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**Stantec**

**OYAMA ROAD  
RECREATION CORRIDOR  
CONCEPT PLAN REPORT**

Prepared for:

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OYAMA ROAD RECREATION CORRIDOR - PUBLIC FEEDBACK

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**EXECUTIVE SUMMARY**

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The District of Lake Country commissioned Stantec Consulting Ltd. to undertake pre-design services for the Oyama Road Recreation Corridor (the "Recreation Corridor").

The Recreation Corridor will generally extend along Oyama Road from Highway 97 to Sawmill Road.

Improvements to the recreation and commuting functions of the Oyama Road corridor along the isthmus will contribute to a safer multi-use street environment, improved management of public parking and access to the lakefront, a safer pedestrian / railway interface, enhanced community linkages, and a broader range of leisure and fitness opportunities.

The Recreation Corridor will build on existing patterns of use and accepted design standards to ensure improvements support a safe, attractive recreation corridor.

The pre-design methodology has included:

- Review of available right-of-way
- Identification of areas of public use
- Consideration of public parking opportunities and constraints
- Drafting and refinement of route alignment and cross-sections
- Consideration of feedback obtained through the consultation process and in recognition of corridor character, usage patterns, physical constraints and opportunities.
- Consultation with:
  - District of Lake Country Parks, Planning, and Engineering staff
  - District of Lake Country Parks and Recreation Commission
  - Public
  - Kelowna Pacific Railway

## **1.0 INTRODUCTION**

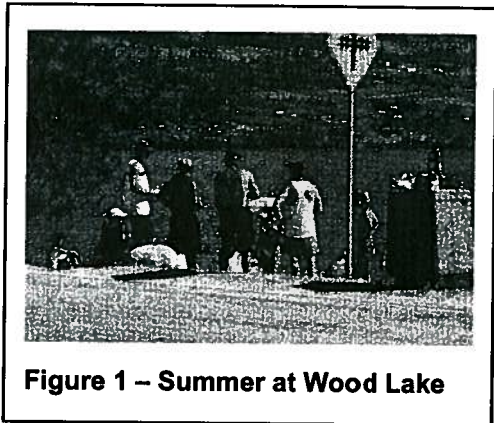
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### **1.1 BACKGROUND**

In recent years, the effects of time and traffic have become evident on the condition of Oyama Road. Classified by the District of Lake Country as a Major Road, the route is routinely utilized by residential, commercial, heavy truck traffic and emergency vehicles. From time to time, Oyama Road serves as an alternate route for highway traffic in the event Highway 97 is blocked by an accident or rock fall. Repaving of Oyama Road between Highway 97 and Sawmill Road was undertaken in 2007. Although separate from the Recreation Corridor initiative, the repaving project includes provision of a sidewalk on the north side of Oyama Road which will improve pedestrian safety along the route.

Kaloya Regional Park, Pioneer Park, and the ballfields, all accessed from Trask Road, are established, popular public recreation areas. The beach along the north end of Wood Lake is heavily utilized during the summer months as both local residents and visitors seek beach and boat access to the lake. (Figure 1)

Improvements to the pedestrian environment have been contemplated for years however the planned re-paving of the isthmus section of Oyama Road provided the impetus to formally initiate the recreation corridor planning and design process.



The scope of this plan for the Oyama Road Recreation Corridor extends from Highway 97 to Sawmill Road. The corridor takes on distinctive and unique characteristics along the way as influenced by adjacent land uses. Definable segments, referred to in this plan are as follows:

- Segment A: – Highway 97 to Canal Bridge
- Segment B and C: Canal Bridge to Trask Road
- Segment D: Trask Road to Greenhow Road
- Segment E and F: Greenhow Road to Sawmill Road

The informal boat launch area at the northeast corner of Wood Lake is outside the scope of this plan.

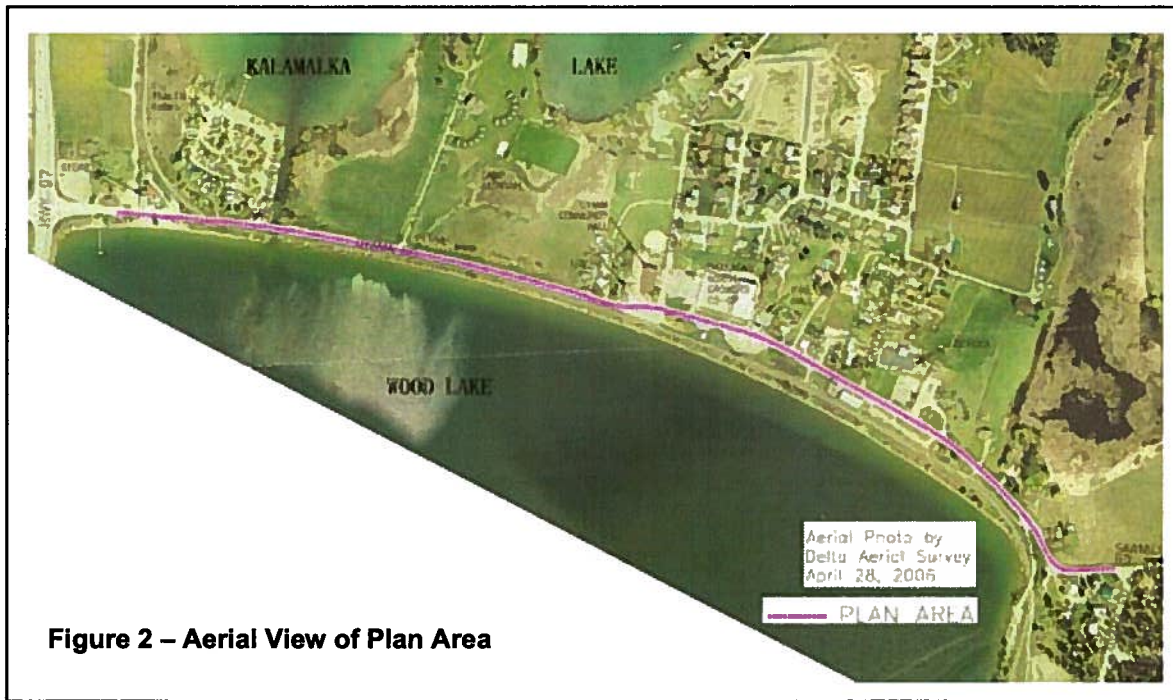
### **1.2 DESCRIPTION OF PLAN AREA**

Given its rural charm and exceptional natural setting, the “Jewel of the Okanagan” is an apt nickname for the community of Oyama. Oyama has a population of approximately 1000 and is one of four wards that make up the District of Lake Country.

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The isthmus of Oyama separates Kalamalka Lake to the north from Wood Lake to the south (**Figure 2**). From Highway 97, Oyama Road traverses the isthmus and turns south to run along the benchlands overlooking the east side of Wood Lake.

The Oyama Road Recreation Corridor plan area spans the length of the isthmus between Kalamalka Lake and Wood Lake. Generally, there are a variety of land uses north of Oyama Road while the Canadian National / Kelowna Pacific Railway (CN/KPR) line parallels the south side of the road. The shoreline of Wood Lake flanks the south side of the rail line.



### **1.3 CORRIDOR SEGMENTS**

**Figure 3** illustrates the plan area segments referred to in this report. The concept plan for each segment is included in **Appendix, Section 1**.

#### **Segment A: Highway 97 to Canal Bridge**

Busy during summer months, this popular beach area is also the location of the waterski/wakeboarding club. Agricultural, residential, retail, food service & campground uses are on the north side Oyama Road. The railway crosses to the north side of Oyama Road west of the canal bridge. The signalized intersection of Oyama Road and Highway 97 facilitates access to the isthmus area for highway travelers and provides a linkage to residential, agricultural, and agri-tourism uses west of the highway.

#### **Segments B and C: Canal Bridge to Trask Road**

Rural in character, the largely undeveloped south end of Camp Hatikvah dominates the north side of Oyama Road in this segment. Residences, retail, library, and the

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community hall are clustered near Trask Road. The Wood Lake beach in this area is narrow, steep, rocky and shrubby but gradually widens as it extends eastward.

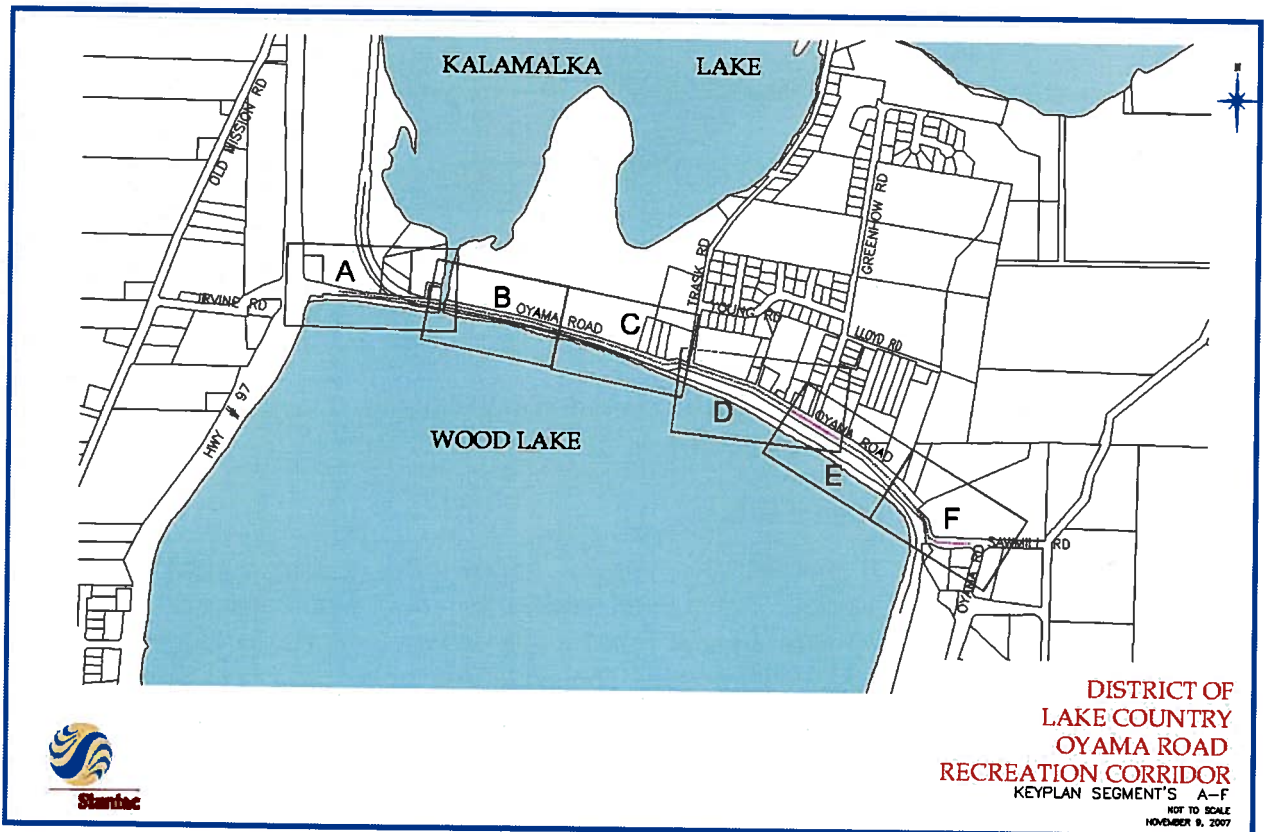
**Segment D: Trask Road to School**

A fruit packing house, residences, fire hall, retail, and elementary school are located on the north side of Oyama Road in this segment. New residential development is ongoing further north between Trask and Greenhow Roads. CN lands, "Oyama Station" (an informal parking area), a popular beach area, a small building and the Store Fixtures business are situated along the south side of Oyama Road.

**Segment E and F: School to Sawmill Road**

Three rural residences front the north side of Oyama Road in this area. The CN/KPR rail line, roadside community postal boxes, and informal pedestrian paths amidst treed undeveloped lakeshore characterize the south of the road. Branching off Oyama Road at the inside of the curve is an access to a well used informal boat launch area at northeast corner of Wood Lake.

**Figure 3 – Plan Area Segments**



## **2.0 DESIGN CONTEXT & PATHWAY PLANNING PRINCIPLES**

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### **2.1 PROJECT GOALS**

As envisioned, the Oyama Road Recreation Corridor's contribution to the community may be articulated in a concise statement of **Project Goals**:

- Create a safe, attractive public on-street and off-street corridor that effectively serves the community-at-large, and is oriented to the lakefront attraction;
- Improve pedestrian access and provide safe road and rail crossings within the corridor;
- Protect investments with ongoing urban design initiatives which promote the vitality and attractiveness of development and public amenities associated with the lakefront corridor;
- Develop the Oyama Road Recreation Corridor as a catalyst for sustained area enhancement opportunities within both the public and private realm.

### **2.2 DESIGN PLAN OBJECTIVES**

Intended to work towards achievement of the project goals, the **Design Plan Objectives**, are summarized as follows:

- Pedestrian safety will be improved with the provision of sidewalks, crosswalks, pedestrian walkways, designated pedestrian railway crossings, parking restrictions, enhanced lighting, fencing, and off-street pedestrian routes;
- Wood Lake is the principal attraction of the corridor and as such access to the lakefront must be coordinated with parking and pedestrian crossings of road and rail;
- The designated routes for recreational and commuting use will complement the unique character and multi-modal functions of the corridor;
- Pedestrian and parking provisions will facilitate linkages between and along the lakefront, the travel corridor, and adjacent residential and mixed land uses; and
- The beautification of the corridor will showcase community values and foster a sense of pride for the benefit of both local residents and visitors.

### **2.3 PATHWAY PLANNING PRINCIPLES**

The following **Pathway Planning Principles**, build upon the goals and objectives and provide guidance to the pre-design:

- **Establish Corridor Continuity**

Establishing continuous pedestrian access along the isthmus portion of Oyama Road and Wood Lake is preferred and expected by stakeholders. On-street pedestrian routes

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should connect to off-street pathways along the lakefront to provide movement options and to maximize amenity value and recreational opportunities. Design features should enhance the Recreation Corridor and its connected areas.

- **Integrate Corridor with Community Road Network, Cycling & Pedestrian Patterns**

Integration of the Recreation Corridor's sidewalks and off-street pathways with future extensions of the pedestrian and bicycle network should be achieved by providing safe and legible access to parks, beaches, street crossings and cycling routes.

- **Accommodate All Stakeholders**

The Oyama isthmus transportation corridor must be designed for safe use by all means of pedestrian, cyclist, motorized vehicle, and railway travel. Oyama Road is designated a Major Road and therefore is intended to accommodate all vehicle types. The corridor must respect the railway function and represent an appropriate balance between recreational, commuting, and transport objectives.

- **Alleviate Peak Period Congestion**

Designated parking and no-parking areas should function to alleviate congestion during peak periods, facilitate pedestrian and cyclist safety along the roadway, and, in combination with fencing and signs, promote usage of designated pedestrian railway crossings.

- **Meet Expectations for Safety and Legibility in Corridor Character**

Safety and legibility are crucial expectations addressed, in part, through consistency of design within the Recreation Corridor. Consistent treatment at intersections, driveway, railway, and street crossings, parking provisions, landscaping, lighting and corridor furnishing will help to achieve user expectations.

- **Apply Crime Prevention Through Environmental Design (CPTED) Principles**

Application of CPTED principles will promote a safe, sustainable, and livable environment for legitimate use, day and night, for all age groups.



### **3.0 RAILWAY LANDS**

Within the plan area, most of the land between the Oyama Road right of way and the natural boundary of Wood Lake is owned by CN Rail. Through an agreement with CN, the railway corridor is actively used by Kelowna Pacific Railway (KPR).

During the Recreation Corridor planning process preliminary discussions and an on-site meeting were held with representatives of KPR regarding the potential to establish public parking areas, designated pedestrian railway crossings and an off-street public pathway on CN land between the railway tracks and Wood Lake.



**Figure 4 – Railway at “Oyama Station”**

Railway representatives indicated that a clear zone of a minimum 6.1m (20 feet) should be maintained between the centreline of the railway tracks to any fence, structure or area of public access. It was suggested the clear zone may be reduced to a minimum of 4.6m (15 feet) if unalterable physical constraints did not permit a 6.1m clear width.

In the vicinity of Oyama Station, **(Figure 4)** public parking, pathways and a public washroom building are proposed on a portion of the CN Rail lands. It is proposed that the District of Lake Country continue discussions with CN and KPR with the objective to secure an agreement for cost sharing of improvements (e.g. fencing, pedestrian rail crossings), public use of a designated portion of CN's lands for parking, pathways, a washroom building, and other amenities.

Combined with fencing, directional and warning signs, the establishment of designated parking areas and pedestrian railway crossings is expected to be of benefit to railway operations. Within the informal parking areas, such as at Oyama Station, parked vehicles often encroach to within an unsafe distance from the rail line. **(Figure 5)**

People park vehicles at random along Oyama Road between Highway 97 and Sawmill Road. **(Figure 6)**



**Figure 5 – Parking Near Railway**



**Figure 6 – Parking on Roadside**

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Fencing between Oyama Road and the railway tracks is in fair to poor condition and has been broken down in several locations where people climb over and cross the tracks to access the beach.

Defined parking and railway crossing areas, establishment and enforcement of parking regulations, improved fencing, and signs would help to manage the public / railway interface by guiding people to designated crossing locations and by keeping parked vehicles a safe distance from the railway.

## **4.0 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

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Promoting a safe, sustainable, and livable environment for legitimate use, day and night, for all age groups is a fundamental principle guiding the design concept of the Oyama Road Recreation Corridor.

Three interrelated principles form the basis of the CPTED approach to design of public spaces and warrant a brief explanation.

1. natural surveillance
  - maximizing visibility and the ability for people to readily observe the space around them
2. natural access control
  - providing ample opportunity for legitimate users to access the space and minimizing opportunities for those with criminal intent to enter and move about unobserved
3. natural territorial reinforcement
  - establishing a clear delineation between public and private space defines boundaries and reinforces sense of ownership and awareness of who is responsible for management and maintenance.

The reference to “natural” suggests a method of crime prevention which is a by-product of the normal, day-to-day use of an environment. This unobtrusive, traditional approach contributes to the creation of public space which is comfortable, pleasant and thereby well-utilized for its intended purpose. This technique is preferred to “structured” systems such as locks, alarms, video monitoring, or security patrols, which are costly and may deter legitimate users by suggesting the area is dangerous to some degree.

Grouping amenities to create ‘nodes’ along the corridor, particularly at beach accesses is a potential concern from a CPTED perspective. Undesirable activity could be attracted to these nodes during hours of darkness. Placement of benches in lit areas where there is a clear line of sight from neighbouring homes and the street will contribute to the sense of a safety knowing that people are able to see, intervene, or report trouble.

As the Recreation Corridor plan advances from this conceptual stage it will be important to apply CPTED principles as more detailed design is undertaken.

## **5.0 RECREATION CORRIDOR COMPONENTS**

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### **5.1 TYPICAL ROADWAY CROSS-SECTION**

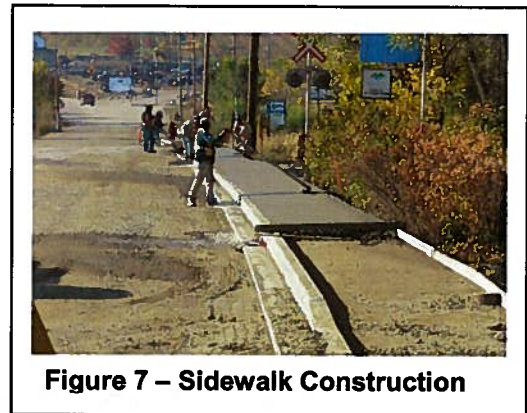
The proposed Recreation Corridor includes both on-street and off-street components. On-street improvements have proceeded with the re-paving of Oyama Road completed in Autumn 2007.

The proposed features of the roadway cross-section can be accommodated within the Oyama Road right of way as it presently exists between Highway 97 and Sawmill Road.

The typical roadway cross-section common to Segments A, B, and C is composed of the following components (from north to south):

- 1.5m Sidewalk

A concrete sidewalk on the north side of Oyama Road has been installed to accommodate safe, elevated pedestrian movement (**Figure 7**). The concrete sidewalk is along an approximate 1.4 km distance between the Highway 97 approach and the east property line of the elementary school. Ramped letdowns at driveways and intersections are provided. This feature is in accordance with the approved plan for the repaving of Oyama Road.



- Two Motor Vehicle / Bicycle Travel Lanes (4.0m each direction)

The traveled portion of the roadway is comprised of two, 4.0 m wide travel lanes designed to accommodate both motor vehicles and bicycles.

Except where designated opposite the school, no on-street parking will be permitted on either side of Oyama Road between Highway 97 and Sawmill Road. In order to enact this provision, designated off-street parking areas must be provided in locations convenient to public gathering places.

- 1.5m Asphalt Pedestrian Lane

It is proposed that a 1.5m wide asphalt pedestrian lane be provided on the south side of the road. The pedestrian lane should be distinguished from the vehicular/bicycle lane by pavement markings.

- Gravel Shoulder and 1.8m High Fence

Where the railway closely parallels the south side of Oyama Road, it is proposed that a 1.8m (6 ft.) high black chain link fence be installed to provide safe separation from the railway corridor. It is recommended that at the terminal end of any segment of fencing, signs be installed to remind the public that the railway lands are private property and

trespassing on the railway line is illegal. Mapping should also be posted which provides directions to beach access points served by pedestrian railway crossings.

## **5.2 DESCRIPTION OF RECREATION CORRIDOR SEGMENTS**

Please refer to **Appendix, Section 1** to view the conceptual plan for each Segment.

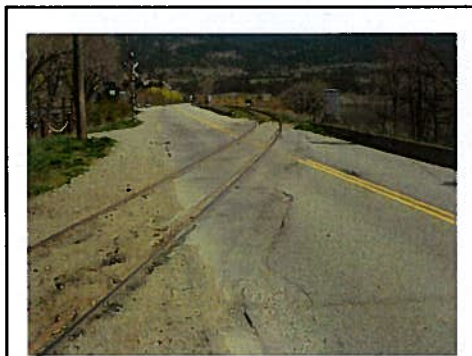
- **Segment A: Highway 97 to Canal Bridge**

At the westernmost end of Oyama Road, conceptual design of the Recreation Corridor is complicated by a number of features unique to Segment A:

- Popular beach area during peak summer season
- Lack of off-street public parking
- Canal bridge
- General Store / Liquor Store / food service outlet on opposite side of road from beach
- Railway crossing of Oyama Road west of canal bridge
- Campground and food service outlet separated from beach by both road and railway
- Land in Agricultural Land Reserve west of railway line

The lack of public parking within Segment A is a serious concern particularly during the peak summer season. Currently, where space permits, beach-goers park on Oyama Road or at the General Store. At the discretion of adjacent landowners, temporary public parking has, on occasion, been allowed on private land.

It is recommended that the District of Lake Country consult with the Agricultural Land Commission (ALC) about the potential to allow public parking on ALR land opposite the beach subject to a negotiated agreement with a willing landowner(s). Subject to approval of the ALC and affected landowner, if a public parking area is designated, consideration should also be given to construction of a public washroom facility in this area.



**Figure 8 – Railway Crossing**

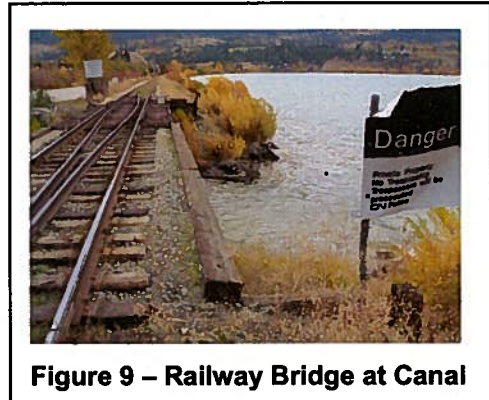
It is recommended that “pedestrian crossing” signs and a crosswalk be provided to link the beach to the store.

Informal pathways indicate that pedestrians also regularly cross Oyama Road near the railway crossing (**Figure 8**). It is recommended a second crosswalk be marked at this location. Pavement markings and signs should be installed to indicate where it is safe for pedestrians to wait for crossing trains.

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At the canal bridge the northerly sidewalk will transition to interface with the existing bridge deck. The south side on-street pedestrian path will continue across the bridge deck. Both the north and south pedestrian "lanes" crossing the bridge should be appropriately marked.

During the public consultation process, there was strong support expressed for a separate pedestrian bridge across the canal (Figure 9). A pedestrian bridge and associated off-street pathway is suggested as a long term option. The benefit of such a linkage is the continuity of off-street pedestrian access from the most westerly beach area to the northeast corner of Wood Lake.



**Figure 9 – Railway Bridge at Canal**

- **Segments B and C: Canal Bridge to Trask Road**

East of the canal, approximately 25m separates the north side of Oyama Road from the natural boundary of Wood Lake. The frontage of Camp Hatikvah (Figure 10) extends approximately 460m along the north side of Oyama Road. The Wood Lake beach frontage in this area is narrow, shrubby and rises steeply up to the rail bed. Despite its constraints, beach-goers are known to park along Oyama Road, climb over the existing fence, and cross the railway tracks to access the waterfront in the area generally opposite Camp Hatikvah.



**Figure 10 – Frontage at Camp Hatikvah**

Progressing eastward, the beachfront gradually widens towards the area of Oyama Station. Oyama Station marks the beginning of a centre of community activity which extends to the elementary school. On the north side of Oyama Road, residences are

intermingled with other land uses such as the library, Community Hall, shops, fire hall, North Okanagan Growers Co-Op packing house, and the elementary school.

Both short and long term corridor enhancements are proposed within Segment B.

Subject to agreement with CN and KPR, it is recommended that the existing informal parking area at Oyama Station be improved with a durable dust-free surface (Figure 11).

**Figure 11 – Detail, Parking Area and Path**



Reflecting the existing pattern of use, it is proposed that a row of parking stalls be marked by curb-stops. Where Oyama Road bends slightly at the Community Hall, it is proposed that the on-street asphalt path connect to an off-street path that would proceed straight ahead along the fenceline through the improved parking area. This would provide a defined pedestrian route from the parking area to a designated, properly constructed pedestrian railway crossing leading to the beach. Pedestrian railway crossings would necessarily be designed to established standards and should be wide enough for use by a service vehicle (such as an ATV).

For reasons of safety, it is deemed important to provide fencing along the south side of the tracks to establish adequate separation between public gathering places, pathways and the railway.

A 1.5m wide compacted crush path is proposed to hug the upper perimeter of the beach. In the short term it is proposed this off-street path would extend eastward from Oyama Station to where it connects to Oyama Road near the northeast corner of Wood Lake.

Over the longer term, it is suggested the beach-side path (and fencing) be extended westward to connect to a proposed new pedestrian bridge over the canal. Whereas the relatively narrow and steep cross-section between Wood Lake and the railway in Segment B will present a challenge to pathway designers, a continuous waterfront public path along the entire north end of Wood Lake was a high priority expressed by many people during the public consultation process.

Pathway alignment, design, and construction methods that minimize impacts on riparian values must be employed to protect fish habitat.

- **Segment D: Trask Road to School**

The well-utilized beach area at Oyama Station extends eastward from Segment C into Segment D. Moving eastward, public use of the beach becomes less intensive however it remains a popular area for swimming, sunbathing, and picnicking amongst the trees. Boaters frequently pull up to the shore in this area. The proposed off-street path continues to meander in an east-west alignment near the fenceline along the upper edge of the beach.

It is proposed that the off-street parking area at Oyama Station (**Figure 12**) extend east as far as the cluster of large willows roughly opposite Trask Road. In this area it is suggested a public washroom facility be constructed provided there is suitable area for septic disposal.

A second, somewhat larger, parking area is proposed on CN-owned lands opposite the Fire Hall. Pedestrian railway crossings to the lake are proposed at either end of this lot.

If, in the short term, parking, fencing, pedestrian pathways and designated railway crossings are



**Figure 12 – Parking at Oyama Station**

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established, mid range plans and budget considerations should address landscaping and other enhancements, particularly in the parking areas and along the streetscape within Segments C and D.

In response to KPR's expressed need to retain trackside lands for railway-related operations, it is proposed that the lands east of the Store Fixtures building be designated for railway use only. "No parking / no trespassing" signs should be posted in this area. To maintain open access to the tracks for railway use, no fencing is proposed on the north side of the rail corridor in this area.

- **Segments E and F: School to Sawmill Road**

It is recommended that the District of Lake Country consult with School District 23 about the potential to utilize a portion of the school property for public parking during the peak summer season. Approximately 22 parking stalls are proposed on a 0.14 ha area at the southeast corner of the school site. Alternatively, District of Lake Country and the School District may explore shared use of the existing school parking lot during summer months.

Roadway corridor width allows for approximately 14 on-street parallel parking stalls on the south side of Oyama Road across from the school (also partially shown within Segment D).

Flanking the south side of the road opposite the school and east of the Store Fixtures building, land has been designated for railway use. No public use is proposed for this area.

The off-street path continues in an east-west direction near the fenceline along the upper portion of the beach. To minimize impact on the shoreline of Wood Lake, it is recommended that all portions of the off-street path be kept as far as possible from the lake's natural boundary. The path should be designed to weave around existing trees and shrubs. Where vegetation is sparse, additional planting of native species is encouraged.

The easternmost pedestrian railway crossing is proposed near the postal boxes on Oyama Road. The crossing should be situated before the beach becomes narrow and steep at the northeast corner of the lake. The crossing and associated fence openings should be marked with signs and low-level (e.g. bollard) lighting.

Near the access road to the unauthorized "boat launch", concrete no-post barricades are suggested to block unauthorized vehicles from accessing the path.



## **6.0 CORRIDOR FEATURES**

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Several design features have been considered in the characterization of the Oyama Road Recreation Corridor.

### **6.1 AMENITIES**

Streetscape furnishings should be consistent in type, model, and colour with themes established in the detailed design process. Examples include:

- **Benches**

Bench seating should be comfortable and durable, while designed to deter graffiti tagging and sleeping. Specifics to be determined in the detailed design process. (**Figure 13**)

- **Bollards**

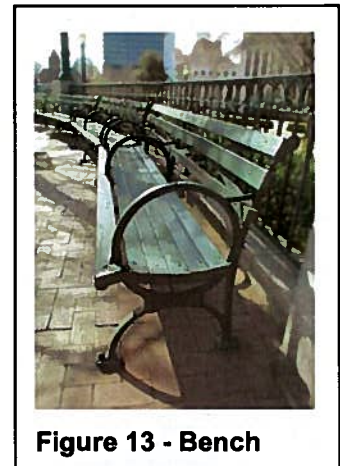
Bollards should be strategically and consistently positioned at rail crossings and pathway entry points to heighten awareness for cyclists and motor vehicles of pedestrian activity.

- **Litter Receptacles**

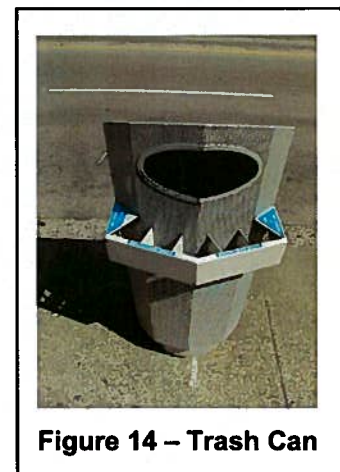
Litter receptacles should be provided on the south (lakeshore) side of the road within parking areas, at seating nodes, intersections and pathway entries. On the north side of the street they should be provided adjacent to the sidewalk at intersections and public gathering places. Cigarette and recycling attachments will reduce risk of trash fires and enable easy public pick up of returnable containers. Example of litter receptacle with external recyclables rack shown in **Figure 14**.

- **Public Art**

Public art placement may take various forms and establish an interpretive theme for the Recreation Corridor. Seating areas at the beach accesses would be ideal locations for art placement.



**Figure 13 - Bench**



**Figure 14 – Trash Can**

### **6.2 LANDSCAPING**

A plan of landscaping for the Recreation Corridor should be undertaken to address beautification of the roadway corridor, parking areas, off-street pathway routes, and proposed gathering areas.

In general, landscaping should be character consistent, maintenance and water conscious. Within the proposed parking areas shown on Segments C and D, landscaping may include

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irrigated turfgrass in combination with shrubs and trees. Where pedestrians are anticipated to cross linear bands of landscaping, hard surface foot paths or "stepping stones" should be provided to minimize damage to grass and other plantings.

Seating areas offer opportunity for more diverse and varied landscape treatment. A more detailed landscape backdrop to these nodes may incorporate ornamental trees, shrubs, perennials and groundcovers.

Grouping amenities to create 'nodes' along the corridor, particularly at beach accesses is a potential concern from a CPTED perspective. Undesirable activity could be attracted to these nodes during hours of darkness. The nodes may attract hooliganism and undesirable activity such as sleeping, drinking, drug use, or loud music. Mitigation measures should include placing benches where there is a clear line of sight from the street and nearby homes promoting the sense of a safe environment knowing that someone would be able to see and intervene should there be a problem.

### 6.3 LIGHTING

Feedback obtained during the public consultation process indicates that many Oyama residents value the rural character of the community and do not want to see a proliferation of streetlights adding "light pollution" to their night-time views.



Lighting fixtures throughout the Oyama Road Recreation Corridor should provide down-cast illumination or shielding and not create glare or direct lighting onto surrounding property or into the sky (see **Figure 15** for "dark sky" lighting examples).

It is proposed that, in the short term, street lighting be added to existing power poles. Over the longer term, the District should supplement lighting along the new Oyama Road sidewalk to enhance pedestrian safety after dark.

The siting, number, placement, and style of lighting appropriate to the proposed off-street pathways and parking areas should be determined at the detailed design stage. As part of the design process, an appropriate style of

ornamental lighting, in keeping with other corridor amenities and street furniture, should be determined.

### 6.4 TRAFFIC CALMING

Traffic calming refers to measures intended either to manage traffic speed or to manage traffic volume. Measures to address traffic volume are often employed on streets to deter shortcutting and may be used to divert traffic to streets better able to handle it. Oyama Road serves many functions and is intended to handle significant volumes of traffic therefore appropriate traffic calming techniques may most appropriately be applied towards managing traffic speed.

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Oyama Road is a collector roadway with a design speed of 60 km/hr, a posted speed limit of 50 km/hr, and 30 km/hr school zone. The tendency for motor vehicles to exceed the posted speed limit is cause for concern along the length of the corridor but particularly in the vicinity of the school. Whereas traffic calming measures can work successfully to slow vehicular traffic and increase pedestrian safety, not all traffic calming strategies are appropriate for all roads and their impacts must be carefully considered.

- **Raised Intersections and Raised Crosswalks**

Raised intersections and raised crosswalks act as traffic calming devices (**Figure 16**). Raised crosswalks are similar to speed humps but are broader in width. The vertical deflection produces an uncomfortable lifting sensation for vehicles traveling at higher speeds. They signify pedestrian priority at key locations by increasing pedestrian visibility and emphasizing the presence of crosswalks. If not carefully planned in conjunction with stormwater conveyance systems, raised roadway sections may interfere with stormwater flow and dispersal, leading to ponding on the road surface.



**Figure 16 – Raised Crosswalk**

During the detailed design phase, appropriate locations for raised crosswalks across Oyama Road should be considered.

- **Curb Extensions**

The purpose of curb extensions is to reduce motor vehicle speeds by visually compressing roadway width, reducing pedestrian crossing time and distance, and increasing pedestrian profile and visibility. Along the isthmus portion of Oyama Road however curb extensions may not be appropriate as they would reduce the width of the shared vehicular/cyclist travel lanes compelling motorists and bicycles to travel in close proximity to each other. Curb extensions work well where they can take the place of a short section of on-street parking however the limited right of way width of Oyama Road would not readily accommodate this traffic calming device.

## **7.0 PUBLIC CONSULTATION**

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On Wednesday May 30, 2007 a public open house was held at the Oyama Community Hall to present background information, and a draft Recreation Corridor concept plan for public review and feedback. The self-guided open house presentation remained posted at the community hall through the following Oyama Fun Day weekend during which time many people visited the hall. People viewing the presentation at the Open House and through the following weekend were encouraged to write their comments directly on the posters or to use the comment sheets provided. Public feedback received at and following the open house was transcribed and is included in **Appendix, Section 2**.

It is acknowledged that during the consultation process there were some objections expressed by the public to the inclusion of a sidewalk on the north side. Opinions included a perception that a concrete sidewalk would be too urban and that a wider, multi-purpose pedestrian corridor should be located only on the south side in order to best take advantage of the amenity value of Wood Lake. A wide, multi-purpose, boulevard separated, paved path or boardwalk on the south side was suggested for two-way travel of cyclists, pedestrians, rollerbladers, etc. It was suggested by some that the additional width required for a multi-purpose corridor on the south side could be obtained by eliminating the sidewalk from the north side, and by reducing the width of the west bound vehicle lane by allowing for two-way cyclist movement on the south side of the road. Moving the railway line to the north side of Oyama Road (west of the SE corner of Camp Hatikvah) was also suggested.

All concerns and suggestions were reviewed and a number of factors must be considered.

- **Moving Rail Line to North Side of Oyama Road**

Maintaining safe separation between pedestrians and the railway is a paramount concern. Moving the rail line to the north side of the road is not considered a viable option given land acquisition requirements and technical concerns (e.g. new bridge over canal, impacts on existing development, impacts on required railway curve radius behind Oyama General Store, and a new road crossing at a railway s-curve).

- **Omitting Sidewalk & Bicycle Lane from North Side of Road**

If adequate cycling width and pedestrian facilities were not provided on the north side of Oyama Road, people would continue to walk and cycle on that side of the road however in doing so they would be placing themselves and others in potentially unsafe situations. The north side sidewalk provides a defined pedestrian facility fronting and linking residential, commercial, and institutional properties.



**Figure 17 – Pedestrians on Oyama Road**

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- **Providing a Two-Way Cyclist and Pedestrian Corridor on South Side**

Unfortunately, the rules are not universally understood when cyclists share space with pedestrians. This is the case even if separate parts of the pathway's width are visually marked for either bicycles or pedestrians. For example when one bicyclist is overtaking another traveling in the same direction, or when two cyclists traveling in the opposite direction meet, the tendency will be for one bicyclist to merge into the pedestrian realm. This action puts both bicyclists and pedestrians at risk. Cyclists intending to travel relatively quickly and directly, often prefer to use the roadway rather than a multi-purpose path in order to avoid pedestrians, in-line skaters, or more slower moving recreational cyclists.

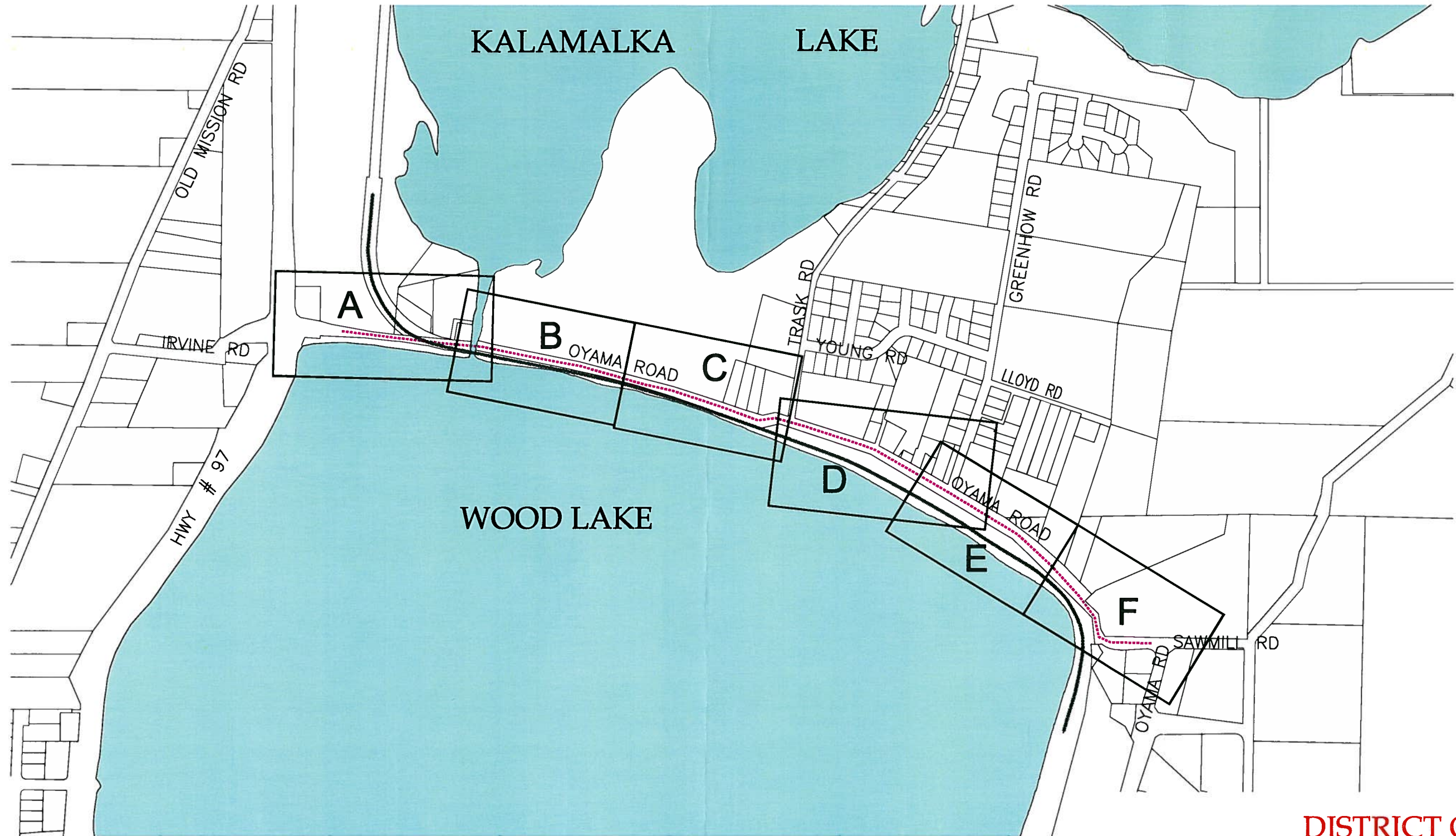
## **8.0 CONCLUSION**

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The primary goals of the Oyama Road Recreation Corridor are to produce a widely accepted, safe, and well-used public facility. Developing the 1.7 km length of recreation corridor along Oyama Road from Highway 97 to Sawmill Road will create a highly desirable near-lakefront, multi-purpose transportation link. Improving safety and enhancing the attraction of the corridor will highlight a significant amenity within the District of Lake Country – facilitating access to the north shore of Wood Lake and linkages to Kalamalka Lake.

At this time there are many uncertainties regarding the off-street pathway components therefore preparation of a cost estimate has not been undertaken. The pre-design stage would provide the level of information necessary to undertake a meaningful preliminary cost estimate.

At the pre-design stage, the District may consider phasing of the off-street improvements and allocate sufficient budget for each stage of the project in the Five Year Capital Plan. Further discussions with railway representatives should be undertaken to explore mutual benefits and cost sharing opportunities.



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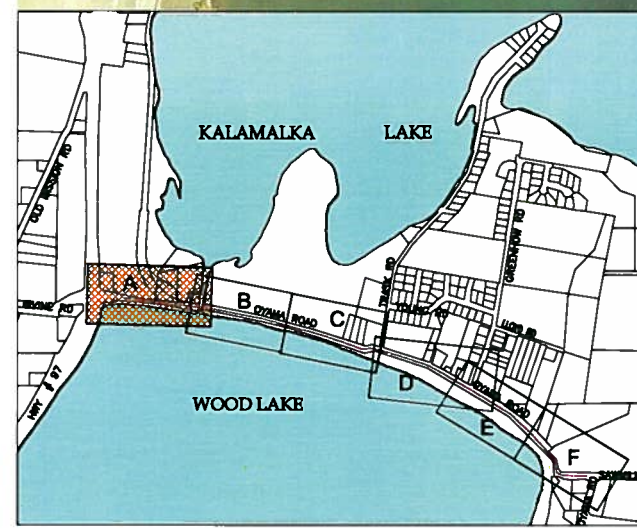
KEYPLAN SEGMENT'S A-F

NOT TO SCALE  
NOVEMBER 9, 2007

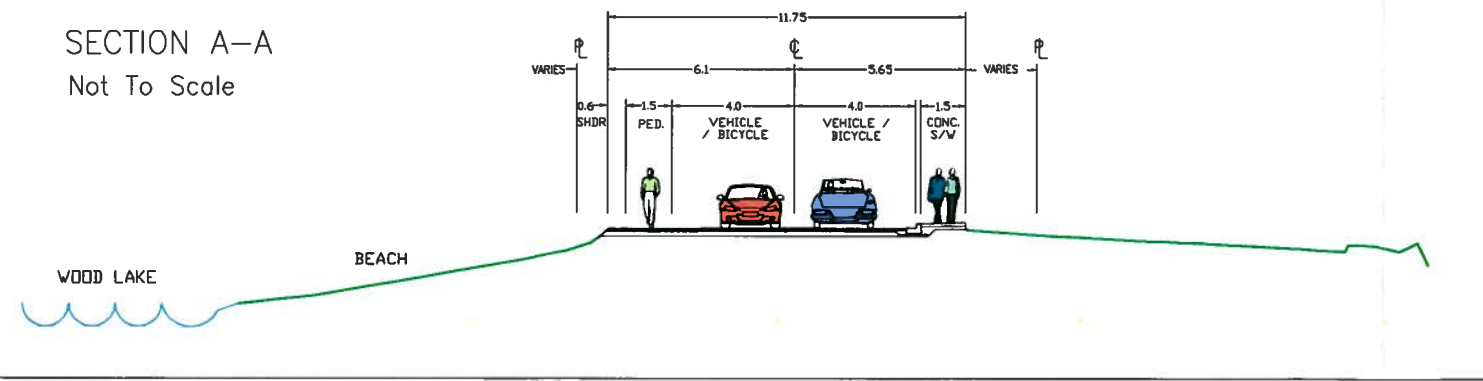


**Stantec**

# DISTRICT OF LAKE COUNTRY OYAMA ROAD RECREATION CORRIDOR - SEGMENT A



SECTION A-A  
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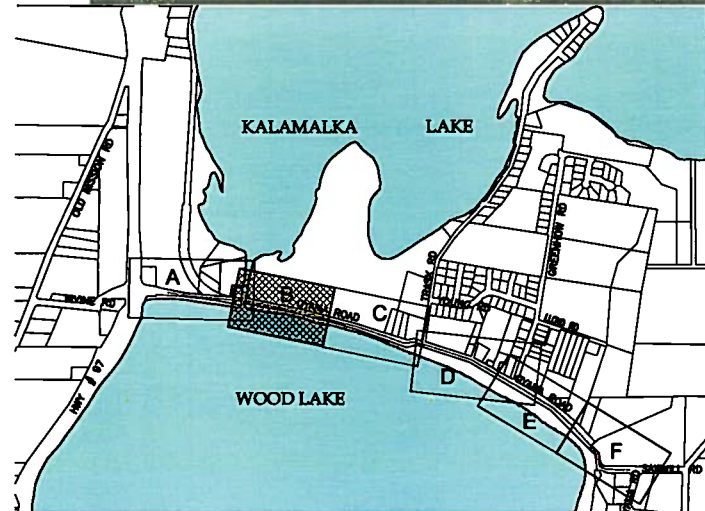
- PROPOSED CORRIDOR FEATURES
- ASPHALT
  - CONCRETE SIDEWALK
  - DRIVEWAY LETDOWN
  - SHORT TERM PATHWAY (GRAVEL)
  - LONGTERM PATHWAY (GRAVEL)
  - GRAVEL SHOULDER
  - FENCE
  - BOLLARD LIGHTING









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# DISTRICT OF LAKE COUNTRY OYAMA ROAD RECREATION CORRIDOR - SEGMENT B



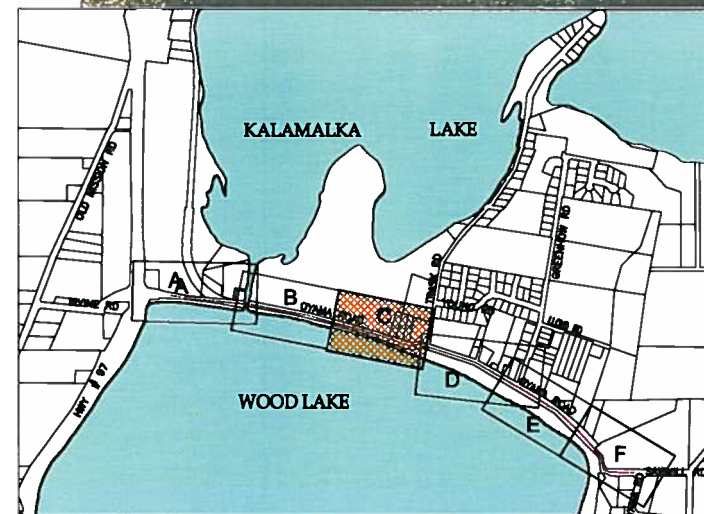
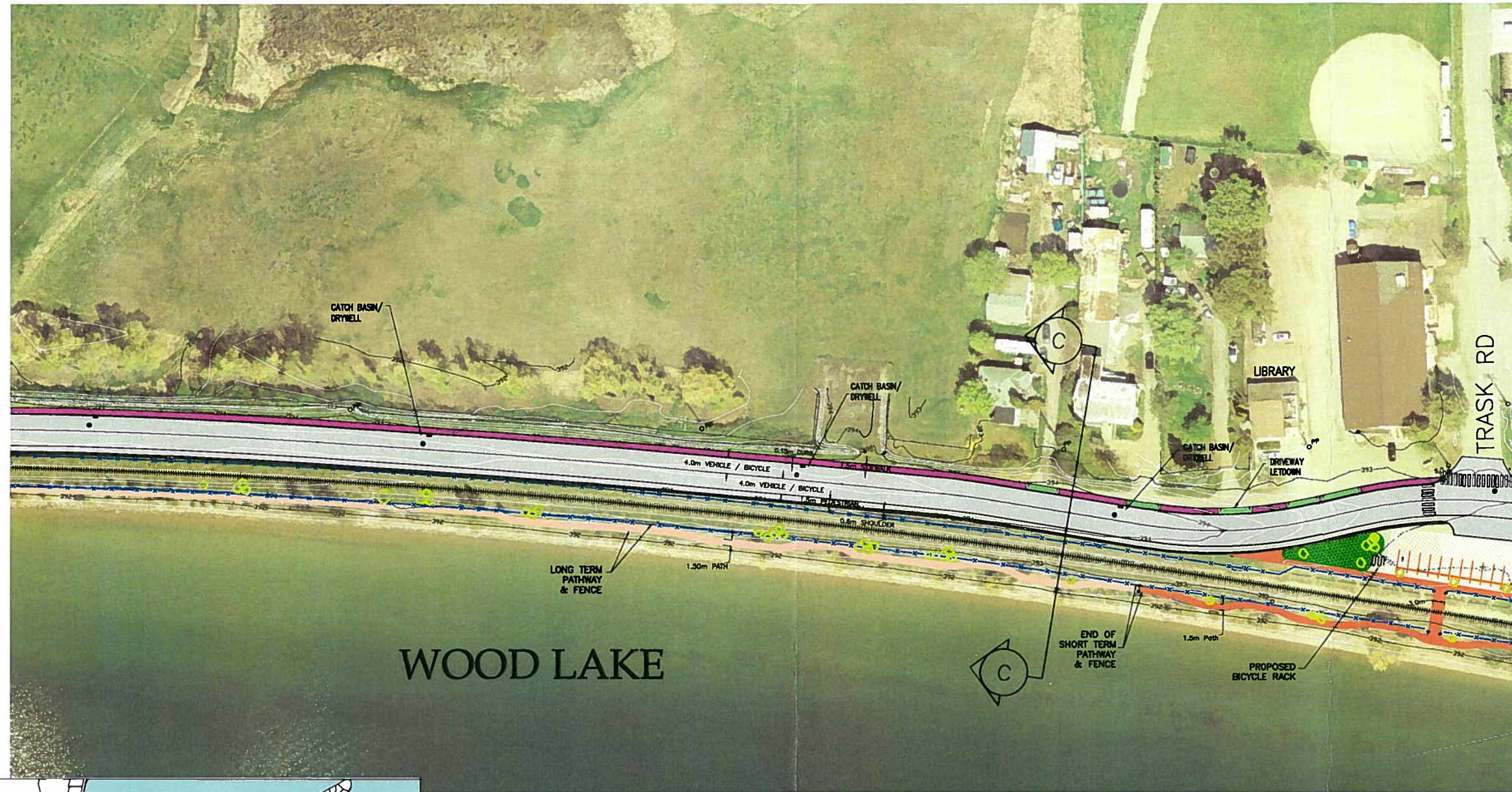
## PROPOSED CORRIDOR FEATURES

-  ASPHALT
-  CONCRETE SIDEWALK
-  DRIVEWAY LETDOWN
-  SHORT TERM PATHWAY (GRAVEL)
-  LONG TERM PATHWAY (GRAVEL)
-  GRAVEL SHOULDER
-  FENCE
-  BOLLARD LIGHTING

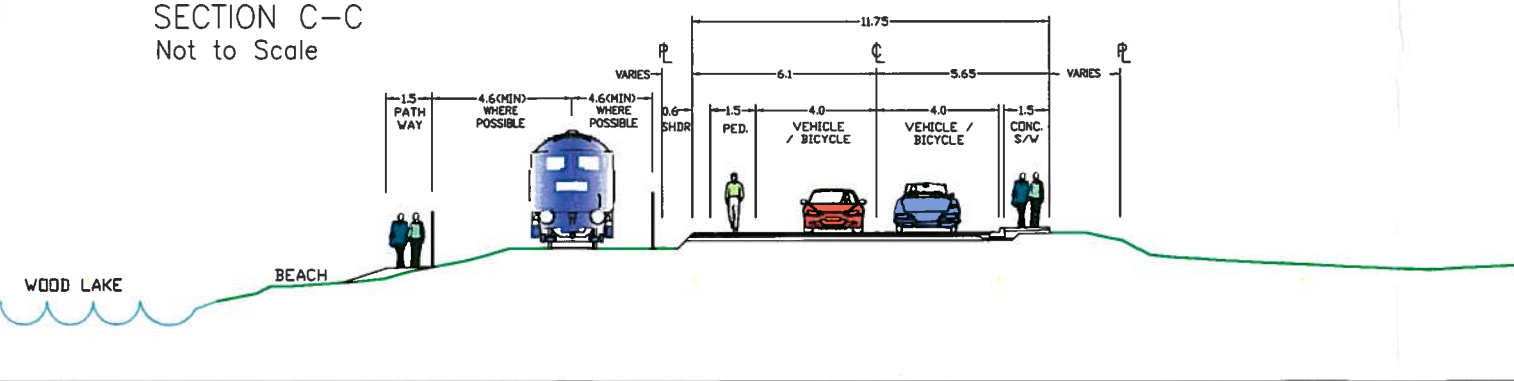


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# DISTRICT OF LAKE COUNTRY OYAMA ROAD RECREATION CORRIDOR - SEGMENT C



SECTION C-C  
Not to Scale



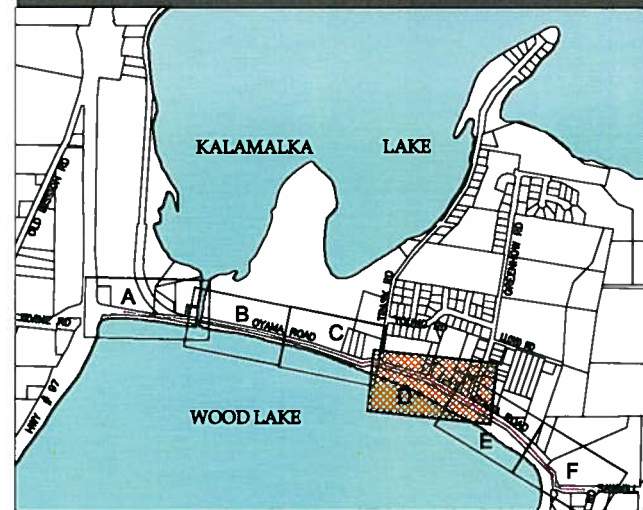
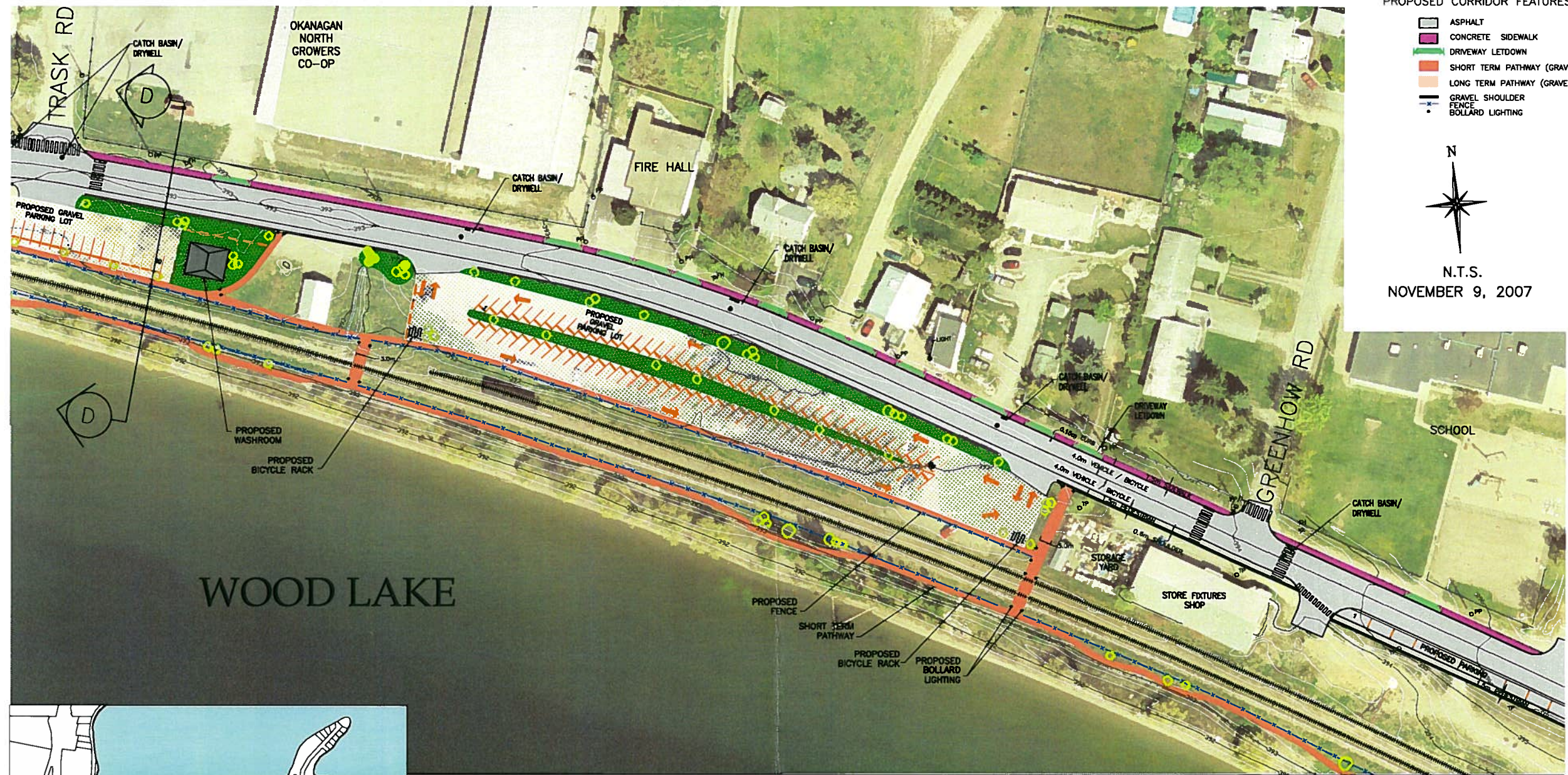
PROPOSED CORRIDOR FEATURES

- ASPHALT
- CONCRETE SIDEWALK
- DRIVEWAY LETDOWN
- SHORT TERM PATHWAY (GRAVEL)
- LONG TERM PATHWAY (GRAVEL)
- GRAVEL SHOULDER
- FENCE
- BOLLARD LIGHTING

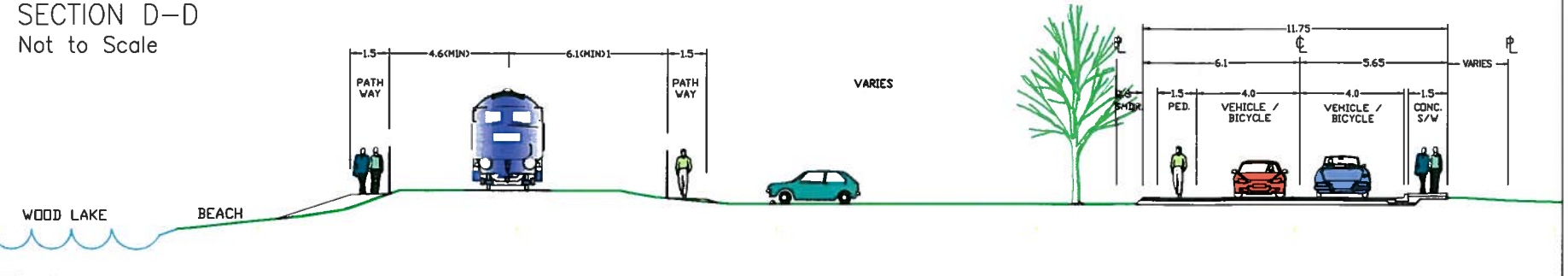


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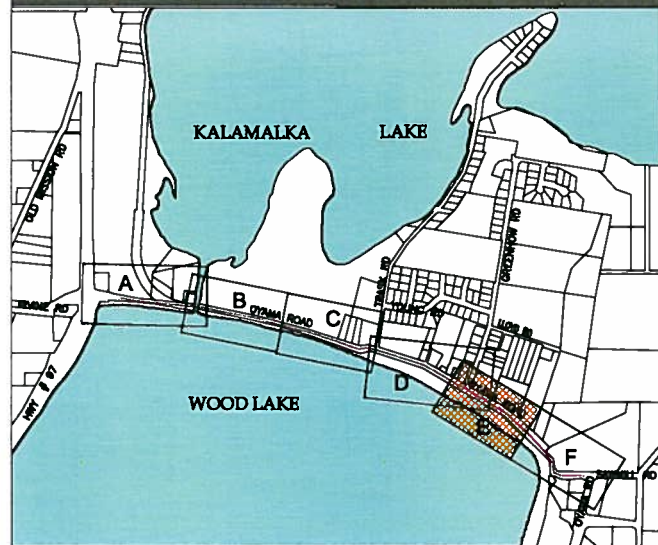
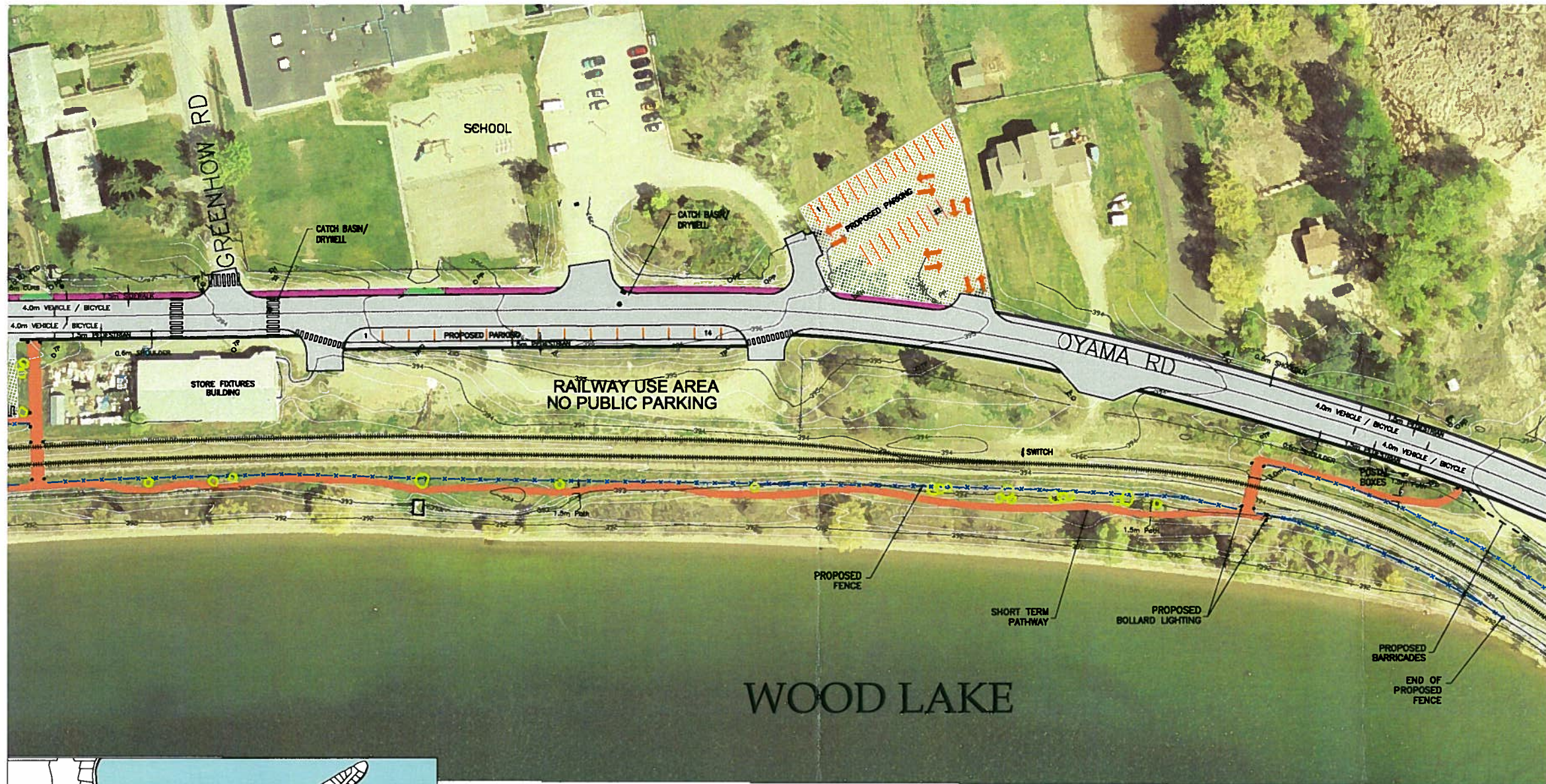
# DISTRICT OF LAKE COUNTRY OYAMA ROAD RECREATION CORRIDOR - SEGMENT D











SECTION D-D  
Not to Scale



# DISTRICT OF LAKE COUNTRY OYAMA ROAD RECREATION CORRIDOR - SEGMENT E



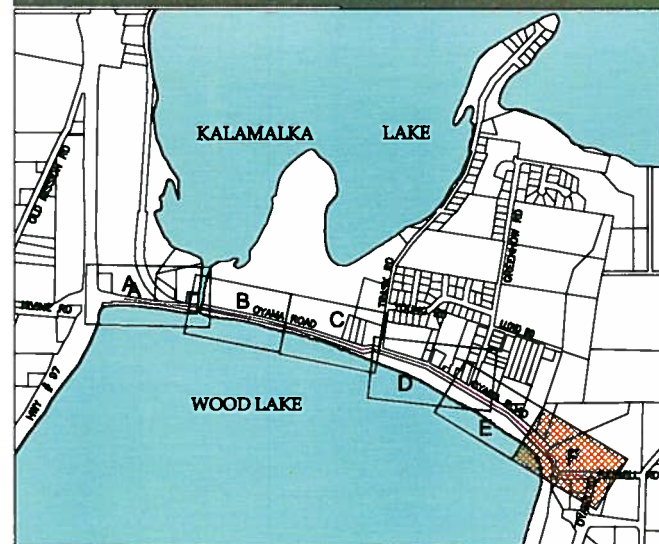
## PROPOSED CORRIDOR FEATURES

-  ASPHALT
-  CONCRETE SIDEWALK
-  DRIVEWAY LETDOWN
-  SHORT TERM PATHWAY (GRAVEL)
-  LONG TERM PATHWAY (GRAVEL)
-  GRAVEL SHOULDER
-  FENCE
-  BOLLARD LIGHTING



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# DISTRICT OF LAKE COUNTRY OYAMA ROAD RECREATION CORRIDOR - SEGMENT F



## PROPOSED CORRIDOR FEATURES

- ASPHALT
- CONCRETE SIDEWALK
- DRIVEWAY LETDOWN
- SHORT TERM PATHWAY (GRAVEL)
- LONG TERM PATHWAY (GRAVEL)
- GRAVEL SHOULDER
- FENCE
- BOLLARD LIGHTING



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## **OYAMA ROAD RECREATION CORRIDOR – PUBLIC FEEDBACK**

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### **OPEN HOUSE**

A public open house was held at the Oyama Community Hall on Wednesday May 30, 2007. District of Lake Country staff and a consultant representative were on hand to discuss the Recreation Corridor concept with visitors and to solicit feedback. Posters and comment sheets were provided to facilitate public feedback. The self-explanatory presentation remained posted at the hall through the following Oyama Fun Day weekend during which the hall was open for refreshments, informal socializing, and a silent auction.

### **OPEN HOUSE POSTERS**

Attendees at the open house and Fun Day visitors to the Community Hall were encouraged to write their comments directly on the posters depicting a draft Recreation Corridor concept. The posters depicted the Oyama Road corridor from Highway 97 to Sawmill Road and were broken into the following four segments:

**Segment A** – Highway 97 to canal bridge

**Segment B** – Canal bridge to Trask Road

**Segment C** – Trask Road to school

**Segment D** – East end of school property to Sawmill Road

The following comments were written on the posters:

#### **Segment A – Highway 97 to Canal Bridge**

##### **General**

- Noise pollution from highway?
- Oyama General Store owner willing to help!

##### **Walkways / Sidewalk / Bicycle Lane**

- Please have a separated bike path - leave pedestrians on north side.
- Need a line separating cars and bikes
- Why have pedestrian walkways on both sides of roadway?
- Good ideas to keep walkway and bicycle path on one side only – the Wood Lake side is the most picturesque! Such as in California beach area (Marina Del Ray, Redondo, Hermosa, etc.) Terrace has the same type of walking pathway and it is beautiful
- 2<sup>nd</sup> that!

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- Don't "urbanize" this rural recreational corridor
- Sidewalk should go to highway crossing
- End aesthetic path extending to the hall (refers to sandy area west of stairs)
- Pedestrian bridge
- Good idea

**Cross Walk**

- Why not have the cross walk closer to the store to catch randomly crossing pedestrians?
- Another one at the hall
- Please, proper safe cross walk for store!
- Possible crossing (near store)
- Move cross walks to Tween Lakes & have 2

**Parking**

- What about parking? Most people currently park on private land. This results in blocked off driveways for landowners. There is no compensation for landowners.
- Need more parking here; very crowded (referring to store area)

**Segment B – Canal Bridge to Trask Road**

**General**

- Pay attention, our rural town is it's own attraction
- Washrooms please

**Lighting**

- Low level lighting – No large street lights with light pollution
- Agree strongly

**Oyama Road**

- How about moving the road north and widening the bridge – it's too narrow now
- Porous asphalt so water goes though it therefore, no run off
- Traffic calming? Flower pot / tree well
- How do you "calm" traffic?
- Biking is very dangerous now

**Railway Tracks**

- Consider moving train tracks north of the road to have enough room to develop a proper lakeshore park

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- Bike path between railway & road

#### **Sidewalks**

- We need to find a way, looking towards the future of developing a boardwalk, better health for all
- South side of sidewalk needs to be wider! Boardwalk style!
- Standard concrete sidewalks are too urban! Use something more creative and attractive
- Minimize the concrete
- No sidewalks
- Too citified for this lovely green space
- Boardwalk on south of road - sidewalks ok

#### **Off-Street Path**

- Extend to west side of canal

#### **Cross-Section B-B** (now Cross-Section C-C in Segment C, **Appendix, Section 1**)

- (There is) no “recreation” in this x-section

### **Segment C – Trask Road to School**

#### **Parking**

- Parking closer to launch
- Parking lot looks like an industrial lot – break it up
- Proposed parking is a waste of beautiful lake frontage
- I’m with this person. Let’s keep some of nature. It’s why we live here and not in town
- You have to park somewhere
- Walk or ride a bike
- Keep as much natural habitat as possible
- Include bike racks
- Put trees here and there in parking lots. This is “nature” not concrete and gravel.
- Save trees (referring to east end of parking lot across from Trask Road)
- Rather have trees (referring to east end of parking lot across from Trask Road)
- Hear, Hear on the trees! Shade is valuable in July and August



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**Beach & Off-Street Path**

- Keep trees and brush as a wind barrier, thus not allowing sand to travel away from beach
- Path needs to meander more, it is too straight
- Proposed path should be a boardwalk – handicap access
- Combine bike and pedestrian path with painted line – like Stanley Park seawall

**Greenhow Road Intersection**

- Raise intersection
- Drop off school parking

**Washrooms**

- Some of this area could be used for washrooms and green space. Waste bins should be considered (referring to parking lot across from fire hall)
- Put washrooms away from private homes – put across from commercial properties

**Segment D – East end of school property to Sawmill Road**

**Parking**

- Yes this should definitely be pursued. When you need parking the most, this lot is empty. It's all the same taxes. (referring to portion of school property proposed for off-street parking)
- Excellent area for parking boat trailers (referring to property on north side of Oyama Road across from "boat launch" access)

**Oyama Road**

- Dangerous place to end pedestrian traffic, important to get pedestrians to this point safely (referring to a point south of Oyama Rd / Sawmill Rd intersection)
- Good point
- High risk for pedestrians (referring to north side of Oyama Road across from mailboxes to intersection of Sawmill and Oyama Roads)

**Sawmill Rd. / Oyama Rd. intersection**

- Abutment, stop signs
- Visibility limited sign (on Oyama Rd)
- Fix the hump in centre of road, Chambers trucks bottom out. When 97 closed all big trucks have to turn wide to make corner because of the incorrect banking of road.

**Boat Launch**

- Put in proper boat launch

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- Improve boat launch
- Dig out sandbars please
- Put up "NO PARKING" signs in front of launch area.
- Pave me

#### **Off-Street Path**

- Make another crosswalk at path entry
- Path departures to water proximity (?)
- How about a multi-use path: cyclists on one side and pedestrians on the other side
- Get cyclists off road to make room for more parking and aesthetics features
- Add pathway and crossing from school parking lot
- Pathway – meandering
- Crush path
  - Bad for people that walk barefoot
  - Agreed
  - Wear shoes

### **OYAMA OPEN HOUSE – COMMENT SHEETS AND OTHER WRITTEN SUBMISSIONS**

Comment sheets were provided at the May 30<sup>th</sup> open house and were available at the Community Hall until the conclusion of Oyama Fun on the following weekend. Seven comment sheets were returned by July 31, 2007 to Stantec.

Two multiple choice questions were included on the comment sheets. The number of responses to each multiple choice option are shown below in brackets. Where additional comments were provided they have been transcribed below.

#### **Questions**

**Q1.** Do you: drive (7), ride a bike (4), walk (5), or jog (2) along the isthmus portion of Oyama Road?

#### **Comment:**

- Would like to bike and walk more

**Q2.** Do you have concerns regarding: traffic (4), parking (2), pedestrian movement (3), safety (3) or other conditions along the isthmus portion of Oyama Road. If yes, please explain.

#### **Comments:**

- Boat trailers lined up along road – dangerous
- Speeding

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- Pot holes, narrow road, speed, doesn't feel safe on bike
- Plan for more foot traffic, don't need to encourage more vehicles
- Road is too narrow for amount of use it gets with traffic parking and the safety of pedestrian movement
- Parking is a huge problem by the store/campground!! A paved walkway for cycling, pushing strollers & wheelchairs would be best option. Not a gravel path or wooden walkway. RAMPED curbs!!
- The biggest concern (I am speaking collectively as this issue seems to be a common concern for those on and around the isthmus) with all 4 conditions listed are with regards to the boat launch. In the proposal I see no alleviation to any of the conditions. The boat launch increases the amount of traffic as well as obstructs the traffic due to lack of parking. Both sides of the road are presently used as parking for vehicles and trailers. Some boaters have little concern for the traffic that must pass by, the pedestrians that are forced onto the road due to failure to get on the shoulder far enough. They also park facing the wrong way on the road. Quite often the vehicle or the trailer or both have one or more wheels still on the road. This brings up the issue of safety. The proposal does not offer any addition parking for boat owners so I really can't see that this concern is being addressed. And to argue that the parking to the west of the boat launch will address this concern is only wishful thinking. If anyone really believes that people are going to park that far away when presently the school is TOO far away is deluding themselves.

Another issue is the proposed parking area. Again, does it really seem logical that people are going to park in the mid 15000 block of the isthmus and walk, toting kids, coolers and picnic paraphernalia as far as possibly camp Hatikvah? because the beach closest to the parking will fill up fastest. Also, to have a concentrated parking area will only increase the amount of traffic in a small area while decreasing the safety of the same by putting more pedestrians on the roads trying to commute to another area. In my opinion the parking area has to be less concentrated and more spread out to really solve any concerns outlined in this question. Because of the commercial outlets already in this area this proves to be one of the busiest stretches on the isthmus without adding the additional presence of more people.

The comment sheet invited respondents to comment on the following features of the proposed Oyama Road Recreation Corridor:

**1. Sidewalk on north side of Oyama Road.**

- Great
- All good
- Do not like this idea
- No sidewalk – asphalt path. Keep rural feeling
- Best idea

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- Disagree
- Wide sidewalk on south side of Oyama Road
- A sidewalk on the north side of Oyama Road is ridiculous. An asphalt lane wide enough for bicycles on one side of it and pedestrians and wheel chairs on the other side should be put on the south side of Oyama Rd.
- In my opinion this is unnecessary if there are other pathways. This just confirms my statement above that there will be an increase in pedestrian traffic. People will be crossing the road to access a sidewalk on the other side. In the area of the proposed parking lot I can only imagine this will present the biggest problem.

#### **2. Asphalt pedestrian lane on south side of Oyama Road**

- Great
- All good
- We only need a walkway on lake side. Make it wide enough for everyone.
- Yes, maybe with a separate path for bikes
- Best for bikes
- Yes
- A white line could be painted down the middle of the lane. We have seen this in other towns and cities and it works perfectly.
- A low line-fence along side of the lane would prevent cars from parking on it.
- A sidewalk on the north side would be a hindrance when snow plowing during the winter months.
- If in time the Oyama Road has to be widened – a sidewalk on the north-side would have to be removed
- For safety – it would be much easier for motorists to watch out for pedestrians and bicycles on one side of Oyama Road – rather than both sides.
- Re. sidewalk on north side and asphalt pedestrian lane on south side: Only one or the other needed? How about a bike lane?
- Again, if there are off-street pathways I cannot see that this is a necessary proposal.

#### **3. Off-street pathways**

- Great
- All good
- Make it pictureous – no cement asphalt is much better!
- Keep all existing greenery
- The only place that an off-street lane is needed is behind the packing-house (“store fixtures” building) and over to the east side of the isthmus.

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- Yes

**4. Parking lots – Oyama Station to west end of “Stores Fixtures” building**

- Great
- All good
- Why not use land behind track @ boat launch for parking
- Already used as such
- We do not approve of making the area between the Oyama Station and the “store fixtures” building into a parking lot. It should be made into a beautiful park with shade trees, lawn, flowers, and benches, (with Pioneer names on them). The chain link fence could continue all the way across to the “store fixtures” building. A cross walk could be put on Oyama Road there for the children to cross over to the school.
- No (further)
- A cross walk could be put on the Oyama Road from the lane across to the Oyama Community Hall.
- A cross walk on Oyama Road would also be needed on the east side of the “store-fixtures” building for the children who are walking to school from the east side of Oyama on the off-street lane.
- See comments in answer to question 2. *(last bullet under Q2)*

**5. Parking on portion of Oyama School property**

- Great
- All good
- Not a good idea!
- Parking on a portion of Oyama School Property may have to be restricted to summer months (during school holidays)
- I am not in favour of this only because this is a school for young children. As proven in the past increase in public access will increase the vandalism, and because the school is somewhat isolated I can only guess that this will prove a convenience for those interested in this behavior. Because people in the area with “accept” the increase in activity at the school I believe that a less concerned attitude will be adopted. This will increase the less destructive vandalism such as “tagging”.
- Yes

**Other comments provided for the Oyama Road Recreation Corridor:**

- Approach Camp Hatikvah about donating a small strip of land on the north side of Oyama Road for vehicle parking diagonally. Does the road allowance extend out as far as the row of willow trees beside the road? If so, this area could be filled in to make the road wider and allow for vehicle parking. A cross-walk could be put in from the Camp

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Hatikvah road over to the pedestrian lane. This would make it safer for their children walking across the isthmus.

- Truck and boat trailer parking is a BIG problem. An ideal place to put them would be on the property at the east side of the isthmus where the owners have taken out their orchard. It is right across the road from where the boats are being launched. The owner could charge a fee for parking there and it would be much safer for everyone.
- We have a beautiful place here, we should make it as beautiful as possible. Lake side walkway only. Move the road over more on north side of road and make lake side walkway, bike path, etc. If the road is moved over there is more room to with to make the lake side more beautiful. Cement walkway on north side is a waste. People will want to walk on the lake side. People walking on both sides is again dangerous. Kids running across road to meet other kids walking etc. - very dangerous! Have you seen Peachland's water frontage – beautiful and safe!
- A boat ramp for those launching their boats would be a tremendous help for them
- A memorial rock cairn right across from our Community Hall, where our Oyama Railway Station used to be could be built there to honor our young men who never returned from World War II. They got on the train there, left and gave their lives for your freedom. Their names could be put on the cairn.
- Extend Oyama Road approx. 10' north. Now install angle parking on the south side of Oyama Road from the canal to the Oyama Station and install a pedestrian walkway on the south side of Oyama Rd. between the angle parking and the railroad tracks. This plan will answer future parking use demands. (This) recommendation applies to Segment B area.
- We appreciate the fact that our Municipality is taking on the task of up-grading Oyama's isthmus which is very badly needed. Improvements to beautify our "Jewel of the Okanagan" can gradually be added as time goes on. Residents in Oyama are very proud of their community and we look forward to seeing this project completed.
- Low level lighting, garbage cans, washroom by Oyama Station
- Washrooms, more garbage bins
- The property across from boat launch should be allowed to have parking on his property like he proposed to municipality
- Off-street pathway: access should exclude ATVs and dirt bikes which presently drive on Oyama Road. Allow access for police patrol vehicles. Allow access for kayak/canoe launching
- Oyama Road: pre-service u/g utilities before paving? Vehicle/bicycle combination – lethal due to heavy commercial vehicle use! Tractor trailers, belly dumps, and tandems with pup trailers haul both ways to Pier Mac aggregate pit.
- Proposed gravel parking lots: either pave or dust treated surface as vehicles and strong winds build up dust storms.

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**Oyama Road Recreation Corridor**  
**Concept Plan Report**

- The Walk Around Lake Country Group wishes to express some ideas in regards to the existing Oyama Recreation Corridor design:
  1. Instead of a sidewalk on the north side of the road we feel a 3 – 4 meter recreational boulevard on the south side would be more in keeping with the “recreational” aspect of the idea e.g. skateboards, walking, strolling and sightseeing. Constructing the bike path between the road and walking trail would provide pedestrians a buffer from vehicular traffic. As well, it would encourage parking on the north side of the road ensuring our lake view is not obstructed by vehicles. In the winter, providing there is no sidewalk on the north side of the road, snow could be removed to the north, thereby leaving the south side clear for pedestrians.
  2. We feel appropriate landscaping, including trees and perhaps some artwork, is essential on the south side of the road.
  3. We were disappointed at the lack of discussion at the public information meeting following input from individuals and feel a more open forum and collaborative discussion would provide solutions and ideas more in keeping with the goals of the community.
- I believe that there is a need for some progress along the Oyama Road corridor. I don't believe that the present proposal is the answer or even the beginning of an answer. I believe the public should have a lot more input as to the possibilities. People in Oyama, especially along the isthmus, are passionate about their area and want what is best for all involved. For someone who doesn't even live on the isthmus, possibly not even in Oyama to come up with a “viable proposal on paper” is certainly not interested in what is best for the isthmus or Oyama. I would like to ask the question of what happened to all the meetings that were supposed to happen prior to the meeting of May 30, 2007. It would appear that by the time the May 30 meeting took place there were decisions that were made and now being presented to the public. I am not in favour of this tactic. This decision affects few except those living in Oyama and more accurately those living on the isthmus. I would like to think that Oyama could have a more major say in THIS decision because so many of “our” decisions are made by the rest of Lake Country.
- Thank you for publicly presenting the tentative plan for the recreation corridor along Wood Lake in Oyama. I have had numerous discussions with members of the public, including members of WALC, a community organization dedicated to developing walking and cycling trails in Lake Country. As a result of those discussions, I would like to make some recommendations to amend your plan:
  1. I appreciate that you had representation from Nigel Hughes and others who requested a sidewalk with a separation from the roadway. I agree with that concept but do not think that a sidewalk is necessary on both sides of the road from the Community Hall to the bridge.
  2. You have placed cyclists on the roadway which is heavily traveled by large trucks. As a cyclist who uses the isthmus, I can tell you that cyclists (especially school children) and large trucks are not compatible on that roadway. Cyclists are compatible with

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pedestrians, wheelchairs, and roller-bladers, provided that the multiuse pathway is wide enough and signage indicates that wheelchairs and pedestrians have the right of way.

3. You should locate a sidewalk on the north side of the roadway only from the school to the library, then at a crosswalk allow pedestrians to cross to the south side of the road. Eliminating the sidewalk from the north side of the road from the library to the bridge will allow you to shift the road northward one and a half meters on that stretch. Then, you should narrow the roadway to the minimum required to accommodate truck and car, but not cyclist, traffic . This will allow you to widen the pathway on the south side of the road for multiple uses.
4. The multi-purpose pathway, lets call it the Oyama "Strand," will be nearly four meters wide, located on the lake (or scenic) side of the roadway and it will be sufficient to accommodate pedestrians, wheelchair-bound individuals, roller-bladers, and cyclists. The "Strand should be separated from the roadway by either a high curb or an elevation separation so that vehicles can not infringe on the space for parking or other purposes. The Strand should feature occasional shade trees, benches, garbage dispensers, and one or two pathways across the railway tracks for beach access. Water for drinking and irrigation purposes should be available.

These changes will allow the best possible public access to the Wood Lake view and to the beach and the widest possible strip will allow for some amenities such as trees for shade, drinking fountains, and park benches. The multipurpose "strand" is used in many Californian beach communities and is a very attractive feature. Thank you for your consideration of these ideas. I will be forwarding this email to our councillors and others.



