CITY OF Vernon

Transportation Plan

July 2025 DRAFT



How This Plan Moves Vernon Forward

The City of Vernon's Transportation Plan provides a clear strategy to guide how streets and the transportation network are designed, managed, and operated over the coming decades. As Vernon grows, the transportation system must evolve to support safety, mobility, accessibility, and climate resilience.

The plan recognizes that transportation and land use are connected. Supporting new housing, employment areas, and community spaces requires a transportation network that is safe, reliable, and designed to meet both current and future needs.

The plan is informed by technical studies and shaped by community engagement. It reflects the priorities, concerns, and ideas shared by residents and community partners throughout the planning process. The plan also builds on previous initiatives and incorporates lessons learned from recent transportation projects in Vernon.

Vernon's vision is to create a reliable, multimodal transportation system that connects people to each other and the places they want to go, safely, comfortably, and sustainably.

To achieve this, the plan establishes four key themes that set priorities for policies, programs, and infrastructure improvements:

- Establish a strong foundation for road safety by reducing risks for all users, with a focus on the most vulnerable. A safe transportation system is essential to supporting active travel, reducing serious injuries, and ensuring streets work for everyone.
- Make it easier to get around Vernon by expanding safe, connected options for walking, cycling, and transit. The plan addresses infrastructure gaps, improves transit reliability, and supports vibrant public spaces that encourage people to use sustainable modes of travel.
- Optimize curbside spaces by balancing growing demand for loading, deliveries, parking, public space, and emerging transportation options.
- Prepare for the future with a climate-ready network by designing adaptable streets that support sustainable transportation, reduce environmental impacts, and respond to extreme weather, technology, and community needs.

The plan defines nine distinct street types based on the role, function, and surrounding land use of each street. This approach provides consistent direction for how streets are designed and managed, ensuring the network balances mobility, safety, and livability across all parts of the city.

A prioritization framework was developed as part of the plan to guide investment decisions for major and minor transportation projects and to inform how future upgrades are prioritized across the street network. This framework provides a consistent, transparent approach to evaluating projects based on safety, accessibility, connectivity, and alignment with community priorities. It ensures that resources are directed to projects that deliver the greatest benefit and that upgrades across the network are coordinated and responsive to future needs.

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Looking ahead, the plan identifies long-term priorities for improving Vernon's transportation network. These include building safer connections, filling network gaps, enhancing transit corridors, and providing infrastructure that supports sustainable and efficient travel as Vernon continues to grow.

This plan sets the foundation for building a transportation system that enhances safety, supports health and wellbeing, prepares for the future, and ensures people can connect with the places and opportunities that matter most.

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What is the Transportation Plan

The Transportation Plan (the Plan) is Vernon's blueprint for building a transportation network that supports all modes of travel. As the city grows, the Plan envisions a system that puts people first, expands travel choices, and helps meet climate action targets. It serves as a guiding policy document, directing how transportation investments and infrastructure evolve over time.

This Plan updates the 2014 25-Year Master Transportation Plan and aligns with Vernon's 2025 Official Community Plan (OCP), Council's Strategic Priorities, and the Climate Action Plan (CAP). It outlines a clear vision, goals, and strategies to support walking, cycling, public transit, shared mobility options like e-bikes and e-scooters, and driving.

By prioritizing safety, accessibility, sustainability, and connectivity, the Plan sets a path toward a resilient, inclusive, and efficient transportation network—one that makes the most of existing roadways while fostering vibrant public spaces and equitable access to mobility.

This plan is our commitment to delivering a reliable, multimodal transportation network that strives to meet the diverse needs of our community by connecting people to each other, goods and services, and all the places they need to go.

This is more than a Plan—it's a vision for Vernon's future.

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Why This Plan Is Needed

Vernon is growing, and how people move around the city continues to evolve. With limited space and resources, it is important to plan carefully to ensure Vernon's transportation network can support the community now and into the future. Roads, sidewalks, trails and transit do more than move people and goods. They help shape neighbourhoods, support local businesses and influence how people experience daily life.

This Plan provides a framework to guide transportation planning and investment, ensuring that infrastructure and policies align with land use decisions, environmental goals, and evolving mobility trends.

Key priorities include:

- **Integrating Land Use and Transportation** – With new provincial housing regulations increasing density, particularly around transit, Vernon has an opportunity to create compact, walkable neighborhoods that support sustainable transportation.
- **Prioritizing People in Transportation Planning** – Streets and public spaces should be safe, comfortable, and accessible for all ages and abilities, whether traveling on foot, bike, transit, or by car.
- **Expanding Green Transportation** – 63% of Vernon's greenhouse gas emissions come from vehicles. Providing safe, convenient, and affordable options, like walking, cycling, and transit, help reduce emissions and build climate resilience.
- **Adapting to New Mobility Trends** – From electrification and ridesharing to the growing demand for active transportation, this Plan lays the foundation for a system that is flexible, high-quality, and future-ready.
- **Supporting a Strong and Connected Economy** – Transportation is about more than moving people—it connects businesses, public spaces, and creates a vibrant city where people live, work, and gather.
- **Balancing Innovation with Good Planning –** Vernon has an opportunity to explore new approaches while ensuring investments deliver meaningful, long-term benefits.
- **Reflecting Community Needs** – As travel habits evolve, this Plan ensures transportation choices remain sustainable, accessible, and aligned with what the community needs Today and in the future.

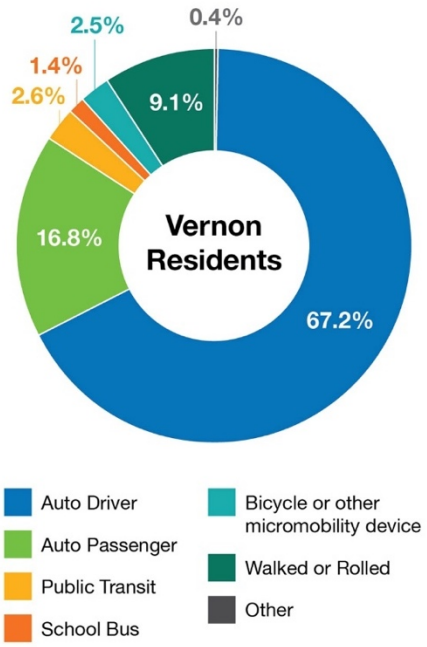
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Vernon's Transportation System at a Glance

Understanding how people move around Vernon helps make informed decisions about transportation planning and investment. Travel patterns reflect how our roadways, transit, and active transportation networks serve residents Today and where improvements can make travel safer, more efficient, and more accessible for everyone.

How People Move Today

The City of Vernon is situated between Okanagan Lake, Swan Lake and Kalamalka Lake in Coldstream. The community has a strong connection to the outdoors and natural environment. Recognized as the Trails Capital of BC, the city's transportation networks link residents to work, school, shopping, recreation, and neighboring communities across the Okanagan Valley. While personal vehicles remain the dominant mode of travel, travel behavior has shifted in recent years:



- 84% of trips are made by personal vehicles.
- The average daily driving distance is 15 km per person.
- 77% of trips remain within the community, while most trips leaving the community are headed towards Kelowna.
- On average, 2-3 trips per day are made per person, including commuting, errands, and recreation.

How Much Space Does Our Transportation System Take Up?

Vernon's transportation system supports a variety of modes, balancing roadways, transit, and active transportation infrastructure:

- Streets & Intersections: 620 km of streets and 77 intersections accommodate all vehicle types.
- Traffic Control: 5,961 traffic signs help guide movement through the city.
- Active Transportation: 219 km of walkways support walking, running, and rolling, with ongoing expansions for safer, more accessible routes.
- Parking: Downtown Vernon includes 978 on-street parking spots parking spots covering 25,000 square meters—an area equivalent to 4 soccer fields. There are also 444 spaces in surface parking lots, offering convenient off-street parking within walking distance of shops, restaurants, and services.

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A Changing Transportation Landscape

Although most households in Vernon own at least one vehicle, more residents are choosing other ways to travel. Changes in lifestyle, new technology, and a focus on sustainability are all shaping how people travel.

How Travel is Changing:

- More people are biking. In Vernon, bicycle ownership has nearly doubled in recent years. In 2018, 14.9 percent of households owned bikes, and by 2024 that number increased to 27.2 percent.1
- Micromobility is becoming popular. In Vernon, 3.7% of households own an e-scooter or similar device.
- Cleaner vehicles are on the rise. In Vernon, 7.1 percent of vehicles are now hybrid or electric, up from just 1.4 percent in 2018.2
- Public transit use is growing. Vernon Regional Transit System has 12 bus routes that provide over half a million rides each year, with 9% more people riding the bus in 2023-2024 than before.

Making Transportation Accessible for Everyone

As travel habits change, it's important to make sure everyone can get around safely and comfortably. In Vernon, 2.6% of the population uses a mobility aid, like a cane, walker, or wheelchair. Another 3.2% have mobility challenges but do not use an aid. Ensuring that transportation works for people of all abilities is key to creating an inclusive and welcoming city.

[1] https://www.rdco.com/en/environment/resources/2024-OTS-Report-3_Analysis-of-Survey-Results.pdf Page 116-117
[2] https://www.rdco.com/en/environment/resources/Documents/Okanagan-Travel-Survey-2018-Report-3---Analysis-of-Results_Trends-v3.1.pdf

Looking Forward

With travel patterns shifting and more residents choosing alternatives to driving, Vernon has an opportunity to build a more balanced and adaptable transportation network. This means:

- Expanding active transportation networks to accommodate the growing demand for cycling and pedestrian-friendly spaces.
- Enhancing public transit services to meet rising ridership and improve regional connectivity.
- Optimizing road space and parking to balance vehicle use with sustainable mobility options.
- Supporting accessibility improvements for residents with mobility challenges.

As we plan for the future, understanding current travel demand helps shape decisions that align with community needs, climate action goals, and a safer transportation system.

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How This Plan Was Developed

The Plan was developed by studying the existing conditions of our transportation network, along with our city's needs, opportunities, and challenges. Priorities, key actions, and values are reflective of what we heard through public conversations and engagement.

[Final document to include a call-out box that explains what the planning design cycle is. The graphic should have the following elements in it (see Mark Seasons, 2021: 13 and 122 – 123 from *Evaluating Urban and Regional Plans: From Theory to Practice*):

1. **PLAN** Identify current conditions, challenges, and opportunities / Develop goals and objectives / Collect and analyze data / Test and review scenarios
2. **IMPLEMENT**: Develop implementation strategy / implement strategies and actions
3. **MONITOR AND EVALUATE:** Identify what will be monitored and evaluated / conduct evaluation and report results / continue ongoing evaluation and monitoring
4. **ADAPT:** Amend plans, strategies, and policies based on community engagement and ongoing performance of the plan's strategies and actions.]

Developing a The Plan is a long-term process that extends well beyond its adoption. Implementation, monitoring, and adaptation are ongoing as the community grows, and needs evolve. To successfully achieve the plan's objectives, the approach must remain responsive—continually evaluating performance and adjusting to meet the changing needs of the community.

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What We Heard From The Community

The Plan has been shaped by input from the community through multiple phases of engagement. Residents shared their experiences, concerns, and ideas about how to improve travel in the city. Many people highlighted the need for safer streets, better transit, well-maintained roads, and more options for walking, biking, and using mobility devices.

Phase 1: Identifying Issues and Opportunities

The first phase of engagement focused on understanding key transportation opportunities and challenges. Residents shared their thoughts on what is working well and what needs improvement. Key themes included:

- **Maintaining existing streets first** – Many people said fixing potholes and improving road conditions should come before building new roads.
- **Reducing traffic congestion and improving transit** – Busy streets like 32nd Street were mentioned often, and some people felt bus stops and routes could be better planned.
- **Making walking and biking easier** – Many residents wanted more trails, bike lanes, and safer places to walk or ride.
- **Keeping all travelers safe** – Drivers generally feel safe, but pedestrians, cyclists, and people using mobility devices said they often feel unsafe, especially downtown.
- **Managing curbside space** – Some people shared concerns about how parking, loading zones, and drop-off areas are used, especially in busy areas.

Phase 2: Prioritizing Solutions

The second phase asked residents to help set priorities for transportation improvements. The main ideas included:

- **Making streets safer for everyone** – Many people supported lowering speed limits in certain areas and separating different types of traffic to reduce conflicts.
- **Expanding walking and biking routes** – People wanted more safe, well-marked paths for walking, cycling, and using mobility devices.
- **Improving public transit** – While not many people use transit regularly, many said they would if routes were more connected, buses ran more often, and stops were more comfortable.
- **Creating more welcoming streets and public spaces** – People supported adding trees, shade, and pedestrian-friendly designs to make streets more enjoyable.
- **Balancing different transportation needs** – Discussions focused on improving traffic flow, managing curbside spaces, and planning for the long term.

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Phase 3: Shaping The Project List

In the third phase of engagement, community feedback from earlier phases was used to help prioritize major transportation projects. Residents were invited to review a list of proposed projects and share which ones they felt were most important.

To guide this process, the City introduced a prioritization framework that considers safety, accessibility, sustainability, and cost-effectiveness. This approach helps ensure that investments reflect both technical analysis and community values. It also supports identifying which projects will deliver the greatest benefits and respond to the needs of the community over time.

Feedback from this phase will be summarized after the survey closes on June 30, 2025. The results will help refine the final Plan and guide decisions on future infrastructure investments.

Moving Forward

The ideas and feedback from all engagement phases have shaped The Plan, ensuring it meets the needs of the community. By focusing on safety, accessibility, sustainability, and better connections, the Plan aims to create a transportation system that works for everyone, whether they drive, take transit, bike, or walk.

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Alignment With Other City Plans

The Plan is designed to align with and support Vernon's broader planning framework, ensuring that transportation decisions complement land use, transit, accessibility, and mobility strategies. It provides a coordinated approach that integrates transportation priorities with citywide goals, guiding investment and policy decisions that shape how people move through Vernon.

Key relationships include:

- **Official Community Plan (OCP)** – The Plan supports the OCP's vision for a connected, livable, and sustainable city by ensuring transportation infrastructure and policies align with land use planning. It reinforces goals for compact, walkable neighborhoods, efficient transit access, and active transportation networks that promote mobility for all residents.
- **BC Transit Future Plan and Transit Future Action Plan** – Transit plays a vital role in Vernon's transportation network. The Plan aligns with BC Transit's long-term vision for improving transit service and ridership growth, ensuring that land use planning and infrastructure decisions support a reliable, accessible, and efficient transit system.
- **Climate Action Plan** – Reducing transportation-related emissions is a key part of Vernon's climate strategy. The Plan supports the Climate Action Plan by encouraging sustainable travel choices, such as walking, cycling, and public transit. It also aligns with city initiatives to reduce greenhouse gas emissions through investments in transit, active transportation, and cleaner vehicle infrastructure.
- **Youthful Vernon Strategy and Age and Dementia-Friendly Plan** – Ensuring that transportation networks are accessible and inclusive is a key priority. The Plan aligns with the Age and Dementia-Friendly Plan by prioritizing infrastructure and design that supports mobility for seniors and people with diverse abilities, including accessible transit stops, safer pedestrian crossings, and barrier-free routes.
- **Airport Master Plan** – The Plan supports the Airport Master Plan by enhancing road access and aligning transit service with anticipated growth. These improvements help ensure the airport remains well-connected as demand increases.
- **Lake Access Plan –** The Plan supports the Lake Access Plan by improving connections to the waterfront. Safer walking, biking, transit, and driving routes make it easier for everyone to access and enjoy Vernon's growing network of public lakefront spaces.
- **Parks Master Plan --** The Plan supports the Parks Master Plan by improving access to parks, greenways, and community spaces. It also identifies opportunities to create linear parks and gathering spaces within the road right-of-way, responding to the community's strong desire for more connected and welcoming public spaces.

By coordinating with these plans, the Plan strengthens Vernon's transportation system, ensuring that investments and policies work together to create a safer, more accessible, and well-connected city.

Vision and Goals

A Plan for the Future

A well-designed transportation network does more than move people and goods—it supports daily life and strengthens community connections. Streets serve a dual purpose: they facilitate travel for cars, transit, goods, and people, while also acting as public spaces where residents and visitors can socialize, shop, exercise, and connect. A seamless transportation system weaves these spaces together, linking streets, pathways, and trails into a network that is safe, efficient, and welcoming.

Historically, Vernon has been a car-first community, but transportation is evolving. Walking and cycling are becoming more popular, supported by a growing network of bike lanes and multi-use pathways. Public transit, shared e-scooters and e-bike programs are expanding travel choices. These changes are steps toward a more connected, sustainable, and resilient community.

A diverse and accessible transportation system ensures that all modes of travel are safe, convenient, and well-supported. Transportation impacts everyone, every day. This plan provides a clear path forward to create a system that meets the needs of residents, businesses, and visitors—now and in the future.

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The Vision for Vernon's Transportation System:

Create a reliable multimodal transportation system that connects people to each other and wherever they want to go

Six core principles guide the development of Vernon's transportation system:

Safe	**Accessible**	**Comfortable**	**Intuitive**	**Supportive of Community Health**	**Climate-Ready**
Reduce risks for all users, with a focus on reducing risks for the most vulnerable.	Travel works for people of all ages and abilities	Create welcoming and well-connected routes that support all modes of travel	Make it easy to navigate with clear connection and way finding	Encourage active, connected lifestyles, and improve access to parks, recreation areas, and Vernon's trail network.	Reduce environmental impacts and adapt to future needs

And sets out to achieve the following goals:

1. Reduce serious injuries and deaths on Vernon's roads.
2. Increase the number of people choosing safe, reliable transportation options.
3. Build streets and infrastructure that are ready for climate change and new technology.
4. Improve the movement of goods and services to support Vernon's economy.
5. Create vibrant, welcoming streets and public spaces with strong connections to parks, recreation areas, and the trail network.
6. Strengthening all network connections to make it easier for everyone to access jobs, housing, recreation, and essential services.

How This Plan Benefits the Different Ways We Move Around

For trips made by walking, cycling or rolling

- Safer, connected street infrastructure
- More direct connections between neighborhoods and key destinations

For trips made by transit

- More direct and reliable transit routes to improve convenience and reduce travel time
- Improved transit infrastructure, including shelters, benches, and accessible stops
- Improved first and last mile connections to active transportation networks

For trips that involve moving goods

- Efficient and reliable routes for deliveries and freight movement
- Well planned connections to regional transportation networks
- Safe loading areas that reduce conflicts with people walking, biking, or taking transit
- Support for sustainable delivery options, such as cargo bikes or low emissions vehicles

For trips made by driving:

- Street designs that manage traffic flow and prioritize safety
- Improve access to electric vehicle charging infrastructure
- Efficient use of parking and curb space to support different vehicle needs
- Well maintained and connect street network for reliable vehicle access
- Support for shared vehicle access options, such as car share

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Putting the Plan into Action

The Plan is a practical guide for shaping how Vernon's transportation system is designed, operated, and maintained. It provides a structured approach to decision-making, ensuring that transportation investments align with community priorities and available resources.

Achieving the Plan's goals will require ongoing investment, coordination, and leadership. It sets the foundation for implementing policies, actions, and initiatives that support a safer, more connected, and sustainable transportation network.

Key Functions of the Plan include:

- Identifying and prioritizing future transportation investments while remaining adaptable to community needs.
- Evaluating progress by assessing how initiatives, programs, and projects contribute to shared transportation goals.
- Providing a structured framework to:
    - Guide transportation decisions,
    - Measure and refine priorities,
    - Direct funding and resources, and
    - Respond to emerging technologies and mobility trends.

This Plan is more than a document—it is a tool for making informed choices that shape Vernon's transportation future. The following strategies translate this vision into practical steps, providing the structure Vernon needs to guide decisions, investments, and transportation improvement

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Strategies and Actions

This section outlines the City's policy framework to guide transportation planning over the next 20 years. Organized by theme, these strategies reflect community values and provide direction for how Vernon will design, manage, and operate its streets and transportation systems.

Grounded in the Plan's guiding principles and goals, they focus on building a reliable, multimodal transportation system that connects people to each other and to the places they want to go. The strategies also establish a strong foundation for road safety, improve access and mobility, optimize curbside spaces, and support a climate-ready network that prepares Vernon for future growth and emerging technologies. Together, they provide a clear, structured approach to achieving the Plan's vision.

Theme 1: Establish A Strong Foundation For Road Safety

1. Establish a Strong Foundation for Road Safety through Policy, Programs and Infrastructure Improvements that reflect best practices and local conditions

Theme 2: Make It Easier to Get Around Vernon

1. Build a Connected Active Transportation Network
2. Address Infrastructure Gaps
3. Improve Transit Connectivity and Reliability
4. Support Year-Round Mobility
5. Support Vibrant Streets and Public Spaces

Theme 3: Optimize Curbside Spaces

1. Balance Growing Demand for Curb Space
2. Implement Curbside Management Strategies to Reduce Congestion, Emissions and Prioritize Safety
3. Activate Curbside Spaces as a Valuable Public Resource

Theme 4: Build a Reliable and Climate-Ready Transportation System

1. Support and Invest in Sustainable Transportation
2. Design Climate-Ready Infrastructure
3. Electrification and Technological Preparedness
4. Strategic Road Network Expansion

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Theme 1: Establish a Strong Foundation for Road Safety

Safety is not a luxury—it's a core principle that ensures everyone can move through the community with comfort and confidence. Streets should be designed to reduce the risk of serious crashes, account for human mistakes, and protect the most vulnerable road users. By prioritizing road safety in policy, design, and daily operations, Vernon can create streets where walking, cycling, and driving are safer for everyone.

These changes won't happen overnight; they reflect a long-term commitment to making transportation safer and more accessible. Through better road design, speed management, and proactive maintenance, the City can prevent severe collisions and create streets that encourage active transportation, support businesses, and build a stronger community.

Roundabouts: Safer Intersections for All
Roundabouts make intersections safer by slowing down traffic and reducing crash risks. The double roundabout at 39th Avenue and 29th / 30th Street includes a railway crossing, helping drivers, cyclists, pedestrians, buses and trains move safely through this busy area.

Strategy 1. Establish a Strong Foundation for Road Safety through Policy, Programs and Infrastructure Improvements that reflect best practices and local conditions

1. Develop City of Vernon road safety guidelines based on Vision Zero and Safe Systems principles to inform capital planning, traffic operations, and infrastructure design.
2. Develop a speed management strategy that takes a city-wide approach, with targeted actions in high pedestrian areas like Urban Centers, transit-oriented areas, Village & Neighbourhood Centres, schools, and parks.
3. Complete a city-wide crosswalk review on arterial, collector, and local streets near key destinations like parks, schools, and community amenities, and develop an improvement program that may include signage, lighting, markings, or other treatments to improve safety and visibility.
4. Conduct an accessibility audit and develop a targeted program to address current deficiencies and prevent future barriers in pedestrian access, including curb ramps, signal timings, audible tones, vibration cues, and speech messages for people with mobility challenges.
5. Develop Vernon-specific engineering guidelines aligned with Transportation Association of Canada (TAC) and Institute of Transportation Engineers (ITE) best practices, adapted to local traffic volumes, land use, and community context. Apply these guidelines to new developments, site-specific transportation studies, and City infrastructure projects to ensure consistent, safe, and context-sensitive transportation designs.

6. Establish a Vulnerable Road User Safety Upgrade Program that uses ICBC collision data to identify and prioritize high-risk locations and implement targeted infrastructure and policy interventions to reduce the risk and severity of collisions.

7. Establish a data-driven safety and maintenance audit program that tracks infrastructure hazards and pedestrian movement city-wide. Use findings to prioritize proactive maintenance and complement other safety upgrade programs.

Infrastructure Improvements:

1. Design streets to reduce crash severity by improving sightlines, reducing conflict points, separating users by time and space, and supporting intuitive, safe travel for all users.

2. Limit and discourage new vehicle access onto streets with bike lanes or multi-use paths, and encourage consolidation of existing accesses where feasible to reduce conflict points

3. Review intersections where high-volume streets meet collector or local roads and implement right-in/right-out treatments or turn restrictions, where appropriate. Consider no-turn-on-red restrictions and protected left-turn phases at high-risk locations to improve pedestrian safety.

4. Upgrade high-use intersections with improved lighting, shorter crossing distances, pedestrian refuges, and protected turning movements.

5. Upgrade signalized intersections with Leading Pedestrian Intervals (LPIs) and other measures to improve visibility and reduce pedestrian-vehicle conflicts.

6. Prioritize lighting upgrades in locations with high pedestrian activity or transit use to enhance visibility and nighttime safety.

7. Install pedestrian refuge islands on wide streets to reduce crossing distances and improve safety on arterial and collector roads.

8. Ensure bike lanes, crossings, and shared streets are clearly marked and signed to improve visibility, reinforce right-of-way, and support safe, predictable travel for all users.

9. Prioritize safe pedestrian movements on public and private sites and in parking areas by providing pathways to amenity spaces, garbage and recycling, main entrances, and sidewalks to connect to the public street.

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Theme 2: Make It Easier to Get Around Vernon

Create a transportation system that supports all travel choices and makes walking, cycling, and transit an attractive choice, with accessible options for everyone.

As Vernon grows, building a transportation system that supports all travel choices is essential. While most people still rely on vehicles, investing in connected sidewalks, bike routes, and reliable transit makes walking, cycling, and public transportation more attractive and accessible. Streets designed for all users create a welcoming environment where active transportation becomes not just possible, but preferable for many trips.

Expanding Multi-Use Paths for Better Connectivity

Projects like the Kalamalka and Silver Star Multi-Use Paths (MUPs) connect residents and visitors to key destinations such as the Okanagan Rail Trail, Coldstream, and Foothills. These routes provide year-round access to Vernon while supporting walking, cycling, and active transportation.

Shared E-Scooters: Changing How People Travel

Vernon's Shared E-Scooter Program is helping shift trips away from cars. Among riders, 71% would have driven if e-scooters were unavailable, while 17% reported significantly reducing their driving—some even giving up cars entirely. The program also supports public transit, with 36% of riders increasing their transit use due to e-scooters.

A well-planned network also supports tourism, economic development, and sustainability goals. Multi-use paths, enhanced transit service, and innovative mobility options like shared e-scooters provide convenient alternatives to driving while reducing traffic congestion and emissions. By focusing on connectivity, safety, and accessibility, Vernon can ensure everyone—regardless of age, ability, or travel mode—has safe and efficient ways to move through the city.

Strategy 1. Build a Connected Active Transportation Network

1. Develop an All Ages and Abilities (AAA) Active Transportation Policy that ensures sidewalks, bike lanes, and crossings are safe, comfortable, and accessible for users of all ages and mobility levels.

2. Prioritize transportation upgrades in neighbourhoods with significant infrastructure gaps, particularly where residents are more reliant on walking, biking, or transit, to enhance safety, comfort, and equitable access to daily destinations. Support this by requiring or encouraging frontage improvements through new development within the Focused Growth Area, contributing to the completion of sidewalk and active transportation networks.

3. Establish a Wayfinding and Placemaking Program with coordinated signage, public art, and digital tools that help people navigate by foot, bike, or transit while reinforcing Vernon's identity.

4. Collect multimodal usage data (e.g., pedestrian and cyclist counts) to guide active transportation and transit investments and assess the effectiveness of programs and infrastructure upgrades.

5. Pilot flexible and seasonal programs such as on-demand transit, temporary bike lanes, car-free zones, and street activation initiatives (e.g., block parties, markets, art installations) to support community use of streets.

Strategy 2. Address Infrastructure Gaps

1. Develop a connected active transportation network by building continuous sidewalks, protected bike lanes, and multi-use paths that link homes to schools, parks, and other key community destinations.

2. Fill infrastructure gaps by connecting fragmented routes, completing missing active transportation links near high-priority destinations (e.g., schools, parks, commercial centres), and creating mid-block pedestrian and cycling connections through cul-de-sacs, laneways, or dead-end streets where feasible.

3. Leverage capital projects and redevelopment to add sidewalks, crossings, and bike infrastructure as part of road renewal or site development, closing gaps cost-effectively over time.

4. Improve access across physical barriers such as highways, steep slopes, and rail lines by delivering safe crossings or alternative connections that maintain network continuity and by identifying new opportunities in priority locations across the city. (e.g. explore partnership opportunities for a pedestrian connection from the hospital to Jubilee Hill).

5. Invest in end-of-trip amenities such as secure bike parking, e-bike charging, and repair stations at public buildings, commercial areas, and key community gathering spaces.

6. Upgrade walking and biking routes for year-round use by improving surface conditions, drainage, and lighting to support safe and accessible travel in all seasons.

7. Design public spaces in the Urban Centres and Village & Neighbourhood Centres to be user friendly for all age groups, with features such as benches, wayfinding, lighting, and quiet zones that promote comfort, safety, and inclusion.

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8. Partner with the Regional District of North Okanagan to ensure neighbourhoods along the Grey Canal Trail are connected to the City's active transportation network, so trail users can safely access key destinations.

Strategy 3. Improve Transit Connectivity and Reliability for longer trips within the Focused Growth Area

Policies & Programs

1. Establish a Frequent Transit Network with 15-minute peak service and consistent off-peak service along core corridors connecting Urban Centre areas and key destinations within the Focused Growth Area.
2. Pilot flexible, on-demand transit services in low-density or hillside neighbourhoods to expand coverage and improve access for residents outside core routes.
3. Expand transit service hours, including early morning, late evening, and weekend service, to better serve shift workers, residents with non-traditional schedules, and improve convenience during both peak and off-peak hours.
4. Improve transit reliability by coordinating with BC Transit to implement scheduling adjustments, transit priority measures, and vehicle fleet improvements that support consistent travel times. Support transit affordability by maintaining and expanding programs that reduce financial barriers for residents, including youth, seniors, and other population groups. Example strategies may include free or discounted fares, subsidy programs, and partnerships such as ride and recreation pass programs that promote transit use and equitable access to community services.
5. Partner with BC Transit and local transit operators to deliver travel training programs for residents, including youth, seniors, newcomers, and individuals with mobility challenges.
6. Review and update the custom transit service boundary (currently 1.5 kilometres from fixed routes), if feasible, to ensure equitable access for residents, particularly seniors and individuals with disabilities.
7. Coordinate regional service planning to strengthen transit links with neighbouring communities (e.g., Kelowna, Lumby, Armstrong, Enderby) and regional destinations such as YLW, UBCO, and Okanagan College.
8. Integrate land use and transit planning to ensure higher-density, mixed-use development within the Focused Growth Area supports transit ridership.
9. Require new developments to provide pedestrian connections, accessible bus stop locations, and infrastructure that supports future transit service expansion.
10. Establish accessibility standards for all new and upgraded transit stops, including level boarding areas, tactile surfaces, and clear wayfinding.
11. Explore integrated fare and mobility options that simplify connections between transit and other shared modes, such as bikeshare, e-scooters, and carshare.
12. Leverage real-time information and performance monitoring tools to improve service reliability and customer experience.

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13. Along the Frequent Travel Network, identify key intersections for transit priority measures, such as signal priority or queue jumps, to improve travel times along core routes.
14. Collaborate with major employers, educational institutions, and community organizations to promote transit use and address transportation barriers for employees, students, and vulnerable residents.
15. Enhance safety and security at transit stops, and exchanges through design, lighting, and proactive monitoring.

Infrastructure Improvements

1. Build new transit exchanges and transfer hubs at key nodes, such as Polson, Okanagan Landing, and other strategic locations to improve connectivity and reduce reliance on the downtown hub-and-spoke model.
2. Integrate transit-priority infrastructure along Frequent Transit Network corridors, including queue jump lanes, signal priority, and dedicated bus lanes where feasible, to improve travel times and service reliability.
3. Improve first- and last-kilometer access to transit by adding sidewalks, pedestrian connections, and bike infrastructure near bus stops and exchanges.
4. Enhance transit stop amenities, including shelters, lighting, benches, accessible boarding areas, and real-time information displays, to improve safety, comfort, and accessibility and require bus pullouts as necessary.

Strategy 4. Support Year-Round Mobility

Ensure Vernon's transportation network is safe, functional, and accessible in all seasons through coordinated maintenance, winter operations, and targeted investments.

Policies & Programs

1. Develop a Winter Mobility Strategy to support year-round active transportation by identifying priority snow-clearing routes for sidewalks and bike lanes, and high-use transit stops, establishing winter-friendly design standards, and maintenance programs.
2. Ensure adequate funding and resources for operations and maintenance are in place to keep people moving safely 365 days a year.
3. Secure dedicated funding and equipment (e.g., smaller plows for bike lanes and paths) through integrated infrastructure budgeting.
4. Establish sidewalk snow-clearing partnerships with local businesses and residents through guidelines or incentive programs.
5. Pilot innovative approaches, alternative materials, or new clearing techniques, and evaluate their performance.
6. Deliver seasonal outreach campaigns on safe winter walking, cycling, and driving.

Infrastructure Improvements

1. Design active transportation infrastructure with winter operations in mind, including lighting, snow storage space, vegetation management, and weather-resilient surfaces.

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2. Design sidewalks and pathways with lighting, snow storage, vegetation management, and durable surfaces to support safe and comfortable winter travel.

Strategy 5. Support Vibrant Streets and Public Spaces

Policies & Programs

1. Launch a street activation program for block parties, events, and temporary road uses.
2. Pilot and evaluate shared streets, car-free zones, and low-cost placemaking treatments.
3. Incorporate public art, storytelling elements, and decorative crosswalks that meet safety standards.
4. Enable greening and community gardens in underused boulevards rights-of-way.
5. Discourage vehicle-oriented development in Urban Centres and Village & Neighbourhood Centres.

Infrastructure Improvements

1. Provide pedestrian amenities like benches, awnings, trees, and shade structures for all-season comfort.
2. Create linear parks, greenways, and mid-block connections between neighbourhoods.
3. Improve laneways to support safety, vibrancy, and active use.
4. Design and implement pedestrian-priority infrastructure on 31st Street and planned Village Main Streets in Jubilee Hill and Alexis Park, including plazas, shared streets, and streetscape elements that support walking, gathering, and public life.

Benefits:

1. It makes it easier to get around by improving sidewalks, bike lanes, and transit routes.
2. Supports year-round travel with better winter maintenance and safer streets in all seasons.
3. Creates vibrant public spaces by adding seating, lighting, trees, and areas for community events.
4. Reduces traffic and pollution by giving people more options to walk, bike, or take transit.

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Theme 3: Build A Reliable and Climate-Ready Transportation System

Develop a network that adapts to changing needs and serves the community for years to come.

As Vernon grows, its transportation network must keep pace with changing climate, new technologies, and increasing demands on infrastructure. Meeting climate targets while supporting economic and population growth requires resilient, adaptable, and sustainable solutions.

Investing in active transportation, electrification, and green infrastructure will help reduce emissions while making streets more livable. At the same time, designing streets and pathways to withstand extreme weather ensures the network remains safe, reliable, and accessible year-round. By balancing sustainability with long-term infrastructure needs, Vernon can build a transportation system that serves the community for years to come.

The Plan directly supports the City's Climate Action Plan, which sets the following community-wide targets:

- 50% reduction in greenhouse gas emissions below 2017 levels by 2030
- 75% reduction by 2040
- Net-zero emissions by 2050

Green Infrastructure for Climate Resilience

Road designs that incorporate bioswales, permeable surfaces, and tree planting improve stormwater management, reduce flooding, and help cool urban areas, making streets more resilient to extreme weather.

Expanding Access to EV Charging

Installing electric vehicle (EV) charging stations in public spaces and parking areas supports the shift to zero-emission transportation, making it easier for residents and businesses to adopt cleaner travel options

Transportation is one of the largest sources of emissions in Vernon. Achieving these targets requires shifting to low-carbon mobility options by making active transportation, transit, and zero-emission vehicles more accessible, reliable, and attractive.

Strategy 1. Support and Invest in Sustainable Transportation Options

1. Develop a coordinated, city-wide Transportation Demand Management framework to help optimize the transportation system and expand travel choices.
2. Implement transportation strategies identified in the Vernon Climate Action Plan to reduce greenhouse gas emissions and promote sustainable travel choices.
3. Expand shared mobility options, such as car-share and bike/e-scooter-share programs, to complement existing travel choices.

Strategy 2. Build Streets and Pathways That Can Handle Changing Climate And Weather.

1. Conduct a city-wide climate-risk and vulnerability assessment of all transportation assets to identify the most at-risk components, quantify lifecycle costs, and prioritize cost-effective upgrades and reinvestment in response to emerging climate realities.
2. Embed climate-resilient design standards and green infrastructure best practices into every transportation project, where feasible, from major capital works to smaller routine interventions, to extend asset life, lower long-term costs, and align with the Vernon Climate Action Plan.
3. Plan for extreme weather events by developing contingency protocols for snow removal, storm cleanup, and emergency access during events such as floods or heatwaves.
4. Consider alternative financing mechanisms to finance climate-resilient transportation infrastructure.

Strategy 3. Support Electrification and Technological Preparedness

1. Implement a city-wide electrification strategy informed by the EV Charging Study, prioritizing the installation of charging stations in public spaces and public parking areas.
2. Support the transition to zero-emission transportation by encouraging electric vehicles, e-bikes, e-scooters, and low-emission transit options.
3. Work with Climate Action and Fleet Services to continue supporting the transition to zero-emissions city fleet.
4. Continue establishing electric-vehicle charging stations across the city through public-private partnerships.
5. Adopt flexible, forward-looking policies to reduce emissions and support new transportation technologies, including anti-idling measures aligned with the Vernon Climate Action Plan.
6. Partner with BC Transit to advance the transition to a low-carbon or zero-emission bus fleet to support climate action goals.

Benefits:

1. Creates a sustainable and resilient transportation system by integrating green infrastructure, EV charging, and climate-adaptive designs.

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2. Improves travel options for everyone by expanding walking, biking, transit, and shared mobility choices.
3. Enhances community spaces with trees, public art, and pedestrian-friendly areas that make streets more inviting.
4. Reduces pollution and emissions by supporting zero-emission vehicles, anti-idling policies, and clean transportation alternatives.

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Theme 4: Optimize Curbside Spaces

Curbside spaces are one of Vernon's largest shared public spaces, playing a vital role in mobility, business access, and community life. As demand grows for new transportation options and public space, curbside areas must be managed strategically to serve diverse needs.

These strategies replace the recommendations from the 2012 City Centre Neighbourhood Plan, Parking Implementation Strategy and are based on best practices and lessons from past planning. Some actions will shape future bylaws and policies, while others will help guide everyday decisions.

Why Curbside Management Matters

- Supporting Downtown: Well-planned curbside space helps businesses and makes parking easier to find.
- Balancing Different Needs: Streets serve pedestrians, drivers, cyclists, transit users, and delivery services—good planning helps everything work smoothly.
- Improve Public Spaces: Outdoor seating, trees, and pedestrian areas make streets more welcoming.
- Encouraging New Transportation Options: Shared e-bikes, e-scooters, and EV charging stations provide more choices for getting around.
- Planning for the Future: Curbside areas can be adapted for transit stops, delivery zones, or green spaces as needs change.

Using Curbside Spaces in New Ways

Curbside areas are becoming more flexible. Instead of being just for parking, they are used for:

- Patios, food trucks, and seating areas, and parklets
- Pick-up and drop-off zones
- Bike lanes and transit stops
- EV charging stations
- Trees, benches, and shaded spaces
- Pilot projects

These Curbside Management Strategies provide a guide to using curbside space as a shared public resource. Every street is different, so this plan offers a flexible approach that supports Vernon's transportation goals. Curbside spaces in Vernon are changing. They used to be mainly for parking, but now they also include outdoor patios, shared e-scooters and e-bikes, and pick-up/drop-off zones. As more people and businesses use these spaces, it's important to plan them carefully so they work well for different needs.

Guiding Curbside Management

These strategies replace the 2012 City Centre Neighbourhood Plan's parking rules, building on past efforts to improve parking pricing, accessibility, shared parking, and enforcement. While the earlier plan focused on managing parking supply, this update introduces modern solutions like digital payment options, curbside safety improvements, and flexible spaces for patios, EV charging, and shared transportation. Some strategies will shape future bylaws and policies, while others will help guide everyday decisions.

Since each street has different needs, this plan offers a flexible approach that supports Vernon's transportation goals while making the most of curbside spaces for businesses, residents, and visitors.

Strategy 1: Balance Multiple Demands for Curbside Space

1. Improve parking availability and reduce unnecessary driving by implementing new technologies such as dynamic pricing, real-time availability apps, kiosks, license plate readers, and parking sensors.
2. Review and update the pricing framework for on street and off-street public parking, including permits, passes, and meters, to balance demand and improve turnover.
3. Modernize the residential parking program to manage overflow impacts on nearby streets and neighbourhoods, such as Reservoir Road, and the area around Vernon Jubilee Hospital.
4. Retrofit the downtown parkade with safety and accessibility improvements to encourage public use.
5. Establish a parking revenue reserve and explore payment-in-lieu of parking programs to reinvest funds into future parking and curbside improvements.
6. Invest in Automated License Plate Recognition (ALPR) technology to streamline parking enforcement.

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Strategy 2: Improve Curbside Safety and Support Sustainable Transportation

1. Enhance existing standards to integrate active transportation end-of-trip amenities in both public and private developments.
2. Reallocate curbside space where appropriate to support transit, bike lanes, and other active transportation options.
3. Improve visibility and safety by "daylighting" intersections, crosswalks, and bike lanes—removing obstructions that block sightlines.
4. Expand curbside accessibility by increasing the number of dedicated accessible parking spaces and ensuring well-placed curb letdowns with tactile warning strips where needed.
5. Raise awareness about the accessible parking permit program to ensure it is effectively utilized.
6. Reduce emissions and pollution by expanding curbside EV charging stations for electric vehicles, e-bikes, and e-scooters.
7. Develop transportation demand management guidelines that focus on sustainable curbside solutions, such as shared mobility parking, EV charging, and green infrastructure like trees and planting strips.

Strategy 3: Activate Curbside Spaces as a Public Resource

1. Review and update existing City policies, guidelines, and bylaws to align curbside management with broader transportation goals.
2. Expand programs that allow businesses to use curbside spaces for patios, food trucks, or loading zones, while maintaining flexibility for seasonal or emerging mobility trends.
3. Discourage surface parking lots as standalone uses or as temporary uses
4. Develop temporary pilot projects to test innovative curbside uses, such as parklets, community seating, and shared streets.
5. Increase staffing capacity to support curbside management strategies and ensure effective enforcement.

Benefits

1. Uses technology and pricing to improve parking and reduce traffic.
2. Makes streets safer by keeping sightlines clear and adding more options for walking, biking, and transit.
3. Creates welcoming spaces by turning curbside areas into patios, seating, and greenery.
4. Supports travel by making space for buses, bikes, and electric vehicles.
5. Plans for the future by keeping policies flexible as transportation needs change.

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Vernon's Street Types

This section explains the different types of streets in Vernon. While each street is unique in terms of available space, surrounding land use, and how people travel, this framework provides general guidelines for what streets should look like. It helps achieve three main goals:

1. **Create a shared vision for our streets.**
   Streets will change over the next decade to support the goals of this Plan. These street types help establish a clear direction for both city-led and development-led projects, ensuring consistency in how streets are designed. They also serve as a tool to engage the community when planning street improvements.

2. **Set priorities for street infrastructure.**
   Streets serve many daily needs, from moving people and goods to supporting local businesses and public spaces. The City will use these street types to guide decisions about infrastructure, ensuring that each street is designed to function effectively within its broader surroundings.

3. **Clarify what to expect for street features.**
   Each street type outlines key elements, such as sidewalks, bike lanes, and green spaces. By defining both target and minimum features, this framework helps prioritize what should be included to create safe, functional, and welcoming streets.

Note: The visual street layouts in this chapter are just examples. The final design of any street will be decided by the City Engineer and Planning Teams. When planning a street, they will consider local conditions, nearby land use, and how people travel in the area

Note: Some streets classified as Community Collectors and Neighbourhood Collectors, are primarily designated for snow clearing and maintenance, rather than long-term infrastructure planning. As a result, they may not receive the same level of service, upgrades, or street design features as collector streets within the City's growth area. (See Map x: Street Classifications)

Street Types

1. **Provincial Highways**
2. **Arterials**
3. **Community Collectors**
4. **Neighborhood Collectors**
5. **Urban Centre Streets – Downtown and Uptown**
6. **Transit And Active Streets**
7. **Local**
8. **Rural**
9. **Laneways**

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Provincial Highways

Purpose

Provincial highways bring high volumes of people and commercial traffic in Vernon. They provide connectivity to the regional and inter-provincial transportation systems. In some places, they also serve as main streets in commercial or mixed-use areas as they pass through Vernon's downtown and future TODA areas. These streets should support this core person and goods movement function while providing safety for pedestrians, cyclists, and other active mode users. Key features that would support Vernon's goals are listed below for consistency with the other street types. However, because these highways are controlled by the Ministry of Transportation and Transit, the City cannot make changes to them. The City can only suggest improvements to the Province.

Core Function

- Accommodate high volumes of people and goods in motor vehicles
- Serve as entrances to Vernon
- Support safe crossings for all road users and connectivity to key amenities
- Support reliable transit service

Adjacent Land Use

- Commercial
- Mixed-use commercial and residential
- Natural areas
- Agricultural Land Reserve
- Rural
- Industrial
- Design Objectives
- Target speed: 50km/h within the city limits, up to 90 km/h elsewhere
- Maintain capacity for person and goods movement
- Remove existing driveway accesses, do not permit new accesses, consolidate where possible
- Provide safe active transportation crossings at the most important locations and at appropriate spacing which may include future pedestrian/cycling overpasses
- Support transit operations with bus stop facilities, pull-outs, and transit priority where warranted
- Use low-maintenance landscaping as visual cues for slowing speeds in activity areas

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Design Priorities

Within city limits, these streets must continue to support high traffic volumes while adapting to urban context where appropriate. Design should prioritize vehicular efficiency and safety, with limited accommodation for active modes in select locations. The following priorities apply when designing or adapting cross-sections, particularly in constrained areas:

1. **Maintain Corridor Capacity for Regional Movement**
    - Sufficient number and width of travel lanes for high volumes and freight
    - Shoulders or auxiliary lanes for turning, merging, and emergency use
    - On-street parking not to be used

2. Accommodate Transit Where Present

- Transit stops and pull-outs are integrated where transit service exists
- Cross-sections that support potential future transit priority measure
- Accessible waiting areas where space allows in urban segments

3. Provide Active Transportation Crossings at Key Points

- Pedestrian or cycling crossings at trails, major intersections, or destinations
- High visibility crossing treatments, signalized where warranted
- Clear separation from vehicle flow to ensure safety

4. Support Contextual Urban Integration

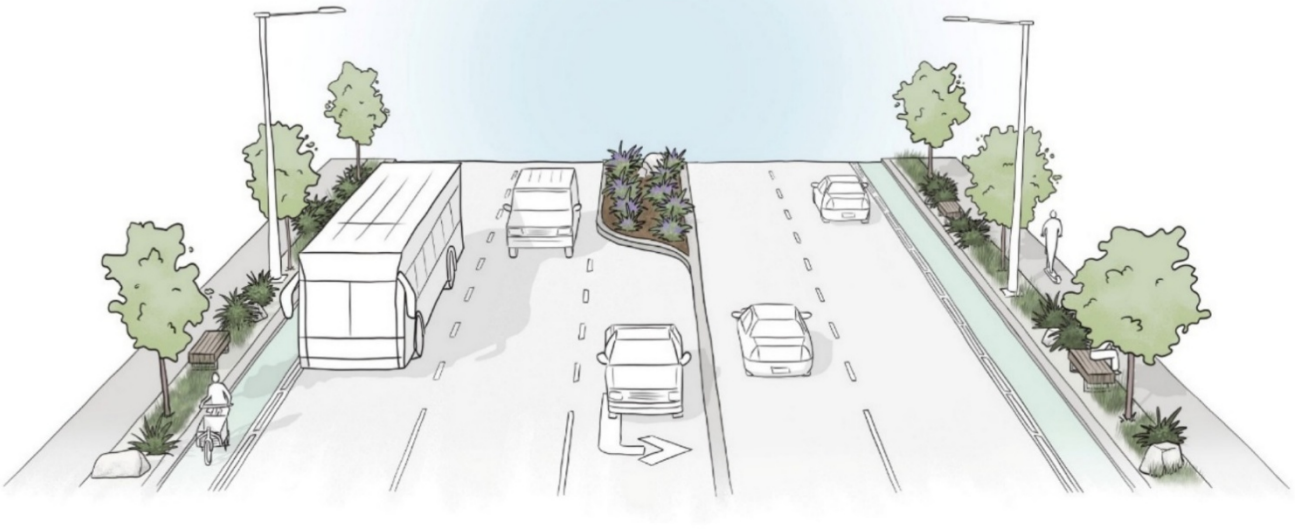
- Landscaping or buffers in urban or gateway areas to manage speed and enhance visual character
- Context-sensitive design features that transition from highway to main street environments
- Minimal but functional pedestrian elements where demand exists (e.g., sidewalks in mixed-use areas)

5. Ensure Functional Roadside Space

- Drainage infrastructure and snow storage capacity
- Low-maintenance boulevard zones where appropriate
- Coordination with utilities and roadside safety requirements

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Arterials



Purpose

Arterials help people travel to work, school, and recreation while also guiding visitors to important places. Since they connect to highways and major roads, they need to support trucks and commercial vehicles while keeping streets safe for people walking and biking.

Core Function

- Accommodate high volumes of people and goods
- Support reliable transit service
- Protect active travel mode users from high volumes and high-speed traffic.

Adjacent Land Use

- Commercial, industrial, mixed use, and residential

Design Objectives

- Target speed: 50km/h

- Reduce conflicts between modes by providing separate active transportation facilities
- Support transit operations with bus stop facilities and transit priority where warranted
- Use low-maintenance landscaping as visual cues for slowing speeds
- Restrict driveway accesses directly on these streets

Design Priorities

This framework guides cross-section design for arterial in Vernon, with a focus on safety, connectivity, and livability. In constrained corridors, the following elements are prioritized:

1. Prioritize Active Transportation

- Provide protected sidewalks on both sides of the corridor.
- Provide protected multi-use paths and/or designated cycling facilities. Protected infrastructure is the standard for cycling along arterials; alternate solutions will only be considered in constrained locations where protected facilities cannot be achieved through reasonable design adjustments.
- Ensure safe and continuous pedestrian and cyclist routes across the corridor.

2. Support and Preserve Green Space

- Boulevards with street trees and planting strips
- Green infrastructure elements for stormwater and urban cooling
- Landscape buffers to improve pedestrian experience and safety

3. Balance Vehicle Infrastructure Proportionately

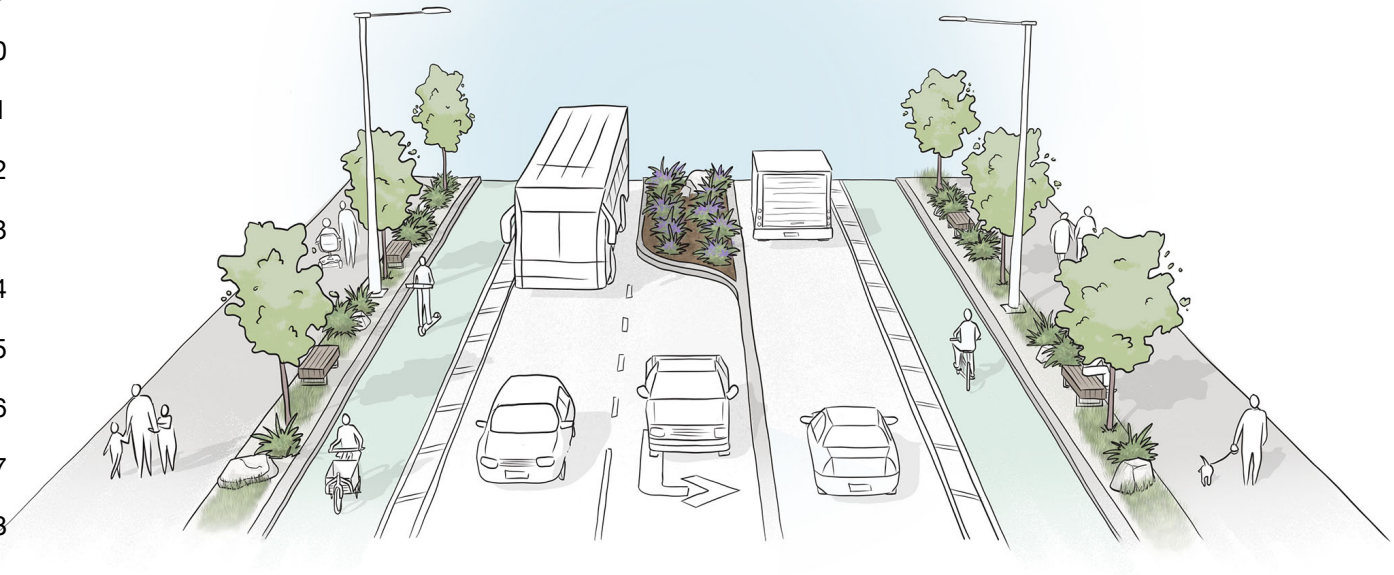
- Travel lanes sized to functional needs (consider narrower widths where appropriate)
- Turning lanes consolidated where possible
- Restrict on-street parking.

4. Optimize Use of Available Right-of-Way

- Cross-section elements organized to reflect corridor function and surrounding context
- Designs that elevate walking, cycling, and green infrastructure over excess vehicle space
- Flexibility in layout to achieve complete streets in constrained conditions

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Community Collectors



Purpose

Community collectors are busy streets that help people and goods move within the city. Unlike arterials, they are mostly used for travel within Vernon, not for passing through. These streets usually connect important places for both residents and visitors.

Community collectors need to handle medium-sized vehicles, like delivery trucks, while also making the street safe and comfortable for people walking and biking. Goods movement on these streets is usually done with light and medium-sized trucks rather than large transport trucks.

Core Function

- Maintain critical connectivity for all modes
- Accommodate high volumes of pedestrians and cyclists in a safe and inviting environment
- Support effective transit
- Accommodate a range of speeds on multi-use paths

Adjacent Land Use

- Primarily mixed-use commercial and residential.
- Medium to high density neighbourhoods
- Community services

Design Objectives

- Target speed: 40 km/h
- Wide, comfortable sidewalks
- Separated cycle paths
- Rest points on multi-use paths
- Minimize driveway accesses
- Serve locations with active storefronts
- Design Vehicles
- A Medium sized delivery or utility truck, like a moving truck or garbage truck.
- A heavy-duty transit bus designed for public transportation, carrying passengers along fixed routes with frequent stops (B12- City Bus)
- Firetruck

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Design Priorities

This framework guides cross-section design on community collectors in Vernon, which serve as key connectors between neighbourhoods, commercial areas, and major streets. In constrained corridors, the following design elements are prioritized:

1. Prioritize Active Transportation

- Provide protected sidewalks on both sides of the corridor.
- Provide protected multi-use paths and/or designated cycling facilities. Protected infrastructure is the standard for cycling along community collectors; alternate solutions will only be considered in constrained locations where protected facilities cannot be achieved through reasonable design adjustments.

2. Support and Preserve Green Space

- Boulevards with planting strips or street trees, on both sides of roadway, if feasible.
- Landscape buffers to enhance comfort and safety for pedestrians and cyclists
- Integrated green features for stormwater management where feasible

3. Balance Vehicle Infrastructure Proportionately

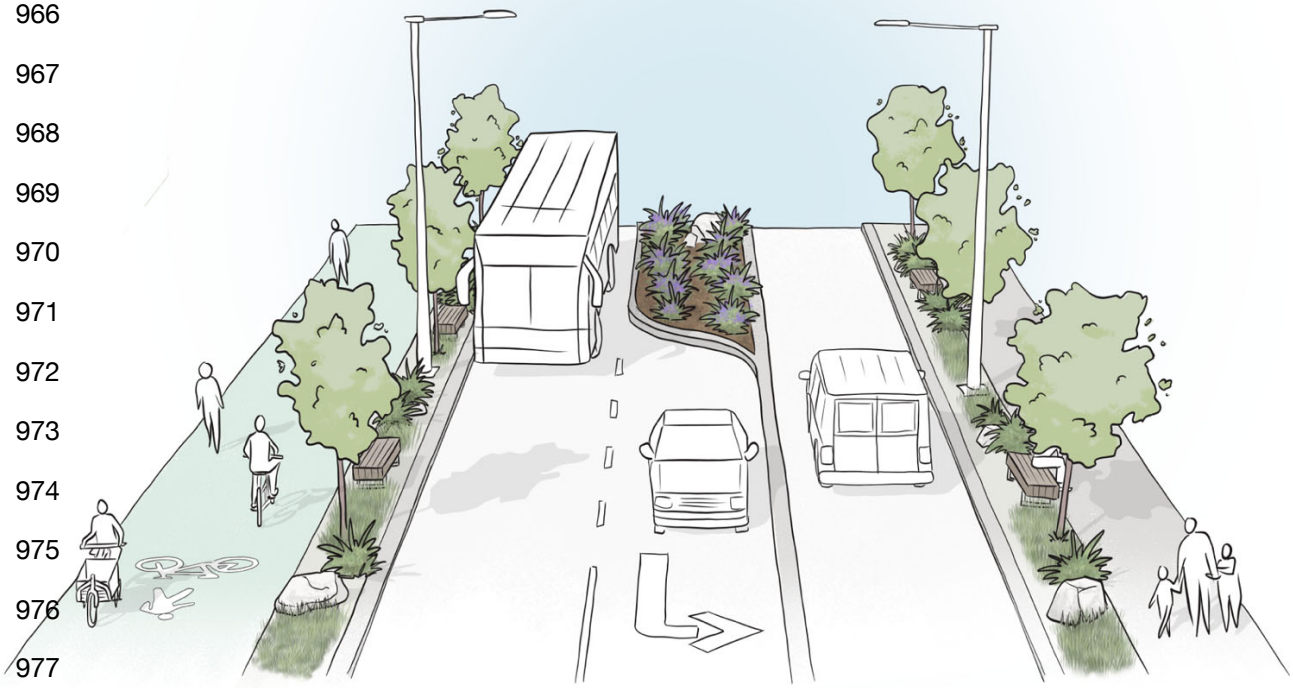
- Travel lanes sized to support moderate traffic volumes and bus access (narrow travel lanes if necessary)
- Select turning lanes or passing opportunities where operationally necessary
- Restrict on-street parking.

4. Optimize Use of Available Right-of-Way

- Cross-section elements arranged to reflect moving large volumes of traffic and adjacent land uses
- Designs that balance multimodal use while maintaining a comfortable public realm
- Flexibility to adjust cross-sections based on context and community function

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Neighbourhood Collectors



Purpose

Neighbourhood collectors connect residential areas and nearby tourist destinations. They serve as key routes for local transit and active transportation, helping people travel within and between neighbourhoods.

Core Function

- Encourage slower speeds
- Maintain and improve transit connectivity and reliability
- Provide safe and inviting facilities for pedestrians and cyclists
- Encourage cyclists and pedestrians to enjoy scenic views and natural areas
- Support on-street parking
- Facilitate deliveries and pick-up/drop-off

Adjacent Land Use

- Mostly housing
- May have some corner stores and tourist destinations, like beaches
- Home based businesses
- Community services – daycares, religious assembly, schools, medical facilities

Design Objectives

- Target speed: 40 km/h
- Improve active transportation facilities near neighbourhoods
- Implement traffic calming measures
- Consider potential for improved transit service
- Curbside space to support deliveries and pick-up/drop-off
- Design Vehicles
- A heavy-duty transit bus designed for public transportation, carrying passengers along fixed routes with frequent stops
- Firetruck
- Design Priorities

This section outlines cross-section design priorities for neighbourhood collectors, particularly in constrained right-of-way conditions. These priorities reflect the functional role of neighbourhood collectors and support the City of Vernon's broader transportation and livability goals.

1. Encourage Slower Vehicle Speeds

- Narrow travel lanes (as per City of Vernon standards)
- Traffic calming geometry where applicable

2. Maintain Reliable Transit Access

- Space for transit vehicle movement
- Clear, accessible transit stop zones
- Pedestrian connections to and from stops

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3. Provide Safe and Functional Walking and Cycling Options

- Sidewalks on at least one side
- Multi-use paths or shared-use facilities where space allows
- Sharrows or shared lanes on low-speed streets as needed
- Reduce driveways
- Require development to construct sidewalks where feasible

4. Support Local Parking Needs

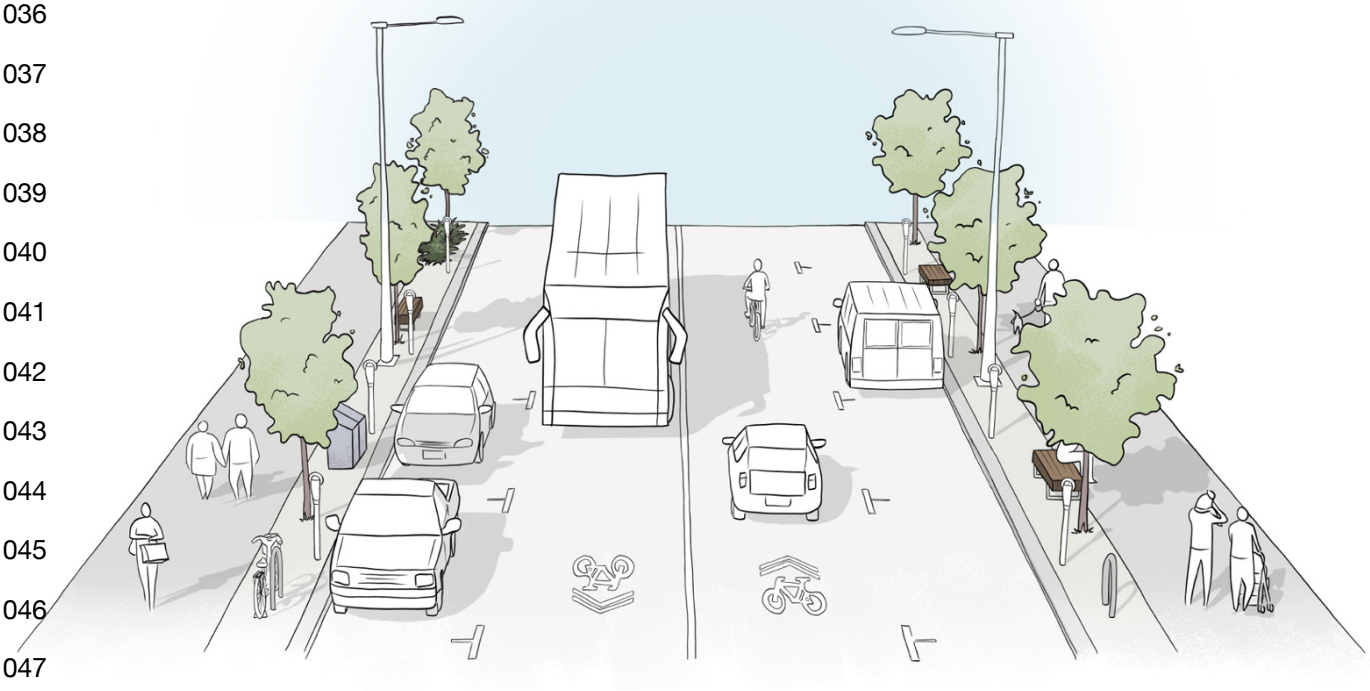
- On-street parking retained where adjacent land use requires
- Flexible curbside space for loading, visitor parking, or snow storage
- Parking integrated into cross-section without compromising core mobility needs

5. Functional Landscaping

- Planting or boulevard space to enhance livability
- Landscaping is used to support traffic calming and visual definition
- Integrate with other functions (e.g., utility corridors, snow storage) where possible
- Require land dedications for road widening as a last resort, understanding that road widenings may have a negative impact on the feasibility of redevelopment

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Urban Centre Streets – Downtown and Uptown



Purpose

Urban Centre streets support many types of transportation in busy parts of Vernon, where more people walk, bike, roll, and use transit. These streets connect important business, amenities, and housing while also creating vibrant public spaces where people can shop, work, and gather.

In addition, some of the streets under this classification will also be experiencing changes related to being categorized as the new Transit Oriented Development Areas (TOD) Areas under Bill 47 Housing Statutes (Transit-Oriented Areas) passed by the province.

- TOD areas are defined as areas within 400-800 metres of a transit station or a bus exchange
- TOD encourages higher density residential and mixed-use development that prioritizes space and connectivity for pedestrians, cyclists, and transit users
- Downtown and uptown have both been designated as TOD areas. The Transit Future Action Plan also identifies Two future Transit Exchanges at Polson Mall and Okanagan Landing
- Overall, the streets categorized under this classification have the maximum possibility for change and potential to support mode-shift in Vernon.

Core Function

- Serve as attractive public spaces (e.g. outdoor patios, parklets, seasonal pedestrian-only blocks)
- Support reliable transit service
- Accommodate high volumes of pedestrians and cyclists in a safe and inviting environment
- Encourage use of space for community activities and cultural cohesion (e.g. revitalize downtown alleyways)
- Accommodate curb-side pick-up, drop-off, deliveries
- Provide accessible parking to businesses in TODs
- Encourage driveway access to be from the lane, if a lane is available

Adjacent Land Use

- Transit exchanges and mixed-use development
- High density residential development
- Restaurants, cafes, entertainment, and cultural facilities
- Green spaces and parks
- Commercial, retail, offices

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Design Objectives

- Target speed: 30-40 km/h
- Create a pedestrian-friendly environment
- Increase availability of outdoor patios and gathering spaces
- Provide safe active transportation facilities and reduce conflicts
- Improve community and gathering spaces (for e.g. linear parks)
- Encourage commercial frontages
- Support transit operations with bus stop facilities and transit priority where warranted
- Transit stop improvements such as shelters, covered waiting areas, shade structures
- Consider parking and charging opportunities for all modes including e-bikes and e-scooters
- Curbside space to support deliveries and pickup/drop-off, taxi, and ride hailing services, and improve community and gathering spaces (for e.g. linear parks)
- Ensure accessible parking access to storefronts
- Design Vehicles
- A Medium Sized delivery or utility truck, like a moving truck or garbage truck.
- A heavy-duty transit bus designed for public transportation, carrying passengers along fixed routes with frequent stops
- Firetruck

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Design Prioirties

Urban Centre streets play a critical role as public spaces, transportation corridors, and cultural destinations. Their design must support high levels of pedestrian activity, vibrant commercial frontages, reliable transit, and flexible curbside uses. The following priorities guide the development of cross-sections within city centres, especially where space is constrained.

1. Support a Vibrant Public Realm

- Wide sidewalks for pedestrian comfort and accessibility
- Space for patios, parklets, and flexible gathering areas
- Street design that supports community activation, events, and placemaking

2. Accommodate High Pedestrian and Cycling Volumes[3]

- Protected or separated cycling infrastructure wherever possible
- Two-way bike facilities where space is limited
- Shared lanes (sharrows) as a minimum standard in constrained areas
- Direct, visible, and accessible pedestrian routes on both sides

3. Prioritize Reliable Transit Access

- Transit stop infrastructure integrated into the sidewalk or curb zone
- Transit-supportive lane widths and geometry
- Space for future transit priority measures where warranted

4. Provide Flexible and Functional Curbside Space

- Zones for loading, deliveries, ride-hailing, and short-term pick-up/drop-off
- Accessible parking near storefronts
- Integration of bike and micromobility parking and charging facilities on public and private property

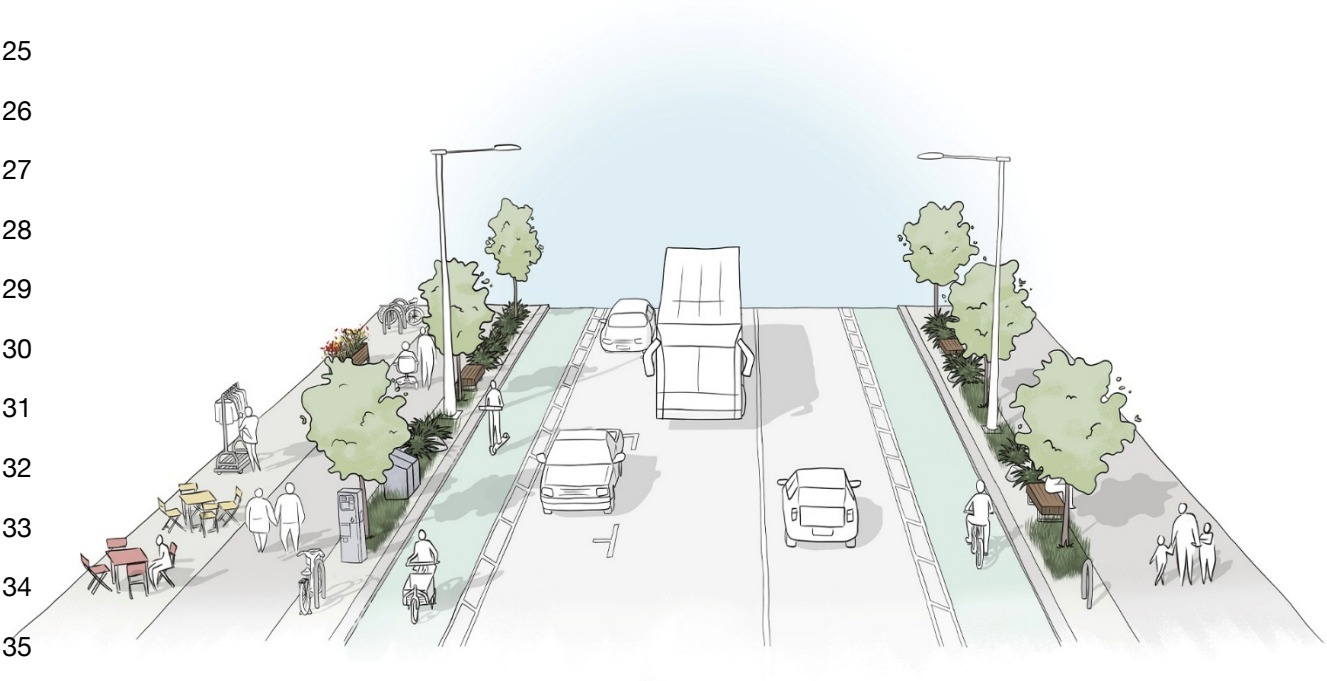
5. Optimize Streetscape Elements for Urban Character

- Street trees to provide shade, benches, lighting, planters, or stamped concrete to define the pedestrian zone and assist with wayfinding
- Design elements that calm traffic while enhancing the character of the street
- Consideration of stormwater management and visual greening where possible

[3] Preferred or minimum widths per BC Active Transportation Design Guide

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Transit and Active Streets



Purpose

These streets are places people go to, not just routes to travel through. They have more space for walking, biking, and transit, making them easier to use for everyone. They are best suited for Downtown, Uptown, and other areas with lots of shops, services, and activities.

Core Function

- Support reliable transit service
- Serve as attractive public spaces
- Accommodate high volumes of pedestrians and cyclists in a safe and inviting environment
- Provide space for community gatherings and events
- Support major city center and TOD area streets

Adjacent Land Use

- Transit exchanges and mixed-use development
- Restaurants, cafes, entertainment and cultural facilities
- Green spaces and parks
- Commercial, retail, offices

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Design Objectives

- Target speed: 30-40 km/h
- Restrict private and commercial motor vehicle access
- Create a pedestrian-friendly environment with high quality public realm
- Increase availability of outdoor patios and gathering spaces
- Provide an attractive place for active storefronts
- Support transit operations with bus stop facilities and transit-exclusive lanes
- Improve the quality of transit stops including shade structures, trees, covered waiting areas, etc
- Design Vehicles
- A Medium Sized delivery or utility truck, like a moving truck or garbage truck.
- A heavy-duty transit bus designed for public transportation, carrying passengers along fixed routes with frequent stops
- Other bus types (small buses, Custom/Regional Transit Buses, etc)
- Firetruck

Design Priorities

Overall, space should be maintained to prioritize:

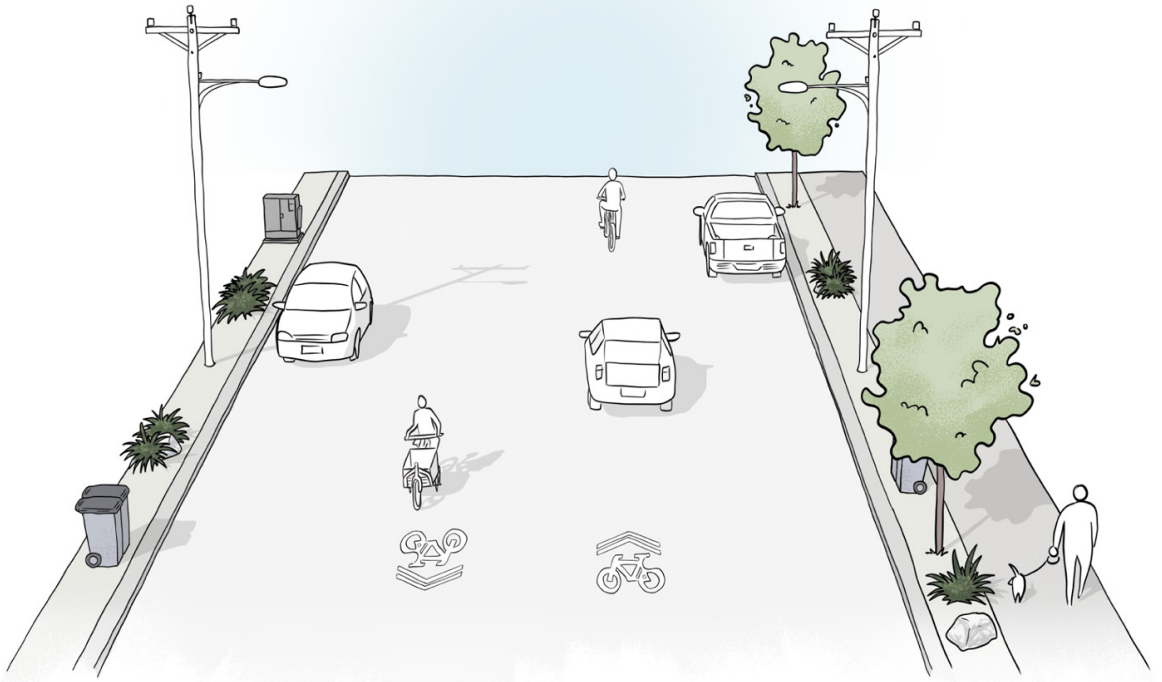
1. Pedestrian space and public realm

2. Bus stops and passenger waiting areas

3. Greenery and street trees

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Local



Purpose

Local streets are found outside homes and behind businesses, mostly used by people who live, work, or shop nearby. They provide the final part of a trip, helping people reach their exact destination. These streets often connect to medium- and high-density housing or neighbourhood collectors.

Local streets create safe and comfortable spaces where different types of transportation can share the road. They can also be quiet areas in neighbourhoods, places where neighbours gather, and spaces where children can play.

These streets are not meant for through traffic, but they are usually connected to the larger road network at both ends (instead of ending in cul-de-sacs or dead-ends, where possible). Because they serve nearby residents, local streets should be designed as public spaces that prioritize walking, cycling, and community activities.

Core Function

- Provide first and last mile connections to housing and shopping destinations
- Discourage through traffic with traffic calming measures
- Provide safe and inviting facilities for pedestrians and cyclists
- Encourage use of space for community activities and cultural cohesion (e.g. linear parks, block parties, community gardening)
- Maintain and improve activity spaces for children and adults

Adjacent Land Use

- Housing areas and along the sides and rears of medium- and high- density developments, depending on the neighbourhood context.
- Some small scale local uses such as corner stores
- Parks, schools, home based businesses, daycares, community services

Design Objectives

- Target speed: 30-40 km/h
- Improve community and gathering spaces
- Discourage through traffic with traffic calming measures
- Implement shared streets concept
- Use landscaping as visual cues for slowing speeds
- Design Vehicles
- Firetruck

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Design Priorities

Local streets are the foundation of Vernon's residential neighbourhoods. They support day-to-day activity, foster walkability, and contribute to the overall livability and identity of the community. Design should prioritize safety, comfort, and a sense of place over vehicular throughput. The following priorities apply when designing or adapting cross-sections in constrained conditions:

1. Encourage Low-Speed, Residential Character

- Narrow travel lanes (target speed: 30 km/h)
- Strategic traffic calming elements such as curves, bump-outs, or visual narrowing in key locations
- Layouts that discourage through traffic and support shared street concepts

2. Maintain Pedestrian Connectivity[4]

- Continuous sidewalk on at least one side of the street with street trees for shade
- Pedestrian routes coordinated with lighting and utilities

3. Support Low-Stress Cycling Where Feasible

- Sharrows or shared-use lanes for low-volume, low-speed streets
- Encourage multi-modal use of space without formal bike lanes in most cases
- Smooth, well-maintained travel surfaces for all users
- Reduce driveway access across cycling infrastructure

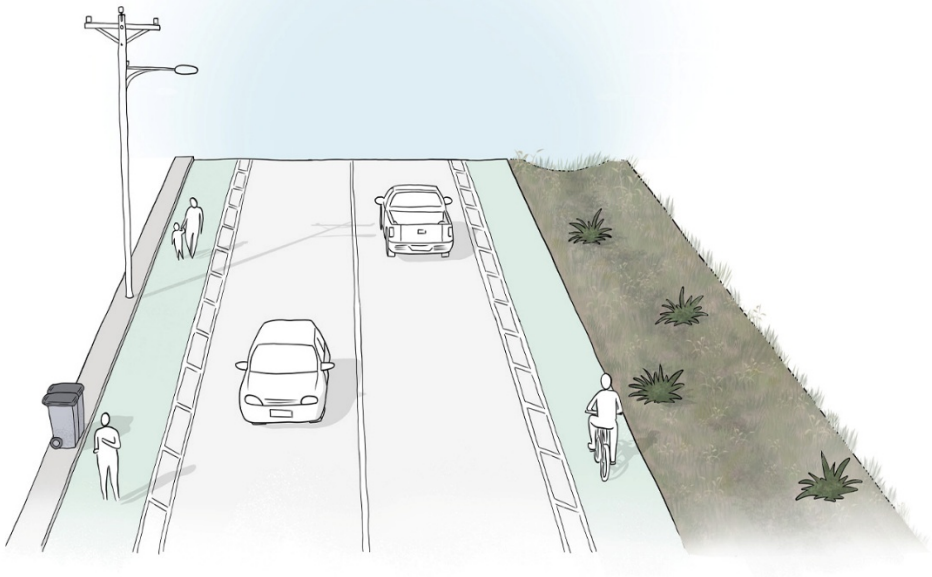
4. Incorporate Functional Landscaping

- Small boulevards, grass strips, or tree plantings where space allows
- Landscaping is used as a visual cue for slower speeds and residential feel
- Integration with stormwater, snow storage, or utility needs
- Require land dedications for road widening as a last resort, understanding that road widenings may have a negative impact on the feasibility of housing development

[4] Preferred or minimum widths per BC Active Transportation Design Guide

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Rural



Purpose

Rural streets connect rural communities, farms, ranches, and properties to the rest of the transportation network. They help people and goods move by car and truck while also providing safer spaces for walking and cycling. They usually do not have the same road and utility services as streets in urban areas.

Core Function

- Connect motor vehicles to the rest of the road network
- Connect motor vehicles and active modes to outdoor recreational areas
- Accommodate recreation by active modes on the street

Adjacent Land Use

- Low density residential
- Agricultural lands
- Low density commercial
- Recreation

Design Objectives

- Target speed: 50 km/h
- Maintain capacity and safe mobility for motor vehicles
- Support active modes on the road shoulder
- Accommodate storm water drainage through a ditch with proper maintenance of vegetation
- Design Vehicles
- A Medium Sized delivery or utility truck, like a moving truck or garbage truck.
- Firetruck
- Slow moving Farm vehicles

Design Priorities

Rural road cross-sections should support safe vehicle movement while accommodating active modes and stormwater needs in a low-density context. In constrained conditions, cross-section elements should be prioritized as follows:

1. Maintain Safe Travel Lanes

- Standard lane widths to support rural speeds (target: 50 km/h)
- Consistent geometry for safe and reliable vehicle operation

2. Provide Shoulder Space for Active Modes

- Paved shoulders for walking and cycling
- Minimum shoulder width of 1.5 m where feasible
- Shared use encouraged in the absence of separate facilities

3. Apply Simple and Effective Separation

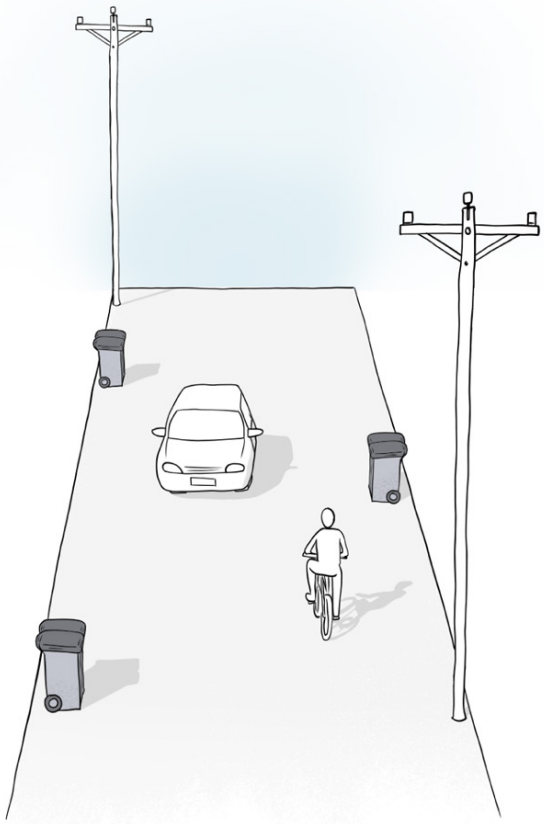
- Painted buffer between lane and shoulder (preferred), or minimum 0.3 m where space is limited
- Option to remove buffer entirely in constrained sections while maintaining shoulder

4. Integrate Roadside Drainage

- Open ditches or swales within the right-of-way
- Cross-section must support adequate drainage without curbing or enclosed systems

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Laneways



Purpose

Laneways provide direct access to properties away from the fronting street. Due to low traffic volumes, they can also serve as informal public space and short connectors for active transportation.

Core Function

- Accesses to residences and commercial spaces
- Support safe active transportation
- Provide informal public space such as family gathering and children playing
- Support stormwater management and utilities, like hydro poles

Adjacent Land Use

- Residential homes
- Mixed-use developments
- High-density residential development
- Commercial
- Industrial
- Community Services

Design Objectives

- Target speed: 20km/h
- Provide an attractive public space for community gathering
- Revitalize downtown alleyways to be vibrant and functional spaces
- Reach a cross-section design that can support a variety of vehicle sizes for delivery, garbage and recycling collection, loading, etc

Design Vehicles

- A small to medium sized truck used for deliveries, service work or utility purposes.
- Firetruck
- Garbage Trucks

Design Priorities

1. Where feasible, encourage access to new development from laneways to reduce driveway crossings on streets.
2. Plan for gradual upgrades to laneways, aiming for a paved standard over time to support snow clearing, firefighting, and reliable access.
3. Narrow lanes or introduce one-way or alternating operations if space is constrained.
4. Underground utilities where possible to maximize space and improve functionality.
5. Monitor laneway function and assess the need for widening or surface improvements in Urban Centres, Village and Neighbourhood Centres, and other areas as demand increases.

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Looking Ahead at our Road Network

This section outlines how Vernon's transportation network will be improved over the next 20 years. It focuses on infrastructure upgrades that support walking, biking, transit, and vehicle travel. These improvements are shaped by the network goals outlined earlier in the plan, including safety, connectivity, accessibility, and long-term sustainability. Each part of the network is addressed in turn, with key directions to guide future investment and respond to community needs.

Overall Network Goals

Land Use Integration

Land use and transportation decisions are deeply connected. As Vernon grows, aligning transportation investments with evolving land use patterns will be critical to building a more compact, connected, and sustainable city. Growth will continue in both established neighbourhoods and new development areas, requiring a transportation network that supports higher densities, mixed-use spaces, and expanded mobility choices.

To ensure the road network supports long-term land use objectives, the City will focus on the following directions:

- Coordinate with the Official Community Plan and Provincial Policy: Align Road and transit investments with areas designated for higher-density housing under the OCP and recent provincial legislation supporting frequent transit corridors.
- Support Transit-Oriented Development (TOD) Areas: Integrate land use and road planning to create complete communities that encourage walking, biking, and transit use, particularly around TOD Areas such as the Downtown and North End.
- Plan for Growth Across All Neighbourhoods in Growth Areas: Ensure that established and new neighbourhoods within designated growth areas are supported by appropriate road, sidewalk, and transit connections to reduce long-term car dependency and support complete community development.
- Invest in Growth Areas to Enable Housing: Take a proactive role in delivering transportation upgrades that unlock development potential and support increased housing supply in alignment with growth targets.
- Use Road Classifications to Support Land Use Goals: Reclassify streets where appropriate to reflect updated land use patterns and encourage context-sensitive designs that match surrounding neighbourhood character.
- Design Right-of-Way to Support Community Goals: Where possible, allocate space within the road right-of-way to support public amenities such as linear parks, greenways, and gathering spaces in growing neighborhoods.

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- Encourage shifts in travel behavior to choose walking, biking/ rolling and transit modes promoting mixed land use developments, connected active transportation infrastructure, and focusing growth around transit hubs

Active Transportation

Active transportation will play a vital role in relieving pressure on the road network. In Urban, Village, and Neighbourhood Centres, Vernon will work toward making walking, rolling and transit the most attractive travel choices. Across all areas of the city, these modes will be designed to be safe, enjoyable, and accessible for people of all ages and abilities.

Trips under 1km should be easily walkable (about 15 minutes on foot), and trips under 5km should be bikeable (about 15 minutes by bike). To support these goals, Vernon will continue building out the active transportation network with direct routes, high-quality amenities, and protection from vehicle traffic.

Vernon's active transportation network within the growth area will be:

- **Safe:** Physically separated where possible, on high volume roads, with crossings and design features that reduce conflict and slow vehicle speeds
- **Comfortable:** Provide shade, seating, lighting, and weather protection where appropriate
- **Connected:** Link homes, schools, parks, transit, shops, and jobs across neighborhoods and growth areas
- **Scenic and Accessible:** Make use of Vernon's natural landscapes through off-road trails and greenways

Transit

The transit system must evolve to serve changing land uses, support new housing and employment areas, and make travel more accessible to people of all ages and abilities. The City will focus on the following improvements:

- Focus transit investments in higher-density TOD areas to support provincial housing supply goals
- **Invest in frequent transit corridors:** Identify and improve corridors with the potential to become part of the Province of British Columbia's Frequent Transit Network (FTN), which requires service every 15 minutes or better from 7 a.m. to 10 p.m., seven days a week. Upgrades will support higher-frequency service over time and align with provincial housing and land use priorities.
- **Support Transit-Oriented Development (TOD) Areas:** Focus investments in the Downtown and North End TOD Areas, where land use changes will support higher-frequency service and increase ridership. This work aligns with recent provincial legislation requiring municipalities to plan for higher-density housing near Frequent Transit Network (FTN) corridors and supports Vernon's efforts to coordinate land use and transit planning to meet future housing and mobility needs.

- **Reduce Transfers and Improve Directness:** Refine the route structure to shorten loops and create more bi-directional connections across town, particularly to key destinations like the hospital, colleges, and shopping areas.
- **Adapt to Growth:** Adjust routes and schedules as new developments come online, particularly in the North End, South Vernon, and near employment nodes like Smart Centers and Polson Place.
- **Enhance the Rider Experience:** Ensure all new or upgraded transit stops include accessible design, lighting, shelter, and wayfinding to support comfort and safety.
- **Review the Custom Transit Service Area:** Assess whether the current 1.5-kilometre boundary from fixed-route transit stops continues to meet community needs as the transit network evolves. This review will help ensure the policy remains responsive to growth.
- **Expand Service Where Needed:** Explore on-demand or flex-route services in lower-density areas to improve coverage without overextending fixed-route capacity.
- **Be Open to Other Types of Service Models:** Consider opportunities to support or pilot additional transit services that complement the existing BC Transit network. This could include small-scale trials or partnerships that respond to emerging needs or fill local or regional gaps.

To support these improvements, Vernon's transit network could evolve around three key service types, developed in partnership with BC Transit and other regional partners:

- **Core Routes** that run bi-directionally along major corridors, supporting frequent, all-day service and forming the backbone of the FTN over time.
- **Neighbourhood Routes** that also operate bi-directionally, provide local connections and linking neighbourhoods to core corridors, schools, shopping areas, and other key destinations.
- **On-demand Routes** that support travel to lower density or hillside developments (Foothills, Middleton, Bella Vista, Blue Jay etc), where traditional fixed route transit may not be supported.
- **Regional Routes** that support travel between communities in the North Okanagan, connecting Vernon to destinations like Armstrong, Enderby, Lumby, Kelowna and beyond.

Appendix A4 included in this Plan illustrates the existing Vernon Transit system and Appendix A5 provides an example of how the transit network could evolve over time to reflect these service types, increase ridership, and align with the province's land use and housing priorities.

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Streets

While walking, biking, and transit will play an increasing role in how people get around Vernon, streets will continue to be essential for many trips, particularly for goods movement, longer distances, and access to areas not well served by other modes. Roadway improvements will support safety, connectivity, and efficient travel while responding to changes in land use and development patterns. The City will focus on the following priorities:

- Improve intersections: Upgrade intersection design to reduce conflict points, improve traffic flow, and support all modes
- Upgrade key corridors: Invest in roadways that support growth, economic activity, and regional access
- Adopt supportive technology: Where appropriate, introduce smart work zones or adaptive signal controls to improve safety and efficiency
- Reclassify streets as needed: Adjust street types to reflect new development patterns and transportation needs

Goods Movement and Dangerous Goods Routing

Goods movement is essential to Vernon's local economy and daily life. As the city continues to grow, maintaining safe, efficient access for trucks and delivery vehicles will remain a priority. These vehicles support construction, industry, emergency response, and commercial deliveries, both large and small.

The City will continue to direct goods movement to appropriate roads, primarily along the arterial network. This protects neighbourhood streets while ensuring that trucks can move safely and reliably through Vernon. Seasonal load restrictions will remain in place to protect road integrity during spring thaw periods, coordinated with the Ministry of Transportation and Transit.

To support safety and consistency, there is a designated Dangerous Goods Route for carriers transporting regulated materials. These routes align with arterials and enforcement is carried out by local bylaw officers and the RCMP. **The Dangerous Goods Route Map** and **Designated Truck Routes Map** will continue to be reviewed and updated as needed to reflect changes in land use and infrastructure.

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Implementation

The Plan outlines a wide range of actions that include policies, programs, and infrastructure projects. These actions reflect community priorities and are designed to be delivered over time, based on available resources, staff capacity, and partnership opportunities.

The City will take a phased approach to implementation, building and delivering projects and programs gradually rather than all at once. Each year, departments across the City develop work plans that include proposed transportation projects and initiatives. These are reviewed and prioritized based on alignment with The Plan, the Official Community Plan, Council's Strategic Plan, available funding, readiness, and overall community benefit. This helps ensure that resources are directed toward the work that will make the most meaningful impact.

Work plans will continue to be developed to advance key parts of The Plan. A flexible approach will be maintained to allow the City to respond to new opportunities, funding sources, and emerging needs. Community input, partner collaboration, and Council direction will continue to guide project design, delivery, and timing.

By following this approach, the City can continue to build a safe, connected, and efficient transportation system while remaining adaptable and fiscally responsible.

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What Implementation looks like

Projects

involve the planning, construction, and maintenance of physical transportation infrastructure. In Vernon, projects include corridor and intersection upgrades, with active transportation and transit infrastructure integrated, upgrading intersection, adding crosswalks, and improving transit stops. These projects implement the direction set by policies and are often supported by programs.

Policies

are principles, frameworks, or rules adopted by Council, often through bylaws or strategic plans. In The Plan, policies are grouped into themes and guide how the City plans, designs, and manages its transportation system. Examples include applying a Safe Systems approach to road safety, and aligning transportation investments with land use planning.

Programs

are coordinated actions or services delivered by the City to support transportation goals. These may be ongoing or delivered during specific periods. In Vernon, programs include road safety education campaigns, bike rack share programs, support for school travel planning, seasonal and event initiatives like GoByBike Week, and bike valets. Programs help change travel behavior through a combination of non-infrastructure approaches and small-scale Infrastructure Improvements.

Transportation Prioritization Framework

To guide implementation, the City has developed a Transportation Prioritization Framework to help evaluate and sequence projects over a 20-year horizon. This framework supports transparent, consistent, and equitable decision-making. It helps the City compare and prioritize different types of infrastructure investments, such as new crosswalks, connections, or road upgrades using a common set of criteria.

Projects are scored using a combination of condition, safety, connectivity, location, and alignment with community values. The framework also considers project readiness, feasibility, and cost. This allows the City to make informed decisions not only about planned projects, but also emerging opportunities that arise through development, community requests, or external funding.

Table 1. Overview of Prioritization Framework and Indicators

Category	Description	Indicators	Weight (determined through community engagement)
Project Information *(not scored)*	Details about location, type, and cost of the project	Type, neighborhood, cost funding source (DCC or City), length (km).	No weight
Condition Need	Assesses infrastructure condition and upgrade needs.	Surface/Utility quality, traffic flow, age, maintenance history.	25%
Road Classification/Network	Evaluates road type and network connectivity	Road type (local/collector/arterial), gap closures, missing links.	20%
Safety	Considers safety concerns and features.	Traffic volume, vulnerable users, collision history, speed, traffic calming.	25%
Location	Proximity to key areas and amenities.	Population catchment, priority areas, transit corridors, proximity to schools/parks/community centers.	20%
The Plans Values	Aligns with strategic transportation priorities.	Health, safety, accessibility, multi-modal options, vibrant spaces, regional positioning.	10%

Projects are categorized into three categories:

- **Short-term** projects include quick wins and upgrades that are more urgently needed or tied to other planned work- such as capital projects.

- **Medium-term** projects aren't urgent but need more design or coordination.

- **Long-term** projects that support future growth and move forward as development happens. Some projects in this category require major partnerships or funding to execute.

What the Framework Revealed

Projects with the following features scored higher:

1. **Focus on where people are and where they are going**
   (e.g. Projects in high-activity areas, such as arterial and collector roads, and those near schools, shopping centers, and key community amenities)

2. **Filling gaps in the network**
   (e.g Projects that connect missing links in our sidewalks, bike routes, especially where they help people navigate major streets or create new connections to neighborhoods.)

3. **Making streets safer**
   (e.g. Projects that focus on safety improvements, especially in places where there have been collisions or where people have said they don't feel safe walking or biking.)

4. **Getting ahead of future pressure**
   (e.g. Projects that align with where traffic and development are heading, so the city is ready as it grows.)

5. **Reflecting what matters to the community**
   (e.g. Projects that support the values people shared throughout engagement such as sustainability and accessibility.)

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Major and Minor Infrastructure Projects

Transportation infrastructure projects in Vernon are organized into two categories: major and minor. Both support the goals of The Plans and help improve how people move around the city.

Major projects are large-scale investments that significantly impact the road, transit, or active transportation networks. These projects often involve corridor upgrades, new connections, or intersection improvements in high-demand areas. Major projects will be integrated into the City's capital planning process, which involves identifying long-term infrastructure needs, developing funding strategies, and ensuring the financial sustainability of future investments. A city-wide map and summary table on the following pages provide an overview of all planned transportation projects.

Minor projects are smaller in scope but still play an important role in improving connectivity, filling gaps, and addressing localized safety or accessibility issues. These may include crosswalk improvements, traffic calming measures, or pathway extensions. A list of minor projects is provided in Appendix B, which outlines improvements that support local access, safety, and active transportation connections.

A full overview of Vernon's proposed transportation network is shown in the following maps:

- Appendix A2: Map of Proposed Cycling Network
- Appendix A3: Map of Proposed Pedestrian Network
- Appendix A6: Map of Proposed Intersection Upgrades

Together, major and minor projects will improve travel options across Vernon. Projects are organized by district and planning timeframe.

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Supporting Programs and Initiatives

A range of transportation programs will support implementation of The Plan. These programs focus on education, safety, accessibility, and behaviour change. Some are already in place, while others will be developed or expanded over time based on available resources and community needs. Additional programs may also be introduced in response to emerging opportunities or challenges that align with the goals of the plan.

Safe System Approach Program. Implement a comprehensive road safety program grounded in the Safe System Approach, addressing speed management, conflict reduction, and protection for vulnerable users.

Curbside Management Program. Develop a coordinated approach to manage curbside use in high-demand areas. This includes creating a Resident Parking Program to support equitable on-street access for residents—particularly near Vernon Jubilee Hospital, Reservoir Road, and other areas as pressures arise. A broader Parking Strategy will also be developed to align curbside regulations with land use patterns, access needs, and the City's transportation and sustainability goals.

Traffic Calming Framework for High Pedestrian Areas and Community Spaces. Develop and apply a proactive traffic calming framework focused on areas with high pedestrian activity, such as Downtown Vernon, Transit-Oriented Development TOD Areas, and Village Centres. The framework will guide where and how interventions are applied based on data, land use context, and pedestrian safety needs.

Active Transportation Gap-Fill Program. Create a program and establish a funding source to close gaps in sidewalks and bike routes by funding missing connections between new developments, other construction projects, and the existing network. The program will support continuous, safe routes and reduce long-term gaps.

Accessibility Improvement Program. Identify and prioritize upgrades to crossings, sidewalks, and transit stops to remove barriers and improve accessibility for all users

Road Safety Education Campaigns. Deliver ongoing public education campaigns focused on pedestrian safety, safe driving, speed awareness, and shared road use.

Seasonal and Community Engagement Programs. Coordinate with Climate action team to support events such as GoByBike Week, pop-up bike valets, and temporary street closures to promote active modes and test ideas.

Transportation Demand Management (TDM) Programs. TDM is a cost-effective, adaptable approach that not only reduces congestion and parking demand, but also supports environmental goals, public health, and more livable, connected communities. Coordinate with the Climate Action team to support trip reduction through flexible commuting options, carpooling, end-of-trip amenities, and school travel planning. This includes working with the School District, Vernon Jubilee Hospital, and other large local employers to conduct travel planning, infrastructure reviews, and behaviour change initiatives that encourage safe, active, and sustainable travel choices.

New Mobility and Pilot Program Support. Facilitate small-scale pilots such as e-scooters, micro transit, and low-speed vehicles to assess and support emerging transportation options.

Year-round Mobility Strategy. Explore education and initiatives to support safe walking and biking during winter months, including snow clearing partnerships and public awareness campaigns.

Partnership Programs with Transit and Health Agencies, and Regional Partners. Work with BC Transit, Interior Health, and other partners on shared campaigns, service planning, and integrated mobility initiatives.

Supporting Bylaws and Policy Updates

Delivering The Plan requires more than infrastructure—it also depends on having the right regulatory tools in place. Several City bylaws and policies will need to be updated, replaced, or created to reflect the plan's goals and support safe, connected, and sustainable travel.

These updates will align Vernon's regulatory framework with:

- The Plan's vision, values, and priorities
- Provincial legislation and transportation-related requirements
- Evolving community needs and development patterns

Bylaw and policy updates will be phased in through the City's regular work planning processes. In some cases, these updates may be undertaken in collaboration with community partners or regional agencies to ensure they are practical and effective.

A full list of bylaws and policies identified for review is included in **Appendix C**.

Key focus areas for regulatory updates include:

- Aligning development requirements with transportation network needs
- Updating standards for sidewalks, bike facilities, and accessible infrastructure
- Modernizing parking policies to support active transportation, transit, and TOD areas
- Enabling innovative mobility options and emerging technologies
- Streamlining processes to support consistent, transparent implementation

These updates will help ensure Vernon's bylaws, policies, and enforcement tools support a transportation system that meets community needs today and into the future.

To successfully implement The Plan, several supporting bylaws and policies will need to be updated, replaced, or created. These updates ensure that Vernon's regulatory framework supports the vision, values, and direction outlined in the plan, while also aligning with new provincial legislation and evolving community expectations.

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Partnerships

Working together to create a better transportation system

Delivering The Plan requires collaboration across jurisdictions and sectors. The City of Vernon will continue to work with local, regional, and provincial partners to create a better transportation system, a system that adapts to changing needs and serves the community for years to come. These partnerships support integrated planning, coordinated investments, and a transportation network that reflects regional growth, community priorities, and evolving mobility options and requires strong partnerships across jurisdictions, sectors, and communities.

Provincial Partnerships

Ministry of Transportation and Transit (MOTT)

Highways 6 and 97 are key regional transportation corridors that pass-through Vernon, with Highway 97 running directly through the downtown core. These highways are under provincial jurisdiction, and the City continues to work with the Ministry of Transportation and Infrastructure (MoTT) to explore opportunities for safety, access, and operational improvements over time.

As part of this plan, the City conducted a Highway Corridors Study in partnership with MoTT, which reviewed 15 intersections along Highways 6 and 97. The study identified common issues—such as sightlines, crossing safety, and multimodal gaps and outlined potential areas for collaboration:

- Joint reviews of pedestrian crossings and signal locations
- Identification of locations for enhanced or separated cycling infrastructure
- Collision reduction strategies through signal timing and turning movement controls
- Evaluation of roadside clearances and sightlines
- Upgrades to crossings with appropriate treatments and signal enhancements
- Corridor-level planning for long-term traffic and growth pressures

While the study does not commit either party to specific projects, it creates a foundation for ongoing planning, funding applications, and operational reviews.

As part of broader discussions about long-term mobility in Vernon, the City has also expressed interest in exploring options to reduce the volume of through traffic on Highways 6 and Highway 97 in the downtown core. Previous concepts for rerouting faced considerable challenges, including high capital costs, environmental sensitivities, and land acquisition requirements. While these constraints led to the removal of past rerouting options from formal plans, the idea may be revisited in the future through continued dialogue with MoTT and other partners. There is a long-standing community interest in exploring the potential to relocate portions of the highways outside the downtown core to improve safety and livability

BC Transit

The City of Vernon collaborates with BC Transit, as well as regional partners including the District of Coldstream and the Regional District of North Okanagan (RDNO), on service planning, infrastructure design, and cost-sharing of service improvements. These partnerships support the development of an efficient, accessible, and connected transit network that aligns with both land use objectives and community needs.

Key areas of coordination include:

- Transit Future Action Plans
- Infrastructure investments such as stops, shelters, and transit exchanges
- Service expansions aligned with projected population and employment growth
- Transit-supportive land use planning, particularly in Transit-Oriented Development Areas (TOD Areas)

Looking ahead, Vernon will continue to work closely with BC Transit to improve the transit network in alignment with the Province of BC's vision for Transit-Oriented Development. This involves focusing transit investments in higher-density areas identified in the Official Community Plan and supporting provincial goals to increase the housing supply near transit.

The City's Active Transportation and Transit Gap Analysis has identified key areas for improvement. These findings will guide future investments toward a more efficient and responsive transit system—one that better serves areas of current and planned growth, increases ridership, and integrates with the broader active transportation network.

Together, the City and BC Transit aim to deliver a transit system that is easy to use for people traveling to and from key destinations across Vernon and the region.

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Regional and Intergovernmental Partnerships

Neighboring Municipalities, RDNO, and Indigenous Communities

The City of Vernon collaborates with neighbouring municipalities, the Regional District of North Okanagan (RDNO), and Indigenous communities to align transportation and land use planning across the region. These partnerships help support seamless connections, coordinated growth, and shared investment in infrastructure.

Key areas of collaboration include:

- Developing regional trail and transit connections
- Coordinating shared infrastructure and corridor planning
- Planning for emergency management and evacuation routes
- Aligning land use and servicing near municipal boundaries

Ongoing engagement with Indigenous communities also supports reconciliation and ensures transportation planning considers local priorities and access needs. Strengthening these partnerships will be essential as the region continues to grow and evolve.

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Institutional and Community-Based Partnerships

The City of Vernon works with Interior Health, School District 22, RCMP, ICBC, and other community organizations to advance safety, education, accessibility, and demand management initiatives. These partnerships play a key role in creating a transportation system that supports all users, especially youth, seniors, and vulnerable road users.

Key areas of collaboration include:

- Coordinating school travel planning and promoting safe commuting options for students
- Delivering road safety education, awareness programs, and outreach campaigns to reduce injuries and collisions
- Partnering with community groups to identify accessibility barriers and reflect local needs in project design
- Supporting commuter trip reduction through workplace and school-based travel programs
- Improving year-round mobility and accessibility, including winter travel support for vulnerable users
- Hosting public events such as GoByBike Week to promote active transportation
- Collaborating on pilot projects that explore new and inclusive mobility options, as well as emerging transportation technologies
- Pursuing grants and funding partnerships to deliver impactful education, safety, and engagement initiatives

The City remains open to working with any organization or agency that supports safety, accessibility, and sustainable travel for staff, students, and the broader community.

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Development Community

The private development sector plays an increasingly important role in shaping Vernon's transportation system. As Vernon continues to grow, the City is committed to working collaboratively with developers to deliver infrastructure that supports a safe, connected, and accessible transportation network—while ensuring new development aligns with community priorities.

Key areas of collaboration include:

- Coordinating transportation improvements through development approvals to ensure infrastructure keeps pace with growth
- Encouraging site designs that support walking, cycling, and transit.
- Supporting end-of-trip facilities, such as secure bike parking and amenities for active transportation, in new developments
- Exploring opportunities to contribute to innovative mobility solutions, such as public Car Share programs or micromobility infrastructure

To ensure Vernon's transportation system remains safe, connected, and adaptable, the City will:

- Use development approvals to require transportation improvements where needed to support safe access and mobility
- Work with developers to coordinate off-site upgrades that integrate projects into the broader transportation network
- Secure additional right-of-way along key corridors to support long-term needs for sidewalks, cycling infrastructure, and future transit investments
- Develop and maintain transparent policies and guidelines, including Terms of Reference for TIAs, development standards for active transportation, clear maps of planned networks, **and**

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Moving Forward Together

The Plan provides a long-term framework to guide how people move around the city—whether walking, biking, rolling, taking transit, or driving. It reflects what we've heard from the community and builds on years of local planning, technical studies, and regional coordination. The Plan lays out a shared direction for creating a safe, connected, and inclusive transportation system that supports how Vernon is growing. Our commitment going forward is to:

Monitor and Respond

The City of Vernon will use data and on-the-ground observations to guide decision-making and refine actions over time. A commitment to monitoring helps ensure that transportation investments are working as intended and allows the City to respond to emerging needs and trends before they become challenges.

Pilot and Evolve

New approaches will be tested through pilot programs and demonstration projects. By learning from real-world results and community feedback, the City can adapt and scale up what works—making our transportation system more responsive and innovative.

Engage Continuously

Community input has shaped this plan, and it will continue to shape implementation. The City will maintain ongoing conversations with residents, businesses, and stakeholders to ensure transportation actions reflect lived experiences and community values.

Build Strong Partnerships

Transportation does not stop at city limits. Vernon will continue to work closely with BC Transit, the Ministry of Transportation and Transit, Indigenous communities, RDNO, School District 22, Interior Health, and other partners to coordinate planning and leverage opportunities for shared investment and service delivery.

Make the Most of Resources

The City will pursue cost-effective solutions that deliver meaningful results. This includes using interim or low-cost measures where appropriate, coordinating project delivery across departments, and aligning efforts with broader City strategies to maximize benefits.

Through this approach, the City can remain adaptable and proactive—delivering meaningful transportation improvements while building a safer, more sustainable, and more connected Vernon for everyone.

Glossary

Active Transportation – Any way of getting around that uses human power or small electric vehicles instead of a car. This includes walking, biking, skateboarding, using a wheelchair, rollerblading, and riding e-scooters.

All Ages and Ability Network - A system of roads, sidewalks, and bike paths designed so that people of all ages and skill levels can walk, bike, or use mobility aids safely and comfortably.

Bidirectional Transit Routes – Bus routes that run in both directions**,** so people can travel to and from a destination using the same route. For example, if a bus goes from downtown to a neighborhood, a bidirectional route means another bus follows the same path back to downtown. This makes travel easier and more predictable for riders

Complete Streets - Streets designed for everyone, including people walking, biking, using wheelchairs, taking transit, and driving. They include safe sidewalks, bike lanes, crosswalks, and space for buses. Complete Streets also connect to each other without gaps, so people can travel safely and easily throughout the community.

Crossing Distances- The length a person must travel to cross a street. Shorter crossing distances make it easier and safer for people, especially children, older adults, and those with mobility challenges, to get across the road.

Equity (in Transportation) – Making sure everyone has fair access to safe, reliable, and affordable ways to get around, no matter their age, income, or ability. This also means providing good transportation options for people who walk, bike, take transit, or use mobility aids, not just for those who drive.

Fixed-Route Transit – A type of public transportation where buses run on the same route and schedule every day. Buses stop at set locations along the route, so people know where and when they can catch a ride. Fixed-route transit works best in areas where lots of people use transit regularly.

Frequent Transit Network (FTN) – A system of bus routes that run at least every 15 minutes, so people don't have to wait long for a ride. In BC, a route must have buses running this often throughout most of the day to be part of the Frequent Transit Network. These routes are designed to make transit more reliable and convenient, especially in busy areas.

Focused Growth Area refers to an area within the **Urban Containment Boundary** where properties are currently serviced with community sewer and water, are within a 10-minute fire response time, have access to transit, and medium to high density growth is focused.

Multi-modal – A way of traveling that uses more than one type of transportation. This could mean walking to a bus stop, biking to work, or combining driving with transit. A multi-modal transportation system makes it easy for people to switch between different ways of getting around, like walking, biking, taking the bus, or driving.

Sightlines - The ability to clearly see people, vehicles, and obstacles when using roads, sidewalks, or bike paths. Good sightlines help everyone stay safe by making sure they can see and be seen.

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Transit Exchange – A place where different bus routes meet so people can switch from one bus to another. Vernon has two transit exchanges right now: one downtown and one at Village Green Centre. These locations have shelters, benches, and bus schedules to help riders. In the future, there are plans to add two more transit exchanges at Polson Park and Okanagan Landing Plaza.

Transit Service Hours – The total number of hours that buses are running and providing rides. This includes all the time buses spend picking up and dropping off passengers throughout the day. Transit service hours help show how much bus service is available in a community.

On-Demand Transit – A type of public transportation that does not follow a fixed route or schedule. Instead, people can book a ride when they need it, and the bus or shuttle picks them up at a nearby stop. It works like a mix between a regular bus and a taxi, helping people get where they need to go more easily. On-demand transit is often used in areas where fewer people take the bus, making service more efficient and flexible

Posted Speed Limit Vs. Operating Speed- The posted speed limit is the maximum legal speed shown on road signs. The operating speed is the speed that most vehicles actually travel under normal driving conditions. These speeds are not always the same, as drivers may go faster or slower depending on traffic flow and road conditions.

Urban Containment Boundary is a defined area where urban growth is permitted to help build complete communities, promote walkability, reduce climate impacts, prevent urban sprawl, and protect rural and agricultural areas.

Vulnerable Road Users - People who are at a higher risk of getting hurt in traffic because they are not inside a vehicle. This includes people walking, biking, using wheelchairs, or riding scooters.

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Appendix A: Transportation Network Maps

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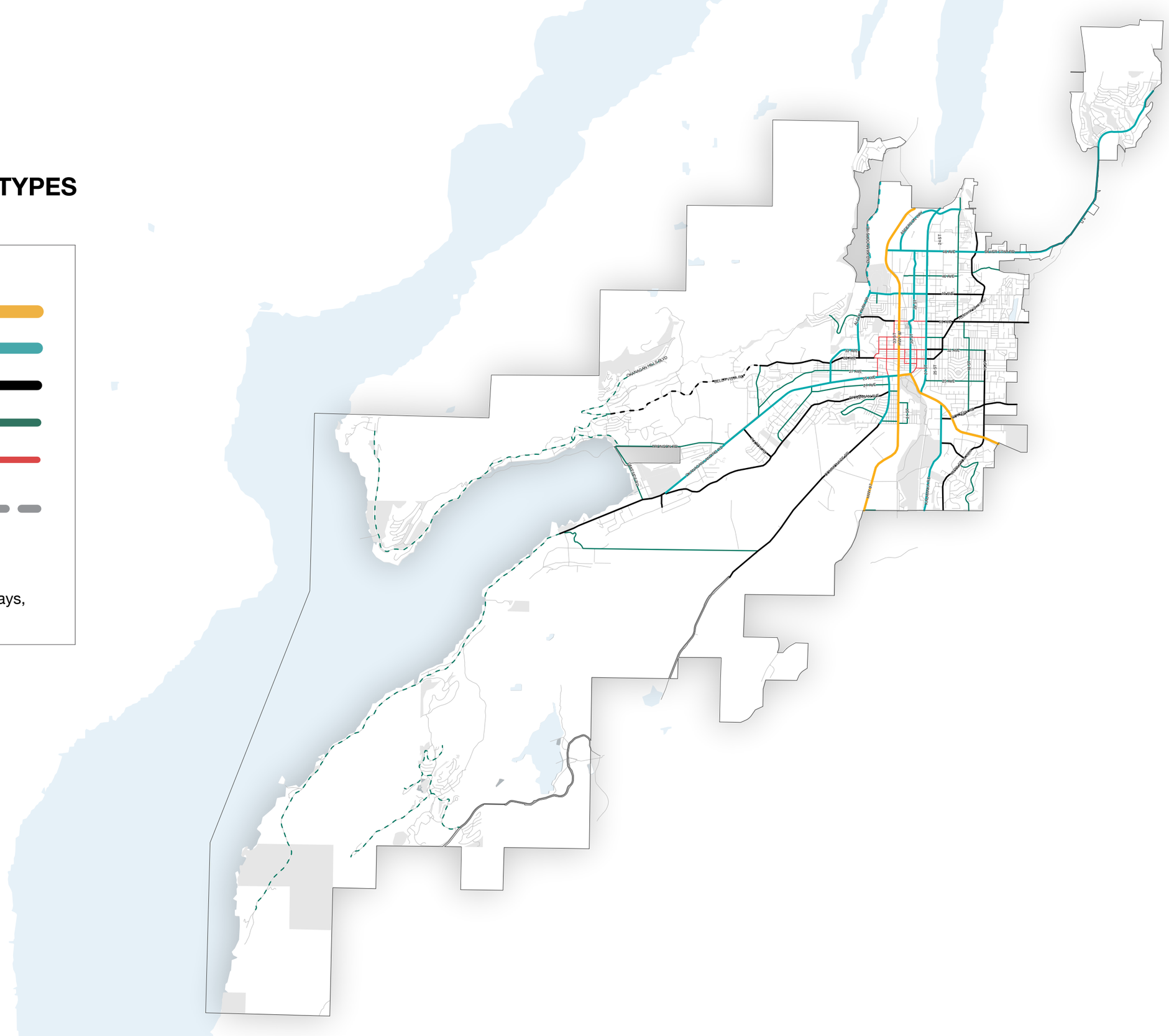
APPENDIX A1
PROPOSED STREET TYPES NETWORK - DRAFT

Classification

- Highway
- Arterials
- Community Collector
- Neighbourhood Collector
- City Center
- Limited City Services (includes snow clearing & limited Infrastructure)

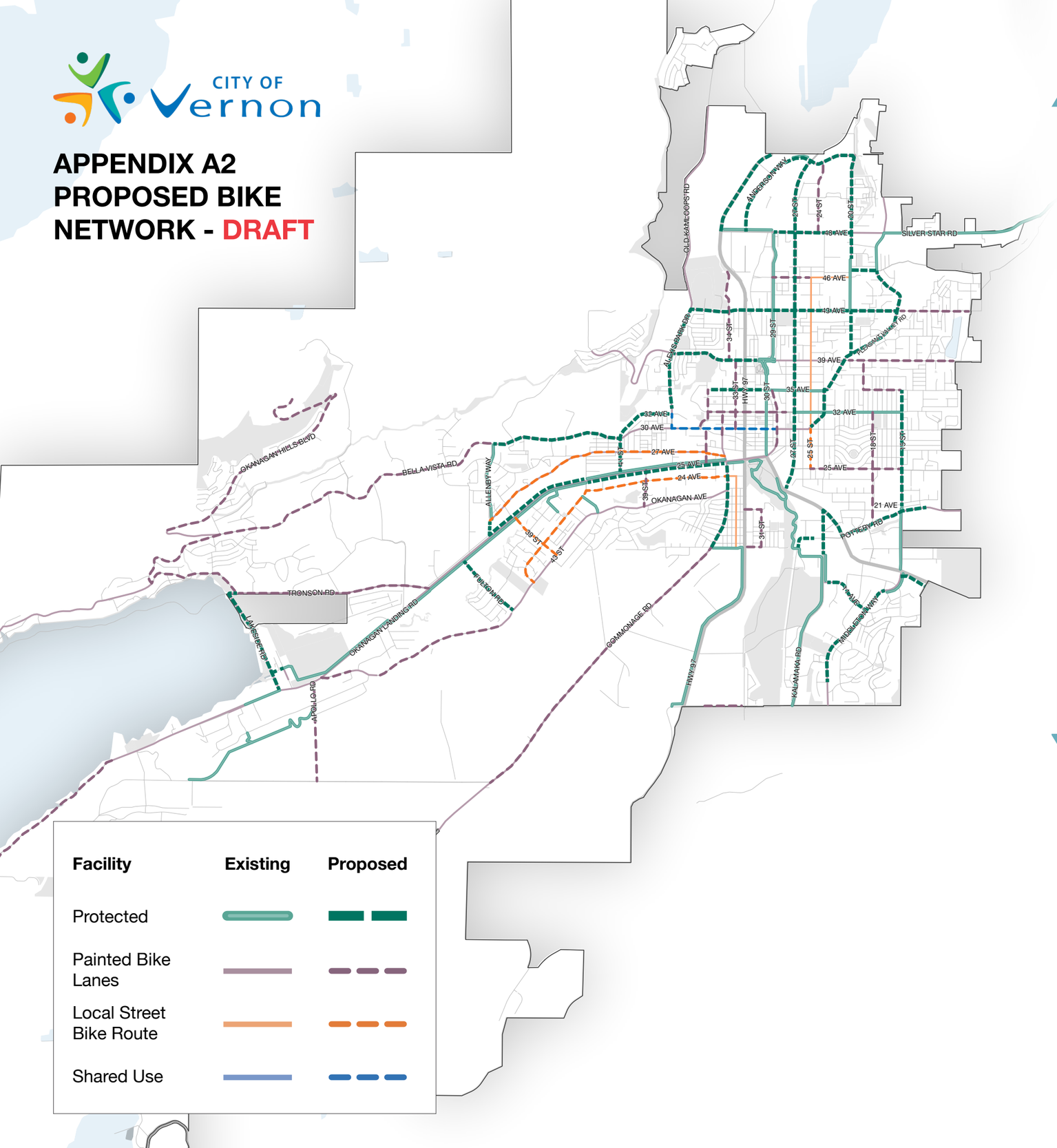
Notes

Note shown: Rural Roads, Laneways, Trails



CITY OF Vernon

APPENDIX A2 PROPOSED BIKE NETWORK - DRAFT



Facility	Existing	Proposed
Protected		
Painted Bike Lanes		
Local Street Bike Route		
Shared Use		

Most

Level of Comfort

Least

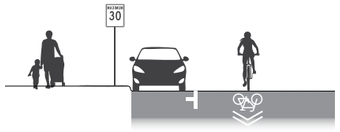
Protected

People cycling are separated from vehicle traffic by physical elements which also includes off-street pathways (for example, multi-use paths and protected bike infrastructure).



Local Street Bike Route

People cycling share the roadway with motor vehicles on a relatively quiet neighbourhood street (for example, traffic calming on streets and shared use lanes).



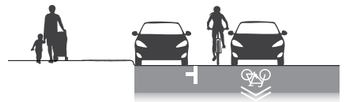
Painted Bike Lane

People cycling share the road with motor vehicles and are separated from vehicle traffic by a painted line. (for example, painted bike lanes and road shoulders).



Shared Use

People cycling ride in the same lane as motor vehicles on high-traffic streets.



This map presents preliminary conceptual designs informed by the Active Transportation Gap Analysis Study. Final interventions will be determined following further evaluation by the Transportation Team.

A3: Future Transportation Connections

This map is in progress and will be released when the draft document is presented to Council in the fall

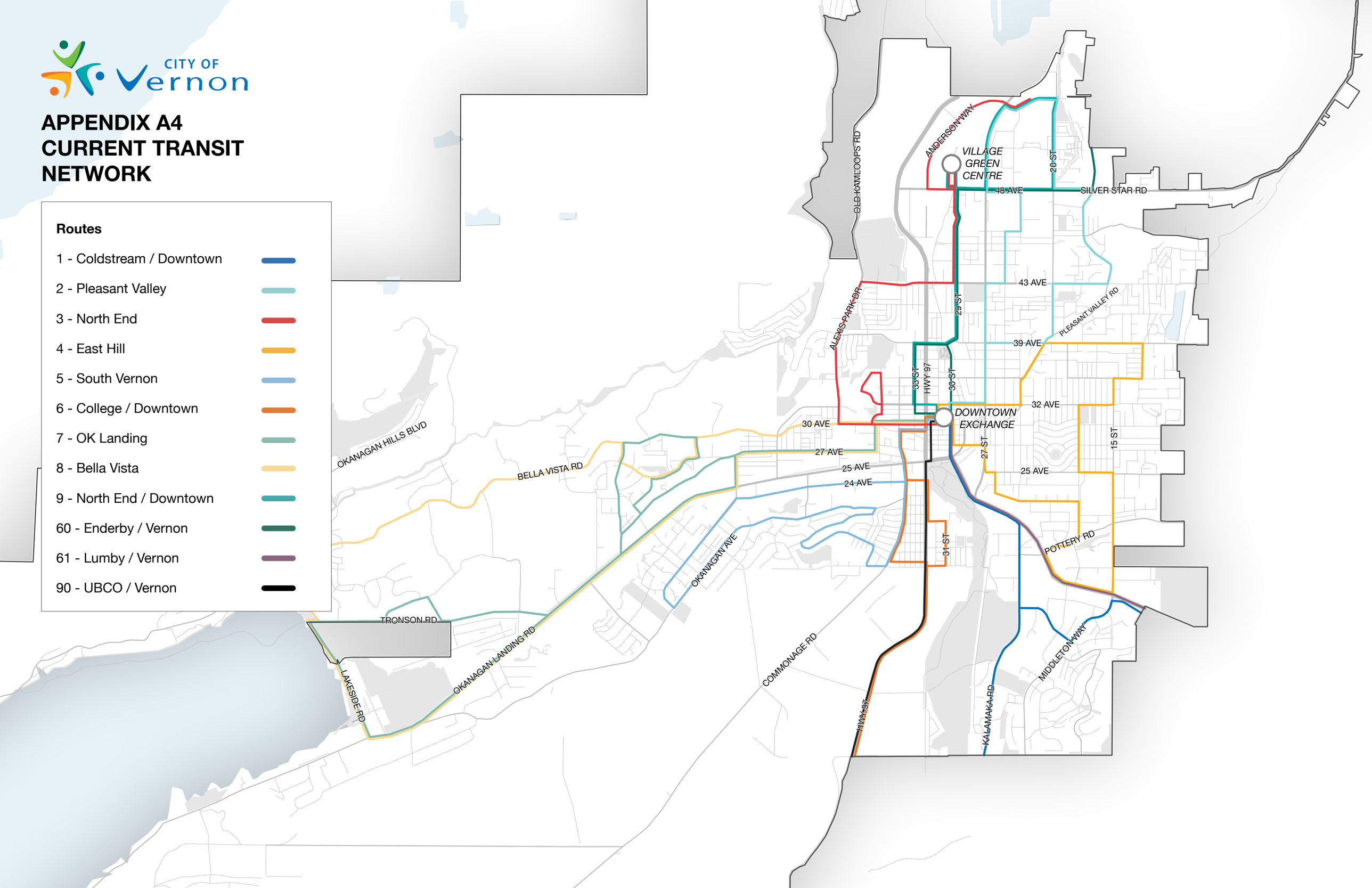
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CITY OF Vernon

APPENDIX A4
CURRENT TRANSIT NETWORK

Routes

- 1 - Coldstream / Downtown
- 2 - Pleasant Valley
- 3 - North End
- 4 - East Hill
- 5 - South Vernon
- 6 - College / Downtown
- 7 - OK Landing
- 8 - Bella Vista
- 9 - North End / Downtown
- 60 - Enderby / Vernon
- 61 - Lumby / Vernon
- 90 - UBCO / Vernon



CITY OF Vernon

APPENDIX A5 PROPOSED TRANSIT NETWORK - DRAFT

Core Routes that run bi-directionally along major corridors, supporting frequent, all-day service and forming the backbone of the FTN over time.

Neighbourhood Routes that also operate bi-directionally, provide local connections and linking neighbourhoods to core corridors, schools, shopping areas, and other key destinations.

On-demand Routes that support travel to lower density or hillside developments (Foothills, Middleton, Bella Vista, Blue Jay etc), where traditional fixed route transit may not be supported.

Regional Routes that support travel between communities in the North Okanagan, connecting Vernon to destinations like Armstrong, Enderby, Lumby, Kelowna and beyond.

ON DEMAND BUS SERVICE TO BLUE JAY

ON DEMAND BUS SERVICE TO FOOTHILLS

OLD KAMLOOPS RD

ANDERSON WAY

VILLAGE GREEN CENTRE

20 ST

48 AVE

SILVER STAR RD

43 AVE

ALEXIS PARK DR

29 ST

PLEASANT VALLEY RD

39 AVE

33 ST

HWY 97

30 ST

27 ST

32 AVE

DOWNTOWN EXCHANGE

30 AVE

27 AVE

25 AVE

24 AVE

15 ST

25 AVE

BELLA VISTA RD

OKANAGAN AVE

31 ST

POTTERY RD

TRONSON RD

OKANAGAN LANDING RD

LAKESIDE RD

COMMONAGE RD

HWY 97

KALAMAKA RD

MIDDLETON WAY

This map is based on recommendations from the Active Transportation and Transit Gap Analysis. This is only a proposed system and will require coordination with Provincial and Regional government partners.

CITY OF Vernon

APPENDIX A6
PROPOSED INTERSECTION UPGRADES - DRAFT

Intersection Upgrades

- Roundabout
- Signal Upgrade
- Intersection Upgrade
- Median Installation
- Cul-de-sac

OKANAGAN HILLS BLVD
BELLA VISTA RD
ALLENBY WAY
OKANAGAN AVE
TRONSON RD
OKANAGAN LANDING RD
LAKESIDE RD
COMMONAGE RD
HWY 97
KALAMAKA RD
MIDDLETON WAY
POTTERY RD
KOSMINA RD
11 AVE
PLEASANT VALLEY RD
ALEXIS PARK DR
OLD KAMLOOPS RD
ANDERSON WAY
SILVER STAR RD
58 AVE
48 AVE
46 AVE
43 AVE
39 AVE
35 AVE
32 AVE
31 AVE
30 AVE
28 AVE
27 AVE
25 AVE
24 AVE
41 ST
39 ST
38 ST
35 ST
34 ST
33 ST
31 ST
30 ST
29 ST
27 ST
25 ST
24 ST
20 ST
15 ST

This map presents preliminary conceptual designs informed by the City of Vernon Traffic Modelling Transportation Report. Final interventions will be determined following further evaluation by the Transportation Team.

CITY OF Vernon

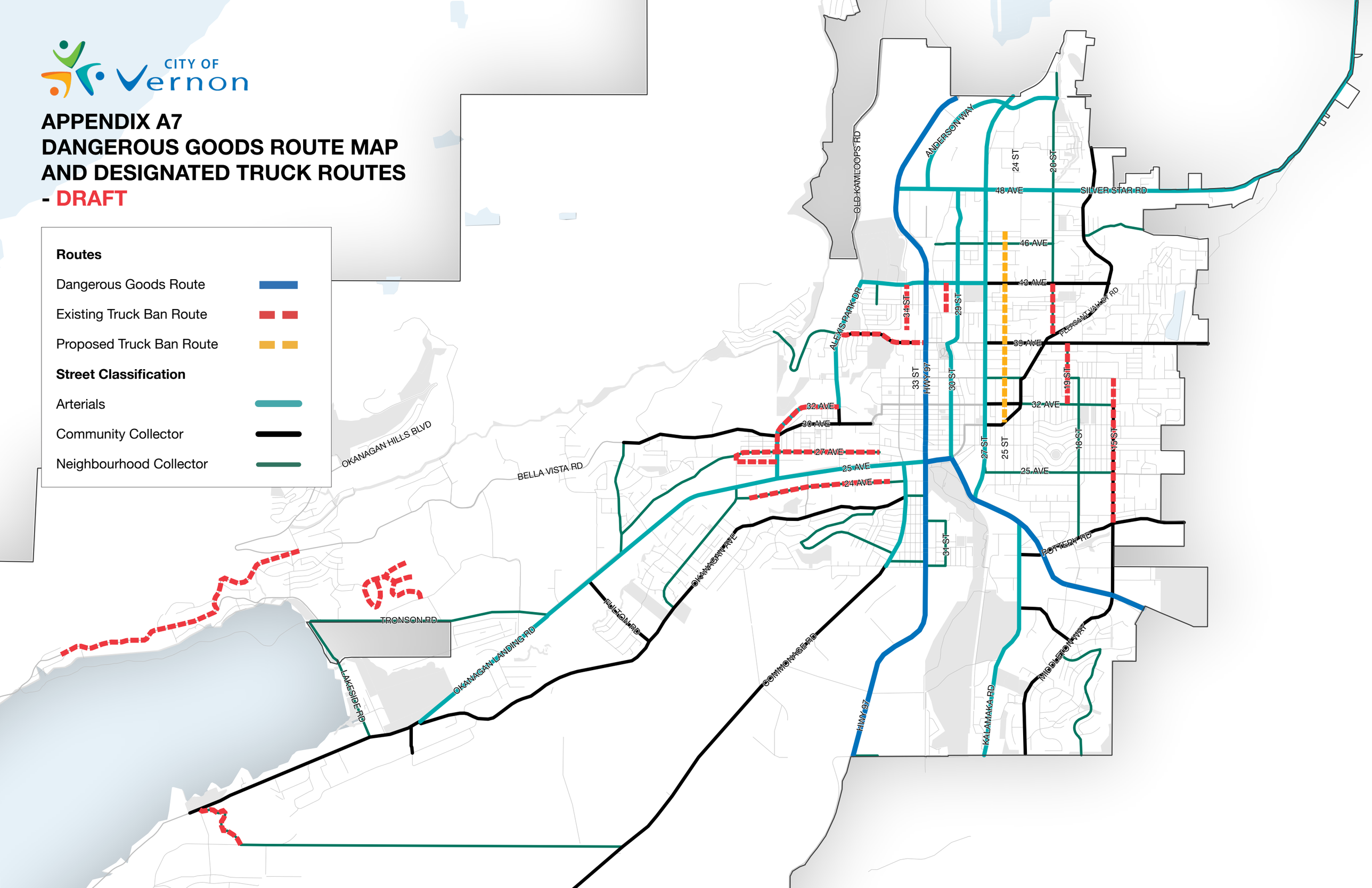
APPENDIX A7
DANGEROUS GOODS ROUTE MAP AND DESIGNATED TRUCK ROUTES - DRAFT

Routes

- Dangerous Goods Route
- Existing Truck Ban Route
- Proposed Truck Ban Route

Street Classification

- Arterials
- Community Collector
- Neighbourhood Collector



Appendix B: Proposed Major & Minor Transportation Projects

CITY OF Vernon

APPENDIX B
PROPOSED MAJOR AND MINOR TRANSPORTATION PROJECTS MAP - DRAFT

Land Use

- Neighbourhood - Urban
- Neighbourhood - Suburban
- Neighbourhood - Suburban Limited
- Parks, Open Spaces, and Natural Areas
- ALR
- Community
- Urban Centre
- Village Centre
- Industrial

Supporting Infrastructure

- Corridor Upgrade (Noted by colour)
- (Arrow indicates project continues)
- Active Transportation Upgrade
- New Road
- Signal Upgrade
- Roundabout
- Intersection Upgrade
- Pedestrian Plaza
- Transit Station Upgrade
- Funicular

Street Type

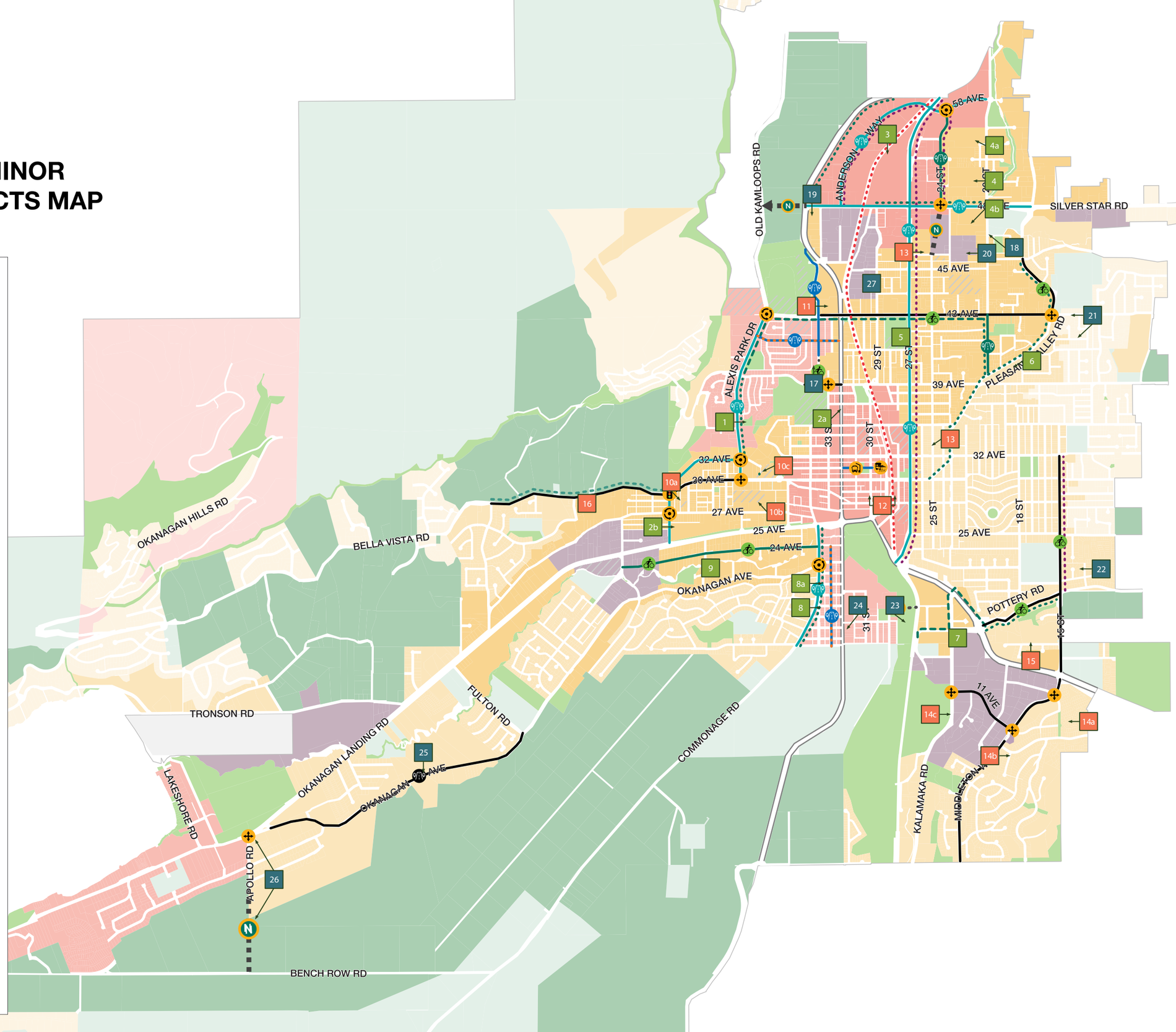
- Arterial
- Neighbourhood Collector
- Local
- Community Collector
- New Road

Active Transportation

- Multi-use Path
- Protected Pedestrian and Bike Infrastructure
- Desire Line
- Trail
- Multi-use Path (Planned Capital Project)
- Village Main Street

Draft Projects

- Draft SHORT-TERM Transportation Projects
- Draft MEDIUM-TERM Transportation Projects
- Draft LONG-TERM Transportation Projects



These are the projects currently identified. The list will continually be updated as more studies and projects are identified.

Major Transportation Project List

	Project	Location	Summary	Purpose
Draft SHORT-TERM Transportation Projects				
1	Alexis Park Corridor Upgrade	Alexis Park 32nd Avenue to 39th Avenue	Corridor upgrades to support all modes of travel.	Improve access to Active Living Centre and support growth in Alexis Park Village Centre.
2	Key Intersection upgrades	City Core and West Vernon	Upgrade Intersections at: 2a - 33rd Street and 39th Avenue 2b - 41st Street and 27th Avenue	Reduce congestion, improves traffic flow, and enhances access to key destination.
3	Anderson Way Corridor Upgrade	North Vernon 48th Avenue to 58th Avenue	Corridor upgrades to support all modes of travel and support future Transit Development Oriented Area.	Improve access to commercial and tourist destinations; support future mixed-use growth.
4	24th Street Corridor Upgrade	North Vernon 48th Avenue to 58th Avenue	Corridor upgrades to support all modes of travel, including intersection improvements at: 4a - 24th Street and 58th Avenue 4b - 24th Street and 48th Avenue	Reduce congestion, improves traffic flow, and enhances access to key destination.
5	43rd Avenue Multi-use Pathway	Alexis Park to Harwood 43rd Avenue from Alexis Park Drive to Pleasant Valley Road	Build a new Multi-use pathway to support active modes of travel.	Improve access to the Active Living Centre and provide a key east-west connection in the pedestrian and bike network.

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6	20th Street Corridor Upgrade	Harwood Pleasant Valley Road to 43rd Avenue	Corridor upgrades to support all modes of travel.	Improve Traffic flow and fill a key gap in the active transportation network.
7	Kalamalka Lake Road to Pottery Road Multi-use Path	Polson to East Hill	Complete the multi-use pathway on Kalamalka Lake Road and extend it along Highway 97 to connect with Pottery Road.	Support all modes of travel and improve connectivity between Polson Park and East Hill.
8	34th Street Corridor Upgrade	Mission Hill 16th Avenue to 25th Avenue	Upgrade the corridor to support all modes of travel, including intersection improvements at: 8a - 23rd Avenue and Okanagan Avenue	Reduce congestion, improve traffic flow, and strengthen active transportation connections.
9	24th Avenue Active Transportation Improvements	Mission Hill to South Vernon 34th Street to 43rd Street	Upgrade active transportation infrastructure to improve walking, biking, and access to transit along the corridor.	Enhance safety and comfort for people walking and biking, and align pedestrian routes with transit stops.
Draft MEDIUM-TERM Transportation Projects				
10	Key Intersection Upgrades	City Core and West Vernon	Upgrade Intersections at: 10a - 41st Street/32nd Avenue and Bella Vista Road and 30th Avenue 10b -37th Avenue (Alexis Park Drive) and 30th Avenue 10c - 32nd Avenue and Alexis Park Drive	Improve traffic flow and circulation on major arterial roads and supports growth along key corridors.
11	34th Street Extension	Highway 97 to 39th Avenue	Road and pathway upgrades to support all modes of travel, including new pedestrian and bike connections.	Supports growth in Alexis Park, improves connections between key destinations, and adds a safer walking and biking

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				connection away from busy roads.
12	Downtown Vernon Transit Exchange Upgrades and Pedestrian Plaza	City Core	Transit exchange upgrades and a new pedestrian plaza on 31st Avenue.	Improves transit operations, supports downtown growth as a transit-oriented hub, and creates a welcoming public space for community use and events.
13	27th Street Corridor Upgrade	City-wide	Corridor upgrades to support all modes of travel.	Improve traffic flow, circulation, and safety on a key arterial road.
14	Key Intersection Upgrades	Middleton Mountain	Upgrade Intersections at: 14a - Kosmina and Middleton Way 14b - 11th Avenue and Middleton Way 14c - 11th Avenue and Kalamalka Lake Road	Reduce congestion, improves traffic flow, and enhances access to key destinations.
15	Pottery Road Multi-Use Path	East Hill	Build a new Multi-use pathway to support active modes of travel.	Improve traffic flow and fill a key gap in the active transportation network.
16	Bella Vista Multi-use Path	41st Street to Allenby Way	Build a new Multi-use pathway to support active modes of travel.	Supports residential growth and tourism in Bella Vista, and support safer walking and biking connection on a busy community collector road.
Draft LONG-TERM Transportation Projects				

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17	42nd Avenue Village Center Corridor Upgrade	Alexis Park	Corridor upgrades to support all modes of travel and support a future Village Centre.	Responds to new development by creating a neighbourhood with a strong sense of place.
18	48th Avenue Corridor Upgrade	North Vernon Village Green Centre to 20th Street	Corridor upgrades to support all modes of travel and support future Transit Development Oriented Area.	Improve access to commercial, tourist destinations. Support future mixed-use growth on the corridor.
19	48th Avenue Road Extension	North Vernon	Create a new road connection between Highway 97 and Old Kamloops Road.	New road network connection to improve traffic flow and circulation in, and support goods movement.
20	25th Street to 24th Street Road Extension	Harwood	Create a new road connection between 25th Street and 24th street.	Improve local connectivity and support active transportation.
21	Pleasant Valley Road Multi-use path	Harwood to East Hill	Build a new Multi-use pathway to support active modes of travel and intersection upgrade 43rd Ave and Pleasant Valley to improve traffic flow.	Improve traffic flow, safety, and connectivity along a key community collector.
22	15th Street Active Transportation Improvements	East Hill Pottery Road to 20th Street	Upgrade active transportation infrastructure to along the corridor.	Enhance safety and comfort for people walking and biking.
23	Polson Park Funicular	Polson to Jubilee Hill	Construct a funicular (an outdoor elevator/hillside tram) to provide a direct, accessible connection between Polson Park and Jubilee Hill.	Improve active transportation access, support anticipated growth, tourism and recreation, and create a unique link

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				between Polson Park and Jubilee Hill.
24	33rd Street Avenue Village Center Corridor Upgrade	Jubilee Hill	Corridor upgrades to support all modes of travel and support a future Village Centre.	Respond to new development by creating a quiet, mixed-use corridor with a strong sense of place.
25	Okanagan Avenue Corridor Upgrade	Okanagan Landing Road to Fulton Road	Corridor upgrades to widen shoulders to support all modes of travel.	Supports residential growth in The Landing and South Vernon, and supports safer walking and biking connection.
26	Apollo Road Extension	New Connection Apollo Road to Bench Row Road	Create a new road connection between Bench Row Road and Okanagan Landing Road.	Support connections to Highway 97, support residential growth and tourism, and replace Okanagan Landing Bench Road, which is not designed for future traffic volumes.
27	Future Active Transportation/ Transit Corridor	Current Active rail Corridor through the City	Future North / South connection through Vernon.	New corridor to support active transportation similar to the Okanagan Rail Trail or transit opportunities. Unlikely to come to fruition though the 20-year life of this plan as it is an active rail line. It could be a valuable vision for the future.

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These are the projects currently identified. The list will continually be updated as more studies and projects are identified.

Minor Transportation Project List

Project	Location	Project description	Side of Road (1 Side, Both Sides, Full Road)	Neighbourhood	Time horizon 0-5 years 5-10 years 10-20 years 20+ years
Bike Infrastructure					
39th Ave Protected Bike Infrastructure	Double RAB to Alexis Park Dr	Protected Bike Infrastructure	Both sides	Alexis Park	10-20 years
Gateby Shared Street	32nd/Gateby to 30th Ave	Sharrows	Both sides	Alexis Park / City Core	10-20 years
Bella Vista Bike Shoulders	Okanagan Hilld Boulevard to Tronson/Kin Beach	Protected Bike Lanes	Both Sides	Bella Vista	20+ years
30th Ave Shared Bike Street and Speed Reduction	37th street/Alexis Park Drive to 27th Street	Sharrows	Both Sides	City Core	0-5 years
32nd Ave Bike Lanes	35th street to 28th street	On Road Bike Lane	Both sides	City Core	0-5 years

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33rd St. Bike Lanes	32nd Ave to 39th Ave	On Road Bike Lane	Both sides	City Core	0-5 years
35th Ave Multi Use Path	35th Street to 30th	MUP/Cycle Track	One Side	City Core	0-5 years
34th St. Bike Lanes	Coldstream Ave to 32nd Street	On Road Bike Lane	Both sides	City Core	5-10 years
Bench Row Rd Bike lanes or shoulders	Apollo Rd to Commonage Rd	On Road Bike Lanes	Both Sides	Commonage	10-20 years
Commanage Rd Shoulder/AT Improvements	Bench Row Rd to 16Ave	Protected Bike Lanes	Both Sides	Commonage	10-20 years
15th Street Bike Lanes	32nd Ave to 39th Ave				
18th Street Bike lanes	From Pottery to 32nd Ave	Painted Bike Lanes	Both Sides	East Hill	10-20 years
25th Street Bike Way	15th Street to 25th Street (formalize) and Corridor from 32nd Ave to 43rd Ave including improvements to function, traffic calming, signage etc.	Local Bike Way	Both sides	East Hill	10-20 years
39th Ave On road bike lanes	Bike lanes on 39th from PV road to Mutrie on both sides of the road)	On Road Bike Lanes	onside	East Hill	20+ years

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Pottery Rd Multi-use path	Highway 6/ to 15 street	MUP/Cycle Track	One Side	East hill	5-10 years
Pleasant Valley Bikes Lanes/MUP/ Sidewalk on Opposite Side	30th Ave to 46th Ave	Protected Bike Lanes	Both Sides	East Hill	10-20 years
15th Ave or 16th Ave Hospital Pedestrian Connection to Polson Park Stars/ Funicular	Highway 97 to 29th Street	MUP/Cycle Track	One Side	Jubilee Hill	10-20 years
Jack Shratter Way	Clerke Road/ College Way to MUP on 15th Ave to Mission Road	MUP/Cycle Track	One Side	Jubilee Hill	n/a
Sarson Bike lanes	City Boundary to Middleton Way	Protected Bike Lanes	none	Middleton Mountain	10-20 years
20th Street Multi-use path	46th Ave to 58th Ave	MUP/Cycle Track	One Side	North Vernon	10-20 years
25th Ave Dual Multi-use path	43rd to 27th Ave on the north west side of Okanagan landing.	MUP/Cycle Track	One Side	Okanagan Landing	20+ years
25th Ave Dual Multi-use path	Hwy 97 to 43rd St.	MUP/Cycle Track	One Side	Okanagan Landing	20+ years
Ped Connection of Okanagan Landing Elementary School	Formalize the ped/bike connection between Long acre trail and OKL School between 7205 and 7187 for active school travel	MUP/Cycle Track	Full	Okanagan Landing	10-20 years

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Tronson Bike Lanes/ Multi-use Shoulder	Kin Beach to OKL Rd	Protected Bike Lanes	One Side	Okanagan Landing	10-20 years
Bella Vista Bike lanes/shoulders	Allenby Way to Okanagan Hills Boulevard	Shoulders	Both Sides	Okanagan Landing	20 years
The Rise Bike lanes	Bella Vista to The Rise Golf Course	On Road Bike Lanes	Both Sides	Okanagan Landing	20+ years
Lakeshore Rd Multi-use Path	OKL to Tronson/Kin Beach	MUP/Cycle Track	One Side	Okanagan Landing	5-10 years
Extend OKL Multi-use Path to Paddlewheel Park	From Brooks Lane to Paddle Wheel- wayfinding and signage or more formalize with infrastructure (quick build)	MUP/Cycle Track	One Side	Okanagan Landing	5-10 years
Marshall Rd Multi Use Path	Between Cummins Rd and Lake Shore	Multi-Use Path	One Side	Okanagan Landing	n/a
45th St to OKL Landing Path - Ped Bridge Upgrade to connect	South Vernon	MUP/Cycle Track	Full	South Vernon	10-20 years
Fulton Road Multi Use Path	OKL Rd to Okanagan Ave	MUP/Cycle Track	One Side	South Vernon	10-20 years
16 Ave cycle corridor Cut-through over the creek to OKL Rd./ 25th Ave	Okanagan Ave To OKL Rd	Bikeway	Both Sides	South Vernon	5-10 years

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43rd St. Local Bike Way	Vernon Creek to Okanagan Ave	Local Bike Way	Both sides	South Vernon	5-10 years
32nd Ave Multi-use Path	Alexis Park Drive to Bella Vista/30th Ave and 41St.	Multi Use Path	One Side	West Vernon	0-5 years
27th Ave Local Bike Way	Allenby to 35th St.	Local Bike Way	Both sides	West Vernon	5-10 years
41st Street Bike Lanes	25th Ave to 30/Ave Bella Vista	Protected Bike Lanes	Both sides	West Vernon	10-20 years
Sidewalk Gaps					
Alexis Park Sidewalk Infill	East Side of 40th Ave to 43rd Ave	Protected Sidewalk	One Side	Alexis Park	0-5 years
39th Ave Sidewalk Infill	Alexis Park Drive to Rec-center	Protected Sidewalk	One Side	Alexis Park	5-10 years
35th Ave Sidewalk Infill	Not all of 35th Avenue—only from Alexis Park Drive to the curve in the road	Sidewalk	Oneside	Alexis Park	0-5 years
28A St. Sidewalk Infill	Westside b/t 37th Ave and 39th Ave	Sidewalk	Oneside	City Core	5-10 years
29th St. Sidewalk Infill	Between 32nd Ave and 35th Ave	Sidewalk	none	City Core	5-10 years
38th Ave Sidewalk Infill	Both Sides between 27th St and 28A street	Sidewalk	Two sides	City Core	5-10 years

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27th St Sidewalk Infill	Highway 6 and 28th Ave (Gap between Highway and St James - not to be confused with 27a behind brewery)	Sidewalk	none	City Core	5-10 years
34th Ave Sidewalk Infill	between 29th St and 30th Street	Sidewalk	One Side	City Core	5-10 years
37th Ave Sidewalk Infill	Between 30th Street and 28th Street	Sidewalk	Oneside	City Core	5-10 years
28th Street Sidewalk Infill/ Pick Up Drop off zone	Bearisto Elementary School, improve site circulation-- Between 32nd Ave and 35th Ave	Sidewalk	Two Sides	City Core	0-5 years
35th Ave Sidewalk Infill	between 35th street and highway 97	Sidewalk	both	City Core	0-5 years
31st Street Sidewalk infill	between 39th Ave and 41st Ave	Sidewalk	Both sides	City Core	10-20 years
35th Street Sidewalk Infill	27th Ave to Coldstream Ave	Sidewalk	One Side	City Core	10-20 years
41 Ave Sidewalk Infill	From 31st street to 29th street	Sidewalk infill	One Side	City Core	10-20 years
33rd Ave Sidewalk Infill	between 29th St and 30th Street	Sidewalk	One Side	City Core	5-10 years
34th Ave Sidewalk Infill	35th Street to 33rd street	Sidewalk	Two Sides	City Core	5-10 years

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34th St. Sidewalk Infill	33rd Ave to 35th Ave	Sidewalk	Two Sides	City Core	5-10 years
44th Ave Sidewalk Infill	Between 27th St and 29th street	Sidewalk	none	City Core	5-10 years
45th Ave Sidewalk Infill	Between 27th St and 29th street	Sidewalk	none	City Core	5-10 years
27A Ave Sidewalk infill	From Highway 6 to 28th Ave (behind brewery)	Sidewalk	Both sides	City Core	5-10 years
28th Ave Sidewalk infill	Between 27th Ave and Taco Time Driveway (North Side)	Sidewalk	One Side	City Core	5-10 years
28th St. Sidewalk Infill	East side Between 37th Ave and 39th Ave	Sidewalk	One Side	City Core	5-10 years
33rd Ave Sidewalk Infill	35th Street to 33rd street	Sidewalk	Two Sides	City Core	5-10 years
37th Ave Sidewalk Infill	Between Highway 97 and 33rd Street	Sidewalk	Both sides	City Core	5-10 years
38th Ave Sidewalk Infill	Between Highway 97 and 33rd Street	Sidewalk	One Side	City Core	5-10 years
Centennial Drive Sidewalk Infill	Top Portion between Apartment Address 3400 and Apartment Address 3501	Sidewalk	Two Sides	City Core	5-10 years

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Coldstream Ave Sidewalk Infill	Between 33rd St and 34 St	Sidewalk	One Side	City Core	5-10 years
20th St Sidewalk Infill	From 30th Ave to 32nd Ave	Sidewalk	Oneside	East Hill	10-20 years
24th Ave Sidewalk infill	From 23rd St to 26th St Fill the gap	Sidewalk	One Side	East Hill	10-20 years
28th Ave and 28th Cres to 15th Street Sidewalk infill	From 2201 28th Ave through to 28th Cresent to Circle Park	Sidewalk	One Side	East Hill	10-20 years
28th Ave Sidewalk infill	Between 24th Street and 28th Crescent	Sidewalk	Two Sides	East Hill	10-20 years
28th Ave Sidewalk infill	From 18th to 15th Street	Sidewalk	One side	East Hill	10-20 years
28th Ave Sidewalk infill	From 24th St to 23rd St	Sidewalk	One side	East Hill	10-20 years
30th Ave Sidewalk Infill	From 22st to 15th street	Sidewalk	Oneside	East Hill	10-20 years
32nd Ave Sidewalk Infill	PV to 26th Street	Sidewalk	Oneside	East Hill	10-20 years
39th Ave Sidewalk Infill	27th street to PV Road	Sidewalk	One Side	East Hill	10-20 years
19th St Sidewalk Infill	From 37 Ave to 39 Ave	Sidewalk	One Side	East Hill	20+ years

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28th Ave sidewalk infill	Between 27th Street and 25th Street	Sidewalk		East Hill	5-10 years
27th St. Sidewalk Infill	28th Ave to Highway 6	Sidewalk	none	East Hill	5-10 years
39th Ave Sidewalk Infill	27th street to PV road	Sidewalk	One Side	Harwood	5-10 years
48th Ave Sidewalk or Road Shoulder	From PV Rd to Macdonald	Sidewalk or Road Shoulder	Oneside	Harwood	5-10 years
43rd Ave Sidewalk Infill	South Side between 20th st and PV rd.	Protected Sidewalk	One Side	Harwood	5-10 years
20th street Sidewalk Infill	West Side between 50th Ave and 53rd Ave	Sidewalk	One Side	Harwood	n/a
31A St Sidewalk Infill	east side b/w 21st Ave and 15th Ave	Sidewalk	One Side	Jubilee Hill	0-5 years
31st St Sidewalk Infill	West side b/w 21ave and 15th Ave	Sidewalk	One side	Jubilee Hill	0-5 years
16th Ave Sidewalk Infill	16th Ave from 34th Street to highway 97	Sidewalk	One-side	Jubilee Hill	10-20 years
19th Ave Sidewalk Infill	33rd street to 34th Street	Sidewalk	One Sides	Jubilee Hill	10-20 years
21st Ave Sidewalk Infill	South Side Between 97 and 31st Street	Sidewalk	One side	Jubilee Hill	10-20 years

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23rd Ave Sidewalk Infill	North side of 23rd (Bus stop) highway 97 and 34th street	Sidewalk	One side	Jubilee Hill	10-20 years
16th Ave Sidewalk Infill	Highway 97 to 34th St/ Mission Rd	Sidewalk	One Side	Jubilee Hill	5-10 years
Kosmina Rd Sidewalk Infill	From Waddington to Mount Baldur	Sidewalk	One Side	Middleton Mountain	5-10 years
Kalamalka Lake Rd Sidewalk Infill	From 11th Ave to Jenalios/Landscaping Company	Sidewalk	One Side	Middleton Mountain	5-10 years
Middleton Way sidewalk Infill	From Highway 6 to City Boundary	Sidewalk	Oneside	Middleton Mountain	5-10 years
Waddington Dr Sidewalk Infill	From 11th Ave to Highway 6	Sidewalk	One Side	Middleton Mountain	5-10 years
35th St. Sidewalk Infill	between 17th ave and 15th ave	Sidewalk	One side	MIssion Hill	10-20 years
17th Ave Sidewalk Infill	Mission Road and 21st Ave	Sidewalk	One Side	Mission Hill	10-20 years
20th Ave Sidewalk Infill	34th St/ Mission Rd to 21 Ave	Sidewalk	One Side	Mission Hill	10-20 years
39th street Sidewalk Infill	21st ave to the elbow on 39th street (Mission Hill Bus Route)	Sidewalk	One side	Mission Hill	10-20 years
17th Ave/ 39th St ped corridor	Formalize the Class 4 off of 39th street to Mission Hill dogpark/school to a	Ped Corridor	Full	Mission Hill	n/a

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	formalized ped corridor (rather than a gravel trail)				
27th Street Sidewalk Infill	west side 48th Ave to Mall enterance	Protected Sidewalk	One Side	North Vernon	0-5 years
24th Street Sidewalk Infill	48th Ave to 58th Ave Westside of 24th St	Sidewalk	One Side	North Vernon	0-5 years
24th Street Sidewalk Infill	48th Ave to 58th Ave Eastside of 24th St	Sidewalk	none	North Vernon	0-5 years
58th Ave Sidewalk Infill	Eastside between 24th Street and 2nd Walmart exit	Sidewalk	One Side	North Vernon	0-5 years
31st St Sidewalk Infill	From 43rd Ave to 48th Ave	Sidewalk	Oneside	North Vernon	5-10 years
20th Street Sidewalk Infill	Eastside of North Delenheer Rd to 58th Street Round about and then north of roundabout to City Boundary	Sidewalk	Both sides	North Vernon	n/a
24th Ave Sidewalk Infill	43rd Street to Highway 97	Sidewalk	Both sides	South Vernon	0-5 years
39 st Sidewalk Infill	From 25 Ave to Okanagan Ave -	Sidewalk	One side	South Vernon	0-5 years
27th Ave Sidewalk Infill	Sections Between 25th ave, Allenby Way and 43rd Street	Protected Sidewalk	Both sides	South Vernon	10-20 years

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Okanagan Ave Sidewalk Infill	South Vernon Dr to 5508 Okanagan Ave	Sidewalk	One Side	South Vernon	10-20 years
27th Ave Sidewalk Infill	Between 37th St and 35th St and South Side Between 35th Street and 34A St.	Sidewalk	Both sides	West Vernon	10-20 years
32nd Ave Sidewalk Infill	Alexis Park Drive to Bella Vista	Sidewalk	One Side	West Vernon	n/a
40th St. Sidewalk Infill	From 27th Ave to 30th Ave	Sidewalk	One side	West Vernon	5-10 years
43rd St. Sidewalk Infill	Vernon Creek to Okanagan Ave	Sidewalk	Both sides	South Vernon	5-10 years

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Road and Intersection Upgrades					
43rd Ave and 31st Street Median	Between 43rd Ave and 31st St.	Median	Full Road	Alexis Park	0-5 years
33rd Street/Safeway Driveway & 43rd Ave Median	Between 43rd Ave and 33 St.	Median	Full Road	Alexis Park	0-5 years
Old Kamloops Road Shoulder Widening	From Alexis Park Drive to City Limits for AT shoulders	Shoulder Widening	Both Sides	Alexis Park	10-20 years
34A Street/26th ave convert to a laneway	East side Between 27th ave and 26th Ave	Laneway	Full	City Core	0-5 years
24th Ave Median	Between 24th Ave and 34th St.	Median	Full	City Core	0-5 years
27th Ave Median	Between 27th Ave and 34th St	Intersection and Road Upgrade	Full	City Core	0-5 years
28th Ave and 34th St Intersection Upgrade (Median, RRFB, Signal)	Between 28th Ave and 34th St	Intersection	Full	City Core	0-5 years
30th Ave Median	Between 30th Ave and 38th St	Median	Full	City Core	0-5 years
31st Ave 4 way stop	31st Ave and 34th Street	Intersection	Full	City Core	0-5 years

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30th Ave Median	33rd St and 30th Ave	Traffic Signal	Intersection	City Core	0-5 years
30th Ave Median	Between 30th Ave and 38th St.	Median	Full	City Core	5-10 years
27A Ave Road Improvements	Between Highway 6 and 28th Ave	Full Road- load zone from brewery, sidewalks, bike infrastructure, parking lot. make it work better	One Side	City Core	5-10 years
30th Ave Median, Texture Change, Raised Intersection, Ped Refuge, and improved sightlines	30th Ave and 31st St	Intersection	Full	City Core	5-10 years
32nd Ave Median, Texture Change, Raised Intersection, Ped Refuge, and improved sightlines	32nd Ave and 31st St	Median	Full	City Core	5-10 years
30th Ave Median (accomdates delivery vehicles)	Between 35 St, Freshco Driveway & 30th Ave	Median	Intersection	City Core	10-20 years
27 street and 28th Ave Signal Optimization	27th Street and 28th Ave	Singal Optimization	Intersection	East Hill	0-5 years

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43rd Avenue Pleasant Valley Road Intersection Upgrade Signal or Roundabout	43rd Ave and PV Rd.	Intersection	Full	East Hill	10-20 years
15th st Intersection Upgrade Signal or Roundabout	Pottery Rd and 15th st	Intersection	Full	East Hill	5-10 years
25th Ave convert to cul-de-sac	27th Street and 25th Ave	Cul-de-sac	Intersection	East Hill	5-10 years
43rd Ave Roundabout	43rd Ave abd and 20th Street	Roundabout	Full	Harwood	20+ years
PV Road Intersection upgrade	PV Road and 46 Ave	Roundabout	Intersection	Harwood	5-10 years
Resident Parking Program in the Vernon Jubilee Neighbourhood	On the east side of Highway 97, design a residential parking program to support Transportation Demand Management for hospital parking and nearby residential areas	Parking Program	Full	Jubilee Hill	0-5 years
Middleton Way Median .	Between Hwy 6 and Sarsons Rd.	Median	Full	Middleton Mountain	5-10 years
Okanagan Landing Road Widening	Add a third lane to OKL from 27th Ave to Grant Rd.	road expansion	Full	Okanagan Landing	20+ years
Emergency Access	Eastside Rd to Lake Country	Road	Both Sides	Okanagan Landing	10-20 years

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Lakeshore and OKL intersection control TBD	Lakeshore Road and Okanagan Landing Rd.	Intersection	Full	Okanagan Landing	5-10 years
Emergency Access	Eastside Rd to Predator Ridge	Road	Full	Predator Ridge	10-20 years
41 St and 25 Ave Restricted Access to One Way Traffic	41st street and 25th Ave	Restrict Access	Intersection	South Vernon	10-20 years
Reservoir Road Parking One side/Shoulder on the other	Reservoir Road	Parking Program	None	Vernon/ Coldstream Boundary	5-10 years

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Appendix C: Supporting Bylaws, Policies, and Plans for Update or Review

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Supporting Bylaws, Policies, and Plans for Update or Review

Bylaws	Action	Description
Subdivision & Development Servicing Bylaw	Update	• Align cross-sections, street classifications, and servicing standards with the Transportation Plan • Support consistent street design, active transportation, transit, and safety improvements across all street types • Additional updates may be considered as transportation needs evolve
Traffic Bylaw	Update	• Align with the Transportation Plan to support safe, accessible, and vibrant streets • Review regulations for traffic control, parking, vehicle operations, pedestrian access, cycling, micromobility, traffic signals, snow removal, and penalties • Explore opportunities to enable temporary public space use, such as community events or block parties • Other updates may be incorporated based on operational or community needs
Development Cost Charges Bylaw	Update	• Align with transportation project priorities and support active transportation and transit improvements • Ensure rates reflect current and future infrastructure needs and costs • Help fund delivery of growth-related transportation capital projects • Additional updates may be made to reflect future infrastructure funding needs
Building Bylaw	Update	• Support accessible site design and building connections to the street • Strengthen requirements for entrances that connect directly to sidewalks or active transportation routes • Support end-of-trip facilities as per the Zoning Bylaw

		• Other updates may be considered to reflect best practices in accessibility and active transportation design
Community Amenity Contributions Bylaw	Create	• Explore a Community Amenity Contributions Bylaw to support transportation priorities • Help secure contributions from new development for active transportation, street improvements, and amenities that support walking, cycling, and transit use • Flexibility to expand or adjust contributions based on future community needs and development trends.
Commercial Vehicle Bylaw	Update	Align with the Transportation Plan to support safe and efficient goods movement •Review designated truck routes, street access, and regulations to reduce conflicts with vulnerable road users and active transportation infrastructure •Other updates may be incorporated to support goods movement while balancing community safety
Good Neighbour Bylaw	Update	• Align with the Transportation Plan to support safe, accessible, and welcoming streets • Review street maintenance standards, sidewalk clearing, and community responsibilities that contribute to safe travel • Flexibility to address additional neighbourhood or public realm considerations as they arise
Low-Speed Electric-Powered Vehicle Authorization Bylaw	Update	• Align with the Transportation Plan and evolving provincial regulations • Review permitted routes, speed limits, and operations to safely integrate neighbourhood zero emission vehicles while minimizing conflicts with pedestrians and cyclists • Additional updates may be considered as new low-speed vehicle technologies or regulations emerge
Parking Reserves Fund Bylaw	Update	• Align with the Transportation Plan and evolving land use priorities • Broaden use of funds to support active transportation, transit infrastructure, and public realm improvements, consistent with provincial legislation • Coordinate with parking management strategies, Curbside Management, and goals for a walkable, vibrant Urban Centre

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		• Develop clear guidelines around the parking reserve fund and which projects the reserves can be used for • Additional updates may be incorporated to respond to future transportation and parking demands
Sign Bylaw	Update	• Review and update the Sign Bylaw to align with the Transportation Plan and support safe, accessible streets • Consider how signage contributes to wayfinding, accessibility, and active transportation • Additional updates may be incorporated to address emerging signage needs or safety concerns
Business License Bylaw	Update	• Review the Business License Bylaw to support alignment with Transportation Plan goals, particularly related to emerging mobility services or public space use • Additional updates may be made to reflect evolving business types or transportation impacts
Fees and Charges Bylaw	Update	• Review and update fees related to transportation services or infrastructure to reflect Transportation Plan priorities • Flexibility to adjust fees as service levels or infrastructure needs change
Municipal Ticket Information Bylaw	Update	• Align enforcement provisions with updated transportation bylaws and regulations • Additional updates may be made to support effective enforcement of Transportation Plan priorities
Bylaw Notice Enforcement Bylaw	Update	• Ensure enforcement tools align with updated transportation bylaws, including active transportation, parking, and mobility regulations • Other updates may be incorporated to support consistent enforcement processes

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Sign Bylaw	Update	• Review and update the Sign Bylaw to align with the Transportation Plan and support safe, accessible streets • Consider how signage contributes to wayfinding, accessibility, and active transportation • Additional updates may be incorporated to address emerging signage needs or safety concerns
Business License Bylaw	Update	• Review the Business License Bylaw to support alignment with Transportation Plan goals, particularly related to emerging mobility services or public space use • Additional updates may be made to reflect evolving business types or transportation impacts
Fees and Charges Bylaw	Update	• Review and update fees related to transportation services or infrastructure to reflect Transportation Plan priorities • Flexibility to adjust fees as service levels or infrastructure needs change
Policies /Plans/Frameworks	**Action**	**Description**
Integrated Transportation Framework	Update	• Review and update the Integrated Transportation Framework to reflect the Transportation Plan's priorities and direction • Updates may incorporate new transportation priorities over time, ensuring alignment with evolving community needs
City Centre Parking Implementation Strategy	Rescind	• Replace with updated Parking Strategy and Curbside Management direction from the Transportation Plan • Additional updates may be made to reflect evolving parking needs in the City Centre
Traffic Calming Policy	Update	•Review and update the existing Traffic Calming Policy to align with the Transportation Plan and the new Traffic Calming Framework for High Pedestrian Areas and Community Spaces • Consider expanding the policy to support city-wide traffic calming in appropriate areas, with a focus on safety for vulnerable road users

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		• Flexibility to incorporate additional measures based on community feedback and safety data
Resident Exempt Parking Area Policy	Update	• Align with the Transportation Plan and upcoming Parking Strategy • Additional updates may be made to reflect new residential parking management approaches, with special focus on Urban Centres, Village Centres, Reservoir Road, and Vernon Jubilee Hospital.
Mobile Vendor Policy	Update	• Review to ensure consistency with Transportation Plan objectives for street activation and safe, accessible public spaces • Flexibility to address evolving vendor needs and public space considerations
Neighbourhood Traffic Calming Policy	Update or Replace	• Review and update the Neighbourhood Traffic Calming Policy to align with the Transportation Plan and new Traffic Calming Framework • Consider expanding the policy to apply city-wide, focusing on areas with high pedestrian activity or community spaces • Flexibility to adapt traffic calming approaches based on emerging safety needs
Outdoor Commercial Use Permit Policy	Update	• Align with Transportation Plan goals for safe, accessible, and vibrant public spaces • Updates may be made to support increased use of streets and sidewalks for commercial activities
Charter of Free Transit	Update	• Review to align with the Transportation Plan's direction on transit improvements and equitable access • Flexibility to adjust based on future transit service expansions or partnerships
Transit Future Plan (BC Transit)	Update	• Work with BC Transit to align future planning with Transportation Plan priorities, including Transit-Oriented Development Areas • Ongoing updates will be made in coordination with provincial transit planning cycles
Transit Future Action Plan (BC Transit)	Update	• Partner with BC transit to align transit improvements with Transportation Plan objectives • Future updates will incorporate community growth and evolving mobility needs

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Custom Transit Policy	Update	• Align with Transportation Plan accessibility goals and evolving demand for specialized transit services • Flexibility to adjust as community needs change
Transportation Asset Management Plan	Update	• Recently updated to reflect current street infrastructure priorities and asset management needs • Future updates may incorporate additional Transportation Plan priorities, including active transportation, accessibility, and safety improvements • Flexibility to adjust asset management processes as transportation infrastructure evolves
Development of Unconstructed Street ROW Policy	Update	• Review to align with the Transportation Plan, focusing on improving connectivity and potential active transportation routes within unconstructed street rights-of-way • Updates may be made to support phased development of future street connections
Free Parking for Downtown Events and Conventions Policy	Update	• Align with Transportation Plan priorities for parking management, active transportation, and downtown vibrancy • Future updates may be made to reflect changes to the Parking Strategy or Curbside Management Program
Parking Enforcement Policy	Update	• Review and update to align with Transportation Plan priorities, including curbside management, parking supply, and street use • Flexibility to adjust enforcement approaches as parking and mobility needs evolve
Sidewalk Inspection Policy	Update	• Review to support Transportation Plan objectives for accessible, safe, and well-maintained sidewalks • Additional updates may be incorporated to reflect changes to sidewalk infrastructure standards
Sidewalk Cleaning Policy	Update	• Align with year-round mobility goals in the Transportation Plan, focusing on safe, accessible sidewalks for all users • Flexibility to adjust based on seasonal needs or accessibility improvements

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Snow and Ice Control Policy	Update	• Review and update to align with the Year-Round Mobility Strategy and Transportation Plan • Updates may include enhanced snow clearing for sidewalks, bike routes, and transit stops
Street Closure Policy	Update	• Align with Transportation Plan goals for street activation, community events, and pedestrian spaces • Flexibility to adjust based on increased demand for temporary or seasonal street closures
Street Light Inspection Policy	Update	• Review to align with Transportation Plan safety objectives, particularly in high pedestrian areas and along active transportation routes • Additional updates may be made to reflect new street lighting standards
Street Naming Policy	Update	• Review to support consistency with Transportation Plan street classifications and community identity • Updates may be made to reflect evolving street network or community priorities
Street Performance and Busking Policy	Update	• Align with Transportation Plan objectives for safe, vibrant public spaces • Flexibility to adjust based on community demand or changing street use patterns
Traffic Control Devices Policy	Update	• Review to align with Transportation Plan direction for intersection safety and visibility • Additional updates may be made based on future traffic safety initiatives
Traffic Sign Maintenance Policy	Update	• Align with updated street safety priorities and Transportation Plan recommendations • Flexibility to incorporate new standards for signage visibility and placement
Tree Removal on Public Lands Policy	Update	• Review to align with Transportation Plan goals for safe, accessible, and connected streets while balancing urban forestry and public realm considerations • Future updates may be made to reflect evolving street design needs
Visitor Parking Pass Policy and Enforcement	Update	• Align with Curbside Management Program and Transportation Plan parking priorities • Flexibility to adjust based on changing residential parking needs or downtown parking demand

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