

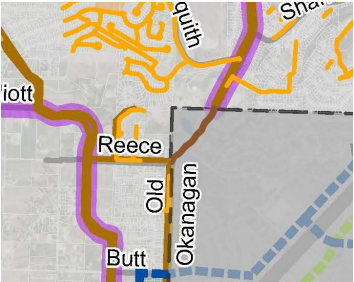
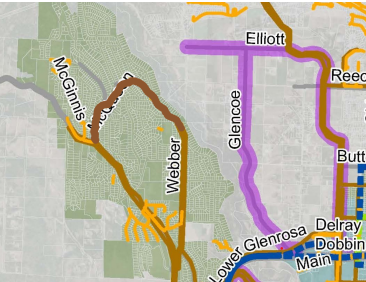

Pedestrian Networks

Ideally the pedestrian related map should use insets to highlight each of the urban centres. Our recommendation is that West Kelowna focus investment to accelerate buildout of the pedestrian network in each of the town centres. Secondary priorities would include buildout of pedestrian networks linking urban centres to residential neighbourhoods, and surrounding schools, community centres and transit stops throughout the community. Lastly, West Kelowna should continue to leverage development and other municipal capital projects to support construction of pedestrian related infrastructure throughout the community as opportunity arises.

Cycling Networks

The proposed buildout of the cycling network looks relatively complete. The Thacker-Hayman routes with connections via Anders and Ogden to Boucherie were recommended for inclusion in the Central Okanagan Bicycle and Trail Master Plan by Kelowna Area Cycling Coalition, so these in particular are a welcome addition. Other cycling connections and proposed improvements that provide a more complete and interconnected network, including those on Gellatly, Glencoe, Elliott, and Shannon Lake, each have the potential to improve access for existing and wouldbe cyclists.

In some cases however there remain some minor gaps which we recommend be closed with dedicated cycling facilities. Those gaps are highlighted in the following Table:

<ul style="list-style-type: none"> ○ Shannon Lake - Old Okanagan Road 	<ul style="list-style-type: none"> ○ Webber – McQueen - McGinnis 	<ul style="list-style-type: none"> ○ Parkinson – Bear Creek - Westside Road
 <p>A map showing a cycling route in the Shannon Lake area. The route is highlighted in purple and orange, connecting Shannon Lake to the Old Okanagan Road area. Key streets shown include Elliott, Reece, Old Okanagan, and Butt.</p>	 <p>A map showing a cycling route in the central Okanagan area. The route is highlighted in purple and orange, connecting Webber, McQueen, and McGinnis. Key streets shown include Elliott, Glencoe, Reece, Butt, Lower Glenrosa, Delray, Dobbins, and Main.</p>	 <p>A map showing a cycling route in the West Kelowna area. The route is highlighted in purple and orange, connecting Parkinson, Bear Creek, and Westside Road. Key streets shown include Scott, Bear Creek, and Westside Road.</p>

- Shannon Lake - Old Okanagan could involve upgrades to the quality and comfort of bicycle accessible shoulders that are currently available on some portions of this route, allowing a direct connection into the Urban Centre. Cooperation with Westbank First Nation would be required to achieve this link.
- Webber - McQueen - McGinnis (likely via McBain and McIver) closes the loop on a proposed designated cycling route that would improve local connections to a number of important destinations, including, but not limited to Glenrosa Middle and Elementary Schools
- Parkinson – Bear Creek - Westside Road would allow a continuous connection into the Westbank Urban Centre, and ultimately improve connections between West Kelowna, Westbank and Kelowna City. Cooperation with Westbank First Nation would be required to achieve this link.

These additions to the proposed network help to identify a comprehensive list of cycling network improvements to be undertaken in West Kelowna. The next steps are to identify the type of facility that might be appropriate in a given situation and to prioritize improvements as short, medium or long term initiatives.

Network Hierarchy

To assist in designing and prioritizing upgrades to the cycling network, we recommend establishing a hierarchy, similar to the hierarchy of roadways including arterials, collectors and minor routes. For the Central Okanagan Plan the hierarchy nomenclature includes Regional (arterial) and Supporting (collector) routes. For West Kelowna we recommend the terms Primary for arterials, Secondary for collectors and Local for minor routes. Proposed distinctions between these facilities are listed below:

- Primary Routes:
 - All Primary routes should be constructed to serve All Ages and Abilities
 - Designed to accommodate higher volumes of users (for instance by allowing room to pass and to ride side-by-side)
 - Routes that link town centres
 - Routes that link to town centres in adjoining communities
- Secondary Routes:
 - May be designed to serve All Ages and Abilities
 - Designed to serve a moderate volumes of users (for instance by allowing periodic opportunities to pass and to ride side by side)
 - Link neighbourhoods within West Kelowna or between neighbourhoods in West Kelowna and adjoining communities
 - Routes that link from a Primary route to adjoining neighbourhoods and/or to important destinations within the community including transit exchanges, community centres, schools and health facilities
- Local Routes:
 - Normally built on local streets and off-street paths, hence these routes should be constructed to serve AAA
 - Can be designed to serve low volumes of users, but if built on a local street, traffic calming and diversion should be used to reduce the speed and volume of traffic, thus allowing for a higher volume of active transportation users
 - Routes within neighbourhoods and linking from secondary routes to local destinations

We recommend that each of the routes in the network be designated as a Primary, Secondary or Local cycling facility. We also recommend that consideration be given to characterizing and designing the cycling network to also serve a growing range of Micromobility devices, including, but not limited to electric assist bicycles and electric scooters.

Proposed Prioritization Criteria

In order to develop this list of prioritization criteria we reviewed criteria that were utilized to prioritize active transportation facilities in Kelowna's most recent Pedestrian and Bicycle Master Plan, Central Okanagan's Bicycle and Trails Master Plan and West Kelowna's Pedestrian and Bicycle Infrastructure Plan. Based on that review, the following criteria are proposed:

Primary Network Support

- Primary Routes are intended to serve as the spine for active travel in West Kelowna, linking key origins and destinations within the community on routes that are comfortable for people of All Ages and Abilities. Projects that form part of the Primary Active Transportation Network will score higher on this criterion. Those projects that link from a Primary route to adjoining neighbourhoods and/or to important destinations within the community including transit exchanges and high use transit stops, community centres, schools and health facilities will be the next highest priority.

Geographic Location

- Projects that serve Urban Centres will get higher priority, with priority diminishing with distance from an Urban Centre.

Exhibited Safety Concern

- Corridors with a history of collisions and conflicts involving vulnerable road users will be seen as a higher priority.

Existing Priorities

- Routes identified as priorities within the Regional Bicycle and Trails Master Plan or within West Kelowna's Pedestrian and Bicycle Infrastructure Plan will score well on this criterion.

Projects leveraged by other capital projects

- Active transportation projects that can be leveraged by other municipal capital projects or by major development projects will be given a higher priority.

Note that this is a preliminary list and we look forward to working with HDR to clarify, score, weight and assess the criteria.