Town of Oliver

ACTIVE TRANSPORTATION
DOWNTOWN BEAUTIFICATION & WAYFINDING

March 2022



Town of Oliver
CANADA'S WINE CAPITAL

Grow Oliver!



Cover photo by Lionel Trudel

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1. Introduction

Purpose

This plan identifies strategies and priorities for implementing downtown beautification, wayfinding, and active transportation projects This work builds on the Grow Oliver Economic Development Strategy 2-E, and carries forward recommendations from Oliver's Downtown Action Plan, Age-Friendly Plan and Official Community Plan.

Establishing a plan for active transportation, downtown beautification and wayfinding will improve resident and visitor experiences of Oliver, improve circulation for pedestrians and cyclists, create a sense of arrival and place, and alert visitors and residents to the Town's points of interest (downtown and beyond). This in turn will attract both residents and visitors to the area, building energy, focus and identity of place.

The Oliver Active Transportation, Downtown Beautification and Wayfinding Plan (the 'Plan') provides a roadmap to help guide the Town in next steps for improved active transportation and building a vibrant and attractive downtown. The final section of this report provides a summary of community identified priority projects, general cost estimate and potential future funding.



Photo by Alicia Leclercq

Process

The process for developing this plan included the following steps:

1. Analysis and draft recommendations

Inventory of best practices as well as action items and public input from related recent plans, including: the Age-Friendly Plan; Station Street Revitalization Plan; Climate Action Plan; Downtown Oliver Action Plan 2017; GROW Oliver Economic Development Strategy; and the Official Community Plan.

2. Staff review and revised recommendations

Internal review by the Town's CAO, Planner, and Public Works to confirm potential viability and align with existing efforts.

3. Advisory review: committees and local organizations

Key committees and local organizations provided input on project ideas, organizational partnerships, and overall priorities for recommended projects. This included direct outreach to organizational partners and meetings with committees.

4. Public review

A draft plan and recommended projects were shared with the public. Over 120 community members responded to a survey and provided direct feedback to the planning team. The results of that survey have informed this plan and specific results are noted throughout the plan.

5. Council review and approval

The draft final plan was presented to Council for final revisions and approval.

6. Implementation

The intent of this plan is to queue up active transportation, wayfinding and downtown beautification projects for funding and implementation.

The Elements of this Plan

This plan incorporates active transportation, wayfinding, and downtown beautification. Each of these are discussed below.

ACTIVE TRANSPORTATION

Active transportation includes any form of human powered transportation: walking and cycling, scooters, wheelchairs, skateboards, in-line skating, etc. Supporting alternatives to driving can reduce emissions and fuel consumption, increase health and safety, and improve access to community services for non drivers. Bike-friendly towns are also a draw for outdoor recreation enthusiasts, promoting tourism and attracting potential residents.

Facilities that support active transportation include: sidewalks and bike lanes; crosswalks and crossing signs and signals; street signs or pavement markers; bike racks and lockers, and accessibility considerations such as ramps and path surfaces.

WAYFINDING

This plan refers to pedestrian and cyclist wayfinding, not vehicular wayfinding. Wayfinding is more than signage. Wayfinding is about the journey and experience of moving through the downtown area. Signage is an element of the journey. Good wayfinding helps create a better experience of places by facilitating navigation and orientation. It contributes to a sense of comfort and safety and works for, and is inclusive to, a diverse set of users (language, age, culture, abilities).

DOWNTOWN BEAUTIFICATION

Successful downtowns are livable, complete communities that incorporate a mix of uses and support an enjoyable pedestrian experience. Unlike other smaller towns in BC, which have seen a gradual decline in downtown areas with the emergence of auto-oriented development and outward growth, Oliver maintains an active downtown area with a number of good assets to build on. Recent developments on Station Street are the realization of many years of dreaming and planning. Main Street, meanwhile, presents a mixed story of well-loved new and old buildings, do-it-yourself appeal, and a little bit of neglect. This plan offers a range of small and large interventions that could help improve Main Street's image.

Past Plans

This plan draws on many recent efforts including the GROW Oliver Strategy, Oliver's Downtown Action Plan, Age-Friendly Plan, and Official Community Plan. This includes ideas that were included in those plans as well as some that were recommended by residents but didn't fit the scope of that specific project.

The GROW Oliver Strategy outlines a Downtown Beautification & Wayfinding Program as a way to pull together the many opportunities to improve the experience of residents and visitors, and animate Oliver's downtown public realm. Ideas that emerged from the GROW Oliver strategy included:

- More attractive building facades (storefronts), by providing additional façade improvement incentives, particularly to support painting of storefronts.
- Address vacant lots – work with owners to support temporary use, cleanliness and attractiveness
- Implement a Downtown Sidewalk Policy (enhance walkability and pedestrian infrastructure)
- Allow for cafes, patios and other outdoor gathering spaces
- Pilot a wine themed sidewalk crossings at key intersections (Fairview and Station Street)
- Develop guidelines for "pop-up" activities on Downtown lots and/or storefronts, including Town-owned lots. The guidelines would permit and encourage community groups, business groups, and others to temporarily animate spaces to exhibit or perform art pieces or shows, or host temporary businesses and/or events.
- Run a pilot program for food trucks - with temporary furniture, shade umbrellas, planters, and lighting, etc.
- Support development of new public art, such as murals, street banners, utility box painting, fire hydrant painting, temporary chalk drawings, welcome polls, and other public art that could be part of a local competition or event.
- Reach out to Indigenous communities and artists to consult on signage (where applicable) and create art projects that celebrate the area's Indigenous community.
- Create a wayfinding program for the Downtown area. Better link and direct people to local destinations, businesses and services.
- Enhancing entrance corridors to the downtown
- Additional greenery and planted areas
- Improvements to cleanliness and safety (sidewalks, garbage removal, etc.)



Photo by Paul Eby



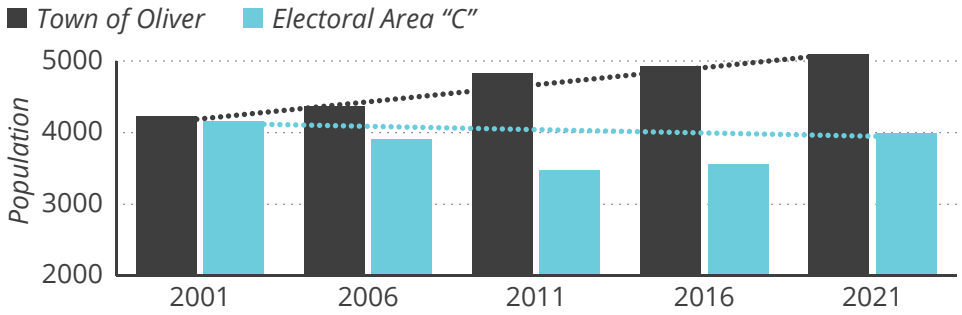
Photo by Darren Robinson

2. Community Profile

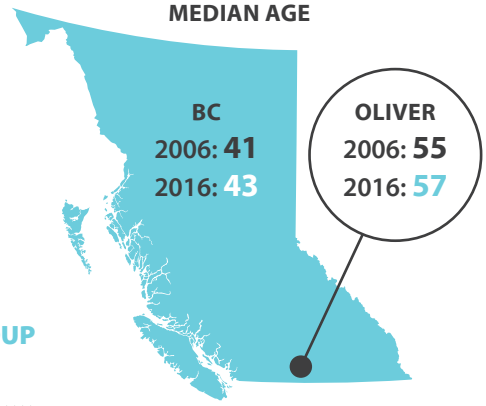
POPULATION & DEMOGRAPHICS

The Town of Oliver has been growing consistently over the last couple of decades, while the population of the surrounding areas has contracted and leveled-out.

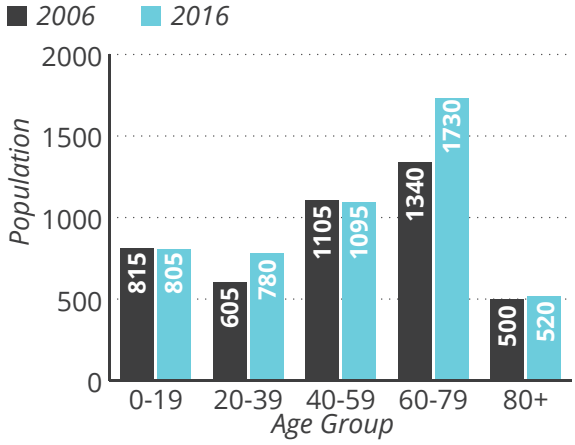
POPULATION CHANGE, 2001-2021



The Town of Oliver is growing older: the total number of residents aged 20-39 and 60-79 have increased by around 30% from 2006 levels, while all other age categories have remained largely stable in number. In 2016, Oliver's median age was 14 years older than the provincial median.

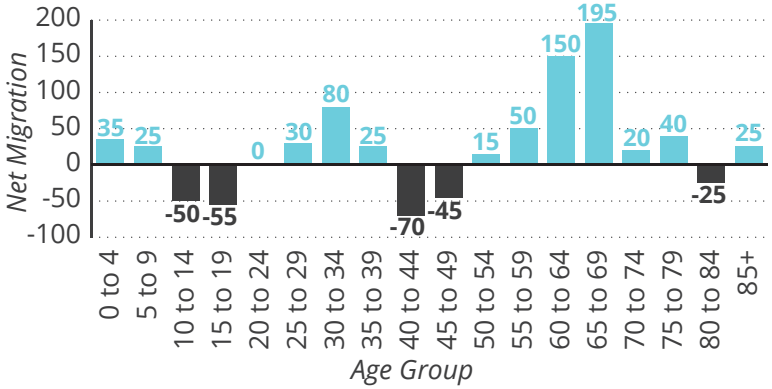


TOWN OF OLIVER POPULATION BY AGE GROUP



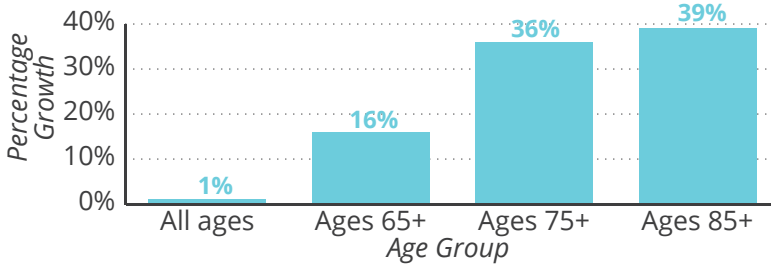
People aged 60 to 69 account for 50% of the net migration to the Town of Oliver from 2006 to 2016. Migration accounted for 80% of the Town of Oliver's growth between 2006 and 2016. During this period there was significant out-migration of youth aged 10-19, and of adults aged 40 to 49.

TOWN OF OLIVER NET MIGRATION, 2006-2016



Over the next 5-years, the number of residents aged 65+ is projected to increase significantly.

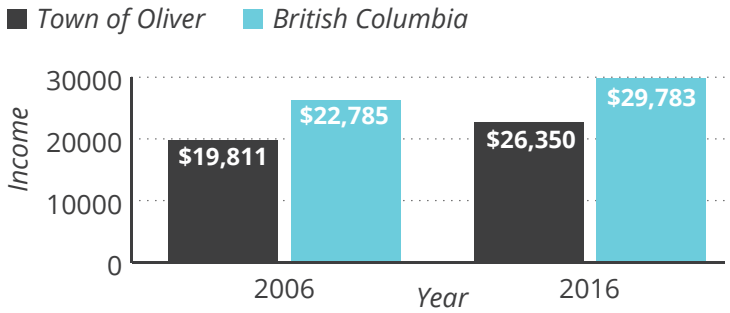
POPULATION GROWTH PROJECTION, SOUTHERN OKANAGAN, 2018-2023



INCOME

Median after-tax income for individuals in the Town of Oliver was around 13% lower than the provincial average in 2016. Incomes in Oliver rose slightly faster than they did province-wide between 2006 and 2016.

MEDIAN AFTER TAX INCOME (INDIVIDUALS)



HOUSING

Housing is *relatively* affordable in Oliver. The median cost of a home in Oliver in 2016 was around $170,000 dollars less expensive than the provincial average. The standard measure for housing affordability is spending less than 30% of income on shelter costs. Housing in Oliver is more affordable than the average across the rest of province. In Oliver, 22% of residents spend over 30% of their income on housing. Across the province, 27% of residents spend over 30% of their income on housing.

TOWN OF OLIVER, 2016

$330,399

Median Value

BC AVERAGE, 2016

$500,874

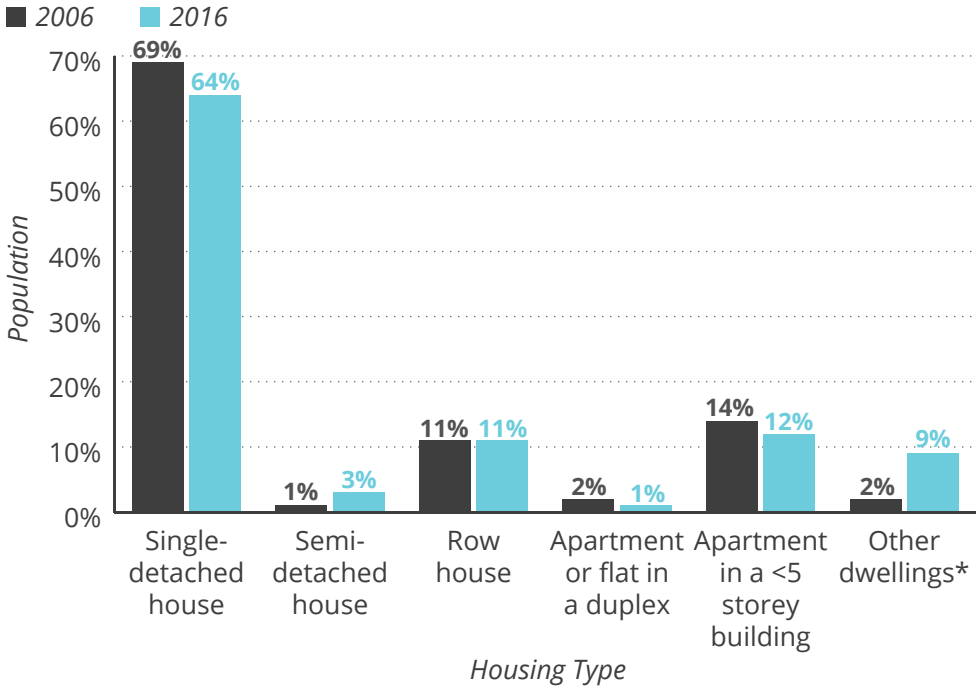
Median Value

22% ..... Percentage of households spending more than 30% of income on housing 27%



Single family homes remain the predominant housing type in Oliver, although their predominance has lowered slightly since 2006, while both semi-detached homes and 'other dwellings' (including other single detached homes and moveable dwellings such as mobile homes) have become more prevalent.

HOUSING BY TYPE OF STRUCTURE, 2006-2016

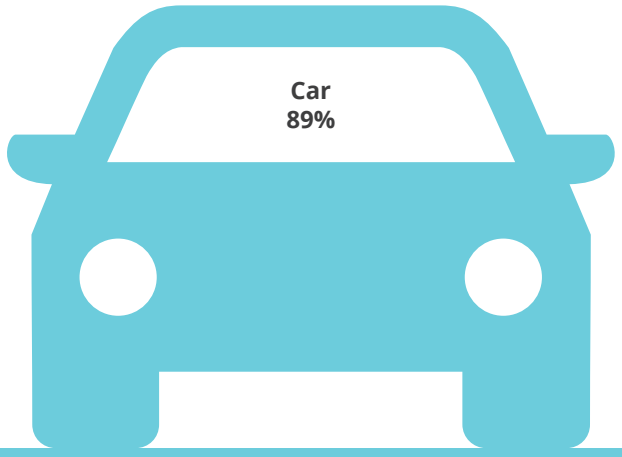


* *Other dwellings include other single attached houses and movable dwellings such as mobile homes and other movable dwellings such as houseboats and railroad cars.*

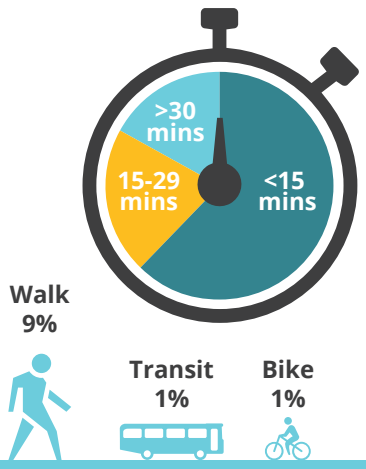
TRANSPORTATION

89% of residents in Oliver commute by car (either as the driver or passenger), yet most residents don't commute for long distances.*

MODAL SHARE



COMMUTE TIME



**** The 2016 Census indicates that this is almost 200 people walking or biking every day. This count does not include school kids who live in town, all of whom are within Okanagan Similkameen School District No. 53's walk limits and therefore not eligible for transportation. It also does not include trips made for purposes other than commuting.***

3. Analysis

The following section provides a brief overview of key elements which support active transportation, wayfinding and beautification. These include:

- ***Destinations.*** *Key community destinations are identified to understand both wayfinding and active transportation facility needs.*
- ***Destination Proximities.*** *Proximity to destinations support an approach to prioritizing investments in new active transportation facilities.*
- ***Downtown Pedestrian and Visual Experience.*** *In the short length of Main Street the experience varies considerably. This analysis considers the various elements that contribute to or detract from this experience.*

Destinations

Identifying destinations helps to understand where people may be headed while walking or cycling in town.

The following map shows key destinations for wayfinding and for active transportation. These include schools, libraries, the hospital, theater, parks, trailheads, and the Visitor's Centre. The downtown as a district (not shown) includes a concentration of retail, civic, and recreational destinations. The downtown includes the blocks facing Station Street, Main Street from Lion's Park to Co-op Ave, and Fairview Ave from Okanagan Street to the river.



Photo by Lionel Trudel


Destinations
Schools
Parks
Library
Town Hall
Museum
Community Rec Centre
Hospital
Hiking Trails Access
Theater
Visitor's Info Centre
Post Office
BETTISON RD
NETTLE RD
PONTES PL
LEIGHTON CRES
NKMIP VINEYARD RD
BULRUSH RD
BUFFLEHEAD PL
TUCELNUIT DR
ZINFANDEL AVE
PINOT PL
MEADOWS DR
CHARDONNAY
CABERNET
SHIRAZ
MOUNTAINVIEW DR
LAKESIDE DR
RIESLING PL
REDWING PL
KINGFISHER PL
TEAL ST
MERLOT AVE
OXBOW CRES
WILLOWS PL
BELLEVUE DR
LAKEVIEW PL
LAKEVIEW AVE
LAKESIDE CRT
MAIN ST
HILLSIDE ST
HOLLOW ST
HILLCREST AVE
VETERANS AVE
BING AVE
TILTON AVE
BARTLETT AVE
HAVEN ST
GALA ST
OKANAGAN ST
EARLE CRES
KOOTENAY ST
BANK AVE
STATION ST
CHURCH AVE
SCHOOL AVE
SPARTAN ST
SPARTAN PL
FAIRVIEW
SAINT MARTIN PL
MORNING STAR CRES
EVENING STAR CRES
STEMWINDER ST
STEMWINDER AVE
SHAMROCK PL
FLORA ST
MORNING STAR RD
DIVIDEND ST
ROCKCLIFFE RD
ROCKCLIFFE PL
FAIRWAY PL
PRINCESS PL
PANORAMA CRES
THE "DITCH"
KETTLE AVE
KETTLE CRT
TULAMEEN ST
COLUMBIA PL
COLUMBIA ST
GRANBY AVE
SKAGIT AVE
NICOLA ST
SIMILKAMEEN AVE
CO-OP AVE
PACKINGHOUSE LANE
AIRPORT ST
CESSNA ST
PINE AVE
FIR AVE
HEMLOCK ST
SPRUCE AVE
WALNUT PL
MAPLE AVE
SAWMILL RD
OAK AVE
OAK PL
SOUTHWIND AVE
ROAD 1
ROAD 2
DOGWOOD LANE
GOLDEN CURRENT RD
SUMAC ST
ELDERBERRY ST
NO 2 RD
CACTUS ST
PRIMROSE LANE
TAMARISK ST
97TH ST
97
MANN ST
PARKVIEW AVE
SALAMANDER AVE
EASTSIDE LANE
PARK DR
EASTSIDE AVE
BADGER ST
COYOTE ST
WOLFCUB PL
MCKINNEY RD
SPILLWAY RD
SEN POK CHIN LAND
ROBIN AVE
HUMMING BIRD DR
EAGLE DR
MEADOWLARK DR
ORIOLE AVE
BLACK SAGE RD
HARMONY CRES
PINERIDGE DR



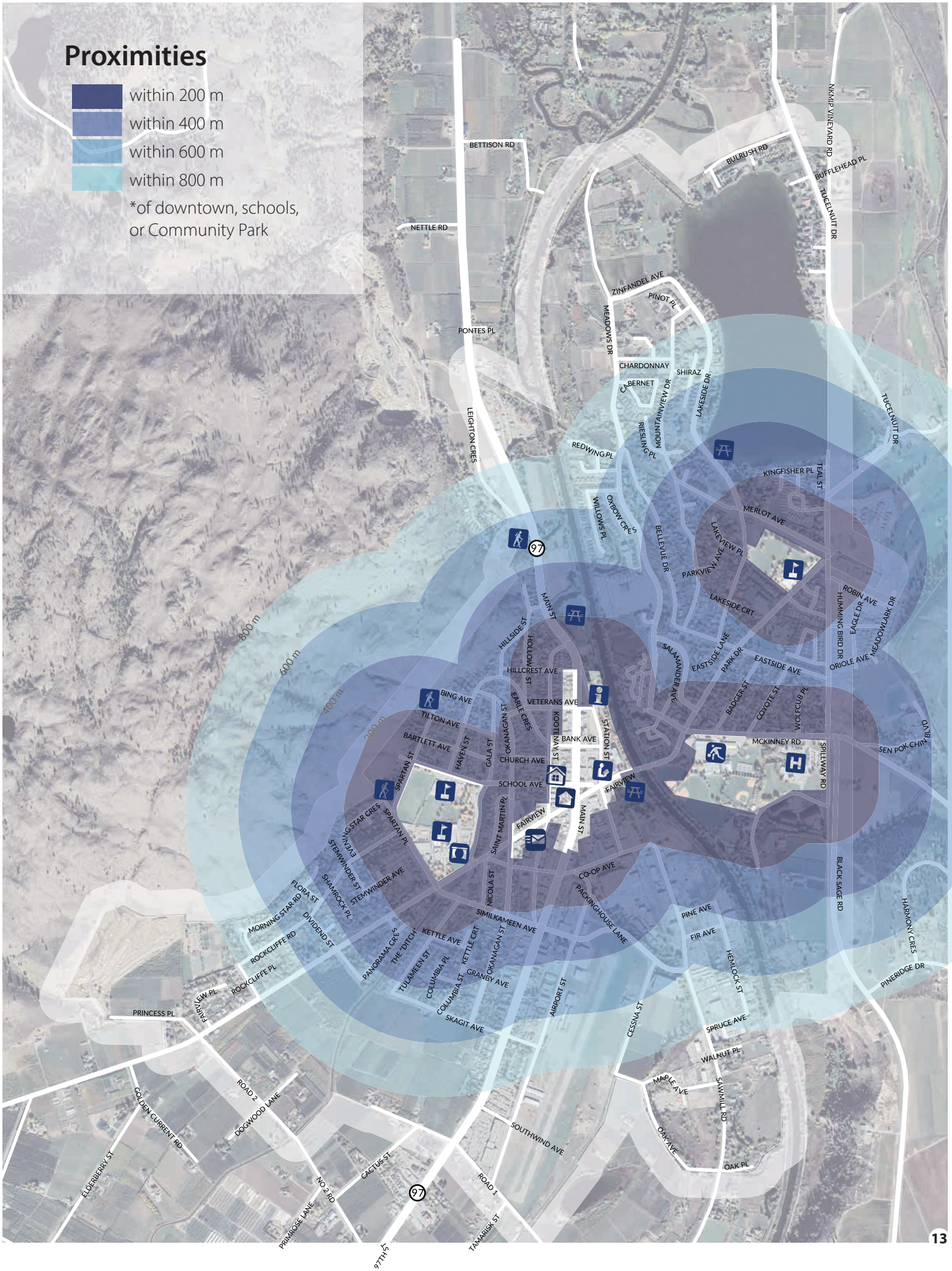
Photo by Darren Robinson

Distances from Key Walking and Cycling Destinations

The following map shows distances from key destinations (downtown, schools, hospital, and recreation areas) in 200 meter increments. Proximities to key destinations (along with additional factors) can be used to prioritize the construction of pedestrian facilities. Prioritization factors include:

FACTOR	RECOMMENDATION
Proximity to key destinations	Prioritize facilities that are closer to key destinations
Traffic speed and volume of street (e.g.	Prioritize facilities along collectors or arterials
Links from residential areas to key destinations	Prioritize routes that fill gaps in direct neighbourhood-to-destination linkages
District/neighbourhood type	Prioritize facilities in residential and pedestrian-oriented commercial areas.

It should be noted that within the downtown, the size and street pattern provide the potential for a very walkable district. The grid street pattern offers good connectivity with short walking distances throughout. Walkability challenges that detract from this include the uphill climb from Station to Main and Okanagan Street, the traffic speed and volume on Main Street, and the constraints on streetscape design and pedestrian safety measures that stem from Main Street's role as a provincial highway.


Proximities
within 200 m
within 400 m
within 600 m
within 800 m
*of downtown, schools, or Community Park
800 m
600 m
400 m
200 m
BETTISON RD
NETTLE RD
PONTES PL
LEIGHTON CRES
NKMIP VINEYARD RD
BULRUSH RD
BUFFLEHEAD PL
TUCELNUIT DR
ZINFANDEL AVE
PINOT PL
MEADOWS DR
CHARDONNAY
CABERNET
SHIRAZ
MOUNTAINVIEW DR
RIESLING PL
LAKESIDE DR
REDWING PL
KINGFISHER PL
TEAL ST
MERLOT AVE
LAKEVIEW PL
PARKVIEW AVE
BELLEVUE DR
WILLOWS PL
OXBOW CRES
LAKESIDE CRT
ROBIN AVE
EAGLE DR
HUMMING BIRD DR
MEADOWLARK DR
ORIOLE AVE
EASTSIDE LANE
EASTSIDE AVE
PARK DR
SALAMANDER AVE
BADGER ST
COYOTE ST
WOLFCUB PL
MAIN ST
HILLSIDE ST
HOLLOW ST
HILLCREST AVE
VETERANS AVE
BING AVE
TILTON AVE
BARTLETT AVE
HAVEN ST
GALA ST
OKANAGAN ST
EARLE CRES
KOOTENAY ST
STATION ST
BANK AVE
CHURCH AVE
SCHOOL AVE
FAIRVIEW
MCKINNEY RD
SPILLWAY RD
SEN POK CHIN BLVD
SPARTAN ST
SPARTAN PL
KINGSTAR CRES
EVENING STAR CRES
STEMWINDER ST
STEMWINDER AVE
SAINT MARTIN PL
CO-OP AVE
PACKINGHOUSE LANE
BLACK SAGE RD
HARMONY CRES
PINERIDGE DR
FLORA ST
SHAMROCK PL
MORNING STAR RD
DIVIDEND ST
NICOLA ST
SIMILKAMEEN AVE
PINE AVE
FIR AVE
HEMLOCK ST
ROCKCLIFFE RD
ROCKCLIFFE PL
PANORAMA CRES
THE "DITCH"
KETTLE AVE
KETTLE CRT
TULAMEEN ST
COLUMBIA PL
COLUMBIA ST
GRANBY AVE
OKANAGAN ST
AIRPORT ST
CESSNA ST
SKAGIT AVE
SPRUCE AVE
WALNUT PL
MAPLE AVE
SAWMILL RD
OAK AVE
OAK PL
PRINCESS PL
FAIRWAY PL
ROAD 2
DOGWOOD LANE
GOLDEN CURRENT RD
ELDERBERRY ST
NO 2 RD
CACTUS ST
PRIMROSE LANE
ROAD 1
SOUTHWIND AVE
TAMARISK ST
97TH ST
97

Downtown Pedestrian and Visual Experience

The pedestrian and visual experience is highly variable along Main Street. The experience can be characterized by pedestrian amenities such as benches and sidewalk widths, while the visual experience includes street trees and furnishings, building frontages, and views.

The following list of features examines each of these.

- **Sidewalk widths** of approximately six to eight feet are generally narrower than a pedestrian "Main Street" standard of twelve to sixteen feet. This restraint limits the overall pedestrian experience as well as opportunities to install additional amenities.
- **Benches** are located primarily at each block corner.
- **Garbage cans** are located mid-block and at the corners.
- **Hanging baskets and planters** are located along the street, on lampposts which are spaced around 80 to 100 feet apart.
- **Street trees** vary along each block between medium sized deciduous trees, smaller deciduous trees, and thin coniferous trees. Tree spacing is between 40 – 80 feet, interspersed with lampposts. Overall the combination of street trees and lamp posts appear to be as densely spaced as possible along Main Street. Additional trees either on Main Street or on side streets near Main would benefit the overall visual experience.
- **Curb extensions** at intersections provide a relief to otherwise narrow sidewalks and long street crossings. These extensions into the side streets at Veterans, Bank, and School Ave create space for ramps, benches, garbage bins, and tree planters, where the larger deciduous trees appear to succeed.
- **Blank walls** facing Main Street create a poor pedestrian and visual experience, such as the long concrete wall at Dollarama and the mirrored glass at RBC. Much of Main Street is characterized by such frontages, with a notable exception along the western side of Main between Bank and School Ave. Suggestions for mitigating this are provided in the next section.
- **Off-street parking** creates a visually poor and unsafe pedestrian experience where (1) driveways cross the sidewalk and (2) parked vehicles on both sides of the sidewalk create the impression of walking through a parking lot.
- **Building signage** is quite inconsistent, which tends to create visual 'busyness'. While unique signage such as the Theatre and the Desert Arms Hotel tends to be celebrated, the proliferation of so many unique signs on awnings, facades, and windows adds up to a yard-sale appearance for downtown.
- **Building maintenance** is also inconsistent. While some structures have been recently painted and otherwise spruced up, other facades appear dingy and in need of repair. Evidence of care can have a powerful impact on the psyche of pedestrians and the image of downtown in general.
- There are at least three **vacant lots** (some include multiple parcels) which, along with **off-street parking lots**, break up the consistency of Main Street frontage and in some cases present weedy lots and unmaintained building exteriors. These lots have various plans for improvement by the Town or by private landowners, but may take some years to be implemented.
- **Side streets** have a mixed impact on the visual and pedestrian experience. While the curb extensions offer a welcome pedestrian space, most side street buildings have blank walls facing the sidewalk and have a neutral or negative overall impact. Given that the town has a greater opportunity to add pedestrian facilities to these streets, shop entrances and outdoor patios on side streets could make a strong contribution to the downtown experience.
- **Landmarks.** A few buildings act as visual landmarks that contribute much to the downtown experience. These include the Oliver Theater, the Firehall Bistro, and the historic Town Hall. Landmark buildings along with gateway features at the edges of downtown can support the sense of place and identity for this area. The entrance signs to the north and south on the highway are nice features that have been recently enhanced and well maintained.



4. Proposed Projects & Improvements

This section offers lists of potential projects, organized by the following categories: Accessibility; Sidewalks; Intersections; Cycle Routes; Wayfinding; and Beautification.

Proposed Accessibility Improvements

General accessibility considerations are listed below and should be applied as streets and sidewalk are rebuilt over time. These are drawn from design standards as well as community recommendations from previous planning projects.

CATEGORY	RECOMMENDATIONS AND STANDARDS
Wayfinding	• Place signage to indicate the most accessible and complete cycling and walking networks and noting travel times and distances between key locations (see wayfinding map and details below)
Lighting	• Complete identified lighting and walking safety improvements for Community Park and Lion's Park (as part of the 2017 Park Improvement Plan) • Identify additional areas of need for more lighting along walking trails to increase safety
Crossing Signals	• Accessible Pedestrian Signals (APS) for crossings at key intersection. See Intersection improvements map
Shelter and Comfort	• Construct simple shelter and benches at bus stops and in new public spaces in Oliver • Develop year-round public restrooms
End-of-trip facilities	• Bike locking areas that can accommodate a variety of E-bikes (e.g., including tricycles) and that include charging for E-bikes • Build a bike station near the Visitor's Centre with basic maintenance tools, air, secure bike racks, E-bike charging, water, and free-Wi-Fi
Sidewalk and Trail widths	• Sidewalks wide enough for a scooter or wheelchair: 36 inch minimum or 60 inch preferred to accommodate turning and passing. This does not include the planter/furniture zone or frontage zone in urban areas. • Wheelchairs/scooter passing areas: where sidewalks are less than 60 inches, a 60 by 60 inch passing area should be located every 200 feet
Sidewalk and Trail surfaces	• Smooth surfaces with no ridges etc: Stone dust is considered sufficient but asphalt or brushed concrete are best • Any vertical change over ¼ inch is considered a hazard
Grade / inclines	• Accessible routes must not exceed 8.3% slope, and any slope at that grade must have a level 5x5 foot rest area every 30 feet • Cross slopes should not exceed 2%
Street Crossings	• Ramped curb cuts at crosswalks with textured surface at street edge • Curb ramps must have a slope of less than 1:12 and be at least 36 inches wide • At corners, curb ramps should slope towards each crossing. Shared, diagonal curb ramps (pointing towards centre of intersections) are not recommended
Driveway crossings	• Driveways should cross sidewalks at sidewalk grade before ramping down to the street

Planned Sidewalks And Paths With Proposed Priorities

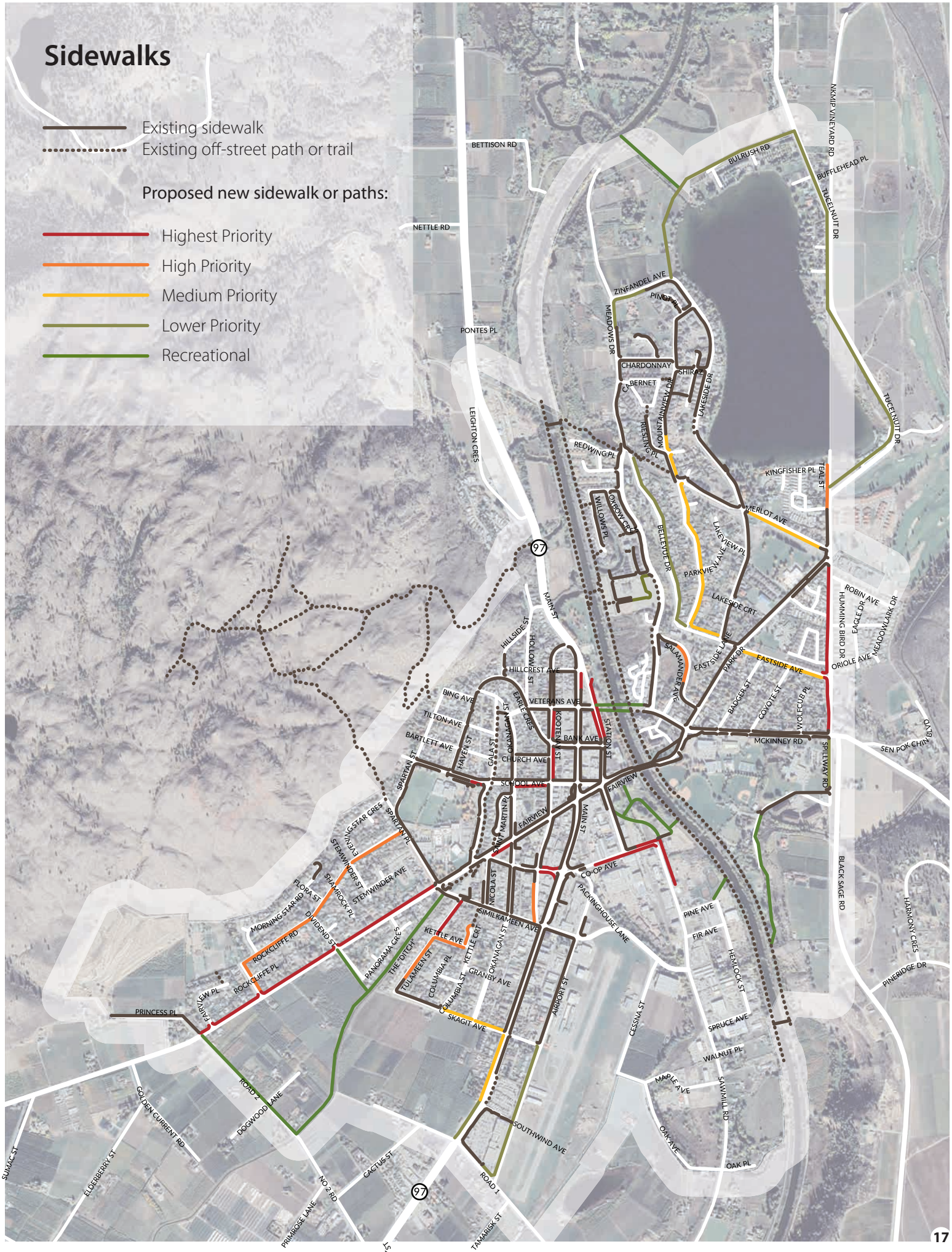
Planned sidewalks are indicated by priority in the table and maps below. Priorities are identified based on proximity to key destinations, traffic speed and volume, and completion of safe routes to schools and Community Park.

PRIORITY	ROUTES	DESCRIPTION / RATIONALE
Highest	* Station St (PH2 being built right now already) * Kootenay St (add curb and sidewalk to current 5-year capital plan) * School Ave (between Okanagan and Kootenay) * Fairview (Spartan to Princess Place) * Tucelnuit St (south of Park/Merlot to McKinney) • Tulameen St (north of Kettle Ave) • Co-op Ave and Sawmill Rd	Located within 200m of a key destination and/or are along high volume roads
High	• Rockcliffe Rd and Rockcliffe Pl • Tulameen St, Kettle Ave, and Kettle Crt • Salamander Ave • Teal St	Located within 400m of a key destination and supports direct link to destination
Medium	• Merlot Ave • Eastside Ave • Skagit Ave • Main St (south of Skagit) • Co-op Ave and Sawmill Rd (east of Main) • Mountainview Dr and Bellevue Dr • Spillway Rd	Located beyond 400m from key destination, lower traffic volumes, and/or within auto-oriented areas
Lower	• Tucelnuit Dr (north of Merlot) and Bulrush Rd • Zinfandel Ave and Meadows Dr • Airport St (south of Skagit) • Main St (south of Southwind) • Spillway Rd	Located beyond 400m from key destination
Recreational (no specific priority assigned)	• The "Ditch" (Canal) from Similkameen to Road 2 (path on west side converted from existing maintenance access road, mitigation measures would be required to limit access to agricultural properties), plus connector from Dividend and Road 2 • Kinsman and Kiwanis Park paths • Pine Ave connector to Canal path • Bulrush Rd connection to South Okanagan WMA • Spillway Rd connector to Canal path (could be paved) • Veteran's Ave bridge (indicated in past downtown development plans, likely 10 or more years out)	Off-street recreational trail network

* *Improvements marked with an asterisk are identified in the 2021-2025 5-Year General Capital Plan.*



Sidewalks


Existing sidewalk
Existing off-street path or trail
Proposed new sidewalk or paths:
Highest Priority
High Priority
Medium Priority
Lower Priority
Recreational
BETTISON RD
NETTLE RD
PONTES PL
LEIGHTON CRES
NKMIP VINEYARD RD
BULRUSH RD
BUFFLEHEAD PL
TUCELNUIT DR
ZINFANDEL AVE
PINOT PL
MEADOWS DR
CHARDONNAY
SHIRAZ
CABERNET
MOUNTAINVIEW DR
LAKESIDE DR
RIESLING CRT
REDWING PL
KINGFISHER PL
TEAL ST
MERLOT AVE
WILLOWS PL
OXBOW CRES
BELLEVUE DR
LAKEVIEW PL
PARKVIEW AVE
LAKESIDE CRT
97
MAIN ST
HILLSIDE ST
HOLLOW ST
HILLCREST AVE
VETERANS AVE
BING AVE
TILTON AVE
BARTLETT AVE
HAVEN ST
EARLE CRES
GALA ST
OKANAGAN ST
KOOTENAY ST
BANK AVE
CHURCH AVE
STATION ST
SCHOOL AVE
SALAMANDER AVE
EASTSIDE LANE
PARK DR
EASTSIDE AVE
ROBIN AVE
HUMMING BIRD DR
EAGLE DR
MEADOWLARK DR
ORIOLE AVE
BADGER ST
COYOTE ST
WOLFCUB PL
MCKINNEY RD
SPILLWAY RD
SEN POK CHIN LAND
SPARTAN ST
SPARTAN PL
KING STAR CRES
STEMWINDER CRES
STEMWINDER ST
STEMWINDER AVE
SHAMROCK PL
FLORA ST
MORNING STAR RD
DIVIDEND ST
ROCKCLIFFE RD
ROCKCLIFFE PL
FAIRVIEW PL
PRINCESS PL
FAIRVIEW
SAINT MARTIN PL
MAIN ST
CO-OP AVE
NICOLA ST
SIMILKAMEEN AVE
PACKINGHOUSE LANE
KETTLE AVE
KETTLE CRT
OKANAGAN ST
PANORAMA CRES
THE "DITCH"
TULAMEEN ST
COLUMBIA PL
COLUMBIA ST
GRANBY AVE
SKAGIT AVE
ARBORT ST
PINE AVE
FIR AVE
HEMLOCK ST
SPRUCE AVE
WALNUT PL
MAPLE AVE
SAWMILL RD
OAK AVE
OAK PL
CESSNA ST
BLACK SAGE RD
HARMONY CRES
PINERIDGE DR
ROAD 2
DOGWOOD LANE
GOLDEN CURRENT RD
SUMAC ST
ELDERBERRY ST
NO 2 RD
PRIMROSE LANE
CACTUS ST
97
97TH ST
ROAD 1
SOUTHWIND AVE
TAMARISK ST

Proposed Intersection Improvements

The table below and the map on the following page indicate intersection improvements that would increase pedestrian safety for active transportation. The map indicates priorities based on proximity to key destinations, vehicle speeds, and resident input.

PRIORITY	INTERSECTIONS
First	Main @ Kootenay (crossing to Lion's Park), @ Fairview, @ Co-op, @ Similkameen Fairview @ Main, @ Station, @ Hike & Bike (Bridge) McKinney @ Park, @ Black Sage / Spillway* Co-op @ Station
Second	Main @ Veteran's, @ Bank McKinney @ Coyote
Third	Main @ School, @ Skagit Similkameen @ Airport, @ Packinghouse Fairview @ Gala Spartan @ Rockcliffe Merlot @ Park Lakeview Pl @ Lakeside Dr Tucelnuit @ Nkmip Vineyard Rd

* *Improvements for this intersection are identified in the 2021-2025 5-Year General Capital Plan.*



Photo by Alicia Leclercq

Intersections

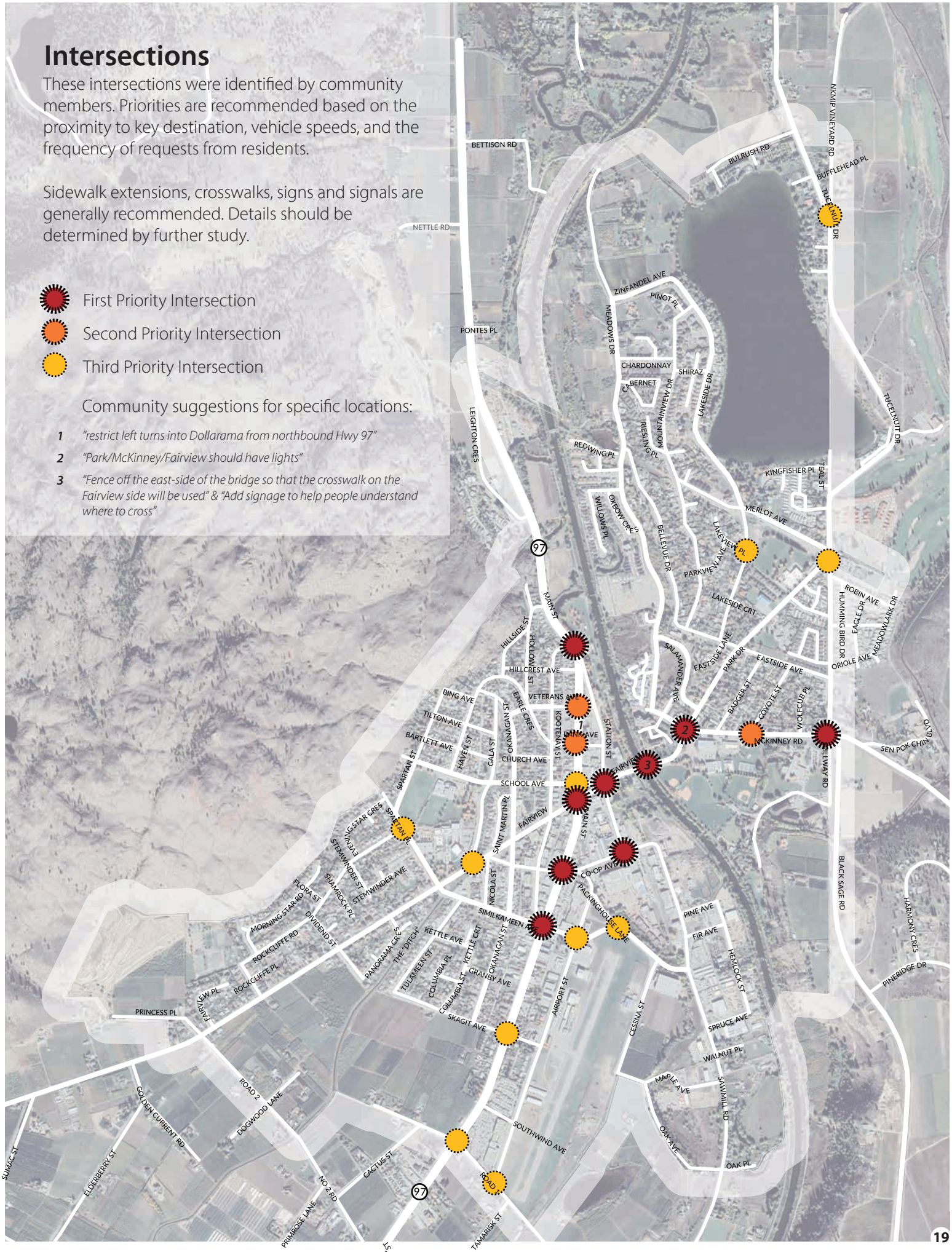
These intersections were identified by community members. Priorities are recommended based on the proximity to key destination, vehicle speeds, and the frequency of requests from residents.

Sidewalk extensions, crosswalks, signs and signals are generally recommended. Details should be determined by further study.

- First Priority Intersection
- Second Priority Intersection
- Third Priority Intersection

Community suggestions for specific locations:

1. *"restrict left turns into Dollarama from northbound Hwy 97"*
2. *"Park/McKinney/Fairview should have lights"*
3. *"Fence off the east-side of the bridge so that the crosswalk on the Fairview side will be used" & "Add signage to help people understand where to cross"*



Existing and Proposed Cycling Routes

The table and map below indicate existing and proposed cycling routes. Cycle routes are identified to (1) connect various neighbourhoods to key destinations and (2) to support a network of routes across and beyond town.

Major potential routes include Fairview and Park Drive, which would act as connectors for both both in-town and recreational routes.

Station Street and the visitor's centre is envisioned as a hub where cyclists can access cycling facilities, with wayfinding that directs them to other community destinations.

ROUTE / STREET	RECOMMENDATIONS AND FACILITY TYPE PER BC ACTIVE TRANSPORTATION DESIGN GUIDE*
International Hike & Bike Trail	Multi-Use Pathway. Community members suggest maintenance, adding a centre stripe to aid people safely passing each other, and lighting for routes near town
Canal Path (east side)	Multi-Use Pathway. Extension north to the end of Meadows Drive is suggested.
The "Ditch" (Canal)	Multi-Use Pathway. Connections to Road 2 and Panorama Crescent. The continuation of the path beyond Oliver boundaries could provide a new route option for cycle/vineyard tours. Some residents are concerned about privacy for abutters and inappropriate use of the area.
Station St	Painted and Buffered Bicycle Lanes with protection where possible, both directions. Multiple points of access to Hike & Bike.
Fairview Road	Painted and Buffered Bicycle Lanes with protection where possible, both directions.
Other in-town routes	Neighbourhood Bikeways with painted lanes where possible
McKinney Rd	Neighbourhood Bikeways with painted lanes where possible
Park Dr	Neighbourhood Bikeways with painted lanes where possible
Tucelnuit Dr & Black Sage Rd	Bicycle Accessible Shoulders with protection where possible. These suggest longer, out-of-town loops and require RDOS and OIB support.

*see British Columbia Active Transportation Design Guide 2019 Edition, pages D5-D6



Photo by Lionel Trudel

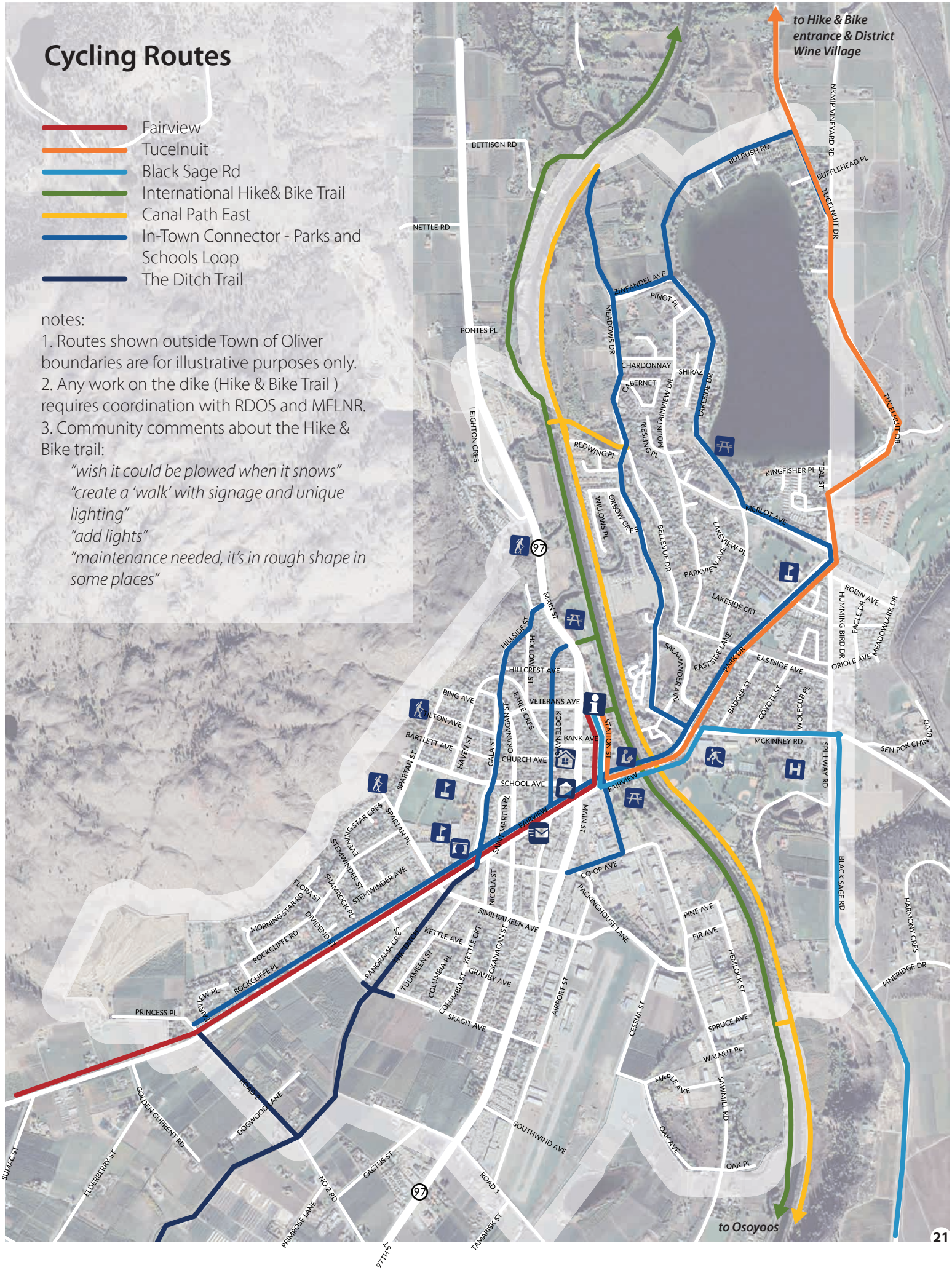
Cycling Routes

- Fairview
- Tucelnuit
- Black Sage Rd
- International Hike& Bike Trail
- Canal Path East
- In-Town Connector - Parks and Schools Loop
- The Ditch Trail

notes:

1. Routes shown outside Town of Oliver boundaries are for illustrative purposes only.
2. Any work on the dike (Hike & Bike Trail) requires coordination with RDOS and MFLNR.
3. Community comments about the Hike & Bike trail:

"wish it could be plowed when it snows"
"create a 'walk' with signage and unique lighting"
"add lights"
"maintenance needed, it's in rough shape in some places"



Proposed Wayfinding Routes, Connections and Signage

The proposed wayfinding program for downtown focuses on development of the following key elements. According to community input, wayfinding should prioritize pedestrians and key community facilities and destinations. Emphassis on trail systems, in particular, the hike and bike trail.

ELEMENT	RATIONALE	DETAILS
Kiosks	Kiosks are located at parking areas where visitors may stop and begin walking around downtown. These 'launchpad sites' are where routes intersect and connect out to multiple destinations within and outside of the downtown core. Kiosks are located at (1) the Info Tourist Center/Hike-Bike Trail, (2) Triangle park, and (3) Community Centre.	Kiosk signs include: • Destinations • Directions • Distance • Maps (in some locations) • Additional information • Locations include: Triangle Park, Tourist Information Centre/ Lions Park, Community Centre
Directional destination and route signs	These can include a hierarchy of navigational elements such as fingerboard signs or pavement markings. These would confirm routes and point to destinations. These signs are indicated at key intersections on the map below. Routes and destinations are listed below.	Destination and route signs include: • Destination or route name and/ or symbols • Directional arrow • Distances to key destinations * All signage should consider a common theme **** Signage, naming, and placement should explore options to incorporate Syilx language and history in partnership with local Indigenous communities.***
Accessible Routes route confirmation and directional signage (actual routes to be determined)	Accessible routes between Main Street and Station Street and key destinations should be identified and marked with signage. These would be routes through the downtown area with grades no greater than 7%, smooth and wide surfaces, and level rest areas.	
Downtown Shops directional signage	This could be a standard fingerboard sign pointing towards Main Street from off-Main intersections.	
Specific Civic and Community Destinations directional signage	These could be fingerboard signs located at key intersections near the destination.	
Cycle Routes route confirmation and directional signage	Named cycle routes could be signed with route confirmation and turn signs. See the cycling routes map.	Cycle routes include posted signs, safety signs, and pavement markers



Wayfinding

Wayfinding Elements:

- Kiosk
- Directional Destination and Route Signs

Signed Destinations and Routes:

- Visitor's Information Centre
- Town Hall
- Museum
- Library
- Post Office
- Parks & Community Centre
- Venables Theatre
- Hospital
- Accessible routes (tbd)
- Cycling Routes (see Cycling Routes map)
- Downtown Shops



Downtown Beautification and Improvement Projects

The table and map below outline downtown beautification & improvement projects. Community input indicated that addressing vacant lots, activating spaces (with temporary use) and promotion of a unified theme (facade, art, etc.) for the downtown were top priorities.

SMALLER PROJECTS	DETAILS
Wine-themed sidewalk crossings at key intersections	• Paint crosswalks with artistic / themed colours and images • Fairview Road and Station Street, side streets along Main
Public art	• Coordinated public art program. Interests include murals, street banners, utility box art wraps or painting, temporary chalk drawings, and welcome poles.
Landscaping and screening of large parking lots	• For off-street parking lots: Convert the stall nearest the sidewalk into ½ garden bed and ½ bicycle or motorcycle parking. Plant garden bed with medium-high grasses and perennials. • Encourage additional trees and planters in the downtown, i.e. patios, storefronts, etc.
Clean up program	• Sidewalk cleanups, garbage removal and additional garbage bins, where needed. • More frequent policing or community ambassadors program
Store Display Program	• Work with shop owners to simplify / unify storefront signage and window displays. • Develop standards or a program that offer free graphic design and printing services, artist-in-residence, stylist services, etc.

MEDIUM PROJECTS	DETAILS
Façade improvements	• Consider a colour scheme or general guidelines for businesses to support a consistent look and feel to the downtown area. The Town is currently in the process of implementing a storefront enhancement policy that will match 50% funds up to $2,000 for improvements.
Wayfinding signage	• As outlined in the proposed wayfinding program for community destinations and trails.

BIG PROJECTS	DETAILS
* ***Station Street Revitalization and Plaza Area***	• Continue development efforts • Ensure streets are built with accessibility, pedestrian, and cycling facilities as indicated in this plan • (See illustrative concept below)
Vacant Lot infill	• Work with property owners to attract investment, focused on local busines development • Work with owners to support temporary use, cleanliness and attractiveness • Organize temporary uses such as container gardening, pop-up markets, and public art • Review Town policies to support and guide "pop-up" activities on Downtown lots and/or storefronts
Gateway Features	• Develop gateway landscaping and signage/art to indicate entrances to the downtown area. • At Hillcrest / Main and Co-op / Main
Street patios, in particular along side streets	• Work with Town and property owners to promote patios and redevelop side streets to include shops and/or micro retail that faces the side street, and include patio seating and container gardens
Friendly buildings project	• Work with owners of buildings that currently have a 'blank' face to the street, such as windowless walls, mirrored glass facades, and windows with always-shut curtains. Aim to convert these in creative ways to offer a friendlier face to the street, for example: • Murals • Window-box displays that profile local organization and businesses • Window-box displays that provide bulletin boards, community information, and wayfinding • Micro-retail lockable displays for local vendors • Vertical gardens / green walls

** Projects marked with an asterisk are identified in the 2021-2025 5-Year General Capital Plan. Shaded rows indicated community priorities.*

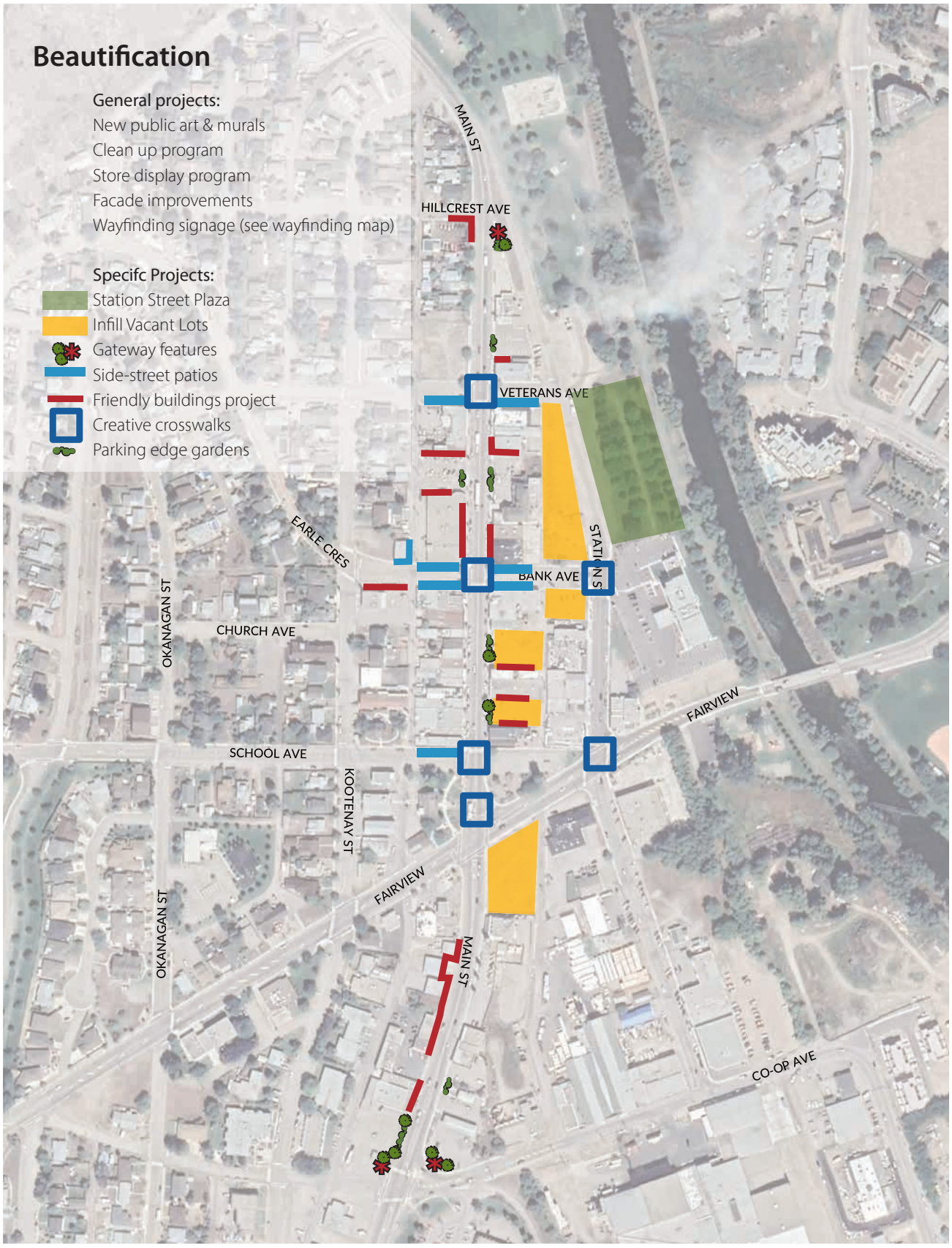
Beautification

General projects:

New public art & murals
Clean up program
Store display program
Facade improvements
Wayfinding signage (see wayfinding map)

Specifc Projects:

Station Street Plaza
Infill Vacant Lots
Gateway features
Side-street patios
Friendly buildings project
Creative crosswalks
Parking edge gardens



5. Projects Summary

In this section the projects identified in Section 4 are re-organized and combined where appropriate to support implementation. Streets where multiple improvements are recommended, for example, are combined as a proposed street redevelopment project.

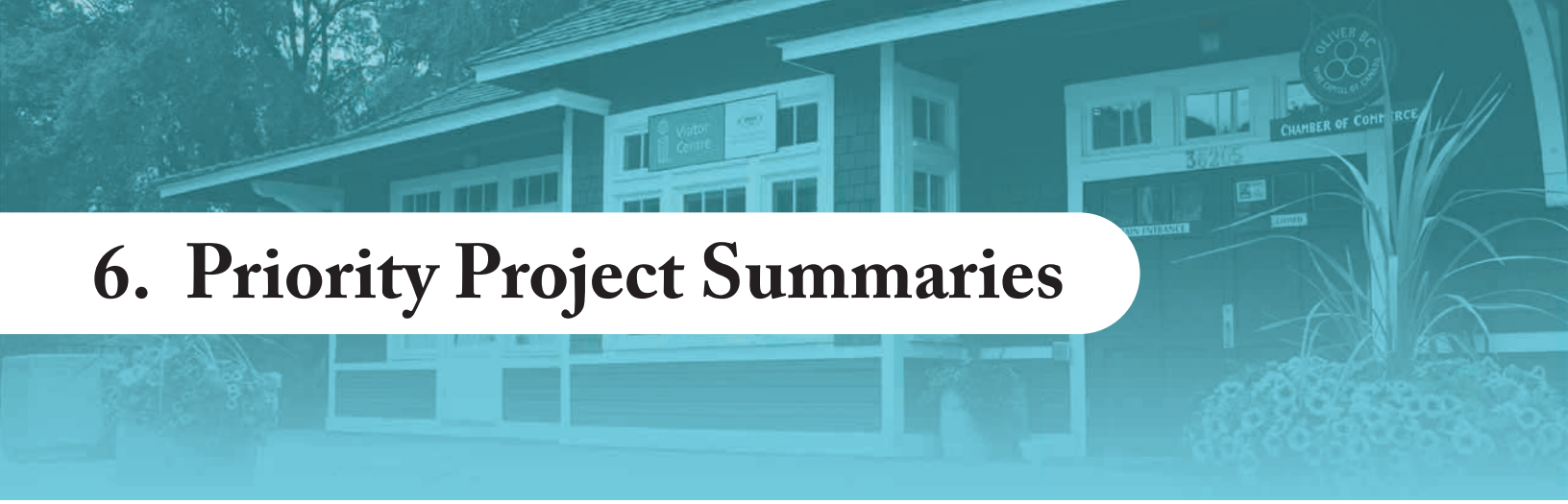
Cost categories are a helpful indictor to evaluate feasibility. At this stage of project scoping the most straightforward way to do this is to use a relative scale of High, Medium, and Low to represent project costs.

Active Transportation Improvement Projects

PROJECT	DETAILS	COST
Continue to complete sidewalks	• Refer to the prioritization schedule outlined above • Most high priority projects are already included in the 5 year capital plan (School Ave and Okanagan St rehabilitation, Fairview, etc)	H
Build a multi-use path along the Ditch (Canal) south of Fairview Rd	• Convert existing maintenance access road to multi-use path • Connect out to Skagit Ave, Panorama Crescent • Coordinate with RDOS to connect beyond to create a winery tour loop, return via Sumac or Hike & Bike Trail connection (?)	H
Redevelop Station Street & Station Street Plaza (in progress)	• Painted and Buffered Bicycle Lanes both directions • Complete sidewalks • Curb extensions and pedestrian crossing at Station and Fairview • Implement Station Street Plaza Design	H
Redevelop Fairview Street to include sidewalks, curb extensions at intersections, and bike lanes	• Curb extensions / lane definition at Similkameen, Gala, Okanagan, Kootenay, Main, and Station • Painted and Buffered Bicycle Lanes with protection where possible, both directions.	H
Develop cycle routes and signage as indicated in the Cycling Routes Map	• Feasibility Study (cost and concept) for route development • Include route signage with wayfinding design • Priority routes: Fairview, Park, McKinney	M-H
Park Drive and McKinney to Black Sage pedestrian crossings	• Improve visibility of crosswalks at Park/McKinney, McKinney/Coyote, and McKinney/Black Sage with striping, curb extensions, Pedestrian Hybrid Beacon (PHB) or Rectangular Rapid-Flashing Beacon (RRFB), etc	M
Main Street crosswalk improvements	• Creative crosswalk art • Better signage north of town to slow down southbound highway traffic • Install crosswalk and beacon at the crossing to Lion's Park • Install PHB or RRFB or similar at key crosswalks along Main Street between Co-op and Kootenay	M
Complete identified lighting and walking safety improvements for Community Park	• This is in the 5-year capital plan scheduled for 2024, prioritize if funding is available • See the 2017 Park Improvement Plan	M
Establish and enforce accessibility standards for new sidewalks	• Review Town policies	L
International Hike & Bike Trail improvements	• Coordinate with MFNRO and RDOS re: jurisdiction for any improvements: • Maintenance • Canal path lighting near downtown • Add centre stripe to aid people passing each other • Add wayfinding signage to direct people into downtown	L
Bike safety and education program	• Info sheets and info online • Safety program integrated with school PE programs and/or delivered through parks & recreation	L
Bike racks	• Located at Community Centre, Bike Station, at trailheads, outside businesses, etc. • Designed for variety of bikes and scooters • Designed as public art	L

Downtown Improvements Projects

PROJECT	DETAILS	COST (HIGH, MED, LOW)
infill / redevelopment	• Long term - Ongoing effort. Town Hall / Affordable Housing Project scheduled in the capital plan; this is a catalyst project for Main St. revitalization	H
Side Street Patios and retail development	• Work with Town and property owners to enlarge the pedestrian spaces on side streets flanking Main Street to include patio seating and container gardens, renovate buildings to include shops facing these areas, and/or add micro retail such as food trucks etc.	M
Friendly buildings project	• Work with owners of buildings that currently have a 'blank' face to the street, such as windowless walls, mirrored glass facades, and windows with always-shut curtains. Aim to convert these in creative ways to offer a friendlier face to the street, for example: – Murals – Window-box displays that profile local organization and businesses – Window-box displays that provide bulletin boards, community information, and wayfinding – Micro-retail lockable displays for local vendors – Vertical gardens / green walls	M
Continue development of year-round public restrooms	• Parks & Rec grant for Lion's Park year-round washrooms will be open by fall 2022 • Capital budget for 2022 (if approved) includes funding for washrooms in Community Park to be open year-round, also by Fall of 2022	M
General wayfinding signage	• Design and install wayfinding signage and kiosks showing destinations, distances, etc to key community fac ilities and downtown shops	M
Accessibility wayfinding signage	• Identify and sign the most accessible route connecting Station Street and Main Street and public facilities such as the Library and Town Hall	L
Downtown public art program	• Murals on blank walls, street banners, utility box art wraps or painting, temporary chalk drawings, welcome poles, etc.	L
Main Street parking screen gardens	• For off-street parking lots: Convert the stall nearest the sidewalk into ½ garden bed and ½ bicycle or motorcycle parking. Plant garden bed with medium-high grasses and perennials	L
Store display / signage program	• Continue and promote the OTA's wine barrel signage program • Work with shop owners to simplify / unify storefront signage and window displays • Develop a program that offers free graphic design and printing services, artist-in-residence, stylist services, etc.	L
Vacant Lots activation / cleanup program	• Work with owners to support temporary use, cleanliness and attractiveness • Organize temporary uses such as container gardening, pop-up markets, and public art • (The Town has amended the zoning bylaw to allow food trucks)	L
Façade Improvements	• Consider a downtown colour scheme, theme/guidelines for businesses • Facade improvement matching funds program was recently not approved. Alternatives may be to incentivize improvements with a tax exemption.	L
Gateway features	• Develop gateway landscaping and signage /art to indicate the entrances to the downtown area. • At Hillcrest / Main and Co-op / Main • Rehab of Coop Street in the capital plan, opportunity for gateway features	L



6. Priority Project Summaries

The following section provides a general scope of work and scale of cost for select community supported priority projects identified in the Active Transportation, Wayfinding and Downtown Beautification survey and incuded in the report.

Wayfinding Signage

Project Description

Project work includes the conceptual design and installation of wayfinding signage for existing and identified primary active transportation routes within Oliver, the downtown and surrounding area. The intent is to support residents and tourists in wayfinding for primarily recreational use, and establish a common theme, experience and precedent for future planned routes throughout the area.

Initial proposed wayfinding signage includes the following:

Kiosks:

Kiosks are located at parking areas for visitors to stop and use as 'launchpad sites' to use for walking downtown. Some of the included elements on the kiosks would be destinations, directions, distances, maps, and additional information to assist in wayfinding. Three locations have been identified as potential kiosk locations in Oliver. See report and map.

Directional Signage:

Directional signage is to confirm routes and point to destinations and are located at identified intersections. It can include destination or route name and/or symbols, cycle routes and distances, a directional arrow, and distances to key destinations and downtown shops. Ten locations have been identified for directional destination and route signs. See report and map.

Level of Community Support

Wayfinding kiosks for community facilities and destinations and for landmarks and historical places have been marked as a priority for just over 60% of respondents to the November 2021 ATWDB Survey, which gives a high level of community support for the project.

General Cost Estimate

The following is a general scale of cost estimate for information and discussion purposes only.

Wayfinding Signage Estimated Scale of Cost

WAYFINDING SIGNAGE - KIOSK

COSTING ELEMENT	quantity	cost per unit ($)	unit cost ($)
KIOSK SIGN	3	12,600-26,000	37,800-78,000
GRAPHIC DESIGN	1	1,260-2,600	1,260-2,600
SIGN PRODUCTION & INSTALLATION	3	2,520-5,200	7,560-15,600
		Subtotal	45,620-96,200
CONTINGENCY 30%			13,686-28,860
ADMINISTRATIVE 10%			4,562-9,620
		Grand Total	**63,868-134,680**

WAYFINDING SIGNAGE – PEDESTRIAN DIRECTIONAL

COSTING ELEMENT	quantity	Cost per unit ($)	unit cost ($)
DIRECTIONAL SIGN - MEDIUM CUSTOM WOOD OR METAL SIGN, FINGER POST	10	6,750-9,450	67,500-94,500
GRAPHIC DESIGN	1	675-945	675-945
SIGN PRODUCTION & INSTALLATION	10	1,350-1,890	13,500-18,900
		Subtotal	81,675-114,345
CONTINGENCY 30%			24,502-34,303
ADMINISTRATIVE 10%			8,167-11,434
		Grand Total	**114,344-160,082**

Assumptions:

1. Signage estimates have been taken from the City of Revelstoke's Wayfinding Program Budget 2020, and from the City of Merritt's Wayfinding Strategy Report 2016.
2. A preliminary inflation rate has been applied using the consumer price index (CPI) data through the bank of Canada.
3. According to Cygnus Design Group, who worked with the City of Revelstoke on their Wayfinding Program and installation, costing has increased by approximately 5-10% due to inflation and supply chain issues since 2020. This has been accounted for partially using the contingency rate of 30%.
4. Signage costs vary widely based on site-specific conditions, materials used and size, and will require verification prior to construction. A range has been provided to account for the variance.

Potential for Funding - Downtown Shops Directional Signage

The City of Trail has offered a wayfinding signage marketing opportunity to downtown businesses that are located within the main highway corridor. They offer 2-year lease opportunities to market business names and logos using a lottery system to encourage pedestrian and vehicle traffic interest. A similar opportunity could be utilized in Oliver as a means for funding for the signage and offering support to local businesses.

[1] https://trail.ca/en/work/downtown_wayfinding.aspx

Ditch Trail construction & International Hike & Bike maintenance and upgrades

Project Description

The "Ditch" trail (Canal) from Similkameen to Road #2 has been identified as a recreational trail network proposed area through converting the existing maintenance access road to a multi-use path. It would provide an accessible off-street path for walking and cycling on the west side of town. The proposed trail type is a mix between a major-multi use trail and a narrow multi-use trail in size standards, at 2.5 metres in width identified in Figure 1. Costing includes a subgrade establishment, aggregate base and asphalt surface. Mitigation measures through fencing would be included to limit access to and maintain privacy for the neighbouring agricultural properties. The fencing type that has been estimated is a 6' high privacy wood fence.

Level of Community Support

Community feedback from previous projects for the International Hike & Bike trail suggests adding lighting for routes near town has been included in the estimates to increase safety and pedestrian comfort. Resurfacing the trail has also been suggested to remove potholes and improve the quality of the trail.

41% of survey respondents from the November 2021 ATWDB Survey indicated that they are interested in the Ditch trail being marked as a priority project, while 36% showed support for the idea but not as a first priority. The level of community support is generally in favour for the project and it was a project with the most comments received.

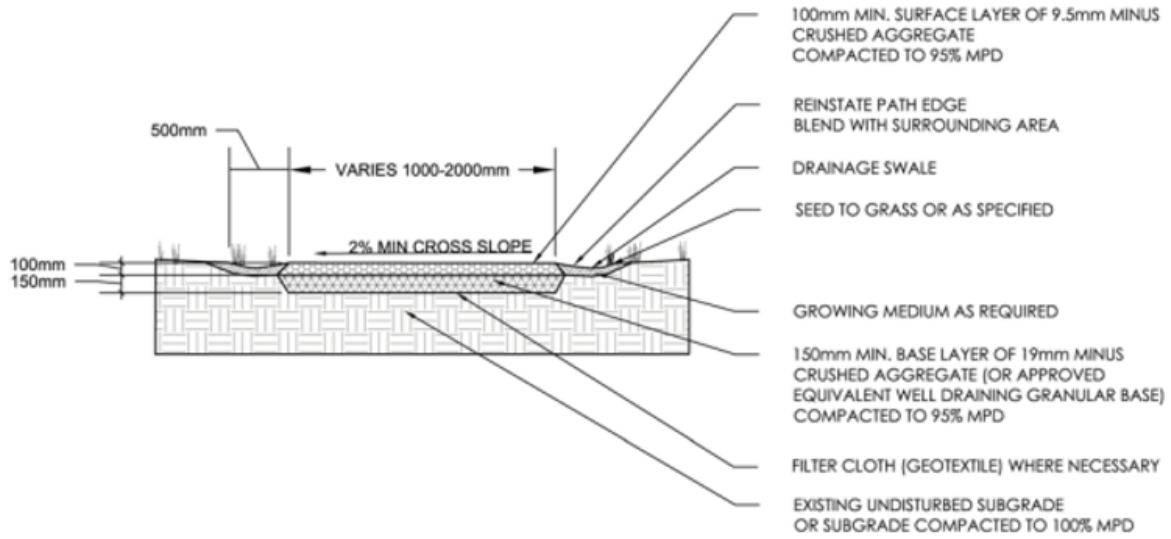


Figure 1 Typical trail design for a narrow multi-use trail. The width of the trail would be increased to an estimated width of 2500mm, or 2.5 metres. Source: West Kelowna Trails Master Plan 2013.

General Cost Estimate

The following is a general scale of cost estimate for information and discussion purposes only.

HIKING TRAIL - DITCH TRAIL CONSTRUCTION - ~1100M IN LENGTH

COSTING ELEMENT	unit	Cost per unit	length/number of units	unit cost ($)
MULTI USE PEDESTRIAN	m^2	146.70	1100	137,500
CLEARING AND GRUBBING	m^2	8.80	1100	9,680
LANDSCAPING COSTS	m^2	11.30-13.66	1100	12,430-15,026
FENCING - ALONG AGRICULTURAL LANDS	m	140-170	615*	86,100-104,550
			Subtotal	245,890-266,756
CONTINGENCY 30%				73,767-80,026
ADMINISTRATIVE 10%				24,589-26,675
			Grand Total	**344,246 - 373,457**

HIKING TRAIL - INTERNATIONAL HIKE & BIKE TRAIL MAINTENANCE AND UPGRADES - ~4150M IN LENGTH

COSTING ELEMENT	unit	Cost per unit	length/number of units	unit cost ($)
RESURFACING	m^2	32.27-43.19	4150	133,920-179,239
LIGHTING - INCLUDING FIXTURE, CONDUIT, POLE, BASE	1/100m	4694.38	41-42	192,634-197,164
LANDSCAPING COSTS	m^2	11.30-13.66	4150	46,895-56,689
			Subtotal	373,449-433,092
CONTIGENCY 30%				112,035-129,927
ADMINISTRATIVE 10%				37,319-43,092
			Grand Total	**522,803 - 606,111**

Assumptions:

1. Trail estimates have been taken from West Kelowna City Recreational Trails Master Plan 2013. Appendix F has typical trail estimate costs broken down by description of work, cost per unit (m2, etc.) and assumptions.
2. Trail costing assumptions have been based on a 2.5m wide trail, which multiplies the cost of 1 unit (m2) of subgrade establishment, the aggregate base cost (150mm thickness, 19mm minus), and the asphalt surface cost (50mm thickness) with the width of the trail to get the unit cost.
3. Fencing costs have been taken from the calculator from Rite-Way Fencing in Penticton, BC. This range includes installation costs, but not site clearing. Rite-Way remarks that fencing prices are quite volatile due to supply chain and inflation considerations, and the price depends on type of fence selected and materials used. The calculator assumes for residential use, so commercial or municipality costing may be different.
4. Landscaping & resurfacing costs have been adapted from the 2012 BC Ministry of Transportation Construction and Rehabilitation guide. Landscaping includes grass maintenance. Resurfacing is based on hot mix paving overlay with a 50mm depth.
5. A preliminary inflation rate has been applied using the consumer price index (CPI) data through the bank of Canada.

6. Estimated trail development costs are estimates provided for planning and budgeting purposes. Actual construction costs will need to be verified prior to trail development.

7. Trail construction costs vary widely based on site-specific conditions and access and will require verification prior to construction.

8. Cost estimates assume new trail construction; however, where informal routes exist, construction costs may be lower.

Potential for Funding

The costs of implementing the improvements identified, may be funding by:

- Accessibility-Related Funding Opportunities. There are a number of funding sources that tourism industry stakeholders (businesses, regions, communities, and sectors) may consider when developing and marketing their tourism products.

- Active Transportation Infrastructure Grant Program. The BC Active Transportation Infrastructure Grant Program provides cost-sharing opportunities for network planning grants and infrastructure grants. Funding from these grant programs support the development of active transportation infrastructure for all ages and abilities. For example, infrastructure grants fund: Multi-use protected travel lanes; Pedestrian and cycling safety improvements; End-of-trip facilities and other amenities; Lighting and way-finding.

- Economic Trust of the Southern Interior. The Economic Trust of the Southern Interior provides funding and support for communities to support strategic investments in economic development projects that will have long-lasting and measurable benefits to the Southern Interior region of BC.

- Canada Community-Building Fund. The Administrative Agreement on the Federal Gas Tax Fund in British Columbia (Agreement) took effect on April 1, 2014. The tripartite Agreement between Canada-British Columbia-UBCM replaced the 2005-2014 Agreement and provides the administrative framework for the delivery of the Canada Community-Building Fund (formerly the federal Gas Tax fund) to local governments and other recipients in British Columbia over ten years (2014-2024). The Canada Community-Building Fund provides predictable, long-term and stable funding to local governments in British Columbia for investment in infrastructure and capacity building projects.

    - The Community Works Fund program stream is available to all local governments, where local governments make local choices about which eligible projects to fund.

- Canada Community Revitalization Fund (CCRF) in BC. It aims to help communities across Canada build and improve community infrastructure projects so they can rebound from the effects of the COVID-19 pandemic. With a national investment of $500 million over 2 years, the Fund's purpose is to support not-for-profit organizations, municipalities and other community groups.

    - There was a one-time special intake in July 2021, however if there are remaining funds, applications will continue to be accepted and funded on a continuous intake basis over the next two years or until funding is fully distributed.

Town of Oliver

CANADA'S WINE CAPITAL

Prepared with the assistance of
EcoPlan, 208-131 Water Street, Vancouver BC, V6M4B3
info@ecoplan.ca • www.ecoplan.ca