

MOVING FORWARD WITH ACTIVE TRANSPORTATION IN VERNON, BC

Recommendations for Active Transportation

SUMMARY

With excellent infrastructure already in place, now is the time to make an Active Transportation (AT) Network that will allow safe movement for all ages and abilities throughout Vernon. In this paper, The Ribbons of Green Trails Society discuss **Why, What** and **Where**.

Vernon Council's Strategic Plan, and the Climate Action Plan 2021, leads us to **Why** we should build more AT facilities as soon as possible.

We address **What** facilities are most likely to be used by pedestrian, cyclists, and micro-mobility, by presenting local research, and studies from around the globe. We conclude separated route networks with safe crossings are needed.

In anticipation of the upcoming OCP and Transportation Master Plan review, the Ribbons of Green Trails Society has provided an appendix of maps and route recommendations to illustrate areas **Where** we believe facilities would make the greatest impact.



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INTRODUCTION

The separated pedestrian and cycling facilities in Vernon on Kal Lake Road and on 30th and 29th Streets are a phenomenal success. Citizens enjoy and like to use routes separated from motorists.

With the Provincial and Federal government's recent interest in Active Transportation, with the OCP and the Transportation Master Plan reviews in 2023-2025, and in appreciation of the Climate Action Plan, the Ribbons of Green Trails Society thought it prudent to provide the City of Vernon with a list of facilities to include in the Pedestrian and Cycling Master Plan, for both planning and grant application processes.

Deciding what to build depends on many variables: location of project, desired facility, costs associated with rights of way and land acquisitions, permissions from regulating bodies, terrain, physical length of project and available funding sources; just to name a few.

That's not all! Before deciding what to build and where to build, we must take a step back and consider why we are building cycling, pedestrian, and micro-mobility facilities. Answering why introduces a variety of reasons: reduce green house gases to meet environmental commitments; because it's good for tourism, business, because it reduces automobile traffic volume. We will explore those and more.

WHY THIS, WHY NOW?



The primary purpose of the **Ribbons of Green Trails Society (ROGTS)** is to advocate for a network of public non-motorized trails within the Greater Vernon area and to encourage connectivity with trails in neighbouring communities.

The ROGTS, in partnership with the Regional District of the North Okanagan, and with the contribution of many individuals, community groups, businesses, and local governments, led the way to be officially recognized as the Trails Capital of BC!

The ROGTS celebrates the vibrancy and diversity of our urban trails, and we appreciate the willingness of all our partners to work with us. The City of Vernon Mayor, Council, and staff have been excellent partners in our efforts to promote trail use to locals and visitors alike.

Moving forward, as our city, and the rest of the world, adapt to the changes in climate, transportation methods and lifestyles, the ROGTS recognizes the important role that Active Transportation will have in our future. We want to reduce the barriers preventing residents and tourists from travelling throughout Vernon, whether on foot, by bike, ebike and with micro-mobility options.

This document builds on Vernon's many achievements so far. The 25th Avenue multi-use trail, the Kal Lake Road multi-use trail, the 29th/30th Street multi-use trail and the recent build out to the Foothills, are all excellent facilities. We need to create more facilities like these, and connect them to form a much-needed, continuous network of urban trails from one area to another.

Urban transportation is changing quickly, and we need to act just as quickly to decide, to build and to connect multi-use trails throughout the city and Greater Vernon area. The ROGTS is here to help.

ONCE UPON A TIME...

In March of 2010 the City of Vernon engaged Dan Burden, founder of 'Walkable Communities' and a recognized authority on 'livable', 'sustainable communities', 'complete streets', and bicycle and pedestrian facilities and programs. These are all terms used to describe how cities can be redesigned for people rather than for automobiles. Not anti-automobile, Mr. Burden is pro family and safety.

In his evening presentation at the Schubert Centre, Mr. Burden presented a slide show and review of all he'd seen in the company of city staff, on a walk about with community representatives, and while he wandered around by himself. He proposed, in picture form, many ways to make our city more pedestrian focused without the stereotypical banishing of cars. He said, "design your cities for children and seniors" and everything will work out.

Mr. Burden wasn't critical of very much in the City of Vernon, he was quite complimentary of the curb bulges and traffic calming that he had seen. Mr. Burden's harshest criticism was for 43rd Avenue between Highway 97 and Alexis Park Drive; he suggested it was needlessly wide.

To put his comment in context, during his presentation he remarked many times about how hard it is for the young and old to cross more than one lane of traffic, let alone two on a regular street or, in the case of that area of 43rd Avenue, five lanes.

Subsequent to Mr. Burden's visit, a revisioning of 43rd was proposed that would have reduced the width of 43rd Avenue between 27th Street and Alexis Park Drive. The proposal was rejected and 43rd Avenue remains overbuilt for automobiles and problematic for pedestrians and cyclists. Video link in Caption.

In November 2011, a month not known for cycling in Vernon, a mass of cyclists gathered on the west end of 43rd Avenue to voice their dissatisfaction with decision makers at the time. They gathered to illustrate that there is a large community of cyclist in Vernon and, if the facilities were safer, there would be more cyclists. Video link in Caption.



Image: B.A. Mol

Figure 1: Cyclists gather in support of changes to 43rd Ave. - November 2011
https://youtu.be/DKxc__Xi_00?si=grUp_M2DuaHyruEP



Figure 2: Dan Burden, street tour - March 2010 Image: B.A. Mol
<https://youtu.be/ndsBv72eqos?si=Nev9n2sjOIF6jvxG>

"Build for children and seniors."
Dan Burden

TIMES HAVE CHANGED...

When cars came along and cities were built to accommodate them, cars were slower, there were fewer of them, and it was assumed that drivers would slow down for children and other vulnerable users. We built neighbourhoods without sidewalks. We still, for some reason, build neighbourhoods with sidewalks on one side of the road and not the other. We are still expecting motorists to slow down and for pedestrians to risk their lives crossing to the safe side.

Many parents living in East Hill would not let their children ride to Kal Tire Place, Vernon Square (Safeway mall) or to the proposed new rec centre unless a multi-use active transportation corridor is built, as ROGTS suggests, from Pleasant Valley Road to Alexis Park Drive (see p.13).

...AND SO MUST WE!

In 2023 the GoByBike organization reported Vernon had 913 riders of which 449 riders were new to the province-wide, one week event. A total distance of 34,000 kilometres were logged by Vernon and North Okanagan cyclists.

Going back to the question, “why are we building cycling, pedestrian and micro-mobility facilities?” we may wish to consider the implications of that type of facility towards the young and the old. For both, when the separated facilities are presented, walking along and crossing roads is much safer.

We are building cycling, pedestrian, and micro-mobility facilities because everywhere they are built, they are used. We are building cycling, pedestrian, and micro-mobility facilities because cities should be built for people, not for their cars. Lastly, we are building cycling, pedestrian, and micro-mobility facilities because motorists, across North America, have shown they are not really good at sharing lanes.

WHAT TO BUILD

In Chapter 8 of Vernon’s *25 Year Master Transportation Plan*, we read; “*The aim is to create a multi-modal environment that balances the needs and desires of all users.*”

But what are those desires?

Figure 3, and the quote below, is taken from Section 8.5 of Vernon’s current *25 Year Master Transportation Plan*. Research already conducted by the City of Vernon indicates that 60% of the population can be attracted to cycling infrastructure if we separate them from motor traffic.

So in terms of attracting the biggest sector or the population you aim to provide a connected network, but not the whole network, that attracts the “interested but concerned” by constructing separated facilities and bike corridors.

We wish to bolster the OCP’s worthy goal of attracting “interested but concerned” pedestrians with a series of maps, in the Appendix, to illustrate our list of recommended routes that would benefit the biggest sector by being separated facilities. We also include safety facilities that will enhance Active Transportation (AT) across the region.

Chart 5 Four Types of Cyclist in a City



Figure 3: Vernon 25-year Master Transportation Plan, Section 8.5, Chart 5

RESEARCH

We are fortunate to live in a province where our universities are interested in transportation issues and investigating factors that encourage or discourage cycling in the Canadian context. Simon Fraser University, under the umbrella group CHATR, (Cities, Health & Active Transportation Research) Lab (chatrlab.ca), has identified key factors in route design that encourages route selection.¹

Community trails can be categorized in many ways depending on such factors as traffic volume, whether the facility is separated from traffic, the facility is shared or if it is dedicated to one mode.

Overall, pedestrians prefer to be separated from motorists which is the most expensive type of facility to retrofit. Injury studies conducted by UBC confirms that separated facilities are safer.

“The graph below compares our injury study results on route safety to the results on route preferences. Preferences and safety largely agree. Major streets are less safe and not preferred. Bike-specific routes are safer and preferred. The main disagreement was that multi-use paths are preferred, but were not particularly safe. Multi-use and bike-only paths could be made safer by making them straighter so sight lines are better, by removing obstacles like bollards, and by providing lighting at night.”²

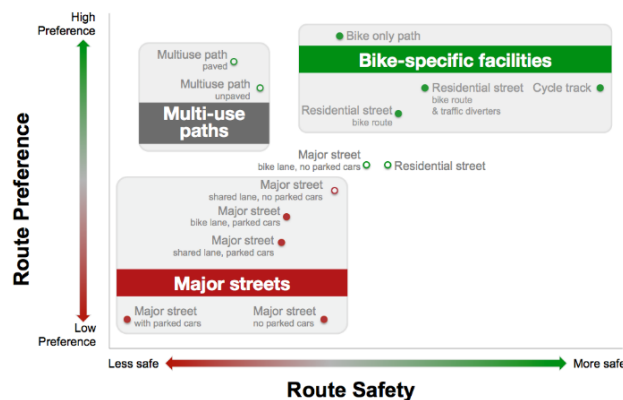


Figure 4: Route Preference compared to Route Safety.

The BC Healthy Community Society, through PLAN H, with whom the City of Vernon has partnered several times, has identified the primary factors which leads people to choose Active Transportation.

PLAN H³ shows:

- street networks that efficiently connect trip origins and destinations
- safe infrastructure such as vehicle-separated pedestrian and bike routes
- safe crossings

In summary: separated route network with safe crossings.

¹ <https://chatrlab.ca/projects/cycling-in-cities/cycling-in-cities-safety-and-route-type/>

² <https://cyclingincities.spph.ubc.ca/injuries/the-bice-study/>

³ planh.ca/take-action/healthy-environments/built-environments/page/active-transportation

Other, easily accessible, information and research suggest what we knew 10 years ago. If you want to encourage pedestrian, cycling and micro-mobility traffic, the best way to do that is to budget and build:

- off roadway, separated facilities, like 25th Avenue
- quiet streets routes with traffic diversions/calming, like 25th Street
- on street but separated facilities, to facilitate direct routes, like 14th Avenue (2500 blk)

Why cities with high bicycling rates are safer for all road users.

The results suggest that more bicyclists are not the reason these cities are safer for all road users. Better safety outcomes are instead associated with a greater prevalence of bike facilities – **particularly protected and separated bike facilities** – at the block group level and, more strongly so, across the overall city. Higher intersection density, which typically corresponds to more compact and lower speed-built environments, was strongly associated with better road safety outcomes for all road users. The variables representing gentrification also accounted for much of our explainable variation in safety outcomes.

Marshall, W. and Ferenchak, N. (2019). Journal of Transport & Health, Volume 13, June 2019, 100539. www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub#

Do new urban and suburban cycling facilities encourage more bicycling?

Finally, we explored potential commute mode substitution by exploring the likelihood of bicycling more regularly than before using logistic regression models. **Looking at all commuters, new cycle tracks were positively associated with increased likelihood of more regular bicycling for commute trips (OR = 2.82); the effect of bicycle lanes was not statistically different from neighbourhoods with no cycling facility,** controlling for other variations.

Mitra, R., Khachatryan, A. & Hess, P. (2021). Transportation Research Part D 97 (2021) 102915. <https://www.sciencedirect.com/science/article/pii/S1361920921002145>



An excellent publication produced by the City of Vernon, THIS IS HOW WE ROLL,⁴ includes definitions, for the various types of community trails, as well as etiquette for their use.

Figure 5: This is How We Roll

⁴ https://www.vernon.ca/sites/default/files/docs/transportation/this_is_how_we_rolle.pdf

WHY TO BUILD

The 2023 – 2026 Strategic Plan⁵ – Action Plan, indicates two areas of focus for Projects and Initiatives that support the recommendations in this document. P.6 – Promotion of Trails Capital and P.7 to continue implementing the Climate Action Plan.



AREA OF FOCUS	PROJECTS AND INITIATIVES	YEAR	PROGRESS	DEPARTMENT
TRAILS AND NATURAL AREAS <small>Promote and protect Vernon's natural assets through strategic acquisition and responsible stewardship</small>	Complete a wetland inventory within the municipal boundary	2023 - 2024		Planning
	Complete trail connections in following areas: Whitecourt to Foothills Place; Valleyview Place to Commonage Trail; F.B. Jacques Park to Centennial Drive	2024		Infrastructure
	Promote <u>Trails Capital of BC</u> designation through marketing and other initiatives with regional participants	Ongoing	Underway	Tourism Transportation
	Continue development, enhancement and maintenance of lake access sites	Ongoing	Underway	Transportation Infrastructure Parks
	Continue reviewing opportunities to acquire land for hilltop parks	Ongoing	Underway	Real Estate

Figure 6: P.6, 2023 – 2026 Strategic Plan Action

Why build infrastructure for pedestrians, cycling and micro-mobility? There are many good reasons to build Active Transportation (AT) facilities as fast as possible but there is no better reason to accommodate AT other than the people of Vernon want it.



Strategic priority

ENVIRONMENTAL LEADERSHIP

Focus on protecting and enhancing local built and natural environments as a core community strength.

AREA OF FOCUS	PROJECTS AND INITIATIVES	YEAR	PROGRESS	DEPARTMENT
CLIMATE ACTION <small>Take responsible steps to implement Vernon's Climate Action Plan</small>	Explore the role of the City of Vernon in supporting the <u>food/agriculture system</u> , as identified within the <u>Climate Action Plan</u>	2024		Economic Dev
	Develop a <u>building retrofit program</u> to support residents to be more resilient to climate change, reduce energy investments over time, and reduce greenhouse gas emissions by improving building efficiency and installing low-carbon energy systems	2026		Building Planning Finance
	Continue implementing <u>Climate Action Plan</u>	Ongoing		All divisions
	Develop and fund a Climate-Ready <u>Community Communications and Outreach Strategy</u> , as identified in the <u>Climate Action Plan</u>	Ongoing		Planning Communications
	Continue to focus on City of Vernon green fleet alternatives	Ongoing	Underway	Fleet Transportation
	Implement enhanced reporting requirements dictated by Province for "Local Government Climate Action Plan"	Ongoing	Underway	Finance

Figure 7: P.7, 2023 – 2026 Strategic Plan Action



Figure 8: CAP 2021

Active Transportation is mentioned more than 37 times in the City of Vernon Climate Action Plan (CAP) 2021. Vernon residents were asked for their vision for Vernon and the result was over two hundred pages detailing how Vernon can become a leader in Climate Action. CAP 2021 lists both individual responsibilities and City responsibilities.

⁵ <https://pub-vernon.escribemeetings.com/filestream.ashx?DocumentId=5660>

Here are some highlights from CAP 2021 illustrating the embedded nature of Active Transportation.

P.17 & 27 - Goal 2: Active Transportation is the first choice to move around Vernon.

Goal 2: Active transportation is the first choice to move around Vernon

Actions	Action Type	Timeline	Investment	Associated investment savings	Individual Action	Organization Action
1 Continue to implement the Master Transportation Plan, and update as needed, concurrently with the OCP to integrate and prioritize active transportation investments with the goals of the CAP.	Plan	Short-term	\$\$\$	Transit and active transportation actions combined should save \$2.5 million/year by 2025	<ul style="list-style-type: none"> » Participate proactively in the Master Transportation Plan update » Buy EVs, carpool, bike, and walk » Plant a tree near the front of your yard or sponsor a boulevard tree » Eliminate one trip by car a week » Bike to work 	<ul style="list-style-type: none"> » Participate proactively in the planning process, and then install EV chargers, bike racks, and encourage employees and customers to carpool, bike, and walk » Set up carpool parking or end of trip facilities for biking staff » Support working from home » Develop an incentive program for carpooling

Figure 9: P.27, CAP 2021

P.19 – Individuals also have some responsibilities and are asked to walk or bike, to improve their health, save money and avoid emissions.

On APP48⁶, CAP 2021 lists five action items to be undertaken by the City of Vernon so that residents can meet the goals of the plan.

Not wishing to duplicate or summarize CAP 2021 we instead draw your attention to two of the five Supporting Actions:

- Supporting action 2: Accelerate the construction of active transportation infrastructure by increasing the annual investment in projects by a minimum of 25% over current levels.
- Supporting action 5: Develop design standards for active transportation networks in the Official Community Plan that ensure the experience of active transportation is pleasant and comfortable (e.g., shade trees, benches, bike charging facilities).



Figure 10: P.19, CAP 2021

We hope Mayor and Council will accelerate the construction of pleasant and comfortable Active Transportation corridors so the residents and businesses can reap the many benefits associated with Active Transportation infrastructure.

⁶ p.85 of the .pdf version

BENEFITS OF ACTIVE TRANSPORTATION

Around the world studies have shown that wherever a region provides pedestrian and cycling infrastructure, the effect on the economy is positive. One conclusion of an economic Impact Study of Bike Lanes in Toronto was that customers who arrived by foot or on bike spent more money.⁷

Residents and visitors in Vernon would potentially spend more money if they had the ability to get to their preferred shopping or dining areas on foot or by bike, rather than by car. We have some great infrastructure in the downtown core, now we need to connect that infrastructure, so it is easy and direct to get to the top of East Hill, or out to Middleton Mountain, or South Vernon and Bella Vista.

The economic benefits to business and tourism are not the only reason to accelerate the construction of AT corridors. There are economic benefits to personal health as well.

A 2021 study, part of investigating the impacts of Bicycle Infrastructure in mid-sized cities, examined the health-related benefits associated with bicycle infrastructure investment in three Canadian cities; one of which was Kelowna.⁸ The study concluded, in part:

“...the dollar value of health-related benefits exceeded the cost of planned infrastructure investments in bicycling in the three study cities.”

WHERE TO BUILD

Like spotty cell service, being unable to make network connections while walking or cycling is frustrating and sometimes dangerous. Of greater importance than individual streets are the overall concept of complete Active Transportation Networks.



Figure 11: "Build for Seniors & Children"
image and quote by Dan Burden

For instance, although Pleasant Valley Road is an excellent connector for AT, we know that PV cannot handle a retrofit to accommodate a separated path.

Pleasant Valley Road would be great, but the actual need to address is a safe corridor between downtown and the north end of town, and the Foothills. Side streets will work.

We are pleased to see the plans to improve 32nd Ave from Pleasant Valley Road up East Hill. We need the same

improved connections for other parts of Vernon. We need safe routes to connect Middleton Mountain, Blue Jay, South Vernon, the Rise, Bella Vista, Adventure Bay, the Commonage and Predator Ridge.

Those connections do not need go through downtown. Foothills residents riding to the Okanagan Rail Trail; Blue Jay or Adventure Bay residents shopping on Anderson Way, a family living in the Commonage wanting to go to the Galaxy Cinema in the evening on foot, or bike or micro-mobility. There is much to do.

⁷ P.4 - <https://www.tcat.ca/wp-content/uploads/2017/12/Bloor-Economic-Impact-Study-Full-Report-2019-09-03.pdf>

⁸ <https://journals.plos.org/plosone/article?id=10.1371/journal.pone.0246419#pone.0246419.ref016>

CONCLUSION

Moving forward with Active Transportation in Vernon BC will lead to increased personal and economic health when residents and tourists alike can travel safely in and around our city on foot, on bicycle and using micro-mobility.

We already have a good start with excellent urban trails such as:

- Polson Park/Kal Lake Road connecting downtown south to the Okanagan Rail Trail
- 29th/30th Street connecting downtown north to Village Green Centre
- 25th Avenue connecting downtown west to Okanagan Landing
- 48th Avenue connecting the Foothills to Pleasant Valley Road

There is still much work to be done to build our existing multi-use trails into a comprehensive network that will allow safe movement for all ages in and around Vernon. The Ribbons of Green Trails Society believes the route recommendations proposed in this document could make a substantial and desirable difference to the lives of residents, tourism, and the local economy as well as the future of Vernon as the Trails Capital of BC.

ABOUT THE RIBBONS of GREEN TRAILS SOCIETY

The Ribbons of Green Trails Society (ROGTS) is one of the driving forces behind TRAILS CAPITAL OF BC designation. We have a long history of positive collaboration with stakeholders to make Vernon and the North Okanagan a great place to live.

ROGTS originated in 1992 when local municipalities, together with the Regional District, created a committee to develop a plan for a system of linear parks, pathways, and bikeways in Greater Vernon. Our ten directors meet once a month with staff from the City of Vernon, District of Coldstream, Regional District of North Okanagan Parks to advance trail development and ensure maintenance.

Please see our website for more information. WWW.RIBBONSOFGREEN.CA

We are VERNON AREA TRAILS on Facebook.

This document was prepared by Bruce Mol, M.Ed., along with fellow Ribbons of Green Directors. Bruce Mol is a Ribbons of Green Director and long-time cycling advocate and educator. He is a former chair of the Greater Vernon Cycling Advisory Committee. Bruce is a certified cycling skills instructor leading Cycling Canada's CAN-BIKE courses for almost 30 years. Bruce leads cycling skills and safety courses for Bylaws officers, and other groups, in Vernon, Kelowna, Kamloops and Penticton.

Castanet has featured many of Bruce Mol's YouTube videos about cycling in Vernon. See [@brucemol](#) and [@Activernon](#).

APPENDIX

If we want residents to take personal responsibility for their health and the environment, as per CAP 2021, more and better pedestrian, cycling and micro-mobility facilities are needed soon.

Each map in the following appendix is accompanied by a table with a list of many, but not all, the desirable infrastructure builds. We added rationales for each line item and their approximate length.

The current facilities identified on the City of Vernon website are a commendable set of routes and amply illustrate the attention Active Transportation has received in recent years.

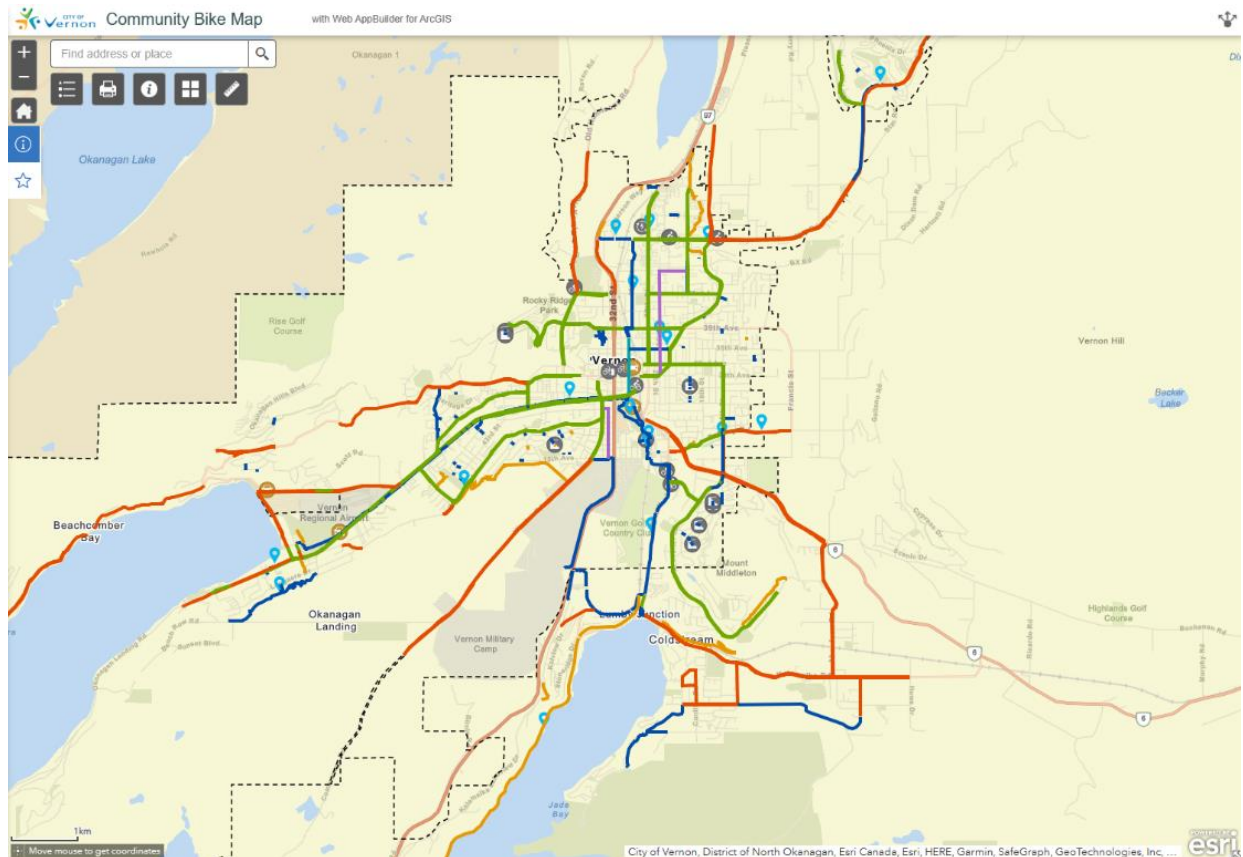


Figure 12: March 2023 Community Bike Map City of Vernon website

Figure 12 illustrates Greater Vernon’s variety of cycling infrastructure. The separated cycling facilities are marked in navy blue and teal; gravel paths in light orange; all other facilities shared with motorists. As you can see, there are very few blue and teal lines representing safe, separated, Active Transportation corridors.

Scenarios:

How would a teen from Middleton go directly to the Music School on East Hill? Or how would a teen on East Hill get to the Galaxy Cinemas? What is the child friendly route from Middleton, or East Hill, or Blue Jay, or South Vernon, to the proposed Family Centre at the former Kin Racetrack.

Hopefully, facilities like 25th Avenue from Polson Park west to Paddlewheel Park come to mind. Or the Kal Lake Road facility from Polson Park leading to the Rail Trail and connecting the community around the golf course to downtown.

This is an example of the type of routes we are proposing.



Figure 13: COV_BIKE_PATH_2G7A3461 _ City of Vernon

Less of this.

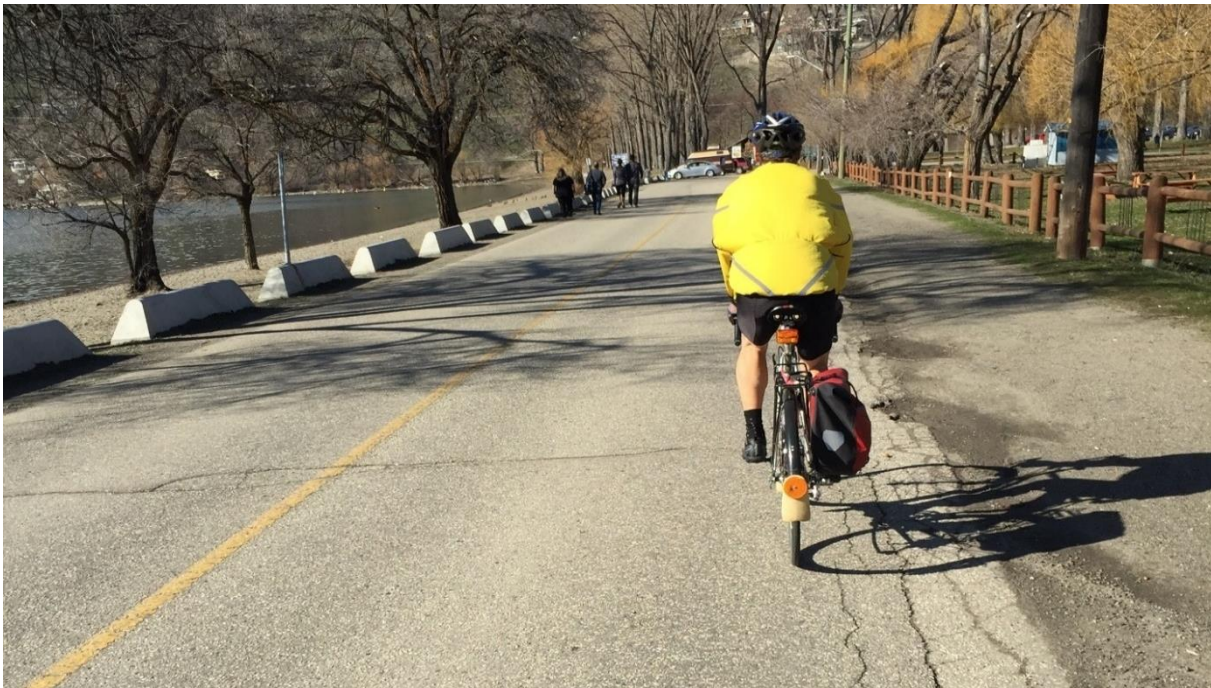


Figure 14: Lakeshore Rd., M. Mol

NORTH

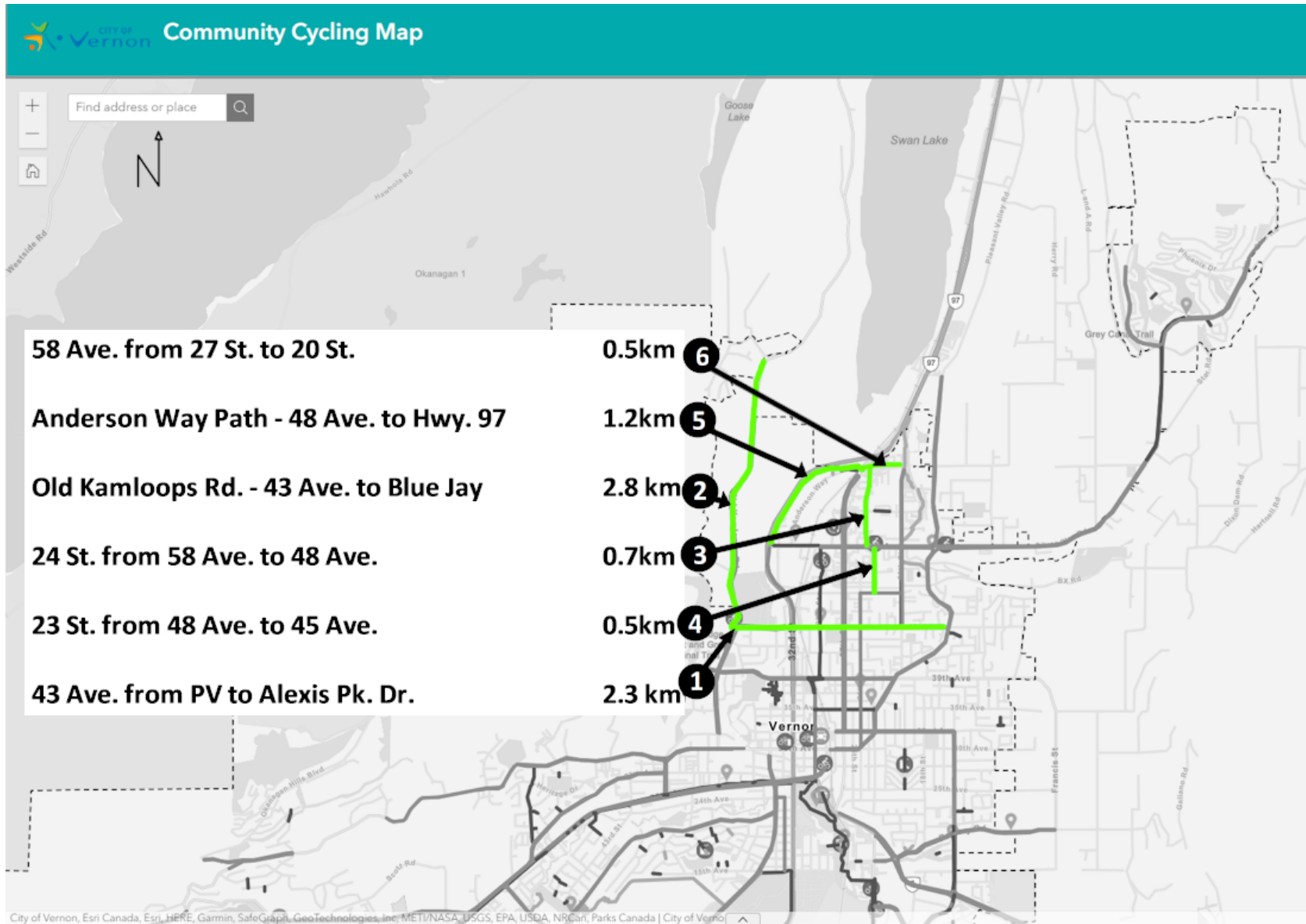


Figure 15: Proposed routes, North

Table 1: Proposed routes, North

PRIORITY	STREET NAME	FROM	TO	LENGTH in Km
N1	43 rd Ave.	PV	Alexis Pk Dr.	2.3
N2	Old Kamloops Rd.	43 rd Ave.	Blue Jay Subdivision	2.8
N3	24 th St.	58 th Ave.	48 th Ave.	0.7
N4	23 rd St.	48 th Ave.	45 th Ave.	0.5
N5	Anderson Way Path	48 th Ave.	Hwy 97	1.2
N6	58 th Ave.	27 th St.	20 th St.	0.5

N1: An East/West connector along 43rd would connect East Hill to the new recreation area at Alexis Park Drive. Along the way this route would present safe options for North/South travellers on the 25th Street bike route and 29th Street multi-use trail.

N2: An often-forgotten subdivision, a separated pathway treatment like the new one in the Foothills would enable Blue Jay pedestrians and cyclists to safely travel on Old Kamloops Rd. It would also present travellers on the Grey Canal trail, between Turtle Mountain and Blue Jay, a safe route for access or egress.

N3: With new apartments on the corner of 48th Ave. and foot traffic from Harwood, at least a sidewalk 24th Ave. for these residents would help them access the Walmart area safely.

N4: Senior's residence Carrington Place, 23rd St., does have a sidewalk directly in front of it but it does not go all the way south to 45th Ave.

N5: Anderson Way is used by tourists and residents all year-round. There is the beginning of a fine path for tourists and residents to access shopping and restaurants near by. All that is needed is a little connectivity.

WEST

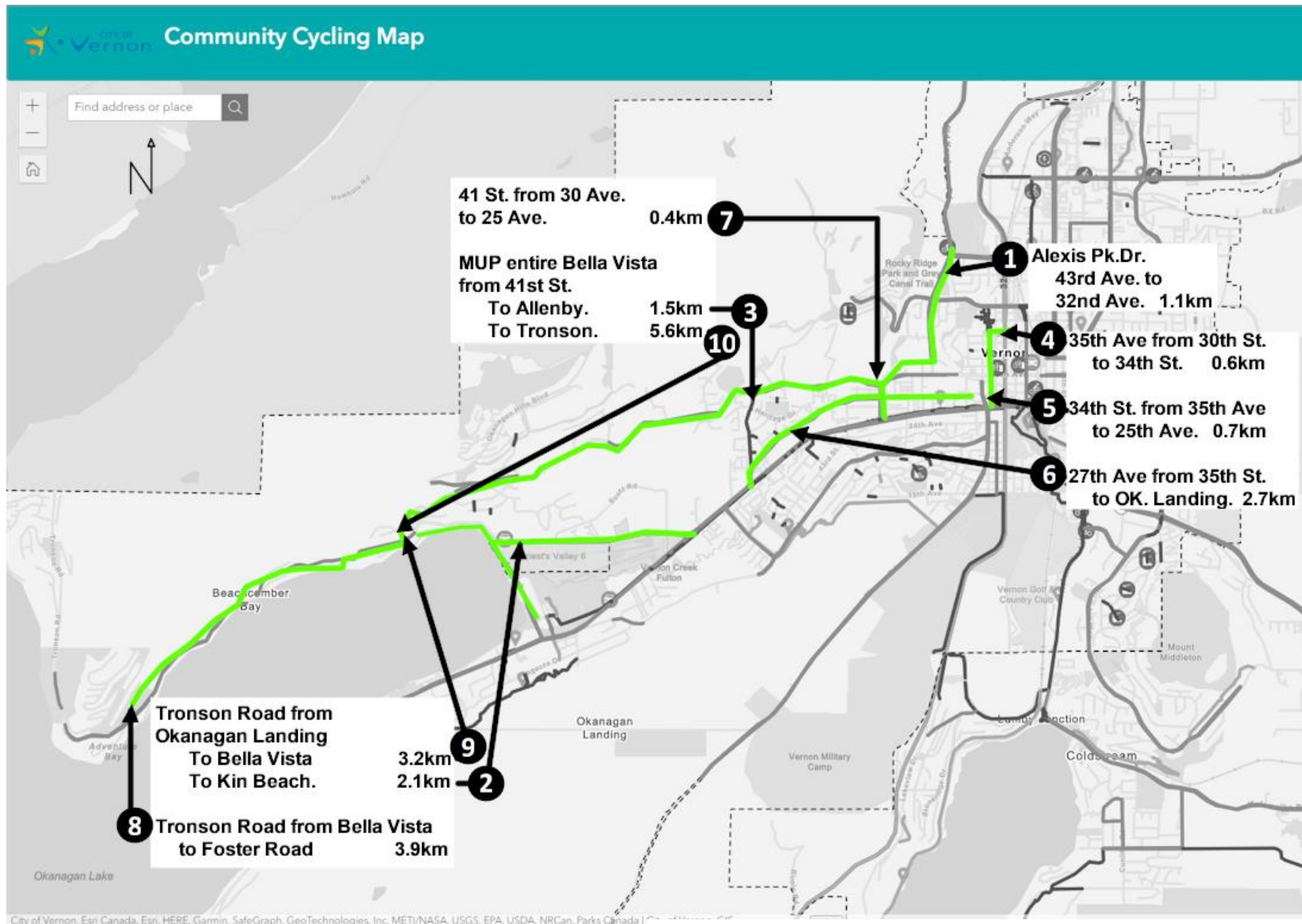


Figure 16: Proposed routes, West

Table 2: Proposed routes, West

PRIORITY	STREET NAME	FROM	TO	LENGTH in Km
W1	Alexis Park Drive	43 rd Ave.	32 nd Ave.	1.1
W2	Tronson Rd.	Okanagan Landing	Kin Beach	2.1
W3	Bella Vista	41 st St.	Allenby	1.5
W4	35 th Ave.	30 th St.	34 th St.	0.6
W5	34 th St.	35 th Ave.	25 th Ave.	0.8
W6	27 th Ave.	35 th St.	Okanagan Landing	2.7
W7	41 st St.	32 nd Ave.	25 th Ave.	0.4
W8	Tronson Rd.	Bella Vista	Foster Rd. Public Beach	3.9
W9	Tronson Rd.	Okanagan Landing	Bella Vista	3.2
W10	Bella Vista (entire)	41 st St.	Tronson Rd.	5.6

W1: In anticipation of the new facilities at the old Kin Race Track, Alexis Park Drive will be a major access route. Already a major road access to points north for South Vernon and Bella Vista, in addition to traffic from Old Kamloops Road, this is one of the routes that requires separated facilities for AT.

W2: The east end of -Tronson Road has a wide road allowance that will make the addition of a separated facility easy to do. Connected to the 25th Ave. multi-use path this route will offer child friendly access to Kin Beach and our other, greatly improving, lakeshore parks.

W3: We are aware that re-working Bella Vista has its challenges with road width and property lines. If there is a funding opportunity to develop one section, let it be to Allenby where it will network nicely with other facilities and also allow access to the Grey Canal Trail and farm tourism via Davison Rd.

W4: East Hill needs a safe connector along 35th Ave. to access the Recreation Centre, Performing Arts Centre, The Girls and Boys Club, and the new day care facility.

W5: A separated path along 34th St. from the Rec Centre area, through downtown to the 25th Avenue multi-use path, would provide safe access to the recreation area for residents of Mission Hill. It would also provide a safer environment for seniors travelling between the Schubert and Halina centres.

W6: 27th Ave. is an ideal alternate to connect south Vernon, Allenby, and Bella Vista with downtown. It acknowledges that the 25th Ave. multi-use trail does not have a cycling friendly crossing until Fulton Rd.

W7: This one short section of 41st St. would safely connect to Bella Vista, 32nd Ave., 27th Ave and 25th Ave. if it gets developed that far. It is a short piece with lots of winning connections.

W8, W9: Tronson Rd. services a large residential area up to Bella Vista and out to Adventure Bay. Being so near the lake, a safe separated facility would do much to encourage Active Transportation. Excellent connections to Okanagan Landing on one end and Bella Vista on the other.

W10: All of Bella Vista should receive a separated facility, the entire length, for recreational use but also to connect neighbourhoods along the Highlands, The Rise, down to Kin Beach and out towards both Ellison Provincial Park and Adventure Bay.

EAST

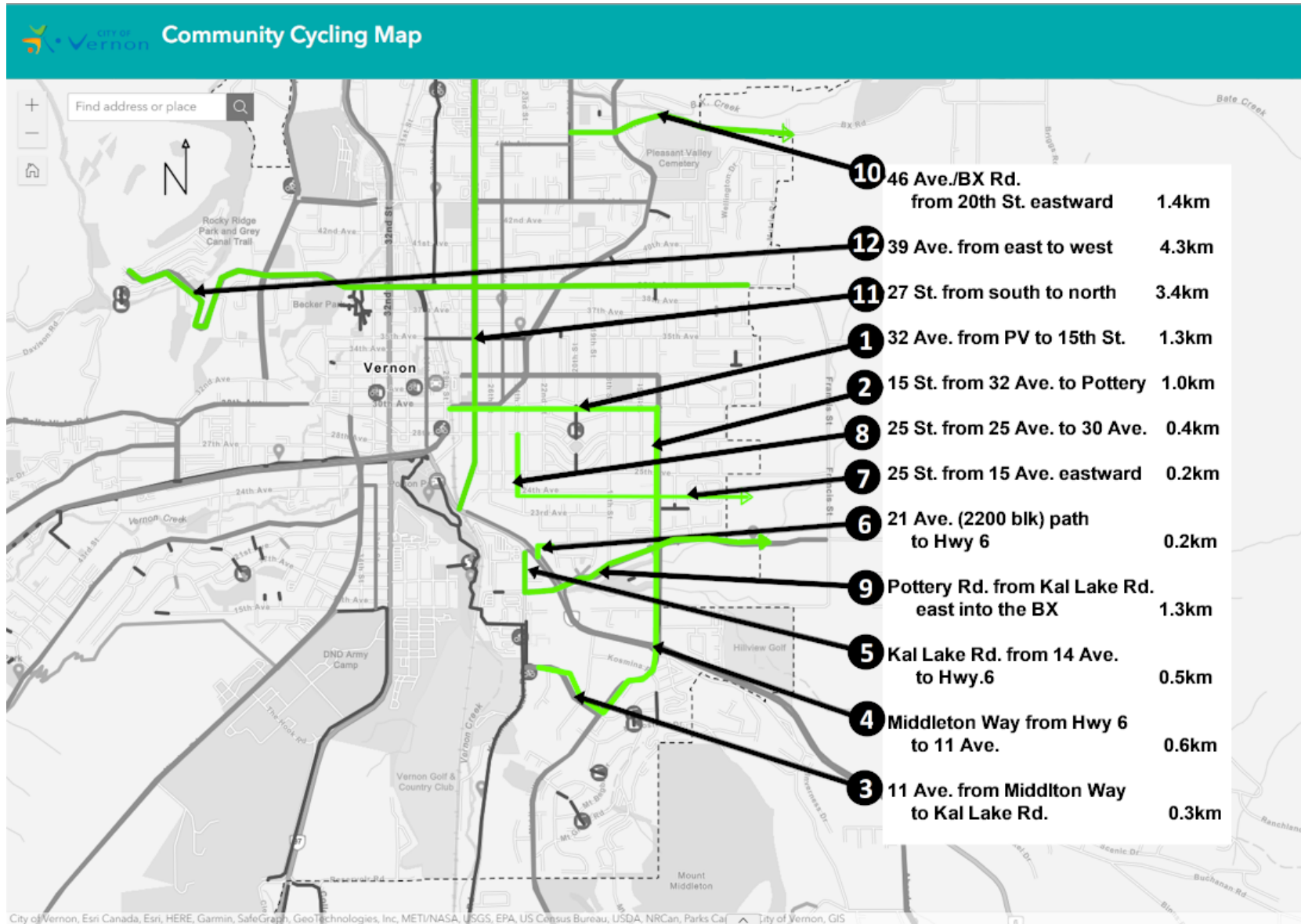


Figure 17: Proposed routes, East

Table 3: Proposed routes, East

PRIORITY	STREET NAME	FROM	TO	LENGTH in Km
E1	32 nd Ave.	29 th St.	15 th St.	1.3
E2	15 th St.	32 nd Ave.	Pottery Rd.	1.0
E3	11 th Ave.	Middleton Way	Kal Lake Rd.	0.3
E4	Middleton Way	Hwy.6	11 th Ave.	0.6
E5	Kal Lake Rd.	14 th Ave.	Hwy 6	0.5
E6	21 st Ave. path	at 21 st St.	Kal Lake Rd./Hwy6	0.3
E7	25 th Ave.	25 th St.	Francis St.	2.0
E8	25 th St.	25 th Ave.	30 th Ave.	0.4
E9	Pottery Rd.	15 th St.	East Vernon Rd.	1.5
E10	46 th /BX	PV	East Vernon Rd.	2.7
E11	27 Street	Hwy. 6	58 Ave.	3.4
E12	39 Ave	Turtle Mtn.	Mutrie Rd.	4.3

E1: Subsequent to the initial development of this document we learned that 32nd Street up East Hill is planned for development. Vernon’s oldest and most densely populated neighbourhood lacks side walks so we are sure residents and music school students will appreciate the new facilities.

E2: At the top of East Hill, 15th Street connects VSS with downtown to the west, shopping to the west and south and recreation to the east along Pottery Rd. (see E9). This is another ideal route for a separated facility serving area residents and students.

E3: This short bit of 11th Ave. would be a great connector joining Middleton to Polson Park and Rail Trail.

E4: Connecting East Hill to Middleton Way and the E4.

E5: Access to the Shops at Polson is difficult from everywhere in town; this connector to serve Middleton and south Vernon via Polson Park.

E6: Already under consideration, for several years, but not acted on because of terrain, this short, engineered path would connect East Hill to the Shops at Polson, Galaxy Cinema, with far greater safety.

E7: 25th Ave. in East Hill could be a great cross-town connection from the BX into downtown Vernon.

E8: This piece of 25th St. in East Hill would ensure safe passage from the VSS area into downtown.

E9: Pottery Rd., a road with little or no shoulders, is a narrow facility with increasing development and is also the location of an Elementary School.

E10: This excellent route allows pedestrians and cyclists to access the BX without having to climb the steep uphill of 39th and 43rd Avenues or to travel on Silver Star Rd.

E11: from one end to the other, 27th St. is narrow and has high traffic volume. There is no better, direct, north south corridor.

E12: Connecting Turtle Mountain. to downtown and beyond, 39th Ave. will no doubt receive increasing volumes of auto traffic as developments along Turtle Mountain Blvd come online.

SOUTH

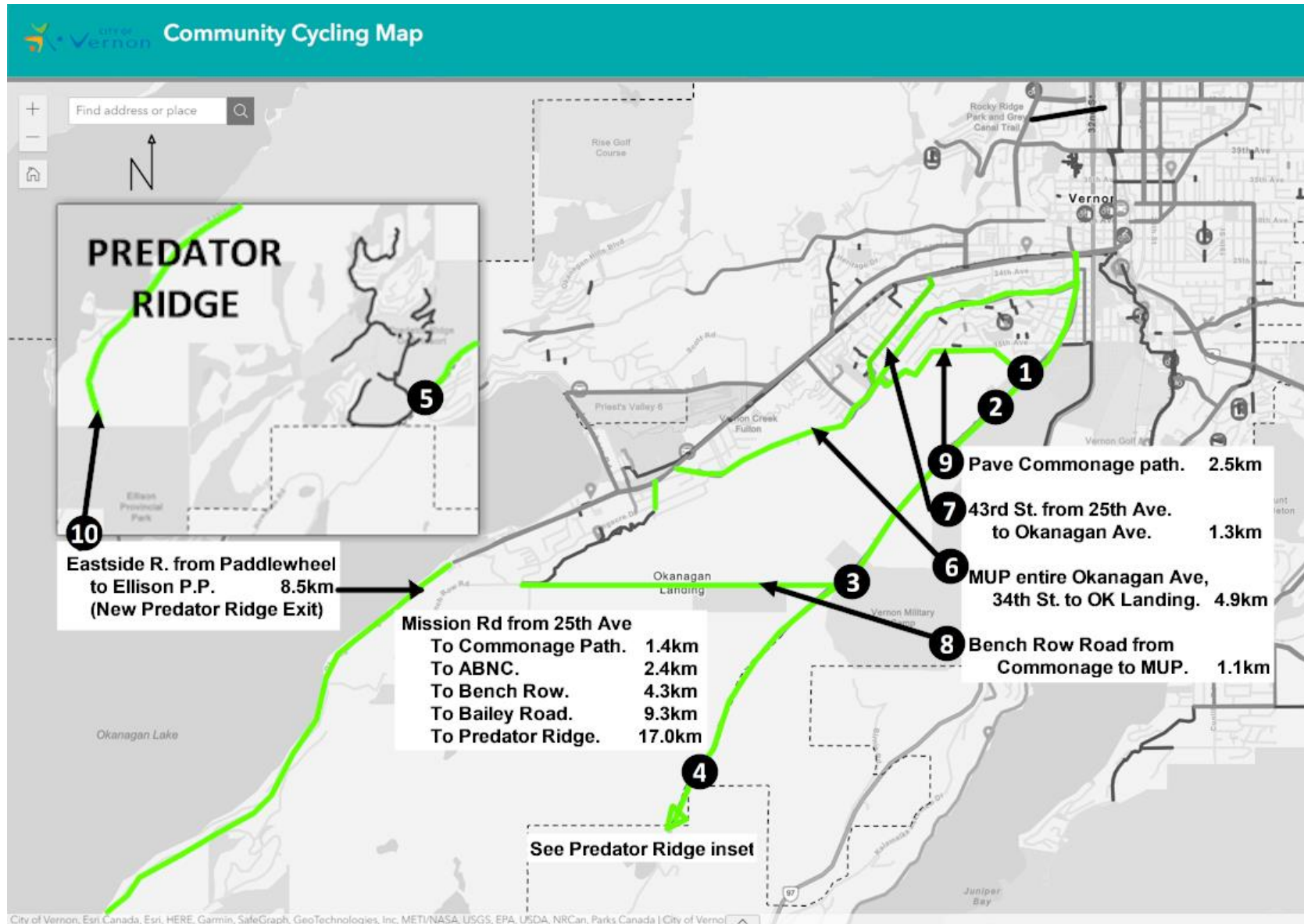


Figure 18: Proposed Routes, South

Table 4: Proposed Routes, South

PRIORITY	STREET NAME	FROM	TO	LENGTH in Km
S1	Mission Rd.	25 th Ave.	Commonage Path	1.4
S2	Mission Rd.	25 th Ave.	ABNC	2.4
S3	Mission Rd.	25 th Ave.	Bench Row	4.3
S4	Mission Rd.	25 th Ave.	Bailey Rd.	9.3
S5	Mission Rd.	25 th Ave.	Predator Ridge	17.0
S6	Okanagan Ave.	34 th St.	OK Landing	4.9
S7	43 rd St.	25 th Ave.	Okanagan Ave.	1.3
S8	Bench Row Rd.	Commonage Rd.	Multi-use trail by Longacre	3.1
S9	Commonage path	Beginning	End - pavement	2.5
S10	Eastside Rd.	Paddlewheel Pk.	Ellison Prov. Park.	8.5

S1 thru S5: A much needed upper connector for cycle commuting, tourist, and resident access to Okanagan College, Allan Brooks Nature Centre, Bailey to the Okanagan Rail Trail and Oyama and well as Predator Ridge and further to Central Okanagan.

S6: For over 2km, between Fulton Rd., and its western terminus, Okanagan Ave. does not have a sidewalk. The length of Okanagan Ave. is an excellent location for a community trail linking to the sports fields, dog park and lakeshore parks.

S7: This section, traversing south Vernon, would safely connect Bella Vista to south Vernon.

S8: Straight, but steep, ebike owners are enjoying the connection this route offers between Paddlewheel Park and the Commonage.

S9: Although a contentious thought, paving the Commonage path would make it more suitable for cycle commuting.

S10: Road allowances on Eastside Road are minimal but should some solution be found, this route would connect the Landing to Sunset Properties, Sparkling Hills via access road, Predator Ridge via their new emergency access route, Ellison Prov. Pk and the Outback residences.

SAFETY STRUCTURES

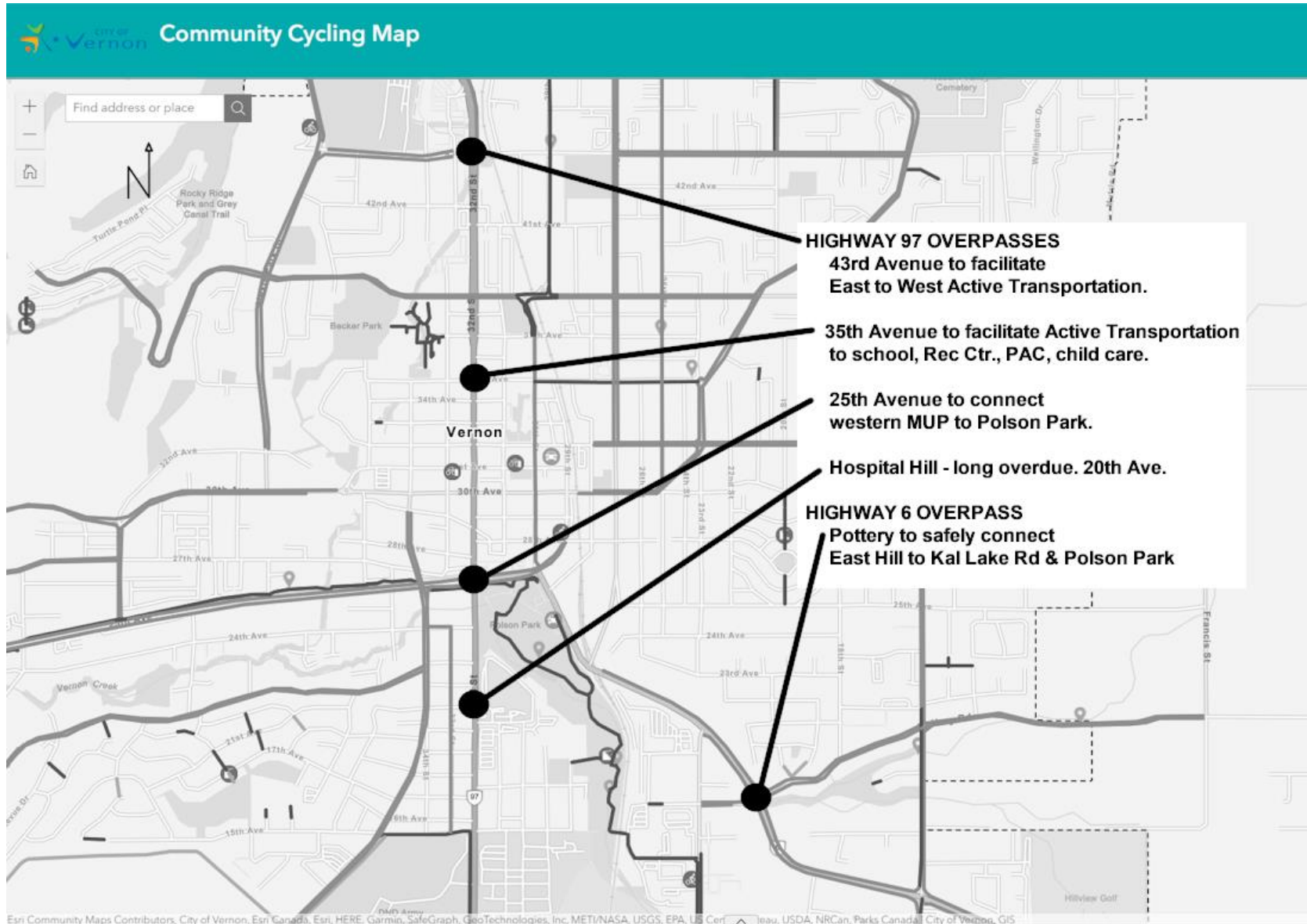


Figure 19: Proposed overpasses

Hwy 97 Overpasses

Hospital Hill - long overdue. @20th Ave.

25th Ave. to connect western multi-use trail to Polson Park safely.

35th Ave. to facilitate AT to school, Rec Ctr., PAC, childcare.

43rd Ave. to facilitate East to West AT travel.

Hwy 6 overpass

Pottery Rd. to safely connect East Hill to Kal Lake Rd & Polson Park

Not shown on map but desirable:

- a multi-use cliff path for cyclists from Hospital area down to Polson Park/14th Ave.

More of this!



Figure 20: Mayor's Ride 2016 Bike to Work, B. Mol