



Neighbourhood Bikeways: Engagement Summary Report



Engagement overview

The City of Kelowna is interested in understanding how neighbourhood bikeways can complement and be incorporated into its existing and planned bicycle network. The information and data provided from the consultants, public engagement, and City will help inform areas within Kelowna best suited for effective implementation and maximum use.

While neighbourhood bikeways have been successfully incorporated throughout the world, they are new to Kelowna; therefore, residents may be unaccustomed to the concept, benefits, and ultimate usage.

Design and implementation of neighbourhood bikeways considers various criteria such as: network connectivity and extension, traffic volumes and speeds, suitability, and destinations. With this in mind, the project team, alongside Urban Systems Ltd., is researching and developing logical areas for design and delivery and seeks public input to help inform a plan for integration of neighbourhood bikeways into the Pedestrian and Bicycle Master Plan (PBMP).

The project team used design guidance to develop a list of routes where neighbourhood bikeways are suitable and complement Kelowna's existing bicycle network. Residents were asked to provide input on how best to incorporate these potential neighbourhood bikeways into Kelowna's bike network via a quick survey, map exercise, in-person sessions, and question and answers with the project team.

Promotion

Engagement was open for feedback from May 29 until July 2 and a variety of in-person and online tactics were used to reach residents.

A news release was combined with another transportation engagement project occurring at the same time, the Glenmore Routing Study was sent to media, posted on Kelowna.ca and sent to the email bulletin to the "Transportation, Walking and Biking" and "News Release" subscriber list. Those lists yielded 7,704 recipients and resulted in 195 clicks to the Get Involved page.

A brochure was created to outline what neighbourhood bikeways are and how participants can get involved, these were handed out at Go By Bike week events to those who visited the information booth.

Meta ads placed on Facebook and Instagram were live during the engagement period and were seen over 160,000 times, with over 1,600 link clicks.

Google ads designed in combination with the Glenmore Routing Study reached over 198,000 people and resulted in over 2,000 clicks, while the ad hosted on Castanet, also combined with the Glenmore project, was clicked on 320 times.



Participation



Engagement results

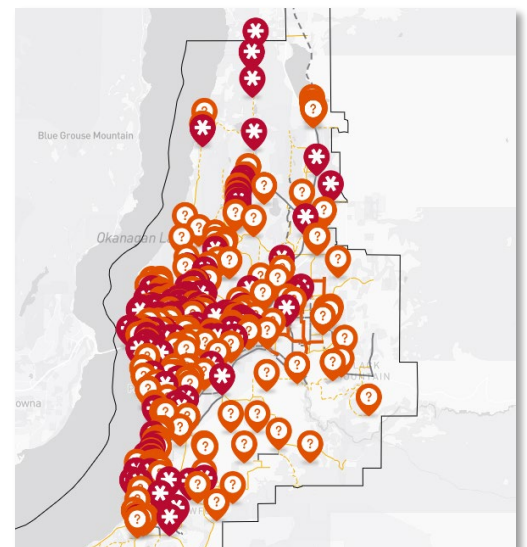
Survey participants were asked four quick questions about what they like and dislike about neighbourhood bikeways. A majority of the engagement took place on the interactive map, where existing and future bike infrastructure, along with potential neighbourhood bikeways were highlighted.. Respondents were asked to scroll the map and drop a pin on either their favourite neighbourhood bikeway route, or on an area they would like to see a neighbourhood bikeway route, as well as a comment to explain further.

Interactive Social Map

A total of 318 contributions were submitted to the social map. Many contributions were submitted based on the overall existing and future bike network, with 42 comments applicable to neighbourhood bikeways. These comments will be carried through as individual neighbourhood bikeway projects advance.

33 comments requested bike infrastructure in locations where projects are currently underway, including [Phase 2 of the Sutherland ATC](#) and the [Rail Trail to Greenway ATC](#). 20 comments related to the [Glenmore ATC Routing Study](#) which were provided to the project manager.

The majority of comments submitted by participants will be



carried forward into the Pedestrian and Bicycle Master Plan update, which is set to be updated in the next few years.

Note: Answers to the open-ended comments and contributions from the social map suggest that the explanation provided on the Get Involved webpage on what a neighbourhood bikeway is and how it is different from other bike infrastructure types was not clear enough for some participants. Clear explanations of what a neighbourhood bikeway is and how it is different from bike lanes, protected bike lanes, and shared-use paths will be provided in the next phase of this project.

Some participants used the map as an opportunity to discuss other bike related inquiries. These cases were not considered as part of this summary and were instead directed to the correlating project team. While this did not add to the outcome of this project, it did indicate that participants show an interest in improving bike infrastructure across the city.

Online Information Session

Five residents participated in the online information session, which included a presentation and group discussion. All participants said they were very supportive of neighbourhood bikeways and some commented about the need for education for both people who drive and people who bike for this new type of bike facility where cars and bikes share the road. Participants also noted that the increase in connectivity of the bike network makes them feel more confident biking around Kelowna.

Additionally, through the online information session, staff were able to connect participants with resources including the [2040 Transportation Master Plan](#), the [2023 Bike Map](#), and [Safe Routes 4 Schools](#).

Survey Results

Results from open surveys such as this are a collection of opinions and perceptions from interested or potentially affected residents, and not a statistically random sample of all Kelowna residents. This report contains results from the open survey. Due to the opt-in and open method, results are qualitative in nature and cannot be said to represent views of all Kelowna citizens.

"I like that the city is committing more resources to bike infrastructure."
-Survey Respondent

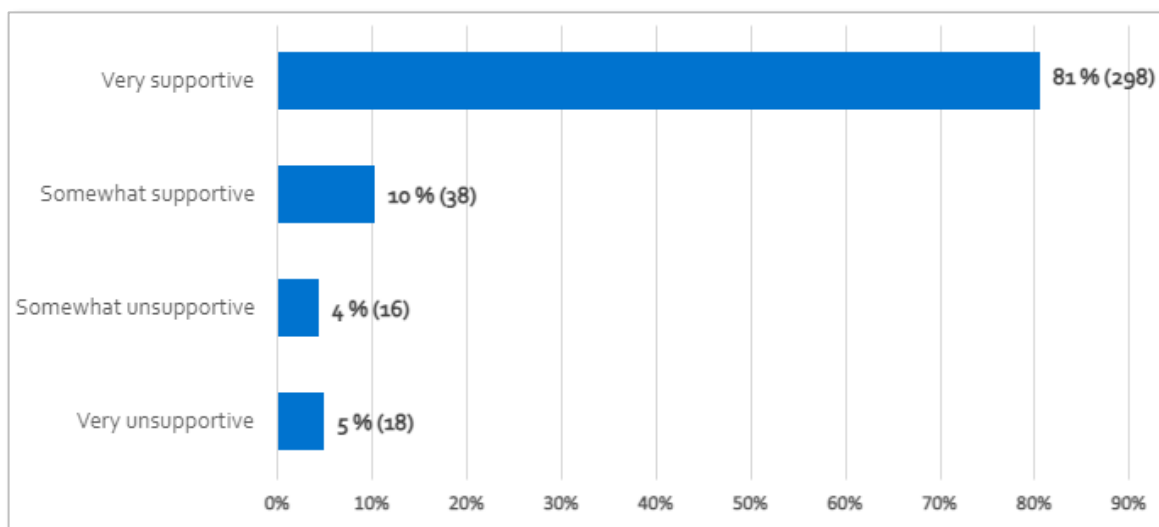
Survey respondents were asked six questions to indicate their overall sentiment, what they like and dislike about the prospect of these bikeways in Kelowna. There was also an incentive of winning one of two \$50 MEC gift cards. A majority of respondents indicated being very supportive, or somewhat supportive of neighbourhood bikeways within the city. They believe that bikeways will both slow down traffic and encourage them to bike more.



Level of Support for Bikeways

With only 5 per cent being “very unsupportive”, neighbourhood bikeways are a welcome facility by those who took part in the survey.

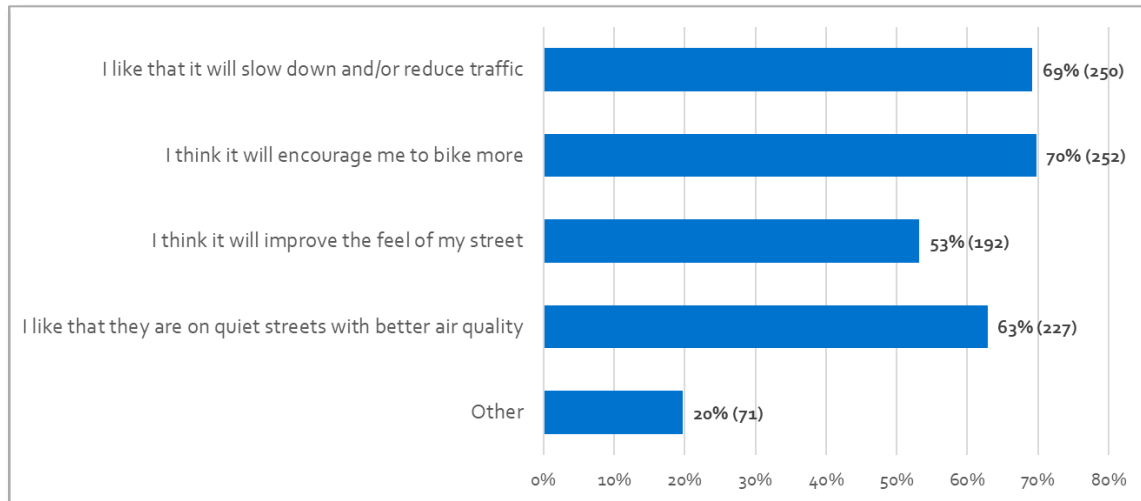
Based on age group, those aged between 45 and 59 years of age were less likely to be supportive of neighbourhood bikeways, with 84 per cent of respondents being very or somewhat supportive, compared to 93 to 94 per cent support from other age groups (19 to 30, 31 to 44, and 60+ age groups).



"ZERO downsides. Bike it up, everywhere. It's easier than anyone thinks!"
-Survey Respondent

"Bikeways encourage others to join me in commuting to work. Many people are scared of riding on the road alongside vehicles."
-Survey Respondent

Positive Aspects of Neighbourhood Bikeways. (Select all that apply)



Of responses to this question (361), the two most popular options selected by respondents are “I like that it will slow down and/or reduce traffic” and “I think it will encourage me to bike more”.

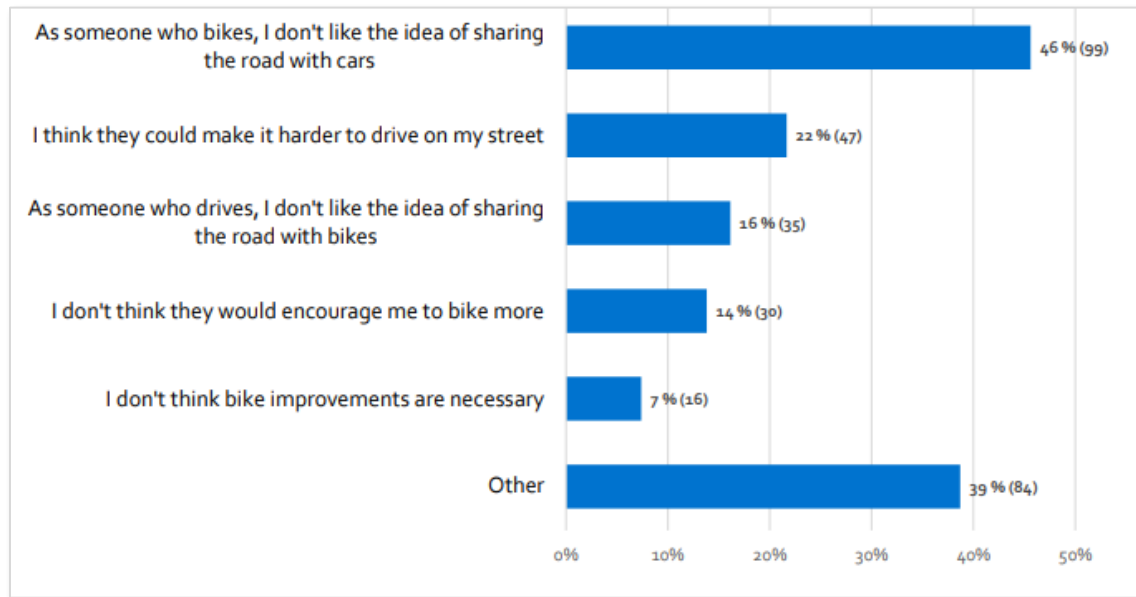
Of the ‘other’ responses, the most common feedback was that participants said neighbourhood bikeways will help to improve safety for people biking. Other common feedback includes participants saying that neighbourhood bikeways will encourage **other** people to bike or roll more often.

Three respondents stated that they do not like anything about neighbourhood bikeways, while nine respondents skipped this question.

“Any opportunity to get out of the car is a nice option to have!”
-Survey Respondent

“Get to see new neighborhoods”
-Survey Respondent

Concerns around Neighbourhood Bikeways (Select all that apply)



Of responses to this question (217), almost half of respondents stated that “as someone who bikes, I don’t like the idea of sharing the road with cars” as their top reason for dislikes of neighbourhood bikeways.

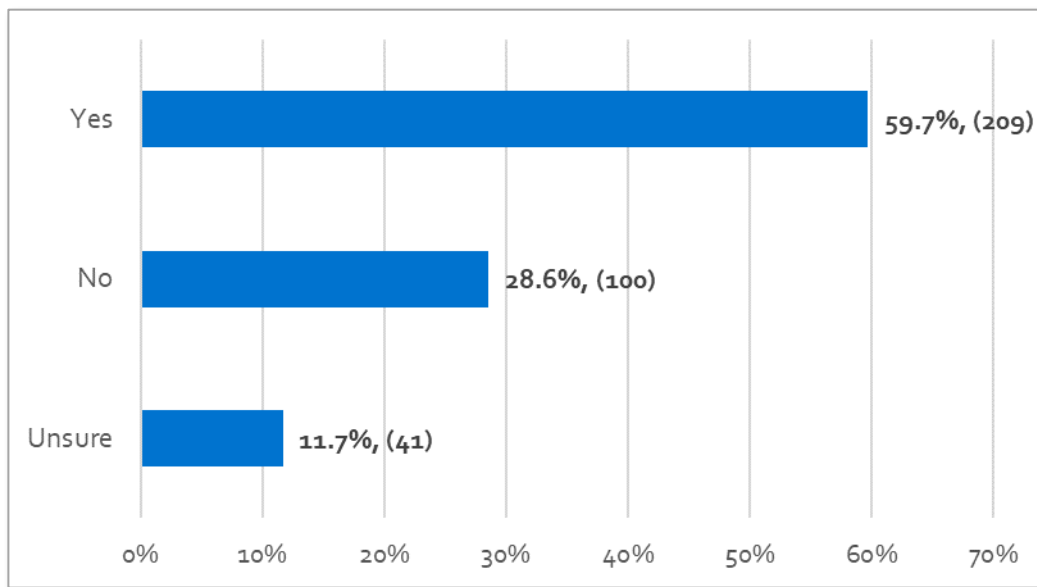
Of the ‘other’ responses related to neighbourhood bikeways, the most common themes mentioned lack of connectivity or directness with neighbourhood bikeway routes, concerns about loss of parking and feedback that funding should be spent elsewhere. Other comments revolved around community safety, the need for proper signage and wayfinding, and need for improved intersection safety.

Eleven participants stated that they dislike nothing about neighbourhood bikeways, while 153 respondents skipped this question. Based on skipped questions, and ‘other’ written answers for both questions 2 and 3, the answer ‘Nothing’ should have been considered for inclusion as an answer option for both questions 2 and 3.

“Drivers do not expect to see cyclists on neighbourhood streets. When a through street has properly painted (and maintained!) bike lanes, drivers are much more aware of the presence of cyclists. I feel these are safer.”
-Survey Respondent

“I think cyclists deserve to be able to use most direct routes - some neighbourhood bikeways meander.”
-Survey Respondent

Do you live on or near any streets identified as a potential neighbourhood bikeway?

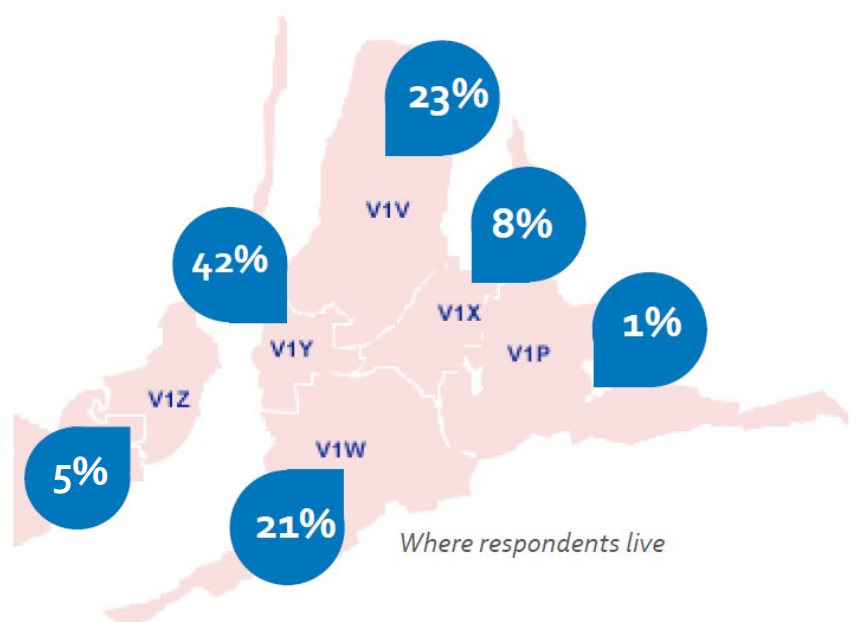


Just under 60% of participants responded that they live on or near a street identified in the plan as a potential neighbourhood bikeway. 12%, or 41 people, were unsure if they lived on a street identified.

Demographics

Demographic questions in the survey were optional. The majority of respondents identified their postal codes as being within the City boundaries. Three respondents entered postal codes located outside Kelowna city boundaries.

Central Kelowna was the most common post code selected by respondents at 42%. This aligns with the population distribution of Kelowna; this postal code represents residents in Central Kelowna from South Pandosy to the Landmark district. This is one of the larger demographic areas of Kelowna. The second and third most selected postal codes were V1V which stretches from Dilworth to McKinley, and V1W which is the South Kelowna area including Upper and Lower Mission.



Next steps

Public feedback, as well as technical considerations, will be used to help our team determine a demonstration corridor. One or two demonstration corridors will be progressed to develop a conceptual design. Outputs from this public engagement will help with ongoing project development and future initiatives.

Another round of engagement will be live once the project team selects and begins concept design for Kelowna's first Neighbourhood Bikeway.

