ACTIVE TRANSPORTATION NETWORK PLAN

DISTRICT OF PEACHLAND

FINAL REPORT

June 2023

PEACHLAND
ON THE LAKE

PREPARED FOR:

District of Peachland
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2023-06-15

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PERMIT TO PRACTICE
URBAN SYSTEMS LTD.
Signature
Date 2023-06-15
PERMIT NUMBER: 1000527
Engineers and Geoscientists BC (EGBC)

DATE ISSUED:

November 28th, 2022	Draft
February 27th, 2023	Final Draft
March 30th, 2023	Final Draft R1
June 15th, 2023	Final

FILE: 0655.0240.01

URBAN SYSTEMS

EXECUTIVE SUMMARY

The District of Peachland (the District) retained Urban System Ltd. (Urban Systems) to develop an Active Transportation Network Plan (ATNP) to guide the development and implementation of active transportation (AT) infrastructure in the District. To develop this ATNP, Urban Systems undertook an investigation of the District's existing trails, cycling facilities, and walking facilities, and conducted broad public engagement within the community.

The overarching goal of this ATNP is to encourage a healthy and active community and to improve health and physical wellbeing in the District. This plan prioritizes a list of implementation projects that will improve AT infrastructure and provide the community with more options to commute and recreate by human-powered modes of transport. This ATNP builds upon relevant previous studies and community plans.

EXISTING ISSUES & OPPORTUNITIES

The existing and future conditions review highlighted deficiencies within Peachland's AT network. These key issues, constraints, and opportunities for improvements are listed below:

- Increasing Network Connectivity & Safety
- Expanding Existing Trails
- Integrating Active Transport into Confined Corridors
- Reducing Barriers to Cycling
- Improving Active Transportation on the Water
- Increasing Active Transportation Amenities & Support
- Adapting to Seasonal Tourism Conditions
- Improving Transit Integration

Projects and concepts were developed through this ATNP to address the issues and opportunities identified above.

VISION & OBJECTIVES

A Vision statement was developed for Peachland's AT network based on the District's existing planning initiatives, and community engagement feedback. The Vision statement describes the community of Peachland's aspirations for the AT experience in the future, and is complimented and supported by a set of AT objectives designed to reflect key community priorities such as health, economy, environment, and quality of life. These objectives were used as guiding principles to help evaluate and prioritize walking and cycling projects over the short-, medium-, and long-term.

PEACHLAND'S VISION FOR ACTIVE TRANSPORTATION

Active transportation in Peachland is encouraged through a well-connected network of safe and accessible facilities and routes. Facilities provide a safe and comfortable travel experience with separation from motor vehicles where possible. Routes are easy to navigate with no gaps, have safe highway crossings, and integrate with other regional links. The Peachland AT network connects to the whole community and is accessible for all users regardless of age or ability.

SUPPORTING OBJECTIVES

- Establish an **Accessible** and **Safe** AT network by providing facilities that are designed based on the BCAT Design Guide and correspond to industry standards for safety. This includes providing separation between AT users and motor vehicles, or adjusting roadway speeds where separation is not possible. Facility maintenance is prioritized to accommodate safe use.
- Improve the AT network **Connectivity** by prioritizing continuous routes and closing key gaps for moving around the District by active modes, such as walking or biking.
- Provide an **Equitable** AT network that accommodates people of all ages and abilities to move throughout the community and across Highway 97.
- **Mitigate Barriers** to AT use within the community by considering solutions to address challenges including steep terrain, highway crossings, long distances, and other local constraints within the District.
- Allocate funds where greater **Community Benefit** will be realized by prioritizing locations and amenities where higher AT demand exists.

IMPLEMENTATION STRATEGY

Based on previous plans and studies, proposed DCC projects, community engagement, and input from District Staff, a total of 72 projects and actions were identified for this ATNP. These projects and actions were evaluated based on the objectives, as described above, and based on feasibility. The project or action's feasibility was evaluated based on three criteria:

1. Acceptability (political, local community, reluctance, other barriers, etc.);
2. Ease of implementation, constructability, and/or level of risk; and
3. Overall relative anticipated project cost (considering both capital and maintenance costs).

The Peachland ATNP projects fall under three categories:

1. Infrastructure Projects,
2. Amenity Improvements, and
3. Advocacy and Policy Initiatives.

Considerations for operations and maintenance are also included in this strategy, and a current list of known funding strategies are provided for the Districts' consideration.

The evaluation results were used to guide the recommended implementation strategy and project/action priorities for the District. Infrastructure projects were assigned as high-, medium-, or low-priority based on how well they align with the ATNP objectives and the overall feasibility.

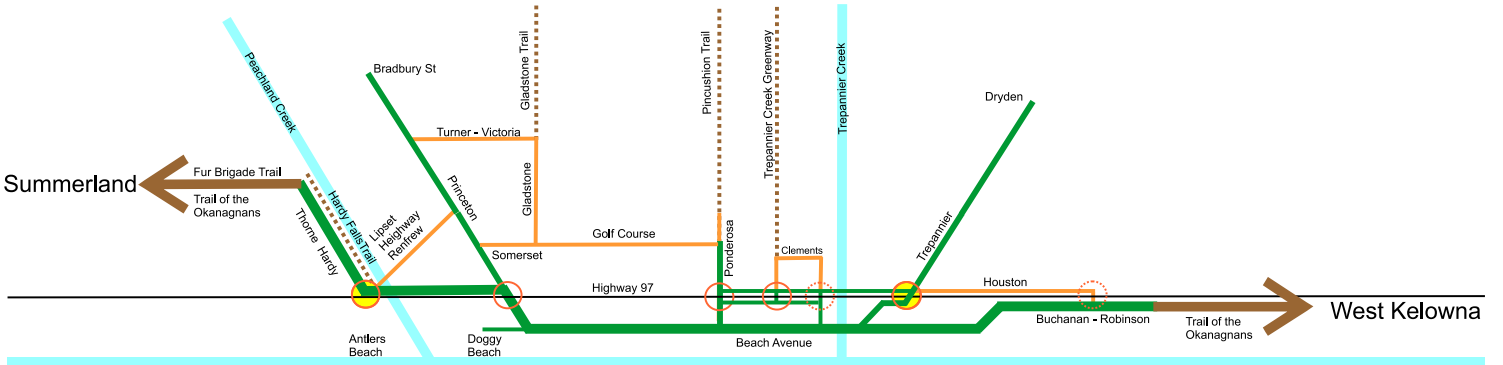
The vision for Peachland's AT network is illustrated below on the following pages and in **Appendix D**, in terms of network hierarchy, facility type, and route priorities. The specific Peachland ATNP projects are illustrated below on the following pages, and the detailed list of projects is included in **Appendix C**.

Acknowledgement

The District of Peachland developed this Active Transportation Network Plan in collaboration with the Trail of the Okanagans Society. The District is thankful to the Society and Janice Liebe for their contributions in the development of this plan.

Disclaimer

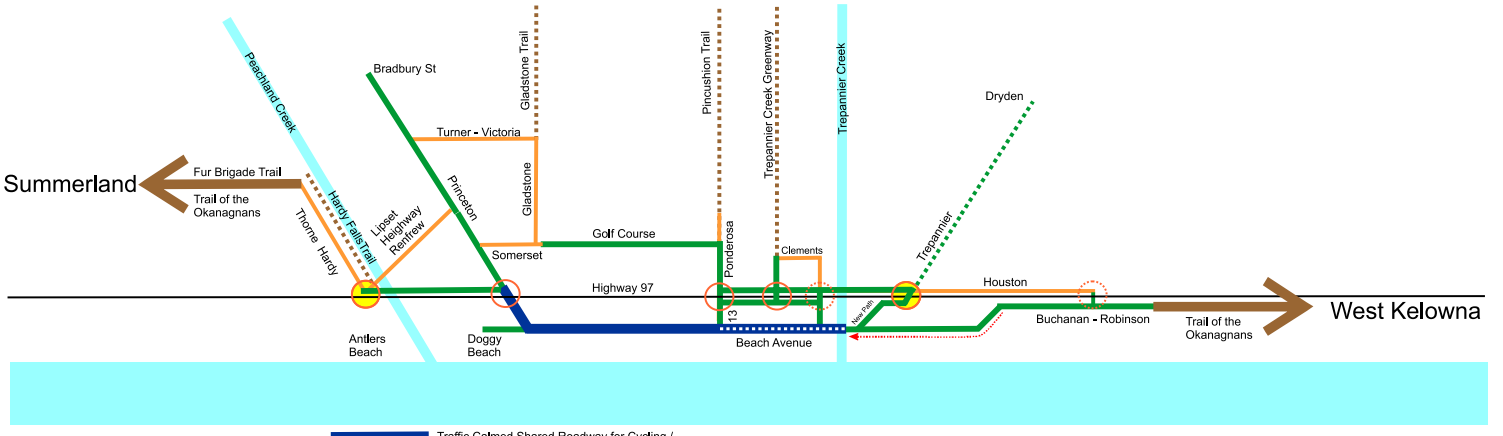
Note: This ATNP is a high-level guideline document only; all identified projects are subject to available funding, and further detailed study/engineering and Council approvals on a case-by-case basis.



Peachland

Active Transportation Network Hierarchy

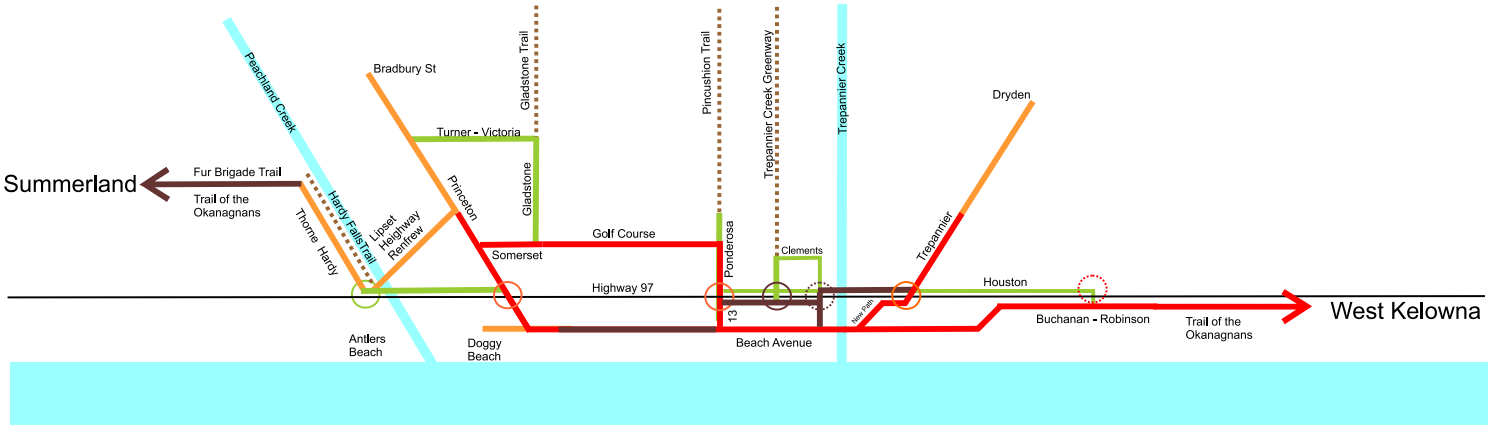
Author: Janice Liebe



Peachland

Active Transportation Network Facility Types

Author: Janice Liebe



Peachland

Active Transportation Network Priorities

Author: Janice Liebe

PEACHLAND ON THE LAKE

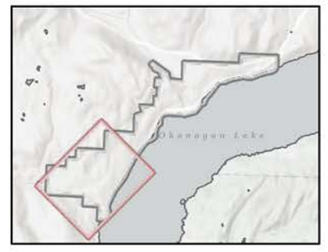
District of Peachland

Active Transportation Network Plan

Legend

Proposed Facilities
- Multi-Use Pathway (Gravel)
- Multi-Use Pathway (Paved)
- Neighbourhood Bikeway
- Pedestrian Connection
- Pedestrian Connection & Bikeway
- Stairs and Walkway
- Traffic Calming measures
- Highway Crossing (Proposed)
- Trailhead

Existing AT Connections
- Pedestrian Connection
- Neighbourhood Bikeway (Existing)
- Highway Crossing (Existing - Improve)
- Highway Crossing (Maintain)
- Parks and Open Space
- Municipal Boundary



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Scale: 1:12,000
(When plotted at 11"x17")

Data Sources:
- Open Data (Data BC, District of Peachland), Urban Systems Ltd., Esri

Project #:	0655.0240.01
Author:	RB
Checked:	JS
Status:	
Revision:	A
Date:	2023 / 5 / 25

URBAN systems

FIGURE 1 of 4

District of Peachland

Active Transportation Network Plan

Legend

Proposed Facilities
- Multi-Use Pathway (Gravel)
- Multi-Use Pathway (Paved)
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Author:	RB
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FIGURE 2 of 4

Okanagan Lake

Pincushion Mountain

Trepanier Park Greenway

Connect to New Monaco Internal Network (provided by the developer)

Project ID #7: Further study required to determine preferred AT solution.

Redstone Cres
Trail Is Pl
Ponderosa Pl
Pincushion Pl
6th Ave
1st Ave
Highway 97
2nd Ave
4th Ave
3rd Ave
Ponderosa Dr
11th St
17th St
19th St
8th St
6th St
5th St
Waldo Way
Beach Ave
Lake Ave
San Clemente Ave
14th St
Clements Cres
Butler Pl
Todd Rd
Chidley Rd
Inglis Pl
Wilt Pl
Desert Pines Ave
Lever Crt
Coldham Rd
Williams St
Upton Rd
MacKinnon Rd
Cousins Rd
Smith Way
Trepanier Heights Ave
Trepanier Heights Pl
Dryden Rd
Morrison Cres
Trepanier Bench Rd
Sutherland Rd
Clarence Rd
Greata Rd
Shaw Rd
Huston Rd
Lang Rd
McKay Lane
Eyre Rd
Buchanan Rd
Fulton Pl
1st Lyon Lane

16 64 14 19 8 46 47 48 45 21 22 37 65 6 18 23 3 5 58 59 57 11 50 12 49 60 51 4 66

District of Peachland

Active Transportation Network Plan

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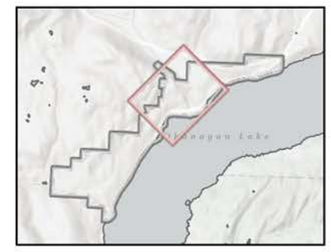

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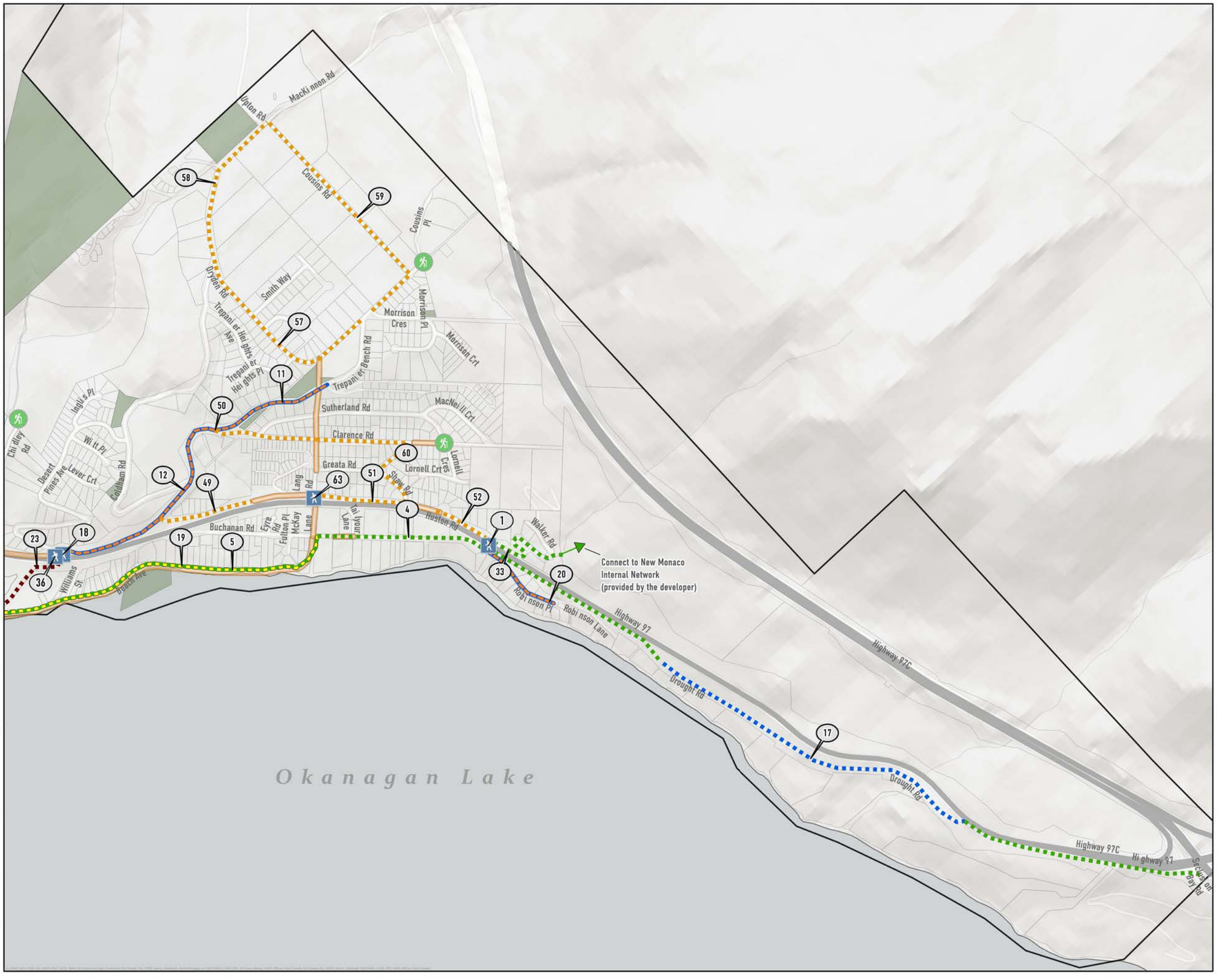
URBAN systems

FIGURE 3 of 4



District of Peachland

Active Transportation Network Plan

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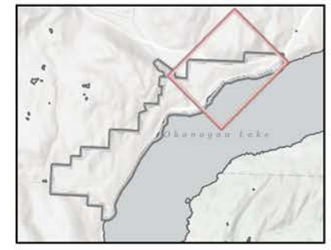

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FIGURE 4 of 4

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1.0 INTRODUCTION

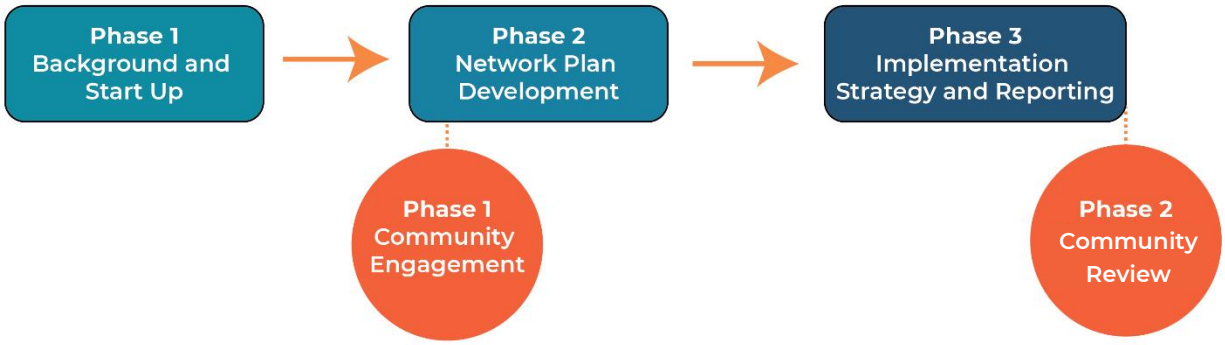
The District of Peachland (the District) retained Urban System Ltd. (Urban Systems) to develop an Active Transportation Network Plan (ATNP) to guide the development and implementation of active transportation (AT) infrastructure in the District. To develop this ATNP, Urban Systems undertook an investigation of the District's existing trails, cycling facilities, and walking facilities, and conducted broad public engagement within the community.

The overarching goal of this ATNP is to encourage a healthy and active community and to improve health and physical wellbeing in the District. This plan prioritizes a list of implementation projects that will improve AT infrastructure and provide the community with more options to commute and recreate by human-powered modes of transport.

When the District embarked on this planning project, a set of scoping needs were identified that have guided the planning process, including the following:

- Identify gaps in the existing network.
- Identify barriers including creeks, major throughfares, and steep slopes.
- Identify and assess existing links to and from surrounding communities.
- Connect community destinations via AT infrastructure that is universally accessible and for all ages and abilities (AAA).
- Develop attractive pedestrian streets that encourage walking, cycling, and other forms of AT.
- Investigate and support non-motorized water transportation modes such as kayaking, paddle boarding, and canoeing.
- Identify key trip generators and area for enhancements.
- Support bicycle-transit integration, including bicycle parking and e-bike charging stations.

Furthermore, the planning process for this project can be summarized in three phases, as illustrated below:



This ATNP is a high-level guideline document only; all identified projects are subject to available funding, and further detailed study/engineering and Council approvals on a case-by-case basis.

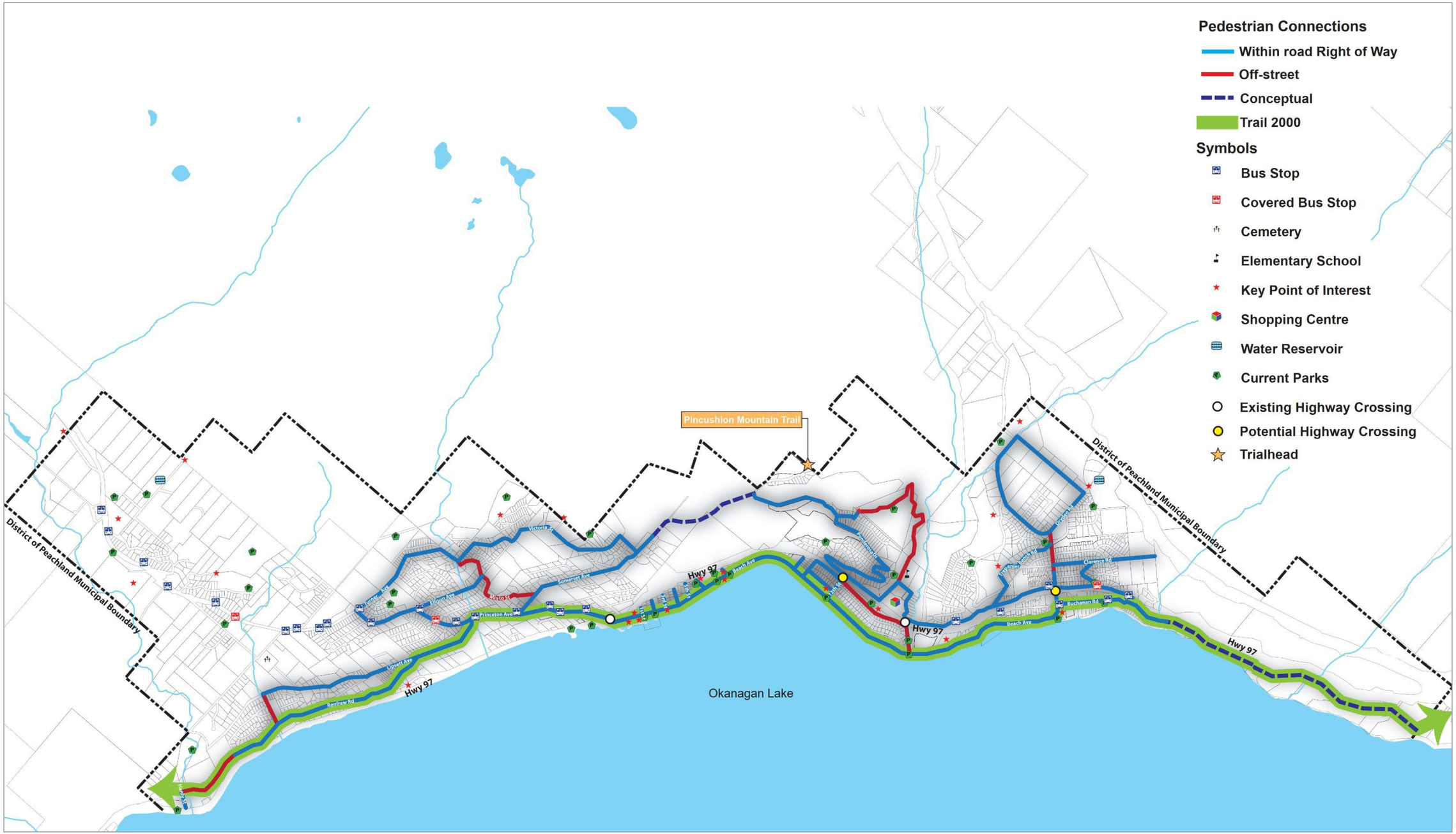
1.1 BACKGROUND & STUDY AREA

The AT network located within the District of Peachland (as provided in the *Sidewalk and Pedestrian Connectivity Plan* (2011)) is illustrated below in **Figure 1-1**.

AT planning in the District has been encouraged through previous and ongoing initiatives such as Trail 2000 (now referred to as the Westside Trail), which is a continuous route from the Bennett Bridge in West Kelowna to Peachland. Furthermore, the District is a partner to the Sustainable Transportation Partnership of the Central Okanagan (STPCO) which supports the Westside Trail concept. The Westside Trail concept is part of the Trail of the Okanagans which will be a 370 km long hiking and cycling trail from Sicamous, BC in the north to Brewster, WA in the south, passing through Peachland.

Previous studies that have recommended AT network improvements and considerations were reviewed and, where feasible, integrated into this ATNP. Such studies are summarized below in **Section 1.3.**.

Figure 1-1: District of Peachland Sidewalk and Pedestrian Connectivity Plan (2011)



1.2 COMMUNITY ENGAGEMENT

The purpose of the community engagement process was to inform community members of the project's planning process, collect their feedback to inform the development of the ATNP, and to gauge their level of support for the Plan. The engagement collected feedback on issues, gaps and barriers facing AT users in the community and identify goals and a vision for what they would like to see in the future. All feedback and results of the community engagement is provided in the *What we Heard Engagement Summary Report* in **Appendix** .

1.3 PREVIOUS STUDIES

Background documents including studies, plans, and policies that are relevant to this ATNP were reviewed and are summarized in **Appendix A**. The previous studies reviewed include the following:

- Sustainable Regional Transportation Plan of the Central Okanagan – Bicycling and Trails Master Plan (2020)
- Highway 97 Peachland Transportation Planning Study (July 2019)
- District of Peachland Parks & Recreation Master Plan 2018-2028 (2018)
- Official Community Plan (2018)
- Sidewalk & Pedestrian Connectivity Plan (2011)

1.4 EXISTING CONDITIONS & CONTEXT

The existing conditions of AT facilities in Peachland were reviewed and summarized in the attached **Appendix A**. Additionally, the community demographics and land use were assessed. Finally, a problem definition statement was developed based on this review and assessment and key improvement opportunities were identified.

2.0 KEY ISSUES & OPPORTUNITIES

The existing and future conditions review, included in **Appendix A**, highlighted deficiencies within Peachland's AT network. These key issues, constraints, and opportunities for improvements are listed below. Opportunities identified to improve AT conditions in Peachland will be explored further through development of this ATNP.

2.1 NETWORK CONNECTIVITY & SAFETY

A key barrier for AT in Peachland is poor network connectivity and safety. The existing AT network contains gaps such as discontinuous sidewalks which contributes to connectivity issues between communities and amenities throughout the District. Additionally, Highway 97 acts as a physical barrier that divides the community between the residential areas on the hillside and the downtown area along the lakefront. Providing adequate safe highway crossings is critical to supporting AT within the District.

AT safety can also be enhanced by encouraging traffic calming. Slower vehicle speeds mitigate and reduce serious collisions for all road users.

2.2 EXPANDING EXISTING TRAILS

The Centennial Walkway is a 13-block, continuous, paved walkway along the lakefront that provides access to the linear beach/park, and features benches and gathering points for socializing. Currently, this walkway extends from Heritage Park (1st Street) and ends at 13th Street. To enhance the AT network connectivity along the lakefront and within Peachland, this pathway could be extended further north. The roadway is quite wide between 13th Street and Todd Road (with generous on-street parking lanes) which provides an opportunity to extend the pathway through this section. However, right-of-way space is constrained on Beach Avenue north of Todd Road.

Figure 2-1: Centennial Walkway at 13th Street

Additionally, there is opportunity to align the Westside Trail (previously referred to as Trail 2000) along Buchannan Road, Beach Avenue, and south of the Princeton Ave intersection. Currently, the Westside Trail runs north along Okanagan Lake through Peachland ending at Robinson Place as illustrated in **Figure 1-1**. The objective is for this trail to eventually tie into the existing Okanagan Rail Trail that extends from Kelowna north to Vernon and eventually Sicamous. Current plans propose the Westside Trail will run from the W.R. Bennett Bridge to Peachland utilizing multi-use paths, road right-of-ways, boardwalks, and sidewalks.

2.3 INTEGRATING ACTIVE TRANSPORT INTO CONFINED CORRIDORS

The District of Peachland contains steep terrain in many areas, consequently presenting a barrier to AT users and limiting opportunities for AT infrastructure improvements. Given the topographical constraints, many roads have narrow rights-of-way (some as narrow as 6.0-7.0 meters) for two-way traffic with steep slopes and/or water body constraints on both sides. One example is Ponderosa Drive, as shown in **Figure 2-2**; this road provides access to the Ponderosa neighbourhood and Highway 97. The right-of way is narrow (approximately 6.5m wide) and its alignment winds through steep terrain, which limits opportunities to widen the roadway and enhance AT facilities and other cross-section elements.

Figure 2-2: Ponderosa Drive Confined Corridor Example (Google Streetview, 2015)

Peachland is a lower density semi-rural community where high-level industry standard facilities may be less applicable, compared to an urban centre environment. Viable solutions are available to work within the constrained conditions and still align with the BC AT Design Guide. Further, applying a gold standard for AT based on the BC AT Design Guide will result in costly and complex projects (e.g., retaining walls, structures, etc.) in many locations in Peachland. This will slow down the pace at which the AT network can be developed since many projects will have a high implementation cost. Therefore, innovative and retrofit design improvements that optimize AT facilities to fit within existing right-of-way constraints should be explored and prioritized through this plan.

2.4 REDUCING BARRIERS TO CYCLING

A key barrier to cycling on roads within the District is the existing challenging slopes, many of which exceed 30%. These steep grades are especially evident along portions of major roadways within the District including Princeton Avenue, Ponderosa Drive, and Trepanier Bench Road. This issue likely contributes to the low cycling and walking mode share within the District. The rising popularity and affordability of E-bikes in the region may provide an opportunity for cyclists within Peachland to travel on steep inclines and over long distances by making these trips more achievable.

Another contributing factor to the low percentage of AT users in the District may be a lack of separated AT facilities. Many pedestrians and cyclists feel safer and more comfortable using facilities that are completely separated from vehicles. However, few facilities in Peachland provide complete separation from motor vehicle traffic. Implementing separated facilities may increase the number of AT users, but may not be achievable in all cases. Therefore, alternative and innovative solutions will be explored through this ATNP to achieve a similar perception of safety and to accommodate more cycling-hesitant folks to try cycling on improved AT facilities in Peachland.

Furthermore, the culture of walking and cycling is shifting as more individuals are focusing on health and wellness and the District works toward a more connected and inclusive community with

sustainable multi-modal options for all ages and abilities. Improving the pedestrian and bicycling experience in the District with a variety of options such as multi-use pathways, separated bicycle and pedestrian pathways, and protected bike lanes can encourage everyone to experience the health benefits of AT.

2.5 IMPROVING ACTIVE TRANSPORTATION ON THE WATER

The downtown core of Peachland resides on the waterfront of Okanagan Lake and the Centennial Way pathway facilitates beach access throughout Peachland. In addition to the main beach along Beach Avenue, other beach accesses within the District are at the 13th Street Viewpoint, Burdekin Lane, Cove Beach, Swim Bay, and Trepanier Linear Park. Peachland's unique presence along Okanagan Lake provides an opportunity to support and promote AT on the water. Water-sport equipment in Peachland is typically privately owned by individual users, and is also currently provided for rent by a local company which is located at 13th Street and Beach Avenue. This business operates seasonally and provides bike, paddleboard, and kayak rentals.

Figure 2-3: Kayaking (Source: https://peachlandbeachrentals.com/)

Education and signage related to water-based active transportation are key to inform the community of local opportunities for recreation and to support safety on the water for all users. This could include the use of maps, wayfinding guidance, buoy placement, and signage to facilitate safety around water sports and recreation.

2.6 INCREASING ACTIVE TRANSPORTATION AMENITIES & SUPPORT

The community has expressed the need for more bicycle amenities and support, including, but not limited to, the following:

- Increased bicycle parking at public spaces and on private developments (such as coffee shops, restaurants, etc.).
- Bicycle amenities (such as bike repair kiosks, opportunities for bicycle-related business, etc.).
- Updated existing wayfinding information and signage.
- Increased rest areas for pedestrians and cyclists.
- Support and promotion of E-cycling.

Figure 2-4: Bike Repair Kiosk Example (Victoria, BC)

2.7 ADAPTING TO SEASONAL & TOURISM CONDITIONS

The District of Peachland experiences significant tourism in the summer months which creates unique challenges for the AT network and infrastructure. One specific issue that has been expressed by residents is congestion along Centennial Way by mixing pedestrians and cyclists on the multi-use pathway. While the OCP states a desire for increased tourism development and activity in the community, the community has indicated that public access to the beach or lake should be enhanced to mitigate the current demand and increases in the future.

2.8 ACTIVE TRANSPORTATION – TRANSIT INTEGRATION

BC Transit operates one route through Peachland (Route 22) which is part of the Kelowna transit network. This route runs from Westbank Town Centre, south along Highway 97, and connects to Beach Avenue via 13th Street. From there, Route 22 runs south on Beach Avenue where it crosses Highway 97 and travels along Princeton Avenue for approximately 4.3km terminating near the Pine Hills Mobile Home Park. BC Transit also operates a regional route that connects downtown Kelowna to Penticton which stops in Peachland (Route 70). This regional route stops in Peachland twice per day on weekdays only, with two stops: One on 13th Street and one on Beach Avenue at 4th Street.

AT plays a key role in the transit network as well, since many transit users access transit stops via AT modes. The AT network in Peachland should include connections to all transit stops to ensure a complete and accessible transportation network is achieved. This may include sidewalks and bike routes, and sidewalk letdowns where applicable. Lighting, shelter, seating, and other amenities could also be considered in high demand areas. While Beach Avenue is well developed in the downtown core where transit currently operates, accessible AT facilities on Princeton Avenue connecting to existing transit stops and on any future transit routes should be considered. Specific transit improvements and recommendations are not included as part of this plan.

3.0 VISION & OBJECTIVES

A Vision statement was developed for Peachland's AT network based on the District's existing planning initiatives, and community engagement feedback. The District's current planning initiatives are summarized above in **Appendix A** and the community engagement feedback is summarized in **Appendix** . The Vision statement describes the community of Peachland's aspirations for the AT experience in the future.

This vision is complimented and supported by a set of AT objectives designed to reflect key community priorities such as health, economy, environment, and quality of life. These objectives were used as guiding principles to help evaluate and prioritize walking and cycling projects over the short-, medium-, and long-term.

PEACHLAND'S VISION FOR ACTIVE TRANSPORTATION

Active transportation in Peachland is encouraged through a well-connected network of safe and accessible facilities and routes. Facilities provide a safe and comfortable travel experience with separation from motor vehicles where possible. Routes are easy to navigate with no gaps, have safe highway crossings, and integrate with other regional links. The Peachland AT network connects to the whole community and is accessible for all users regardless of age or ability.

SUPPORTING OBJECTIVES

- Establish an **Accessible** and **Safe** AT network by providing facilities that are designed based on the BCAT Design Guide and correspond to industry standards for safety. This includes providing separation between AT users and motor vehicles, or adjusting roadway speeds where separation is not possible. Facility maintenance is prioritized to accommodate safe use.
- Improve the AT network **Connectivity** by prioritizing continuous routes and closing key gaps for moving around the District by active modes, such as walking or biking.
- Provide an **Equitable** AT network that accommodates people of all ages and abilities to move throughout the community and across Highway 97.
- **Mitigate Barriers** to AT use within the community by considering solutions to address challenges including steep terrain, highway crossings, long distances, and other local constraints within the District.
- Allocate funds where greater **Community Benefit** will be realized by prioritizing locations and amenities where higher AT demand exists.

4.0 IMPLEMENTATION STRATEGY

Based on previous plans and studies, proposed DCC projects, community engagement, and input from District Staff, a total of 73 projects and actions were identified for this ATNP. These projects and actions were evaluated based on the objectives, as described above, and based on feasibility. The project or action's feasibility was evaluated based on three criteria:

1. Acceptability (political, local community, reluctance, other barriers, etc.);
2. Ease of implementation, constructability, and/or level of risk; and
3. Overall relative anticipated project cost (considering both capital and maintenance costs).

Each project/action was scored from 1 to 5 under all eight criteria, which was used to prioritize the projects for implementation. Alignment with the Guiding Principles was weighted twice as much as the scores for feasibility. However, the scores assigned to each project are not concrete and are used for qualitative purposes to develop recommendations only. The full list of projects as identified by their ID# on the following pages are included in **Appendix C**.

The Peachland ATNP projects are discussed in the following section, under three categories:

1. Infrastructure Projects,
2. Amenity Improvements, and
3. Advocacy and Policy Initiatives.

Furthermore, considerations for operations and maintenance are included in this strategy, and a current list of known funding strategies are provided for the Districts' consideration.

The vision for Peachland's AT network is illustrated on figures in **Appendix D**, in terms of network hierarchy, facility type, and route priorities.

4.1 INFRASTRUCTURE PROJECTS

The evaluation results were used to guide the recommended implementation strategy and project/action priorities for the District. Infrastructure projects were assigned as high-, medium-, or low-priority based on how well they align with the ATNP objectives and the overall feasibility. These infrastructure projects are presented below by recommended prioritization. All infrastructure projects are illustrated on maps included in **Appendix E**.

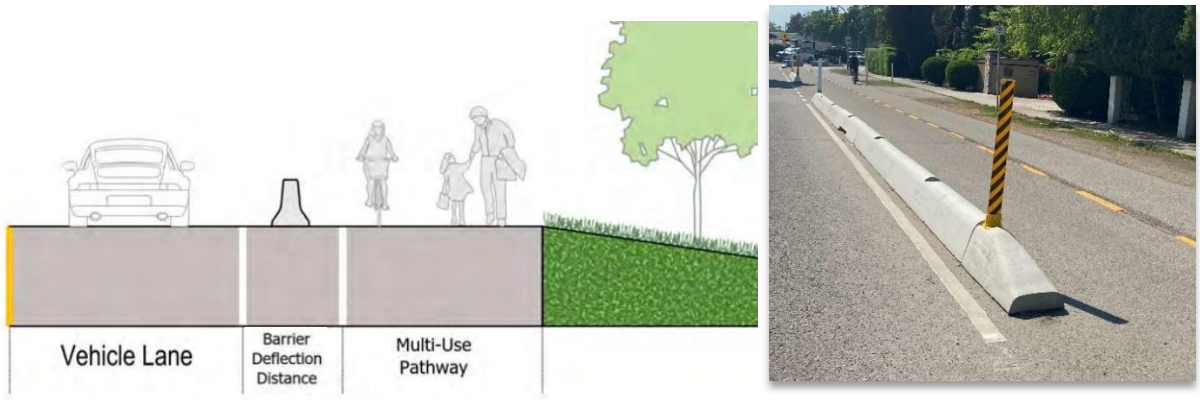
Pedestrian Connections are identified as projects within this ATNP and shown on the maps in **Appendix E**. This term is consistent with the District's previous *Sidewalk and Pedestrian Connectivity Plan* (2011) which defines Pedestrian Connections as sidewalks, trails, and pathways. For this plan, Pedestrian Connections include any pedestrian facility and are identified and shown as one facility type to highlight the pedestrian connectivity network through the Peachland community.

Context-Specific Solutions

Given that many corridors in Peachland have constrained right-of-way due to challenging topography or other constraints, solutions were considered that reflect retrofit concept designs, which consist of at-grade AT facilities that are separated from vehicle traffic by vertical separation, such as concrete median barrier. This eliminates the need for a wider boulevard separating AT users and vehicles and, hence, requiring a wider right-of-way. This also results in a less costly solution in many cases since it does not require curb and gutter, and drainage installation, in locations where it doesn't currently exist. The cost of implementing a full-service facility could be up to twice that of a retrofit design option.

An example cross-section of a retrofit solution in a constrained scenario from the BC AT Design Guide and an example where it is installed in Kelowna are illustrated below in **Figure 4-1**. This solution is considered suitable for AAA with full separation from vehicle traffic.

Figure 4-1: Example of a Retrofit MUP in a Constrained Right-of-Way (Source: BC AT Design Guide)



Examples of other possible solutions for constrained corridors in nearby jurisdictions are shown below. In Summerland, a raised MUP provides a suitable solution in a rural context where the corridor is constrained, as shown in **Figure 4-2**. In Penticton, low-rise concrete barriers are used to separate a bike path, as illustrated in **Figure 4-3**.

Figure 4-2: Raised MUP Example (Summerland, BC)

Figure 4-3: Protected Bike Lane Example (Penticton, BC)

Some corridors in Peachland are extremely constrained such that a pathway, even a retrofit solution as described and shown above, may only be feasibly constructed wide enough to accommodate pedestrians and not cyclists. Further, many of these corridors also have steep grades so mixing walking and cycling modes is not recommended from a safety perspective. In these areas, a pedestrian pathway is recommended along with "share the road" signage to indicate to drivers to be aware of cyclists on the road. While this treatment would not be considered an AAA cycling facility, it provides a safe walking pathway and improves conditions for confident cyclists. Additional opportunities to improve cycling conditions on these corridors should be explored as development occurs in the surrounding area.

High-Priority Projects

A total of 23 infrastructure projects were identified as top priorities for implementation, based on alignment with the Guiding Principles and overall feasibility. These projects are recommended to be advanced by the District, and supporting partnerships where applicable, and are listed below in **Table 4.1.**

Table 4.1: Peachland ATNP – High-Priority Projects

Project ID	Facility Type	Segment	From	To	Approx Length (m)	Description
1	Highway Crossing (Proposed)	Highway 97	Buchanan Rd	Huston Rd	40	A pedestrian crossing of Highway 97should be implemented at this location to tie into the walkway on lake side of Buchanan (eventually tying into existing sidewalk at 5235 Buchanan Rd/Burdekin Park access). Further investigation is required to confirm the feasibility of an underpass under Highway 97. A crosswalk across Robinson is also recommended which is part of the Westside Trail.
2	Highway Crossing (Proposed)	Highway 97	Beach Ave / Princeton Ave	n/a		Crossing improvements on all legs at Highway 97/ Beach Ave/ Princeton Ave intersection, including marked crosswalks and pedestrian signals at the existing traffic signal. These crosswalks would connect to the existing and proposed AT connections on Beach Ave and Princeton Ave.
3	Pedestrian Crossing	Beach Ave	Harold's Walkway (Trepanier Creek Linear Park)	Okanagan Lakefront	1	Crosswalk across Beach Avenue just south of the Trepanier Creek Bridge to connect Harold's Walkway (at Trepanier Creek Linear Park) to the Okanagan Lake beach.
4	Multi-Use Pathway (Paved)	Buchanan Rd	Beach Ave	Robinson Place	570	MUP along Buchanan that connects to proposed crossing at Highway 97, separated from vehicle lanes with concrete barrier. The existing sidewalk would be replaced/become part of this MUP. Further design is required to confirm any impacts to existing on-street parking due to limited right-of-way.
5	Multi-Use Pathway (Paved)	Beach Ave	Buchanan Rd	Todd Rd	1,300	Add 3-4 m MUP with 1.5m buffer along lakeside on Beach Ave and reduce vehicle travel lanes to one southbound lane.
6	Multi-Use Pathway (Paved)	Beach Ave	Todd Rd	13th Ave	830	MUP will tie into the existing Centennial Pathway and bike facilities on Beach Ave.
7	AT Facilities	Trepanier Creek Bridge	n/a	n/a	10	AT improvements for Trepanier Creek bridge are recommended to accommodate AT, including crossings on Beach Ave on either side of the bridge. Further evaluation and design is required to determine a preferred solution. See Westside Trail Plan for potential concept options.
8	Multi-Use Pathway (Paved)	Beach Ave	8th St	6th St	210	Reconfigure existing parking into parallel parking, continue the Centennial Pathway on the lake side of Beach Ave. This will reduce parking supply by about half of existing in that section. Further Design is required to confirm preferred design layout.
9	Pedestrian Crossing	Beach Ave	n/a	n/a	1	Additional crosswalk at the south end of Beach Ave (near the Marina bus stops).

Project ID	Facility Type	Segment	From	To	Approx Length (m)	Description
10	Multi-Use Pathway (Paved)	Beach Ave	1st St	Blind Angler	600	MUP extension past 1st St in front of Blind Angler. Shift existing parking towards Beach Ave, continue MUP on the lake side.
11	Pedestrian Connection & Bikeway	Trepanier Bench Rd	Desert Pines Ave	Huston Rd	350	Pedestrian pathway within the road right-of-way (likely requires retaining walls), along with "share the road" signage to accommodate cyclists.
12	Pedestrian Connection & Bikeway	Trepanier Bench Rd	Huston Rd	Clarence Rd	400	Pedestrian pathway within the road right-of-way between Gerrie Rd and Brown Pl, along with "share the road" signage to accommodate cyclists.
13	Pedestrian Connection & Bikeway	Somerset Ave	Princeton Ave	Gladstone Rd	1,100	Pedestrian pathway within the road right-of-way, along with "share the road" signage to accommodate cyclists.
14	Pedestrian Connection & Bikeway	Entire length of Ponderosa Dr			3,000	Improve existing pedestrian facilities by implementing a walking pathway separated with a concrete barrier. Add "share the road" signage to accommodate cyclists.
15	Multi-Use Pathway (Paved)	Princeton Ave	Highway 97	Lipsett Ave	1,000	3m MUP for cyclists and pedestrians
16	Multi-Use Pathway (Paved)	Somerset Ave	Ponderosa Rd	Existing Somerset Ave	1,030	Add 3-4 m MUP on new connection between Ponderosa and Somerset (Development currently underway).
17	Multi-Use Pathway (Gravel)	Hwy 97 / Drought Road	Buchanan Rd / Huston Rd	Hwy 97 / Hwy 97 C	2,000	Westside Trail will function as a MUP from the Buchanan Rd / Huston Rd intersection along Highway 97 until Drought Rd where it will become a neighbourhood bikeway along Drought Rd. It will then follow Highway 97 as a separated MUP further north / east.
18	Highway Crossing (Proposed)	Highway 97	Trepanier Bench Rd		50	Pedestrian crossing at the new signalized intersection of Highway 97 / Trepanier Bench Rd, and connecting to the linear park (see Project #26)
19	Traffic Calming measures	Beach Ave	Hwy 97 / Princeton	Buchanan Rd	4,200	Implement traffic calming measures along Beach Ave (specifically at all intersections and pedestrian crossings), which could include speed humps, signage, pavement markings, raised crosswalks, etc. Consider implementing a policy encouraging adult-aged and confident cyclists to ride on Beach Ave and off of Centennial Way to mitigate conflicts between walking and biking pathway users.
20	Pedestrian Connection & Bikeway	Robinson Pl	Highway 97 intersection	Creek/lake	210	Pedestrian pathway within the road right-of-way, along with "share the road" signage to accommodate cyclists.

Project ID	Facility Type	Segment	From	To	Approx Length (m)	Description
21	Multi-Use Pathway (Paved)	13th St	Highway 97	Beach Ave	200	Pedestrian and cycling improvements on 13th St between Highway 97 and Beach Ave, connecting to adjacent facilities on Ponderosa and Harold's Walkway.
22	Multi-Use Pathway (Paved)	Highway 97	Ponderosa Dr	Existing Underpass at Clements Cres	640	Paved MUP along hillside of Highway 97 from Ponderosa Dr to existing underpass at Clements Cres (80m west of Chidley Rd)
23	Multi-Use Pathway (Gravel)		Beach Ave	Hwy 97 / Trepanier Bench Rd Intersection	300	A new linear park with a multi-use pathway to connect Beach Avenue to new signalized intersection at Trepanier and the Highway

Medium-Priority Projects

A total of 14 projects are recommended as medium priority for implementation within the District, since they tend to align with the ATNP objectives and are expected to be relatively feasible. These projects are listed on the following page in **Table 4.2**, and should be advanced once the high-priority projects are completed, and/or when opportunities arise.

Low-Priority Projects

The remaining projects, that were not identified as high- or medium-priority for the District are considered lower priority for implementation. However, many of these projects still closely align with the ATNP Objectives so should still be implemented if/when opportunities arise. The full list of projects, including the low-priority projects, is included in **Appendix C**.

Westside Trail Projects

The Westside Trail is a key regional connection that passes directly through the District of Peachland. The *Westside Trail Active Transportation Planning Through Peachland* (Westside Trail Plan) report was completed in September 2022 and defines the projects recommended to accommodate the Trail of the Okanagans through Peachland. The local projects identified in the Westside Trail Plan are included in this ATNP project list, but do not all fall under one priority category. Therefore, these projects are presented in **Table 4.3** on the following pages including the corresponding priority which is based on the project evaluation results.

Note: Some of these projects were also identified in the Pedestrian Connectivity Plan and/or highlighted by the community through public engagement.

Table 4.2: Peachland ATNP – Medium-Priority Projects

Project ID	Facility Type	Segment	From	To	Approx Length (m)	Description
25	Multi-Use Pathway (Gravel)	Highway 97	Blind Angler	Doggy Beach	500	Gravel MUP from the crosswalk in front of the Blind Angler to Doggy Beach. This pedestrian pathway will be a new pedestrian pathway through the parking lot for the boat launch to Doggy Beach.
26	Multi-Use Pathway (Paved)	Princeton Ave	Lipsett Ave	District Boundary	4,200	Some barriers exist on this segment; need to extend and widen the pathway where possible or implement where missing.
27	Multi-Use Pathway (Paved)	Highway 97	Somerset Reach Development	Beach Ave	400	Separated multi-use path on the hill side of Highway 97
28	Highway Crossing (Existing - Improve)	Beach Ave / Princeton Ave	n/a	n/a		Improvements to the approaches of the existing pedestrian underpass on both sides, such as widening and addressing steep slopes
29	Multi-Use Pathway (Gravel)		Lornell Cres/ Clarence Rd intersection	Existing Trail	300	Off-street trail that extends from the intersection approximately 300m northeast to join the existing trail.
30	Pedestrian Sidewalk / Shoulder	New Development	Bulyea Ave	Sherbourne Rd	360	Pedestrian pathway through future development
31	Neighbourhood Bikeway	Turner Ave	Seymour Ave	Princeton Ave	850	Cycle facilities on Turner Ave to connect to new Turner Park (potentially shared-use lanes)
32	Multi-Use Pathway (Gravel)		Somerset Ave	Columbia Ave	200	Pedestrian connection through new development
33	Multi-Use Pathway (Paved)		Highway 97	New Monaco Development Site	150	Multi-Use pathway connecting the New Monaco site. Highway crossing is a challenge and needs to be explored further.
34	Neighbourhood Bikeway	Renfrew Rd	Highway 97	Sherburn Rd	1,750	Improvements to existing road including comprehensive signage, pavement markings, and additional traffic calming to become a shared space with pedestrians on shoulder and bikes sharing vehicle lanes
35	Neighbourhood Bikeway	Hardy St/ Thorne Rd	Renfrew Rd	Fur Brigade Trailhead	1,400	Neighbourhood bikeway and walkable shoulders. Consider paving shoulders in conjunction with roadway improvements.
36	Pedestrian Connection & Bikeway	Heighway Ln	Lipsett Ave	Renfrew Rd	325	Pedestrian pathway within the road right-of-way, along with "share the road" signage to accommodate cyclists.

37	Pedestrian Sidewalk / Shoulder	Clements Crescent	Existing connection on Clements Cres	Existing connection at Highway 97	100	Pedestrian pathway within the road right-of-way.
38	Pedestrian Sidewalk / Shoulder	Lipsett Ave	Existing connection near Bulyea Ave	Princeton Ave	930	Sidewalk within the road right-of-way.

Table 4.3: Westside Trail Projects

Project ID	Facility Type	Segment	From	To	Approx. Length (m)	Description	Peachland ATNP Priority
1	Highway Crossing (Proposed)	Highway 97	Buchanan Rd	Huston Rd	40	A pedestrian crossing of Highway 97should be implemented at this location to tie into the walkway on lake side of Buchanan (eventually tying into existing sidewalk at 5235 Buchanan Rd/Burdekin Park access). Further investigation is required to confirm feasibility of underpass under Highway 97. A crosswalk across Robinson is also recommended which is part of the Westside Trail.	**High**
2	Highway Crossing (Proposed)	Highway 97	Beach Ave / Princeton Ave	n/a		Crossing improvements on all legs at Highway 97/ Beach Ave/ Princeton Ave intersection, including marked crosswalks and pedestrian signals at the existing traffic signal. These crosswalks would connect to the existing and proposed AT connections on Beach Ave and Princeton Ave.	**High**
4	Multi-Use Pathway (Paved)	Buchanan Rd	Beach Ave	Robinson Place	570	MUP along Buchanan that connects to proposed crossing at Highway 97, separated from vehicle lanes with concrete barrier. The existing sidewalk would be replaced/become part of this MUP. Further design is required to confirm any impacts to existing on-street parking due to limited right-of-way.	**High**
5	Multi-Use Pathway (Paved)	Beach Ave	Buchanan Rd	Todd Rd	1,300	Add 3-4 m MUP with 1.5m buffer along lakeside on Beach Ave and reduce vehicle travel lanes to one southbound lane.	**High**
6	Multi-Use Pathway (Paved)	Beach Ave	Todd Rd	13th Ave	830	MUP will tie into the existing Centennial Pathway and bike facilities on Beach Ave.	**High**
7	AT Facilities	Trepanier Creek Bridge	n/a	n/a	10	AT improvements for Trepanier Creek bridge are recommended to accommodate AT, including crossings on Beach Ave on either side of the bridge. Further evaluation and design is required to determine a preferred solution. See Westside Trail Plan for potential concept options.	**High**
8	Multi-Use Pathway (Paved)	Beach Ave	8th St	6th St	210	Reconfigure existing parking into parallel parking, continue the Centennial Pathway on the lake side of Beach Ave. This will reduce parking supply by about half of existing in that section. Further Design is required to confirm preferred design layout.	**High**
9	Pedestrian Crossing	Beach Ave	n/a	n/a	1	Additional crosswalk at the south end of Beach Ave (near the Marina bus stops).	**High**
10	Multi-Use Pathway (Gravel)	Beach Ave	1st St	Blind Angler	600	MUP extension past 1st St to Doggy Beach. Shift existing parking towards Beach Ave, continue MUP on the lake side.	**High**

Project ID	Facility Type	Segment	From	To	Approx. Length (m)	Description	Peachland ATNP Priority
17	Multi-Use Pathway (Paved)	Hwy 97 / Drought Road	Buchanan Rd / Huston Rd	Hwy 97 / Hwy 97 C	2,000	Westside Trail will function as a MUP from the Buchanan Rd / Huston Rd intersection along Highway 97 until Drought Rd where it will become a neighbourhood bikeway along Drought Rd. It will then follow Highway 97 as a separated MUP further north / east.	**High**
19	Traffic Calming measures	Beach Ave	Hwy 97 / Princeton	Buchanan Rd	4,200	Implement traffic calming measures along Beach Ave (specifically at all intersections and pedestrian crossings), which could include speed humps, signage, pavement markings, raised crosswalks, etc. Consider implementing a policy encouraging adult-aged and confident cyclists to ride on Beach Ave and off of Centennial Way to mitigate conflicts between walking and biking pathway users.	**High**
28	Highway Crossing (Existing - Improve)	Beach Ave / Princeton Ave	n/a	n/a		Improvements to the approaches of the existing pedestrian underpass on both sides, such as widening and addressing steep slopes	**Medium**
34	Neighbourhood Bikeway	Renfrew Rd	Highway 97	Sherburn Rd	1,750	Improvements to existing road including comprehensive signage, pavement markings, and additional traffic calming to become a shared space with pedestrians on shoulder and bikes sharing vehicle lanes	**Medium**
35	Neighbourhood Bikeway	Hardy St / Thorne Rd	Renfrew Rd	Fur Brigade Trailhead	1,400	Neighbourhood bikeway and walkable shoulders. Consider paving shoulders in conjunction with roadway improvements.	**Medium**
43	Neighbourhood Bikeway (Existing)	Renfrew Rd	Sherburn Rd	Hardy St	560	Maintain and improve the existing neighbourhood bikeway on Renfrew Rd with pavement markings and signage to indicate shared lanes. AT infrastructure improvements should be considered with any roadway traffic upgrades.	**Low**

4.2 AMENITY IMPROVEMENTS

AT amenities are facilities that service all forms of AT. They can also enhance the aesthetic environment, improve safety and comfort, and increase convenience for AT users. Specific locations or projects were identified for Peachland from community feedback and based on discussions with City staff, which are listed below in **Table 4.4**. These projects could be implemented in phases and could be implemented in a variety of treatment types. Examples of bicycle parking in the form of bike racks in other jurisdictions are shown below in **Figure 4-4**.

Table 4.4: Peachland ATNP – Amenity Improvement Projects

Project ID	Facility Type	Location / Area	Description	ATNP Priority
24	Bike Racks and facilities	Beach Ave	Implement / incentivize Bike racks and end of trip facilities at: Turner Park, park near 6th St Community Center, visitor centre, 50+ centre, 2nd St, community facilities, park near Todd Rd, and 1st St and Beach Ave.	**High**
39	Stairs	Beach Ave	Access to the lake front / beach through the riprap at various locations. This would also support lake access for non-motorized water sports users (i.e., kayakers and paddleboarders)	**Med**
67	Signage	Recreation Parks & Trails	Wayfinding signs in parks and on trails	**Low**

Figure 4-4: Bicycle Parking Examples

4.3 ADVOCACY & POLICY INITIATIVES

Advocacy projects are ones where building and improving the AT network requires partnering and working with other organizations and groups to implement that project. Policy projects (new or changes to existing policies) can be implemented solely by the District and will generally help support the safe use of AT facilities and help develop the network. The Advocacy and Policy projects identified through this ATNP and recommended for implementation are listed below in **Table 4.5**:

Table 4.5: Peachland ATNP – Advocacy & Policy Projects

Project ID	Policy	Location / Area	Description
69	DT Pedestrian Zone (Pilot)	Beach Ave	Consider pilot project for pedestrian only space on Beach Ave on Weekends and for special events.
70	On-Street Parking Restrictions	Princeton Ave, Ponderosa Dr, and Trepanier Bench Rd	Consider restricting on-street parking on Princeton Ave, Ponderosa Dr, and Trepanier Bench Rd.
71	Watercraft Loading Zones	Lakeside parks and beaches	Consider providing loading zone/parking spaces at parks and beaches for non motorized watercraft users. This may require additional/specialized enforcement.
72	Highway Crossings	Highway 97	Consider developing a policy stating desired highway crossing accesses, identifying preferred spacing, locations, etc.
73	Cyclist and Pedestrian Facilities	Public spaces and new developments	Ensure cyclist and pedestrian facilities (such as bike racks and benches) are provided at public spaces and as part of new developments in the District.

In addition to the specific projects listed above, it is recommended that the Ministry of Transportation and Infrastructure consider providing barrier separating existing and future pathways that run directly adjacent to the highway travel lanes.

4.3.1 Active Transportation Highway Crossings

Highway 97 bisects the community of Peachland with many residential areas on the west (hillside) of the highway and the downtown core and most commercial destinations on the east (lakeside) of the highway. Therefore, safe and well-placed highway crossing opportunities are critical for AT users to encourage AT within Peachland. All existing AT highway crossings should be maintained to support AT within the community, and additional highway crossings and improvements are identified as projects within this ATNP. The existing highway crossing locations, future desired crossings, and existing crossings that require improvements are illustrated on the maps included in **Appendix D**.

4.4 OPERATIONS & MAINTENANCE

Ongoing operations and maintenance of AT facilities is critical to the function of an AT network. For example, snow and ice in the winter, fallen leaves in autumn, and overgrown foliage along pathways can restrict the access and safe use of AT facilities and decrease overall comfort for users. This ATNP

recommends that the District continue to regularly review and update (as required) their current operation and maintenance policies and procedures for AT infrastructure, including sidewalks, MUPs, and all AT corridors.

Operations and maintenance should be considered at all phases of planning and design to ensure the proposed infrastructure can be adequately maintained after construction. This may include adequate drainage, snow removal and storage, sand/gravel removal, and foliage maintenance. The BCAT Design Guide provides further guidance on maintenance of AT facilities such as facility width and appropriate techniques for winter maintenance.

Further, the District should continue to review their operations and maintenance equipment and procedures on an ongoing basis. As the AT network is improved and expanded, the District should ensure that they have appropriately sized equipment, personnel, and funding adequate for their AT network.

4.5 FUNDING STRATEGIES

External funding sources and partnerships can greatly reduce the cost to the District to implement the projects in this ATNP. Some of the funding sources and partnership opportunities that are available to the District are described in the following section. The District could explore and consider leveraging these sources and opportunities to maximize its ability to implement AT network improvements. However, these opportunities are constantly evolving so the District should keep up to date with current opportunities and pursue all available funding sources for AT facilities and programs.

Federal Opportunities

- **Green Municipal Funds** – The Federation of Canadian Municipalities manages the Green Municipal Fund, and the Government of Canada provide funding to support municipal government efforts to reduce pollution and greenhouse gas emissions, and improve quality of life in the community. The expectation is that knowledge and experience gained in best practices and innovative environmental projects will be applied to national infrastructure projects.
- **Canada Community-Building Fund (CCBF)** – Previously known as the Gas Tax Fund, the CCBF is a permanent source of funding provided by Federal Government upfront, twice-a-year, to provinces and territories, who utilize this funding to support local infrastructure priorities. This fund delivers over $2 billion every year to 3600 communities across the country and has supported approximately 4000 projects in recent years.
- **National Active Transportation Grant program** – Infrastructure Canada manages several programs that provide funding for environmental and local transportation infrastructure projects in municipalities across Canada. In 2022, the Federal Government announced and the National Active Transportation Grant program, which will fund $400 million in active transportation across Canada over the next five years.

Provincial Opportunities

- **BC Active Transportation Infrastructure Grants Program** – This program aims to incentivize communities to invest in planning and implementing active transportation facilities to increase safety, inclusivity and sustainable forms of transport. This Plan for Peachland was co-funded by the Province and the District under the network planning grant intake of this program, and several projects identified within this plan could be eligible for further funding under the infrastructure grant intake in the future.

- **Move. Commute. Connect.** – This overarching strategy to promote new, safe, and high-quality AT infrastructure for all ages and abilities through cost-sharing with local governments. This program provides funding for infrastructure and policy types of projects that meet its goal of doubling the percentage of trips taken with active transportation by 2030 and work towards Vision Zero. Some possible projects include a bike share program, youth programs that provide skills training, cycle rickshaw programs to folks with mobility issues, pedestrian tunnels, and grade separated MUPs.
- **Rural Dividend Program** – This program is provided through the Ministry of Forests, Lands and Natural Resource Operations, and is intended to help rural communities in BC strengthen and diversify their local economies. The Province is providing $25 million per year for four years to assist communities with fewer than 25,000 residents. The program funds a diverse range of projects that help develop the workforce, and promote community, economic and business sector development.
- **ICBC Programs** – Funding is available through ICBC's Road Improvement Program, and other ICBC programs include the Speed Watch Program (through the Community Policing Centres), Speed and Intersection Safety Program, Counter Attack, Operation Red Nose, and Road Sense Speaker Program for Schools. These programs provide funding for road improvements, including pedestrian and cycling facilities, particularly for projects that have the potential to reduce crashes, improve safety, and reduce claims costs to ICBC.

Private Funding Opportunities

- **Developers** – The District may want to explore opportunities to construct road improvements as development occurs within the District. This process could be formalized through an update to the SDS Bylaw No. 169, 1997 (& amendment, Bylaw No. 363, 2010) or through individual negotiations.
- **Development Cost Charges** – The District could amend their Development Cost Charges for new developments to include the requirement for developers to provide funding specifically for AT facilities.
- **Private Sector** – Many corporations are keen to partner with municipalities, to be active in the community and to support environmentally-friendly initiatives. AT facilities are well-suited to corporate sponsorship and have attracted significant sponsorship both at the local level and throughout North America. Examples in BC include: Construction Aggregates in Sechelt, which constructed an overpass over a gravel conveyor to provide a link for pedestrians and cyclists; and 7-Eleven and Molson Breweries, which have sponsored MUPs in Metro Vancouver.
- **Advertising** – The District could consider working with local businesses who may be interested in advertising on materials such as a bicycle route map. The advertising could provide some revenue to cover some or all of the costs for the map.
- **Service Clubs** – In many communities, service clubs have been involved in funding and building bicycle infrastructure and facilities including the Okanagan Rail Trail and bike parking.

5.0 CONCLUSION

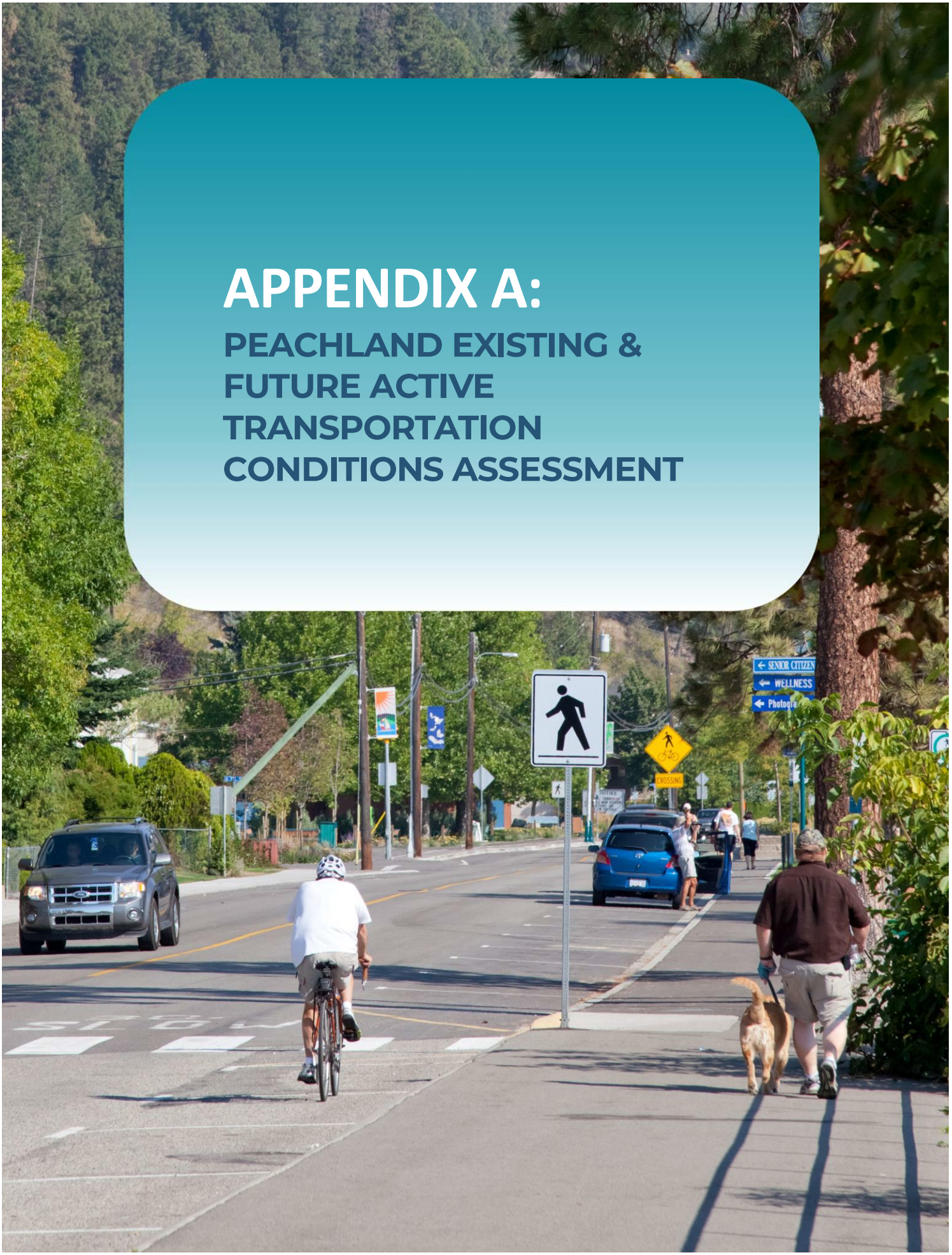
This ATNP was developed based on technical work, community engagement, and collaboration with District staff. This plan provides the District with guidance on how and where to invest in the community's AT network to meet the identified vision and goals. The recommendations within this plan will support the District's prioritization of resources towards AT projects within the community over the short-, medium-, and long-term.

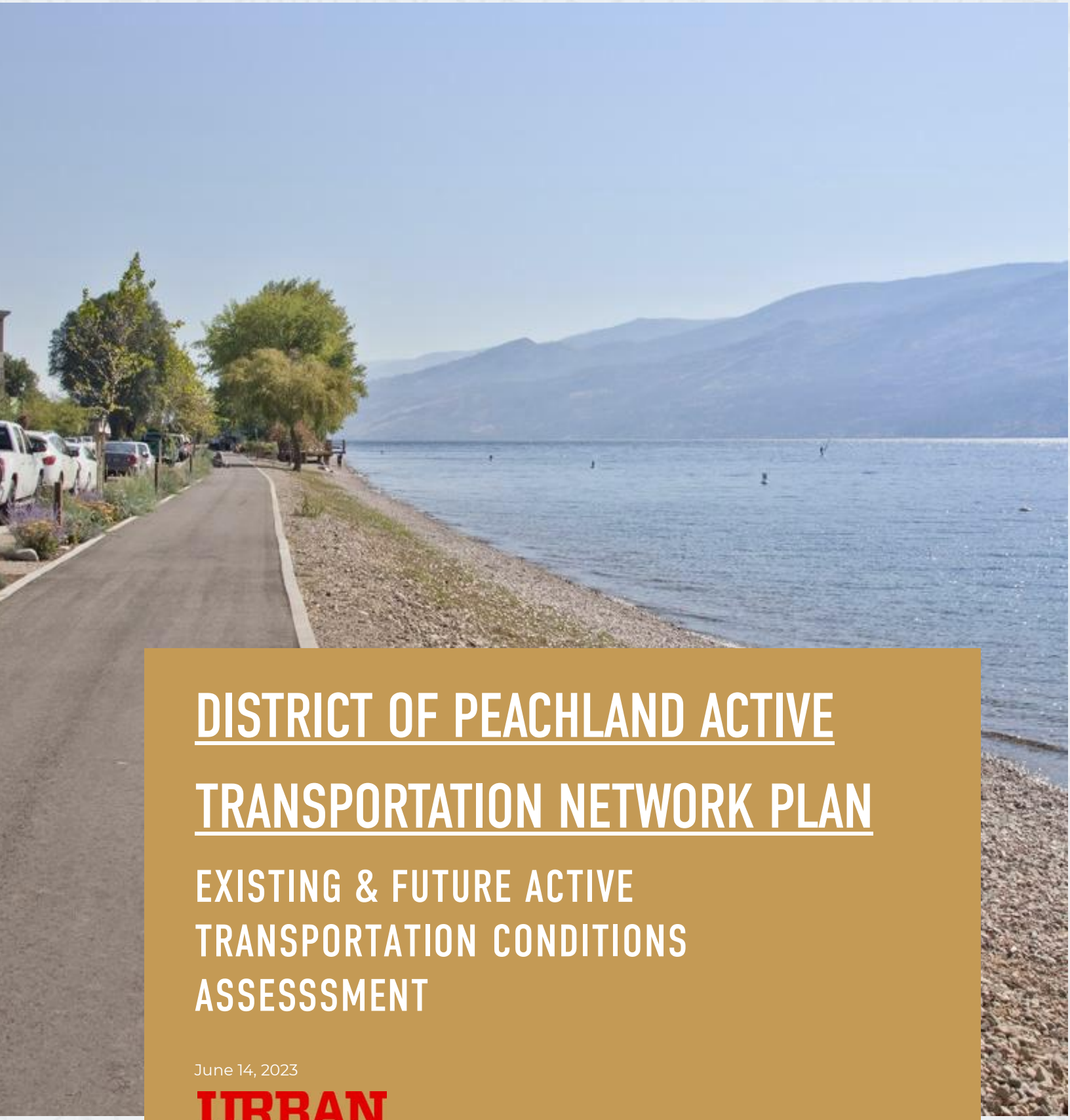
Acknowledgement

The District of Peachland developed this Active Transportation Network Plan in collaboration with the Trail of the Okanagans Society. The District is thankful to the Society and Janice Liebe for their contributions in the development of this plan.

APPENDIX A:

PEACHLAND EXISTING & FUTURE ACTIVE TRANSPORTATION CONDITIONS ASSESSMENT





DISTRICT OF PEACHLAND ACTIVE TRANSPORTATION NETWORK PLAN

EXISTING & FUTURE ACTIVE TRANSPORTATION CONDITIONS ASSESSSMENT

June 14, 2023

URBAN SYSTEMS

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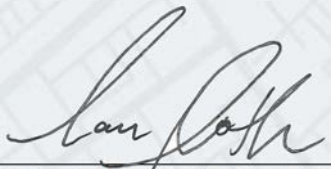

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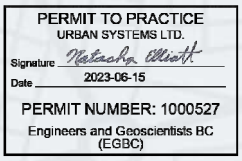

DATE ISSUED:	March 21, 2022	Draft
	August 5, 2022	Draft R1
	November 28, 2022	Final Draft
	June 14, 2023	Final
FILE:	0655.0240.01	

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File: 0655.0240.01

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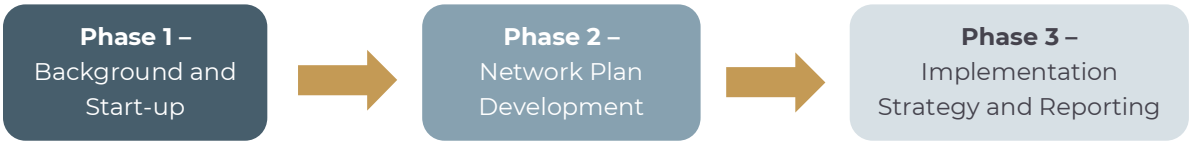
1.0 INTRODUCTION

The District of Peachland (the District) has retained Urban System Ltd. (Urban Systems) to develop an Active Transportation Network Plan (ATNP) to guide the development and implementation of active transportation (AT) infrastructure in the District. To develop the ATNP, Urban Systems will undertake an investigation of the District's existing trails, cycling facilities, and walking facilities, as well as conduct broad public engagement within the community.

The overarching goal of the ATNP is to encourage a healthy and active community and to improve health and physical wellbeing in the District. This plan will prioritize a list of projects to help promote AT infrastructure and provides the community with more options to commute and recreate by human-powered modes of transport. The objectives of this ATNP are listed below:

- Identify gaps in the existing network.
- Identify barriers including creeks, major throughfares, and steep slopes.
- Identify and assess existing links to and from surrounding communities.
- Connect community destinations via AT infrastructure that is universally accessible and for all ages and abilities (AAA).
- Develop attractive pedestrian streets that encourage walking, cycling, and other forms of AT.
- Investigate and support non-motorized water transportation modes such as kayaking, paddle boarding, and canoeing.
- Identify key trip generators and area for enhancements.
- Support bicycle-transit integration, including bicycle parking and e-bike charging stations.

The project phases are illustrated below:



1.1 BACKGROUND & STUDY AREA

The AT network located within the District of Peachland (as provided in the *Sidewalk and Pedestrian Connectivity Plan (2011)*) is illustrated below in **Figure 1.1**.

AT planning in the District has been encouraged through previous and ongoing initiatives such as Trail 2000 (now referred to as the Westside Trail), which is a continuous route from the Bennett Bridge in West Kelowna to Peachland. Furthermore, the District is a partner to the Sustainable Transportation Partnership of the Central Okanagan (STPCO) which supports the Westside Trail concept. The Westside Trail concept is part of the Trail of the Okanagans which will be a 370 km long hiking and cycling trail from Sicamous, BC in the north to Brewster, WA in the south, passing through Peachland.

Previous studies that have recommended AT network improvements and considerations were reviewed and, where feasible, integrated into this ATNP. Such studies are summarized below in **Section 1.2**.

Figure 1.1: District of Peachland Sidewalk and Pedestrian Connectivity Plan (2011)

1.2 PREVIOUS STUDIES

Background documents including studies, plans, and policies that are relevant to this ATNP were reviewed and are summarized below.

1.2.1 SUSTAINABLE REGIONAL TRANSPORTATION PLAN OF THE CENTRAL OKANAGAN – BICYCLING AND TRAILS MASTER PLAN (2020)

The development of the Regional Biking and Trails Master Plan (RBTMP) demonstrates that members of the Sustainable Transportation Partnership of the Central Okanagan (STPCO) have a commitment to AT and to working together to better connect the Central Okanagan region. The plan outlines the proposed regional bicycling and trails network which connects urban and town centres and regional destinations in the Central Okanagan. Overall, the goal of the RBTMP is to:

- Increase bicycling mode shares across the region
- Reduce GHG emissions and other environmental impacts produced by the transportation sector
- Reduce collision and injury rates involving vulnerable road users, and
- Increase the sustainable and affordable transportation options available to all who live, work, and play in the Central Okanagan.

As a part of the Central Okanagan region, Peachland directly benefits from the implementation of this plan. Furthermore, there come community benefits with a larger reliance on active modes of travel as opposed to using the automobile as outlined in the RBTMP.

1.2.2 HIGHWAY 97 PEACHLAND TRANSPORTATION PLANNING STUDY (JULY 2019)

The objective of the Highway 97 Peachland Transportation Planning Study was to identify and evaluate two potential improved alignment options for Highway 97 through the District of Peachland—one on the existing route and one on an alternate route. This was achieved by assessing the existing and future conditions along the existing corridor, developing potential improvement options, screening the options, and completing a multiple account evaluation (MAE) to identify one preferred option for the existing route and one preferred option for the alternate route. The preferred options were then refined to address MAE findings, advance technical development, and address stakeholder and Indigenous considerations.

While the study was mainly focused on vehicles along the Highway 97 corridor, AT was addressed at a high-level. Following the MAE, the preferred online option was refined based on feedback from stakeholders and Indigenous groups to address considerations related to road safety, walking (including safe routes to school), transit, emergency service accessibility, impacts to parks and open spaces, local road alignments, and environmental considerations. Walking and transit accessibility was specifically addressed in the section between Huston Road / Buchanan Road to Trepanier Bench Road.

1.2.3 DISTRICT OF PEACHLAND PARKS & RECREATION MASTER PLAN 2018-2028 (2018)

The purpose of the District of Peachland Parks & Recreation Master Plan is to provide guidance for the decisions made and actions taken over the next 10 years as the population of the District of Peachland grows. These decisions revolve around the development of parks, trails, waterfront, indoor spaces, recreation services, special events, and investments. The values, needs, expectations, and priorities of

the community were reflected in this plan. Overall, the goal of this plan was to outline recreation programs and events that can be enjoyed by people of all ages and abilities. The older demographic of Peachland facilitates an increase in demand for walking opportunities, high standard trail construction and maintenance, waterfront access for those with mobility issues, and inter-connected and coordinated services. In addition to this, other objectives related to AT include building on the Sidewalk and Pedestrian Connectivity Plan, the development of beach access opportunities, the creation of formal trails and trail maps, the improvement of signage, and the development of a bike lane on or off Highway 97. Guidance from the master plan may inform what infrastructure needs to be developed and prioritized in the ATNP.

1.2.4 OFFICIAL COMMUNITY PLAN (2018)

The Official Community Plan (OCP) provides a comprehensive review of the community demographics overall and by area of the District. It forecasts an annual growth rate of 3.6% over the next 20 years, based on historic growth rates, proposed major developments, and example growth trends of similar communities in the Okanagan. Two alternate growth rates were also estimated, accounting for scenarios where little to no development occurs and historic growth rates remain consistent, and an "in between" growth rate to account for fluctuations in the market and population pull factors.

One of the objectives of the OCP under the Transportation Section is the "Safe and convenient pedestrian and bicycle access to schools, parks and between neighbourhoods." Policies related to AT in the OCP are to implement the recommendations of the Sidewalk and Pedestrian Connectivity Plan and the Trails 2000 initiative and increase access to alternative modes of transportation through neighbourhood design.

A Sidewalk and Pedestrian Connectivity map is included in Schedule 4 (Map 3) of the OCP which identifies the existing and future proposed pedestrian facilities in Peachland.

1.2.5 SIDEWALK & PEDESTRIAN CONNECTIVITY PLAN (2011)

The Sidewalk and Pedestrian Connectivity Plan provides guidance for the planning of pedestrian connections that suit the needs of all who enjoy Peachland. Community consultation was a fundamental part of the planning process. The biggest theme heard during the public consultation process was that residents want clear routes, specifically ones that provide "loops." This was expressed by residents and local business owners, both for purposes of their own use and enjoyment as well as the enjoyment of visitors and tourists. The community's preference is for a pedestrian network that suits the needs of all who enjoy Peachland.

1.3 COMMUNICATIONS & ENGAGEMENT

The purpose of the engagement process is to inform community members of the project and collect feedback to ensure the final ATNP reflects their AT interests and needs. The engagement will occur over two phases. The first phase aims to collect community feedback on issues, gaps and barriers facing AT users in the community and identify goals and a vision for what they would like to see in the future. The second phase of engagement consists of presenting the draft ATNP that will be developed based on feedback solicited from community members during the first phase. Input received during Phase 2 on the draft ATNP will be necessary to refine the final ATNP.

2.0 EXISTING CONDITIONS & CONTEXT

The existing conditions of AT facilities in Peachland were reviewed and the community demographics and land use were assessed, which are all summarized in the following section.

2.1 COMMUNITY DEMOGRAPHICS

The District of Peachland has a population of 5,789 based on the 2021 Census statistics. As seen in **Figure 2.1**, the demographics of the community are generally older, with many residents between the ages of 55 and 69 years.

The main mode of commuting is by car, truck, or van as a driver (87% of District residents based on 2016 Census statistics). Between 2001 and 2016, the percentage of residents that walked or biked to work decreased from 4% to 2%. The data for 2016 is displayed in **Figure 2.2**.

Figure 2.1: District of Peachland Population Statistics (2021)

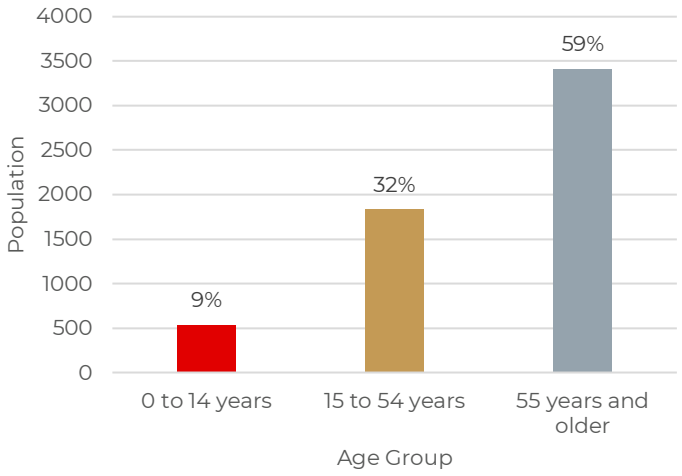
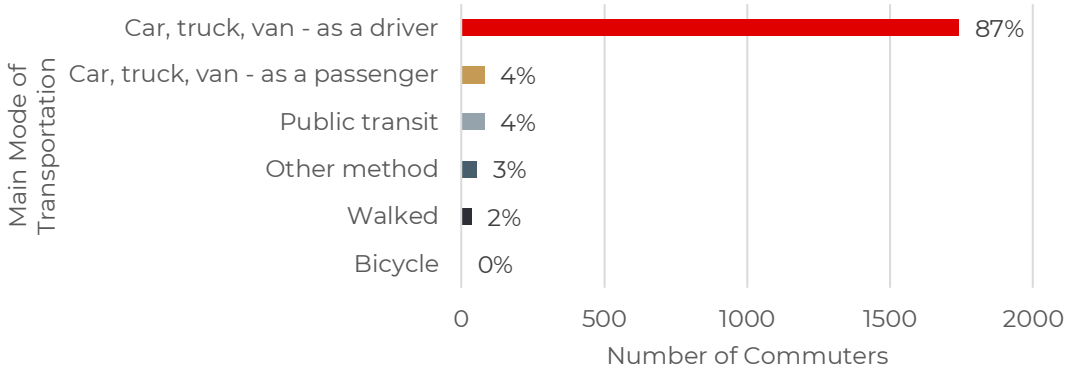
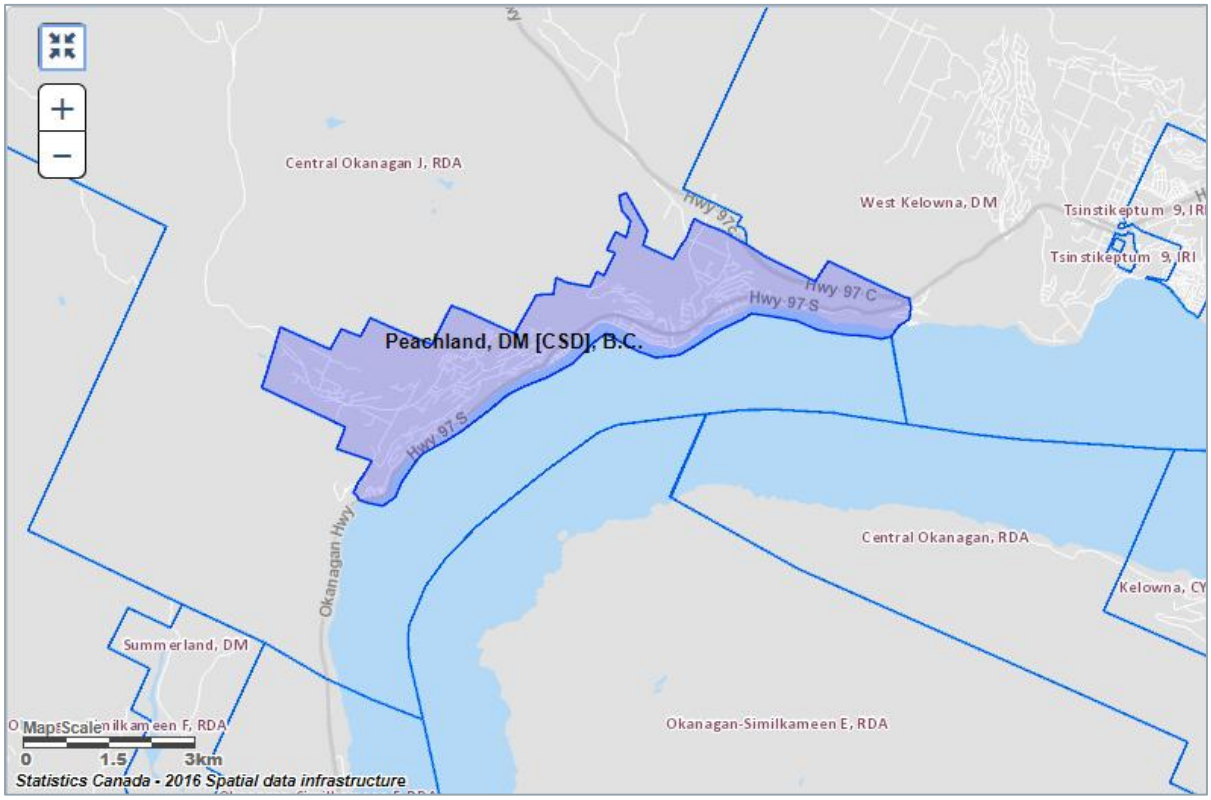


Figure 2.2: Main Mode of Transportation for Commuters in the District of Peachland (2016)



According to the 2016 Census, most residents work in the construction, health care and social assistance, and retail trade industries. Furthermore, 82% of residents commute to a different census subdivision to work with the majority taking between 15 and 44 minutes on their commute. The Peachland census subdivision is displayed in **Figure 2.3**.

Figure 2.3: District of Peachland Census Subdivision



2.2 LAND USE

The District of Peachland is broken up into 10 defined neighbourhoods: Beach Avenue, Buchanan, Clements, Downtown, Hardy Falls, Lower Princeton, New Monaco, Ponderosa, Trepanier, and Upper Princeton. These neighbourhoods are defined in **Figure 2.4**.

Peachland hosts a variety of land uses, including institutional, residential, rural, commercial, mixed use, parks, recreation and natural areas, and farmland. Generally, most of the commercial areas in Peachland are found in the neighbourhoods of Beach Avenue, Downtown, and Clements. Low-density residential areas with single detached homes are located in the Buchanan, Hardy Falls, Lower Princeton, Trepanier, and Upper Princeton neighbourhoods. Medium-density residential areas are more commonly found in the neighbourhoods of Clements and Ponderosa. Most of Peachland's rural properties are in Upper Princeton and Hardy Falls. The District also has some undeveloped areas, mostly located in New Monaco and Ponderosa.

Some of the key community destinations are noted below:

Peachland Elementary School – Located in the Clements neighbourhood, this is the only school in Peachland. It is accessed via the signalized intersection at Clements Crescent and Highway 97. There is also a pedestrian tunnel under the highway at Trepanier Creek which can be used to access the school.

Downtown Peachland – The Downtown area is the main commercial hub in Peachland and includes a mix of shops and other community amenities such as a museum, a hotel, a grocery store, restaurants, parks, and open space. It also contains some residential areas. Additionally, Downtown is the entrance

to the Beach Avenue neighbourhood allowing for easy access from northern areas to the downtown core.

Clements Commercial Area – The Clements neighbourhood features the only commercial development outside of Downtown. It includes a gas station, fast food shops, grocery store, and retail shops.

Upper Princeton Industrial Area – This is the only area within Peachland zoned for industrial development. It is also the furthest removed from Okanagan Lake and contains an auto repair shop and self-storage facility.

Civic Precinct – Located within the Beach Ave Neighbourhood, the Civic Precinct consists of the Peachland Community Centre, Peachland Historic School, 50 Plus Activity Centre, and Cousins Field. The community centre provides a space for recreational activities, meetings, concerts, celebrations, and more. The historic school is home to the Peachland Chamber of Commerce, Peachland Visitor Centre & Artisan Gift Shop, Peachland Art Gallery, and other amenities. Cousins Field is a park containing a sports field, softball diamond, washrooms, and a summer concession.

Peachland United Church – This church is a place of worship and also where community events such as barbeques occur.

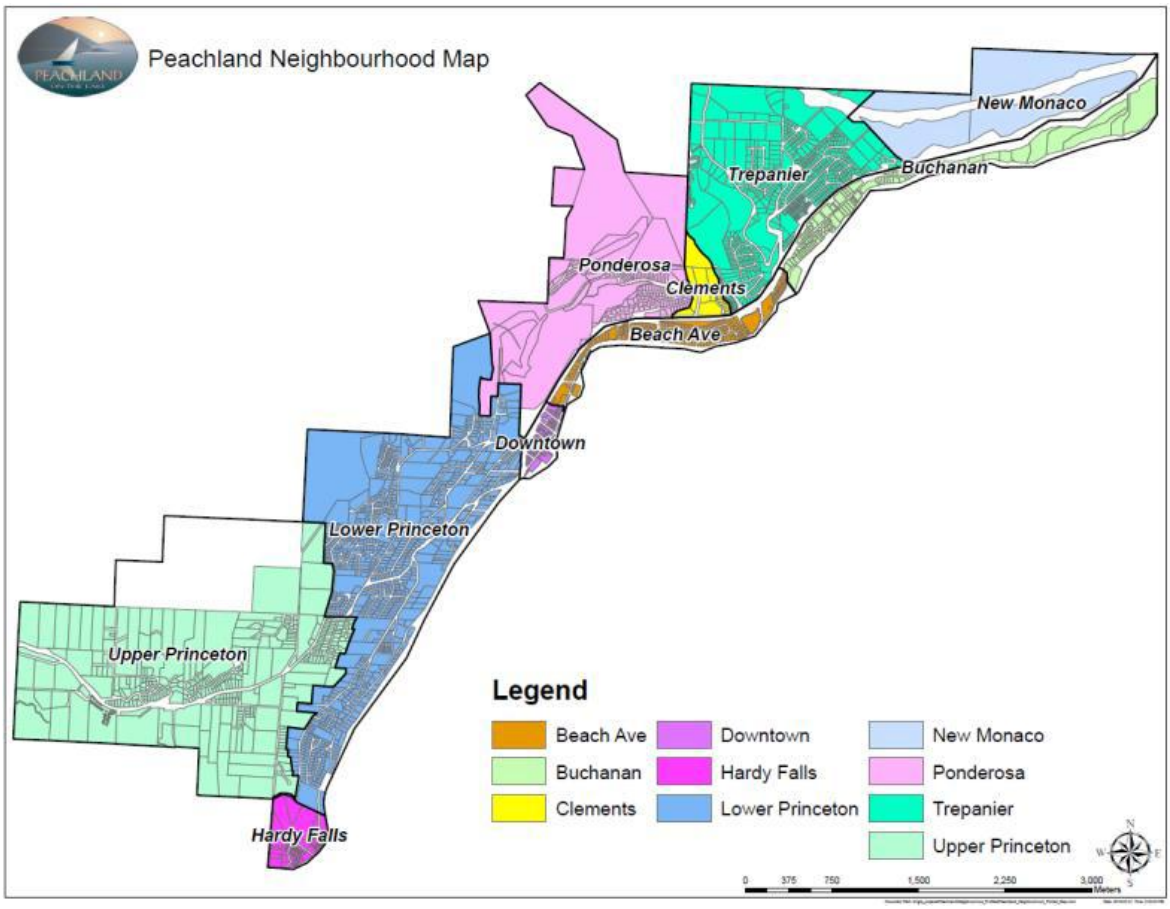


Figure 2.4: Peachland Neighbourhood Map

Peachland has some challenges which limit the land use of the area, such as being geographically constrained by Okanagan Lake and Highway 97 and having hilly terrain that results in slopes greater

than 20%. A large portion of the population lives in these uphill residential neighbourhoods away from the Downtown, Beach Avenue, and Buchanan neighbourhoods. This presents a significant challenge regarding AT accessibility in the community for many residents accessing downtown.

The future land use zoning is illustrated in **Figure 2.5**, as defined in the OCP. Current land use typically corresponds to future zoning designations.

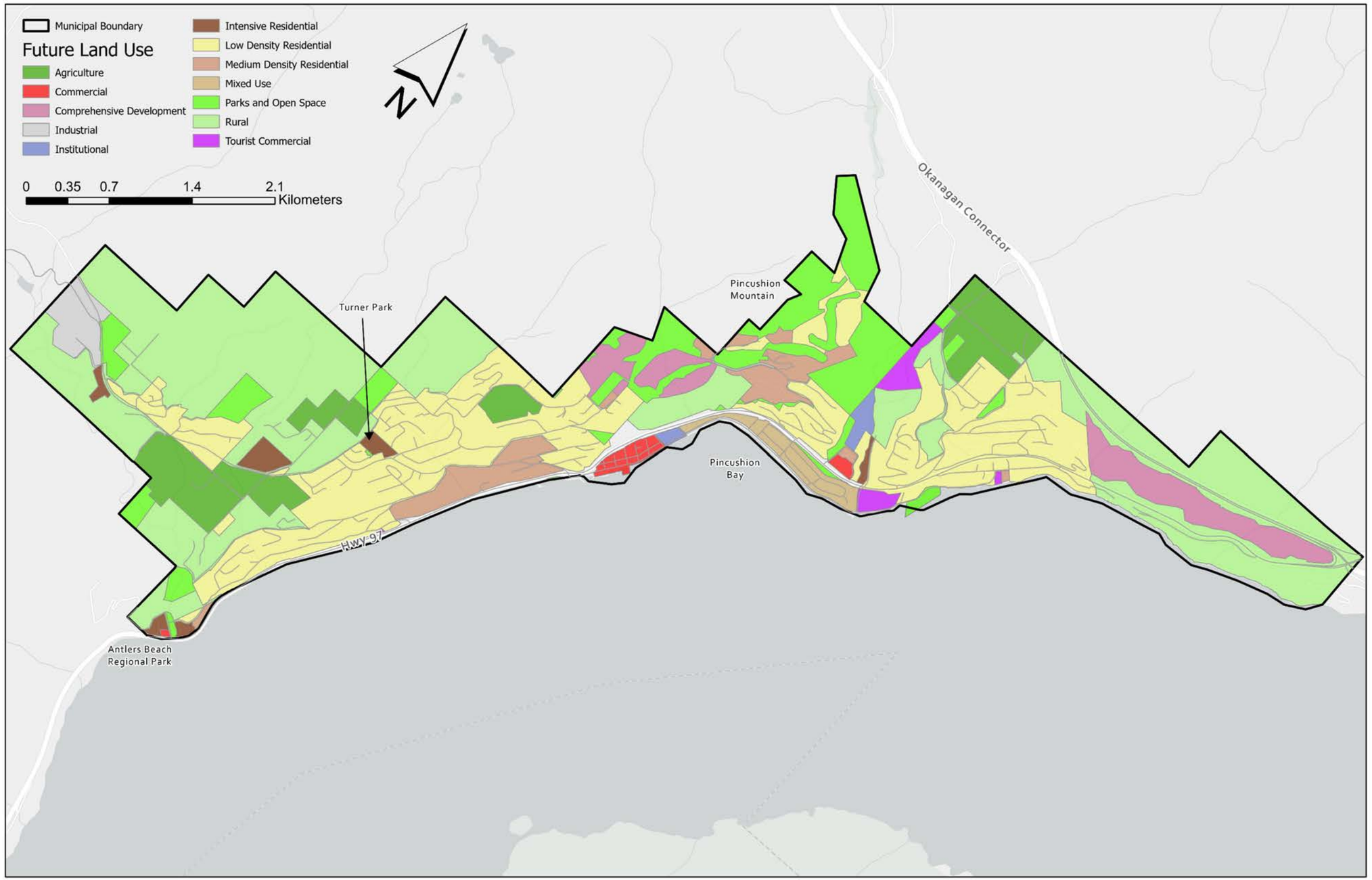


Figure 2.5: Future Land Use Map

2.3 TRANSIT NETWORK

One transit route services Peachland, which is BC Transit Route #22 that is part of the Kelowna BC Transit network. The stops along this route are illustrated on the following page in **Figure 2.8**. This route operates between the Westbank Exchange and Pine Hills Mobile Home Park on Princeton Avenue. Route #22 enters Peachland from Westbank on Highway 97 and travels onto 13th Street and along Beach Avenue to Princeton Avenue. The key stops mid-journey are at the Peachland IGA and the intersection of Highway 97 / Beach Avenue – Princeton Avenue.

2.4 SIDEWALK & CYCLING NETWORK

Peachland's outdoor walking and biking amenities include 11 kilometers of foreshore showcasing the popular Centennial Walkway. Centennial Way is a continuous waterfront walkway from 5th Street to 13th Street along Okanagan Lake. It is a 3m wide multi-use pathway, as shown on the right in **Figure 2.6**, with access to the beach/park, benches, and gathering points for socializing. The District of Peachland also owns and leases approximately 64.52 hectares of parks, trails, and open space. Of this, 16.70 hectares are developed parks that provide diverse opportunities for outdoor recreation. The remaining 47.82 hectares of parkland consists of undeveloped natural areas and trails.

Figure 2.6: Centennial Way (Source: District of Peachland)

Peachland currently has some AT facilities, including two pedestrian underpasses, located at the highway crossing at Princeton Avenue, as shown below in **Figure 2.7**, and at Trepanier Creek. The pedestrian tunnel under the highway at Trepanier Creek links to a trail system in downtown that can also be used to access Peachland Elementary School; however, the route from the tunnel to the school is not well defined.

Figure 2.7: Pedestrian Underpass at Princeton Ave Crossing

The locations of existing AT facilities in Peachland are illustrated in **Figure 2.8**. However, the existing network is discontinuous in some locations which may impede connectivity between destinations, particularly within the neighbourhoods of Beach Avenue, Buchanan, and Downtown. Additionally, the steep terrain within some areas of Peachland may also act as a barrier for AT users.

The existing and proposed pedestrian facilities in Peachland are shown in **Figure 2.9**. The legend displays the proposed priority for implementation for each link with 1 being the highest priority. This order considers current development applications and development cost charges (DCC) as well as consideration gathered through the planning process such as public feedback. The priorities do not have specific timeframes assigned to them but aim to serve as a guideline for future initiatives.

Figure 2.8: Existing Peachland Community Features & Transit Bus Stops

Figure 2.9: Existing & Future Peachland Sidewalk & Pedestrian Connectivity

3.0 DATA COLLECTION & MULTIMODAL TRAFFIC CONDITIONS

Multi-modal traffic counts were collected at three locations as part of the Westside Trail Plan to determine vehicle, pedestrian, and cyclist demand in the study area. The traffic count locations are listed below, which included two locations on Beach Avenue and one on Buchanan Road.

Count Location

1. Beach Avenue / 1st Street
2. Beach Avenue / Todd Road
3. Buchanan Road, south of intersection with Highway 97 and Robinson Place

Count Date / Time:	Friday, July 8th, 2022 (7am to 9pm)	Sunday, July 10th, 2022 (7am to 7pm)
Modes Counted:	• Passenger Vehicles • Heavy Vehicles* • Cyclists on road	• Pedestrians and cyclists on crosswalks • Pedestrians and cyclists on road • Passenger Vehicles • Heavy Vehicles*

**Heavy vehicles are considered single-unit trucks, articulated trucks, and buses.*

The findings for each data count location are summarized below by location.

3.1 BEACH AVE / 1ST ST TRAFFIC CONDITIONS

Existing traffic characteristics at the Beach Avenue / 1st Street intersection in July 2022 are summarized below in **Table 3.1**. Vehicle counts presented below include two-way volumes travelling through the intersection along Beach Avenue. Bike counts include both bikes on road and bikes on crosswalks, and pedestrian counts include the crosswalks across Beach Avenue and 1st Street.

Table 3.1: Roadway Traffic Counts on Beach Ave at 1st St (July 2022)

	Friday 7am – 10pm		Sunday 7am – 7pm	
	Northbound	Southbound	Northbound	Southbound
Passenger Vehicles	1,453	1,503	1,532	1,548
Heavy Vehicles	24	31	23	16
Bikes on Road	69	55	27	50

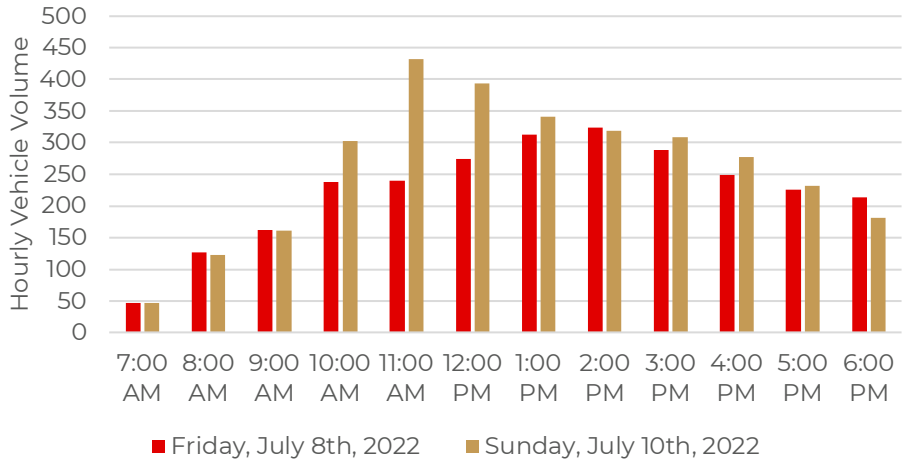
Table 3.2: Crosswalk Traffic Counts at Beach Ave / Todd Rd (Sunday, July 10th, 2022, 7am – 7pm)

	Beach Ave Crossing	1st St Crossing
Bikes on Crosswalk	31	9
Pedestrians on Crosswalk	1,967	1,320

Peachland's farmer's market occurs at Heritage Park, adjacent to the Beach Avenue / Todd Road intersection, every Sunday and was operating during the counts completed on Sunday in July 2022. Therefore, pedestrian volumes on the crosswalks at this location are expected to be higher than typical conditions on other days of the week due to the farmer's market.

Heavy vehicles accounted for 1.8% and 1.3% of total vehicle traffic on Beach Avenue at 1st Street on Friday and Sunday, respectively. The hourly traffic profile for all vehicles is illustrated below in **Figure 3.1**. The peak hour of vehicle traffic occurred at 1:30pm on Friday and 11:00am on Sunday. The two-way ADT on this segment of Beach Road is estimated to be 3,430 vehicles per day based on a weekday peak hour volume of 343 vehicles and 14-hour road count of 3,135 vehicles.

Figure 3.1: Hourly Vehicle Volumes on Beach Ave at Todd Rd (July 2022)



A total of 124 cyclists were counted on the road on Friday, July 8th, 2022, with 69 travelling north, and 55 travelling south. A total of 77 cyclists were counted on the road on Sunday, July 10th, 2022, with 27 traveling north and 50 travelling south.

A crosswalk study was completed for Sunday, July 10th, 2022, at the marked crosswalks on Beach Avenue, east of 1st Street, and at 1st Street north of Beach Avenue. The peak hour for pedestrian and cyclist users occurs at 11:00am, with a total of 620 pedestrians and five cyclists using the crosswalks, as illustrated below in **Figure 3.2**. The directionality of AT crossing demand is shown below in **Figure 3.3**.

Figure 3.2: Beach Ave / 1st St Hourly Crosswalk Volumes (Sunday, July 10th, 2022)

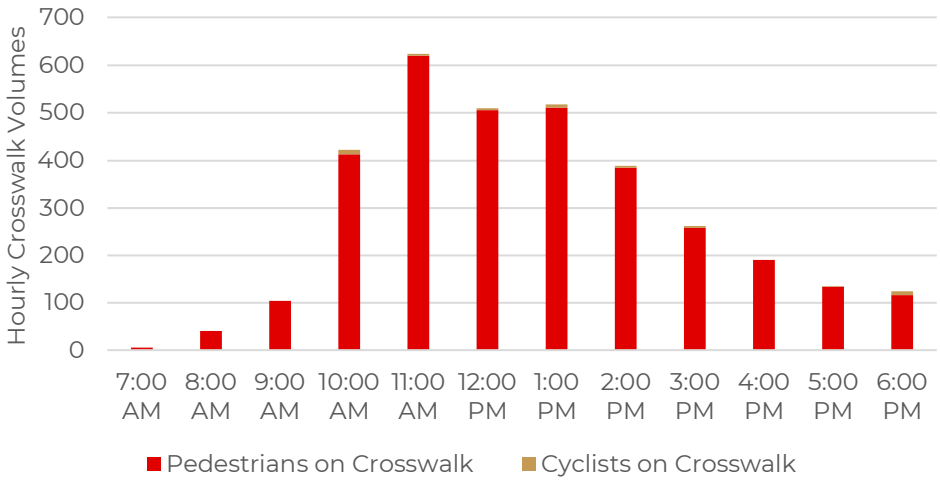


Figure 3.3: Beach Ave / 1st St Crosswalk Volumes (Sunday, July 10th, 2022, 7am - 7pm)

3.2 BEACH AVE / TODD RD TRAFFIC CONDITIONS

Existing traffic characteristics at the Beach Avenue / Todd Road intersection in July 2022 are summarized below in **Table 3.3**. Vehicle volumes presented below represent vehicles travelling through the intersection along Beach Avenue. Bike counts include both bikes on road and bikes on crosswalks, and pedestrian counts include only the crosswalks across Beach Avenue and Todd Road. Heavy vehicles accounted for 1.2% of total vehicle traffic on Beach Avenue at Todd Road on both Friday and Sunday.

Table 3.3: Roadway Traffic Counts on Beach Ave at Todd Rd (July 2022)

	Friday 7am – 10pm		Sunday 7am – 7pm	
	Northbound	Southbound	Northbound	Southbound
Passenger Vehicles	517	539	642	603
Heavy Vehicles	3	10	10	5
Bikes on Road	67	59	89	79

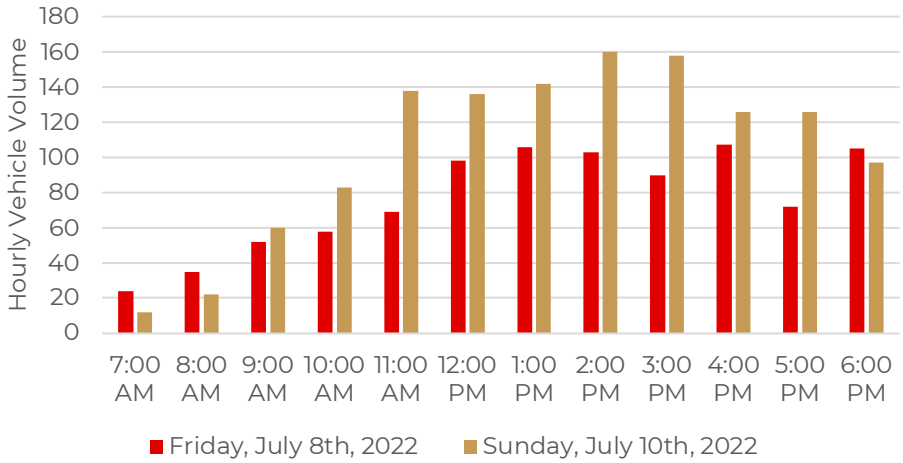
Table 3.4: Crosswalk Traffic Counts at Beach Ave / Todd Rd (Sunday July 10th, 2022, 7am – 7pm)

	each Ave Crossing	Todd Rd Crossing
Bikes on Crosswalk	3	15
Pedestrians on Crosswalk	301	180

The hourly traffic profile for all vehicles is illustrated below in **Figure 3.4**. The peak hour of vehicle traffic occurred at 12:15pm on Friday and 2:45pm on Sunday with 122 and 173 vehicles, respectively. The two-

way ADT on this segment of Beach Road is estimated to be 1220 vehicles per day. This ADT estimate is based on the weekday peak hour volume of 122 vehicles and 14-hour road count of 1195 vehicles.

Figure 3.4: Hourly Vehicle Volumes on Beach Ave at Todd Rd (July 2022)



A total of 126 cyclists were counted on the road on Friday, with 67 travelling north, and 59 travelling south. A total of 168 cyclists were counted on the road on Sunday, with 89 traveling north and 79 travelling south.

A crosswalk study was completed for Sunday, July 10th, 2022, at the Beach Avenue marked crossing east of Todd Road, and at the unmarked crossing at Todd Road north of Beach Avenue. Pedestrian activity on both crosswalks was split evenly between directions. Cyclists demand was observed to be lower than pedestrians; approximately 96% of crosswalk users were pedestrians and 4% were cyclists. The peak hour for pedestrian and cyclist users occurs at 3:00pm, with a total of 65 pedestrians and three cyclists using the crosswalks, as illustrated below in **Figure 3.5**. The directionality of AT crossing demand is shown below in **Figure 3.6**.

Figure 3.5: Hourly Crosswalk Volumes (Sunday, July 10th, 2022)

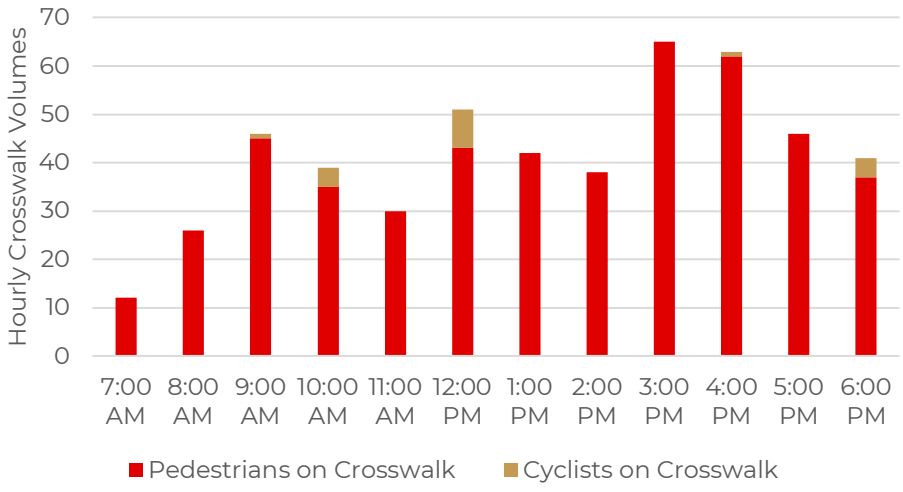
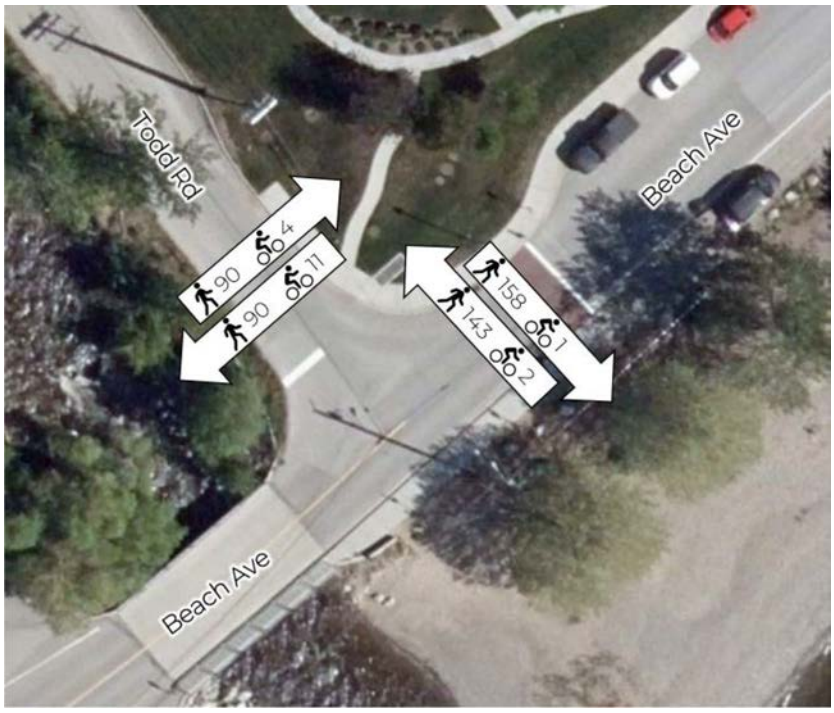


Figure 3.6: Beach Ave / Todd Rd Crosswalk Volumes (Sunday, July 10th, 2022, 7am - 7pm)



Buchanan Road Traffic Conditions

Existing traffic characteristics on Buchanan Road in July 2022 are summarized below in **Table 3.5**. Heavy vehicles accounted for 4.1% and 2.6% of total vehicle traffic on Buchanan Road on Friday and Sunday, respectively. A total of 40 pedestrians were counted on Sunday, split equally between northbound and southbound. The existing sidewalk terminates south of the count location and therefore the pedestrians utilized the road / shoulder at this location.

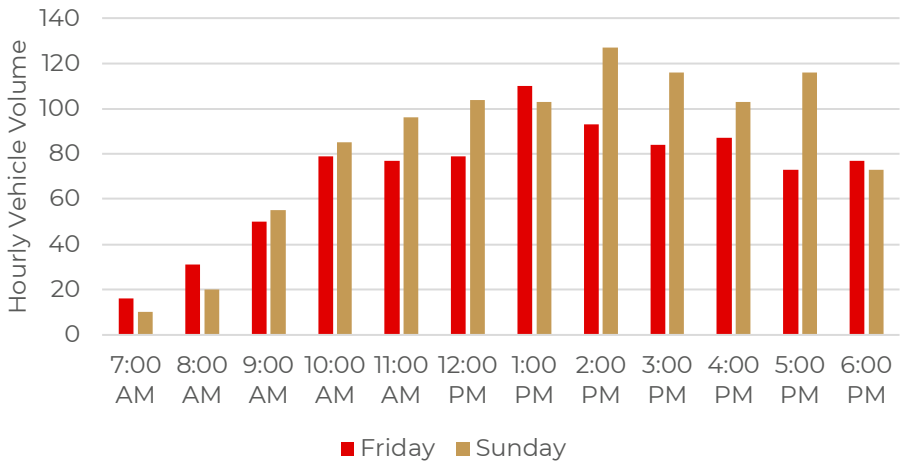
Table 3.5: Multi-Modal Traffic Counts at Buchanan Road (July 2022)

	Friday 7am – 10pm		Sunday 7am – 7pm	
	Northbound	Southbound	Northbound	Southbound
Passenger Vehicles	459	488	490	492
Heavy Vehicles	25	15	16	10
Bikes	32	21	21	18
Pedestrians*	n/a	n/a	20	20

**Pedestrians were not counted on Friday, July 7th, 2022.*

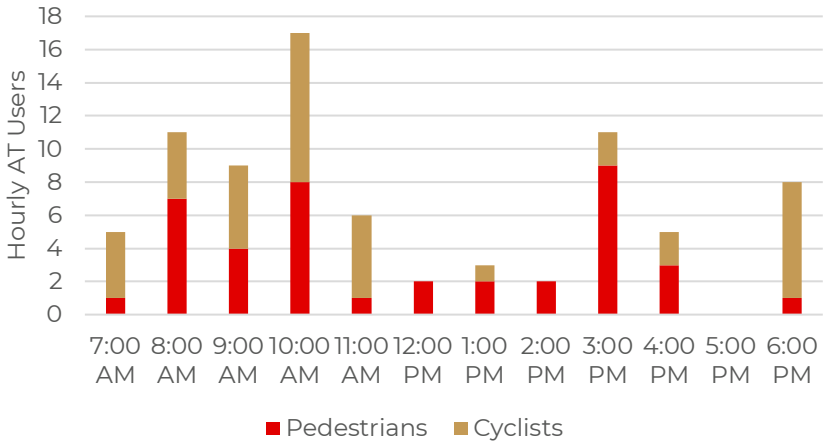
The hourly traffic profile for all vehicles is illustrated below in **Figure 3.7**. The peak hour of vehicle traffic occurred at 1:00pm on Friday and 2:15pm on Sunday. The two-way average daily traffic (ADT) on Buchanan Road is estimated to be 1,130 vehicles per day. This estimate is based on the weekday peak hour volume of 113 vehicles and 14-hour road count of 1,040 vehicles.

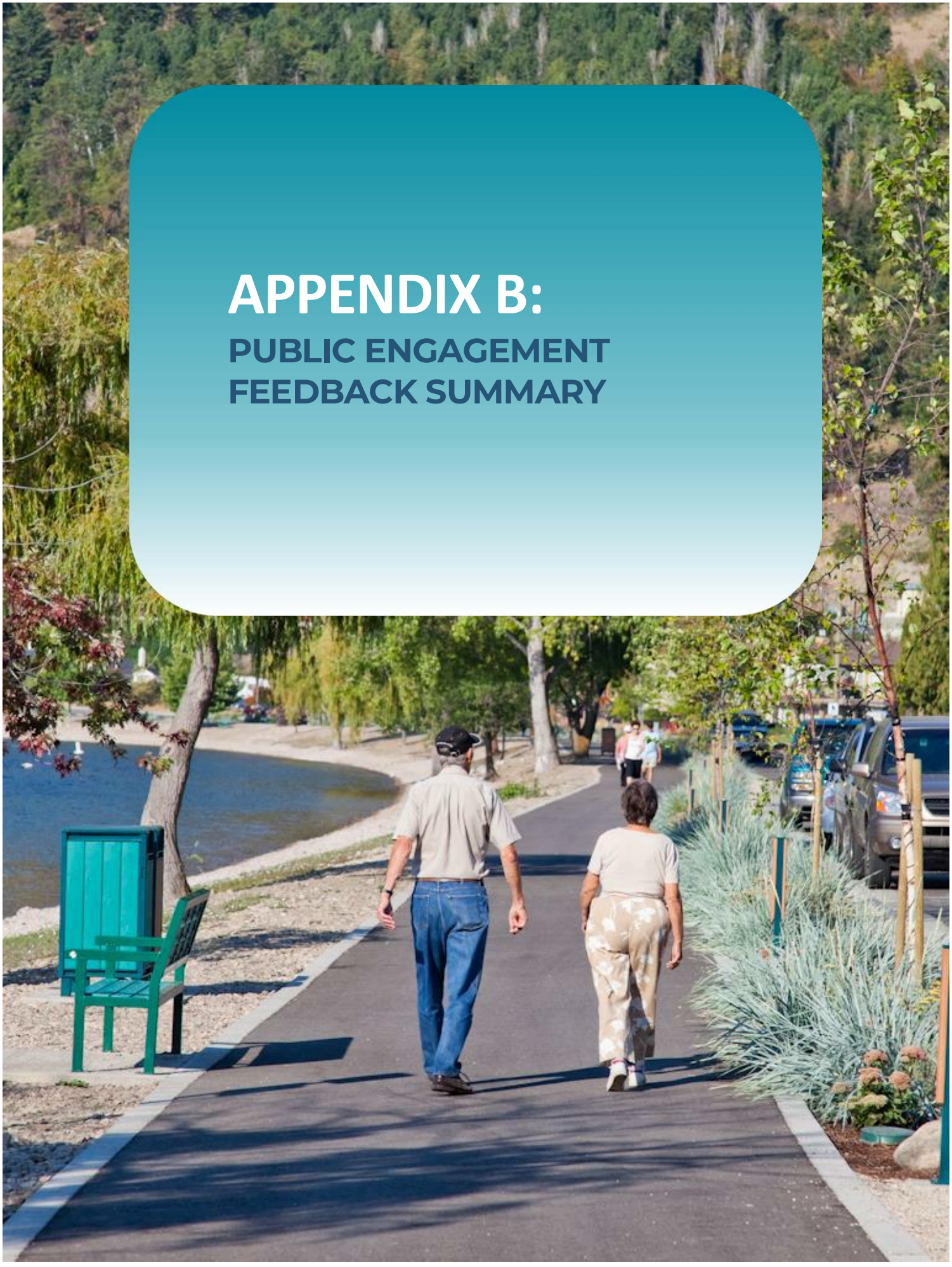
Figure 3.7: Buchanan Road Hourly Vehicle Traffic Volumes (July 2022)



A total of 53 cyclists were counted Friday, with 32 travelling north towards Highway 97, and 21 travelling south away from Highway 97. A total of 39 cyclists were counted on Sunday, with 21 traveling north and 18 travelling south. The peak hour for pedestrian and cyclist users on a Sunday in July occurred at 10:00am, as shown below in **Figure 3.8**, with a total of eight pedestrians and nine cyclists using the roadway.

Figure 3.8: Buchanan Road Hourly AT Users (Sunday July 10th, 2022)





APPENDIX B:

PUBLIC ENGAGEMENT FEEDBACK SUMMARY

District of Peachland

Active Transportation Network Plan

What We Heard
Engagement Summary

August 2022

Table of Contents

INTRODUCTION

In 2011, the District of Peachland's (the District) Sidewalk and Pedestrian Connectivity Plan was developed with the goal of making Peachland a more livable and walkable community. In order to further facilitate active transportation improvements within the District, an Active Transportation Network Plan (ATNP) is being undertaken. The ATNP aims to improve safety, connectivity and accessibility of sustainable transportation modes. The Plan will also focus on universal accessibility and modes of transportation to accommodate individuals with reduced endurance (such as transit, e-bikes, and scooters) as Peachland is home to a high proportion of senior citizens and the District's topography features many steep slopes.

To better understand active transportation perspectives within the District, the community was engaged to provide their input and feedback on existing issues and opportunities related to active transportation in Peachland. This report summarizes what was heard throughout the engagement process.

ENGAGEMENT OPPORTUNITIES

In-Person Pop-Up Event (July 1, 2022): The project team held an in-person pop-up event on July 1, 2022, to raise awareness of the project, promote the community survey and gather feedback from community members on existing issues and opportunities within Peachland's pedestrian and cycling networks.

Community Survey (Open from June 24 to July 31, 2022)**:** An online survey was open from June 24 to July 31, 2022, to collect input from community members. The survey focused on identifying local active transportation issues and opportunities in Peachland and gathering feedback to better understand the community's active transportation values, priorities, and experiences. A hard copy of the survey was also available at the in-person pop-up event.

WHAT WE HEARD

What we heard from participants of the two formal engagement opportunities is summarized in the subsections below.

In-Person Pop-Up: July 1, 2022

What: In-person engagement in the form of a pop-up booth at a community festival.

When & Where: The pop-up booth event was held on Saturday July 1st, 2022, at the Canada Day community celebration in downtown Peachland at the Heritage Park.

Workshop Purpose: To gather feedback from residents and visitors on existing issues and opportunities within Peachland's pedestrian and cycling networks

Format: In-person booth which was attended by three Urban Systems staff with support from District staff. Staff at the event engaged with the public to encourage people to complete the survey and provide feedback. The booth was set-up and staff were present for six hours, between approximately 12:00-6:00pm.

At the pop-up booth, attendees were prompted with the question **What improvements would you like to see to Peachland's pedestrian and cycling networks?** Thirty-four responses were submitted and the following key themes that emerged are summarized below:

- **Improve/add cycling infrastructure (n = 19):** Numerous respondents indicated that they would like to see the District improve and implement more bike infrastructure, such as bike lanes, bike parking, trails, and sidewalks. Specific areas that respondents would like to see cycling improvements include Ponderosa Drive, Princeton Avenue, Trepanier Road, and a connection between Peachland and West Kelowna.
- **Improve/add pedestrian infrastructure (n = 14):** Respondents commonly expressed that they would like to see an increase in pedestrian infrastructure throughout the District, such as special crosswalks, sidewalks, and trails.
- **Connection to West Kelowna (n = 11):** Many respondents expressed support for the implementation of an active transportation connection between Peachland and West Kelowna.

Community Survey: June 24, 2022 – July 31, 2022

Highlights of the survey are shown below, and the results of each question are summarized in the following section. A copy of the survey is included in the **Appendix**.

SURVEY OVERVIEW

241 total respondents

Open from **June 24 to July 31, 2022**

65% of respondents were 55 years old or older

84% of respondents reside in Peachland

80% of respondents work outside of Peachland

75% of respondents have considered purchasing an e-bike for themselves or someone they know

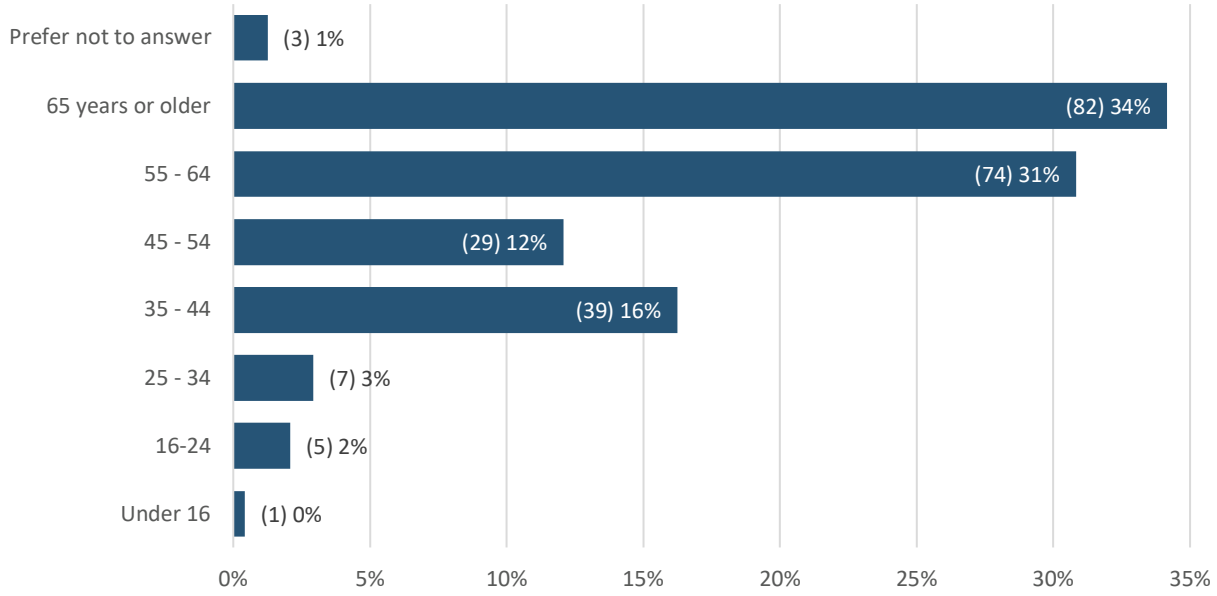
70% of respondents believe that the lack of sidewalks and pathways in Peachland is a main challenge for walking

67% of respondents participate in non-motorized water sports in Peachland

Demographics

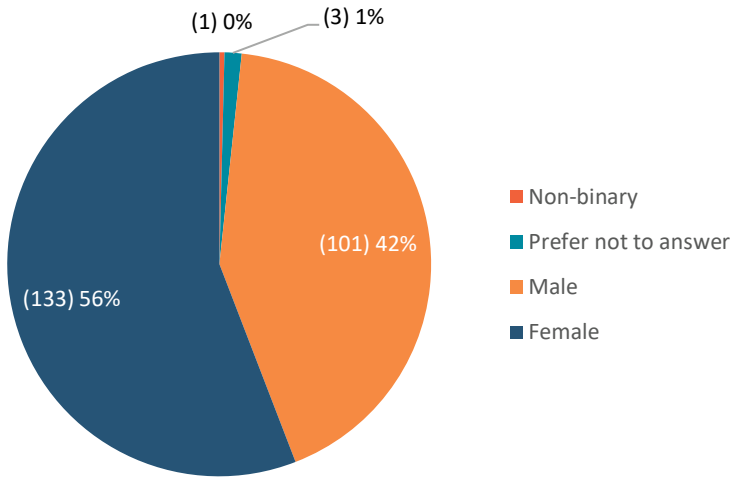
What is your age? (n = 240)

Over one third of all respondents (34%) indicated they were 65 years or older and 31% of respondents indicated they were between 55 and 64 years of age. As shown below, only 81 respondents (33%) indicated they were 54 years of age or younger.



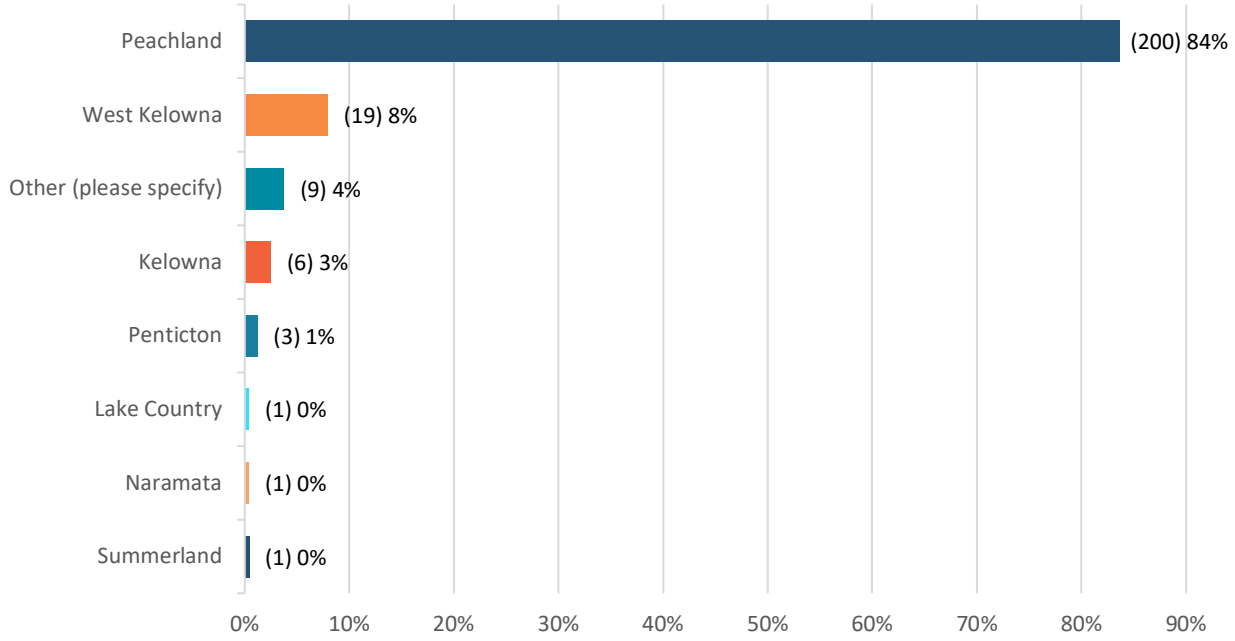
What is your gender? (n = 238)

Over half of respondents (56%) identify as female while 42% of respondents identify as male. Only one respondent identified themselves as non-binary.



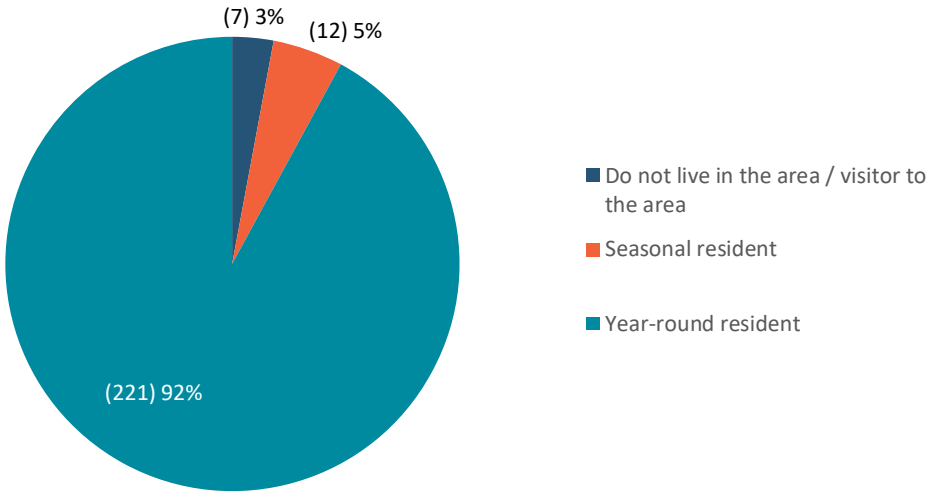
Where is your primary residence? (n = 240)

Most respondents (84%) primarily reside in Peachland, with the next most common residences being West Kelowna (8%) and Kelowna (3%). “Other” responses include various cities and towns in Alberta and British Columbia.

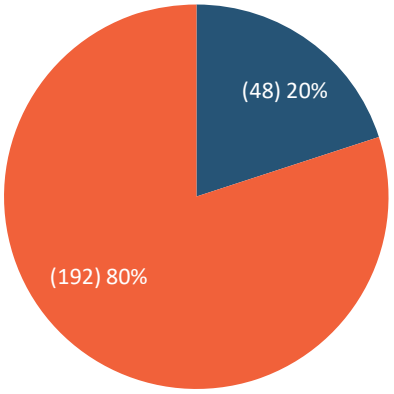


Which best describes your residence in the area? (n = 240)

Most survey respondents (92%) reside in Peachland year-round while five percent (5%) live in the area seasonally. Only seven survey respondents (3%) do not live in the area or are visitors to the area.



Do you work in Peachland? (n = 240)

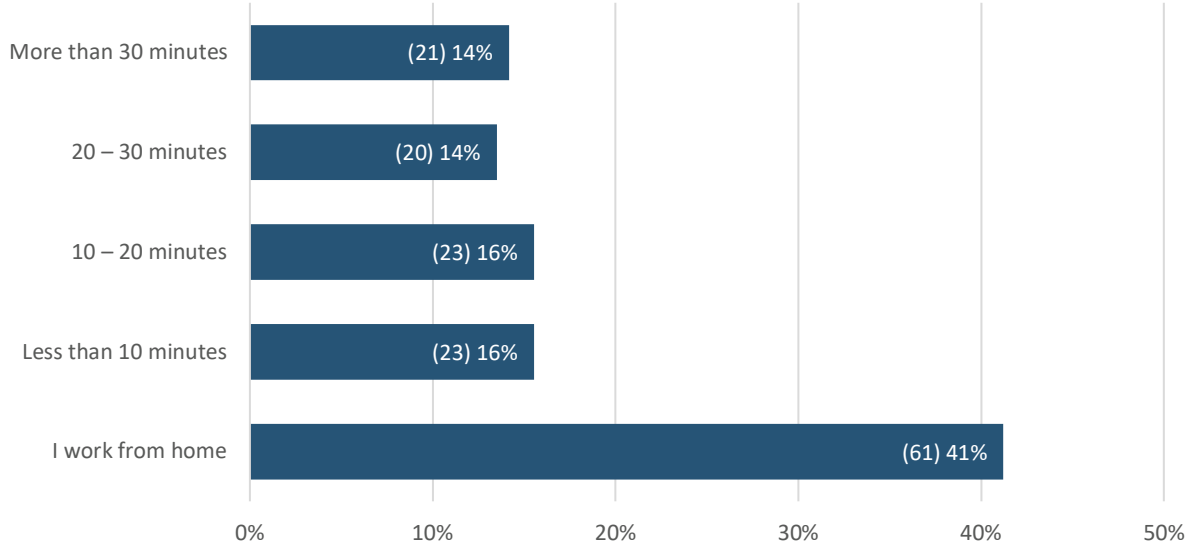


Four out of five (80%) survey respondents do not work in Peachland, as shown to the left.

Travel

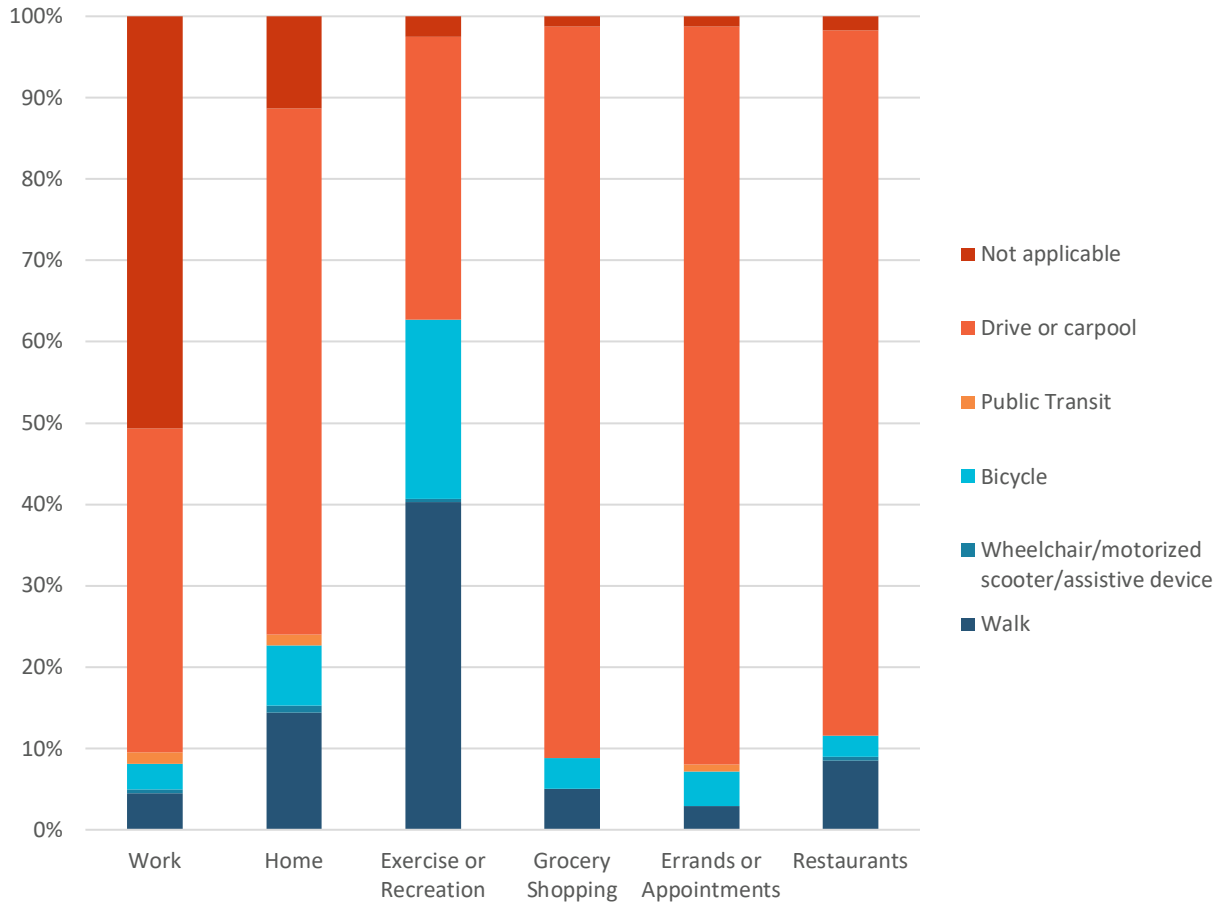
What is your average commute time to work or school? (If applicable) (n = 148)

Of the total 148 responses to this question, 41% of respondents work from home. Of those who commute to work or school, 32% indicated that their commute is less than 20 minutes.



How do you typically travel to/from the following? Please select one mode of transportation per trip type. (n = 238)

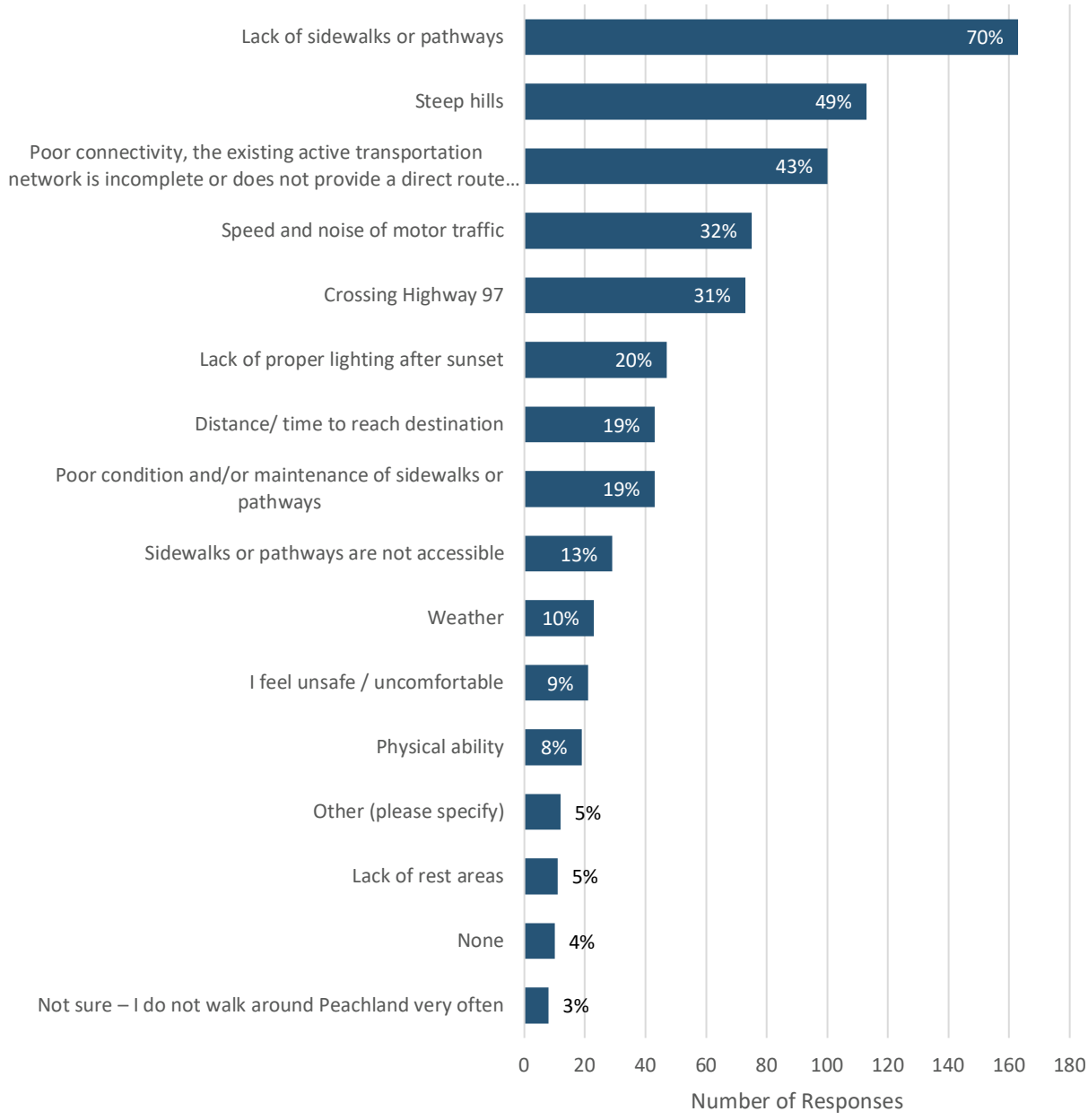
Respondents were most likely to select "Drive or carpool" for their trips to and from all destinations except for work, in which the destination was not applicable to half (50%) of respondents. This corresponds to the results of the questions above which indicate that many respondents are likely retired (given the older age demographic in the community) or work from home. Public transit mode share represents 1% or less for all destinations.



Walking and Rolling

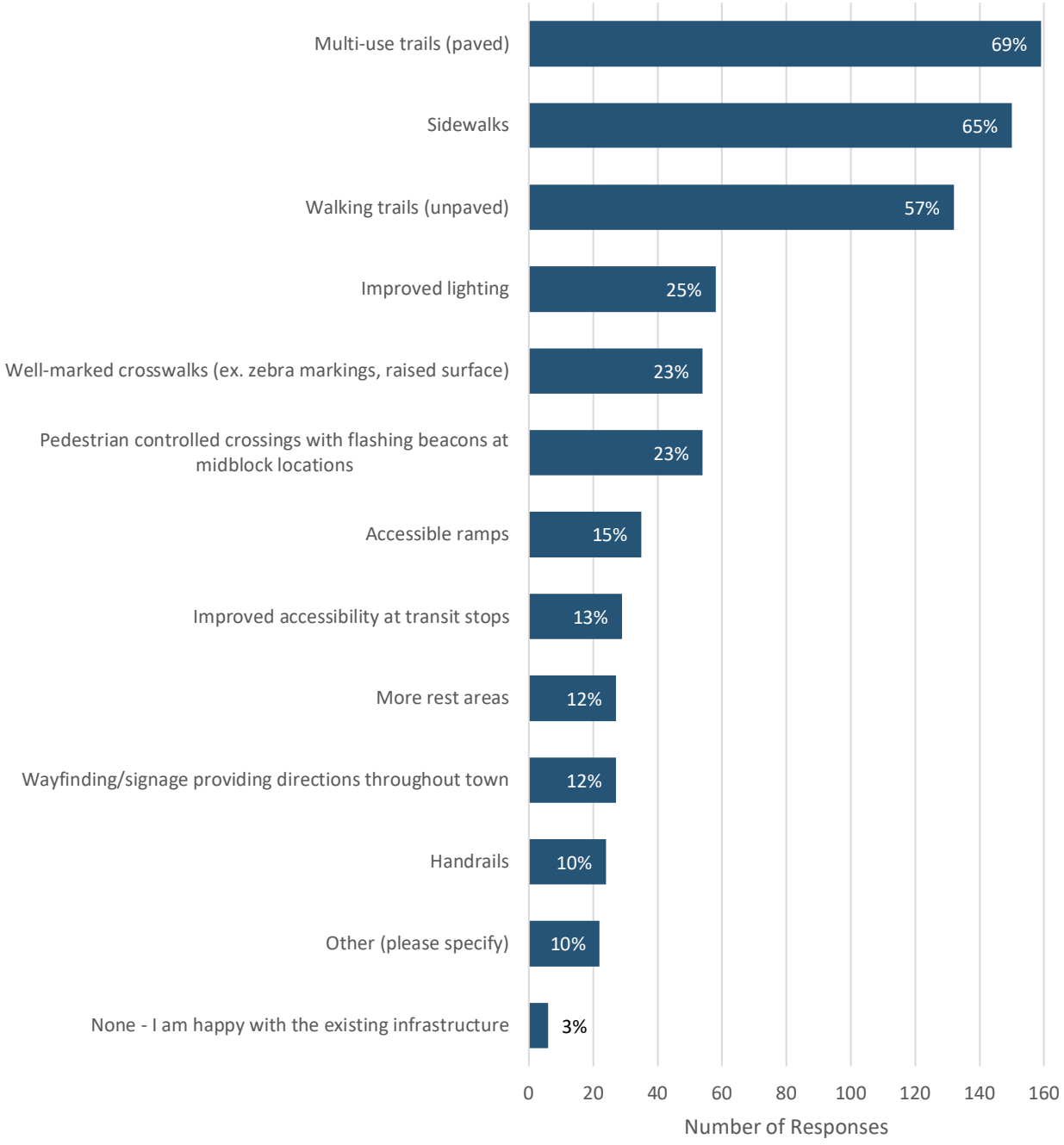
What are the main issues or challenges for walking or rolling in Peachland? Please select all that apply. (n = 232)

When it comes to walking or rolling in Peachland, most respondents (70%) cited the lack of sidewalks or pathways as a main issue or challenge that they face. Steep hills was selected by almost half (49%) of respondents as a challenge.



What types of walking, rolling, or accessible infrastructure (designed for all ages and abilities) would you like to see more of in Peachland? Please select all that apply. (n = 231)

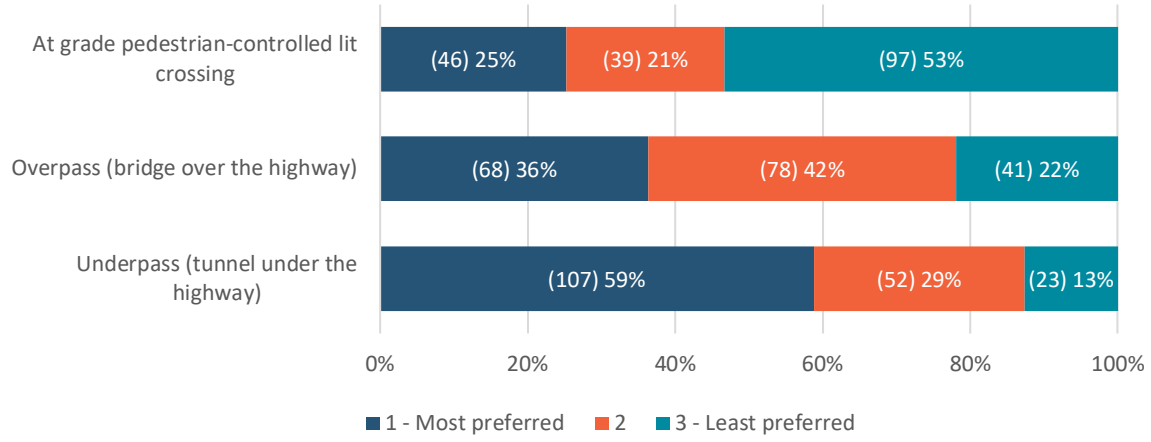
Multi-use trails (paved), sidewalks, and walking trails (unpaved) were all selected by more than half of respondents as infrastructure they would like to see more of in Peachland. The remaining options were all selected a quarter of the time or less. Common "Other" responses specified designated cycling infrastructure throughout Peachland and safe sidewalks along Princeton Avenue.



Highway Crossing

We understand that safe active transportation access across Highway 97 is important for our community. What would be your preferred highway crossing? Please rank the following options on a scale of 1 (most preferred) to 3 (least preferred). (n = 226)

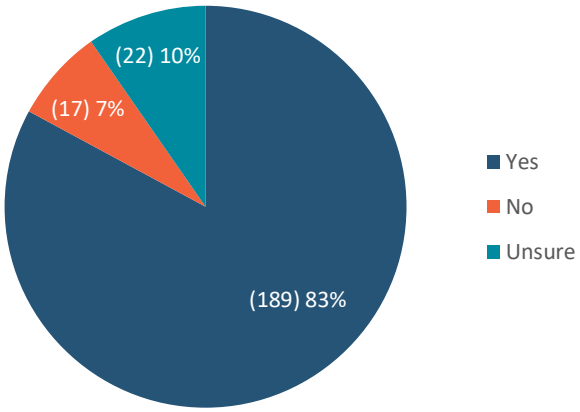
Over half of respondents (59%) selected an underpass as their most preferred Highway 97 crossing. At grade pedestrian-controlled lit crossing received the least amount of support with only a quarter (25%) of respondents selecting it as their most preferred option while over half of respondents (53%) selected it as their least preferred option.



Trail to West Kelowna or Summerland

Would you consider bicycling or e-biking from Peachland to West Kelowna or Summerland if a safe and easily accessible trail were constructed away from the highway? (n = 228)

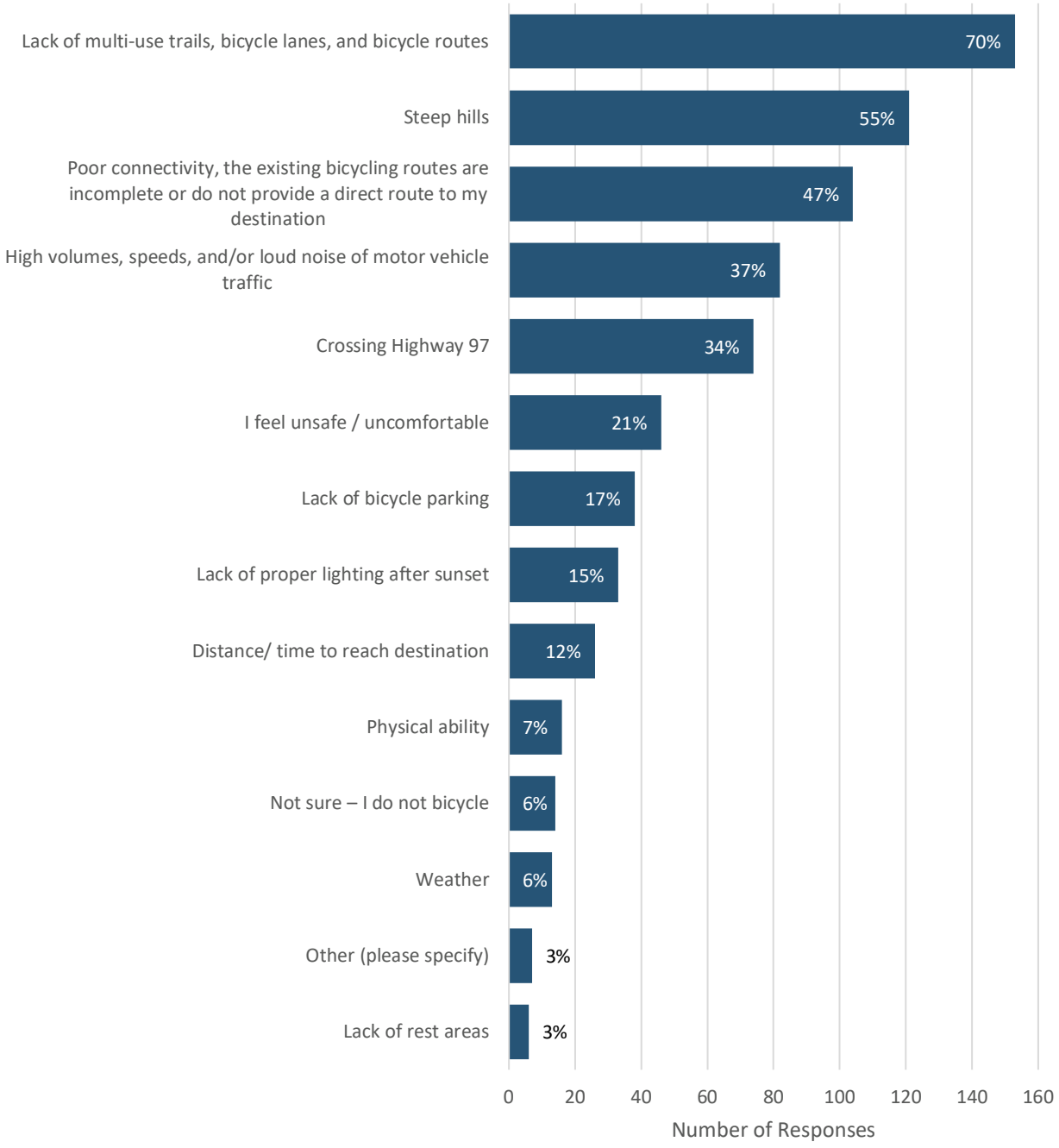
Most respondents (83%) indicated that they would cycle or e-bike from Peachland to West Kelowna or Summerland if a safe and easily accessible trail were constructed away from the highway. Only 17 respondents (7%) responded that they would not.



Bicycling and Rolling

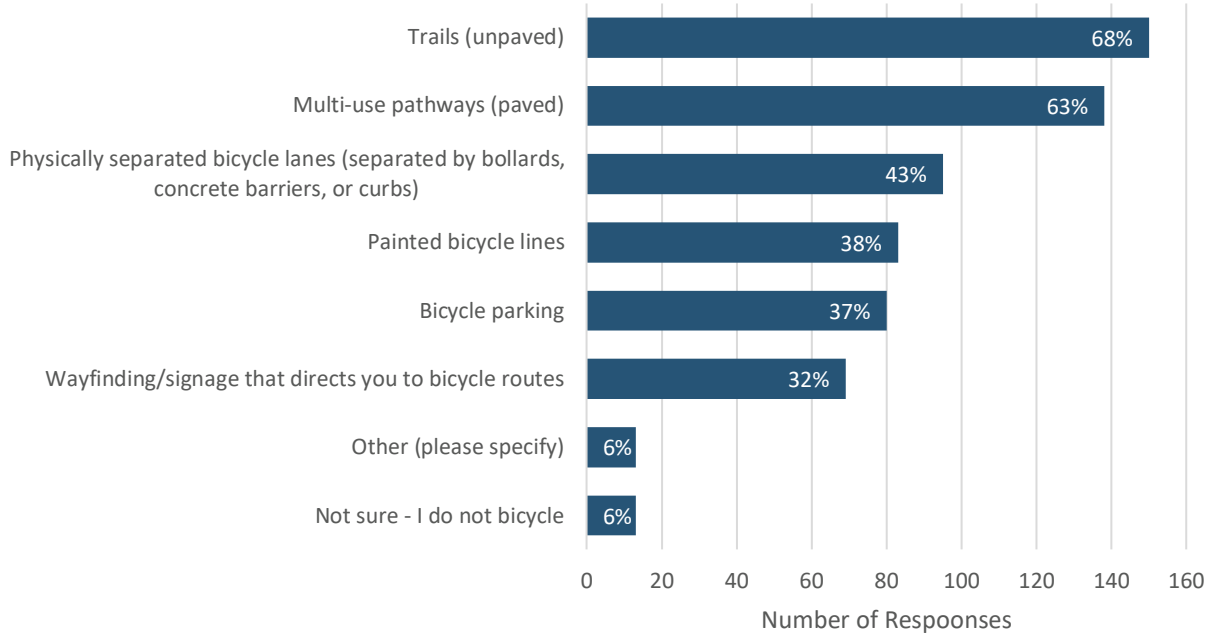
What are the main issues or challenges for bicycling or rolling in Peachland? Please select all that apply. (n = 220)

"Lack of multi-use trails, bicycle lanes, and bicycle routes" was the top response selected by participants with 70% of respondents selecting it as a main issue for bicycling or rolling in Peachland. Steep hills was also noted as a main issue by over half of respondents (55%).



What types of bicycling or rolling infrastructure would you like to see in Peachland? Please select all that apply. (n = 219)

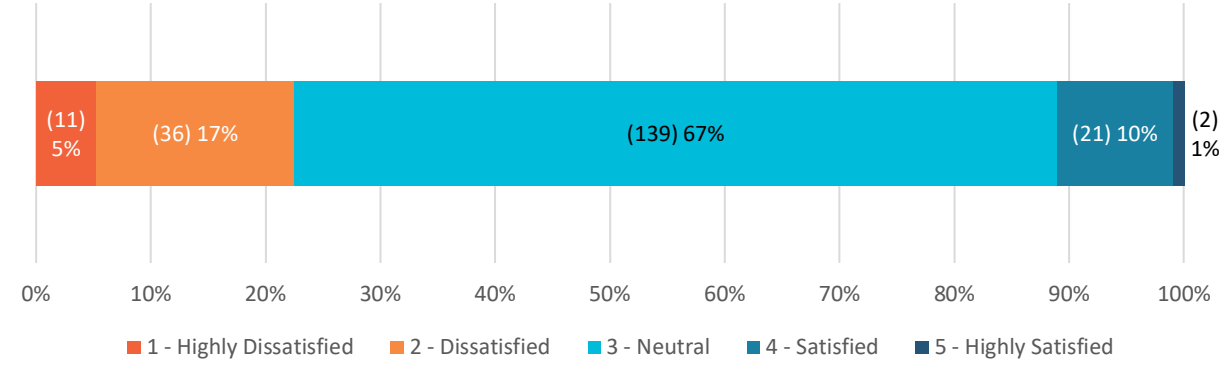
The majority of respondents indicated that they would like to see trails (unpaved) and multi-use pathways (paved) with 68% and 63% of respondents selecting those options, respectively.



Bike Racks

How satisfied are you with the quality of bike racks in Peachland? Please rate your satisfaction on a scale of 1 to 5. In this case, quality means that there is a sufficient amount of bike racks that are well-designed and well-located. (n = 209)

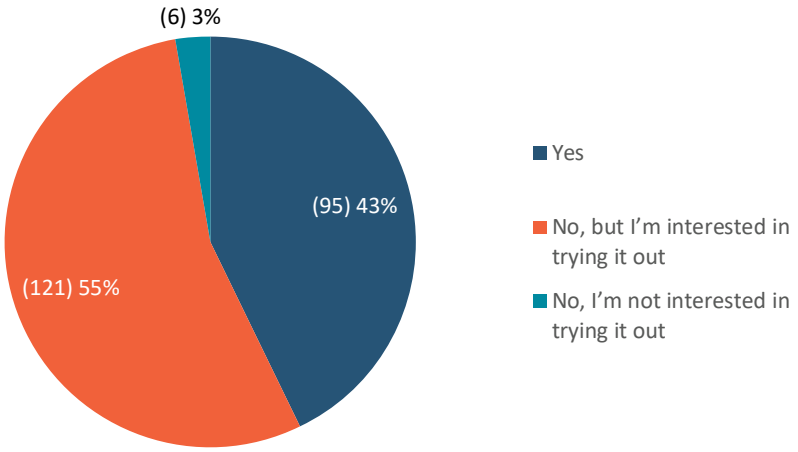
Respondents tend to have a neutral stance on the quality of bike racks in Peachland. A total of 22% of respondents expressed dissatisfaction with bike racks in Peachland and 11% indicated that they were satisfied or highly satisfied.



Additional Modes of Active Transportation

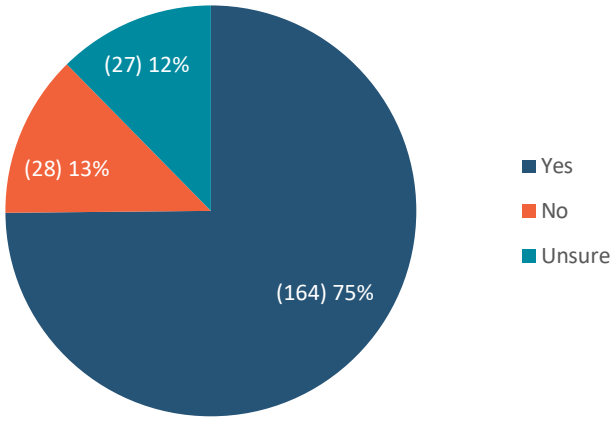
E-bikes have helped change the way people travel in terms of technology and accessibility, and can assist people of various ages travel around Peachland's hillside neighbourhoods. Have you used an e-bike before? (n = 222)

Forty-three percent (43%) of respondents indicated that they have used an e-bike before. Of the more than half of respondents who have not used an e-bike before (58%), most indicated that they are interested in trying it out (55%). Forty-three percent (43%) of respondents indicated that they have used an e-bike before.



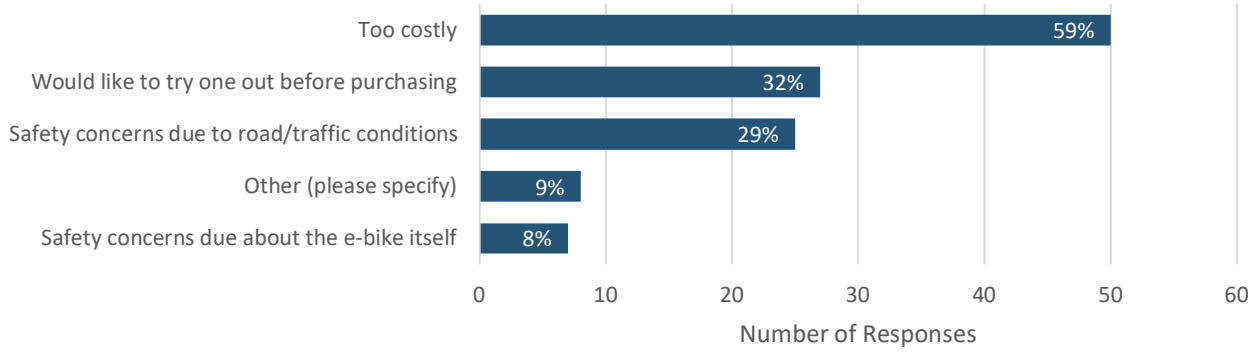
Have you considered purchasing an e-bike for yourself or someone you know? (n = 219)

Three-quarters of respondents (75%) have considered purchasing an e-bike for themselves or someone they know. The remaining quarter of respondents almost equally have not considered purchasing an e-bike or were unsure.



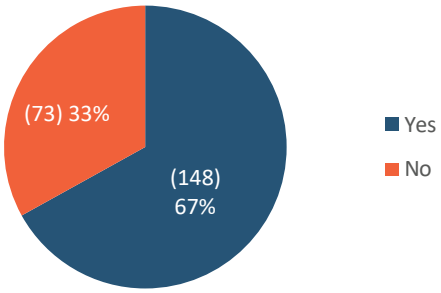
If you selected 'No' or 'Unsure' to question 16, what are your reasons? Please select all that apply. (n = 85)

Over half of respondents (59%) indicated that an e-bike is too costly to consider purchasing one for themselves or someone they know. Many respondents also expressed their desire to try out an e-bike before purchasing (32%) or had safety concerns due to the road/traffic conditions (29%).



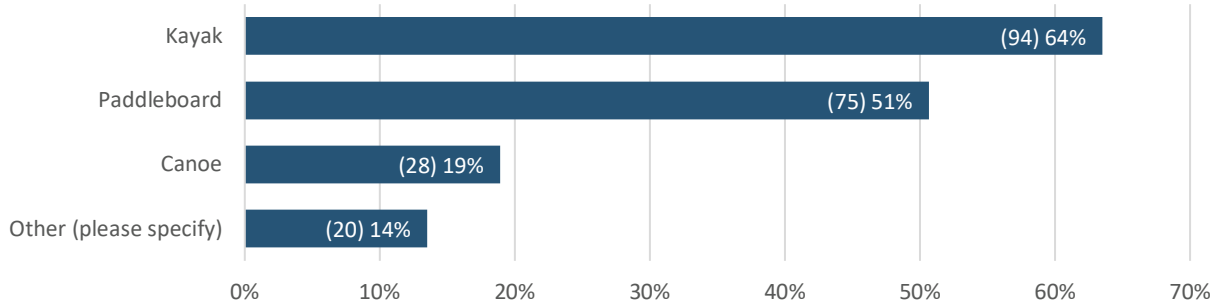
Do you participate in non-motorized water sports in Peachland? (n = 221)

About two-thirds (67%) of respondents participate in non-motorized water sports in Peachland.



If so, what type of water sport do you participate in? Please select all that apply. (n = 148)

The most common water sport by survey participants was found to be kayaking, representing 64% of respondents. Additionally, over half of respondents (51%) participate in paddleboarding. The most common "other" response was swimming.



What could be improved to help increase the safety and convenience of non-motorized water sports in Peachland? (n = 107)

- **Designated areas for non-motorized activities (n = 43):** Overall, many respondents raised concerns over motorized watercrafts such as speed boats and jet skis coming too close to the shore. This has prompted respondents to request an increase in buoys for designated swimming areas, creating more space for beachgoers participating in non-motorized activities.

  A sample of verbatim comments include:

  - *"I believe there should be a larger area where motorized watercraft are not permitted. Some boaters and jet skiers come far too close to the swimming areas."*
  - *"Do not allow wake boats close to shore and keep other boat traffic away from shore. Very difficult to paddle with big boats driving close to shore."*
  - *"More buoys to protect the foreshore, swimmers and non-motorized boats from large wakes."*
- **Difficulty accessing the lake (n = 15):** Frustrations with lake access was commonly expressed by respondents. It was especially noted that the large rocks next to the shoreline make it difficult and dangerous to access the water and respondents requested easier ways to access the lake.

  A sample of verbatim comments include:

  - *"Pathways or moving the big rocks that were placed on the beach, for easy access to the water. A portion of the beach is unsafe when having to navigate over the unstable large rocks!"*
  - *"More safe access getting into the lake and designated entry areas"*
  - *"steps down to the beach where the big rocks have been placed"*
- **Separate launch (n = 12):** Many respondents stated that they would like to have a separate launch for non-motorized watercrafts only. This is due to difficulties finding space when launching in the same area as motorized watercrafts.

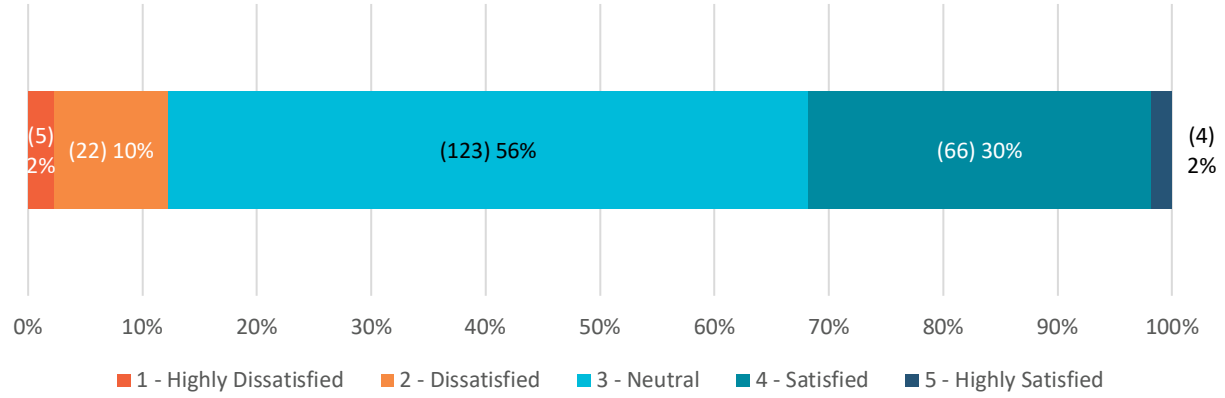
  A sample of verbatim comments include:

  - *"A place designated for launching non motorized water sport. I find often that so many boats and vehicles are using the launch areas and the tourists don't care to let us have any room. There is often packed beaches in the summer which can make it hard to find somewhere to go especially if you need to walk with your kayak. It would be great to unload like the boats do and then park and use a quiet launch area"*
  - *"Easier access and more launching spots for non-motorized water sports"*
  - *"Kayak users don't want to compete with motor boats to get their boats into and out of the water using boat launches."*

Wayfinding

How satisfied are you with the quality of Peachland's wayfinding signage for walking, rolling and cycling? In this case, quality means that signage is easy to read, well-located and provides sufficient directions and details. (n = 220)

Over half of respondents (56%) expressed a neutral stance on wayfinding signage in Peachland. About 12% of respondents expressed some level of dissatisfaction while 32% of respondents indicated that they are satisfied or highly satisfied with the quality of wayfinding in Peachland.



Do you have any comments about wayfinding signage that you would like to share with the project team? (n = 35)

- **Missing or lack of signage in many locations (n = 13):** Several respondents stated that there is not enough signage along trails and pathways throughout the District. Such trails and pathways include Pincushion, Trepanier, Princeton, and Ponderosa.

  A sample of verbatim comments include:

  - *"Would like signage with pathway, trail map including distance and difficulty in order to better plan routes and time required for residents and visitors"*
  - *"more/better signage for finding Pincushion, Gladstone, Flume, Trepanier Linear trailheads"*
- **Wayfinding for tourists (n = 5):** Respondents also expressed that they would like wayfinding improved for non-residents.

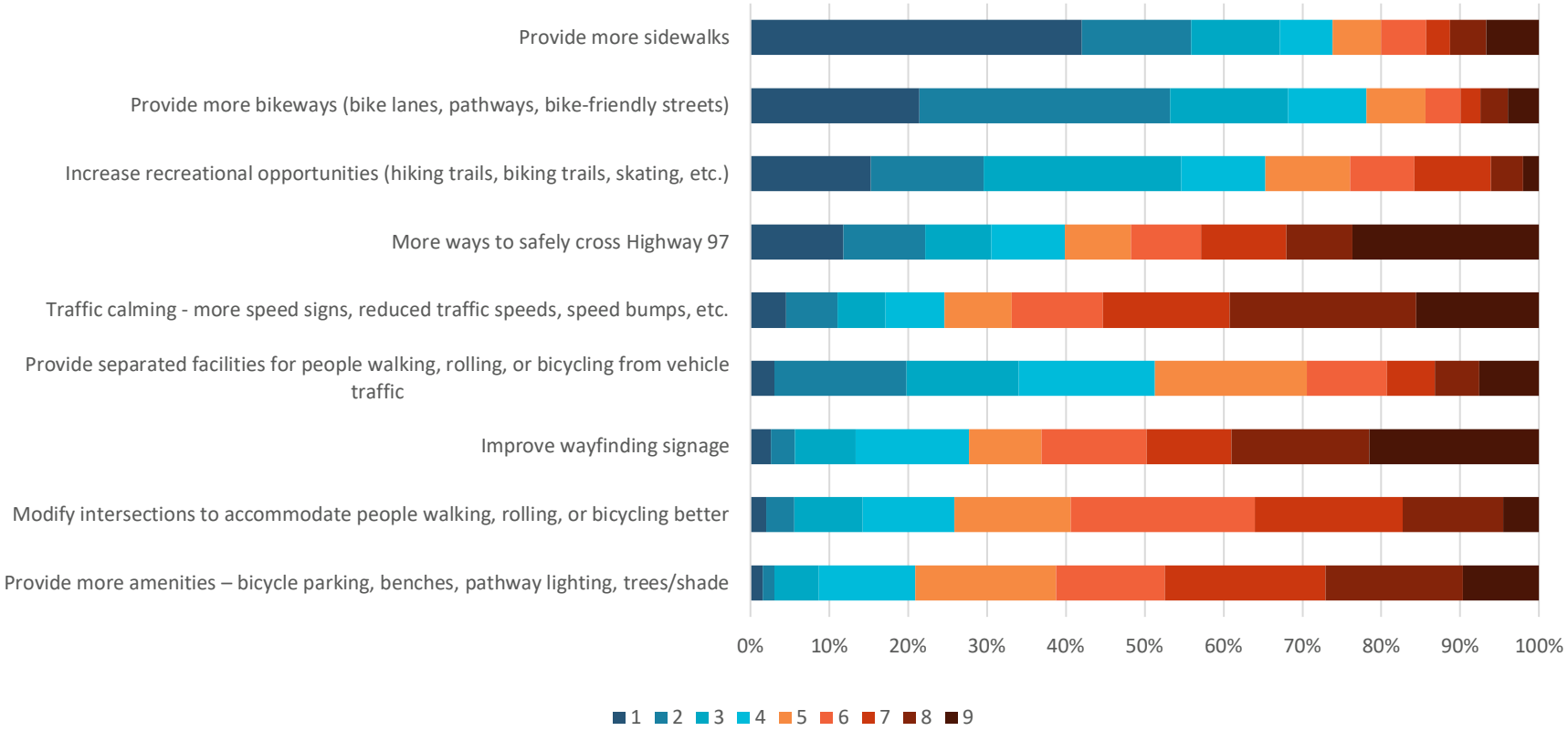
  A sample of verbatim comments include:

  - *"I don't rely on wayfinding hardware as a resident. They are more important for tourists."*
  - *"Better signage for non residents"*

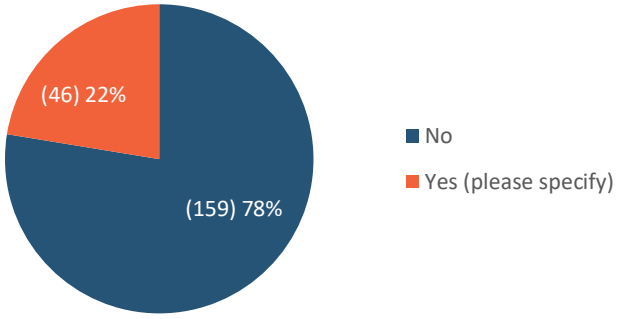
Priorities

What aspects of Peachland's active transportation system should be considered the highest priority? Rank topics in order of priority from 1 (most important) to 9 (least important) (n = 211)

The top three priorities as ranked by respondents were provide more sidewalks, provide more bikeways, and increase recreational opportunities. More ways to safely cross Highway 97 was simultaneously ranked as the 4th top priority and the number one least priority by respondents.



Do you have any desired outcomes that were not included in the list above? (n = 205)



Over three-quarters of the respondents (78%) were satisfied with the topics listed above in Question 22. However, 22% of participants had further desired incomes. The emerging key themes are summarized below.

- **Sidewalks in specific locations (n = 12):** While provide more sidewalks was a topic listed in Question 22, numerous survey respondents specified where they think Peachland needs sidewalks the most. These locations mainly include Princeton Avenue, Trepanier Road, and Ponderosa Drive.

  A sample of verbatim comments include:

  - *"It is not safe to cycle, hike or walk up Princeton Avenue from Peachland/Highway 97 after the tunnel."*
  - *"Walking down Trepanier Road, without a sidewalk is so dangerous, it is too narrow with no safe area to walk on."*
  - *"Provide a walking trail along one side of Ponderosa Drive to increase safety for walkers. We see alot of traffic from non-residents due to Pin Cushion Trail and they are not always mindful of people walking on the roadway."*
- **Speeding concerns (n = 8):** Frustrations with fast moving vehicles throughout the community was commonly expressed by respondents. Several respondents suggested lowering the speed limit in certain areas and/or increasing the level of speed enforcement to increase safety in Peachland.

  A sample of verbatim comments include:

  - *"Reduce speed limit in all residential areas to 30kms"*
  - *"some actual speed enforcement on all routes would make everyone safer including the drivers!!!"*
  - *"Safer bicycling in the area. The vehicle traffic does NOT obey the speed limits on the side roads that I frequently bicycle on."*

Additional Feedback

Is there anything else you would like to share with the project team? (n = 68)

- **Improve/add active transportation infrastructure (n = 23):** Several respondents expressed frustrations with the lack of active transportation infrastructure currently in Peachland. These sentiments included various types of infrastructure including sidewalks, trails, and bike lanes.

  A sample of verbatim comments include:

  - *"Lots of people are walking on Princeton, Ponderosa and Trepanier. Sidewalks would greatly improve safety and make walking more accessible."*
  - *"I choose the time of day carefully before I take my bike out, especially if I go to the downtown area. I don't feel safe riding my bike without a proper lane. I am a good bike rider."*
  - *"More low slope trails for bicycle access to town, develop and improve mountain biking trails to attract tourists. Many interior towns have hugely developed trail systems… Develop trails through old golf course."*
- **Connect to West Kelowna (n = 6):** It was commonly expressed by survey respondents that they would like an active transportation connection between Peachland and West Kelowna, and Peachland and Summerland.

  A sample of verbatim comments include:

  - *"Accelerate building the proposed multi use trail to West Kelowna."*
  - *"We'd also love to be able to ride to either Summerland or Westbank, however it just isn't safe to do so in the current state"*
  - *"Separated Active Transport Pathways between summerland and westbank will help reduce traffic and increase safety."*

APPENDIX: DISTRICT OF PEACHLAND ACTIVE NETWORK TRANSPORTATION PLAN (ATNP) SURVEY

District of Peachland Active Transportation Network Plan (ATNP) Survey

Introduction

The District of Peachland is seeking community input to help inform the development of an Active Transportation Network Plan (ATNP) that will shape the future of walking, rolling, and cycling in Peachland.

Active Transportation is using human-power to travel from one place to another. It includes walking, cycling, skateboarding, or using a wheelchair, as well as other new and emerging transportation modes such as e-bikes and e-scooters.

The following survey focuses on identifying local active transportation issues and opportunities in Peachland and gathering feedback to better understand the community's active transportation values, priorities, and experiences.

Please take approximately 10-15 minutes to complete this survey

By completing this survey and providing us with your contact information, you will be entered into a draw to **win an e-bike** or **one of four gift certificates ($1,000, $500, $350, $150)** from Outbound Cycle Westbank!

The survey will close on **July 31, 2022**. Thank you for your participation!

If you have any questions about this survey, please contact the District of Peachland at rec-clerk@peachland.ca or 250.767.2133.

An online version of the survey is also available at: www.peachland.ca/ATNP or by scanning the QR code.

Part 1: About You

The following questions help us build a picture of who we are hearing from.

1. What is your age?

- ☐ Under 16
- ☐ 16-24
- ☐ 25 - 34
- ☐ 35 - 44
- ☐ 45 - 54
- ☐ 55 - 64
- ☐ 65 years or older
- ☐ Prefer not to answer

2. What is your gender?

- ☐ Male
- ☐ Female
- ☐ Non-binary
- ☐ Prefer not to answer
- ☐ Other (Please specify): _____

3. Where is your primary residence?

- ☐ Peachland
- ☐ West Kelowna
- ☐ Kelowna
- ☐ Summerland
- ☐ Penticton
- ☐ Naramata
- ☐ Lake Country
- ☐ Other (please specify): _____

4. Which best describes your residence in the area?

- ☐ Year-round resident
- ☐ Seasonal resident
- ☐ Do not live in the area / visitor to the area

5. **Do you work in Peachland?**

☐ Yes

☐ No

6. **What is your average commute time to work or school?** (If applicable)

☐ I work from home

☐ Less than 10 minutes

☐ 10 – 20 minutes

☐ 20 – 30 minutes

☐ More than 30 minutes

7. **How do you typically travel to/from the following?**

Please circle one (1) mode of transportation per trip type.

Work	**Home**	**Exercise or recreation**	**Grocery shopping**	**Errands or appointments**	**Restaurants**
Walk	Walk	Walk	Walk	Walk	Walk
Wheelchair /motorized scooter/ assistive device	Wheelchair /motorized scooter/ assistive device	Wheelchair /motorized scooter/ assistive device	Wheelchair /motorized scooter/ assistive device	Wheelchair /motorized scooter/ assistive device	Wheelchair /motorized scooter/ assistive device
Bicycle	Bicycle	Bicycle	Bicycle	Bicycle	Bicycle
Public Transit	Public Transit	Public Transit	Public Transit	Public Transit	Public Transit
Drive or carpool	Drive or carpool	Drive or carpool	Drive or carpool	Drive or carpool	Drive or carpool
Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Other	Other	Other	Other	Other	Other

Part 2: Opportunities and Challenges

There are many ways to encourage walking, rolling, or bicycling such as providing safe, accessible infrastructure. The following questions seek feedback on opportunities to improve active transportation in Peachland.

Walking & Rolling

Walking includes any walking related activities such as jogging or walking a dog,

Rolling includes people using mobility devices such as wheelchairs, walkers and strollers, as well as activities such as skateboarding, scootering and roller-skating.

People walking and rolling often use the same infrastructure such as ramps and marked crosswalks.

8. **What are the main issues or challenges for walking or rolling in Peachland?** *Please select all that apply.*

☐ Lack of sidewalks or pathways

☐ Poor connectivity, the existing active transportation network is incomplete or does not provide a direct route to my destination

☐ Poor condition and/or maintenance of sidewalks or pathways

☐ Sidewalks or pathways are not accessible

☐ Speed and noise of motor traffic

☐ Weather conditions

☐ Distance/ time to reach destination

☐ Other (please specify): _____

☐ Steep hills

☐ Physical ability

☐ Lack of rest areas

☐ Lack of proper lighting after sunset

☐ I feel unsafe / uncomfortable

☐ Crossing Highway 97

☐ Not sure – I do not walk around Peachland very often

☐ None

9. **What types of <u>walking, rolling,</u> or <u>accessible</u> infrastructure (designed for all ages and abilities) would you like to see more of in Peachland?** *Please select all that apply.*

☐ Sidewalks

☐ Walking trails (unpaved)

☐ Multi-use trails (paved)

☐ Accessible ramps

☐ Pedestrian controlled crossings with flashing beacons at midblock locations

☐ Well-marked crosswalks (ex. zebra markings, raised surface)

☐ Wayfinding/signage providing directions throughout town

☐ Improved accessibility at transit stops

☐ Handrails

☐ Improved lighting

☐ More rest areas

☐ None – I am happy with the existing infrastructure

☐ Other (please specify): _____

10. **We understand that safe active transportation access across Highway 97 is important for our community. What would be your preferred highway crossing?** Please rank the following options on a scale of 1 (most preferred) to 3 (least preferred).

_____ Underpass (tunnel under the highway)

_____ Overpass (bridge over the highway)

_____ At grade pedestrian-controlled lit crossing

Other:

_____

_____

11. **Would you consider bicycling or e-biking from Peachland to West Kelowna or Summerland if a safe and easily accessible trail were constructed away from the highway?**

☐ Yes

☐ No

☐ Unsure

Bicycling & Rolling

Bicycling includes all people travelling by bicycle, including a range of bicycle types such as electric bicycles and bicycles built for people with mobility challenges.

Cycling and rolling devices, such as e-scooters and skateboards, often use the same infrastructure such as paved multi-use pathways and bicycle lanes.

12. What are the main issues or challenges for bicycling or rolling in Peachland? *Please select all that apply.*

☐ Lack of multi-use trails, bicycle lanes and bicycle routes

☐ Poor connectivity, the existing cycling routes are incomplete or do not provide a direct route to my destination

☐ Lack of bicycle parking

☐ Steep hills

☐ Weather

☐ I feel unsafe / uncomfortable

☐ Distance/ time to reach destination

☐ Physical ability

☐ High volumes, speeds, and/or loud noise of motor vehicle traffic

☐ Lack of proper lighting after sunset

☐ Crossing Highway 97

☐ Lack of rest areas

☐ Not sure – I do not bicycle

☐ None

☐ Other (please specify): _____

***13.* What types of <u>bicycling</u> or <u>rolling</u> infrastructure would you like to see in Peachland?** *Please select all that apply.*

☐ Painted bicycle lanes

☐ Multi-use pathways (paved)

☐ Physically separated bicycle lanes (separated by bollards, concrete barriers, or curbs)

☐ Trails (unpaved)

☐ Wayfinding/signage that directs you to bicycle routes

☐ Bicycle parking

☐ Not sure – I do not bicycle

☐ Other (please specify): _____

14. How satisfied are you with the quality of bike racks in Peachland? *Please rate your satisfaction on a scale of 1 to 5.*
In this case, quality means that there is a sufficient amount of bike racks that are well-designed and well-located.

1 - Highly Dissatisfied	2	3	4	5 – Highly Satisfied
☐	☐	☐	☐	☐

Do you have any comments about bike racks that you would like to share with the project team?

_____

_____

15. **E-bikes have helped change the way people travel in terms of technology and accessibility, and can assist people of various ages travel around Peachland's hillside neighbourhoods. Have you used an e-bike before?**

☐ Yes

☐ No, but I'm interested in trying it out (If no, skip question 16)

☐ No, I'm not interested in trying it out (If no, skip question 16)

16. **Have you considered purchasing an e-bike for yourself or someone you know?**

☐ Yes

☐ No

☐ Unsure

17. **If you selected 'No' or 'Unsure' to question 16, what are your reasons?** *Please select all that apply.*

☐ Too costly

☐ Would like to try one out before purchasing

☐ Safety concerns due about the e-bike itself

☐ Safety concerns due to road/traffic conditions

☐ Other: _____

Part 3: Recreational Non-Motorized Water Sports

Other forms of active transportation include water sports such as kayaking, paddle boarding, and canoeing.

18. **Do you participate in non-motorized water sports in Peachland?**

☐ Yes

☐ No (If no, skip questions 19 and 20)

19. **If yes, what type of water sport do you participate in?** *Please select all that apply.*

☐ Kayak

☐ Paddleboard

☐ Canoe

☐ Other: _____

20. **What could be improved to help increase the safety and convenience of non-motorized water sports in Peachland?**

_____

_____

_____

Part 4: Wayfinding

21. **How satisfied are you with the quality of Peachland's wayfinding signage for walking, rolling and cycling?**
In this case, quality means that signage is easy to read, well-located and provides sufficient directions and details.

1 - Highly Dissatisfied	2	3	4	5 – Highly Satisfied
☐	☐	☐	☐	☐

Do you have any comments about wayfinding signage that you would like to share with the project team?

_____

_____

Part 4: Priorities

22. What aspects of Peachland's active transportation system should be considered the highest priority?

Rank topics in order of priority from 1 (most important) to 9 (least important)

	Rank								
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
Provide more sidewalks									
Provide more bikeways (bike lanes, pathways, bike-friendly streets)									
Increase recreational opportunities (hiking trails, biking trails, skating, etc.)									
Improve wayfinding signage									
Provide separated facilities for people walking, rolling, or bicycling from vehicle traffic									
Modify intersections to accommodate people walking, rolling, or bicycling better									
Provide more amenities – bicycle parking, benches, pathway lighting, trees/shade									
Traffic calming – more speed signs, reduced traffic speeds, speed bumps, etc.									
More ways to safely cross Highway 97									

23. Do you have any desired outcomes that were not included in the list above?

☐ No

☐ Yes (please specify)

_____

24. Is there anything else you would like to share with the project team?

_____

_____

_____

25. If you would like to be entered in a draw to win an e-bike or one of four gift certificates ($1,000, $500, $350, and $150) to Outbound Cycle Westbank, please provide your contact information below.

(Note: you must be at least 16 years old to ride an e-bike in BC. By providing your contact information to enter the draw for an e-bike, you are confirming that you are 16 years of age or older).

Which prizes would you like to be entered to win? *Please select all that apply.*

☐ E-bike

☐ Gift certificate

Name: _____

Postal code: _____

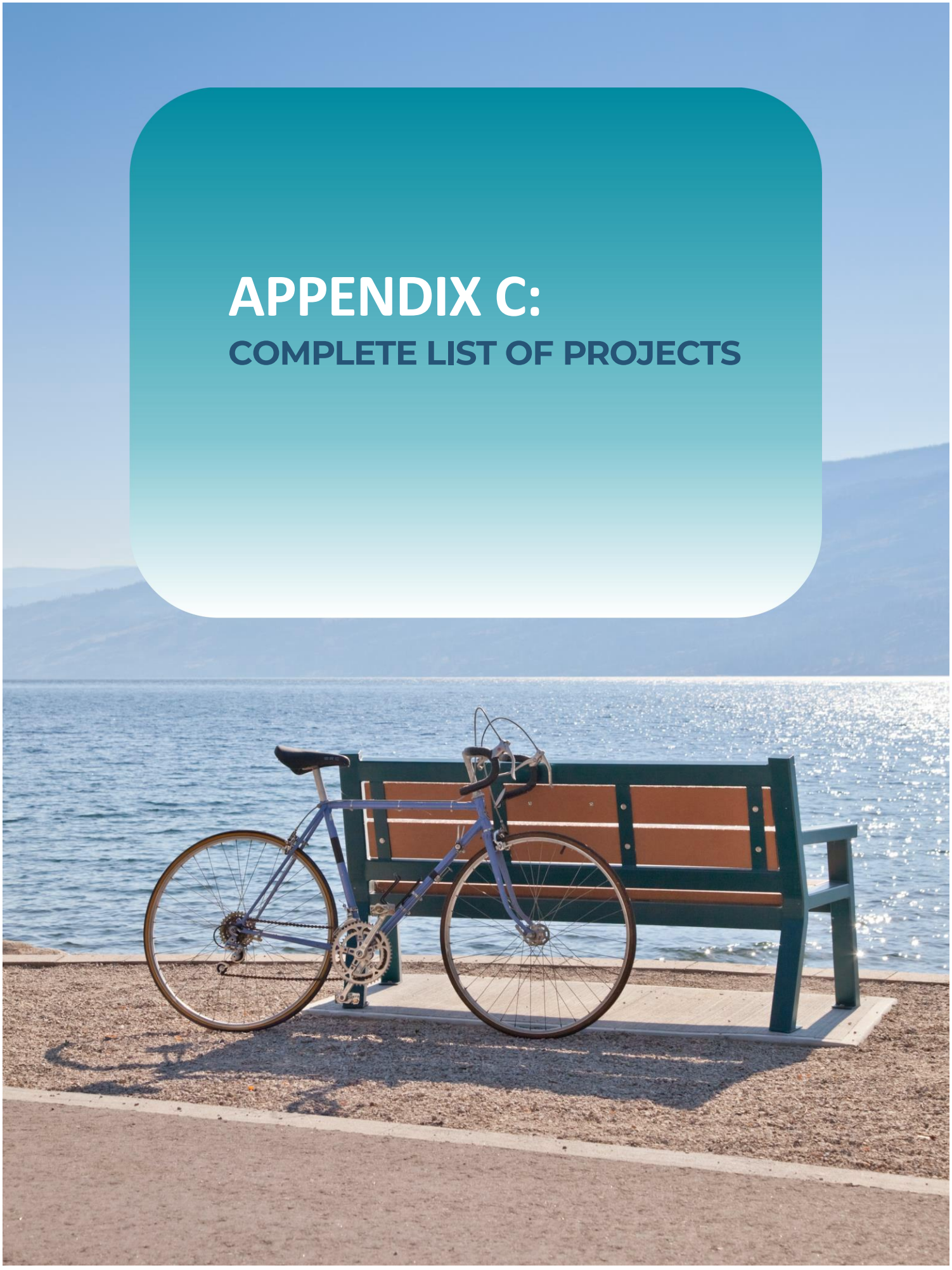
Phone number: _____

Email address: _____

Thank you for filling out the ATNP survey, we appreciate your time and will review and incorporate your comments into the final plan.

Please continue providing your input by contributing to the interactive map *(available on www.peachland.ca/ATNP) or by scanning the QR code below.*

APPENDIX C:
COMPLETE LIST OF PROJECTS



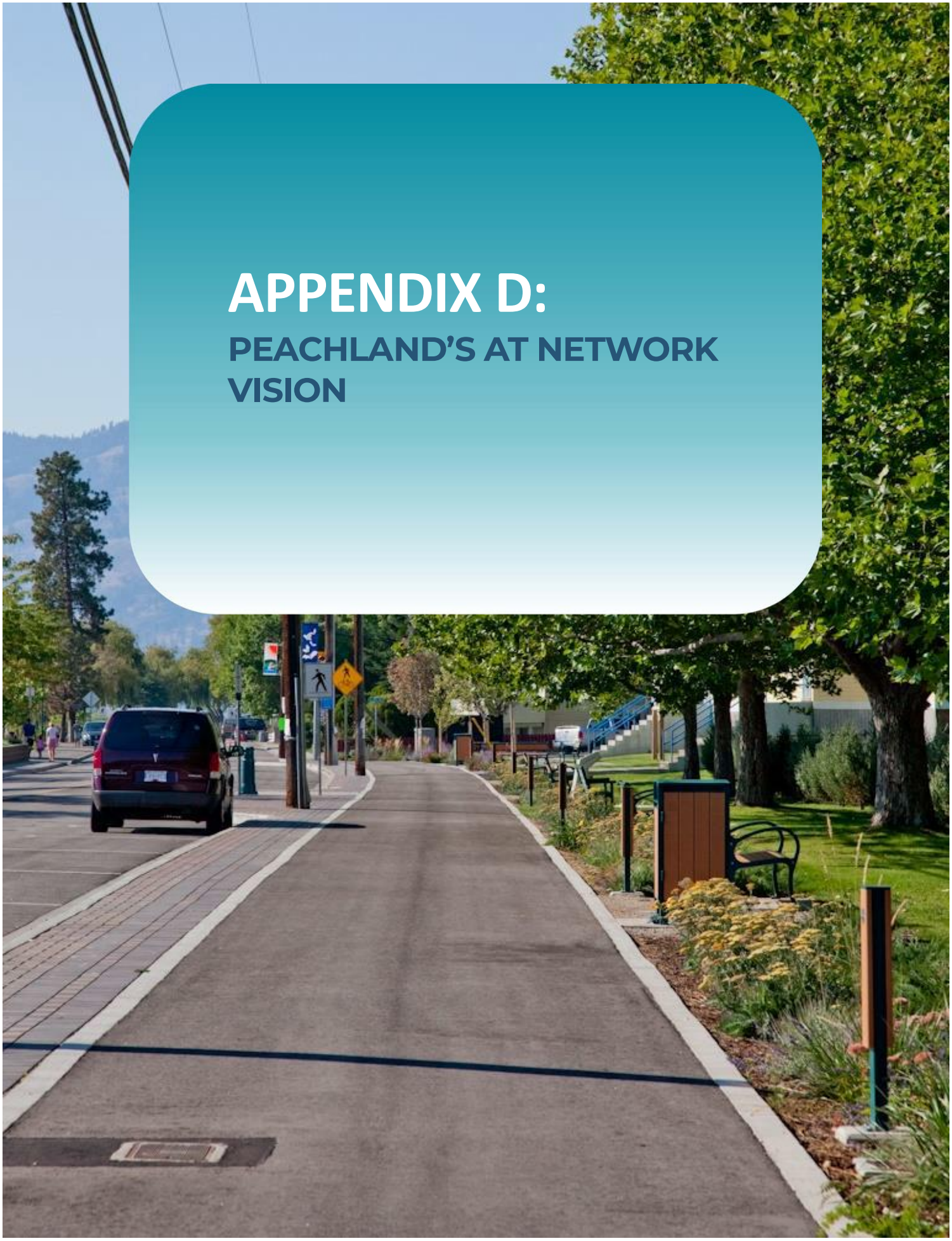
District of Peachland ATNP
Project List
June 2023

	Category		Segement Details				Description/Strategy/Action	Priority
Project ID	Policy / Infrastructure / Amenities / Services & Operation	Facility / Amenity /Policy type	Infrastructure Segment	From	To	Length (m)		
1	Infrastructure - Advocacy	Highway Crossing (Proposed)	Highway 97	Buchanan Rd	Huston Rd	40	A pedestrian crossing of Highway 97should be implemented at this location to tie into the walkway on lake side of Buchanan (eventually tying into existing sidewalk at 5235 Buchanan Rd/Burdekin Park access). Further investigation is required to confirm feasbility of underpass under Highway 97. A crosswalk across Robinson is also recommended which is part of the Westside Trail.	1 - High
2	Infrastructure - Advocacy	Highway Crossing (Proposed)	Highway 97	Beach Ave / Princeton Ave	n/a		Crossing improvements on all legs at Highway 97/ Beach Ave/ Princeton Ave intersection, including marked crosswalks and pedestrian signals at the existing traffic signal. These crosswalks would connect to the existing and proposed AT connections on Beach Ave and Princeton Ave.	1 - High
3	Infrastructure	Pedestrian Crossing	Beach Ave	Harold's Walkway (Trepanier Creek Linear Park)	Okanagan Lakefront	1	Crosswalk across Beach Avenue just south of the Trepanier Creek Bridge to connect Harold's Walkway (at Trepanier Creek Linear Park) to the Okanagan Lake beach.	1 - High
4	Infrastructure	Multi-Use Pathway (Paved)	Buchanan Rd	Beach Ave	Robinson Place	570	MUP along Buchanan that connects to proposed crossing at Highway 97, separated from vehicle lanes with vertical protection. The existing sidewalk would be replaced/become part of this MUP. Further design is required to confirm any impacts to existing on-street parking due to limited right-of-way.	1 - High
5	Infrastructure	Multi-Use Pathway (Paved)	Beach Ave	Buchanan Rd	Todd Rd	1300	Add a buffered MUP along lakeside on Beach Ave and reduce vehicle travel lanes to one southbound lane.	1 - High
6	Infrastructure	Multi-Use Pathway (Paved)	Beach Ave	Todd Rd	13th Ave	830	MUP will tie into the existing Centennial Pathway and bike facilities on Beach Ave.	1 - High
7	Infrastructure	AT Facilities	Trepanier Creek Bridge	n/a	n/a	10	AT improvements for Trepanier Creek bridge are recommended to accommodate AT, including crossings on Beach Ave on either side of the bridge. Further evaluation and design is required to determine a preferred solution. See Westside Trail Plan for potential concept options.	1 - High
8	Infrastructure	Multi-Use Pathway (Paved)	Beach Ave	8th St	6th St	210	Reconfigure existing parking into parallel parking, continue the Centennial Pathway on the lake side of Beach Ave. This will reduce parking supply by about half of existing in that section. Further Design is required to confirm preferred design layout.	1 - High
9	Infrastructure	Pedestrian Crossing	Beach Ave	n/a	n/a	1	Additional crosswalk at the south end of Beach Ave (near the Marina bus stops).	1 - High
10	Infrastructure	Multi-Use Pathway (Paved)	Beach Ave	1st Ave	Blind Angler	600	MUP extension past 1st St in front of Blind Angler. Shift existing parking towards Beach Ave, continue MUP on the lake side	1 - High
11	Infrastructure	Pedestrian Connection & Bikeway	Trepanier Bench Rd	Existing connection at Desert Pines Ave	Huston Rd	350	Pedestrian pathway within the road right-of-way (likely requires retaining walls), along with "share the road" signage to accommodate cyclists. Integrate with MoTI intersection improvements at Hwy 97 / Trepanier Bench Rd.	1 - High
12	Infrastructure	Pedestrian Connection & Bikeway	Trepanier Bench Rd	Huston Rd	Clarence Rd	400	Pedestrian pathway within the road right-of-way between Gerrie Rd and Brown Pl, along with "share the road" signage to accommodate cyclists.	1 - High
13	Infrastructure	Pedestrian Connection & Bikeway	Somerset Ave	Princeton Ave	Gladstone Rd	1100	Pedestrian pathway within the road right-of-way, along with "share the road" signage to accommodate cyclists.	1 - High
14	Infrastructure	Pedestrian Connection & Bikeway	Entire length of Ponderosa Dr			3000	Improve existing pedestrian facilities by implementing a walking pathway separated with a concrete barrier. Add "share the road" signage to accommodate cyclists.	1 - High
15	Infrastructure	Multi-Use Pathway (Paved)	Princeton Ave	Highway 97	Lipsett Ave	1000	3m MUP for cyclists and pedestrians	1 - High
16	Infrastructure	Multi-Use Pathway (Paved)	Somerset Ave	Ponderosa Dr	Existing Somerset Ave	1030	Add 3-4 m MUP on new connection between Ponderosa and Somerset; Development currently underway	1 - High

	Category		Segement Details				Description/Strategy/Action	Priority
Project ID	Policy / Infrastructure / Amenities / Services & Operation	Facility / Amenity /Policy type	Infrastructure Segment	From	To	Length (m)		
17	Infrastructure - Advocacy	Multi-Use Pathway (Paved)	Hwy 97 / Drought Road	Buchanan Rd / Huston Rd	Hwy 97 / Hwy 97 C	2000	Westside Trail will function as a MUP from the Buchanan Rd / Huston Rd intersection along Highway 97 until Drought Rd where it will become a neighbourhood bikeway along Drought Rd. It will then follow Highway 97 as a separated MUP further north / east.	1 - High
18	Infrastructure - Advocacy	Highway Crossing (Proposed)	Highway 97	Trepanier Bench Rd		50	Pedestrian crossing at the new signalized intersection of Highway 97 / Trepanier Bench Rd, and connecting to the linear park (see Project # 26)	1 - High
19	Infrastructure	Traffic Calming measures	Beach Ave	Hwy 97/Princeton	Buchanan Rd	4200	Implement traffic calming measures along Beach Ave (specifically at all intersections and pedestrian crossings), which could include speed humps, signage, pavement markings, raised crosswalks, etc. Consider implementing a policy encouraging adult-aged and confident cyclists to ride on Beach Ave and off of Centennial Way to mitigate conflicts between walking and biking pathway users.	1 - High
20	Infrastructure	Pedestrian Connection & Bikeway	Robinson Pl	Highway 97 intersection	Creek/lake	210	Pedestrian pathway within the road right-of-way, along with "share the road" signage to accommodate cyclists.	1 - High
21	Infrastructure	Multi-Use Pathway (Paved)	13th St	Highway 97	Beach Ave	200	Pedestrian and cycling improvements on 13th St between Highway 97 and Beach Ave, connecting to adjacent facilities on Ponderosa and Harold's Walkway.	1 - High
22	Infrastructure - Advocacy	Multi-Use Pathway (Paved)	Highway 97	Ponderosa Dr	Existing Underpass at Clements Cres	640	Paved MUP along hillside of Highway 97 from Ponderosa Dr to existing underpass at Clements Cres (80m west of Chidley Rd)	1 - High
23	Infrastructure	Multi-Use Pathway (Gravel)		Beach Ave	Hwy 97 / Trepanier Bench Rd Intersection	300	A new linear park with a multi-use pathway to connect Beach Avenue to new signalized intersection at Trepanier and the Highway	1 - High
24	Amenities	Bike Racks and facilities	Beach Ave				Implement / incentivize Bike racks and end of trip facilities at: Turner park, park near 1st avenue community center, visitor centre, 50+ centre, 2nd St, community facilities, park near todd rd, and 1st and Beach ave	1 - High
25	Infrastructure	Multi-Use Pathway (Gravel)		Blind Angler	Doggy Beach	500	Gravel MUP from the crosswalk in front of the Blind Angler to Doggy Beach. This pedestrian pathway will be a new pedestrian pathway through the parking lot for the boat launch to Doggy Beach.	2 - Med
26	Infrastructure	Multi-Use Pathway (Paved)	Princeton Ave	Lipsett Ave	District Boundary	4200	Some barriers exist on this segment; need to extend and widen the pathway where possible or implement where missing.	2 - Med
27	Infrastructure - Advocacy	Multi-Use Pathway (Paved)	Highway 97	Somerset Reach Development	Beach Ave	400	Separated multi-use path on the hill side of Highway 97	2 - Med
28	Infrastructure - Advocacy	Highway Crossing (Existing - Improve)	Beach Ave / Princeton Ave	n/a	n/a		Improvements to the approaches of the existing pedestrian underpass on both sides, such as widening and addressing steep slopes	2 - Med
29	Infrastructure	Multi-Use Pathway (Gravel)		Lornell Cres/ Clarence Rd intersection	Existing Trail	300	Off-street trail that extends from the intersection approximately 300m northeast to join the existing trail.	2 - Med
30	Infrastructure	Pedestrian Sidewalk / Shoulder	The Falls Development	Bulyea Ave	Renfrew Rd		Pedestrian pathway through future Falls Development. Ultimate internal alignment to be confirmed based on development layout, and to be implemented by developer.	2 - Med
31	Infrastructure	Neighbourhood Bikeway	Turner Ave	Seymoure Ave	Princeton Ave	850	Cycle facilities on Turner Ave to connect to new Turner park (potentially shared-use lanes)	2 - Med
32	Infrastructure	Multi-Use Pathway (Gravel)		Somerset Ave	Columbia Ave	200	Pedestrian connection through new development.	2 - Med
33	Infrastructure	Multi-Use Pathway (Paved)		Highway 97	New Monaco Development Site	150	Multi-Use pathway connecting the New Monaco site. Highway crossing is a challenge and needs to be explored further.	2 - Med
34	Infrastructure	Neighbourhood Bikeway	Renfrew Rd	Highway 97	Sherburn Rd	1750	Improvements to existing road including comprehensive signage, pavement markings, and additional traffic calming to become a shared space with pedestrians on shoulder and bikes sharing vehicle lanes	2 - Med
35	Infrastructure	Neighbourhood Bikeway	Hardy St/ Thorne Rd	Renfrew Rd	Fur Brigade Trailhead	1400	Neighbourhood bikeway and walkable shoulders. Consider paving shoulders in conjunction with roadway improvements.	2 - Med
36	Infrastructure	Pedestrian Connection & Bikeway	Heighway Ln	Lipsett Ave	Renfrew Rd	325	Pedestrian pathway within the road right-of-way, along with "share the road" signage to accommodate cyclists.	2 - Med
37	Infrastructure	Pedestrian Sidewalk / Shoulder	Clements Crescent	Existing connection on Clements Cres	Existing connection at Highway 97	100	Pedestrian pathway within the road right-of-way.	2 - Med

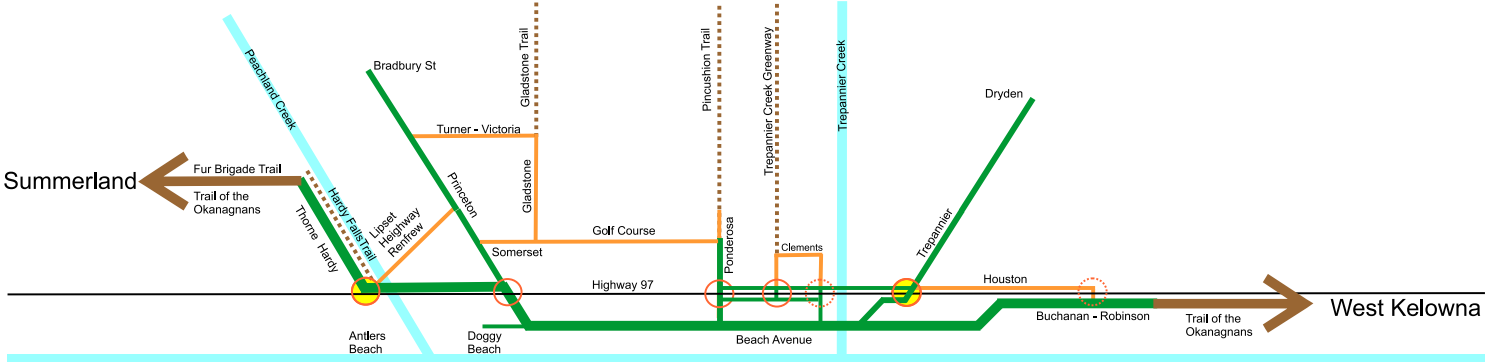
	Category		Segement Details				Description/Strategy/Action	Priority
Project ID	Policy / Infrastructure / Amenities / Services & Operation	Facility / Amenity /Policy type	Infrastructure Segment	From	To	Length (m)		
38	Infrastructure	Pedestrian Sidewalk / Shoulder	Lipsett Ave	Existing connection near Bulyea Ave	Princeton Ave	930	Sidewalk within the road right-of-way.	2 - Med
39	Amenities	Stairs	Beach Ave				Access to the lake front / beach through the riprap at various locations. This would also support lake access for non-motorized water sports users (i.e., kayakers and paddleboarders)	2 - Med
40	Infrastructure	Pedestrian Connection & Bikeway	Ellison Ave	Princeton Ave	Minto St	600	Pedestrian pathway within the road right-of-way, along with "share the road" signage.	3 - Low
41	Infrastructure - Advocacy	Multi-Use Pathway (Paved)	Highway 97	Hardy Falls Regional Park	Somerset Reach Development	3800	Separated multi-use path on the hill side of Highway 97	3 - Low
42	Infrastructure	Multi-Use Pathway (Gravel)	Off-Street Pathway	Lipsett Ave	Heighway Ln	100	Improve and formalize pathway connection between Lipsett Ave and Heighway Ln	3 - Low
43	Infrastructure	Neighbourhood Bikeway (Existing)	Renfrew Rd	Sherburn Rd	Hardy St	560	Maintain and improve the existing neighbourhood bikeway on Renfrew Rd with pavement markings and signage to indicate shared lanes. AT infrastructure improvements should be considered with any roadway traffic upgrades.	3 - Low
44	Infrastructure	Pedestrian Sidewalk / Shoulder	4th St	Beach Ave	End of 4th St	140	Sidewalk within the road right-of-way.	3 - Low
45	Infrastructure	Pedestrian Sidewalk / Shoulder	5th St	Beach Ave	End of 5th St	130	Sidewalk within the road right-of-way.	3 - Low
46	Infrastructure	Pedestrian Sidewalk / Shoulder	12 St	Beach Ave	End of 12 St	160	Sidewalk within the road right-of-way.	3 - Low
47	Infrastructure	Pedestrian Sidewalk / Shoulder	San Clemente Ave	12 st	13th street	180	Sidewalk within the road right-of-way.	3 - Low
48	Infrastructure	Pedestrian Sidewalk / Shoulder	Lake Ave	12 st	Existing connection on Lake Ave	180	Sidewalk within the road right-of-way.	3 - Low
49	Infrastructure	Pedestrian Sidewalk / Shoulder	Huston Rd	Trepanier Bench Rd	Existing connection on Huston Rd	380	Pedestrian pathway within the road right-of-way	3 - Low
50	Infrastructure	Pedestrian Sidewalk / Shoulder	Clarence Rd	Trepanier Bench Rd	Existing connection at Shaw rd	630	Pedestrian pathway within the road right-of-way	3 - Low
51	Infrastructure	Pedestrian Sidewalk / Shoulder	Huston Rd	Lang Rd	Shaw Rd	300	Pedestrian pathway within the road right-of-way.	3 - Low
52	Infrastructure	Pedestrian Sidewalk / Shoulder	Huston Rd	Shaw Rd	Buchanan Rd	180	Pedestrian pathway within the road right-of-way	3 - Low
53	Infrastructure	Pedestrian Connection & Bikeway	Minto St	Somerset Ave	Victoria St	900	Pedestrian shoulder and neighbourhood bikeway.	3 - Low
54	Infrastructure	Pedestrian Connection & Bikeway	Turner Ave	Existing Connection at Seymoure Ave	Victoria St	170	Pedestrian pathway within the road right-of-way, along with "share the road" signage to accommodate cyclists.	3 - Low
55	Infrastructure	Pedestrian Connection & Bikeway	Victoria St	Turner Ave	Gladstone Rd	1500	Pedestrian pathway within the road right-of-way, along with "share the road" signage to accommodate cyclists.	3 - Low
56	Infrastructure	Pedestrian Connection & Bikeway	Gladstone Rd	Victoria St	Somerset Ave	170	Pedestrian pathway within the road right-of-way, along with "share the road" signage to accommodate cyclists.	3 - Low
57	Infrastructure	Pedestrian Sidewalk / Shoulder	Dryden Rd	Trepanier Bench Rd	Coldham Rd	460	Pedestrian connection within the road right-of-way and becomes a pathway at Trepanier Heights Ave	3 - Low
58	Infrastructure	Pedestrian Sidewalk / Shoulder	MacKinnon Rd	Cousins Rd	Coldham Rd	510	Pedestrian pathway within the road right-of-way	3 - Low
59	Infrastructure	Pedestrian Sidewalk / Shoulder	Cousins Rd	Morrison Crescent	MacKinnon Rd	680	Pedestrian pathway within the road right-of-way	3 - Low
60	Infrastructure	Pedestrian Sidewalk / Shoulder	Shaw Rd	Clarence Rd	Huston Rd	260	Pedestrian pathway within the road right-of-way	3 - Low

	Category		Segement Details				Description/Strategy/Action	Priority
Project ID	Policy / Infrastructure / Amenities / Services & Operation	Facility / Amenity /Policy type	Infrastructure Segment	From	To	Length (m)		
61	Infrastructure - Advocacy	Highway Crossing (Proposed)	Highway 97	Hardy St		10	Signalized intersection and a crosswalk to access Antlers Beach	3 - Low
62	Infrastructure	Multi-Use Pathway (Paved)	Cemetery	Vernon Ave	Trail connection at end of cemetery	50	Hard surface pathway through the cemetery connecting to existing trail	3 - Low
63	Infrastructure	Stairs and walkway		Highway 97	Princeton Ave		Pedestrian walkway, with stairs, through Somerset Reach to connect pathway on hill beside Highway 97 and Princeton Ave	3 - Low
64	Infrastructure	Multi-Use Pathway (Gravel)	Existing off street Trail (unnamed)	Pincushion Pl	Existing trail at Municipal Boundary		Trail improvments	3 - Low
65	Infrastructure	Multi-Use Pathway (Gravel)	Clements Cres Trail	Clements Cres	Chidley Rd	10	Realign existing pathway to remove sharp bends near Clements Cres	3 - Low
66	Infrastructure - Advocacy	Highway Crossing (Proposed)	Highway 97	Lang Rd / MacKay Ln			Pedestrian and cycling connection proposed in the Highway 97 Peachland Transportation Study - Phase 2.	3 - Low
67	Amenities	Signage					Add wayfinding signs to parks and trails	3 - Low
68	Services & Operation	Maintenance					Ensure frequent maintenance of sidewalks, bike lanes, trails and pathways to ensure they are passable all year round and free of vegetation, ice, and snow	
69	Policy	DT Pedestrian Zone (Pilot)	Beach Ave				Consider pilot project for pedestrian only space on Beach Ave on Weekends and for special events	
70	Policy	On-Street Parking Restrictions	Princeton Ave, Ponderosa Dr, and Trepanier Bench Rd				Consider restricting on-street parking on Princeton Ave to ensure pedestrians have space to walk, and also on Ponderosa and Trepanier Bench Rd	
71	Policy	Watercraft Loading Zones	Davis Cove Beach	Beach Ave	Beach		Consider providing loading zone/parking spaces at city parks, beaches for non motorized water craft users. Enforcement may be an issue	
72	Policy	Highway Crossings	Highway 97				Consider a policy stating desired highway crossing accesses, identifying preferred spacing, locations, etc.	
73	Policy	Cyclist and Pedestrian Facilities	Public Spaces and new developments				Ensure cyclist and pedestrian facilities (such as bike racks and benches) are provided at public spaces and as part of new developments in the District.	



APPENDIX D:

PEACHLAND'S AT NETWORK VISION



Signalized Intersection

New Signalized Intersection

Active Transportation Tunnel under 97

Regional Active Transportation Route

Peachland Active Transportation Collector

Neighbourhood Active Transportation Route

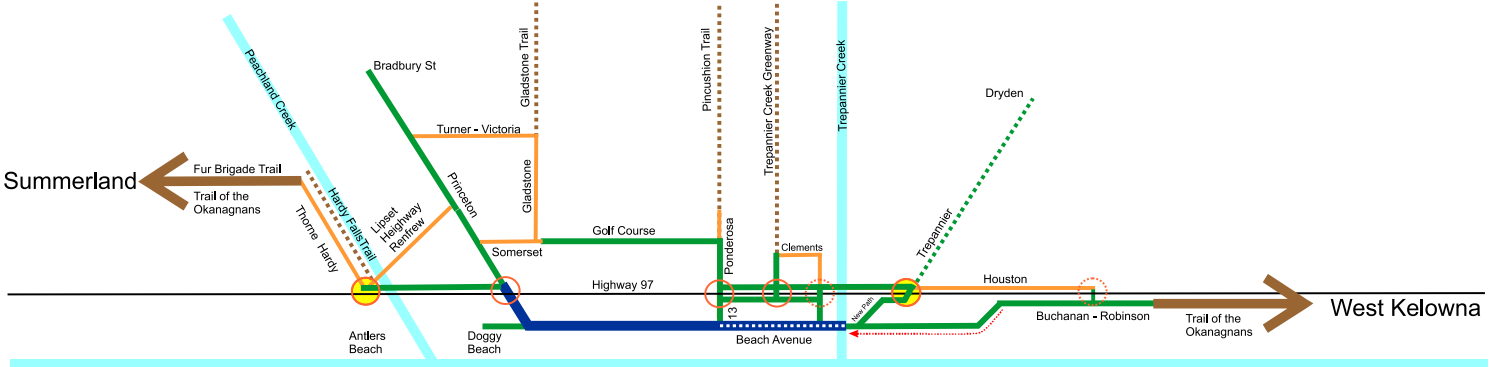
Regional Multi Use Trail

Local Hiking Trail

Peachland

Active Transportation Network Hierarchy

Author: Janice Liebe



Signalized Intersection

New Signalized Intersection

Active Transportation Tunnel under 97

Traffic Calmed Shared Roadway for Cycling / Separated Paved Pathway for Pedestrians.

3m Protected Cycle Lane Separated Paved Pathway for Pedestrians.

3m (min) Protected Paved Multi-Use Pathway for Pedestrians and Cyclists

Traffic Calmed Shared Roadway for Cycling Concrete Sidewalk for Pedestrians

Shared Roadway for Cyclists

Sidewalk for Pedestrians

Regional Multi Use Trail 3m Gravel - Fully Protected

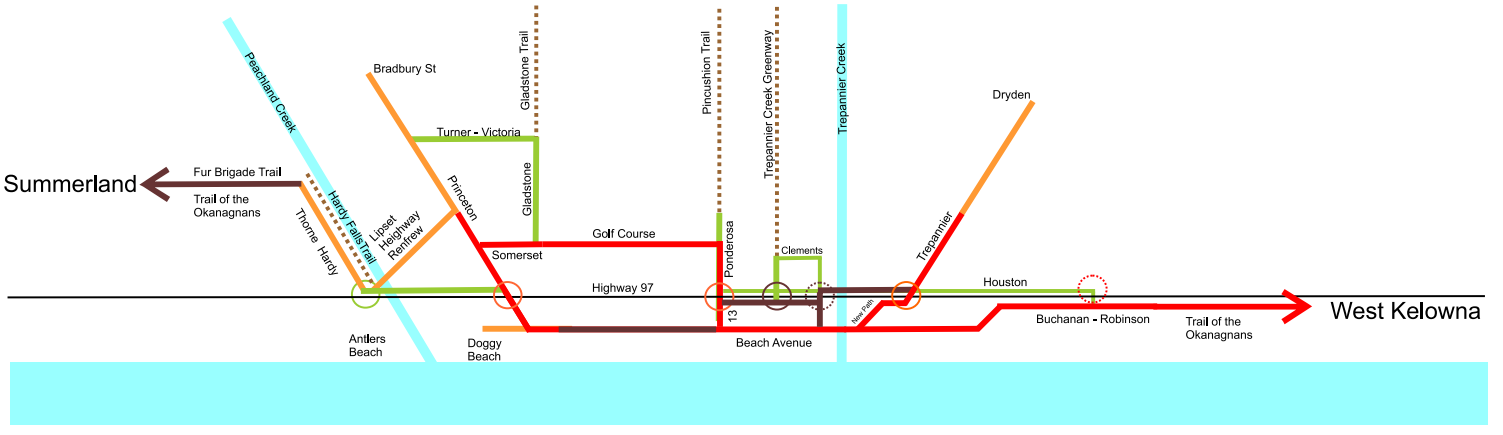
Local Hiking Trail - Gravel

Revised to One Way Vehicular Traffic

Peachland

Active Transportation Network Facility Types

Author: Janice Liebe

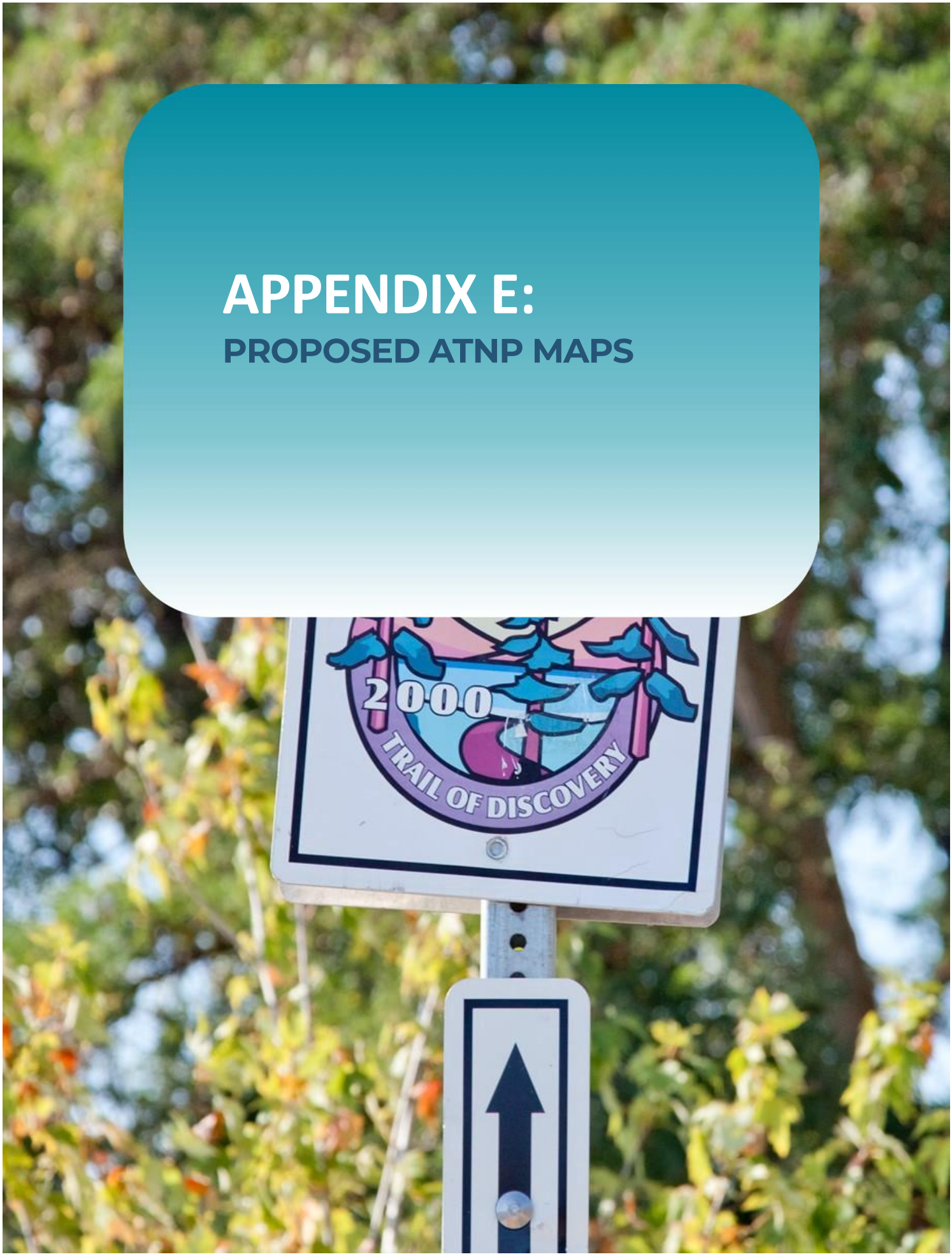


Peachland

Active Transportation Network Priorities

Author: Janice Liebe

APPENDIX E:
PROPOSED ATNP MAPS



PEACHLAND ON THE LAKE

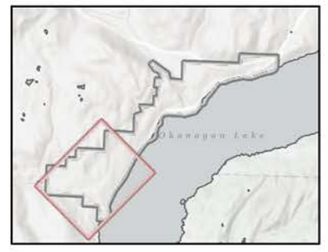
District of Peachland

Active Transportation Network Plan

Legend

Proposed Facilities
- Multi-Use Pathway (Gravel)
- Multi-Use Pathway (Paved)
- Neighbourhood Bikeway
- Pedestrian Connection
- Pedestrian Connection & Bikeway
- Stairs and Walkway
- Traffic Calming measures
- Highway Crossing (Proposed)
- Trailhead

Existing AT Connections
- Pedestrian Connection
- Neighbourhood Bikeway (Existing)
- Highway Crossing (Existing - Improve)
- Highway Crossing (Maintain)
- Parks and Open Space
- Municipal Boundary



The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.

0 100 200 300
Meters

Coordinate System:
Name: NAD 1983 UTM Zone 11N

Scale: 1:12,000
(When plotted at 11"x17")

Data Sources:
- Open Data (Data BC, District of Peachland), Urban Systems Ltd., Esri

Project #:	0655.0240.01
Author:	RB
Checked:	JS
Status:	
Revision:	A
Date:	2023 / 5 / 25

URBAN systems

FIGURE 1 of 4

District of Peachland

Active Transportation Network Plan

Legend

Proposed Facilities
- Multi-Use Pathway (Gravel)
- Multi-Use Pathway (Paved)
- Neighbourhood Bikeway
- Pedestrian Connection
- Pedestrian Connection & Bikeway
- Stairs and Walkway
- Traffic Calming measures
- Highway Crossing (Proposed)
- Trailhead

Existing AT Connections
- Pedestrian Connection
- Neighbourhood Bikeway (Existing)
- Highway Crossing (Existing - Improve)
- Highway Crossing (Maintain)
- Parks and Open Space
- Municipal Boundary

The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.

0 100 200 300
Meters

Coordinate System:
Name: NAD 1983 UTM Zone 11N

Scale: 1:6,000
(When plotted at 11"x17")

Data Sources:
- Open Data (Data BC, District of Peachland), Urban Systems Ltd., Esri

Project #:	0655.0240.01
Author:	RB
Checked:	JS
Status:	
Revision:	A
Date:	2023 / 5 / 25

URBAN systems

FIGURE 2 of 4

Okanagan Lake

Pincushion Mountain

Trepanier Park Greenway

Connect to New Monaco Internal Network (provided by the developer)

Project ID #7: Further study required to determine preferred AT solution.

Redstone Cres
Trail Is Pl
Ponderosa Pl
Pincushion Pl
6th Ave
1st Ave
Highway 97
2nd Ave
4th Ave
3rd Ave
Ponderosa Dr
11th St
17th St
19th St
8th St
6th St
5th St
Waldo Way
Beach Ave
Lake Ave
San Clemente Ave
14th St
Clements Cres
Butler Pl
Todd Rd
Chidley Rd
Inglis Pl
Wilt Pl
Desert Pines Ave
Lever Crt
Coldham Rd
Williams St
Upton Rd
MacKinnon Rd
Cousins Rd
Smith Way
Trepanier Heights Ave
Trepanier Heights Pl
Dryden Rd
Morrison Cres
Trepanier Bench Rd
Sutherland Rd
Clarence Rd
Greata Rd
Shaw Rd
Huston Rd
Lang Rd
McKay Lane
Eyre Rd
Buchanan Rd
Fulton Pl
1st Lyon Lane

16 64 14 19 8 46 47 48 45 21 22 37 65 6 18 23 3 5 58 59 57 11 50 12 49 60 51 4 66

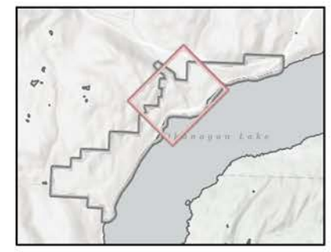
District of Peachland

Active Transportation Network Plan

Legend

Proposed Facilities
- Multi-Use Pathway (Gravel)
- Multi-Use Pathway (Paved)
- Neighbourhood Bikeway
- Pedestrian Connection
- Pedestrian Connection & Bikeway
- Stairs and Walkway
- Traffic Calming measures
- Highway Crossing (Proposed)
- Trailhead

Existing AT Connections
- Pedestrian Connection
- Neighbourhood Bikeway (Existing)
- Highway Crossing (Existing - Improve)
- Highway Crossing (Maintain)
- Parks and Open Space
- Municipal Boundary



0 100 200 300
Meters

Coordinate System:
Name: NAD 1983 UTM Zone 11N

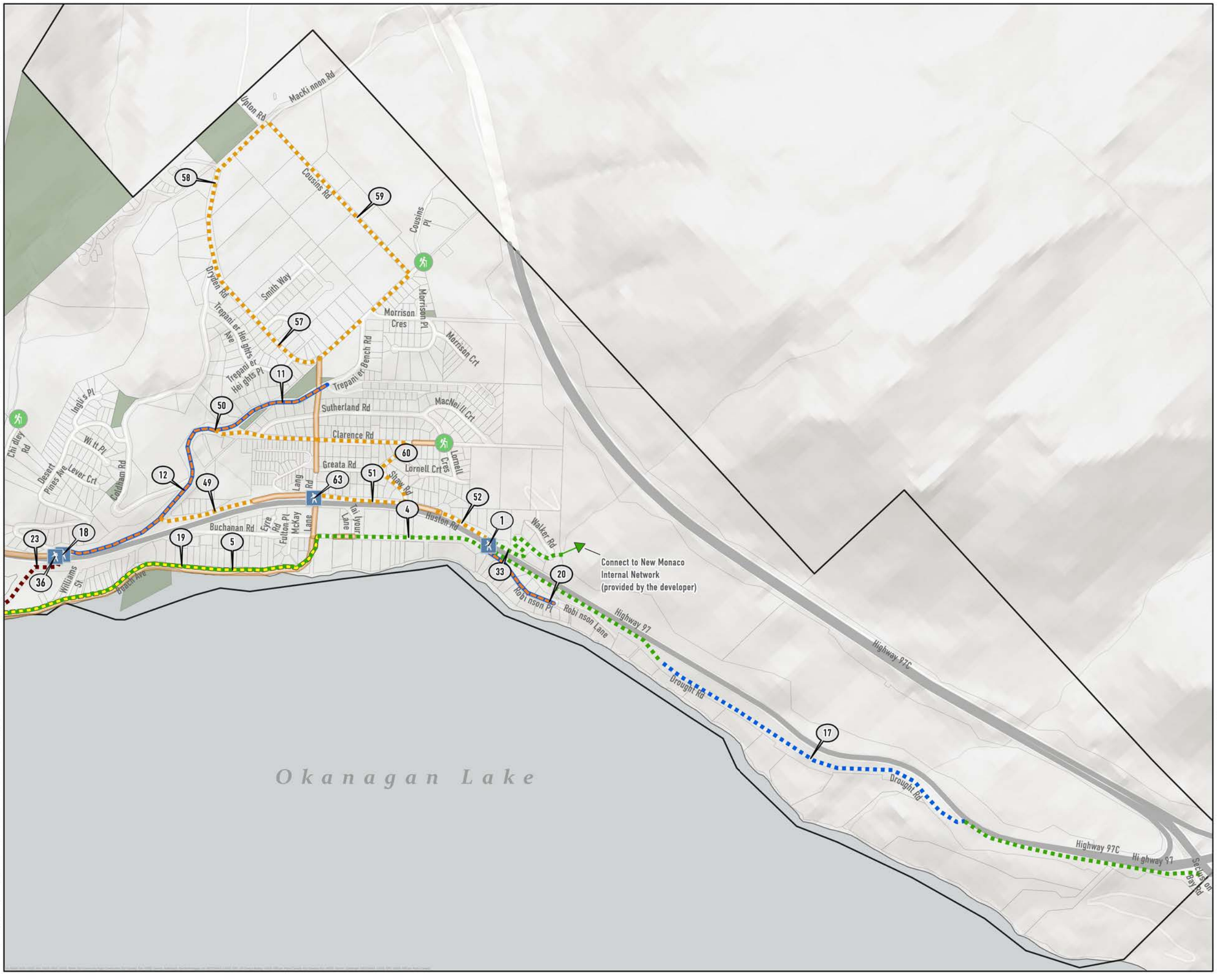
Scale: 1:10,000
(When plotted at 11"x17")

Data Sources:
- Open Data (Data BC, District of Peachland), Urban Systems Ltd., Esri

Project #:	0655.0240.01
Author:	RB
Checked:	JS
Status:	
Revision:	A
Date:	2023 / 5 / 25

URBAN systems

FIGURE 3 of 4



District of Peachland

Active Transportation Network Plan

Legend

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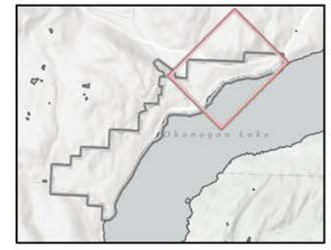

The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.

0 100 200 300
Meters

Coordinate System:
Name: NAD 1983 UTM Zone 11N

Scale: 1:12,000
(When plotted at 11"x17")

Data Sources:
- Open Data (Data BC, District of Peachland), Urban Systems Ltd., Esri

Project #:	0655.0240.01
Author:	RB
Checked:	JS
Status:	
Revision:	A
Date:	2023 / 5 / 24

URBAN systems

FIGURE 4 of 4