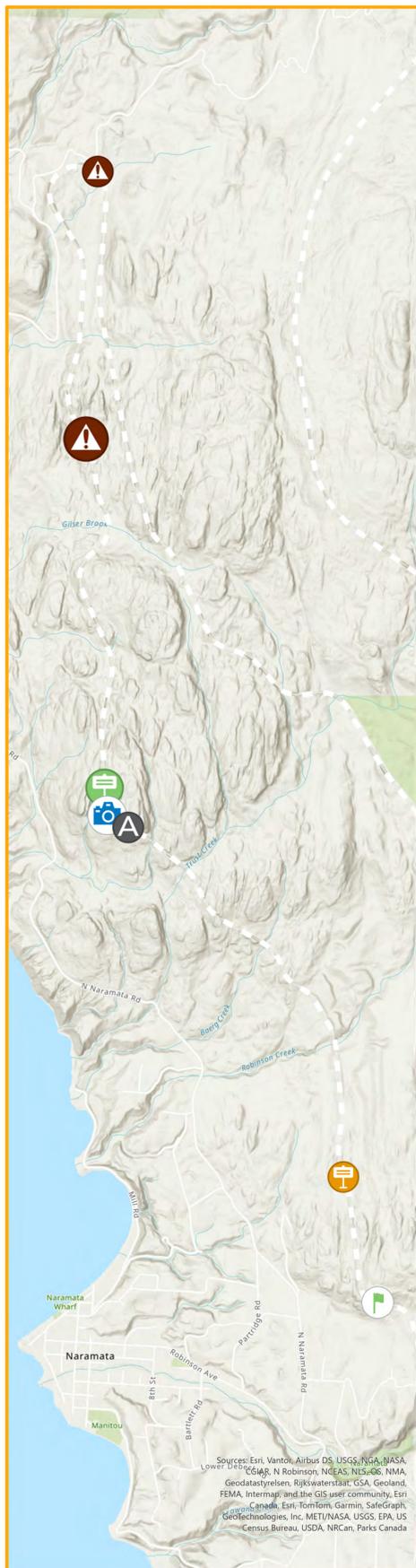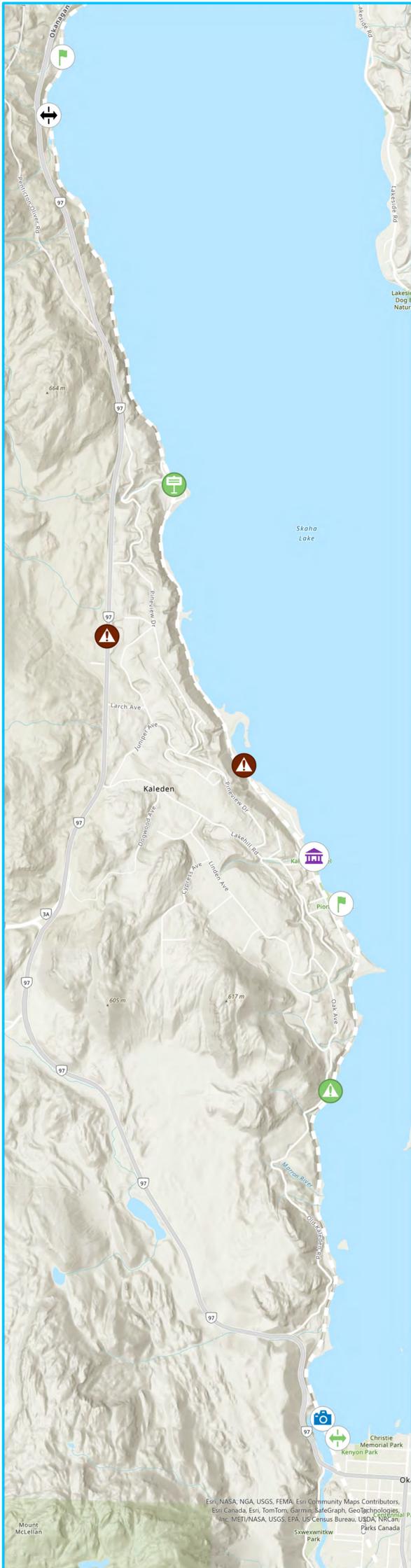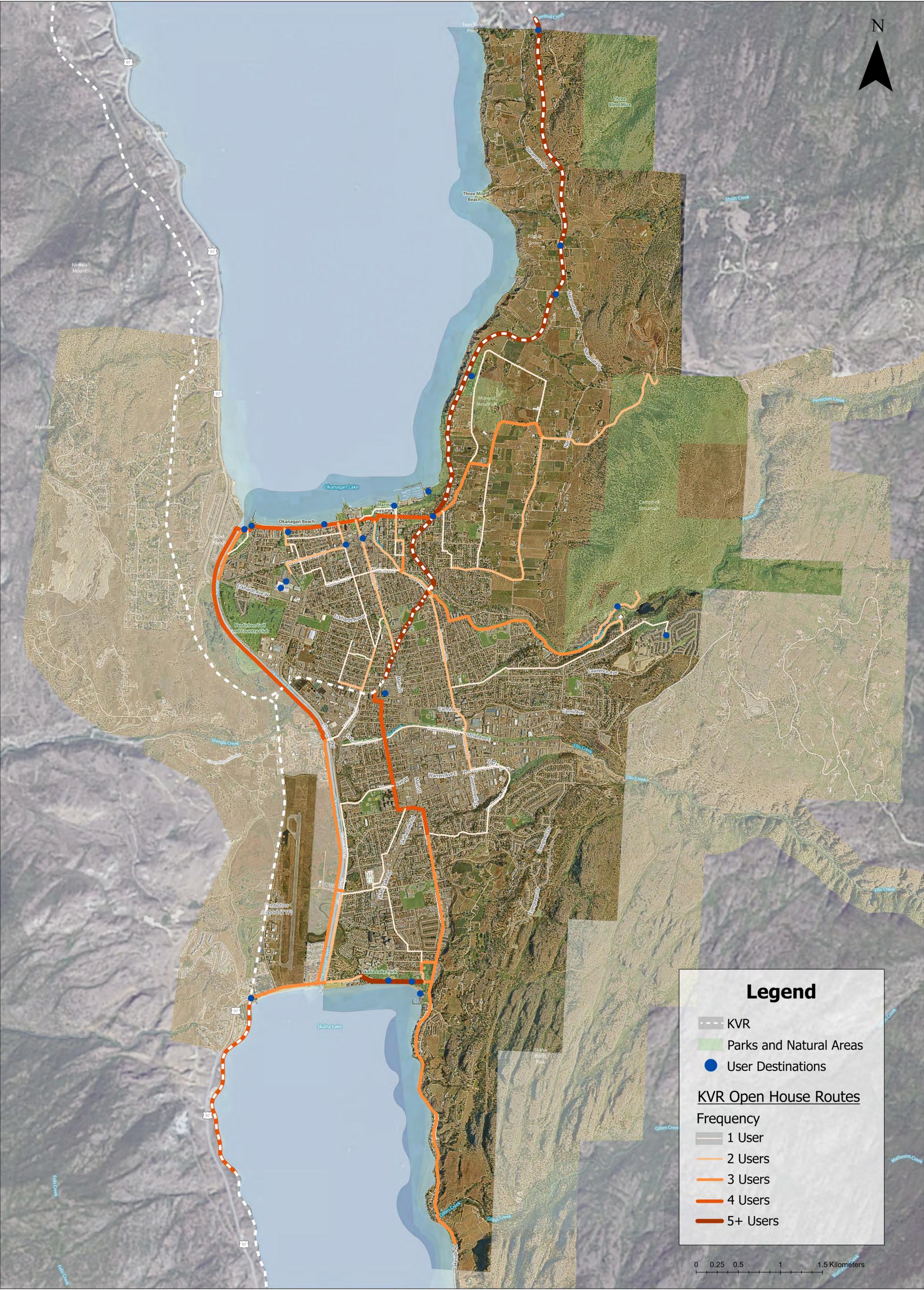*Larger symbols represent comments that received a higher number of upvotes

▱▱ KVR

Parks and Natural Areas

0   0.25 0.5   1   1.5 Kilometers

KVRTS - Phase 1 Engagement Responses

CITY OF Penticton

Reference Map

N

Legend

Shape Your City

User Comments (Categorized)

- (A) 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*

Symbol	Value
●	1
●	4.5
●	7

*Larger symbols represent comments that received a higher number of upvotes
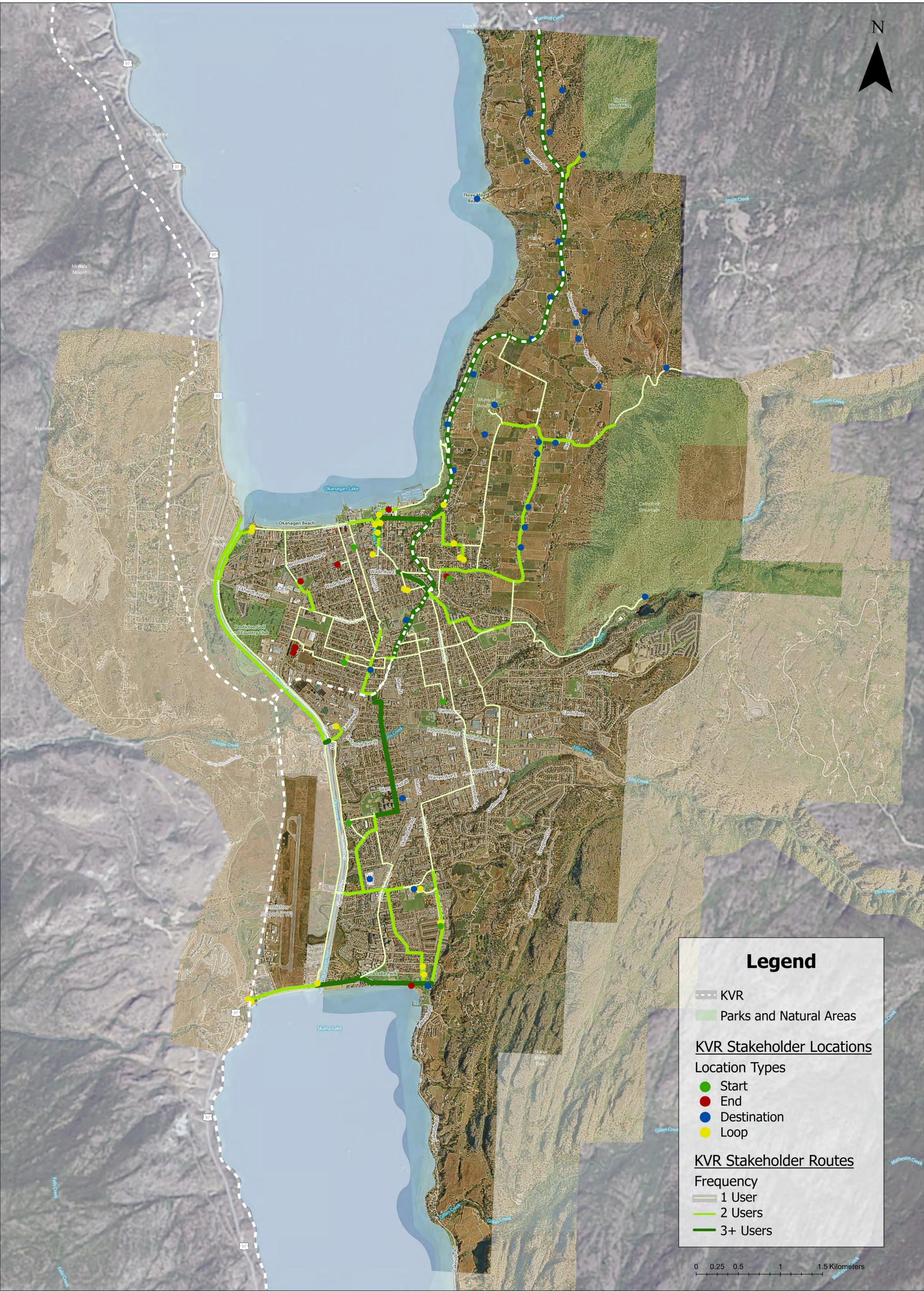
- KVR
- Parks and Natural Areas

CITY OF
Penticton

Legend

- - - KVR

Parks and Natural Areas

● User Destinations

KVR Open House Routes
Frequency
1 User
2 Users
3 Users
4 Users
5+ Users

0 0.25 0.5   1   1.5 Kilometers

KVRTS - Phase 2 Stakeholder Engagement

Legend

KVR

Parks and Natural Areas

KVR Stakeholder Locations

Location Types
- ● Start
- ● End
- ● Destination
- ● Loop

KVR Stakeholder Routes

Frequency
- 1 User
- 2 Users
- 3+ Users

N

0 0.25 0.5   1   1.5 Kilometers

KVRTS - Phase 2 Engagement Responses
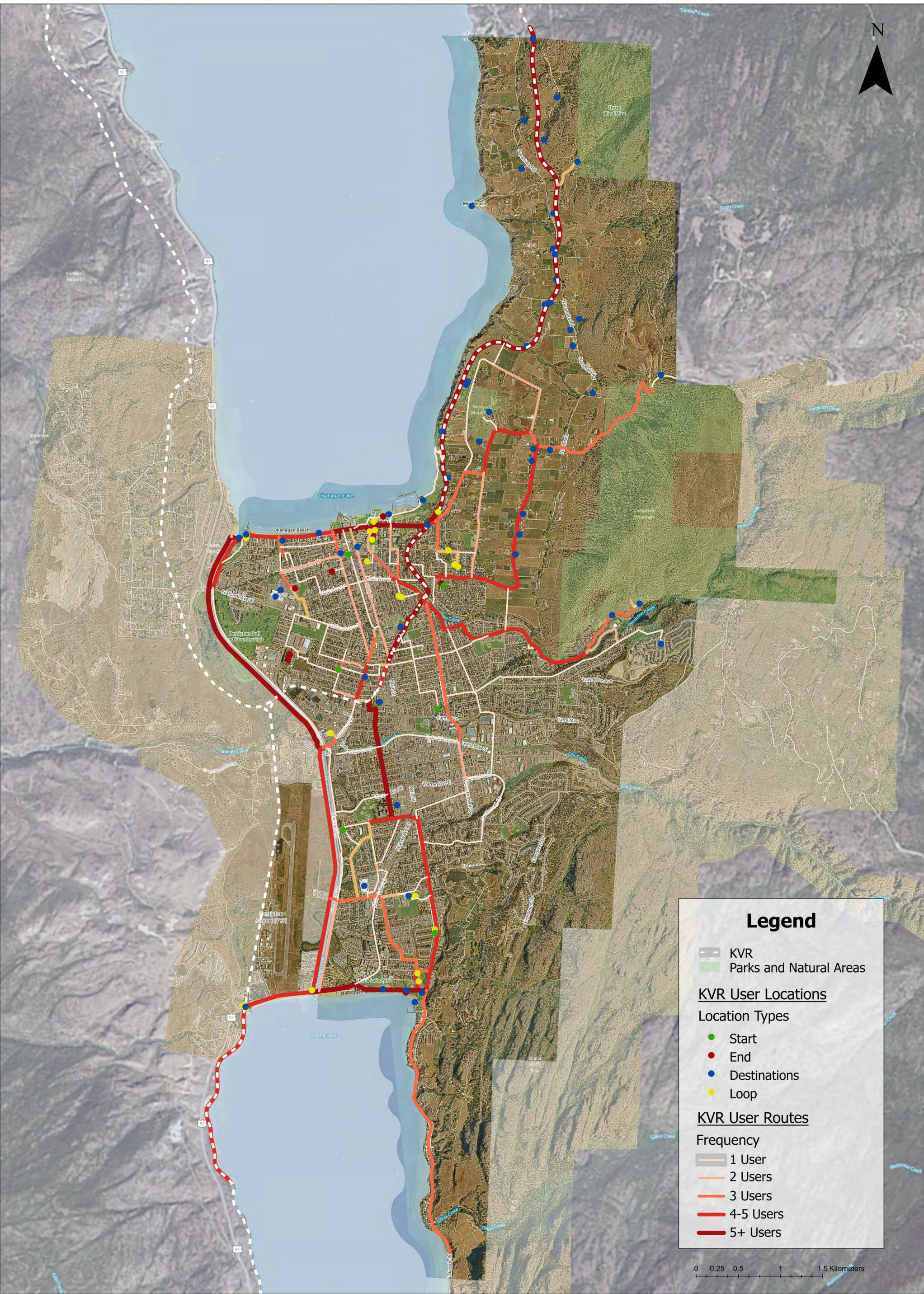
Legend

KVR
Parks and Natural Areas

KVR User Locations
Location Types
- 🟢 Start
- 🔴 End
- 🔵 Destinations
- 🟡 Loop

KVR User Routes
Frequency
- 1 User
- 2 Users
- 3 Users
- 4-5 Users
- 5+ Users

0   0.25 0.5   1   1.5 Kilometers

Memo to Committee

Date: February 27, 2026   File No: 6240-01
To: Accessibility Committee
From: Ysabel Contreras, Parks Planner
Address: **2458 McGregor Drive ; 1051 Penticton Avenue**

Subject: **McGregor Park and McNicoll Park Upgrades – Engagement Plan**

Staff Recommendation

THAT the Accessibility Committee receive into the record the report dated February 27, 2026 titled "McGregor Park and McNicoll Park Upgrades – Engagement Plan".

Background

As part of the 2026–2030 Financial Plan, Council approved two projects for the 2026 capital workplan: the McGregor Park Upgrade and the McNicoll Park Irrigation Renewal. Each project includes planning and design in 2026, followed by construction in 2027.

City staff are proposing to undertake preliminary public engagement to better understand how each park is currently used, how often, types of activities taking place, and by whom. This preliminary data collection will help ensure the design process is based on current/future conditions and community patterns. Additionally, findings from the 2025 Community Survey confirms that parks and sportsfields ranked among the top investment priorities for residents, highlighting the importance of gathering accurate information to guide upcoming design decisions and better support community park needs and investments.

McGregor Park

McGregor Park (0.24 acre) is located in southwest portion of Penticton and was originally established in the 1980s, making it one of the oldest parks in the city. The park remains underdeveloped, and its aging infrastructure (ex. irrigation, swing set, fencing) has exceeded its serviceable life. Current use appears to be informal and limited, primarily consisting of nearby families and young children who use the space on an occasional basis.

Figure 1 – McGregor Park Project Boundary

The Parks and Recreation Master Plan (PRMP) outlines a 20-year replacement cycle for playgrounds and recommends the City work directly with neighbouring residents to identify their vision for the park, assess its necessity, and optimize the usage of these neighbourhood assets. Early planning for this site will also consider its

proximity to the former Parkway School and ensure that any proposed upgrades complement rather than duplicate amenities in adjacent parks and recreation areas. Given this context, staff will begin preliminary engagement in spring 2026 to document current use, explore long-term vision of the park, and preferences for maintaining, enhancing, or repositioning amenities. These insights will inform the development of design concepts and support future planning decisions.

McNicoll Park

The McNicoll Park project (5.3 acre) proposes the replacement of the current irrigation system, which is approaching 40 years old. The system has exceeded its expected lifecycle and currently presents operational and maintenance challenges for the Parks Department. This work aligns with the PRMP and the 2010 Irrigation Master Plan recommending ongoing irrigation improvements to improve asset conditions and reduce maintenance demands. As part of the planning and design process of this upgrade, City staff will assess the opportunity to reconfigure or convert the existing 2,975 m^2 cinder track to additional turf, which could expand infield capacity and better support multi-sport

- - - Project Boundary

Figure 2 – McNicoll Park Project Boundary

programming. To ensure the renewed design responds to current usage patterns, staff will conduct engagement with user groups, nearby residents, and the broader community to collect current and future needs of the site. The feedback gathered will guide decisions on site layout, irrigation coverage, and identify other potential changes.

At this stage, the public will not be asked to review or provide feedback on design options. Instead, the purpose of engagement is to gather baseline information about how each park is currently used and what future needs should be considered.

Proposed Engagement Process

The proposed timeline outlines the three-phased process occurring at key points throughout 2026 to inform concept development and refinement. Community engagement will begin in Spring 2026 and input gathered during each phase will guide decisions before the project advances to construction in 2027. Note, the engagement process shown may be adapted for both projects if early engagement indicates no significant changes to the site. In such circumstances, a simplified or streamlined process may be implemented.
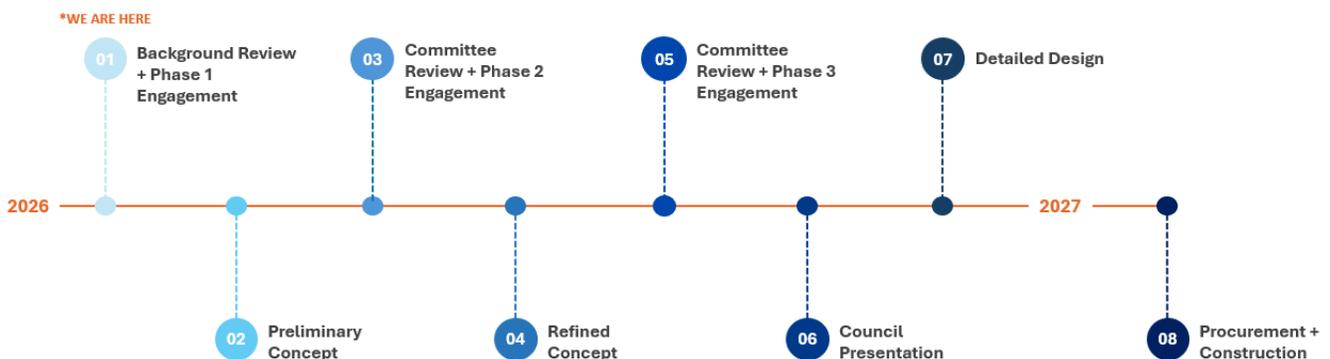

Figure 3 – Engagement Process

Financial implication

The McGregor Park and McNicoll Park upgrade projects are both included in the 2026–2030 Financial Plan. For McGregor Park, $80,000 is allocated in 2026 for planning and design, with $695,000 budgeted for construction in 2027. This pricing is based on recent historical costs from comparable park upgrades and reflects the potential inclusion of new playground features, new paved areas for accessibility, lighting, benches, picnic tables, and additional landscaping. For McNicoll Park, $100,000 is allocated in 2026 for planning and design, and $617,500 is budgeted in 2027 to renew the entire irrigation system.

Once preliminary engagement is complete, staff will prepare design concepts that incorporate community feedback and fit within the available construction budget. If community feedback identifies additional needs that exceed current allocations, the project may require a phased approach into future years or a revised funding strategy.

Analysis

The McGregor Park and McNicoll Park projects support Council's priority to build a safe, resilient, livable, and accessible community by renewing aging infrastructure and enhancing existing park spaces that supports healthy and vibrant neigbourhoods. These projects also reflect community priorities, as the recent Community Survey has shown that residents rank parks and sports fields as the top investment areas.

Engagement for McGregor Park aligns with recommendations of the Parks and Recreation Master Plan which calls for replacing playgrounds every 20 years and engaging with neighbouring residents to identify future vision for the park, including whether the park should remain in its current location. Although McGregor Park is small and primarily serves the immediate neighbourhood, the southwest area of Penticton is currently underserved in park space compared to other parts of the city, highlighting an equity gap in access to recreation amenities. Additionally, the PRMP and Official Community Plan recommend a target of 2.5 hectares of active parkland per 1,000 residents. As Penticton's population grows and density increases, the city's ability to meet this standard is declining. This downward trend and current shortage of active parks in the area reinforces the need to invest in existing parkland to ensure we continue to meet community needs.

--- Park Supply Gap

Figure 4 – Existing park supply and distribution map, showing the park gap area

For McNicoll Park, the full irrigation system replacement requires a comprehensive site overhaul, which presents an opportunity to reassess the site layout before finalizing the new irrigation design and installation. Engagement with user groups and the public will help determine whether modifications such as reconfiguring the existing six-lane cinder track or improving track conditions should be considered to better support current or future programming.

To ensure upgrades are made by how each space is currently used, and how it is anticipated to be used in the future, staff will initiate public engagement for both projects to collect baseline information that will inform the concept design development. Final design components will be subject to the available funding envelope for each project, and any additional work outside the budget may require additional funding.

Alternate recommendations

THAT the Accessibility Committee provide additional feedback on the proposed engagement process.

Respectfully submitted,

Ysabel Contreras,
Parks Planner

Concurrence

General Manager of Infrastructure
KD

City of Penticton Accessibility Plan 2023-2026

2nd Annual Progress Report

October 21, 2025

Introduction

On August 15, 2023, Council unanimously endorsed the City of Penticton Accessibility Plan 2023-2026 (the "Plan"), in accordance with the requirement of the Accessible British Columbia Act. The Plan aims to identify, remove and prevent barriers to accessibility for individuals interacting with the City of Penticton, with the guidance of the Accessibility Committee.

This report provides an update on the progress of the Plan for the period of September 2024 to October 2025. It outlines current achievements and ongoing efforts.

1. **Employment and Staff**

	Action	Details
1.1	Offer accessibility training for staff	Education about disabilities, accessibility and adaptation, and barriers to accessibility.
1.2	Create an accessibility policy to protect and assist staff.	Include ensuring that current policies are not causing harm and creating biases in staff against staff with disabilities.
1.3	Hire people with disabilities.	Include ensuring that hiring policies are effective for people with disabilities.

- The Human Resources Department is developing a new learning platform for employees, on which accessibility training for staff will be available once developed.
- Social Development Department staff have continued to connect with Accessible Employers, an organization which provides employer focused tools, resources and access to training and events for BC employers on how to effectively recruit, hire and retain employees with disabilities, on the development of training for staff and best practices.

- Social Development and Human Resources staff collaborated to develop an administrative Discrimination and Racism Prevention Policy, which includes discrimination based on disability or ability.
- Social Development and Human Resources jointly applied for a Disability Management Program Evaluation grant through the National Institute of Disability Management and Research. (More information in the Emerging Opportunities section)

2. Delivery of Services

	Action	Details
2.1	Examine the City of Penticton Website for accessibility and summarize findings.	Complete an accessibility audit.
2.2	Advocate to BC Transit for accessible buses.	Communicate the findings of accessibility engagements to BC Transit.
2.3	Examine City services for accessibility alternatives and summarize findings.	Complete an accessibility audit.
2.4	Create accessibility policies for City projects.	The intent is a policy that requires accessibility to be integrated into City projects early and throughout the process.
2.5	Create an Accessible Independent Resident Policy.	The intent is to ensure that community members are able to use all City services independently and with dignity.

- The City's websites have an accessibility assessment feature which reviews web pages in real time and offers examples on how to mitigate accessibility concerns that can be controlled by staff.
- Social Development staff worked with Information Technology Department staff and Infrastructure Department staff to successfully complete a project to make the Road Closure webpage accessible for members of the community who are visually impaired to make the road closure information compatible with screen readers. The usability of this feature was evaluated by a member of the Accessibility Committee.
- City staff have worked inter-departmentally to integrate accessibility at the beginning of city projects. Accessibility was integrated into the KVR Masterplan, the Lakawanna Park Upgrade Plan, the Penticton Pier, Dog Park Upgrades, Eckhardt Corridor and Recreation Centre signage.
- Council endorsed the Free Parking for People with Disabilities Policy. (More information in the Emerging Opportunities section).
- Information Technology, Infrastructure and Social Development staff are currently working together to introduce a section related specifically to Accessibility Issues in the current Calls for Service Program so that accessibility barriers in the City can be dealt with promptly and systematically.

3. Built Environment

	Action	Details
3.1	Examine bus stops for accessibility and summarize findings.	Complete an accessibility audit.
3.2	Ensure accessibility features are piloted with people with disabilities.	This is to ensure that accessibility features in the community are truly effective and serve their purpose.
3.3	Examine City spaces for accessibility and summarize findings.	Accessibility audit. This may include buildings, parks, beaches, roads, sidewalks, dog parks, etc.
3.4	Install accessible wayfinding in City buildings.	This is the use of signage, colour and design elements to help occupants navigate a space.
3.5	Examine bike lane for accessibility and summarize findings.	Complete an accessibility audit.

- There are currently 257 bus stops, 48 of which have shelters, 139 of which have benches and 230 are accessible by sidewalk. There will be four more bus shelters installed by the spring of 2026 and all will have benches and be sidewalk accessible. The Infrastructure Department adds new benches and shelters to bus stops on an incremental basis which is based on available budget and grant funding.
- Staff are exploring different models of lived experience participation in municipal processes especially relating to project engagement and participation in grant activities, including developing internal policies which would allow people with disabilities to be compensated for their expertise and time.
- The Social Development Department received a grant through BC Healthy Communities to conduct a community accessibility assessment of Penticton's beaches with people with disabilities and seniors. Staff have worked with Happy Cities and Meaningful Access Consulting to explore research and best practices, distribute a survey, engage with the public and the Accessibility Committee, and develop standards. They have conducted assessments of Penticton's beaches with these standards, effectively identifying opportunities to improve accessibility and enhancing inclusive beach experiences for community members and visitors and will be providing the City with an assessment report.
- Staff have continued to explore different grants and models to further examine City spaces for barriers to accessibility for staff and community members.
- Social Development Department staff are investigating the capacity for accessible wayfinding in City buildings.

4. Information and Communication

Action	Details

4.1	Examine progress reporting mechanisms both internally and externally.	This is to ensure that both community members and internal staff are kept up to date on the items of the Accessibility Plan.
4.2	Offer live closed captioning during City meetings.	Both online, on Zoom, and on the TVs in the Council Chambers.
4.3	Create an advisory list to consult for City projects for accessibility review.	This list will consist of local individuals who have lived experience with disability and who will be available to internal staff to provide feedback on City projects.
4.4	Geo-map accessibility barriers in Penticton.	This would be similar to the CommuniTREE Plan Map, where residents can pinpoint places in Penticton that are accessible and not accessible.
4.5	Create an accessible notification system for emergencies.	Looking at where we can bolster our notification systems for people with different kinds of disabilities.
4.6	Undertake a public education campaign about accessibility and disabilities.	Meant to remove biases and attitudinal barriers within the community.
4.7	Meaningfully engage with residents with disabilities on a continuous basis.	The feedback mechanism required in the Act will play a role in this but may include other strategies for an open line of communication between the City and Penticton residents with accessibility needs.

- Social Development Department and Communications Department staff have continued exploring diverse ways of communicating accessibility-related changes to the community, including opportunities to participate and stay aware. They jointly hosted an engagement tent at the Farmers Market on September 6th to discuss beach accessibility with the public.
- City Council meetings are now accessible in three formats: in-person attendance, electronic participation via Zoom, and live streaming through a newly implemented online platform. All meetings continue to be recorded and made available for later viewing. Previously, closed captioning was only available through Zoom. However, with the introduction of the new platform, closed captioning is now available both during live broadcasts and in recorded sessions. Staff from the Legislative Services and Information Technology departments have completed training on the new system, enhancing accessibility for all users.
- The Accessibility Advisory Process is now fully operational, allowing City staff to present projects, policies, and procedures to the Accessibility Committee for feedback. The Accessibility Committee has reviewed nine (9) projects and processes thus far: the Design Priorities and Final Concepts for Lakawanna Park Upgrades, EV Charging Stations, Eckhardt Avenue Corridor Reconstruction, Cooling Infrastructure, Mobi-Mat Placements, Accessible features for the Local Government By-Election, the KVR Trail Strategy, the Penticton Pier Replacement and the Beach Accessibility and Assessment project. City staff were able to receive valuable insights relating to accessibility.
- Social Development staff are working with Human Resources to develop a policy to provide honorariums for people with disabilities who pilot and assess City accessibility features, ensuring that these services are effectively accessible.
- In May 2025, the City launched *Voyent Alert* as its official Emergency Notification System. This platform supports multichannel communication, including app notifications, text messages, emails,

and phone calls, and allows users to register multiple locations. Alerts can include maps, visuals, and clickable links, and the system is compatible with screen readers, ensuring accessibility for users with visual impairments. The implementation of *Voyent Alert* fulfills the action item by providing an inclusive and responsive emergency communication tool.

- Communications, Recreation, Infrastructure and Social Development staff worked together to engage in a short public education campaign about accessibility-focused initiatives at the City during AccessAbility Week 2025.
- Staff have continued to engage with residents with disabilities through various means including the public feedback mechanisms, discussions at Council Open Houses, phone calls, emails and inviting community members to attend accessibility-focused events. Accessibility was a topic in the 2025 Community Survey. (More information can be found in the Emerging Opportunities section).

Emerging Opportunities

While the Plan provides an initial "to-do list" for actions that aim to remove and reduce barriers to accessibility, it is equally important to be adaptable and responsive to any emerging opportunities that improve accessibility. Throughout the year, various initiatives outside of the twenty (20) actions outlined in the plan were implemented, showing the City's commitment to seizing unanticipated occasions to enhance the livability and accessibility of Penticton. These inter-departmental efforts demonstrate how staying open to new ideas, technologies, and feedback can complement the Accessibility Plan, ensuring that accessibility can evolve in real-time, following the needs and opportunities that arise in community.

Disability Management Program Evaluation

In February 2025, Social Development and Human Resources staff applied to the National Institute of Disability Management and Research (NIDMAR) to receive a Workplace Disability Management Assessment (WDMA), which is scheduled to take place in early November 2025. This assessment is a structured, evidence-based tool designed to evaluate the effectiveness of our disability management and return-to-work practices. It will provide a comprehensive snapshot of our current program and identify opportunities for improvement across 16 key elements, including workplace accommodations, early intervention, case management, and joint worker-management support. The results will help us strengthen our approach to supporting employees with disabilities and align our practices with national and international best standards.

Parking Exemptions for People with Disability Parking Placards

In April 2025, Council endorsed a policy to formalize free parking for individuals with disabilities and non-profit organizations transporting people with disabilities in City paid lots and on-street metered spaces, ensuring vehicles displaying valid disability placards are exempt from payment for the duration permitted in designated accessible spots. This policy built on existing bylaw practices and aligned with the City's Accessibility Plan (2023–2026) and Liveable and Accessible Council Priority, reinforcing Penticton's commitment to creating a barrier-free and inclusive community. By reducing financial burdens associated with parking, the policy addressed the intersection of disability and poverty, recognizing that people with disabilities often face higher living costs and lower employment rates. Formalizing this practice provided

promoted equity, supported the dignity and full participation of all residents and visitors and increased access and participation for people with disabilities.

AccessAbility Week 2025

During National AccessAbility Week 2025, the City of Penticton continued to advance its commitment to accessibility and inclusion through a series of community-focused activities and infrastructure improvements. Recreation Penticton hosted guided tours of the Community Centre, highlighting adaptive equipment and inclusive programming, while offering free trial classes such as Friends in Motion and Minds in Motion. A feedback booth invited residents to share ideas for new programs and equipment to reduce barriers to participation. The City also celebrated key milestones, including the expansion of Mobi-Mat and Mobi-Chair beach access at three locations, the formalization of free parking for vehicles with valid accessible placards, and the launch of the accessible emergency alert system, Voyent Alert! These efforts reflect the City's ongoing work to create a barrier-free community and align with the goals of the Accessibility Plan and Social Development Framework.

Mobi-Mats

In July 2024, the City of Penticton installed 150ft of Mobi-Mat, four (4) Mobi-decks and two (2) Mobi-chairs on Sudbury Beach at Shaka Lake. The City of Penticton was nominated by community and Accessibility Committee members to be part of a nationwide campaign to make beaches more accessible and Penticton was selected as a participant due to its recognized demand for improved beach accessibility. These efforts have garnered praise from visitors and residents alike. In February 2025, Council endorsed the purchase of two (2) more sets of Mobi-Mats, decking and Mobi-Chairs, which were deployed on Skaha Beach and Okanagan Beach for the summer season and which have continued to receive positive feedback from the community.

2025 Community Survey

The 2025 Community Survey on Accessibility revealed that 21.5% of respondents or their families have accessibility needs, primarily related to motor/mobility (203 mentions), followed by visual, auditory, cognitive, and seizure-related needs. Since the City's Accessibility Plan was implemented in 2023, 44.9% of respondents feel accessibility has improved, citing Mobi Mats, ramps, Mobi Chairs, lowered curbs, and expanded bike lanes for mobility scooters as major enhancements. However, 29.5% believe accessibility remains the same, and 5.8% feel it worsened, largely due to bike lane installations reducing parking, creating hazards for visually impaired individuals, and complicating emergency access. Additionally, 11.1% reported barriers to accessing City services, including unreliable elevators, inadequate handicap parking, heavy doors, lack of sensory-friendly spaces, and limited transit options. While progress is evident in outdoor spaces and mobility infrastructure, concerns persist around sidewalk continuity, winter maintenance, and inclusive design for neurodivergent individuals.

Accessibility Committee

The City of Penticton's Accessibility Committee has continued to play a vital role in driving the City's efforts to become more inclusive and accessible for community members and visitors. Their guiding principles: all-season accessibility, independence, and dignity, lived experience, user-centered approach, and meaningful

engagement, along with the Province's guiding principles: inclusion, adaptability, diversity, collaboration, self-determination, and universal design, have continued to guide the Committee in identifying, removing and preventing barriers to accessibility for the City. The Committee is composed of diverse individuals, including people with disabilities and those working in the sector who provide lived-experience perspectives and practical recommendations. Their focus includes reviewing the City's accessibility plans actions and providing guidance and feedback on new projects, ensuring they align with accessibility goals. With ongoing collaboration and consultation, the Committee has continued to be instrumental in furthering the Council's strategic priority of creating a livable and accessible community.

Public Feedback Mechanism

The City of Penticton has continued to provide a public feedback mechanism to gather input from community members on accessibility issues and improvements, including improvements to the plan itself. The mechanism is available through a survey which can be found on the city's accessibility webpage, or physical copies are available at City Hall. Community members are invited to share their experiences, concerns, and suggestions regarding barriers they have encountered in public spaces, services, or city programs. The feedback collected helps the City and the Accessibility Committee better understand the needs of the community and prioritize actions for accessibility improvements. It also allows staff to rectify barriers that can be done quickly. Since September 2024, seven (7) feedback forms have been completed.

Final Thoughts

Over the past years, the City of Penticton has made meaningful strides toward creating a more inclusive and accessible community. From integrating accessibility into major infrastructure projects and enhancing digital platforms to expanding beach access and formalizing policies that reduce barriers, these achievements reflect our commitment to the principles of inclusion, adaptability, and universal design. The collaboration between departments, the Accessibility Committee, and community members has been instrumental in driving progress and ensuring that lived experience informs decision-making.

While these successes are significant, the work is far from complete. Feedback from the 2025 Community Survey reminds us that accessibility is an ongoing journey. Emerging opportunities, like the Disability Management Program Evaluation and expanded beach accessibility standards, demonstrate the importance of staying responsive and innovative.

The work completed so far demonstrates the shared dedication to identifying, removing, and preventing barriers to accessibility and ensuring a livable and safe community for all. Moving forward, the City remains engaged in evolving its approach, learning from the community, and continuing to work towards becoming a fully accessible city.