Transportation Advisory Committee Meeting

to be held at
City of Penticton, Room A
171 Main Street, Penticton, B.C.

Tuesday, March 27, 2018
at 3:00 p.m.

1. Call Regular Committee Meeting to Order

2. Approval of Agenda

3. Adoption of Minutes
   3.1 Minutes of the February 27, 2018 Transportation Advisory Committee Meeting

4. New Business
   4.1 Official Community Plan Update – Ben Johnson, Special Projects Manager
       - Draft OCP Transportation Policies – Committee Consideration
       - OCP Expo Feedback and Information

5. Business Arising from Prior Meetings
   5.1 Letter to Interior Health – Committee Recommendation
      Recommendation:
      The Transportation Advisory Committee recommends the City of Penticton send a letter to Interior Health with an invitation to initiate discussions on developing alternative modes of transportation, promoting a healthy community and to address traffic and parking concerns arising from the construction of the new patient tower at the Penticton Regional Hospital.

   5.2 Proposed Locations for New Bike Racks Update

6. Next Meeting

7. Adjournment
Transportation Advisory Committee Meeting

held at City of Penticton Committee Room A
171 Main Street, Penticton, B.C.

Tuesday, February 27, 2018
at 3:00 p.m.

Present:  
Tracy Van Raes, Chair  
Connie Sahlmark, Vice-Chair  
Matt Berry, Penticton Transit Representative  
Rob Williams, BC Transit Representative  
Karina Chambers, Member at Large  
Brigid Kemp, Member at Large  
Matt Hopkins, Member at Large

Staff:  
Mitch Moroziuk, General Manager of Infrastructure  
Tyler Figgitt, Design Supervisor  
Laurie Darcus, Director of Corporate Services  
Lorraine Witowski, Committee Secretary

1. Call to Order

The Transportation Advisory Committee was called to order by the Chair at 3:01 p.m.

2. Adoption of Agenda

It was MOVED and SECONDED
THAT the Transportation Advisory Committee adopt the agenda for the meeting held on
February 27, 2018 as amended (refer to Item 5.1 and 5.2).

CARRIED UNANIMOUSLY

3. Adoption of Minutes

It was MOVED and SECONDED
THAT the Transportation Advisory Committee adopt the minutes of the January 30, 2018
meeting as amended.

CARRIED UNANIMOUSLY
4. **New Business**

4.1 **Terms of Reference Review**

The Director of Corporate Services reviewed the committee’s mandate and provided guidelines on how to run an effective meeting. Members were encouraged to contact the Corporate Office directly if they had any questions or concerns regarding procedures.

4.2 **BC Transit Update**

The Senior Regional Transit Manager provided an update on the increased service on the No. 5 bus route noting ridership has been good. Further updates were provided on the regional expansion plans. BC Transit is also working with the City of Penticton on potential future service expansion to the Wiltse and Sendero neighborhoods.

4.3 **Healthy Communities Presentation**

The Interior Health representative provided an overview of Interior Health’s role in addressing population issues through community partners including information and statistics on Canada’s social determinants of health and how a transportation system can improve health equity in a community. Examples of active transportation planning principles and benefits were presented. A variety of strategies, amendments and plans that have been implemented in other municipalities for Kamloops, Chase, Vernon, Merritt and Revelstoke were reviewed.

The Interior Health Representative noted that Interior Health offers a “Safe Routes to School” program. Safe Routes to School programs are focused on making it safer for more children to walk and bike to school which helps to increase their levels of physical activity. The program is focused from a school prospective that includes a survey to identify what hazards and barriers there are that are discouraging kids from walking to school. Interior Health will partner with cities and schools. Kelowna and the Central Okanagan Regional District have implemented this program.

Discussion and questions followed. Concerns were raised over the congestion of traffic and parking issues in the vicinity of Carmi School with respect to the construction of the Penticton Regional Hospital expansion. A question was raised if Interior Health will be adding additional bicycle and vehicle storage for employees or offering any incentives to reduce the amount employees driving to work. The BC Transit representative commented Park and Rides could be one solution or setting up a ProPass. ProPass is a discounted transit pass program for workplaces. Employees’ sign up for a minimum of four months by payroll deduction. These are effective ways to encourage employees to use alternative modes of transportation to reduce the number of employees travelling in single occupancy vehicles to and from work. The Interior Health representative recommended that the City send a letter to the Corporate Department at Interior Health requesting a conversation be started on developing alternative modes of transportation to address parking and traffic concerns. It was suggested a motion be made by the committee in support of a letter. Discussion ensued on the content for the motion. It was agreed to defer the motion to the next meeting to allow staff time to research if any plans have been made or started to address this matter.
5. **Business Arising from Prior Meetings**

5.1 **Proposed Locations for New Bike Racks**

Matt Hopkins asked the question if additional bike racks could be installed in the specific locations that he has compiled and how many racks the City had available. Staff suggested the proposed locations be forwarded to them to determine if it’s possible or not. It was also asked if a business purchased a bike rack, would the City install it for them. Staff confirmed that could be done and that arrangement has already been done for businesses on Martin Street.

5.2 **Downtown Crosswalks Walk Timing Adjustment**

Matt Hopkins questioned staff as to why there are discrepancies in crosswalk times at different intersections throughout the city. The General Manager of Infrastructure explained there are a lot of factors that are considered when determining the length of green time on a light for example, volume of traffic, width of road and demographics and stated timing for all intersections will be part of the Transportation Plan review. If anyone has concerns over specific intersections to please email staff directly and they will be looked at.

6. **Next Meeting**

The next scheduled meeting of the Transportation Advisory Committee is Tuesday, March 27, 2018.

7. **Adjournment**

**It was MOVED and SECONDED** that the Transportation Advisory Committee adjourn the meeting held on Tuesday, February 27, 2018 at 4:25 p.m.

Certified Correct:

_____________________________
Lorraine Witowski
Committee Secretary
<table>
<thead>
<tr>
<th>Goal</th>
<th>Policies</th>
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• Design streets for daily traffic volumes rather than seasonal peak season volumes when building or renewing roads. Re-allocate excess road space to support walking, biking and transit. *Do not overbuild roads* - *work with lan on language*  
• Create complete streets in all areas that provide safe and comfortable mobility for all users: pedestrians, cyclists, drivers and transit users.  
• Promote walking, cycling and transit use through strategic land use planning that creates denser, attractive mixed-use communities that are rich in amenities. |
| **Walking** - Ensure that residents and workers throughout Penticton have the opportunity to walk to parks, schools, shopping, employment and other destinations in safety and comfort. | • Address gaps in the pedestrian network by providing sidewalks on one or both sides of the street in residential neighbourhoods, and in commercial, industrial and mixed-use areas, using excess street rights-of-way where possible of through land acquisition if necessary.  
• Enhance and expand the trail and pathway network through upgrades, land acquisition, wayfinding, safe street crossings, and by connecting existing trail systems and establish trail systems in and through new neighbourhoods.  
• Improve pedestrian safety and comfort by:  
  • buffering sidewalks from traffic through boulevards, landscaping, bikes lanes or parking  
  • creating safe crossings by maximizing visibility (using lighting, paint and materials) and minimizing crossing distances (extending curbs into the street right of way)  
  • planting street trees to create canopy coverage  
  • minimizing driveway crossings  
  • providing street lighting and street furniture (e.g., benches) where appropriate.  
• Require that vehicle access to parking in residential areas is from the laneway in neighbourhoods where laneways exist.  
• Require laneways in new neighbourhoods, where possible, for access to garages and driveways, servicing, waste pick-up, and so on. |
| **Cycling** - Develop a connected network of safe and convenient cycling infrastructure that meets the needs of recreational riders, casual riders and commuters. | • Create a Bike Network Master Plan that provides safe and direct connections between all of the following:  
  • Schools and Okanagan College  
  • Employment centres  
  • Downtown  
  • Parks and beaches  
  • Skaha Lake and Lake Okanagan  
  • The KVR Trail and the Okanagan Channel Parkway Trail  
  • Hillside and valley-bottom neighbourhoods  
• Create a multi-use pathway connecting Skaha Lake and Lake Okanagan that is separated from traffic.  
• Recognize different cycling user groups - recreational riders (including children and seniors), commuters and athletes - and design routes and cycling infrastructure accordingly.  
• Ensure significant components of the bike network are physically separated from traffic through barriers and/or grade changes to encourage cycling and protect vulnerable riders.  
• Provide convenient, safe and visible bike lock up facilities in key destinations such as downtown, commercial areas, parks and beaches. Reallocate vehicle parking space to bicycle parking spaces, if necessary.  
• Require adequate levels of secure bike parking in new multi-family, mixed-use and commercial development. |
| **KVR Rails to Trails Network** - Build on the opportunity provided by the former Kettle Valley Railway rail grade to create a cycling and walking trail network that connects the region and provides a unique recreational and cultural amenity for residents and visitors. | • Partner with the Penticton Indian Band, the RDOS, and the District of Summerland to create and promote a regional rails-to-trails network on the former KVR rail grade connecting Naramata, Penticton, Summerland and Okanagan Falls. Integrate cultural, ecological and recreational opportunities into trail programming.  
• Connect and improve the elements of the KVR rail grade that current exist in the city to provide a safe and attractive trail for cycling and walking between the Channel and the Naramata Bench. Prioritize creating the linkage between the Okanagan Channel Parkway Trail and Cossar Avenue KVR trailhead through design and the acquisition of land and rights-of-way.  
• Work with the Penticton Indian Band to explore rebuiding a bridge crossing of the Channel on the former KVR rail grade adjacent to Highway 97. |
| **Transit** - Support public transit as a comfortable, affordable, safe and convenient means of local and regional transportation | • Encourage land use planning that results in neighbourhoods that can be easily serviced by transit.  
• Encourage transit use by ensuring that good pedestrian infrastructure exists near bus routes in residential, employment and commercial areas.  
• Work with BC Transit to promote technological advances which improve the experience of using transit, such as apps that provide real-time reporting on bus locations and schedules, distance to near bus stops, and so on. |
| **Goods Movement** - Enhance the safe and efficient movement of goods and provision of services in Penticton | • Develop partnerships and provide leadership to improve and expand regional transit options.  
• Provide direct and safe connections for goods movements and servicing linking Highway 97 and industrial areas.  
• Ensure truck routes are designed for the safety of truck drivers and other street users, including pedestrians and cyclists. |
| --- | --- |
| **Driving** - Ensure that driving is safe for both drivers and other users of the road | • Design streets so as not to encourage speeds beyond the intended speed limit. Where speeding is an on-going concern, consider reducing street widths to encourage lower speeds.  
• Work with the RCMP to enforce speed limits, particularly around vulnerable users such as children and seniors.  
• Continue to deploy traffic calming measures around parks, schools and other areas with reduced speed limits.  
• Explore implementation of additional traffic circles to create safe and convenient intersections.  
• Develop incentives or regulations to support the installation of electric vehicle charging stations in all new multifamily, commercial and mixed-used developments.  
• Create a balance parking strategy that supports businesses while also encouraging active modes of transportation such as walking, biking and transit. |
| **Airport** - Support the ongoing operation of the Penticton Regional Airport | • Continue to recognize the Penticton Regional Airport (YYF) as an important transportation asset for business and residents. |
In terms of transportation & infrastructure, what 3 things can we be proud of in Penticton today?

- Easy to get around (I mostly walk or ride bike) except in summer tourist season
- The Channel freeway (?) that reduces cooperation in the inner city.
- Walking paths (more please!)
- That there is a bus system here.
- Recent extension of bus to have service Penticton-OK Falls – serving south Penticton into downtown
- Good traffic flow
- Good balance of free and paid parking
- Existing functioning buses
- Some bike lanes
- Bus pass is cheap
- Intersection by Fairview and Industrial
- Public transport is very good
- Traffic is very easy and calm
- Walking trails along Ellis Creek
- Stairs linking KVR to downtown
- Bridges on Channel linking walking trails
- Bike lanes improving
- Buses
- Parking at the beach
- Improved transportation since 2005
- More connected bike routes
- Creekside walkability
- Lake to lake transit
- Built in close proximity of everything – capitalize on this
- Multi sports and sports tourism allows us to have a large bike community
- Ease of moving around our city (I am from the lower mainland 6 years ago)
- Some good bike lanes
- 3 lanes on Main (mostly)
- 2 routes through (around) town
- New hospital
• Good transit system (buses)
• Commercial services mostly limited to two main streets
• Make it easier to cycle
• Good walk score
• Bike paths
• Pretty good traffic flow
• No parking meters at beaches
• Great biking trails
• Incredibly walkable city
• Big parking lots
• Parking on lakeshore
• Enough with the bike lanes!
• Adequate parking/cycling
• 2002 ocp
• Bike lanes are a start but sometimes unsafe
• Having bus service
• Bus service
• Good public transit
• Not much to be proud of regarding transit. Very few people use the bus system and are over served by it at enormous cost to the remainder of residents.
• Not much in terms of development. Allowing some areas of the city to be developed without sidewalks which means that developers have made their problem everyone else’s.
• As much as possible, the roads have definitely become more congested
• Penticton Creek walkway
• The Channel Parkway, which allows thru-traffic to bypass
• Penticton Creek walkway
• Okanagan Lake waterfront walkway
• KVR bike trail
• Transit service has improved and we are now linked with other communities
• We have a super little airport"
• Providing a bike route that connects two lakes.
• Very walkable city
• Bike lanes
• easy to navigate and not very congested
• no rush hour
• Nice to see that the City Buses have FINALLY gotten smaller, the big ones were too big for our little City;
• The Residential Streets seem to be getting upgraded;
• Starting to help busy Residential Street residents have parking available to them with Parking Passes and restrictions.
- Number of bike lanes
- Highway 97 works well as a by-pass and provides quick access between north and south sides of town.
- Walking routes north of Industrial are good.
- Bicycle Lanes
- Excellent bypass for individuals passing through Penticton
- The Chanel by pass was a good move to reduce traffic along main road ways in city.
- Our bypass,
- The few round-abouts
- Multiple roundabouts have been built instead of using traffic lights. These are much more effective and efficient.
- Use of one-way streets to direct flow of traffic.
- The city has a bus system that can take people to and from Osoyoos if need be.
- One thing only .... we haven’t given away more than we already have.
- Channel Parkway
- Have 1 bike lane
- There is a good start to a biking pathway system
- Bus / transit network covers Penticton reasonably well
- Great walking trail along Okanagan Lake, through parks and Japanese Garden / Art Gallery, all close to Downtown
- Main st revitalization
- More building in walkable neighbourhoods
- Sidewalks in Columbia area
- Our fabulous bus service.
- Both lake front promenades are beautiful.
- Bicycle right aways throughout the town. 
- KVR trail is outstanding
- Bus system is great for such a small city
- Walkability - you can walk from one end of town to the other
- Making streets safer for pedestrians around schools
- Encouraging cycling
- Added Sunday bus service on Main St
- Great walking/biking down the Okanagan Lake boardwalk and up the KVR trails.
- The Channel Parkway is great for getting places faster than Main St.
- Encouraging bike lanes
- Working albeit slowly on bike lanes
- Use of smaller buses
- Infrastructure is slowly being upgraded as new construction takes place
- The talk of adding bus service from Osoyoos to Vernon, Armstrong etc. is promising. Is it in place yet? Will it be?
• City buses are generally on time and clean

What are three things we can improve?

• Bike racks downtown
  • allow for higher density in the inner city.
• The bus/public transit
• How about increasing ability to transit to Kelowna? Esp. the airport?
• Separated bike/running/walking lanes (could all be in like channel path)
• Traffic calming measures around schools.
• More shareable rides
• More rapid bus on key routes
• More bike/walk safe options
• Why we loop around Cherry Lane (Kamloops delivers you)
• Potholes
• Frequency of buses
• It becomes very difficult to bike during the winter. Roads are clear but bike lane is not. Shared bike lanes zig and zag.
• Parking around the SOEC
• Need a traffic circle at South Main and ? by Cherry Lane
• Widen industrial routes
• It seems to be all fine
• Allow ridesharing such as UBER for example
• Affordable housing equals better and more transit, bike lanes and sidewalks
• Change free parking to pay parking, stop subsidizing cars
• Get out of taxpayer subsidized parking
• Walking bridge where old train bridge was
• Traffic calming along some streets
• Encourage more transit, walk, bike, long board, skate and scooter to/from work
• Create a multi-use path that leads from lake to lake and not the one along the channel
• Create bike lanes on Main St
• More bike lock-up areas around town and in parks (ex. None in Gyro Park, which is a main area)
• Bike lanes
• Bus access and schedules
• Get rid of that lane reducer on main street
• Encourage use of electric cars and other electric vehicles (bus) – try car2go
• More walking paths
• Bike storage lockers (cycling precinct)
• Extend bus service to communities outside boundaries i.e. West Bench
• More bike lanes
• More bike lanes – lake to lake on Main St
• Downtown to be a healthy transportation hub – no vehicles, only bike, walk, trolley
• Close down (permanently) 3-4 blocks of Main st for pedestrian, trolley and walk only
• Incentives for large employers to have their staff move away from employee parking
• No more parking lots or parkades
• Parking
• HUBS, amenity based
• Bike orientated intersections
• Improve maintenance or channel walk/bike trail with PIB inclusions
• Inter valley train system (Vernon, Kelowna, Penticton)
• No cars downtown, (Main and Martin)
• More bus hours
• Let the community know when events are happening
• Develop up and coming areas
• Make sure there is adequate parking for all homes built
• Fewer entrance/exits on Main
• More signage for cycling
• Better entrance to the city, make them beautiful
• Direct route Skaha Beach to Okanagan – minimal stop
• Better communication with workers and community members
• 200 Block of Main Street
• Intersection of Main + Nanaimo
• Incentive walking, well-lit streets, public art
• More bus services for low income people
• Build more parking. If you want to densify you have to create parking
• Don’t be forced driverless cars are not going to happen in the next 15 years
• Greyhound or it’s replacement- not all of us drive or can afford to fly
• Reduce speeding downtown make cross walk white hand be longer – minute #s come drivers think they can drive crosswalk
• Bike lanes – should be next to sidewalks especially along South Main St.
• More bus service
• Multi-level parking!!
• Lots at SOEC, on Martin, behind front street, etc.
• Efficiencies in schedules; buses shouldn’t run in hours of low ridership
• Plan routes properly
• Reduce the amount of bus service so that buses are full when they go around the route. Paying a bus driver and the costs of vehicles is a waste if hardly anyone is no the bus.
• Cut back on densities so that traffic does not get any worse than it is.
• Create a bylaw and post signage that pedestrians and cyclists have the right of way at all intersections.
• Linkage of cycle routes and improved design standards for boulevards and sidewalks
• Condition of existing trails and their linkages
• Remedy the harsh, overly bright LED street-lighting infrastructure (please note: you asked for related infrastructure comments in this Transportation section)
• Safer cycling lanes in the city proper (barricades or other separation from auto traffic)
• Bike routes/lanes that are clearly signed and actually connect with one another.
• Lower speed limits
• Make some of our overly-wide streets in residential areas more narrow - could then plant trees and more people would have shade for walking in the hot summer months. Narrowing streets could also facilitate proper bike lanes.
• Have more curb bump-outs that slow traffic and make it safer for pedestrians."
• Educating the different user groups on how to work together on public roads through public education.
• Before speed bumps, and curb extensions and put in place meet with the user groups it will impact i.e. truck drivers - can they make the turn. Curb extensions do not create awareness of individuals on the sidewalk. Speed bumps do not reduce speed throughout the roadway just portions, are expensive to install, and create additional noise for residents when vehicles go up and over.
• Future bike lanes should not be enclosed with cement barriers. When it snows and rains debris gets trapped in these areas and cannot be cleaned out causing unsafe road conditions with sand and ice. Both create slippery surfaces where one will fall off their bicycle.
• Provide parking for visitors at the beach and the downtown core.
• increase frequency of transit (especially lake to lake, Sunday service)
• protected bike lanes where possible to ensure cycling can be safe for younger/inexperienced riders
• build sidewalks in busy neighborhoods (however you don't need sidewalks on both sides of the street in most neighborhoods)"
• smaller buses going into all neighbourhoods - more mini vans and fewer huge buses.
• buses that run in the evening so people can leave their homes and attend events.
• bike lock ups everywhere!! and more safe bike routes"
• I live on a busy residential street that runs parallel with Duncan Avenue so a lot of vehicles use my street as a way of avoiding Duncan which is busier- cars fly up my street way too fast and I'd like to see speed bumps on my street and other residential streets that have the same problem;
• I'd also like to see Residential Parking passes for my area as 2 large apartment buildings have been built on Duncan Avenue and they obviously don't have enough parking for those buildings as our street (Baker Street) is clogged now with people parking in front of our homes leaving us short of space, and frequently parking my driveway!
• More Left Turn Signals.
• Improve bus service to hillside communities
• provide sidewalk/sidewalks to make more communities walkable. Eg, complete the sidewalk on Government St from Industrial to Warren to link communities in Wiltse and Pineview neighbourhoods to the hospital and downtown.
• build sidewalks along Highway 97 between Industrial and Duncan.
• Off-street bicycle paths
• Working with BC Transit to improve bus routes for locals
• Increase no-car walking areas
• Better bus service. Buses running every 1/2 hour is not an acceptable service.
• Bike lanes all thru the town.
• Offer "Free bikes" thru the downtown area esp.
• Close off Lakeshore drive along Okanagan lake, offer funky free (or very inexpensive) hop on/off bus.
  this would allow for festivities, vendors etc in many ways along this very popular area.
• Many people cannot find parking near the beach so they get frustrated + leave.
  would need better parking area where people can access this bus."
• 3? try 30
  lights
• advance turning
• one ways
• speed zones"
• Need more bike lanes.
• Need more frequently running buses.
• Use more roundabouts and yield signs instead of traffic lights and stop signs.
• Don’t allow new developments until objections are dealt with. Last summer I met with some of the
  planners regarding the increased traffic that would occur along a street where I live that would be
  caused by the recent annexation. The guy in charge of special projects basically said they can deal
  with the problems after the annexation is done and if there’s more traffic on an already overused
  roadway. That’s not planning. That’s irresponsible decision making.
• make down town the centre or hub for the buses
• more protected and separated bike lanes through the centre of town from lake to lake on main
  street (add planters and trees along way)
• integrate lanes for bike and mobility aids/scooters together
• lake to lake shuttle to decrease parking"
• Walkability - sidewalks need to be smooth, not uneven. Power poles in sidewalks detract. Need
  interesting facades, gardens, other streetscaping to make walking pleasurable
• Transit hubs need to tie into commercial / retail hubs to make transit an efficient way of
  transportation - eg, groceries, newspaper, post office, pharmacy, bank machine, bakery all located in
  commercial / retail hub paired with transit hub; provide jump on, jump off opportunities in fare
  structure"
• change build of 30k/h areas of downtown to encourage more compliance of speed limit
• encourage cycling
• The Skaha / Channel corner
• Proper left turn signals at key intersections along main street, Railway and Ekhart, etc.
• Link the KVR across the canal onto PIB
• Continue to expand bike lanes and train drivers and bikers to share the road
• Think about pedestrians first not cars. Make is easier to walk places e.g. paths through developments, paths away from the hwy
• Make cycling safer (separate from drivers?)
• Make drivers aware of cyclists on the roads (signage etc)
• I don’t know many people who use the bus... I’ve never used it in Penticton. So increasing bus usage?
• More bike lanes. Government is great to ride up. We need more bike racks so that people who ride their bikes don't have to tie them up to rails and posts.
• Being a mom and using a stroller I can attest to how challenging it can be to stroll to certain places. It would be nice to have more sidewalks/crossings for safety especially around the Riverside Complex area (Days Inn, Channel Entrance.
• More parking around the SOEC, Community Centre and Convention Centre. Perhaps a way to connect parking space capacity to an app. This might encourage people to walk, cab or rideshare to events. This app could also let people know when there are event days. Also having a bus service that runs frequently on event days before and after a show.
• More bike lanes and enforce the use of them. Active transportation is successful in many cities with the simple addition of more bike lanes. I would bike more but with the lack of bike lanes makes my route to work dangerous. Ticket/enforce rules of riding bikes on sidewalks. I’ve had too many close calls from cyclists coming from all directions on sidewalks as I was turning.
• More bike lanes
• More connected walking paths especially north-south
• There is a long way to go to improve infrastructure as it is costly but needs to be a priority for city council to budget for
• Smaller city buses and more frequent service on certain routes every day and evening
• Later bus services on major routes
• More bike lanes
• More bus service
• Sharpen up the lazy taxi industry

What are three concrete actions we can write into our OCP to move us in the right direction?

• Allow sidewalk riding on Mains Street except downtown
• Encourage re-development in the low elevation area of the city by increasing property taxes for old shacks with large lots.
• More bike lanes! Specifically one on Main St. If we want to encourage biking in a practical sense.
• Bike lanes
• Bike racks (secure) incentives to hike/walk among businesses, friendly competition event
• Always consider multiple modes of transportation – not just cars.
• Focus on multi person transportation.
• Straight route down Main
• Add handi dart
• Vouchers with taxis
• Use technology to report and quickly repair potholes, dangerous sidewalks, etc.
• We need to support our existing industrial businesses with transportation routes
• Better thought out bike routes
• Better transit
• Need a sidewalk along government st between Industrial Ave and Warren Ave to connect the expanded hospital to the south and south east areas
• Promotion of walking trails (loops) as recreation activity
• Traffic calming bumps in designated bike streets
• App for transit users
• More roundabouts
• Improve cross walks
• More snow removal
• Commit to % of bike lane enhancement i.e. 3% more per year till they reach a certain 5 of roadways
• Reduce sprawl to reduce need for cars
• Better transit routes and frequency
• Better bike lanes – Main st – lake to lake
• Need to create an online carpooling match up for hospital, SOEC, Casino and downtown
• A multi-level parking facility to free up unused land for development of our downtown core
• Pick key intersections and develop a bike protocol system or over/under passes
• Prepare for driverless cars, society without car ownership
• Other mobility means as bicycling / walking
• Unique transportation (connect Penticton to Summerland/Kelowna – sky train? Subway?!
• More walking paths in other areas of town
• Express line for bus from one end of town to other
• Replace 3 lanes
• Reduce Elevation changes
• Renown those ridiculous bollards
• Walking challenges and marketing the benefits to the city and health (for those that can walk).
• Build a parkade at the SOEC – before you build anymore ice
• Require sufficient parking on every new build
• How about enforcing the 30k speed limit on Main Street, martin, Ellis, and Winnipeg? It could bring in thousands daily to city coffers
• Better Sunday service so seniors/disability get to church or others
• Pedestrian/ cycling facilities all ages and abilities
• Increase handy-dart
• Remove street parking along South Main St. Move the bike lanenext to sidewalks and put in centre left turn lane (similar to gov’t street)
• Lake to lake pathway
• Safer bike network
• Keeping road traffic safe and uncongested – not like Kelowna
• Parking meters on lakeshore drive - along the full length good idea!
• Densities in various areas will be scaled back to fit with the available roads and the available parking.
• Require on site parking for all new developments and use cash in lieu fees as deterrents to deviate from those policies.
• Restrict traffic going onto roads that were designed for local traffic only."
• Revisit the existing ""walkable spine"" concept - (make it real or drop it)
• Have area appropriate illumination standards, not arterial standards in residential areas."
• Have representatives from all forms of transportation meet to educate one another. Truck drivers, resident drivers, cyclists and walkers. Utilize the opportunity to educate one another on why and what needs should be met for roads, sidewalks and pathways. Show through some form of public education that everyone does want safety matters addressed and how it can be achieved. Favoring one group over another will create favouritism and problems. Have the community work together verses government legislation.
• Future community primary roads should be wider to accommodate bike lanes and bus stops.
• Provide a central parking structuring in the downtown core (right behind City Hall) that will benefit business and the beach. During the summer season it provides a central location for vacationing families and local individuals that are seniors walk from benefitting local businesses and the summer market.
• Densification needs to be near transit or amenities so people can easily walk/ride to work, live play
• we should have more pathway systems throughout the City (walk/cycle/scooter)
• see above
• Continue to upgrade aging pipes as required;
• I’d like to see some wildlife friendly sewers to prevent tiny ducklings being sucked down through the grates;
• Make Lakeshore Road for foot traffic only, like it was done at Skaha Lake."
• Build sidewalks where needed to make walkability easy. Pedestrians should not share bike or traffic lanes, especially through the industrial park.
• Anticipate coming electric vehicles by designating future charging stations.
• Increase bus service to less walkable neighbourhoods.
• Increase number of off-street bicycle routes (through greenspace, for example)
• Determine the high-collision intersections and convert as many to roundabouts as possible
• Secure area downtown for bicycles to be stored temporarily (CCTV/Fencing/Security) as bicycles are frequently stolen downtown
• lights
• advance turning
• one ways
• Install more bike lanes and commonly used roads.
• Add more buses to bus routes/increase number of routes.
• Utilize roundabouts and yield signs for building future intersections.
• set standards and hold developers to them
• use cash in lieu and other policies as deterrents to compliance with standards
• set high fees and ensure that the planning department becomes a profit centre rather than a drain on resources.
• have a central lake to lake bike lane down main street, increase bike lanes throughout the city
• have smaller buses or shuttles that go more frequently around town
• build a protected bike network
• build more sidewalks in established neighborhoods to encourage walking
• eliminate free parking
• Make sure future developments allow for increased traffic flow and plan accordingly
• Make pedestrians a priority
• Identify and build bike lanes
• Make the expansion and development of the KVR through town a priority.
• Put paid parking in more City areas (e.g. SOEC)
• Cancel the Penticton to West Kelowna plans and improve City Transit.
• More accommodation for bikes (lanes/racks)
• More accommodation for strollers (sidewalk ramps, safe crossings, sidewalks)
• Lighting walking areas for evening/night walks/bike rides
• All developments over a certain size must include transportation infrastructure, parking stalls, bike stalls
• A trial period of improved us service, longer hours of service and service every day including and especially holidays to see if it is cost effective
• More handi-darts in service – Vernon has at least 4 I believe, promote handi-dart
• Include cycling and walking routes in all new developments and strengthen the city-wide grid

What are 3 biggest challenges to getting around Penticton without using a car?

• No shade in summer
• smaller buses
• Dangerous to ride/bike on Main Street/Skaha Lake Road. Except for downtown, I ride on sidewalk with consideration for pedestrians and turning vehicles.
• more frequent service to a wider area.
• cheaper fares, especially for seniors
• Need bike lane on Main St. !!
• If you don’t know the city, streets are confusing
• Very few options to walking or driving in single occupancy vehicle.
• Frequency of buses
• Quality of bike lanes
• Lack of bus service for working people
• Dangerous intersections for walkers
• Lack of bike lanes
- Lack of transit
- Lack of sidewalks lack of bike lanes
- Main st. sucks between Pen High and Skaha
- Traffic moving quickly along bike areas
- Lack of grocery stores near downtown
- Snow
- Traffic
- Cross walks
- Lack of parking downtown
- Lack of bus transportation
- Lack of “safe” bicycle stands
- Dedicated bike lanes on major routes
- Infrequent bus times
- No grocery store down town (highest density of low income people)
- Time, bus times must be improved
- Traffic
- Driver attitude
- Visibility
- It’s too spread out
- Not long enough bus hours
- More bike lanes
- Make sure sidewalks wide enough for scooters and walkers
- Good lighting/street lights in all neighbourhoods to promote walkers all times of day
- Transit is literally terrible
- The website is not user friendly
- Inconsiderate people with no respect. Everyone has to slow down.
- Educate that were all in this together
- Week end and evening transit, taxi, usage is not affordable except in emergencies
- Slow... Sunday bus
- Many no $ for bus or bus pass
- Bus Service is not frequent enough
- Bus service requires transferring + long waits to get across town (south main to rec centre)
- Bus not running, 7 days / week
- Unsafe bike lanes
- Lack of street front motor scooter shops (for vespa, peugeot, etc)
- Sidewalks – need more
- Careless drivers that do not give pedestrians the right of way or respect cyclists.
- Past policies that do not collect enough fees to pay for alternatives to using automobiles.
- Not registering caveats on titles to new subdivisions advising them that transit will not be provided unless it is through a local improvement levy payable by then residents of those areas."
- Hillsides (slopes)
- Discontinuous and unsafe bike routes
- Unsafe bike infrastructure
- If we made streets favor pedestrians (narrower, treed, lower speed limits) maybe more people would walk to their destinations. Many neighborhoods in Penticton are in walkable distance from beaches and shopping, but traffic arterials are awful for pedestrians. Could we work on that?
- Amenities are located primarily on Main Street and the walking distance for communities in close proximity to this location is approximately 4% of the population. If a person resides on the hills riding a bicycle on some of the inclines would be extremely difficult especially if carrying anything but themselves. This is an unrealistic request to citizens to both walk and ride if located in these communities. Transit, is inefficient and does not make its way to every street and wind its ways through the hilly based communities streets. Current public transportation is not efficient, cost effective to the City of helpful to most residents.
  - frequency of bus
  - not knowing bus schedule/route/current bus location
  - Weather (Winter too cold / Summer too hot) to bike or walk
  - Mobility issues (both with the person and curbs/infrastructure)
  - bus system does not serve all neighbourhoods and stops too early every day.
  - cycling lake to lake is dangerous
  - not enough bike racks to lock up bikes when going to the beaches or shopping.
  - Drivers not stopping at crosswalks to let you cross;
  - I don’t like walking at night anymore with the criminal types lurking around;
  - Dogs not on leashes running towards you.
  - Infrequent bus service up hillside communities
  - Lack of continuous sidewalks in some areas.
  - Infrequent buses on insufficient bus routes
  - Bicycles being stolen
  - Continuing sprawl of Penticton away from the downtown core"
  - have to wait too long for buses. people don’t really want to be at work (or the destination) 1/2 hour early:)
  - Bike paths are not practical.
  - Riding bike in much of winter is not practical.
  - just that…… have you rode the bus, or tried to ride a bike…. the bus is an all-day event….. and it does not feed areas residents work in….. what's that about.
  - if you want to get yelled at, or perhaps spend time in the hospital try riding a bike around town, I dare ya.....
  - try it with kids... I double dare ya... ( no I take that back it's too dangerous)
  - Lack of bike lanes.
  - Buses do not run frequently or late enough.
  - Cycling or walking around town in the winter can be difficult and dangerous.
• There are none.
• not feeling safe on a bike
• focus on cars and parking stopping change
• Sprawling commercial / retail - often not possible to take care of shopping without using a car; not convenient or efficient to take care of day to day business by transit
• Biking can be dangerous
• Walking is not often pleasurable (see above)
• as stated above - also lack of safe crossings, cars going too fast
• Bus service schedule to meet your needs.
• Areas missing sidewalks
• There are none!
• Limited bus routes; night route doesn't serve downtown north of Wade Ave
• Safety issues for cyclists.
• Not enough bike lanes, bike racks and many stories of bikes being stolen!
• Buses aren't frequent.
• Need more sidewalks for safety (and maybe more lighting)"
• Lack of bike lanes
• Lack of traffic enforcement - so many people do not abide by basic road rules and cause a lot of unnecessary accidents or near accidents.
• Lights at the corner of the channel parkway and warren ave.
• Bus service is reasonably priced but getting to and from special events is difficult – bus service stops at 9 pm is this correct?
• Biking is good for many people except many seniors become isolated at home because they can't afford or have no way to get out and about
• This also goes for people with mobility issues especially in the winter
• I’m fortunate to have a car but have heard concerns about frequency and limited bus services
• Poor bus services
• Poor walking routes without using a main artery
• More cycling options needed
Make Walking, Biking, + Transit Delightful
Vision

Residents will choose to get around by foot, bike, and transit because they will be convenient and enjoyable options in Abbotsford. Along with wheelchair use, walking will be safe, accessible, interesting, and enriching, and it will be the first choice for residents for short trips. Shorter trips will become more common with a growing number of destinations in walking distance of one another.

For longer trips, residents will choose to get around by bike and transit, with both of these options being seamlessly integrated into the lifestyles of residents of all ages and abilities.

Goods movement and personal vehicles will still be a daily reality in city life during the life of this Plan. However, by making walking, biking and transit truly enjoyable options, Abbotsford will work better for everyone.

Big Picture

Align Land Use and Transportation

Ensure decisions, investments, and policies embrace the synergy and overlapping relationship between land use decisions and transportation, recognizing that the most important element of achieving a shift to walking, biking and transit is supportive land uses.

Redesign Streets

Make people the most important consideration when planning and designing new streets (or retrofitting existing streets), creating places for safe, enjoyable walking and cycling, as well as for lingering, meeting, and people watching.

Transportation Choice

Increase transportation choice by making walking, biking, and transit the most attractive options for most trips in the Urban Core and Neighbourhood Centres, and viable options everywhere.

Rethink Parking

Create the conditions for efficient use of existing parking while managing demand. Support the need for less parking over time, and in particular less surface parking in Mixed Use Centres.
Policies

The policies in this Chapter apply across the city, and Neighbourhood Plans and an updated Transportation Master Plan will consider many of them in more detail.

PRIORITIZE PEOPLE, NOT CARS

3.1 Mode Emphasis
Make transportation investment, space allocation, and improvement decisions in the Urban Development Boundary, particularly the Mixed Use Centres, based on a new hierarchy as follows:

1. Walking (including accessibility)
2. Biking
3. Transit
4. Goods Movement
5. Multiple Occupant Vehicles
6. Single Occupant Vehicles

In areas outside the Urban Development Boundary, make transportation decisions with the intent to balance mobility modes over time. Although this standard is lower than the urban places, improvements relating to walking, biking and transit are still desirable.

3.2 Mode Targets
Develop ambitious but realistic city wide and neighbourhood specific mode targets that emphasize walking, biking, and transit use year-round, reflecting a multi-modal city. A suggested starting target is 25% of all trips being made without a vehicle in the life of this Plan, an increase from 7% today.

3.3 Budget Targets
Establish budget targets and align annual budget allocations to the new mode hierarchy and mode targets. Demonstrate how proposed spending supports achieving both during the budget process.

3.4 Wayfinding
Create a comprehensive direction system that is easy to understand and navigate for pedestrians, cyclists and transit users. Signage and mapping should be located at regular intervals along pathways and transit corridors, and could include real time information. Facilitate this through public art and urban design.

3.5 Rethink and Redesign Streets
Design right of way's to encourage people to walk, bike, and take transit, particularly along streets in the Urban Core and Neighbourhood Centres. As needed, accommodate other unique situations such as emergency vehicles in creative ways that achieve the objectives of this Plan. Example conceptual street cross sections are below in Figures III.1, III.2, III.3, and III.4.
Figure III.1: City Centre Main Street Concept (South Fraser Way)

Figure III.2: Urban Centre Main Street Concept

*Note: parking lanes could also be used as transit lanes during peak travel times.*
**WALKING**

3.6 **Shorter Distances to Destinations**
Reduce travel distances by planning uses closer together and creating more direct connections to destinations. This includes building connections by providing more compact, mixed uses, multiple direct route options, reducing block sizes, and adding mid-block crossings where necessary.

3.7 **Sidewalk and Pedestrian Pathway Design**
Increase the safety, accessibility and enjoyment of sidewalks and pedestrian pathways by improving the design of new streets and retrofitting existing streets as they are replaced or upgraded:
- Develop continuous sidewalks with no interruptions or obstacles.
- Adjust or extend curbs at intersections to reduce crossing distances.
- Maximize crosswalk visibility through lighting, pavement markings, curb extensions, and clear sight lines.
- Use different materials and raise sidewalks in parking areas.
- Minimize the width and number of driveways that cross sidewalks.
- Plant street trees and ensure a full cover mature tree canopy is created over time.
- Use landscaping, bike lanes, and/or on street parking to separate sidewalks from vehicle travel lanes where the posted speed limit is 30 km/hr or greater.
- Investigate innovative street approaches such as complete streets, shared streets, and pedestrian streets.

3.8 **Public Seating**
Provide opportunities for rest, with seating at regular intervals on sidewalks and other pedestrian paths.

3.9 **Signal Priority and Frequent Crossing**
Give pedestrians priority with signal timings, including pedestrian head starts to allow less mobile pedestrians to cross. Particular attention should be paid to signal times and frequent crossing opportunities in the Mixed Use Centres.

**BIKING**

3.10 **Route Network**
Create a continuous and complete urban network of safe, direct biking routes suitable for commuting, school, and other daily trips. The network should connect as many residents as possible to major employment, education, amenity, and service nodes in the Mixed Use Centres with dedicated bike lanes or bikeways. Consider the use of Local streets to expand the network beyond Collector and Arterial streets.

3.11 **Bikeways**
Use principles outlined in best practice guides for urban bikeway designs, including separating routes adjacent to traffic travelling at 50 km/hr or greater, at high volumes, and/or including truck routes, and prioritizing one way over two way cycle tracks. Ensure 'catwalk' and other pathway connections are designed with bollards instead of gates to facilitate biking.

3.12 **Conflict Zones**
Highlight potential conflict zones with pavement markings, including intersections and crossings. Creative and playful measures are encouraged.

3.13 **Bike Parking**
Provide abundant, weather protected, secure, and conveniently located bike parking in all new multifamily, mixed use, commercial, institutional, major employment hubs, and major transit locations.

3.14 **End of Trip Facilities**
Encourage and create incentives for end of trip facilities including showers, changing areas, and lockers/storage in new major employment developments.
TRANSIT

3.15 Frequent Transit Network
Create a simple and easily understandable frequent transit network by focusing improvements on the primary transit corridor in the Urban Core (Figure II.1) and connections to the surrounding Neighbourhood Centres. Deliver the highest frequency of service on the primary transit corridor in the Urban Core and protect the flexibility for other transit opportunities in the future, such as rapid bus or light rail, both in dedicated transit lanes.

3.16 Transit Stops
Review and revise policies and regulations to locate transit stops within short distances of intersections to enable quick connections and reduce jaywalking (use 25 metres as a target). Design the stops and nearby public and private space to contribute to the safety and comfort of waiting areas. Prioritize these improvements in the Urban Core and at other high demand locations.

3.17 BC Transit
Work with BC Transit to develop a strategy for achieving all day frequent transit service (10 minute headway) along the frequent transit network described above in the life of this Plan. This could include transit priority treatments such as signal coordination, transit bulges, intersection queue jumping, and dedicated transit lanes to reduce transit travel times and improve reliability, particularly in the Urban Core.

VEHICLES AND PARKING

3.18 Design Speeds
Ensure street design does not encourage or facilitate speeding beyond the intended speed limit. This may include ‘street diets’ to narrow streets to widths that match the intended speeds and expanding the traffic calming program.

3.19 Street Hierarchy
Establish a more detailed set of street design and cross section standards that considers surrounding land use and the needs of all users to meet the objectives of this Plan. This will ensure cross-town trips with vehicles are possible on some streets, while others become destination streets rather than through streets.

3.20 Parking Supply
Review parking standards for new developments to ensure oversupply does not occur. Ensure flexibility to grant lower minimums in denser areas, and employ parking maximums to reduce surface parking lots in strategic areas and to reduce supply over time as part of achieving the mode shift target.

3.21 Parking Management
As the City Centre and Urban Centres are developed, consider develop public parking strategies that promote a high turnover of stalls through time limits or parking fees. This helps promote economic activity and manage demand.

3.22 Electric Vehicles
Study the potential to require electric vehicle charging infrastructure in new multifamily, mixed use, employment centre developments where appropriate. Encourage retrofitting of existing buildings to include electric vehicle charging infrastructure.
GOODS MOVEMENT AND EMERGENCY VEHICLES

3.23 Goods Movement
Ensure goods movement space is maintained through creative and innovative methods that meet both commercial retail objectives and streets designed for all users. Pay particular attention to Mixed Use Centres.

3.24 Major Truck Routes
Limit heavy vehicle movement to designated Provincial and Municipal Truck Routes. Avoid truck routes through Mixed Use Centres.

3.25 Intersection and Street Design
Design the majority of the urban area to prioritize intersections for pedestrians and avoid unwelcoming and unattractive designs. Specifically target the Mixed Use Centres and consider innovative design treatments for infrequent, but necessary, delivery truck movements.

3.26 Emergency Vehicles
Work with emergency services to identify creative ways to provide emergency access while maintaining attractive and welcoming streets and intersections for pedestrians and cyclists. Minimize the overdesign of streets for large emergency vehicles such as fire trucks.
Chapter 2 Transportation, Mobility & Access

One of the most significant issues facing our community is how to meet our transportation needs (including those with disabilities or limited mobility and residents with low income) through a variety of viable and convenient transportation choices.

The City is part of a broader transportation system and is affected by trips coming from and going to the other North Shore municipalities and jurisdictions, as well as the flow-through of traffic to other parts of the region and beyond. While the City cannot control all aspects of transportation, effecting positive change in areas under our influence is key to meeting our community’s transportation needs.

The City’s ability to manage the movement of people and goods is a key indicator of livability. Increasing the provision of accessible and convenient transportation choices as attractive alternatives to single-occupant vehicles will help reduce local and regional GHG emissions and will foster a healthy lifestyle for the community. Improving active transportation options has demonstrated health benefits, like facilitating physical activity, reducing injury risks for pedestrians and cyclists, and improving public safety and perceptions of safety.

Improvements to the City’s physical infrastructure to support non-single-occupant vehicle transportation modes (in partnership with senior agencies), and an increase in social connections and economic potential in the community to support the behavioural shift further in the direction of active transportation, are key examples of how improving the six areas of the Sustainable City Framework can support positive change.

Key Facts:

- The transportation sector makes up 49 percent of GHG emissions in the City.
- 83 percent of daily trips by City residents remain on the North Shore (80 percent in 2008).
- 30 percent of daily trips by City residents do not require the use of a car. The regional average is 27 percent.
- 39 percent of daily trips by City residents living in apartment/condo buildings are by transit, foot and bike. Only 25 percent for those in single family homes.
- City residents under 25 years old have the lowest automobile mode share (58 percent), while seniors (above 65 years) have the highest automobile mode share at 74 percent.
- Lower income families have the highest transit use at 25 percent. Higher income families have the highest auto passenger share at 21 percent.
- 36 percent of commuter trips made by City residents in 2011 do not require the use of a car (31 percent in 2006).
- 53 percent of North Shore residents do not meet the recommended levels of daily physical activity.

Related Policies & Plans

- Long-Term Transportation Plan
- North Vancouver Bicycle Master Plan
- Parks & Greenways Strategic Plan
- The Resident and Visitor Parking Policy
- Street & Traffic Bylaw Subdivision and Development Control Bylaw
- 2040 North Shore Area Transit Plan
- Community Energy and Emissions Plan
1.0 Key Issues and Trends

Commuter Travel Trends
With a relatively small geographic urban area, the City is the third most densely populated municipality in Metro Vancouver, and fourth in BC (2011 Census). This density, both in terms of residential density but also the proximity of goods, services, and jobs, has made it possible for many residents in North Vancouver to make their daily travels by walking or bicycle. The City of North Vancouver has the second-highest proportion of residents who commute to work on foot or by bike - solidifying the link between urban density and active transportation, as shown in Figure 9.

Figure 9 Active Transportation Commuting and Population Density (For Select Metro Vancouver Areas, 2011 Census)

Between 2006 and 2011, the proportion of City residents that commute to work (mode share) by car decreased by 5 percent and the overall number of City resident car trips also decreased slightly (less than one percent). These results indicate that City residents are walking, using transit and cycling more frequently to get to/from their places of work.
**Daily Travel Trends**

With respect to total daily trips, between 2008 and 2011, the proportion of trips made by motor vehicle drivers decreased by 4 percent, and walking, biking, and transit trips increased by 2 percent. There was also an increase in the proportion of trips completed as an auto passenger (2 percent), indicating an increase in carpooling, thus reducing the number of single-occupant vehicles on the road. In 2011, City residents living in the Lonsdale Regional City Centre (as defined in Figure 6) travelled more by transit and foot than other City residents as shown in Figure 10. For trips between the Lonsdale Regional City Centre and the rest of the region, 37 percent of residents walked, used transit or bike, while for trips within the Lonsdale Regional City Centre, that proportion increased to almost 50 percent of people. These results demonstrate a small, yet measurable, increase in active transportation and transit use, especially in more compact, dense areas that offer a variety of services, thus reducing the need to travel by car.

Overall, City residents are making more trips: between 2008 and 2011 the number of daily trips made (per capita) increased by 10 percent. Given that the majority of City trips are made by car, this trip increase and the resulting per capita vehicle emission is significant when aggregated over the course of a year and speaks to the importance of promoting more sustainable forms of transportation.

![Figure 10 Mode Share for Lonsdale Regional City Centre Residents](image)
**Emissions from Vehicles**

Despite widespread awareness of rising GHG emissions, the automobile continues to be the dominant travel mode of choice in the region and in the City. Overall, the transportation sector accounts for 49 percent of the City's carbon dioxide (CO\(_2\)) emissions, at around 94,000 tonnes in 2013. CO\(_2\) emissions have generally decreased since 2007 by 2.8 percent, while number of vehicles has increased by 3.3%. Per capita, both CO\(_2\) emissions and the number of vehicles have decreased by 10.2 and 4.8 percent respectively in comparison with 2007 data. While the emission decrease is small, there remains an opportunity to begin a more significant downturn in vehicle emissions. The City’s Community Energy and Emissions Plan (2010) identifies targets, policies and actions to support this reduction.

**2.0 Goals and Objectives**

**Goal 2.1 Prioritize walking, cycling, transit and goods movement over single-occupancy vehicles.**

**Objectives**

2.1.1 Invest in cycling and pedestrian networks and facilities to make these more attractive, safer, and convenient transportation choices for all ages and abilities with an aim to increase these ways of travelling over single-occupant vehicle use;

2.1.2 Invest in pedestrian and cycling facilities on the routes to and around schools, and work with the North Vancouver School District to promote active transportation, healthy lifestyles, and sustainable travel behaviour among children and youth;

2.1.3 Invest in public realm improvements and locate public art in public places, trails and greenways to enhance the character of the walking and cycling environment;

2.1.4 Reduce crossing barriers at locations such as intersections, creeks, highways and rail crossings so that walking and cycling are more convenient and attractive;

2.1.5 Work with TransLink to improve accessibility to transit, complete projects identified in the 2040 North Shore Area Transit Plan, expand the Frequent Transit Network, provide rapid transit services on Marine Drive/3rd Street and Lonsdale/29th Street, and increase Seabus frequency;

2.1.6 Implement transit priority treatments such as signal coordination, bus bulges, intersection queue jumpers and dedicated bus lanes to reduce transit travel times and improve transit reliability;

2.1.7 Work with partners to encourage and promote the numerous benefits of active transportation, including health, social and economic benefits, especially amongst young people;

2.1.8 Work with partners, including TransLink, employers in the City and their labour representatives on transportation demand management measures that encourage walking, cycling, and the use of public transit;

2.1.9 Work to improve the integration of different transit services (e.g. local and rapid bus, SeaBus, Skytrain, West Coast Express, BC Ferries) between the North Shore and the region to provide convenient transit connections within and through the community; and,

2.1.10 Collaborate with neighbouring municipalities and other levels of government to optimize the transportation system to support goods movements to and through the community and to the Port lands, a vital economic asset to the community and the region.
Goal 2.2 Integrate Land Use and Transportation Planning to reduce the need for car travel.

Objectives
2.2.1 Designate land uses to bring people and destinations closer together, minimizing the need for private vehicle use and maximizing opportunities for walking, cycling, and transit as modes of travel;

2.2.2 Strategically manage on-street and off-street transportation facilities to prioritize more sustainable forms of transportation through a variety of measures (e.g. providing bicycle end-of-trip facilities and pedestrian-level lighting, reducing parking requirements in developments in close proximity to transit, on-street pay parking, electric vehicle charging stations, and parking spaces for car-share, carpool and low-emission vehicles);

2.2.3 Encourage higher and medium density residential uses near jobs and services;

2.2.4 (See Chapter 1, Sections 2.4.5 and 2.4.6 of this plan for further details). Consult with TransLink and the local community to support a Frequent Transit Development Area along Marine Drive and East 3rd Street on either side of the boundaries of the Lonsdale Regional City Centre. In these areas:
   a) Support redevelopment opportunities for townhouse and medium-density, street-oriented, mixed-use infill that is sensitive to the character of existing residential areas;
   b) Encourage the intensification of current or future frequent transit corridors, secure corridor width to support rapid transit and provide transit priority measures and other transit supportive road infrastructure and operations;
   c) Foster a high quality, accessible walking and cycling environment;

2.2.5 Optimize the use of the existing road network and consider roadway expansion only if it furthers the objectives of increasing sustainable means of transportation, or contributes to the overall livability of the neighbourhood;

2.2.6 Explore the possibility of using laneways in the City for secondary pedestrian and cycling activity; and,

2.2.7 Work with TransLink to upgrade the Lonsdale Quay Station, an important gateway to the City and the North Shore, to promote SeaBus service across Burrard Inlet and support future passenger needs.

Goal 2.3 Support a safe, accessible, resilient, and affordable transportation system.

Objectives
2.3.1 Maintain the existing transportation infrastructure in good repair;

2.3.2 Accommodate the transportation needs of all users, including those with limited mobility and disabilities;

2.3.3 Provide universally accessible bus stops, bus shelters at all bus stops and appropriately located curb cuts for people using mobility aids;

2.3.4 Install more accessible pedestrian traffic signals in collaboration with the North Shore Advisory Committee on Disability Issues (ACDI), while being sensitive to the noise impacts on neighbouring residents, and work with neighbouring municipalities on North Shore-wide uniform standards;
2.3.5 Collaborate with neighbouring municipalities and other levels of government to improve the safety, security, accessibility and connectivity of the transportation system within the City and the North Shore; 

2.3.6 Work with government, transit agencies and other partners to enhance the affordability of transit; 

2.3.7 Encourage technological innovation to overcome physical barriers to transportation; 

2.3.8 Encourage transportation options that reduce fossil fuel use, such as walking, cycling, transit, carpooling, and low-emission vehicles; and, 

2.3.9 Design and adapt transportation infrastructure to be resilient to environmental changes and natural disasters such as extreme weather events. 

2.3.10 Coordinate with neighbouring municipalities and other levels of government on key road network improvements to facilitate pedestrian, cycling, transit, goods, emergency and vehicle movements in the City and the North Shore.
8 Transportation & Mobility

Campbell River’s transportation system offers safe, accessible, convenient, and affordable choices with emphasis on high quality walking, cycling, and transit options.
Desired Outcomes

By 2020:

» At least 12% of all trips to work in Campbell River are made by walking, cycling, or transit.
» Transit services are provided throughout the entire day and into the evening, seven days a week and provide connections both locally within Campbell River and regionally to the Comox Valley Transit System.
» Sidewalks, greenways, and other pedestrian amenities are improved around key pedestrian generators.
» A safe, connected network of bicycle facilities has been developed.
» The City’s road network has been enhanced to improve mobility and safety for all users.
» Short driving trips are reduced, with residents meeting many of their daily needs by walking, cycling and transit.

By 2060:

» At least a third of all trips to work are made by walking, cycling or transit.
» Walking, cycling, and transit are attractive options and accessible for people of all ages and levels of mobility.
» Residents of Campbell River can meet most of their daily needs by walking, cycling or using transit.
» Transit provides frequent, direct, and convenient service within and between compact, mixed use centres.
» New and upgraded transportation centres, transit facilities, and greenways incorporate sustainable water and waste management.
» The City has a complete, connected, and safe bicycle and pedestrian network.

Achieving these Desired Outcomes further the following Sustainability Priorities:

- Climate & Energy
- Local Economy
- Social Equity & Cohesion
- Individual Health

See Campbell River’s SCR: Framework for more details.
Context

The proximity of where people live to where they work, shop, and play is the most significant factor affecting how people travel. The type, scale, and mixture of land uses along with densities of those uses, will largely determine how far, and consequently what mode of transportation, people will use to get to their destinations.

In Campbell River:

» Road transportation accounts for 67% of greenhouse gas emissions, which is higher than the provincial average. The majority of these greenhouse gas emissions are from light trucks, vans, SUVs, and small passenger cars.

» In Campbell River, approximately 78% of the labour force drives to work, which is higher than the provincial average. 9% commute to work as passengers, while approximately 3% take public transit, 6% walk, and 1% cycle.

» Most trips in Campbell River are relatively short, with over half of all residents living less than 5 km from their place of work. This is significantly higher than the provincial average. As short trips are attractive for walking and cycling, these present opportunities to encourage non-automobile travel for short distance trips.

City’s Role

Land use is the most significant factor that affects how people travel. While vehicle emission standards, regional transportation systems, and transportation-related programs and incentives are within the realm of senior governments, the city’s role in regulating land use has a tremendous impact on whether people walk, cycle, or drive to work, shopping and recreation areas.
Objectives & Policies

8.1 Prioritize walking in Campbell River.

8.1.1 Sidewalk coverage will be strategically increased as financial resources permit and as guided by the Master Transportation Plan.

8.1.2 Enhanced pedestrian treatments will be incorporated and prioritized into pedestrian precincts, as identified in the Master Transportation Plan “Pedestrian Priority Areas” Map. Enhanced pedestrian treatments include improved crossings, accessibility, and amenities such as signage and wayfinding, landscaping, benches, and lighting.

8.1.3 The development and improvement of the greenways loops and other greenways will be supported by the City and through partnerships with senior levels of government. Improvements include: continuous, accessible pathway along streets to support both pedestrians and cyclists; significant landscaping, narrow crossings; traffic calming; pedestrian rest areas and lighting; public art and interpretative signage; and alternative stormwater management techniques such as rain gardens and bioswales.
8.2 Develop and improve the role of bicycle facilities to increase the cycling mode share.

8.2.1 Enhancements to the bicycle network will be supported by the City and through developments and partnerships with senior levels of government, focusing on existing routes and planned routes as identified in the Master Transportation Plan “Long Term Bicycle Network” Map.

8.2.2 Comprehensive design guidelines will be developed and maintained for both on-street and off-street bicycle facilities that support:

- corridor treatments that include bicycle lanes, paved shoulders, marked wide curb lanes, local bikeways, and multi-use pathways; and
- crossing treatments that include marked crossings, median islands, signalized crossings, bicycle loop detectors, bike boxes and grade-separated crossings.

8.2.3 Bicycle support strategies will be established by the City and through private developments and partnerships with senior levels of government to develop and enhance:

- on-street bicycle parking with bicycle racks, corrals, shelters, and lockers;
- wayfinding and route signage;
- public bike sharing programs;
- end-of-trip facilities;
- bicycle-transit integration through racks on businesses and secure parking at major transit facilities and centres; and
- education and awareness programs on cycling skills, safety, routes, destinations, parking, retailers, and others.

8.3 Increase the viability and attractiveness of transit, and increase its mode share.

8.3.1 Partnerships with BC Transit and land use regulations will be established and maintained to improve transit services by fostering the following as per the Transportation Master Plan “Long-Term Transit Strategy” Map:

- the provision of a Frequent Transit Network (FTN) with more convenient, reliable, and frequent service throughout the entire day and on evenings, seven days per week, on Dogwood Corridor and Island Highway Corridor;
- the provision of a Local Transit Network (LTN) with direct, relatively frequent service that runs all day and into the evening, on Alder Corridor, North Campbell River, Peterson-Downtown Circulator, and Jubilee; and
- the provision of services that focus on the following targeted needs: regional services that provide connections between cities; neighbourhood service areas; HandyDART services, and seniors transit.

8.3.2 Transit priority treatments will be established as financial resources permit, and include physical, operational, and regulatory improvements.
8.3.3 Partnerships with BC Transit will maintain to increase the attractiveness and accessibility of passenger facilities at transit exchanges, stops, and facilities, and to improve customer information and expand transit pass programs.

8.4 Improve the long-term street network for safe, multi-modal use in a fiscally responsible manner.

8.4.1 Short and long term decisions regarding the configuration and design of roads and supporting facilities, as well as relationships with adjacent land uses, will be guided by the Master Transportation Plan Roadway Classification Guidelines and “Updated Road Network Classification” Map.

8.4.2 New road construction, major road enhancements and improvements, neighbourhood traffic management must be consistent with priorities outlined in the Master Transportation Plan.

8.4.3 The cost of transportation infrastructure expansion and extension needed to serve new development should be entirely borne by the development which they serve.

8.5 Support walking, cycling, and transit use through transportation demand management.

8.5.1 Land use decisions must support walking, cycling and transit, as provided in Part II of this Plan.

8.5.2 Parking regulations will be updated and maintained to integrate parking management strategies, including but not limited to preferential parking areas for car sharing, on-street parking time limits, and parking requirement maximums or reduced and flexible bylaw requirements based on provision of other services such as shared parking, transit passes and bicycle parking.

8.5.3 The City will work with partners and local organizations to distribute information for purposes of educating and raising public awareness about walking, cycling, and transit as local transportation mode options.
This map is provided for convenience purposes only. For an official version of the map please refer to Schedule “D” – Maps of Bylaw 3475, 2012.
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Transportation and Mobility

The way people move around Kamloops and the movement of goods and services contribute greatly to how the city grows and how residents connect to the community. A well-functioning transportation network accommodates daily commuting and lifestyle needs by providing a range of safe, efficient, affordable, and accessible transportation options for people of all ages and abilities. It also allows for efficient movement of goods and services that support the social and economic well-being of the community.

Transportation can have a significant impact on the environment through the consumption of land for roads, air pollution, and GHGs from vehicle emissions. Mobility patterns will evolve with changes in demographics as Kamloops residents adapt to growth, respond to traffic congestion, and aim to reduce GHG emissions.

Adapting to growth will require increased emphasis on more sustainable forms of mobility such as walking, bicycling, transit, and carpooling; supportive infrastructure such as sidewalks and bike lanes; and policies that prioritize complete streets and complete neighbourhoods. Land use and transportation are integrally connected, and the key to a well-functioning transportation network is providing residents with a variety of transportation options.

The transportation policies in the OCP are consistent with the underlying principles and directions in the Transportation Master Plan, which is the City’s guiding document for planning and implementing transportation improvements over the next 20 years.
Sustainable Transportation

GOAL: Create an environmentally, socially, culturally, and economically sustainable transportation system

1. Manage transportation infrastructure to meet the needs of users according to the following hierarchy:
   1-1 Walking
   1-2 Bicycling
   1-3 Transit
   1-4 Movement of goods and services
   1-5 Multiple-occupant vehicles
   1-6 Single-occupant vehicles

2. Adopt a complete streets approach where appropriate to adjacent land uses that provides users of all ages and abilities (including pedestrians, bicyclists, public transit passengers, drivers of private automobiles, and operators of commercial vehicles) with safe and comfortable access, movement, and crossing.

3. Accept that traffic congestion will occur as a result of urban growth and offset the congestion by providing sustainable transportation options for residents to adopt as part of their daily commute.

4. Consider opportunities to encourage electric vehicle charge stations in new multi-family residential, commercial office, and mixed-use developments via parking variances or other development incentives.

5. Consider using alternative street standards in new development areas, in conjunction with an overall development plan, to encourage a reduction in the impact of automobile traffic on neighbourhood livability. Traffic-calming measures may be implemented in existing developed areas.

6. Consider parking variances when sustainable transportation options and incentives such as carshare programs are provided, when the proposed development includes affordable rental housing or is in proximity to frequent transit, or when there is a surplus of on-street parking.

7. Require developments and subdivisions to provide, at the developer’s cost, pedestrian and bicycling infrastructure within the development site and to connect this infrastructure with surrounding sustainable transportation networks.

8. Require developments and subdivisions to provide, at the developer’s cost, pedestrian and bicycling infrastructure within the development site and to connect this infrastructure with surrounding sustainable transportation networks.

9. Improve the walking and bicycling experience through the use of wayfinding features that help active transportation users navigate through the community, and limit pedestrian and bicyclist exposure to high traffic areas.

Walking

GOAL: Make Kamloops a pedestrian-friendly community with networks that integrate with transit, neighbourhood amenities, parks, open space, and schools

1. Increase the safety and accessibility of sidewalks and pathways by improving the design of new streets and retrofitting existing streets as they are replaced or upgraded.
2 Encourage walking by planning complementary land uses closer together and creating direct pedestrian connections to key destinations (e.g. major employment, schools, commercial and daily amenities) – especially in mixed-use centres and neighbourhood centres. This includes building connections with more compact mixed-use developments, multiple direct route options, and reduced block sizes.

3 Improve neighbourhood connectivity through the implementation of relevant policies within the city's transportation plans.

4 Require commercial centres to design parking facilities to meet pedestrian needs. This includes the safe design of internal pedestrian walkways and crosswalks connecting parking aisles to entrance points as well as connecting internal walkways to City sidewalks and transit stops.

5 Require all new residential and other development that generates pedestrian activity to provide sidewalks on adjacent City roadways.

Bicycling

GOAL: Provide safe and convenient bicycle routes suitable for commuting, recreating, and other daily trips

1 Create a continuous network of safe and direct bicycling routes to encourage commuting and other daily trips that connect residents to major employment, schools, and amenities in the mixed-use centres and neighbourhood centres with dedicated bicycle lanes, bikeways, or multi-use pathways.

2 Explore options to create grade-separated bicycle lanes for routes that are adjacent to high-volume motor vehicle traffic corridors, including truck routes.

3 Support improvements that raise awareness among vehicular traffic and increase safety for and visibility of bicyclists.

4 Provide end-of-trip amenities on public lands and at civic facilities.

5 Encourage end-of-trip amenities on private lands where such amenities would encourage increased bicycle usage, such as in new multi-family, mixed-use, commercial, and institutional development, and at major employment and major transit locations.

6 Explore and seek co-operation for the use of utility right-of-way corridors as multi-use pathways for bicyclists and pedestrians.

7 Improve safety and encourage bicycling among all residents and visitors by continuing to implement the City's Bicycle Master Plan.

Transit

GOAL: Foster an efficient, affordable, safe, and accessible transit system that is an attractive alternative to the private vehicle and integrates with other transportation modes

1 Support more direct and higher frequency public transit service in areas where the City aims to achieve higher density (e.g. mixed-use centres and neighbourhood centres).

2 Explore options to improve transit service in existing and future neighbourhood developments based on user demand and anticipated population growth.

3 Encourage use of the ProPASS program and other transit initiatives to reduce rush hour congestion and vehicle emissions.

4 Work with BC Transit and other stakeholders to explore options for Park and Ride facilities at key locations around the city.

5 Ensure the Kamloops Transit System maintains a high cost recovery ratio to provide good return on investment for Kamloops taxpayers.

6 Improve bus stop accessibility and safety to encourage transit use by implementing the transit objectives within the City’s Transportation Master Plan.
**Movement of Goods and Services**

**GOAL:** Maintain and enhance the efficient movement of goods and services

1. Maintain, protect, and enhance the existing goods movement network to support economic development in the city and the region.

2. Provide a truck route network for the transportation of heavy, over-sized, and dangerous goods, restricted to designated arterials and appropriate industrial collectors to avoid truck traffic through high-density residential areas and areas designated for mixed-use, pedestrian- and transit-oriented development (e.g. mixed-use centres and neighbourhood centres).

3. Maximize the efficiency of the existing goods movement network by regulating on-street and off-street loading, as outlined in the Zoning Bylaw.

4. Locate transportation-dependent industries and businesses close to network access points and key goods movement corridors with minimum intrusion on other land uses.

5. Work with the goods movement industry and other stakeholders to address the efficient, safe, and timely movement of goods to and throughout Kamloops and the region.

6. Provide sufficient access for evacuation and fire control, including emergency response vehicles, within the transportation network.

**Integrated Transportation System**

**GOAL:** Sustain the responsible planning and development of roads and transportation connections to facilitate the efficient movement of people

1. Require that active modes of transportation (e.g. walking, bicycling) integrate into the public transit system via key connections to contribute to a fully integrated transit system.

2. Support local and regional mobility by continuing to maintain the integrity of local road connections with the provincial highway network, in particular for commercial, industrial, and goods movement. Map 4, Major Road Network, shows future potential projects under consideration. While no time frame has been identified for these projects, they may be triggered prior to reaching a population of 120,000. These projects may include:

   2-1 Valleyview bypass, as identified by the Province, on the benchlands between Valleyview and Juniper Ridge. The City will continue to work with the Province to protect the alignment of this bypass.

   2-2 Secondary bridge crossing the Thompson River. No additional river crossings are anticipated within the term of this plan. The City will protect an additional corridor across the Thompson River for growth beyond the 120,000 population. During the term of this plan the City will undertake studies to confirm the location of the preferred crossing.

3. Connect gaps in the road network as development allows and where new connections provide multiple benefits to the community, including access for all modes of transportation, as deemed appropriate.

4. Reduce the number of collisions causing fatalities or serious injuries to zero through initiatives identified in the City’s Transportation Master Plan, including those designed to increase road safety and improve public awareness.
This map is for general information only. The City of Kamloops does not provide any warranty or guarantee the accuracy, completeness, or currency of this information.
20. Transportation + Mobility

Accessible and sustainable transportation is a cornerstone of a healthy, liveable community. The District is working towards an efficient, balanced, and fully integrated multi-modal transportation system. With increasing population growth and neighbourhood development densities, improving transportation network connectivity and promoting active and alternative low-emission modes, while providing for commercial transportation needs and economic functions, are key for smart and sustainable growth.

Local terrain, land use and employment patterns, and disbursed residential neighbourhoods and employment lands constrain and influence citizens’ transportation choices and behaviors. Other determinants, such as income, age or ability, may present further barriers to mobility. Squamish is largely automobile oriented: more than 80% of residents travel to work or school by car. Vehicle transportation currently makes up the bulk of community greenhouse gas emissions (GHG) (55% of total emissions).

In response, the OCP directs the design of complete, compact and connected neighbourhoods to support walking, cycling and the use of public transit for improved health outcomes. Practical, safe and accessible alternative transportation options are prioritized to reduce reliance on single occupant vehicles (SOVs) and minimize GHG emissions. The Plan aims to grow local employment to reduce or eliminate commuting; it also supports integrated land use and transportation planning and sidewalk and cycling infrastructure funding and trail network improvements to foster greater connectivity within and between local neighbourhoods and key destinations. Improving access, efficiency and reliability of local transit and encouraging transit-oriented development to increase viability and ridership are needed. Partnering is required to improve regional multi-modal transportation options and undertake long-range transportation planning within the Sea to Sky Corridor and beyond to address cumulative growth impacts and manage congestion within the corridor.

Squamish is one of the few communities in Canada with access to rail, road, air, and ocean transportation. The port facilities at the Squamish waterfront are critical to local and Western Canadian economies especially in supporting the movement of goods within the Asia Pacific region.

Major Transportation Network

20.1 Objective

a. Enhance and sustainably fund the District’s transportation network for the safe, efficient and sustainable movement of people and goods.

20.2 Policies

a. Optimize the District’s major transportation network and transportation facilities identified on Schedule F-1, and designated as Facilities, Utilities and Transportation Corridors on Schedule B, and maintain them in good repair.
b. When evaluating major road network improvements, balance against criteria such as funding/affordability, timing (need or value) and ability to support mode shift, GHG reductions, connectivity gaps, and avoid impacts on environmentally sensitive areas wherever possible.

c. Employ a variety of tools to finance transportation infrastructure upgrades, including Development Cost Charges (DCCs), developer contributions, and capital expenditures.

d. Review the Schedule F-1 Major Transportation Network with the DCC Bylaw at least once every two years.

e. Work with Ministry of Transportation and Infrastructure (MOTI) to review any future proposed capacity improvements and/or widening of Highway 99. Do not support the expansion of Highway 99 beyond four lanes within the municipal boundaries.

f. Ensure designated truck routes within the District provide for the safe and efficient movement of people and goods through the community.

g. Evaluate possible alternative connections between the Garibaldi Highlands and Highway 99, including a Pia Road/Dowad Drive connection and a Pia Road/Newport Ridge Drive connection, and identify infrastructure requirements to accommodate future growth in the Garibaldi Highlands area. Consider whether both vehicle connections to the Garibaldi Highlands are required and prioritize a reasonable access bike route with a maximum grade of approximately 8%.

h. Consider developing a connection between the east end of Valleycliffe and Finch Dr to address increasing traffic flows along Westway Avenue from neighbourhood growth, and to provide an alternative emergency access route to Highway 99.

20.3 Objective

a. Improve overall connectivity and transportation safety throughout Squamish.

20.4 Policies

a. Pursue options to increase local road and trail connectivity, minimize reliance on Highway 99, and connect all new and future neighbourhoods, employment areas, commercial districts, and recreation and tourism destinations.

b. Work with Squamish RCMP and District Bylaw Enforcement to improve road safety through measures such as managing vehicular speeds and maintaining
unobstructed transportation network routes. Consider local road speed reductions and incorporation of traffic calming measures where warranted.

c. Improve north/south connectivity throughout the community. On the west side of Highway 99, prioritize completion of the Pioneer Way extension of Discovery Way through to Pioneer Way, and the Pioneer Way/Government Road connection as per the Major Transportation Network Plan Schedule F-1, and improve associated linkages with the Discovery Trail.

d. Work with MOTI to address highway crossing issues and optimize signalized intersections for safe east/west connectivity across Highway 99.

e. Improve vehicle and pedestrian safety and connectivity at signalized Highway 99 intersections such as Darrell Bay Rd, Alice Lake Rd, Cleveland Ave and connections to future neighbourhoods north of Garibaldi Way.

f. Continue efforts to improve the safety of the Corridor Trail at the Pemberton underpass (under the Highway 99 bridge) at the Mamquam Blind Channel.

g. Work with CN Rail to assess and improve rail safety throughout Squamish, with a particular focus on meeting Transport Canada’s grade crossing standards by 2021. Explore and leverage funding sources to address and maintain priority public crossings. Minimize land use and rail transportation conflicts and trespass; seek alternative access options where necessary and partner on community education and enforcement.

20.5 Objective

a. Create a welcoming sense of arrival in Squamish and support community wayfinding.

20.6 Policies

a. Designate and improve key community gateways along Highway 99 to enhance wayfinding, neighbourhood identity and placemaking (with key locations including Darrell Bay, south and north Provincial Parks districts, Valleycliffe/Hospital Hill, Downtown Squamish, Garibaldi, and Depot Road/Brackendale).

b. Provide clear wayfinding and directional signage for the Squamish street network, trails, and bicycle routes linking neighbourhood destinations, community amenities and attractions.

c. Promote a landscaped ‘parkway’ ambiance along Highway 99 that extends through Squamish between Darrell Bay and Paradise Valley Road. Maintain
landscape guidelines for treatment of adjacent lands for visual buffering of development.

Downtown Transportation

20.7 Objective

a. Accommodate and enhance multi-modal transportation for safe, convenient and seamless travel to/from and within Downtown Squamish.

20.8 Policies

a. Undertake updated Downtown/network traffic modelling to inform development of the Downtown Transportation Plan and consider future projected growth in concert with employment and industrial needs in ongoing multi-modal transportation planning.

b. Develop a Downtown Entrance/Gateway Plan aimed at resolving multi-modal network connections, commercial transportation routing, emergency access, and the Cleveland Avenue and Pemberton Avenue entrances.

c. Develop a vision and secure an appropriate location for a Downtown multi-modal transportation hub, also with potential to incorporate rail service access in the long-term.

d. Establish a multi-modal and active transportation corridor along Loggers Lane and the decommissioned railway right-of-way as development occurs.

20.9 Objective

a. Facilitate the safe, reliable and efficient movement of goods between Highway 99 and the inter-modal port and rail facilities, and commercial and industrial lands within and adjacent to the Downtown.

20.10 Policies

a. In the short-term, Loggers Lane is designated for truck routing in the Downtown connecting to Cleveland Avenue and Highway 99, as identified on Schedule F-1. Actively pursue acquisition of the BC Rail right-of-way for widening of Loggers Lane (designated as future Transportation Corridor on Schedule B).

b. To improve safety and reliability of the truck network, prioritize improvements to Vancouver Street intersections at Third Avenue and Loggers Lane, and work with MOTI on operational improvements at Cleveland Avenue and Highway 99.
c. Enhance transportation safety and reduce congestion along truck routes while ensuring functional movement of goods. Balance road network design and function with community livability goals promoting and minimizing conflicts with active travel modes. Consider road upgrades to critical truck routes to address these considerations when necessary.

d. In the medium-term, plan for a secondary Downtown access to accommodate future traffic volumes at an east-west crossing on Pemberton Avenue to connect Loggers Lane to Highway 99 via Laurelwood Road (arterial standard to accommodate trucks).

e. Monitor mode shifts and traffic demands over time and consider and assess the feasibility of a Westminster Street crossing of the Mamquam Blind Channel for long-term Downtown access, if needed to accommodate future growth. Review cost-benefits and environmental, archeological, visual, economic, and social impacts of crossing options with community stakeholders.

f. Work with local and regional partners on sustainable goods-movement strategies (including barges, low-emission trucks where heavy transport is not necessary, and other means for local “lighter” transport via low-speed electric vehicles, bicycles, etc.). Consider marine rather than highway transportation to reduce greenhouse gas emissions.

20.11 Objectives

a. Maintain reasonable parking systems and infrastructure to support resident, commercial and visitor parking in balance with active transportation and Downtown revitalization.

b. Encourage more efficient use of on-street parking facilities (particularly in peak periods), reduce parking demand, and shift travel to alternate modes (transit, walking and biking).

20.12 Policies

a. Monitor Downtown parking inventory and utilization, and secure a location for a shared parking facility as part of, or in close proximity to a multi-modal hub, rather than a proliferation of accessory lots.

b. Maintain reduced parking standards in the Downtown, and continue to encourage shared parking facilities where feasible and appropriate, and where parking demand varies over the course of the day for different activities.

c. Explore options for paid parking and actively manage on-street parking through parking enforcement and education programs.
Alternative Transportation Options

20.13 Objectives

a. Reduce single occupancy vehicle (SOV) use and support the transition away from fossil fuels.

b. Achieve a SOV mode shift reduction from 88% (2010) to 63% by 2031 (District of Squamish Multi Modal Transportation Plan).

c. Encourage and prioritize affordable and accessible transportation options and alternatives.

20.14 Policies

a. Employ a hierarchy of transportation modes as a general approach to guide transportation decisions. Priority (in order): walking; cycling; transit; commercial vehicles; high-occupancy vehicles/taxi; then private automobile. Modes at the top of the hierarchy will not necessarily receive priority on every street; in some cases users may be accommodated on a parallel or nearby route. This is particularly true for streets that serve a particular need such as the movement of goods.

b. Encourage shared auto use (such as car co-operatives) and efficient and/or alternate fuel vehicles by allocating preferred parking spaces and reducing parking requirements for new developments.

c. Amend municipal zoning to mandate that development accommodate car co-ops, car share vehicles and/or electric vehicles (EV).

d. Support electric vehicles and the development of an EV charging network by designating additional charging stations (including designated EV stalls) in convenient and accessible locations throughout the community.

e. Work with local and regional partners on sustainable goods-movement strategies (low-emission trucks where heavy transport is not necessary, and other means for local “lighter” transport via low-speed electric vehicles, bicycles, etc.).

f. Undertake Traffic Bylaw amendments to enable electric scooters and low and medium-speed zero-emissions vehicles to utilize the local transportation network.
g. Establish and maintain a multi-stakeholder Active Transportation Working Group on transportation planning issues, policies, programs, and short-term, medium-term and long-term transportation initiatives.

h. Encourage local businesses to provide high quality work-share spaces and advocate for telecommuting and work-from-home policies for major employers outside the region.

i. Initiate social marketing campaigns to support the District’s transportation demand management (TDM) objectives and trigger shifts in resident travel behaviors.

**Active Transportation Infrastructure**

**20.15 Objective**

a. Sustainably fund alternative transportation infrastructure and amenities as Squamish grows.

**20.16 Policies**

a. Establish alternative transportation funding sources to support walking, cycling, public transit, and other alternative transportation.

b. Resource and prioritize annual active transportation capital improvements, particularly within priority areas identified in the District’s *Active Transportation Plan* (2016), such as designated Safe Routes to Schools.

**20.17 Objectives**

a. Improve the accessibility and safety of the built environment to enhance active living and mobility for all.

b. Increase walking and biking mode share.

**20.18 Policies**

a. Enhance the viability of walking and cycling by expanding and addressing gaps in the Bicycle and Sidewalk Networks identified on *Schedules F-2 and F-3*.

b. Promote the design and installation of high quality bicycle facilities on *Schedules F-2*, including:

i. *Multi-use Pathways*: off street pathways physically separated from motor vehicles and accessible to all users;
ii. **Protected Bicycle Lanes**: physically separated from motor vehicles and located on-street within the roadway surface (and separate from sidewalk), providing route directness and protection through various treatments, such as barriers, elevation, bollards, parked cars, visual surface treatments and painted buffers;

iii. **Neighbourhood Ways** (Routes): shared bicycle routes located on streets with low traffic volumes and speeds optimized to prioritize bicycle traffic. Improvements include signage and pavement markings identifying road as a bicycle route; and

iv. **Bicycle Lanes**: defined road space for bicyclists and motorists with painted buffers that provide additional space for avoiding conflict with parked vehicles.

c. Ensure infrastructure for walking, cycling, rolling, and transit is well maintained, safe and usable for people of all ages and abilities throughout the year.

d. Mandate provision of safe, secure and barrier-free environments in all new and significant redevelopment projects through improved municipal requirements (zoning, DPAs, subdivision, and streetscape standards).

e. Plan for and respond to growing demands for accessible transportation (e.g. accessible buses; safe, high quality walking environments; provisions for mobility scooters and other assistance devices; and improved transit facilities and amenities such as benches).

f. Implement safety improvements at key intersections along major cycling routes to minimize conflicts—especially along north/south connector routes—and to strengthen linkages between schools, adjacent residential neighbourhoods and parks.

g. Improve bicycle and pedestrian infrastructure and safety during road maintenance and development construction activities.

**Transit**

**20.19 Objectives**

a. Increase transit ridership and providing an affordable transportation choice for all residents and neighbourhoods.

b. Progressively increase transit mode share to 2.5% by 2020, 5% by 2025 and 10% by 2040 (*Sea to Sky Transit Future Plan*).
20.20 Policies

a. Continue to work with BC Transit and other providers to improve transit service frequency and access. Update transit area plans and implement service expansions as required to support growth and improve service access and connections throughout the municipality.

b. Prioritize transit connectivity between the Downtown, major employment and recreational activity zones, neighbourhood nodes, interregional transit routes and residential areas, including Squamish Nation communities.

c. Promote transit-supportive land use planning and transit-oriented design in cooperation with BC Transit that encourages:

   i. high density residential and mixed-use developments near jobs and services along the District’s core transit network identified in Figure 20-1, and within easy walking distance (400 metres or less) of an existing or proposed transit stop;

   ii. expanded transit service to new residential developments and neighbourhoods within future expansion areas or low transit service areas; and

   iii. careful coordination of the needs of transit-users, cyclists and pedestrians in site planning and streetscape design.

d. Refer local and major development proposals and projects to BC Transit and continue to work with BC Transit to align land use and transit plans in conjunction with the Sea to Sky Transit Future Plan review.

e. Improve transit accessibility and experience through better-designed transit facilities and infrastructure and access to transit information (e.g. technology).
Regional Transportation Options

20.21 Objective

a. Expand regional and interregional transportation options to connect the community with the Sea to Sky Corridor and Metro Vancouver.
20.22 Policies

a. Collaborate with the Squamish-Lillooet Regional District, BC Transit, Sea to Sky Corridor communities, Metro Vancouver, and the province to:

i. examine and address long-range transportation issues and plan for the significant regional growth expected over the next 25 years;

ii. explore options for integrated regional governance and new financing tools to support inter and intra-regional transit improvements within the Sea to Sky Corridor and Metro Vancouver;

iii. prioritize interregional transit service between Squamish and Metro Vancouver and reinstate regional service between Squamish and Whistler; and

iv. advocate for exploration of a high speed rail regional passenger service.

b. Secure and formalize Park and Ride sites, bike storage and transit exchange facilities Downtown, and in close proximity to the Highway to serve both the south and northern parts of the community. Also consider interregional transit connections as part of upcoming major projects and sub area plans adjacent to Highway 99.

Marine, Rail + Air Transport

Port and industrial facilities at the Squamish waterfront are critical in the economies of the region and Western Canada. Marine and rail infrastructure and intermodal transportation connections are essential to support economic activity as part of a revitalized ‘working waterfront’. Similarly, the Squamish Municipal Airport, a general aviation airport used for charter services, private aircraft, flying clubs, and other commercial activities, allows for aviation related commercial, industrial, tourism and other employment uses and is essential transportation infrastructure for air services including air ambulance, search and rescue, and forest fire suppression. The OCP promotes consideration of economic development needs when developing local and regional transportation planning priorities.

20.23 Objective

a. Consider long-term intermodal needs and necessary infrastructure for viable marine and rail transportation connections.

20.24 Policies

a. Work with MOTI to provide viable access to port facilities and to primary and secondary industrial operations. Support safe Highway access for the Site B industrial area.
b. Coordinate marine transportation initiatives with community objectives respecting navigation and moorage facilities. Focus on increased compatibility between recreational, commercial and industrial uses.

c. Support planning for and development of strong marine gateways for marine arrivals.

d. Pursue a strategy and co-funding opportunities with different partners to survey, demarcate and monitor the navigable channel; work with federal agencies to support enforcement activities within the navigable channel.

e. Develop a dredging strategy for the Mamquam Blind Channel as needed in order to address navigability for transportation, recreation and commerce, while minimizing impacts to marine habitats and biodiversity.

f. Plan future landing location(s) and passenger facilities for water-based commercial transportation such as water taxis along the Mamquam Blind Channel, to be accommodated during redevelopment of adjacent uplands.

g. Coordinate municipal upland uses and parking areas at Darrell Bay with the Province and industrial businesses to plan for and manage local and regional transportation needs.

h. Consider future marine connections between Darrell Bay and Downtown Squamish, as well as potential for future passenger ferry services to Metro Vancouver and float plane service.

i. Consider preservation and designation of existing rail corridors for current and future movement of goods and people.

20.25 Objective

a. Promote and maintain the Squamish Municipal airport as a general aviation airport.

20.26 Policies

a. Undertake long-range planning for the Squamish Airport and explore its regional role.

b. Collaborate with airport tenants and stakeholders on initiatives to improve existing infrastructure, promote aviation safety, environmental responsibility, and economic viability.

c. Protect lands for aviation uses that require direct airside access.
d. Assess and manage development lands within 500 metres of the airport to protect the airport precinct and minimize and/or mitigate any potential conflicting uses or negative effects on adjacent properties.

e. Personal aircraft/aerodromes in residential areas outside the municipal airport are not supported.
TRANSPORTATION

A key goal was to increase the quality of life in Penticton by reducing traffic, pollution and the amount of land dedicated to roads and parking.

Included a range of transportation choices, including transit and cycling, should be available to persons of all ages and incomes.

Adequate parking in the downtown and inner city, as well a bicycle network and a regional transit network were seen as important investments.

An overall philosophy in the 2002 OCP was to design our road network around typical road volumes rather than peak ones, meaning that we shouldn’t dedicate large amounts of infrastructure for those rare events when we reach maximum road use, but rather should design for everyday use.

What has changed since 2002?

Connectivity and conflict between users remains a challenge. The bicycle network, particularly north-south, is indirect and fragmented in places. There are places where there is conflict between automobiles, pedestrians, trucks and cyclists. There are also places where vulnerable users, like school, exist on high-volume streets.

2002 OCP

The redesign of the 100 and 200 blocks of Main Street has improved the environment for pedestrians and lessened the impact of cars while still providing the necessary on-street parking to support businesses.

In terms of infrastructure, there is a growing awareness of the cost implications of different forms of urban development as well as the need to plan to manage and maintain our infrastructure as it ages. Strategies to sustainably manage drinking water, storm water, agricultural water and solid waste are becoming increasingly common in communities across the country.

New neighbourhoods have emerged on the edge of the city in places like Columbia Heights, yet many of the low-density hillside neighbourhoods are not served by public transit and lack the land use mix, density, and pedestrian infrastructure to support complete, walkable communities.

Much of our transportation infrastructure is designed around population levels that we haven’t reached, nor are likely to reach well into the future. This is evident in the width of many of our roads and scale of our intersections.

Goals and Policies to Consider

Designing ‘complete streets’ that safely and comfortably accommodate pedestrians, cyclists, transit, trucks and cars.

Providing services in a cost-effective manner by fully evaluating the costs of different forms of development (e.g., infill vs. periphery).

Densification and infill in certain neighbourhoods to build the demand for transit service.

Designing standards for streets to reduce speeding – “street diets”.

Neighbourhood design that mixes land uses and provides infrastructure to encourage walking and cycling.

Recommend development and implementation of an integrated storm water management plan to manage storm water and minimize runoff.

Establishing a transportation hierarchy to guide decisions and prioritize investment. In many cities, the hierarchy is: walking, bicycling, transit, goods movement, multi-person vehicles, single-occupancy vehicles.

Establishing a transportation network that minimizes traffic in sensitive areas such as schools while also ensuring efficient goods movement.

Planning a complete network that considers all modes of transportation – pedestrians, cyclists, trucks, transit and automobiles. Design pedestrian and cycling facilities that serve all ages and abilities.

ShapeYourCityPenticton.ca
How does Penticton commute? How long does it take?

- **3% Bicycle**
  - Average Commute: 15.7 mins
  - ![Bicycle icon]

- **2% Other**
  - Average Commute: 22.7 mins
  - [Image of a person in a car]

- **1% Public Transit**
  - Average Commute: 24.6 mins
  - ![Bus icon]

- **1% Motorcycle or Scooter**
  - Average Commute: 14.4 mins
  - ![Motorcycle icon]

- **83% Car, Truck, or Van**
  - Average Commute: 15.8 mins
  - ![Car icon]

Our **NEW OCP** will work alongside:

- Transportation Masterplan (Pending)
- 2012 Cycling Plan Update
- 2005 Transportation Study
- Strategic Sidewalk Priority Plan (Pending)
- 1981 Truck Route Plan

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**Community Feedback**

- The perception that traffic volumes are increasing and parking is challenging in the downtown and SOEC areas
- A need for more frequent and affordable bus service in neighbourhoods and around the region
- Paid parking is sometimes unpopular
- A desire for a lake-to-lake multi-use pathway
- A strong desire for a better and safer bike network, separated from traffic where possible

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**Our Infrastructure Challenge**

Like other communities across Canada, Penticton is facing the challenge of funding the rising costs of aging infrastructure. The amount of money Penticton needs to replace our roads, parks, buildings and storm system is estimated to be $175 million and growing.

The need for significant investment in our infrastructure has been identified and City staff is developing a long-term plan with input from our community on how to best solve these tough decisions.

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[shapeyourcitypenticton.ca](http://shapeyourcitypenticton.ca)
Subject: FW: Bike Rack Locations

---Original Message-----
From: Len Robson
Sent: March-13-18 8:29 AM
To: Scott Turpin
Cc: Mitch Morozuk; Tyler Figgitt; John Fenske
Subject: FW: Bike Rack Locations

Scott,

Please make arrangements to install some of the left over bike racks we have in stock at some of these locations. Use your judgement as to what racks go where. When you done please take photos and email to Mitch and Tyler.

Starbucks (main at front)
ellis at nanaimo (northeast corner)
skaha lake park (near beach)
loco landing
decoy tavern
cannery brewing area

Charge this work to OPR709-001

Len Robson, Public Works Manager
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p: 250.490.2543 | f: 250.490.2557 | e: len.robson@penticton.ca