GOALS - BY 2035

- 25% of trips under 5km are by walking and cycling; and
- The rate of collisions involving pedestrians and cyclists is reduced by 50%.
OBJECTIVES

- Capital Spending
- Network Design
- Planning, Monitoring and Maintenance
- End-of-Trip and Transit Integration
- Education and Promotion
- Bylaws, Policies and Enforcement
- Funding
EXISTING FACILITIES

- 400 km of sidewalks
- 300 km of Bike Lanes
- 40 km of Pathways
- 4.0 km of Cycle Tracks
BICYCLE NETWORK GAPS
SPOT GAPS
WEAK LINKS
AREA GAPS
M ultiscale Path (Hard Surf ace)
M ultiscale Path (Soft Surf ace)
B ike Lane - B oth S ides
P ain ted Line - O ne S ide
THE STATE OF WALKING AND CYCLING

WALK AND BIKE MODE SHARE

2011 Stats Can, National Household Survey
Increase in daily walking and cycling trips from 8% to 11.1% of all trips
POTENTIAL FOR GROWTH IN WALKING AND CYCLING
Target as compared to current walking and cycling mode share

- Daily Trips under 5KM: 240,576
- Total Daily by Walking and Cycling: 47,686
- Target 25% of all trips under 5KM: 60,394

Increase of 12,708 (26%) needed to reach target
INFRASTRUCTURE PLAN PROPOSED INVESTMENTS

- Funding Required vs. Available
  - Required for Priority Projects: $267 million
  - Proposed 2030 Infrastructure Plan: $90 million

- Kelowna can build 1/3 of total proposed infrastructure

- Yet investment will rank among the highest in Canada on a per capita basis.
# Priority Ped and Bike Projects

<table>
<thead>
<tr>
<th>Infrastructure Type</th>
<th>Existing (km)</th>
<th>Proposed Priority (km)</th>
<th>Achievable w/ $90 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalks</td>
<td>399.8</td>
<td>87.4</td>
<td>38.5 (44%)</td>
</tr>
<tr>
<td>Cycle Tracks</td>
<td>4.2</td>
<td>40.6</td>
<td>26.6 (66%)</td>
</tr>
<tr>
<td>Shared-Use Pathway</td>
<td>40.2</td>
<td>44.5</td>
<td>2.7 (6%)</td>
</tr>
<tr>
<td>Bike Lanes</td>
<td>297</td>
<td>210</td>
<td>2.2 (1%)</td>
</tr>
</tbody>
</table>
$90 million Priority Network
QUESTIONS?

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THE STATE OF WALKING AND CYCLING

COLLISIONS INVOLVING PEDESTRIANS

Pedestrian Involved Crashes
- 1
- 2
- More than 2

Parks
COLLISIONS INVOLVING CYCLISTS

Bicycle Involved Crashes
- 1
- 2
- More than 2

Parks
Figure 2.12: Pedestrian Collisions, 2001-2013 (ICBC)
Figure 2.13: Bicycle Collisions, 2001-2013 (ICBC)
$180 million
Priority Network
$267 million
Priority Network
## 2030 Infrastructure Plan Proposed Investments

<table>
<thead>
<tr>
<th>Facility Types</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalks</td>
<td>$417,620</td>
<td>$500,000</td>
<td>$500,000</td>
<td>$500,000</td>
<td>$500,000</td>
</tr>
<tr>
<td>Bike Lanes</td>
<td>$340,000</td>
<td>$300,000</td>
<td>$300,000</td>
<td>$300,000</td>
<td>$300,000</td>
</tr>
<tr>
<td>Primary Active Transportation Corridors (DCC)</td>
<td>$3,230,000</td>
<td>$4,928,400</td>
<td>$8,307,799</td>
<td>$8,407,601</td>
<td>$3,400,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$3,987,620</strong></td>
<td><strong>$5,728,400</strong></td>
<td><strong>$9,107,799</strong></td>
<td><strong>$9,207,601</strong></td>
<td><strong>$4,200,000</strong></td>
</tr>
</tbody>
</table>

- **Funding Required vs. Available**
  - Required for Priority Projects: $267 million
  - Proposed 2030 Infrastructure Plan: $90 million
PEDESTRIAN NETWORK
BICYCLE NETWORK
FACILITY DESIGN
Facilities that are appropriate for the circumstances...
FACILITY MAINTENANCE

Maintenance of sidewalks and bicycle facilities

All seasons approach to maintenance for Primary Network
PROGRAMS FOCUS ON 5E’S

- Education
- Evaluation
- Enforcement
- Encouragement
- Engineering
MONITORING & EVALUATION
Permanent Pedestrian & Bicycle Count Systems
SUGGESTED BYLAW UPDATES

- Zoning Bylaw
- Payment In Lieu of Parking
- Building Bylaw
- Official Community Plan
- Traffic Bylaw
- Subdivision, Development and Servicing Bylaw
PRIORITIZATION CRITERIA

Utility Factors
- Geographic location, land use
- Gap Closure
- Primary Network
- Connects Schools/ Transit

Implementation Factors
- Project Readiness
- Cost/ Site Constraints
- Development Opportunity
NEXT STEPS

- Public Engagement (Jan-Feb)
- Finalize Plan (February)
- Master Plan Council Adoption (March 2016)
VISION

To establish walking and cycling as safe and convenient modes of travel for all ages, abilities and trip purposes, thereby reducing greenhouse gas emissions; and improving community health and well being.
PUBLIC FEEDBACK ON KEY BARRIERS

WALKING

What are the reasons you DO NOT choose to walk more often when heading to work/school/errands, etc? Check all that apply.

- I live too far away
- Lack of sidewalks or other walking paths
- I have too much stuff to carry
- I don’t have the time
- I have to transport children
- Other
- I do not feel safe crossing roads

CYCLING

What are the reasons you DO NOT choose to cycle more often when heading to work/school/errands, etc? Check all that apply.

- Lack of bike lanes on the route I want to take
- Lack of protected/separated bike lanes (separate from vehicle traffic)
- Lack of off-street bike paths
- Other
- I have too much stuff to carry
- I have to transport children
- Lack of bike parking/storage
- I live too far away
- I don’t have time
- My work/school does not have change rooms and showers
- I do home based work or schooling