CITY OF Vernon



City of Vernon
Transportation Plan

NOVEMBER 2025

Planning the path for people, places, and *possibilities*

This Plan sets the foundation for a transportation system that is safe, easy to use, and ready for the future.

1 Vision

A reliable Multimodal Transportation system that connects people and goods to each other and to the places they need to go.

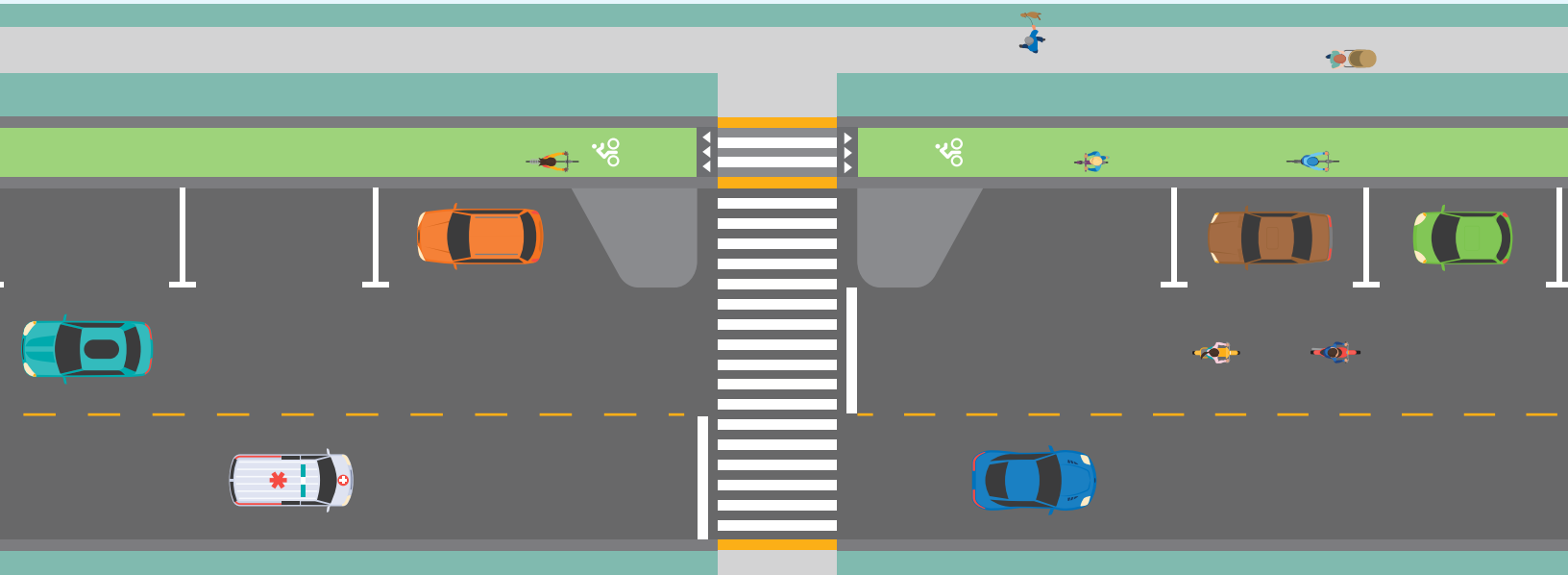
4 Goals

Goal 1

Establish a strong foundation for road safety by ensuring every trip is safer for everyone.

Goal 2

Make it easier to get around on transit and by walking, biking, and rolling by supporting all modes of travel.



13 Strategies to achieve the goals, each supported by concrete actions. These strategies set clear priorities for policies, programs, and infrastructure improvements, helping the City move from vision to implementation.

170 Projects to improve day-to-day travel, including 27 major transportation projects – 9 short-term, 7 medium-term, and 11 long-term. The City's Transportation Prioritization Framework will ensure that investments will deliver the greatest value, based on a consistent and transparent approach to evaluation. It ensures resources are directed to the projects that provide the best outcomes, and that upgrades are coordinated and responsive to future needs.

9 Street Types based on the distinct role, function, and design of each, to provide clear and consistent direction on how streets are to be designed and managed across all parts of the city.

New and ongoing partnerships are key to implementing this Plan. Working closely with the Province, Regional Districts, transit providers, community groups, local institutions, and many others is essential.

Looking ahead, the Plan sets priorities for improving Vernon's transportation network. These include building safer connections, filling gaps in the walking and biking networks, enhancing Transit Corridors, and providing infrastructure that supports sustainable and efficient travel as Vernon continues to grow.

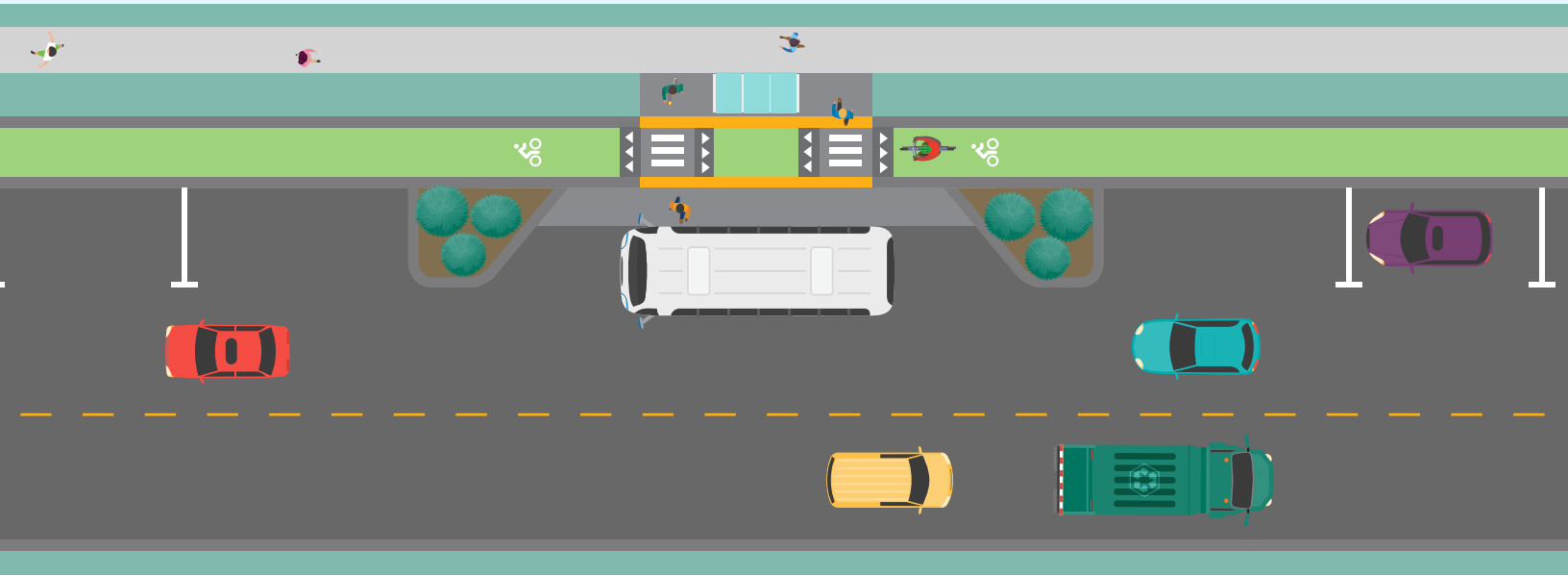
With a clear vision and goals, defined strategies, and a practical framework for action, this Plan provides the path for creating a transportation system that works for everyone – today and into the future.

Goal 3

Be prepared for the future by reducing greenhouse gas emissions, exploring new technologies, and building infrastructure that is resilient to changing conditions, including extreme weather and community needs.

Goal 4

Optimize curbside spaces by balancing the growing demand for loading, deliveries, parking, vibrant and welcoming public spaces, and new transportation options.







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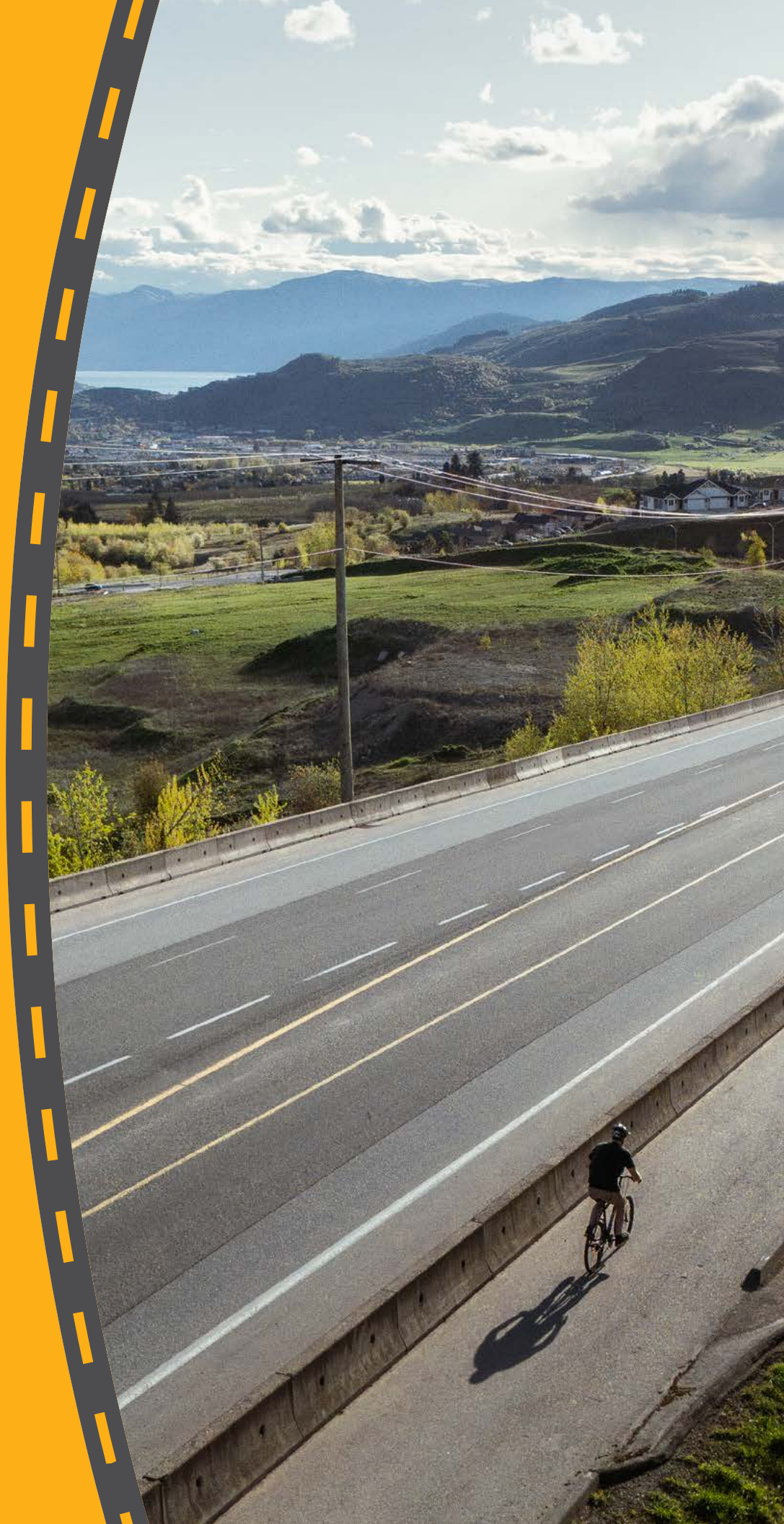
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About this Plan



1. About This Plan

This Transportation Plan is the City of Vernon's vision for a safe, accessible, sustainable, and connected Multimodal Transportation system that ensures people and goods can get to all the places they need to go.

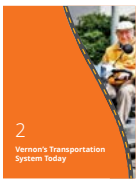
As Vernon continues to grow over the next 20 years, this Plan prioritizes putting people first, expanding travel options, and reducing greenhouse gas emissions. Through this Plan, the City is committed to advancing the integration of transportation and land uses and strengthening the connectivity of the transportation system.

This Plan provides a shared vision and goals, along with specific strategies and actions to guide how the City will prioritize projects, make decisions, and invest in the transportation system over time. It was informed by extensive technical studies and analysis, and the ideas, concerns, and priorities shared by residents and community partners throughout the planning process. It also builds on existing plans and lessons learned from recent transportation initiatives in Vernon.

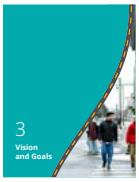
How to use this Plan:



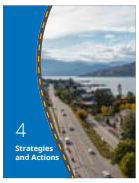
Chapter 1 introduces the Plan and describes how it was developed, aligns with other City plans, and will be put into action.



Chapter 2 presents key data on Vernon's transportation system today, describes the City's street types, and highlights how travel is changing.



Chapter 3 describes the vision and goals of this Plan.



Chapter 4 outlines the strategies and actions for implementing this Plan.



Chapter 5 presents the planned transportation network and priority projects, policies, programs, and related initiatives.



Chapter 6 describes how the City will move this Plan forward.

Also see:

- **Glossary**
- **Appendix A** for this Plan's transportation maps.
- **Appendix B** for major and minor transportation projects.
- **Appendix C** for supporting initiatives to be reviewed and updated by the City.
- **Appendix D** for Vernon's key partners in implementation and who does what.
- **Appendix E** for a Street Type Toolkit with specific guidance for practitioners and decision makers.

1.1 WHY THIS PLAN IS NEEDED

Vernon is growing, and how people move around the city continues to evolve. With limited space and resources, careful planning is needed to ensure the transportation system can support the community now and into the future.

Streets, sidewalks, and trails are used to move people and goods, but also shape neighbourhoods, support local businesses, and influence how people experience daily life in the city. This Plan presents a framework that:



Puts people first

Streets and public spaces should be safe, comfortable, and accessible for people of all ages and abilities, whether walking, biking, or rolling, using public transit or Micromobility vehicles, or driving.



Integrates transportation and land uses

By increasing housing density, particularly in Urban and Village Centres, the City has an opportunity to create more compact, walkable neighbourhoods and vibrant streets that support the local economy (see the Official Community Plan).



Reduces greenhouse gas emissions

Vehicles account for 63% of Vernon's greenhouse gas emissions. Providing safe, convenient, and affordable travel options, like walking, biking, and public transit, reduces emissions, and builds climate resilience.



Adapts to new mobility trends

By supporting Micromobility pilots, ridesharing, and the growing demand for Active Transportation, the Plan lays the foundation for a flexible, reliable, and future-ready system while ensuring that investments provide lasting benefits.



Supports a strong and connected economy

Transportation is about more than moving people and goods; it helps to connect businesses and public spaces where people can live, work, shop, and gather.



Reflects community needs

As travel options and habits evolve, this Plan will be monitored and updated to address what the community needs today and in the future.

1.2 HOW THIS PLAN WAS DEVELOPED

This Plan is an update of Vernon's 25-Year Master Transportation Plan (2014). It aligns with Vernon's Official Community Plan (2025), Climate Action Plan (2021), and Council Strategic Plan (2023–2026).

This Plan was developed by studying existing transportation conditions and identifying needs, opportunities, and challenges. It also reflects the feedback provided by the community through public consultation and engagement (see Figure 1), to ensure it meets the needs of the community today and over the next 20 years.

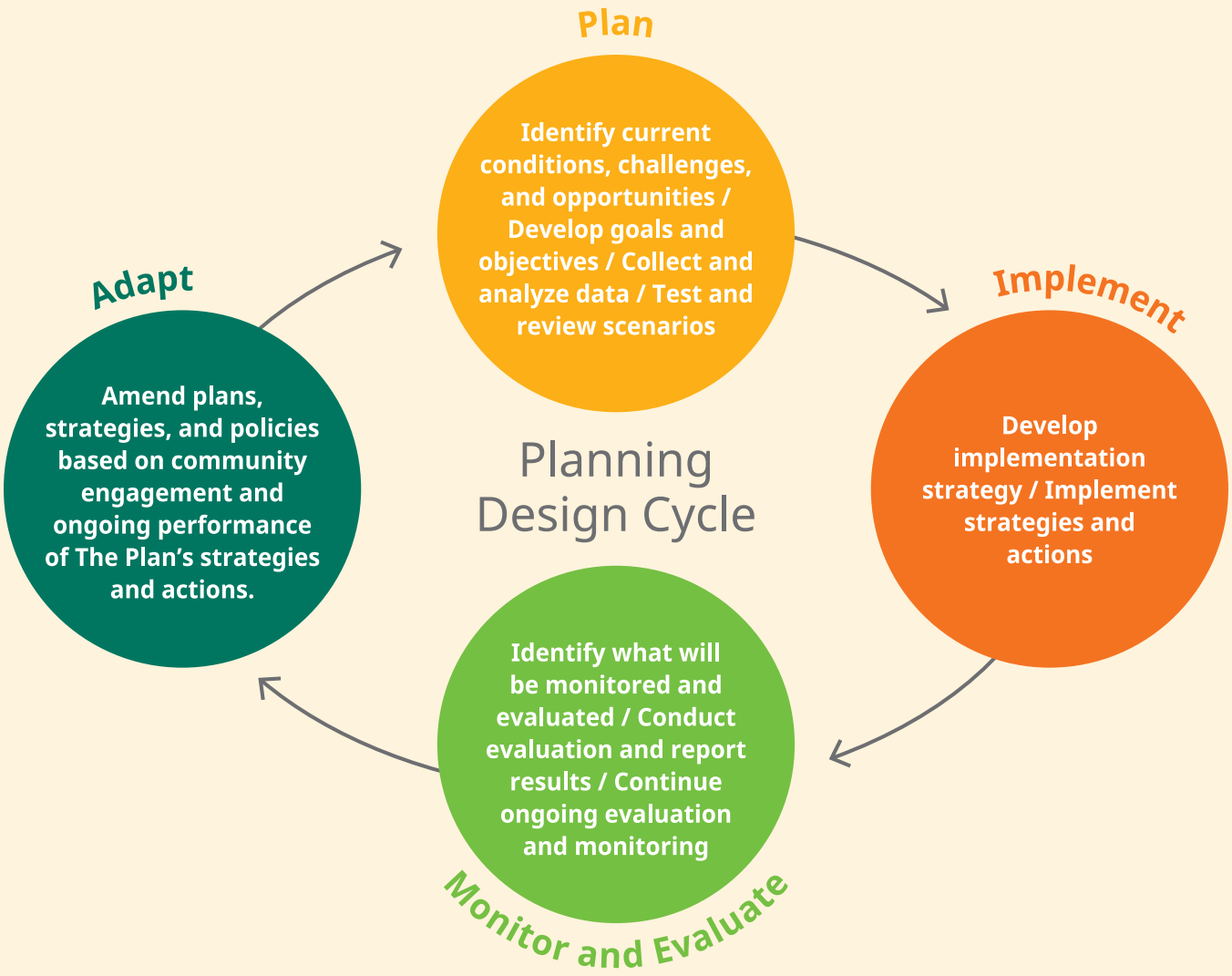
By focusing on safety, accessibility, sustainability, and better connectivity, the Plan aims to create a transportation system that works for everyone.

Implementation, monitoring, and adaptation will be ongoing as the community grows and its transportation needs evolve (see Figure 2) – a long-term process that will extend well beyond this Plan's adoption by City Council. The Plan will remain responsive, continually being evaluated for its performance, and will be updated as needed (see Chapter 5 and Chapter 6).



Figure 1: Plan development milestones and community engagement sessions.

THE PLANNING DESIGN CYCLE



The Transportation Plan will follow the above planning and design cycle.

This process guides City staff in making informed decisions about the transportation network, using best practices throughout each stage of the process.

Figure 2: The Planning Cycle.

Phase 1: Identifying Issues and Opportunities

Phase 1 focused on understanding key transportation issues and opportunities from the community's perspective. Residents shared what is working well and what needs improvement, and emphasized the following:

- **Maintain existing streets first:** Many people said fixing potholes and improving conditions should come before building new streets.
- **Reduce traffic congestion and improve public transit:** Busy streets like 32nd Street were mentioned often, and some people felt bus stops and routes could be better planned.
- **Make walking and biking easier:** Many residents want more trails, Bike Lanes, and safer places to walk, bike, or roll.
- **Keep Vulnerable Road Users safe:** Drivers generally feel safe, but pedestrians, cyclists, and people using mobility devices said they often feel unsafe, especially Downtown.
- **Manage curbside space:** Some people shared concerns about how parking, loading zones, and drop-off areas are used, especially in busy areas.



What we heard from the community

This Plan was shaped by the community through three phases of public consultation and 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.

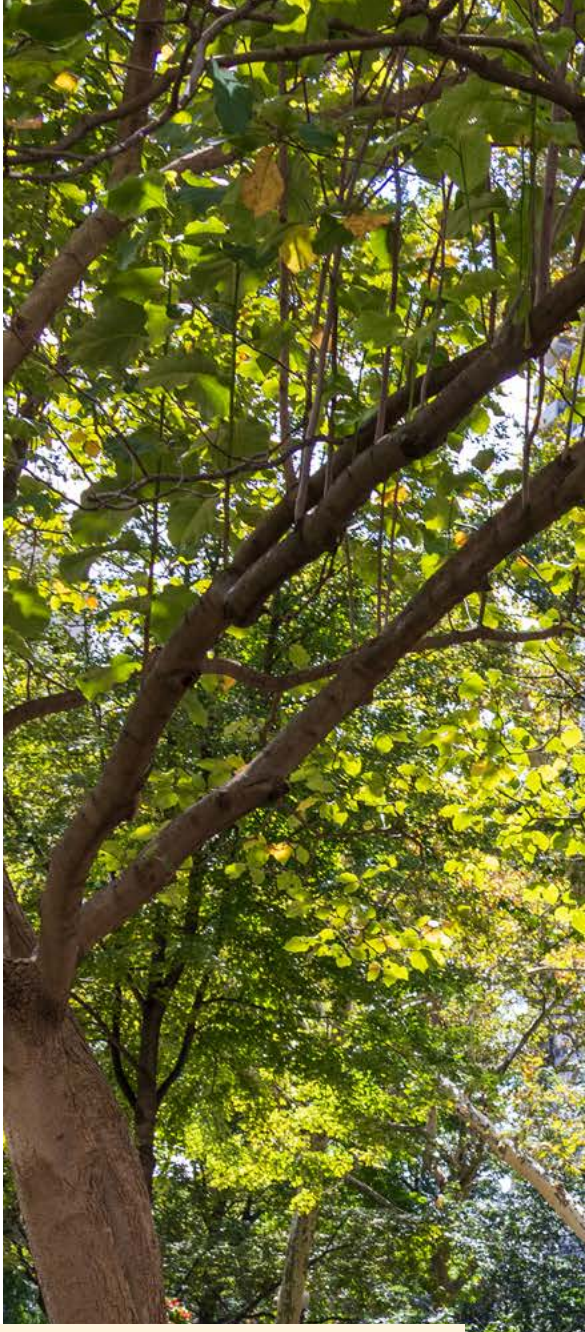




Phase 2: Prioritizing Improvements

Phase 2 involved engaging residents in setting priorities for improvements to the transportation system. Among the many ideas, residents emphasized the following:

- **Make streets safer for everyone:** Many people supported lowering speed limits in certain areas and separating different types of traffic to reduce conflicts.
- **Expand walking and biking routes:** People want safer and well-marked paths for walking, biking, rolling, and using mobility devices.
- **Improve public transit:** Many people noted that while they were not regular transit users, they would use it more often if routes were more connected, buses ran more frequently, and stops were more comfortable.
- **Create more welcoming streets and public spaces:** People recommended adding trees, shade, and Pedestrian-Oriented design features to make streets more enjoyable.
- **Balance different transportation needs:** People supported improving traffic flow, managing curbside spaces, and planning for the long term.



Phase 3: Shaping the Project List

In Phase 3, residents were invited to review and rank the importance of a preliminary list of proposed projects, taking into account factors such as safety, accessibility, sustainability, and cost-effectiveness. Participants also identified which projects they felt were aligned with community values, would deliver the greatest benefits, and would be most responsive to the needs of the community over time. Their perspectives were considered in the City's Transportation Prioritization Framework (Chapter 5) and helped City staff refine lists of major and minor projects, programs, and related initiatives that will guide City decisions, investments, and improvements to the transportation system over time.



1.3 ALIGNMENT WITH RELATED PLANS

This Plan aligns with and supports Vernon's broader planning framework, ensuring that transportation decisions complement provincial direction on transit service and housing density and investment, and City plans for land use, climate action, and related priorities, as follows:

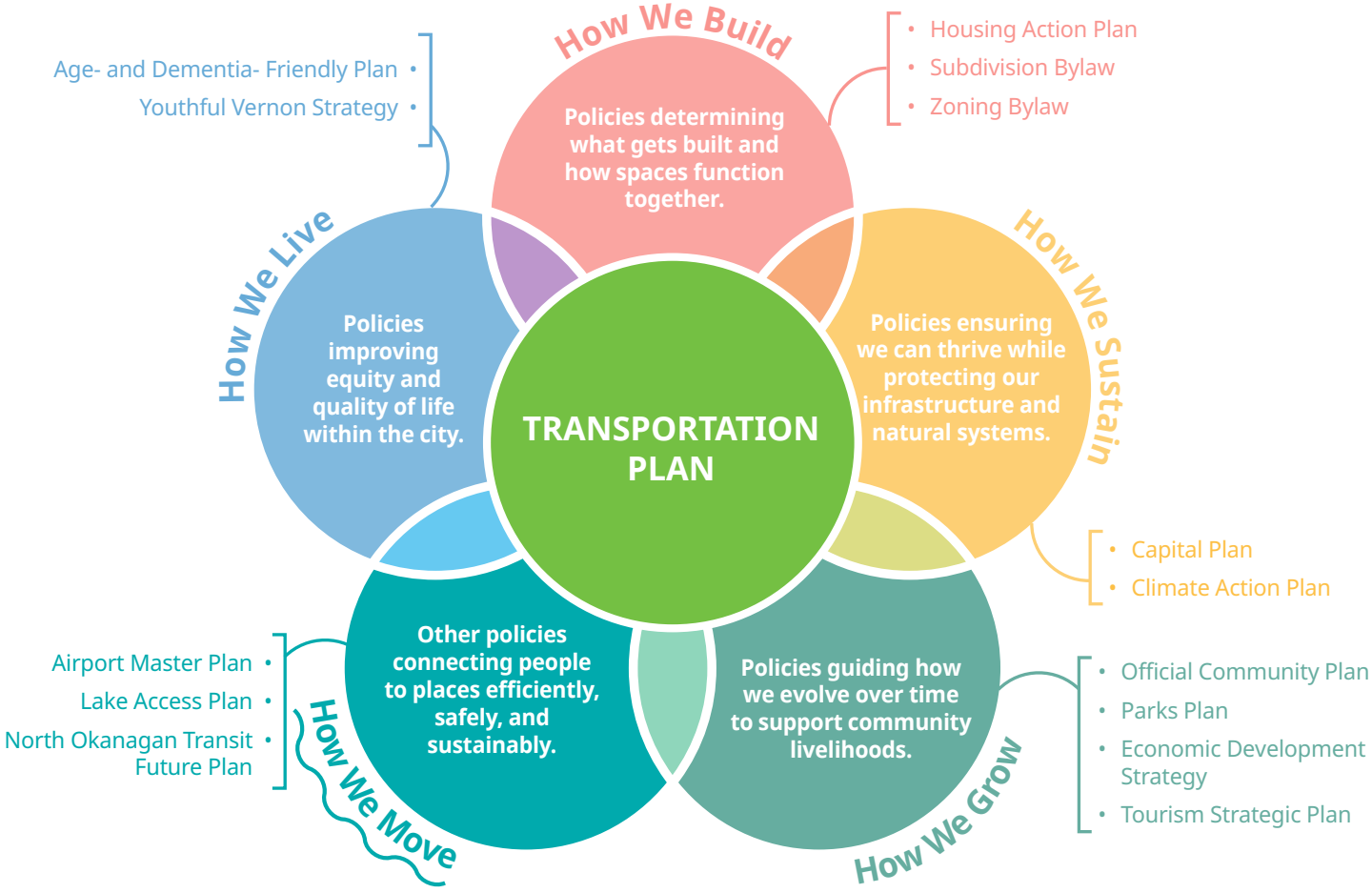


Figure 3: Transportation Plan and related plans, strategies, and bylaws.

North Okanagan Transit Future Plan (2014) and Transit Future Action Plan, Vernon Regional Transit System (2021): 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.

Official Community Plan: Supports the City'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 neighbourhoods, efficient transit access, and Active Transportation networks that promote mobility for all residents.

Climate Action Plan: Encourages active and sustainable travel choices that reduce transportation-related emissions. 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: Prioritizes infrastructure and the design of the transportation system in ways that support mobility for all residents, including youth, seniors, and people with diverse abilities, such as with accessible transit stops, safer pedestrian crossings, and barrier-free routes.

Airport Master Plan: Enhances street access and aligns transit service with anticipated growth to help ensure the airport remains well-connected as demand increases.

Lake Access Plan: Improves 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: Improves 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.

BC Housing Regulations (2023): The Province's *Housing Statutes (Residential Development) Amendment Act* (Bill 44) and the *Housing Statutes (TOA) Amendment Act* (Bill 47) require municipalities to permit more housing types near transit, reduce parking minimums, and update zoning bylaws and official community plans by 2025. The Acts help to focus development near transit, and in the process create greater transit demand, encourage Active Transportation and better connections, and that higher-density neighbourhoods are well served by coordinating land use with street design.

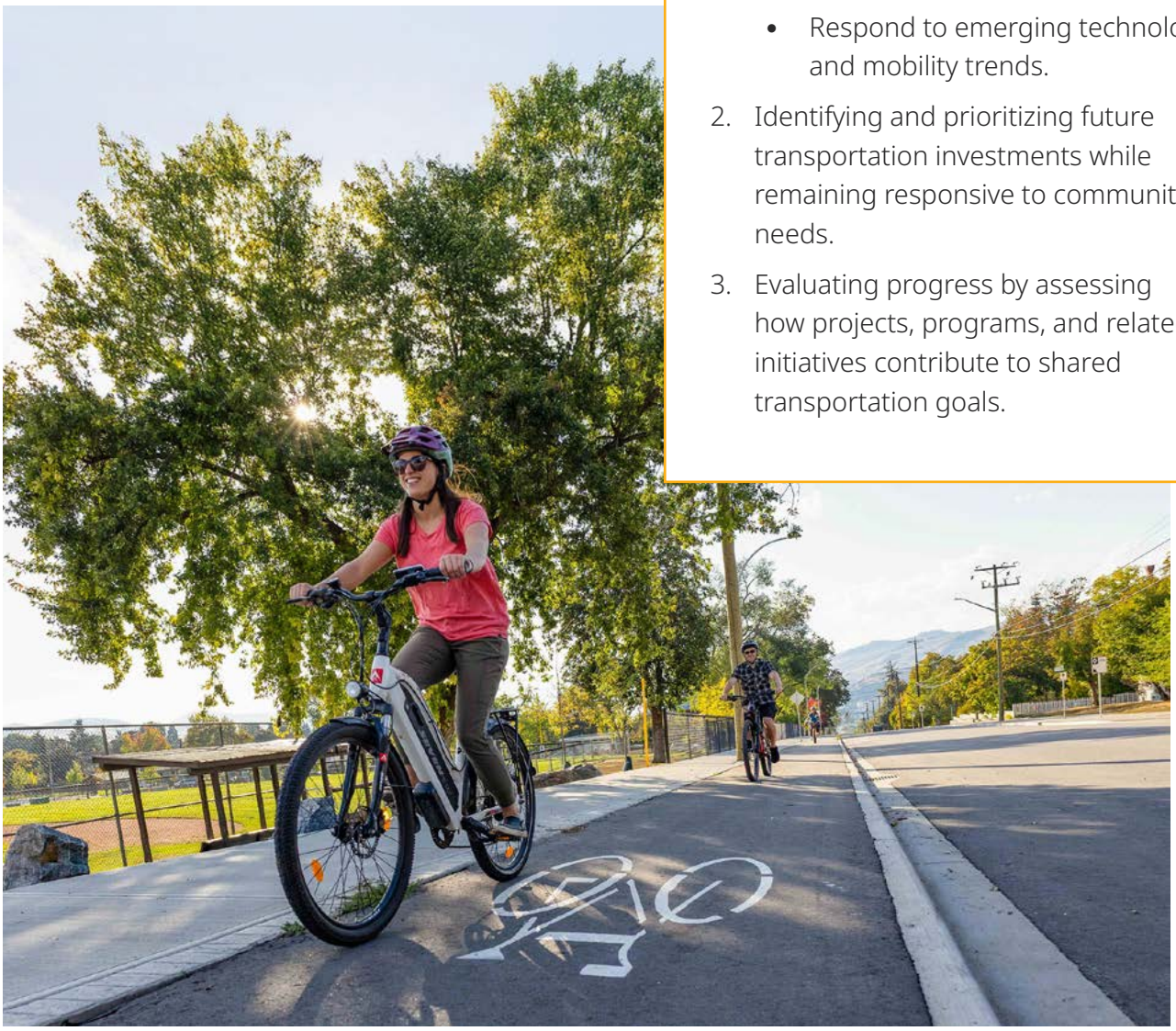
1.4 PUTTING THIS PLAN INTO ACTION

This Plan provides a structured framework to guide decisions, investments, and improvements to Vernon's transportation system, while remaining aligned with community priorities, plans, and available resources. See Chapter 3 for the vision and goals of this Plan; Chapter 4 for the specific strategies and actions; Chapter 5 for major and minor projects, programs, and related initiatives; and Chapter 6 for how the City will move this Plan forward.

Achieving a safer, more accessible, sustainable, and connected transportation network requires ongoing investment, coordination, and leadership.

Key functions of this Plan:

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





2

Vernon's Transportation System Today



2. Vernon's Transportation System Today

Understanding how people move around Vernon helps guide informed decisions about transportation planning and investment. Travel patterns reflect how our streets, public transit, and Active Transportation networks serve residents today, and where improvements can be made to make travel safer and more accessible, sustainable, and connected for everyone.

2.1 HOW PEOPLE ARE MOVING AROUND

The City of Vernon is situated between Okanagan Lake, Swan Lake, and Kalamalka Lake in Coldstream. The transportation network is generally grid-like, although connections are fragmented in some areas. It is also where Highways 6 and 97 intersect, creating both challenges for local connectivity and opportunities to reimagine how regional and local travel can work together.

The community has a strong connection to the outdoors and natural environment. As part of the Greater Vernon Trails Capital of BC, the city's transportation system links residents to work, school, shopping, recreation, and neighbouring communities across the Okanagan Valley. While personal vehicles remain the dominant mode of travel, travel behaviour has shifted in recent years.

84%

of trips are made by personal vehicles.

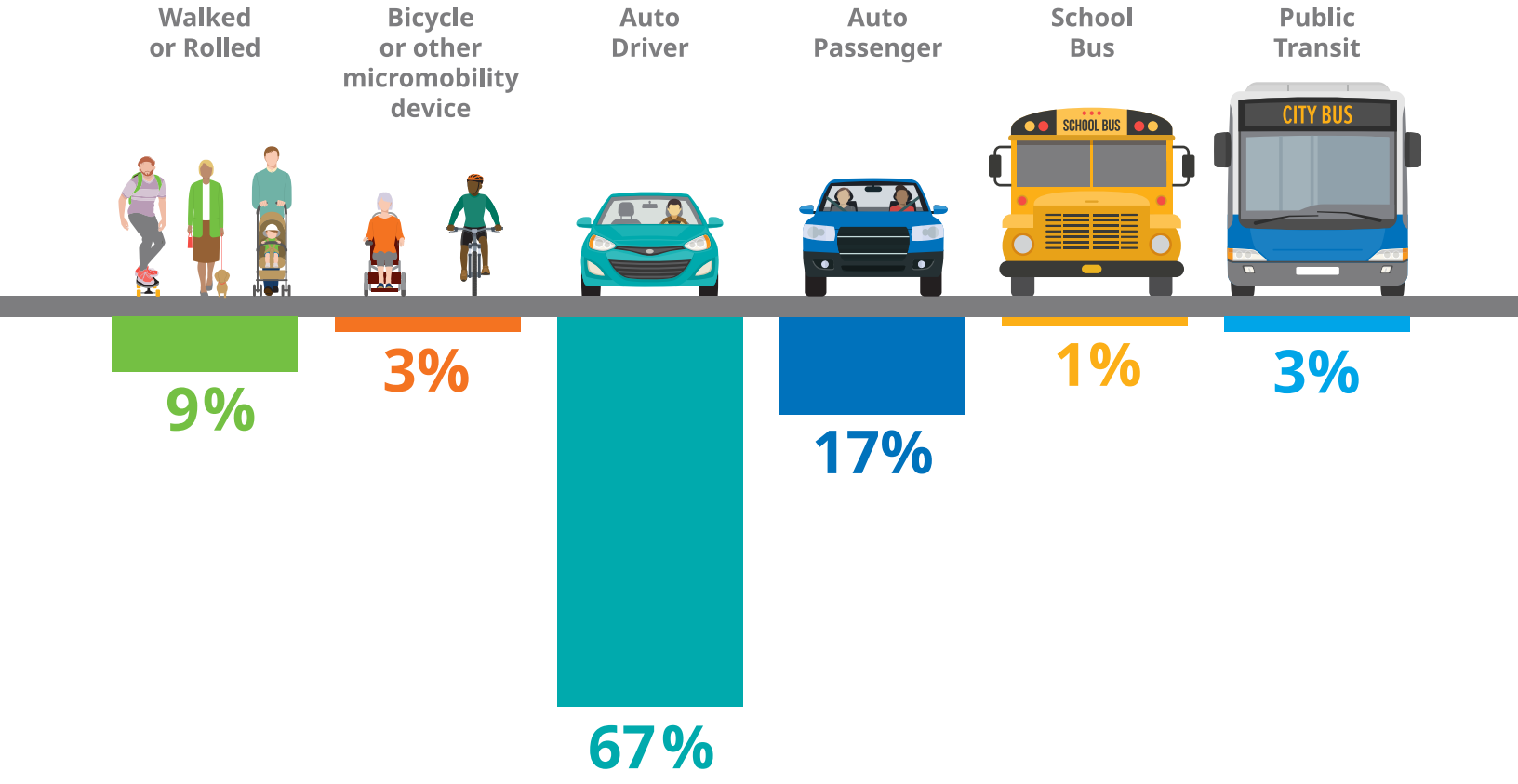
The average daily driving distance per person is

15 km



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.



2.2 HOW WE USE OUR STREETS

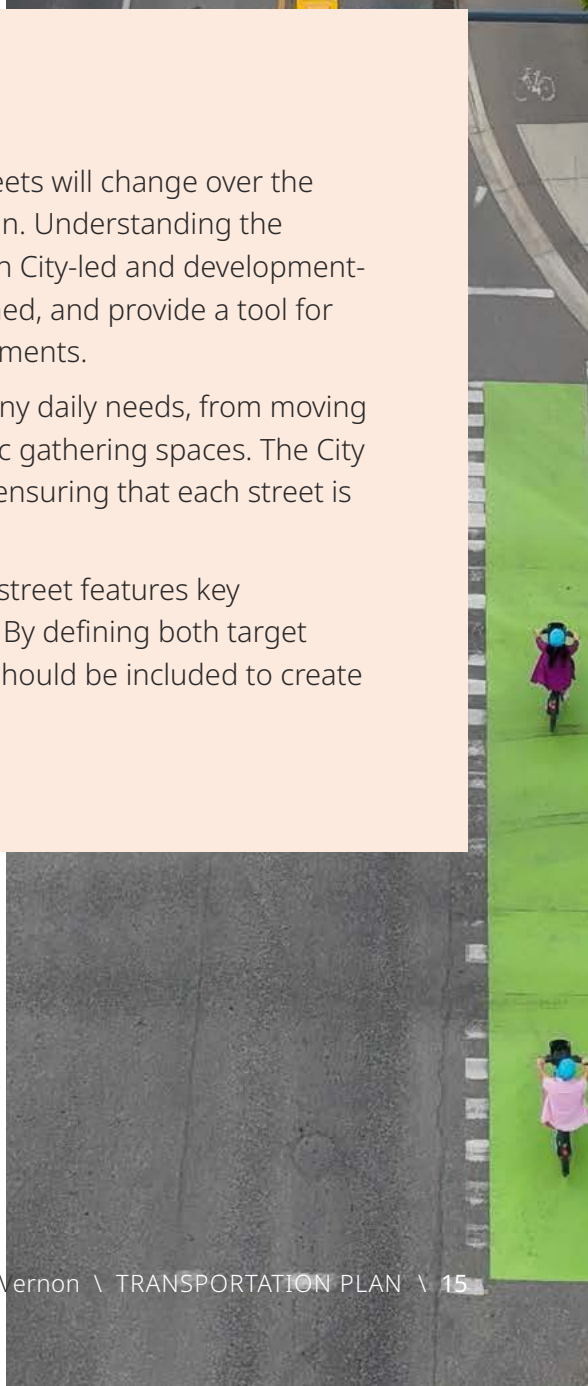
Vernon has nine distinct types of streets, differentiated by their purpose, function, and design. A consistent understanding and direction for how street types are managed will ensure that the transportation system and street network can support reliable, safe, Multimodal travel and the livability of the city.

The Street Type Toolkit in Appendix E provides guidelines for what each type of street should look like and how it should function, aligned with the vision and goals of this Plan.

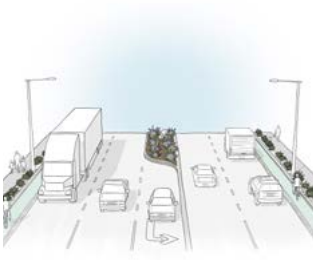


The Toolkit will help practitioners and decision makers to:

1. **Establish a common understanding of our streets:** Streets will change over the next twenty years to support the vision and goals of this Plan. Understanding the various street types helps establish a clear direction for both City-led and development-led projects, ensuring consistency in how streets are designed, and provide a tool for engaging the community when planning for street improvements.
2. **Set priorities for street infrastructure:** Streets serve many daily needs, from moving people and goods to supporting local businesses and public gathering spaces. The City will use the Toolkit to guide decisions about infrastructure, ensuring that each street is designed to function optimally.
3. **Clarify what to expect for street features:** Each type of street features key elements, such as sidewalks, Bike Lanes, and green spaces. By defining both target and minimum features, the Toolkit will help prioritize what should be included to create safe, functional, and welcoming streets.



Vernon's Nine Street Types



Provincial Highways

Provincial highways carry the highest volumes of people and goods, connecting Vernon to the region and beyond. Where they pass through Vernon, the City works with the Province to improve safety and local connections.



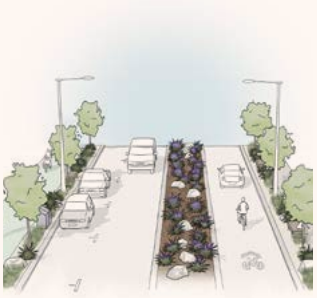
Arterials

Arterials are the City's busiest streets, moving people and goods between major destinations. They connect to provincial highways and community collectors, balancing heavy traffic (including transit buses) with safe access for walking, biking, and rolling.



Community Collectors

Community collectors move people and goods within Vernon, linking neighbourhoods to arterials and key destinations. They carry moderate traffic volumes and support buses, walking, biking, and rolling.



Neighbourhood Collectors

Neighbourhood collectors serve residential areas, schools, and other local destinations. They connect local streets to the wider network while supporting safe transit and active travel.



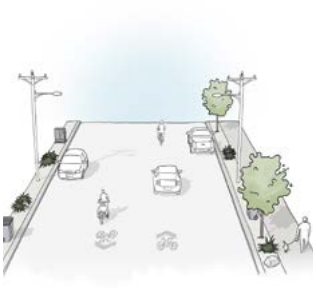
Urban Centre Streets

Urban Centre streets are the busiest areas of Vernon, where many people walk, bike, roll, and use transit. They also support housing, businesses, and vibrant public spaces.



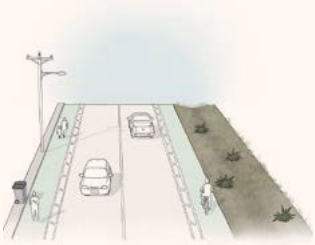
Transit and Active Streets

Transit and active streets are designed to give more space to buses, pedestrians, and cyclists. They connect neighbourhoods across the city and support a shift away from driving.



Local Streets

Local streets provide direct access to homes and businesses. They are designed for slower speeds, safe active travel, and community use, rather than through-traffic.



Rural Streets

Rural streets connect farms, rural neighbourhoods, and smaller communities to the rest of Vernon. They serve lower traffic volumes and often have fewer urban services, but still support safe travel for all users.



Laneways

Laneways provide back-of-property access for parking, deliveries, and services. With low traffic, they also function as shared spaces or short active travel routes.

How Much Space Does Our Transportation System Take Up?

Vernon's transportation system supports a variety of modes, balancing street, transit, and Active Transportation infrastructure and networks.

5,961

traffic signs help guide movement through the city

620 km

of streets and

77

intersections accommodate all vehicle types

Downtown Vernon includes 978 on-street parking spots covering 25,000 m² (the size of 4 soccer fields) and 444 surface parking lot spaces, offering convenient off-street parking within walking distance of shops, restaurants, and services

219 km

of walkways support walking, running, and rolling, with ongoing expansions for safer, more accessible routes



2.3 HOW TRAVEL IS CHANGING

Although most households in Vernon own at least one vehicle, more residents are choosing other ways to travel. Changes in lifestyles, new technologies, and a focus on sustainability are influencing how people choose to get around.

As Vernon plans for the future, understanding current travel demand helps shape decisions that align with changing community needs and priorities.



More people are biking.

In 2024, **27%** of households own bicycles, nearly twice as many as in 2018 (**15%**).[1]



Cleaner vehicles are on the rise.

In 2025, **7%** of vehicles are electric or a hybrid, up from just **1.5%** in 2018.[1,2]



Accessibility creates an inclusive and welcoming community.

3% of the population uses a mobility device (e.g. a cane, walker, or wheelchair), and **3%** have a mobility challenge but do not use a device[1].

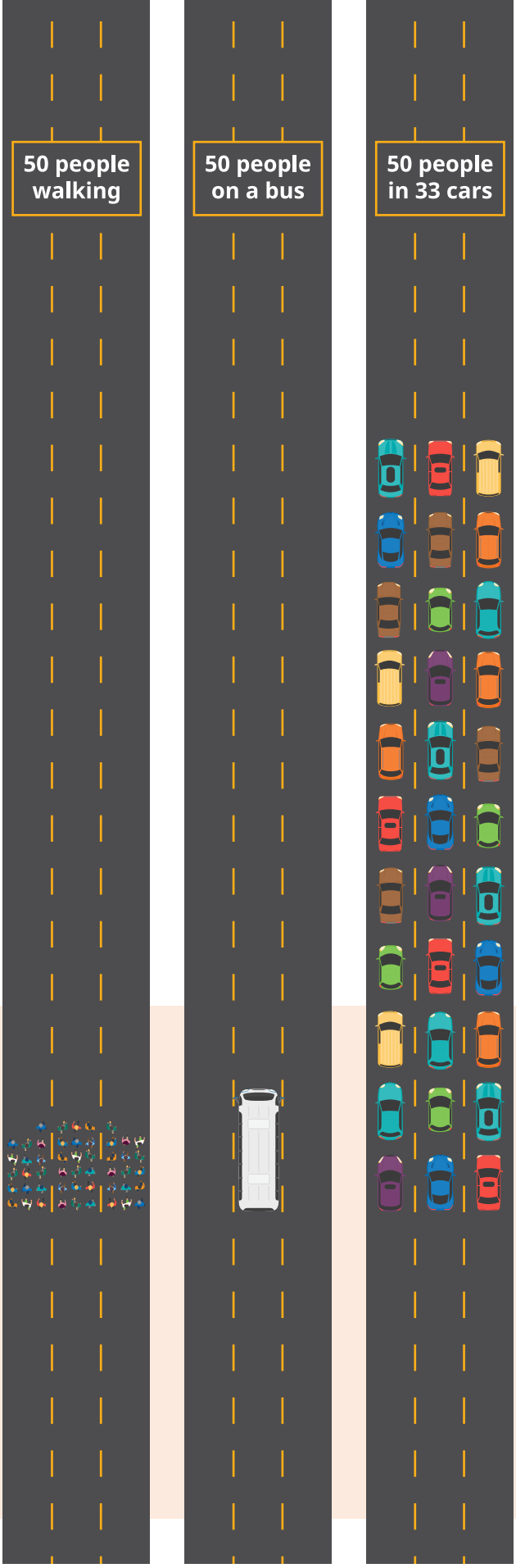


Micromobility is becoming popular.

4% of households own an e-scooter, e-bike, or similar device[1].

1 2024 Okanagan Travel Survey Report 3 (February 2025), pp. 116–117.

2 2018 Okanagan Travel Survey, Report 3 (February 2020).



2.4 MEETING THE CHALLENGE

With shifting travel patterns and more residents choosing alternatives to driving, Vernon has an opportunity to build a more balanced and adaptable transportation system. Above all, safety is a priority. Like many growing communities, Vernon experiences safety challenges, underscoring the importance of continued investment in safer street design. Approaches include:

- **Expanding Active Transportation networks** to accommodate the growing demand for biking and Pedestrian-Oriented spaces.
- **Enhancing public transit services** to meet the demand and improve regional connectivity.
- **Optimizing road space and parking** to balance vehicle use with sustainable mobility options.
- **Supporting accessibility improvements** so that the transportation works for people of all abilities.



Public transit use is growing.

12 bus routes provide more than **500,000** rides each year, with **9%** more people taking the bus in 2023–2024 than in 2022–2023.

HOW THE TRANSPORTATION PLAN IMPROVES THE WAYS PEOPLE MOVE AROUND VERNON

As Vernon grows, most new residents will live in the Focused Growth Area, where more housing and development will be added within existing neighbourhoods. This will increase demand on existing streets, particularly in areas that are already busy today. While traffic volumes may rise, this growth also creates opportunities to expand walking, biking, and transit options. Strengthening these alternatives will help keep the transportation system remains reliable, accessible, and sustainable as the city becomes more compact.



For trips made by walking, biking, or rolling:

- Safer, accessible, connected street infrastructure
- More direct connections between neighbourhoods 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-kilometre connections to Active Transportation networks



For trips made by driving:

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



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 conflict with people walking, biking, or taking transit
- Support for sustainable delivery options like cargo bikes and low emission vehicles

3

Vision and Goals





Photo Credit: Abby Cooper

3. Vision and Goals

Historically Vernon has been a car-first community, but today the transportation system is evolving. Walking and biking are becoming more popular, supported by a growing network of Bike Lanes and Multi-Use Paths. Public transit and Micromobility programs are also expanding people's travel options. These changes are steps toward a more connected, sustainable, and resilient community.

3.1 VISION

Vernon will have a reliable Multimodal Transportation system that connects people and goods to each other and the places they need to go.

A well-designed transportation system does more than move people and goods; it supports daily life, the local economy, and community connections. Its streets serve a dual purpose: they facilitate travel, and also function as public spaces where people can socialize, shop, exercise, and connect. When woven together into a seamless transportation network, the city becomes more safe, welcoming, inclusive, and efficient.

Transportation impacts everyone, every day. This Plan provides a clear path forward to creating a system that meets the needs of residents, businesses, and visitors – now and in the future.

3.2 GOALS

To achieve the vision, this Plan identifies four goals:

1. Establish a strong foundation for road safety
2. Make it easier to get around on transit and by walking, biking, and rolling
3. Be prepared for the future
4. Optimize curbside spaces

See Chapter 4 for this Plan's specific strategies and actions; Chapter 5 for major and minor projects, programs, and related initiatives; and Chapter 6 for how the City will move this Plan forward.



Goal 1

Establish a strong foundation for road safety

A safe transportation system reduces serious injuries and deaths, encourages active travel, and allow the streets to work for everyone.

Goal 2

Make it easier to get around on transit and by walking, biking, and rolling

An accessible, connected system improves transit reliability, addresses infrastructure gaps, and supports vibrant public spaces that encourage people to use sustainable modes of travel. Strengthened network connections make it easier for everyone to access jobs, housing, recreation, and essential services.

Goal 3

Be prepared for the future

Well-designed streets are adaptable, support sustainable transportation, reduce environmental impacts, and respond to extreme weather, new technologies, and changing community needs.

Goal 4

Optimize curbside spaces

Making the most of our streets balances the growing demand for loading, deliveries, parking, vibrant and welcoming public spaces, and new transportation options.



Figure 4: How the 1 vision, 4 goals, 13 strategies and actions, and the 170 projects are connected.



4

Strategies and Actions



4. Strategies and Actions

This Chapter provides the City's transportation planning framework that will guide how Vernon designs, manages, and operates its transportation system over the long term.

Grounded in the Plan's vision and goals (Chapter 3), the 13 strategies focus on achieving Vernon's vision for building a reliable, Multimodal Transportation system that connects people and goods to each other and to the places they need to go. Together with 112 specific actions, they provide a clear, structured approach to implementing this Plan, in alignment with community values, needs, and priorities.

While the strategies and actions outlined here reflect today's best practices and policies, they are designed to remain open and flexible to new ideas and opportunities. This approach supports a transportation system that grows with the community over time.



4.1 STRATEGIES TO ESTABLISH A STRONG FOUNDATION FOR ROAD SAFETY

Safety is a core principle that allows everyone to move throughout the community with comfort and confidence; it is not a luxury. Streets should be designed to reduce the risk of severe collisions, account for human mistakes, the limits of technology, and protect the most Vulnerable Road Users. By prioritizing road safety in policy, design, and daily operations, Vernon's streets will be safer for everyone, whether walking, biking, rolling, taking transit, or driving.

These changes reflect the City's long-term commitment to making transportation safer and more accessible, sustainable, and connected. Through road design, speed management, and proactive maintenance, the City can prevent severe collisions and create streets that encourage Active Transportation, support local businesses, and build a stronger community.

BENEFIT

Provides an action plan specific to Vernon's context to reduce serious and fatal injuries through policy, design, and best practices in daily operations.

Strategy 1

Introduce policy, programs, and infrastructure improvements that reflect best practices and local conditions *to establish a strong foundation for road safety*

Actions

Policies and Programs

1.1. Develop Road Safety Guidelines based on Vision Zero and Safe Systems principles to inform Vernon's capital planning, traffic operations, and infrastructure design.

1.2. Develop a Speed Management Strategy that takes a city-wide approach, with targeted actions in the Focused Growth Area, particularly in Urban and Village Centres, as well as near schools, parks, and other key community amenities; and includes an enforcement strategy in coordination with the RCMP.

1.3. Complete a city-wide crosswalk review of 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 that improve safety and visibility.

1.4. Conduct an accessibility audit and develop a targeted program to address current deficiencies and prevent future barriers to pedestrian access, such as by providing curb ramps, signal timings, audible tones, vibration cues, and speech messages.

1.5. Develop a Vernon-specific trip generation manual aligned with current Institute of Transportation Engineers and Transportation Association of Canada engineering standards, adapted to local traffic volumes, land uses, and community contexts; to be applied to new developments, site-specific transportation studies, and City infrastructure projects for consistent, safe, and context-sensitive transportation designs.



Expanding Multi-Use Paths for Better Connectivity

Projects like the Kalamalka Lake Road and Silver Star Road Multi-Use Path connects residents and visitors to key destinations, such as the Okanagan Rail Trail, Coldstream, and the Foothills neighbourhood. These routes provide year-round access to Vernon while supporting active transportation.

1.6. Establish a Vulnerable Road User safety upgrade program that uses collision data from the Insurance Corporation of BC, RCMP, and other sources to identify and prioritize high-risk locations and implement targeted infrastructure and policy interventions, to reduce the risk and severity of collisions.

1.7. Establish a city-wide data-driven safety and maintenance audit program that tracks infrastructure hazards and pedestrian movements; and use findings to prioritize proactive maintenance and complement other safety upgrade programs.

1.8. Maintain a proactive road-safety maintenance program for rural and low-growth areas that may not receive frequent infrastructure upgrades, including inspections to ensure traffic control signs, speed limit signs, and other safety devices remain visible, unobstructed by vegetation, and correctly positioned to support safe travel.

Infrastructure Improvements

1.9. 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.

1.10. Prioritize safe, separated facilities for people walking, biking, and rolling along arterial and collector streets, where traffic volumes and speeds are highest, to reduce conflicts with vehicles and protect Vulnerable Road Users, as outlined in the Street Types Toolkit.

1.11. Discourage the addition of new vehicle accesses onto streets with Bike Lanes or Multi-Use Paths, and encourage consolidation of access where possible to reduce points of conflict.

1.12. Review intersections where arterial and collector streets meet other streets or Active Transportation infrastructure and implement Right-In/Right-Out treatments or turn restrictions; and consider no-turn-on-red restrictions and protected left-turn phases at high-risk locations, to improve safety for Vulnerable Road Users

1.13. Upgrade high-use intersections with improved lighting, shorter crossing distances, pedestrian refuge islands, and protected turning movements.

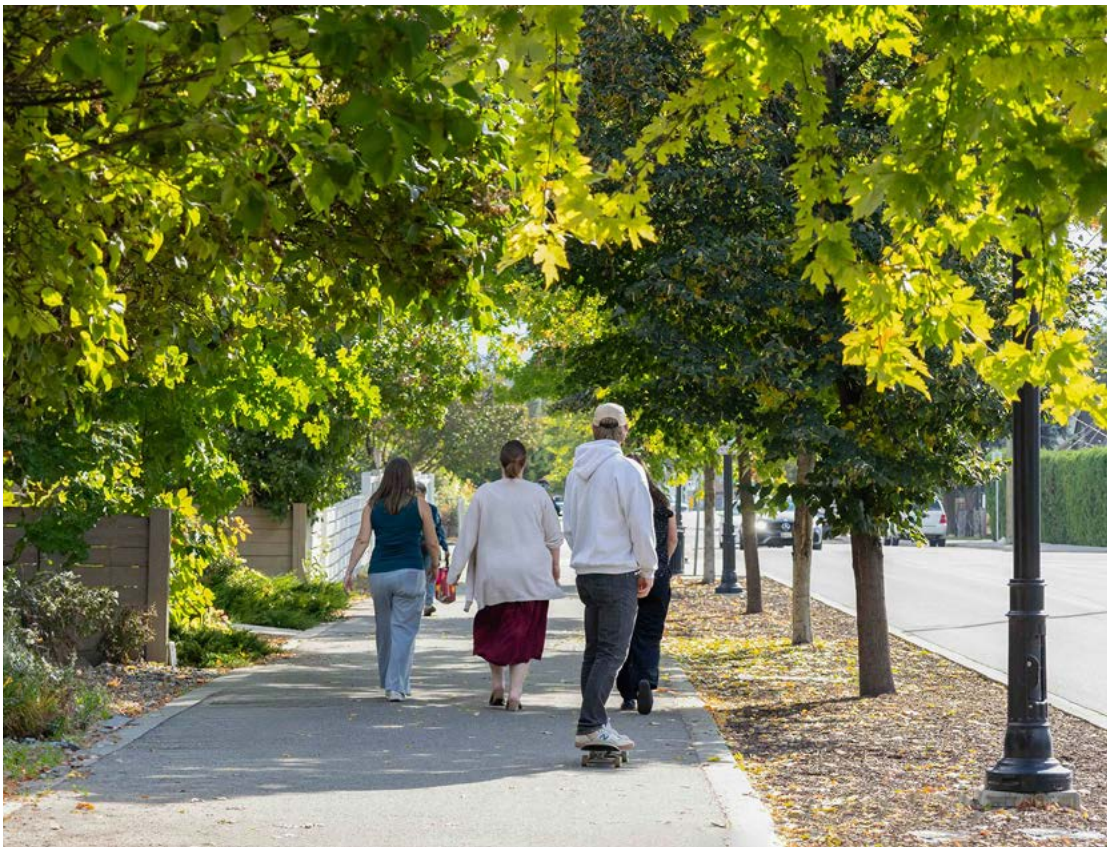
1.14. Upgrade signalized intersections in Urban and Village Centres with Leading Pedestrian Intervals and other measures, to improve visibility and reduce pedestrian-vehicle conflicts.

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

1.16. Install pedestrian refuge islands on wide streets, such as arterial and collectors to reduce crossing distances and improve safety.

1.17. Mark and sign Bike Lanes, crossings, and shared streets clearly to improve visibility, reinforce right-of-ways, and support safe, predictable travel for all users.

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





4.2 STRATEGIES TO MAKE IT EASIER TO GET AROUND VERNON

As Vernon grows, building a transportation system that supports all travel choices is essential. While most people are driving, investing in safe, connected sidewalks, bike routes, and reliable transit makes walking, biking, 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.

A well-planned network also supports Vernon's tourism, economic development, and sustainability goals. Multi-Use Paths, enhanced transit service, and innovative Micromobility options like shared e-scooters provide convenient alternatives to driving while reducing traffic congestion and emissions. By focusing on creating a safer, more accessible, sustainable, and connected network, Vernon can offer safe and efficient travel options for everyone, regardless of age, ability, or travel mode.

BENEFITS

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



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, with some even giving up cars entirely. The program also supports public transit, with 36% of riders increasing their transit use due to the availability of e-scooters.

Strategy 2

Build a connected Active Transportation network *to make it easier to get around Vernon*

Actions

Policies and Programs

2.1. Prioritize a balanced transportation network by considering the needs of all road users, including pedestrians, cyclists, rollers, transit users, and drivers.

2.2. Adopt an All Ages and Abilities Transportation policy to make sidewalks, Bike Lanes, and crossings are safe, comfortable, and accessible, and integrate design standards to support consistent delivery.

2.3. Establish a Wayfinding and Placemaking Program with coordinated signage, public art, and digital tools, to help people navigate by foot, bike, mobility device, Micromobility vehicle, or transit, while reinforcing Vernon's identity.

2.4. 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.

2.5. 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, parks, art installations), to support shared community use of streets.

2.6. Encourage linkages from Vernon neighbourhoods to the regional and local trail networks including the Commonage Trail, Okanagan Rail Trail, and the Splatsin te Secwépemc/ Shuswap North Okanagan Rail Trail.

2.7. Collaborate with Regional District of North Okanagan and neighbouring communities to support the connectivity of regional parks and trails including the Grey Canal Trail and others as outlined in the Greater Vernon Trails and Natural Spaces Master Plan.

Infrastructure Improvements

2.8. Prioritize transportation upgrades in neighbourhoods with significant infrastructure gaps, particularly where residents are more reliant on Active Transportation or public transit, to enhance safety, comfort, and Equitable access to daily destinations; to be supported by encouraging frontage improvements for new development within the Focused Growth Area, to contribute to the completion of sidewalk and Active Transportation networks.

Strategy 3

Address infrastructure gaps *to make it easier to get around Vernon*

Actions

Infrastructure Improvements

3.1. Develop a connected Active Transportation network by building continuous sidewalks, protected Bike Lanes, and Multi-Use Paths that link homes to schools, parks, shops, services, and other key community destinations, and ensure that adjacent neighbourhoods are connected.

3.2. Guide investments to close transportation infrastructure gaps using the tables in Appendix B (Table B3. New Street Connections, Table B4. New Active Transportation Connections). Establish rights-of-way that support current and future needs for pedestrians, cyclists, transit, vehicles, goods movement, boulevards, street trees, drainage, and utility corridors, through both the City Capital Planning Program and private developments.

3.3. Plan and develop the street network in a connected, grid-like pattern that supports direct travel, multiple route options, and safe connections for all modes of transportation.

3.4. Fill infrastructure gaps by connecting fragmented routes, completing missing Active Transportation, in the Focused Growth area and links near key destinations (e.g. schools, parks, commercial centres). Where feasible, create mid-block pedestrian and biking connections through cul-de-sacs, laneways, or dead-end streets.



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

3.6. Reduce physical barriers, such as highways, steep slopes, and rail lines by delivering safe crossings or alternative connections and access points that maintain network continuity, and by identifying new opportunities in priority locations across the city (e.g. explore partnership opportunities for a pedestrian overpass or underpass between the Vernon Jubilee Hospital and the adjacent neighbourhoods).

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

3.8. 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.

3.9. Support park connectivity through an integrated network of streets, Active Transportation routes, and recreational trails accessible to all users and modes.



Strategy 4

Improve transit connectivity and reliability for longer trips within the Focused Growth Area *to make it easier to get around Vernon*



Actions

Policies and Programs

4.1. Collaborate with the Regional District of North Okanagan, BC Ministry of Transportation and Transit, BC Transit, and other regional partners on strategic and operational transit plans.

4.2. Continue to work with BC Transit to provide and enhance transit services and infrastructure by implementing the Transit Future Action Plan and any subsequent or future transit plans.

4.3. Integrate land use and transit planning by focusing transit investments in Urban and Village Centres, in alignment with provincial legislation for TOA.

4.4. Establish a Frequent Transit Network (FTN) with 15-minute peak service and consistent off-peak service along core corridors that connect Urban and Village Centres and key destinations in the Focused Growth Area.

4.5. Phase-in frequent Transit Corridors by identifying and upgrading routes with the potential to become part of the FTN.

4.6. Refine transit routes to reduce transfers, shorten loops, and support bi-directional travel, particularly to key destinations in the Focused Growth Area, such as the Vernon Jubilee Hospital, Active Living Centre, schools, and shopping areas.

4.7. Adapt to growth by adjusting routes and schedules, in collaboration with BC Transit, as new developments come online, particularly in Urban and Village Centres.

4.8. Expand Transit Service Hours, including early morning, late evening, and weekend services, to better serve shift workers and residents with non-traditional schedules.

4.9. Enhance the rider experience by ensuring all new or upgraded stops include accessible design, and where applicable, lighting, shelters, and Wayfinding in accordance with the BC Transit On-Street Infrastructure Design Guide.

4.10. Review and update the custom transit service boundary (currently 1.4 km from fixed routes) for Equitable access for residents requiring that paratransit.

4.11. Pilot flexible, On-Demand Transit services in low-density or hillside neighbourhoods to expand coverage beyond fixed bus routes (See Appendix A Map 5 - Future Transit Network)

4.12. Explore additional service models or pilot programs that complement the BC Transit network, including small-scale trials or partnerships that respond to emerging or local needs.

4.13. Support transit affordability by maintaining and expanding fare programs that reduce financial barriers.

4.14. Partner with BC Transit and community organizations to provide travel training programs for residents, including youth, seniors, newcomers, and people with mobility challenges.

4.15. Coordinate regional service planning to strengthen transit links with neighbouring communities and other regional destinations, such as Kelowna International Airport, UBC-Okanagan, and Okanagan College.

4.16. Require new developments to provide pedestrian connections, accessible bus stops, and infrastructure that supports future service expansion.

4.17. Establish accessibility standards for all new and upgraded stops, including level boarding areas, tactile surfaces, and clear Wayfinding.

4.18. Leverage technology, such as real-time information, performance monitoring tools, and fare integration with shared mobility options, such as bike-share, e-scooter, and car-share programs.

4.19. Prioritize transit reliability by coordinating with BC Transit on scheduling adjustments, fleet improvements, and Transit Priority measures, such as queue jumps, signal priority, and dedicated bus lanes at key intersections along the FTN.





4.20. Collaborate with employers, institutions, and community organizations to promote transit use and address transportation barriers.

4.21. Enhance safety and security at stops and exchanges through design and lighting.

Infrastructure Improvements

4.22. Build new Transit Exchanges and Transfer Hubs at strategic nodes such as Polson Park, Okanagan Landing, and other key locations, to improve connectivity and reduce reliance on the Downtown "hub-and-spoke" model.

4.23. Integrate Transit Priority infrastructure along FTN corridors, including queue jump lanes, signal priority, and dedicated bus lanes, where feasible.

4.24. Improve first- and last-kilometre access to transit by adding sidewalks, crossings, and bike infrastructure near bus stops and exchanges.

4.25. Enhance transit stop amenities with shelters, lighting, benches, accessible boarding areas, and real-time information displays, and require bus pullouts where necessary.



Strategy 5

Support year-round mobility *to make it easier to get around Vernon*



Actions

Policies and Programs

5.1. Develop a Winter Mobility Strategy to support year-round Active Transportation, by identifying priority snow clearing routes for sidewalks, Bike Lanes, and high-use transit stops, and establishing winter-friendly design standards and maintenance programs.

5.2. Establish adequate funding and resources for operations and maintenance to keep people moving safely 365 days a year.

5.3. Secure dedicated funding and equipment (e.g. smaller plows for Bike Lanes and paths) through integrated infrastructure budgeting.

5.4. Establish sidewalk snow clearing partnerships with local businesses and residents through guidelines or incentive programs.

5.5. Pilot innovative approaches, alternative materials, or new clearing techniques, and evaluate their performance.

5.6. Deliver seasonal outreach campaigns on safe winter walking, biking, rolling, and driving.

Infrastructure Improvements

5.7. Design Active Transportation infrastructure with winter operations in mind, including lighting, snow storage space, vegetation management, and weather-resilient surfaces.

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

Strategy 6

Support vibrant streets and public spaces *to make it easier to get around Vernon*



Actions

Policies and Programs

6.1. Develop an easy and affordable permitting process for closing streets for block parties, events, and other temporary road uses.

6.2. Encourage residents to form local neighbourhood groups that foster community togetherness and take an active role in caring for boulevards and public spaces within the City's right-of-way. Provide clear guidelines, streamlined approvals, and potential funding opportunities to support community-led placemaking and maintenance efforts.

6.3. Pilot and evaluate shared streets, car-free zones, and low-cost placemaking treatments that to enhance the vibrancy of local streets.

6.4. Incorporate public art, storytelling elements, and decorative crosswalks that meet safety standards.

6.5. Enable greening and community gardens on underused boulevard right-of-ways to enhance neighbourhood pride.

6.6. Discourage new vehicle-oriented site designs and new vehicle-dominated uses, such as drive-throughs, gas stations, and large-format retail developments, in Urban and Village Centres to support walkable, mixed-use environments and align with transit-oriented development goals.

Infrastructure Improvements

6.7. Provide pedestrian amenities, such as benches, awnings, trees, and shade structures for all-season comfort in Urban and Village Centres, using soil cells where feasible to support healthy tree growth and long-term canopy.

6.8. Create linear parks, greenways, and mid-block connections between neighbourhoods.

6.9. Improve laneways to support safe, vibrant, and active uses.

6.10. Design and implement Pedestrian-Oriented 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.





4.3 STRATEGIES TO BE PREPARED FOR THE FUTURE

Transportation is one of the largest sources of emissions in Vernon. As Vernon grows, the transportation network must keep pace with population growth, increasing demands on infrastructure, the changing climate, and new technologies. Meeting Vernon's climate targets while supporting the city's growth and development requires reliable, resilient, adaptable, and sustainable solutions.

Investing in Active Transportation, electrification, green infrastructure, and shared mobility options will help reduce emissions while making streets more livable. At the same time, designing streets and pathways to withstand extreme weather will keep the transportation system 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.

BENEFITS

- Creates a sustainable and resilient transportation system by integrating green infrastructure, EV charging, and climate-adaptive designs.
- Improves travel options for everyone by increasing access to walking, biking, rolling, and transit.
- Enhances community spaces with trees, public art, and Pedestrian-Oriented areas that make streets more inviting.
- Reduces pollution and emissions by supporting zero-emission vehicles, anti-idling policies, and clean transportation alternatives.

Strategy 7

Support and invest in sustainable transportation options *to be prepared for the future*



Actions

Policies and Programs

7.1. Continuously work to reduce greenhouse gas emissions from transportation to achieve City climate targets.

7.2. Develop a coordinated, city-wide Transportation Demand Management Framework, to support mode shift, expand travel choices, and contribute to a sustainable transportation network that reduces greenhouse gas emissions.

7.3. Implement the transportation strategies identified in the Climate Action Plan, to reduce greenhouse gas emissions and promote sustainable travel choices.

7.4. Expand shared mobility options, such as car-share and bike/e-scooter-share programs, to complement existing travel choices.

Strategy 8

Build streets and pathways that can handle changing climate and weather *to be prepared for the future*

Actions

Policies and Programs

8.1. Conduct a climate risk and vulnerability assessment of transportation assets to integrate climate consideration into infrastructure development and operations.

8.2. Promote energy efficiency in infrastructure and transportation design and maintenance, including building forms that use less energy.

8.3. Embed climate-resilient design standards and green infrastructure best practices into transportation projects where feasible, from major capital works to smaller routine interventions, to extend asset life, lower long-term costs, and align with the Climate Action Plan.

8.4. Plan for extreme weather events by developing contingency protocols for snow removal, storm cleanup, and emergency access during events such as floods or heatwaves.

8.5. Pursue alternative financing mechanisms (e.g. grants and partnerships) to finance climate-resilient transportation infrastructure.



Green Infrastructure for Climate Resilience

Street 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.

Strategy 9

Support electrification and technological preparedness *to be prepared for the future*

Actions

Policies and Programs

9.1. Implement a city-wide electrification strategy informed by the Electric Vehicle Charging Gap Analysis, prioritizing the installation of charging stations in public spaces and public parking areas in the Focused Growth Area.

9.2. Support the transition to zero-emission transportation by encouraging electric vehicles, including e-bikes, e-scooters, and low-emission transit options.

9.3. Work with the City's Climate Action team and Fleet Services to continue supporting the transition to zero-emission City vehicles.

9.4. Adopt flexible, forward-looking policies that reduce emissions and support new transportation technologies, aligned with the Climate Action Plan.

9.5. Partner with BC Transit to advance the transition to a low-carbon or zero-emission bus fleet, aligned with the Climate Action Plan.



Expanding Access to Electric Vehicle Charging

Installing 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.

Strategy 10

Integrate transportation and land use planning *to be prepared for the future*



Actions

Policies and Programs

10.1. Prioritize road and transit investments within the Focused Growth Area, as designated in the Official Community Plan and provincial legislation supporting frequent Transit Corridors.

10.2. Support TOA by integrating land use and transportation planning that encourage walking, biking, and transit use, particularly in and around Urban and Village Centres.

10.3. Plan for growth across all neighbourhoods in Focused Growth Areas by ensuring that established and new neighbourhoods are supported by appropriate street, sidewalk, and transit connections, to reduce long-term car dependency and support complete community development.

10.4. Invest in Focused Growth Areas to enable housing by taking a proactive role in delivering transportation upgrades that unlock development potential and support increased housing supply, mixed use projects and commercial opportunities, in alignment with growth targets.

10.5. Use street types to support land use goals by reclassifying streets, where appropriate, to reflect updated land use patterns and encourage context-sensitive designs that reflect the surrounding neighbourhood character.

Infrastructure Improvements

10.6. Design right-of-ways to support community goals by allocating space within the road right-of-way to support public amenities such as linear parks, trees, greenways, and gathering spaces in growing neighbourhoods (see Street Types Toolkit in Appendix E).

10.7. Encourage shifts in travel behaviour and make it easier to reduce vehicle dependency by promoting mixed land use developments, connected Active Transportation infrastructure, and focusing growth near Transit Exchanges and corridors.



4.4 STRATEGIES TO OPTIMIZE CURBSIDE SPACES

Curbsides are one of Vernon's largest shared public spaces, playing a vital role in mobility, business access, and community life. Today, in addition to providing parking spaces, they host outdoor patios, shared e-bike facilities, and pick-up and drop-off zones. As the demand for new transportation options and public spaces grows, curbsides must be planned and managed strategically, to serve diverse needs.

This Chapter offers strategies and actions that support Vernon's transportation goals while making the most of curbsides as a public resource for businesses, residents, and visitors. As every street is different, this Plan offers a flexible approach that will shape bylaws and policies, as well as everyday decisions.[3]

BENEFITS

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

[3] The strategies and actions replace the recommendations and parking rules from the City Centre Neighbourhood Plan, 2012, and are based on best practices and lessons from past planning to improve parking pricing, accessibility, shared parking, and enforcement. This update goes beyond the 2012 plan's focus on managing parking supply to introduce contemporary options, such as digital payment options, curbside safety improvements, and flexible spaces.

CURBSIDE MANAGEMENT MATTERS

Good planning helps everything work smoothly:

- **Supports Downtown:** Well-planned curbsides help businesses and make parking easier to find.
- **Balances multiple needs:** Streets can serve pedestrians, cyclists, transit users, drivers, and delivery services.
- **Improves public spaces:** Outdoor seating, trees, and pedestrian areas make streets more welcoming.
- **Encourages new transportation options:** Shared e-bikes, e-scooters, and EV charging stations provide more choices for getting around.
- **Prepares 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

In addition to parking, curbsides can accommodate flexible uses:



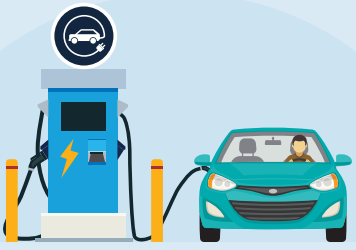
Patios, food trucks, seating areas, and parks



Pick-up and drop-off zones



Bike Lanes and transit stops



EV charging stations



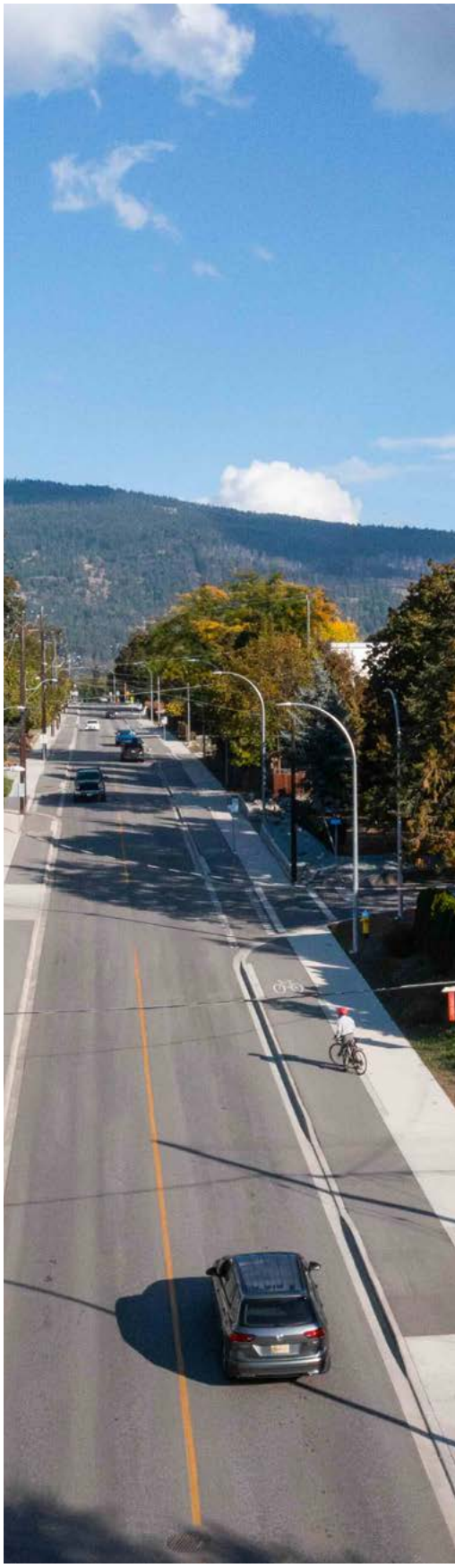
Pilot projects



Trees, benches, and shaded spaces

Strategy 11

Balance multiple demands for curbside space *to optimize curbside spaces*



Actions

Policies and Programs

11.1. Improve parking availability and reduce trips made by car by implementing new technologies, such as dynamic pricing, real-time availability apps, kiosks, license plate readers, and parking sensors.

11.2. Review and update the pricing framework for on- and off-street public parking, including permits, passes, and meters, to balance demand and improve turnover.

11.3. Modernize the Resident Exempt Parking Program to manage overflow impacts on nearby streets and neighbourhoods, such as Reservoir Road and the area around Vernon Jubilee Hospital.

11.4. Establish a parking revenue reserve fund and explore payment-in-lieu of parking programs that reinvest funds in future parking and curbside improvements.

11.5. Invest in automated license plate recognition technology to streamline parking enforcement.

Infrastructure Improvements

11.6. Retrofit the Downtown Parkade with safety and accessibility improvements to encourage public use.

Strategy 12

Improve curbside safety and support sustainable transportation *to optimize curbside spaces*



Actions

Policies and Programs

12.1. Enhance existing standards to integrate Active Transportation end-of-trip amenities in both public and private developments.

12.2. Raise awareness of the Accessible Parking Permit Program so that the program is effectively utilized.

12.3. Develop Transportation Demand Management Guidelines that focus on sustainable curbside solutions, such as shared mobility parking, EV charging, and green infrastructure like tree and planting strips.

Infrastructure Improvements

12.4. Reallocate curbside space, where appropriate, to support transit, Bike Lanes, and other Active Transportation options.

12.5. Coordinate with utility providers (e.g. BC Hydro) to integrate servicing upgrades into street renewal and frontage improvement projects. Where feasible, invest in undergrounding overhead utilities in Urban and Village Centres, as well as laneways to improve Streetscape appearance, pedestrian safety, and emergency access.

12.6. Improve visibility and safety by Daylighting intersections, crosswalks, and Bike Lanes, removing obstructions that impede Sightlines.

12.7. Expand curbside accessibility by increasing the number of dedicated accessible parking spaces and providing well-placed Curb Letdowns with tactile warning strips.

12.8. Reduce emissions and pollution by expanding curbside EV charging stations for electric vehicles, including e-bikes, and e-scooters.

Strategy 13

Activate curbside spaces as a public resource *to optimize curbside spaces*

Actions

Policies and Programs

13.1. Review and update existing policies, guidelines, and bylaws to align curbside management with the transportation goals of this Plan.

13.2. 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.

13.3. Discourage surface parking lots as standalone uses and temporary uses.

13.4. Develop temporary pilot projects to test innovative curbside uses, such as parks, community seating, and shared streets.

13.5. Increase staffing capacity to support curbside management strategies and provide effective enforcement.




TEREMANA
PSYCHO TUNA

5

The Future Transportation Network





5. The Future Transportation Network

This Chapter describes how Vernon's transportation system will be improved as a reliable, connected, Multimodal Transportation system over the next 20 years. It describes how the vision and goals (Chapter 3) and strategies and actions (Chapter 4) will lead to transportation improvements, informed by five key directions that will guide investment decisions and be responsive to community needs:

1. Integrating transportation and land use
2. Facilitating Active Transportation options
3. Improving public transit
4. Improving streets
5. Directing goods movement and dangerous goods.

This Chapter also explains how projects are evaluated through the City's Transportation Prioritization Framework.

5.1 DIRECTION OF THE FUTURE TRANSPORTATION NETWORK

5.1.1 INTEGRATING TRANSPORTATION AND LAND USE

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

5.1.2 FACILITATING ACTIVE TRANSPORTATION OPTIONS

Active Transportation will play an important role in relieving pressure on Vernon's streets. Within the Focused Growth Area, the goal is to make walking, biking, and transit the most attractive travel choices. Across the city, these modes will be designed to be safe, enjoyable, and accessible for people of all ages and abilities.

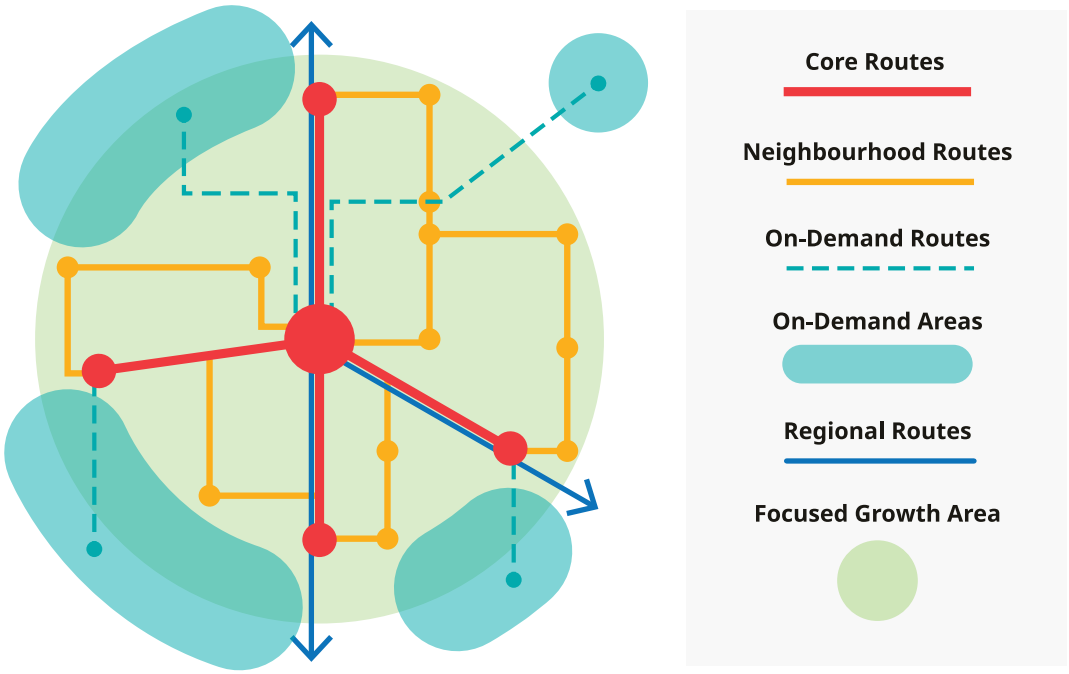
Trips under 1 km should be easily walkable within 15 minutes, and trips under 5 km should be bikeable within the same timeframe. Vernon will continue expanding its Active Transportation network with direct routes, high-quality amenities, and protection from vehicle traffic, especially on arterials and community collectors.

5.1.3 IMPROVING PUBLIC TRANSIT

The public 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.

To implement public transit improvements, Vernon's transit network should evolve around the following key service types, in partnership with BC Transit and other regional partners:

- **Core routes:** Run bi-directionally along major corridors, supporting frequent, all-day service and forming the backbone of the FTN over time.
- **Neighbourhood routes:** Run bi-directionally, providing local connections and linking neighbourhoods to core corridors, schools, shopping areas, and other key destinations.
- **On-Demand routes:** Support travel to and from lower density and hillside developments (e.g. Foothills, Middleton, Bella Vista, Blue Jay) where traditional Fixed-Route Transit may not be viable.
- **Regional routes:** Support travel to and from communities in the North Okanagan, connecting Vernon to destinations like Armstrong, Enderby, Lumby, Kelowna, and beyond.



See Appendix A for a map of the current transit network (Map A4) and a map showing how it could evolve over time to reflect these service types, increase ridership, and align with the Province's land use and housing priorities (Map A5).

5.1.4 IMPROVING STREETS

While walking, biking, rolling, Micromobility, and public transit will play an increasing role in how people get around Vernon, streets will remain essential for many trips, especially for goods movement, longer distance travel, and access to areas not well served by these modes. The future street network will continue to evolve to support safety, accessibility, sustainability, and connectivity, while responding to changes in land use and development.

Vernon generally benefits from a grid-like street network. In some areas, however, the network is fragmented, particularly along east–west connections. Rather than relying on costly road extensions through established neighbourhoods, the Plan emphasizes targeted upgrades on arterial and collector streets, along with turning restrictions where appropriate, to improve traffic flow and make better use of the existing network. Specific projects are shown in Appendix A with a list and description of the projects in Appendix B.

5.1.5 DIRECTING GOODS MOVEMENT AND DANGEROUS GOODS

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 streets, 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, in coordination with the Ministry of Transportation and Transit.

To support safety and consistency, a designated Dangerous Goods Route for carriers transporting regulated materials aligns with Vernon's arterials, and enforcement is carried out by local bylaw officers and the RCMP. Map A8, the Dangerous Goods Route and the Designated Truck Routes Map, will be reviewed and updated as needed to reflect changes in land use, development, and infrastructure.

5.2 ADVANCING THE TRANSPORTATION NETWORK

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

5.2.1 A PHASED APPROACH

The City will take a phased approach to implementation, building and delivering projects and programs over time. Each year, departments across the City develop work plans that include proposed transportation projects and initiatives that are reviewed and prioritized based on alignment with the Transportation Plan, the Official Community Plan, the Climate Action Plan, and Council's Strategic Plan, available funding, readiness, and consideration of overall community benefits. This helps ensure that resources are directed toward the work that will have the most significant impacts.

Work plans will continue to be developed to advance key parts of this 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, accessible, sustainable, connected, and efficient transportation system while remaining flexible and fiscally responsible.

WHAT IMPLEMENTATION LOOKS LIKE



Projects

Projects involve the planning, construction, and maintenance of physical transportation infrastructure. In Vernon, projects include upgrading corridors and intersections, integrating Active Transportation and transit infrastructure, new crosswalks, and improved transit stops. These projects implement the direction set by this Plan's vision, goals, strategies, and actions, and are often supported by programs.



Policies

Policies are principles, frameworks, or rules adopted by Council, often through bylaws or strategic plans. In this Plan, the strategies and actions 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

Programs are coordinated actions or services delivered by the City to support transportation goals, strategies, and actions. These may be ongoing or delivered during specific periods to help change travel behaviour through a combination of non-infrastructure approaches and small-scale infrastructure improvements. In this Plan, 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.



Partnerships

Partnerships are essential for delivering on this Plan. The City of Vernon will continue to work with local, regional, and provincial partners to create a better transportation 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. Creating a better transportation system requires strong partnerships across jurisdictions, sectors, and communities.

5.2.2 TRANSPORTATION PRIORITIZATION FRAMEWORK

City staff developed a Transportation Prioritization Framework to guide how projects are evaluated and sequenced over a 20-year horizon. This framework supports transparent, consistent, and Equitable approaches to decision-making and allows different types of investments (e.g. new roundabouts, crosswalks, and sidewalk infill) to be compared using a common set of criteria. It also helps City staff evaluate emerging opportunities that come through development proposals, community requests, or external funding alongside planned projects.

The projects included in this Plan had the following features that resulted in a higher score (see Table 1):

1. **Focus on where people are and where they are going:** Projects in high-activity areas, such as arterial and collector roads; Urban and Village Centres; and near schools, shopping centres, and other key community amenities.

2. **Fill gaps in the network:** Projects that connect missing links in sidewalks and bike routes, particularly where they help people navigate major streets or create connections to neighbourhoods.

3. **Make streets safer:** Projects that focus on safety improvements, particularly in places where there have been collisions or where people have said they do not feel safe walking or biking.

4. **Get ahead of future pressure:** Projects that align proactively with planned development and anticipated traffic, so the City is ready to manage new growth.

5. **Reflect what matters to the community:** Projects that support community values shared through engagement, such as accessibility and sustainability.



5.2.3 PROJECT EVALUATION PROCESS

City staff assigned a weight to proposed transportation projects (to a total of 100%) based on a combination of factors, such as condition and needed upgrade; road classification and connectivity; safety concerns and features; location; and alignment with community values (Table 1). The framework also considered project readiness, feasibility, and cost.

Projects were classified as "major" or "minor" based on their perceived cost. Higher-value projects were considered major, while moderate- to lower-cost projects were considered minor.

To ensure projects could be compared consistently and sequenced over the 20-year horizon, each was then assigned a time horizon:

- **Short-term projects:** "Quick wins" and upgrades that are urgently needed or tied to other planned work, such as a capital projects.
- **Medium-term projects:** Not urgent and need more design or coordination than short-term projects.
- **Long-term projects:** Support future growth and development and are advanced as developments progress; may also require major partnerships or funding.



Table 1. Prioritization Framework by Category, Indicators, and Weight

Category	Indicators	Weight
Project Information: Location, type, cost	• Type • Neighbourhood • Cost funding source (Development Cost Charge or City) • Length (km)	Not scored
Condition and Upgrade Needs: Infrastructure assessment	• Surface or utility quality • Traffic flow • Age • Maintenance history	25%
Street Type and Network Connectivity: Evaluation	• Street type (local/collector/arterial) • Gap closures • Missing links	20%
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 • Schools, parks, community centres	20%
Community Values: Alignment with strategic transportation priorities	• Health • Safety • Accessibility • Multimodal options • Vibrant spaces • Regional positioning	10%

5.3 MAJOR AND MINOR INFRASTRUCTURE PROJECTS

The Transportation Prioritization Framework informed the assignment of possible transportation projects as "major" or "minor" (see Appendix B Table B1 and Table B2) for the complete list of projects, organized by district and planning timeframe). Both major and minor projects support the goals of the Plan and will help to improve how people move around the city.

Vernon's future transportation network is shown in the following maps:

- Appendix A2: Map of Future Bike Network
- Appendix A3: Map of Future Pedestrian Network
- Appendix A7: Map of Future Intersection Upgrades

5.3.1 MAJOR PROJECTS

Major projects are large-scale investments that significantly impact the road, transit, or Active Transportation networks. They 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 (Map A6) and a summary table (Table B1) provide an overview of all planned major transportation projects.

5.3.2 MINOR 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. They may include crosswalk improvements, traffic calming measures, or pathway extensions. A list of minor projects is provided in a summary table (Table B2), and outlines transportation improvements that support local access, safety, and Active Transportation connections.

5.4 SUPPORTIVE CITY INITIATIVES

A range of City programs and initiatives will support the implementation of this Plan. These focus on education, accessibility, behaviour change, and partnerships. Some are already in place, while others will be developed or expanded as resources and opportunities allow.

5.4.1 PROGRAMS

A range of City transportation programs and related initiatives will support the implementation of this Plan. Additional programs may also be introduced in response to emerging opportunities or challenges that align with the goals of this Plan. Supporting programs and initiatives include:

- **Road Safety Education Campaigns.** Ongoing public education campaigns focused on pedestrian safety, safe driving, speed awareness, and shared road use.
- **Seasonal and Community Engagement Programming.** Events such as GoByBike Week, pop-up bike valets, and temporary street closures to promote active modes and test ideas.
- **Transportation Demand Management (TDM) Strategies.** A cost-effective, adaptable approach that reduces congestion and parking demand, but also supports environmental goals, public health, and more livable, connected communities. Initiatives that 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 introduce behaviour change initiatives that encourage safe, active, and sustainable travel choices.
- **New Mobility and Pilot Programs.** Micromobility options, such as e-scooters and low-speed vehicles, to assess and support emerging transportation options.
- **Year-Round Mobility Strategy.** 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 Districts.** Shared campaigns, service planning, and integrated mobility initiatives with BC Transit, Interior Health, Regional Districts, and other partners.

5.4.2 BYLAWS AND POLICIES

Delivering this Plan also depends on having the right regulatory tools in place. Several City bylaws and policies will be updated, replaced, or created to reflect the Plan's goals and support safe, accessible, sustainable, connected travel. These updates will align Vernon's regulatory framework with:

- The Plan's vision, values, and priorities;
- Provincial legislation and transportation-related requirements; and
- 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 TOAs;
- Enabling innovative mobility options and emerging technologies; and
- Streamlining processes to support consistent, transparent implementation.

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

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



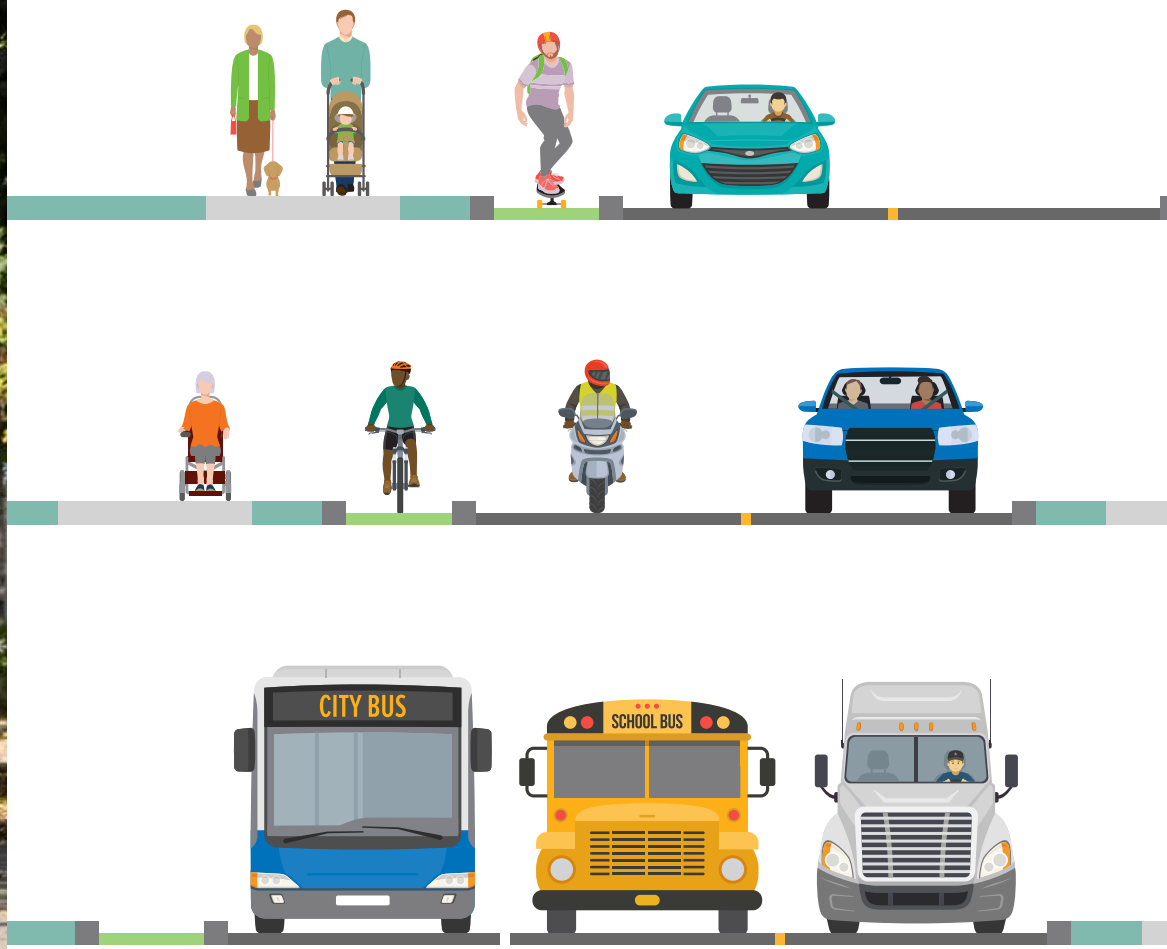
6

Moving Forward Together



6. 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 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, accessible, sustainable, connected, and accessible transportation system that supports how Vernon is growing.



OUR COMMITMENT GOING FORWARD IS AS FOLLOWS:

Monitor and Respond

The City of Vernon will use data and on-the-ground observations to guide decision-making and refine actions over time. The 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, and 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. Ongoing conversations with residents, businesses, and other partners will be maintained so that transportation actions reflect lived experiences and community values.



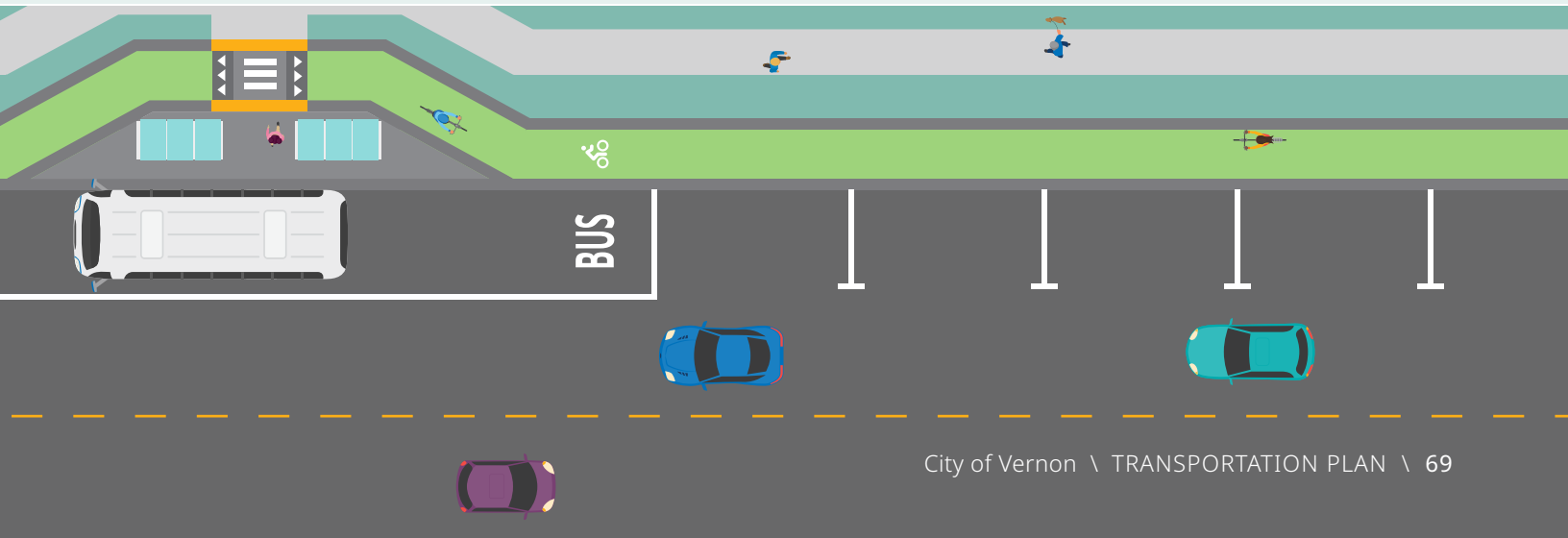
Build Strong Partnerships

Transportation does not stop at city limits. Staff will continue to work closely with BC Transit, the Ministry of Transportation and Transit, Indigenous communities, Regional Districts, School District 22, Interior Health, and other partners to coordinate planning and leverage opportunities for shared investment and service delivery (see Appendix D).

Make the Most of Resources

Pursue cost-effective solutions that deliver meaningful results, including 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 accessible, sustainable, and connected Vernon for everyone.



Glossary

Active Transportation: Any human-powered way of getting around, such as walking, biking, rolling (including with a mobility device, scooter), skateboarding or rollerblading; may include an electric component (e.g. an e-bike or other form of **Micromobility**).



Bike lane: A dedicated pathway for use by cyclists that is on the street; separated by a painted line from adjacent vehicle traffic. See **bikeway**, **cycle track**, and **multi-use path**.

Bikeway: A dedicated pathway for use by cyclists that is physically separated from the street. See **bike lane**, **cycle track**, and **multi-use path**.

Curb letdown: A sloped surface, also known as a curb cut, that transitions from the sidewalk to the street, designed for greater accessibility.



Acronyms used in this Plan

EV	Electric Vehicle
FTN	Frequent Transit Network
OCP	Official Community Plan
TDM	Transportation Demand Management
TOA	Transit-Oriented Area

Cycle track: A biking path adjacent to vehicle traffic lanes on a street, separated by a curb, bollard, or other barrier; also separated from a sidewalk. May be designed for one-way or two-way travel. See **bike lane**, **bikeway**, and **multi-use path**.

Daylighting intersections: Removing parking or other obstructions close to intersections and crosswalks to make it easier for drivers, cyclists, and pedestrians to see each other. Daylighting improves visibility and helps prevent collisions by keeping Sightlines clear near corners and crossings.

End-of-trip facility: A support for Active Transportation users such as secure storage, bike wash and repair stations, or charging stations; may be in public buildings, commercial areas, and key community gathering spaces.

Equitable transportation: A planning principle intended to provide everyone with fair access to safe, reliable, and affordable travel options, regardless of age, income, or ability.

Fixed-route transit: A type of public transit where vehicles run on a predetermined route and schedule, with dedicated transit along the route. Service may be bi-directional, following the same route to and from a destination.

Focused Growth Area: A defined area within the **Urban Containment Boundary** where the City will focus public investment into transportation and infrastructure, parks, and amenities. It includes lands that have access to transit, are currently serviced by community sewer and water, are within a 10-minute fire response time, and are ideal for medium- to high-density growth and employment.

Frequent Transit Network: A seamless, reliable network of connected roads where transit service runs at least every 15 minutes in both directions, all day, every day.

Leading pedestrian interval: A traffic signal timing strategy that gives pedestrians a few seconds to start crossing a street before vehicles receive a green light, to reduce the potential for collisions.

Micromobility: Travel using a small, lightweight vehicle, either human-powered or electric, by one person (e.g. e-scooter). See **Active Transportation**.



Multimodal Transportation: A way of moving people or goods that combines at least two different modes of travel in a single trip.

Multi-use path: A dedicated pathway that supports active travel, such as walking and biking; physically separated from the street. See **bike path**, **bikeway**, and **cycle track**.

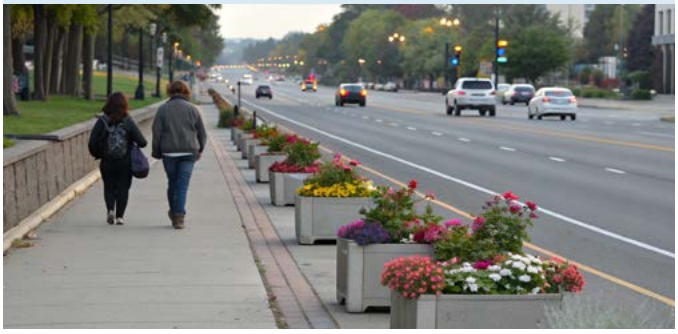


On-demand transit: An alternative to fixed-route transit that uses technology to determine the vehicle route, based on rider demand. Riders book a bus or shuttle trip online or by using an app or phone, and are picked-up and dropped-off where requested; makes the service efficient and flexible, particularly in low-density areas.

Pedestrian-oriented: Urban design that prioritizes safe, accessible, and enjoyable environments for pedestrians through consideration of streetscape and outdoor space design, and the relationship of buildings to streets.



Protected bike lane/sidewalk: A bike lane or sidewalk that is separated from other road uses and protected by physical barriers.



Right-in/right-out treatment: A street design that restricts vehicles from turning to the right only.

Sightline: An unobstructed line of sight for users of roads, sidewalks, or bike paths, designed so that people can see each other, vehicles, and potential obstacles.

Streetscape: The visual environment, identity, and atmosphere of a street, created through various elements such as buildings, sidewalks, trees, lighting, street furniture, and open spaces.

Transfer hub: A centralized location where public transit users can switch vehicles or modes. See **transit exchange**.



Transit corridor: A main road with bus routes that is designed to facilitate efficient, reliable, and high-frequency transit services; connects high-density areas with employment centres, commercial areas, and other key destinations.

Transit exchange: A location where different bus routes meet so people can switch from one bus to another. Vernon has two transit exchanges: one Downtown and one Uptown, with shelters, benches, and bus schedules, and two planned, at Polson Park and Okanagan Landing Plaza. See **transfer hub**.

Transit priority: The physical and operational features of a transportation system that give priority to public transit vehicles, such as dedicated bus lanes and extended green lights.



Transit service hours: An indicator of the amount of bus service available in a community; the total number of hours that buses are running and providing rides, including the time buses spend picking up and dropping off passengers throughout the day.

Transportation Demand Management (TDM): Programs aimed at optimizing the existing transportation network by encouraging a shift away from single-occupancy vehicle trips and toward more sustainable modes such as public transit, biking, carpooling, and car-sharing; can assist with reducing congestion and greenhouse gas emissions and give people more transportation options.

Urban Containment Boundary: A defined area where urban development is focused to help build mixed-use communities, promote walkability, reduce climate impacts, prevent urban sprawl, and protect rural and agricultural areas.

Vulnerable road user: A person at a higher risk of getting hurt in traffic because they are not inside a vehicle (e.g. people walking, biking, using a wheelchair, or scootering).

Wayfinding: Information that helps people orient themselves and navigate their way through a place; includes signs, and maps.



Appendices





Appendices

- Appendix A: Transportation Network Maps
  - » A1. Street Types Network
  - » A2. Future Bike Network
  - » A3. Future Pedestrian Network
  - » A4. Current Transit Network
  - » A5. Future Transit Network
  - » A6. Future Major Transportation Projects
  - » A7. Future Intersection Upgrades
  - » A8. Dangerous Goods Route and Designated Truck Routes
- Appendix B: Summary of Future Major and Minor Transportation Projects
  - » B1. Future Major Transportation Projects - Numbered
  - » Table B1. Major Transportation Projects
  - » Table B2. Minor Transportation Projects
  - » Table B3. New Street Connections
  - » Table B4. New Active Transportation Connections
- Appendix C. Supporting Initiatives for Review and Update
- Appendix D. Partners in Implementation
- Appendix E. Street Type Toolkits

CITY OF Vernon

Appendix A1

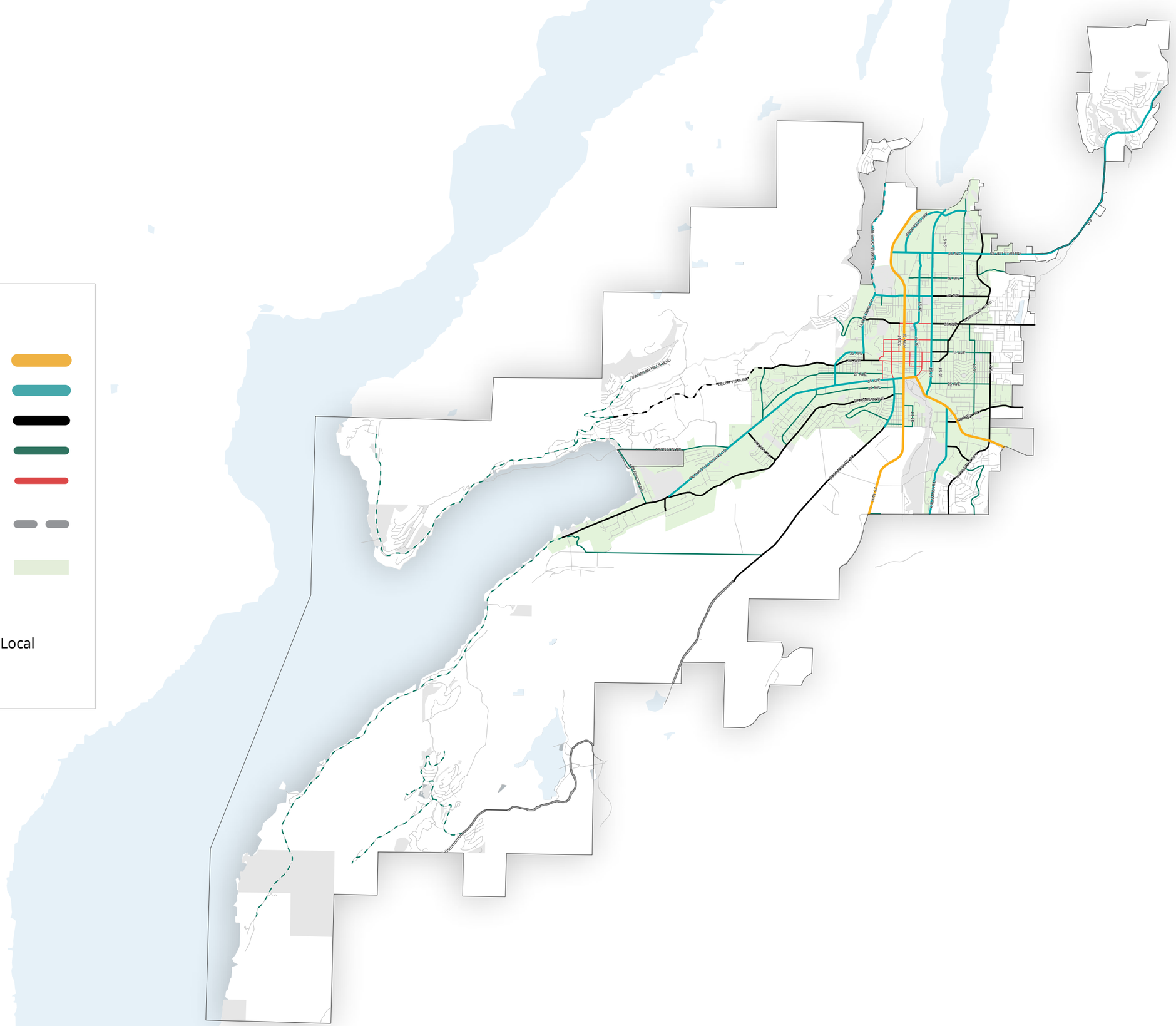
Street Types Network

Classification

- Provincial Highway
- Arterials
- Community Collector
- Neighbourhood Collector
- Urban Centre
- Limited City Services (includes snow clearing and limited Infrastructure)
- Growth Area

Notes

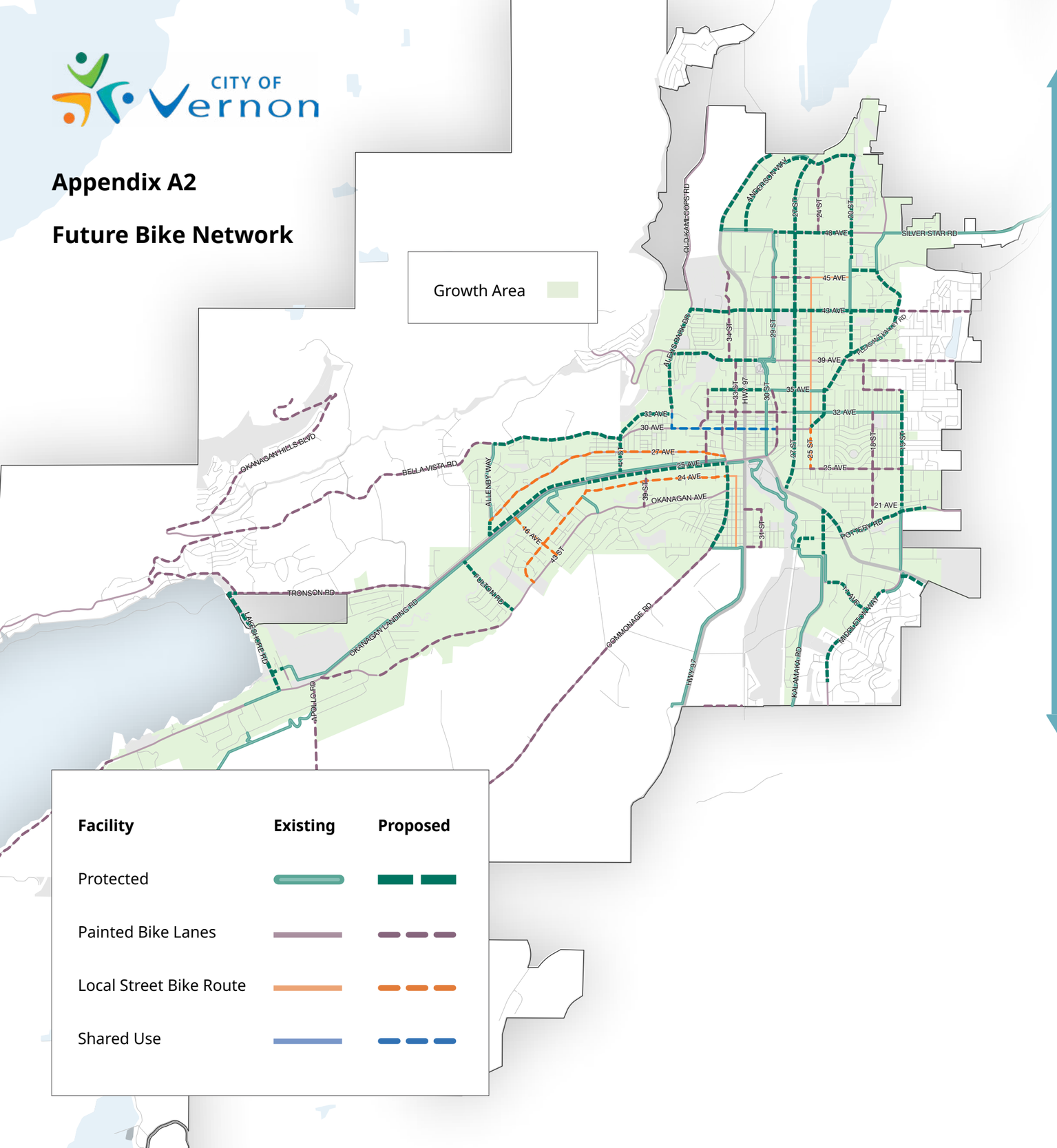
Not shown: Rural streets, Laneways, Local streets, and Trails



CITY OF Vernon

Appendix A2

Future Bike Network



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

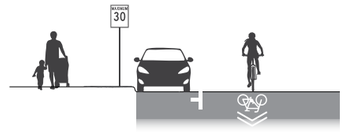
Protected

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).



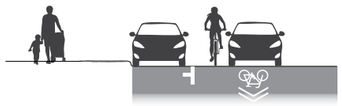
Painted Bike Lane

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. Network changes will be determined following further evaluation by the Transportation Team.

CITY OF Vernon

Appendix A3
Future Pedestrian Network

Growth Area

Classification

Sidewalk - Existing

Sidewalk - Infill

ANDERSON WAY
OLD KAMLOOPS RD
24 ST
48 AVE
SILVER STAR RD
45 AVE
43 AVE
29 ST
ALEXIS PARK DR
PLEASANT VALLEY RD
39 AVE
33 ST
HWY 97
30 ST
32 AVE
30 AVE
27 AVE
25 AVE
24 AVE
OKANAGAN AVE
27 ST
25 ST
18 ST
15 ST
25 AVE
31 ST
POTTERY RD
MIDDLETON WAY
KALAMAKA RD
HWY 97
COMMONAGE RD
FULTON RD
BELLA VISTA RD
OKANAGAN HILLS BLVD
TRONSON RD
LAKESHORE RD
OKANAGAN LANDING RD
APOLLO RD

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

CITY OF Vernon

Appendix A4
Current Transit Network

Transit 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

Growth Area

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
32 AVE
DOWNTOWN EXCHANGE
30 AVE
27 AVE
25 AVE
24 AVE
27 ST
25 AVE
15 ST
OKANAGAN HILLS BLVD
BELLA VISTA RD
OKANAGAN AVE
31 ST
POTTERY RD
TRONSON RD
OKANAGAN LANDING RD
LAKESHORE RD
COMMONAGE RD
HWY 97
KALAMALKA RD
MIDDLETON WAY

CITY OF Vernon

Appendix A5

Future Transit Network

Transit Route Types

Core Routes that run bi-directionally along major corridors, supporting frequent, all-day service and forming the backbone of the Frequent Transit Network (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.

Growth Area

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

15 ST

27 AVE

25 AVE

24 AVE

25 AVE

BELLA VISTA RD

OKANAGAN AVE

31 ST

POTTERY RD

TRONSON RD

OKANAGAN LANDING RD

LAKESHORE 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

Future Major Transportation Projects

Land Use

- Focused Growth Area

Supporting Infrastructure

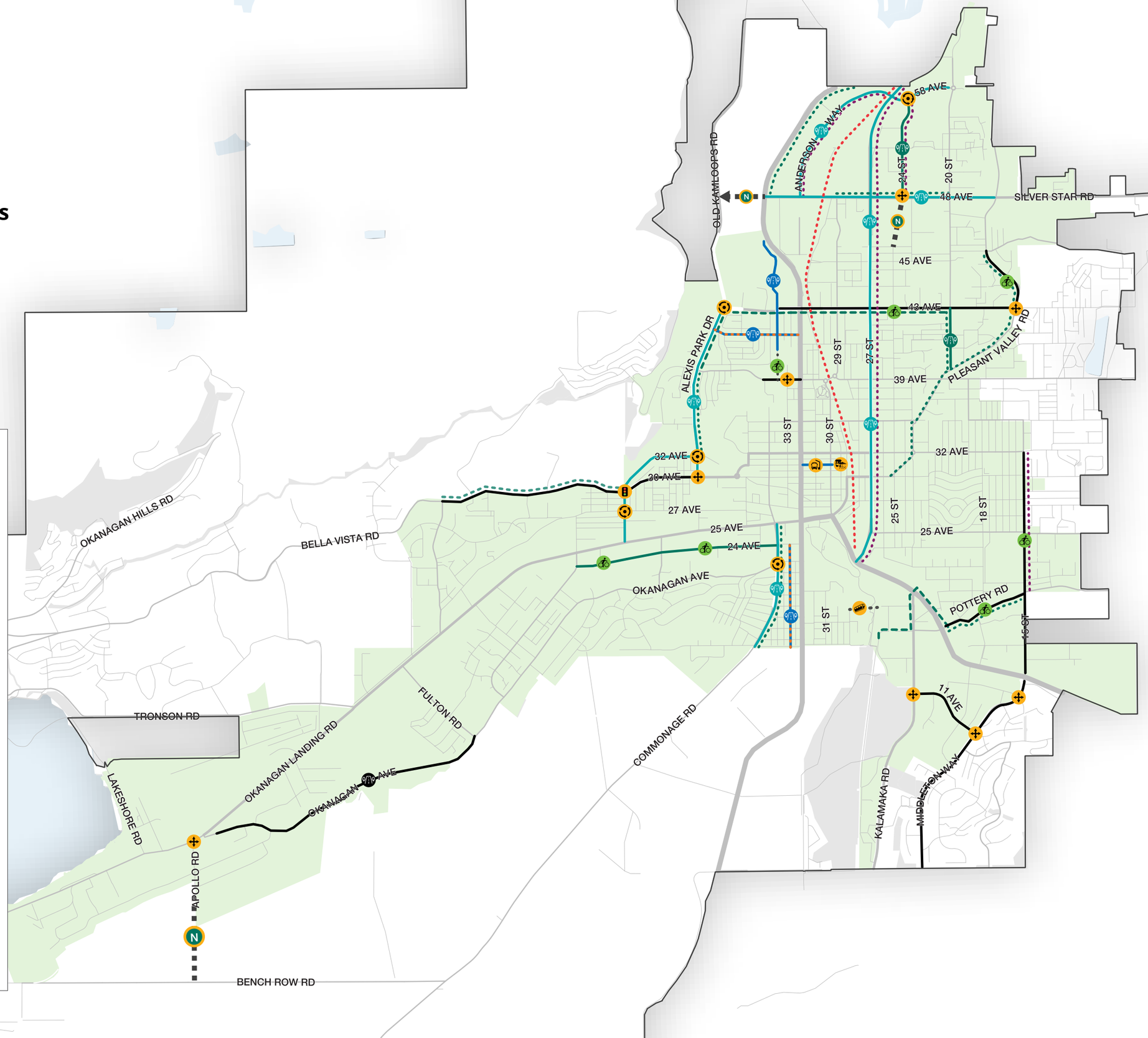
- Corridor Upgrade (Noted by colour)
- Arrow indicates that the project continues
- Active Transportation Upgrade
- New Road
- Signal Upgrade
- Roundabout
- Intersection Upgrade
- Pedestrian Plaza
- Transit Station Upgrade
- Funicular

Street Type

- Arterial
- Neighbourhood Collector
- Local
- Community Collector
- New Street

Active Transportation

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



CITY OF Vernon

Appendix A7

Future Intersection Upgrades

Intersection Upgrades

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

Growth Area

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

This map is based on recommendations from the City Wide Modelling Study. Network changes will be determined following further evaluation by the Transportation Team.

CITY OF Vernon

Appendix A8

Dangerous Goods Route and Designated Truck Routes

Growth Area

Routes

Dangerous Goods Route

Existing Truck Ban Route

Street Classification

Arterials

Community Collector

OKANAGAN HILLS BLVD
BELLA VISTA RD
TRONSON RD
LAKESHORE RD
OKANAGAN LANDING RD
FULTON RD
OKANAGAN AVE
COMMONAGE RD
OLD KAMLOOPS RD
ANDERSON WAY
24 ST
20 ST
48 AVE
SILVER STAR RD
45 AVE
43 AVE
ALEXIS PARK DR
34 ST
29 ST
PLEASANT VALLEY RD
39 AVE
33 ST
HWY 97
30 ST
19 ST
32 AVE
30 AVE
27 AVE
25 AVE
24 AVE
27 ST
25 ST
18 ST
15 ST
31 ST
POTENTAY RD
MIDDLETON WAY
KALAMALKA RD

Appendix B: Summary of Future Major and Minor Transportation Projects

Appendix B1: Future Major Transportation Projects - Numbered

Table B1. Major Transportation Projects

Table B2. Minor Transportation Projects

Table B3. New Street Connections

Table B4. New Active Transportation Connections

CITY OF Vernon

Appendix B1

Future Major Transportation Projects - Numbered

Land Use

- Focused Growth Area

Supporting Infrastructure

- Corridor Upgrade (Noted by colour)
- Arrow indicates that the 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 Street

Active Transportation

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

Projects

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

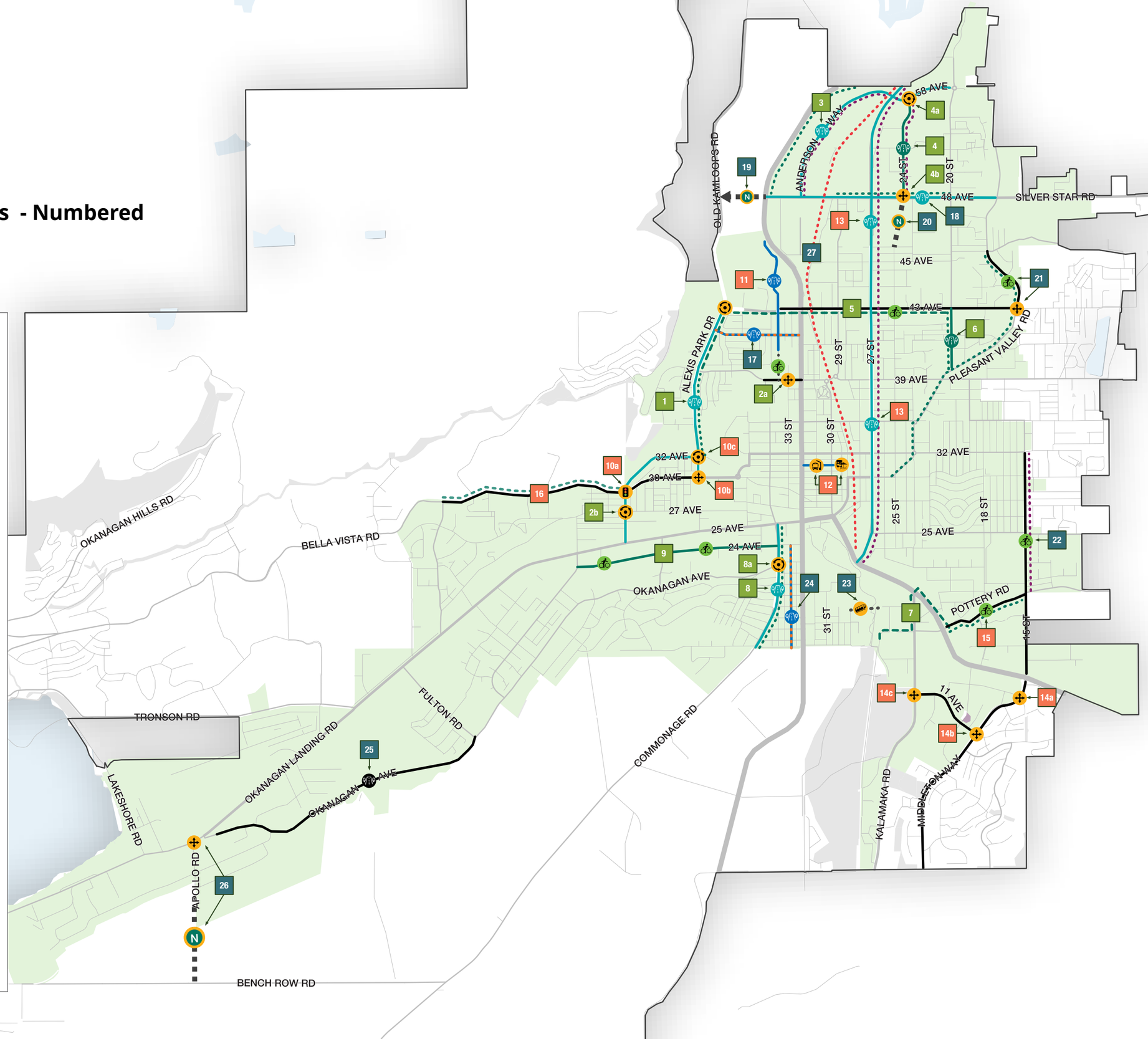


Table B1. Major Transportation Projects

This Transportation Prioritization Framework presented in Chapter 5 supports transparent, consistent, and Equitable decision-making in implementation of the Transportation Plan. It enables the City compare and prioritize different types of infrastructure investments based on a set of common criteria. The process resulted in a list of major and minor transportation projects to be implemented in the short term (within 5 years), medium term (5–10 years), and long term (10–20 years and beyond). While the timelines provide general guidance, project priorities may shift over time. A short-term project may move down the list, and a medium- or long-term project may move up due to emerging needs or opportunities, available partnerships, or funding. Projects may also be delivered in phases or bundled with other initiatives to improve coordination and cost efficiency.

	Project	Location	Description	Purpose
Short-Term Transportation Projects				
1	Alexis Park Corridor Upgrade	Alexis Park	Corridor upgrades to support all modes of travel.	Improve access to the Active Living Centre and support growth in Alexis Park Village Centre.
2	Key Intersection Upgrades	Urban Centre (Downtown) and West End	Upgrade intersections at: • 33rd Street and 39th Avenue • 41st Street and 27th Avenue	Reduce congestion, improve traffic flow, and enhance access to key destinations.
3	Anderson Way Corridor Upgrade	North Vernon	Corridor upgrades to support all modes of travel and support future Transit-Oriented Area.	Improve access to commercial and tourist destinations; support future mixed-use growth.
4	24th Street Corridor Upgrade	North Vernon	Corridor upgrades to support all modes of travel, including intersection improvements at: • 24th Street and 58th Avenue • 24th Street and 48th Avenue	Reduce congestion, improves traffic flow, and enhances access to key destinations.
5	43rd Avenue Multi-Use Path	Alexis Park to Harwood	Build a new Multi-Use Path 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.

	Project	Location	Description	Purpose
Short-Term Transportation Projects				
6	20th Street Corridor Upgrade	Harwood	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 Path 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	Upgrade the corridor to support all modes of travel, including intersection improvements at 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	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.
Medium-Term Transportation Projects				
10	Key Intersection Upgrades	Urban Centre (Downtown) and West Vernon	Upgrade intersections at: • 41st Street/32nd Avenue and Bella Vista Road and 30th Avenue • 37th Avenue (Alexis Park Drive) and 30th Avenue • 32nd Avenue and Alexis Park Drive	Improve traffic flow and circulation on major arterial roads and support growth along key corridors.
11	34th Street Extension	Alexis Park	Road and pathway upgrades to support all modes of travel, including new pedestrian and bike connections.	Support growth in Alexis Park, improve connections between key destinations, and add a safer walking and biking connection away from busy roads.

	Project	Location	Description	Purpose
Medium-Term Transportation Projects				
12	Downtown Vernon Transit Exchange Upgrades and Pedestrian Plaza	Urban Centre (Downtown)	Transit Exchange upgrades and a new pedestrian plaza on 31st Avenue.	Improve transit operations, support Downtown growth as a transit-oriented hub, and create 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: • Kosmina and Middleton Way • 11th Avenue and Middleton Way • 11th Avenue and Kalamalka Lake Road	Reduce congestion, improve traffic flow, and enhance access to key destinations.
15	Pottery Road Multi-Use Path	East Hill	Build a new Multi-Use Path 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	Bella Vista	Build a new Multi-Use Path to support active modes of travel.	Support residential growth and tourism in Bella Vista, and provide a safer walking and biking connection on a busy community collector road.
Long-Term Transportation Projects				
17	42nd Avenue Village Centre Corridor Upgrade	Alexis Park	Corridor upgrades to support all modes of travel and support a future Village Centre.	Respond to new development by creating a neighbourhood with a strong sense of place.
18	48th Avenue Corridor Upgrade	Urban Centre (Uptown)	Corridor upgrades to support all modes of travel and support future Transit Oriented Area.	Improve access to commercial tourist destinations and support future mixed-use growth along the corridor.

	Project	Location	Description	Purpose
Long-Term Transportation Projects				
19	48th Avenue Road Extension	Cottonwood Creek	Acquire the required land to create a new road connection between Highway 97 and Old Kamloops Road.	Improve traffic flow and circulation and support goods movement with a new network road connection.
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 Path to support active modes of travel and intersection upgrade 43rd Avenue to 39th Avenue to improve traffic flow.	Improve traffic flow, safety, and connectivity along a key community collector.
22	15th Street Active Transportation Improvements	East Hill	Upgrade Active Transportation infrastructure to along the corridor.	Enhance safety and comfort for pedestrians and cyclists.
23	Polson Park Funicular	Polson to Jubilee Hill	Construct an outdoor elevator/hillside tram to provide a direct, accessible connection between Polson Park and Jubilee Hill.	Improve Active Transportation access and support anticipated growth, tourism, and recreational activities.
24	33rd Street Avenue Village Centre 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	Corridor upgrades to widen shoulders to support all modes of travel.	Support residential growth in Okanagan Landing and South Vernon, and provide safer walking and biking connections.

	Project	Location	Description	Purpose
Long-Term Transportation Projects				
26	Apollo Road Extension	Okanagan Landing and Commonage	Create a new road connection between Bench Row Road and Okanagan Landing Road.	Provide connections to Highway 97, support residential growth and tourism, and replace Bench Row Road with one designed with capacity for future traffic volumes.
27	Future Active Transportation and Transit Corridor	City-wide	Future north–south connection through Vernon.	Opportunity to either connect the existing Okanagan Rail Trail (south) to the future Splatsin te Secwépemc/Shuswap North Okanagan Rail Trail, or explore alternative public transit routes between neighbouring communities (e.g., Lumby, Coldstream, Vernon, Armstrong), such as light rail or regional rapid transit.

Table B2. Minor Transportation Projects

Bike Infrastructure					
	Project	**Description**	**Scope**	**Location**	**Neighbourhood**
Short-Term Bike Infrastructure Projects					
1	30th Avenue Shared Bike Street and Speed Reduction	Sharrows	Both sides	From 37th Street and Alexis Park Drive to 27th Street	Downtown, Midtown, and West End
2	32nd Avenue Bike Lanes	On-road Bike Lanes	Both sides	From 35th Street to 28th Street	Downtown
3	33rd Street Bike Lanes	On-road Bike Lanes	Both sides	From 32nd Avenue to 39th Avenue	Downtown
4	35th Avenue Multi-Use Path	Multi-Use Path/ Cycle Track	One side	From 35th Street to 30th	Downtown
5	32nd Avenue Multi-Use Path	Multi-Use Path	One side	Between Alexis Park Drive to Bella Vista and 30th Avenue and 41st Street	West End
Medium-Term Bike Infrastructure Projects					
6	34th Street Bike Lanes	On-road Bike Lanes	Both sides	From Coldstream Ave to 32nd Street	Downtown
7	Pottery Road Multi-Use Path	Multi-Use Path/ Cycle Track	One side	From Highway 6 to 15th Street	East Hill
8	Lakeshore Road Multi-Use Path	Multi-Use Path/ Cycle Track	One side	From Okanagan Landing to Tronson and Kin Beach	Okanagan Landing and Tronson
9	Extend Okanagan Landing Multi-Use Path to Paddlewheel Park	Multi-Use Path/ Cycle Track	One side	From Brooks Lane to Paddle Wheel	Waterfront
10	16th Avenue Cycle Corridor cut-through	Bikeway, over the creek	Both sides	From Okanagan Avenue to Okanagan Landing Road and 25th Avenue	Okanagan Landing
11	43rd Street Local Bikeway	Local Bikeway	Both sides	From Vernon Creek to Okanagan Avenue	Okanagan Landing and Tronson

Bike Infrastructure					
	Project	Description	Scope	Location	Neighbourhood
Medium-Term Bike Infrastructure Projects					
12	27th Avenue Local Bikeway	Local Bikeway	Both sides	From Allenby to 35th Street	Okanagan Landing and West End
13	Pottery Road Multi-Use Path	Multi-Use Path/ Cycle Track	One side	From Highway 6 to 15th Street	East Hill
Long-Term Bike Infrastructure Projects					
14	39th Avenue Protected Bike Infrastructure	Protected bike infrastructure; double Roundabout	Both sides	From 39th Avenue to Alexis Park Drive	Alexis Park
15	Gateby Shared Street	Sharrows	Both sides	From 32nd and Gateby to 30th Avenue	Alexis Park and Downtown
16	Bench Row Road Bike Lanes or Shoulders	On-road Bike Lanes	Both sides	From Apollo Road to Commonage Road	Commonage
17	Commonage Road Shoulder and Active Transportation Improvements	Protected Bike Lanes	Both sides	From Bench Row Road to 16th Avenue	Commonage
18	15th Street Bike Lanes	Protected Bike Lanes	Both sides	From 32nd Avenue to 39th Avenue	East Hill
19	18th Street Bike Lanes	Painted Bike Lanes	Both sides	From Pottery Road to 32nd Avenue	East Hill
20	25th Street Bikeway	Local Bikeway, including improvements to function, traffic calming, and signage	Both sides	From 15th Street to 25th Street (formalize) and corridor from 32nd Avenue to 43rd Avenue	East Hill and Harwood
21	Pleasant Valley Bikes Lanes/Multi-Use Path/ Sidewalk on Opposite Side	Protected Bike Lanes	Both sides	From 30th Avenue to 46th Avenue	East Hill and Harwood

Bike Infrastructure					
	Project	Description	Scope	Location	Neighbourhood
Long-Term Bike Infrastructure Projects					
22	15th Avenue or 16th Avenue Hospital Pedestrian Connection to Polson Park Stars/ Funicular	Multi-Use Path/ Cycle Track	One side	From Highway 97 to 29th Street	Jubilee Hill
23	Sarson Bike Lanes	Protected Bike Lanes	Both sides	From City Boundary to Middleton Way	Middleton Mountain
24	20th Street Multi-Use Path	Multi-Use Path/ Cycle Track	One side	From 46th Avenue to 58th Avenue	Cottonwood Creek and Harwood
25	Pedestrian Connection of Okanagan Landing Elementary School	Multi-Use Path/ Cycle Track; formalize the pedestrian/ bike connection for active school travel	Full	Between Long Acre Trail and Okanagan Landing School, between 7205 and 7187	Commonage and Waterfront
26	Tronson Bike Lanes/ Multi-Use Shoulder	Protected Bike Lanes	One side	From Kin Beach to Okanagan Landing Road	Tronson and Waterfront
27	45th Street to Okanagan Landing Path - Pedestrian Bridge Upgrade	Multi-Use Path/ Cycle Track, to connect	Full road	From 45th Street to Okanagan Landing, South Vernon	Okanagan Landing
28	Fulton Road Multi-Use Path	Multi-Use Path/ Cycle Track	One side	From Okanagan Landing Road to Okanagan Avenue	Okanagan Landing
29	41st Street Bike Lanes	Protected Bike Lane	Both sides	From 25th Avenue to 30th Avenue and Bella Vista	West End

Bike Infrastructure					
	Project	Description	Scope	Location	Neighbourhood
Long-Term Bike Infrastructure Projects					
30	Bella Vista Bike Shoulders	Protected Bike Lanes	Both sides	From Okanagan Hills Boulevard to Tronson Road and Kin Beach	Okanagan Hills and Tronson
31	39th Avenue On-Road Bike Lanes	On-road Bike Lane, both sides	One side	From PV Road to Mutrie Road	East Hill
32	25th Avenue Dual Multi-Use Path	Multi-Use Path/ Cycle Track	One side	From 43rd Street to 27th Avenue on the north-west side of Okanagan Landing	Okanagan Landing
33	25th Avenue Dual Multi-Use Path	Multi-Use Path/ Cycle Track	One side	From 34th to 43rd Street	Downtown, Mission Hill, Okanagan Landing, and West End
34	Bella Vista Bike Lanes/Shoulders	Shoulders	Both sides	From Allenby Way to Okanagan Hills Boulevard	Bella Vista
35	The Rise Bike Lanes	On-road Bike Lane	Both sides	From Bella Vista to The Rise Golf Course	Okanagan Hills

Sidewalk Infrastructure					
	Project	Description	Scope	Location	Neighbourhood
Short-Term Sidewalk Infrastructure Projects					
1	Alexis Park Sidewalk Infill	Separated sidewalk	One side	From 40th Avenue to 43rd Avenue, east side	Alexis Park
2	35th Avenue Sidewalk Infill	Non-separated sidewalk	One side	From Alexis Park Drive to curve in the road	Alexis Park
3	28th Street Sidewalk Infill/ Pick-Up Drop-Off Zone	Non-separated sidewalk	Both sides	Between 32nd Avenue and 35th Avenue	Downtown
4	35th Avenue Sidewalk Infill	Non-separated sidewalk	Both sides	Between 35th Street and Highway 97	Downtown
5	31A Street Sidewalk Infill	Non-separated sidewalk	One side	Between 21st Avenue and 15th Avenue, east side	Jubilee Hill
6	31st Street Sidewalk Infill	Non-separated sidewalk	One side	Between 21st Avenue and 15th Avenue, west side	Jubilee Hill
7	17th Avenue and 39th St Pedestrian Corridor	Pedestrian corridor	Full road	From 39th Street to Mission Hill Dog Park	Mission Hill
8	27th Street Sidewalk Infill	Separated sidewalk	One side	From 48th Avenue (west side) to Mall entrance	Uptown
9	24th Street Sidewalk Infill	Non-separated sidewalk	One side	From 48th Avenue to 58th Avenue, west side of 24th Street	Uptown
10	24th Street Sidewalk Infill	Non-separated sidewalk	One side	From 48th Avenue to 58th Avenue, east side of 24th Street	Cottonwood Creek and Uptown
11	58th Avenue Sidewalk Infill	Non-separated sidewalk	One side	Between 24th Street and access at 2200 58th Avenue	Uptown
12	24th Avenue Sidewalk Infill	Non-separated sidewalk	Both sides	From 43rd Street to Highway 97	Jubilee Hill, Mission Hill and Okanagan Landing

Sidewalk Infrastructure					
	Project	Description	Scope	Location	Neighbourhood
Short-Term Sidewalk Infrastructure Projects					
13	39th Street Sidewalk Infill	Non-separated sidewalk	One side	From 25th Avenue to Okanagan Avenue	Mission Hill
14	32nd Avenue Sidewalk Infill	Non-separated sidewalk	One side	From Alexis Park Drive to Bella Vista Road	West End
Medium-Term Sidewalk Infrastructure Projects					
15	39th Avenue Sidewalk Infill	Separated sidewalk	One side	From Alexis Park Drive to Rec-centre	Alexis Park
16	28A Street Sidewalk Infill	Non-separated sidewalk	One side	Between 37th Avenue and 39th Avenue, west side	Downtown
17	29th Street Sidewalk Infill	Non-separated sidewalk	Both sides	Between 32nd Avenue and 35th Avenue	Downtown
18	38th Avenue Sidewalk Infill	Non-separated sidewalk	Both sides	Between 27th Street and 28A Street, both sides	Downtown and Midtown
19	27th St Sidewalk Infill	Non-separated sidewalk	Both sides	Between Highway 6 and 28th Avenue	Downtown, East Hill, and Midtown
20	34th Avenue Sidewalk Infill	Non-separated sidewalk	One side	Between 29th Street and 30th Street	Downtown
21	37th Avenue Sidewalk Infill	Non-separated sidewalk	One side	Between 30th Street and 28th Street	Downtown
22	33rd Avenue Sidewalk Infill	Non-separated sidewalk	One side	Between 29th St and 30th Street	Downtown
23	34th Avenue Sidewalk Infill	Non-separated sidewalk	Both sides	From 35th Street to 33rd Street	Downtown
24	34th Street Sidewalk Infill	Non-separated sidewalk	Both sides	From 37rd Avenue to 38th Avenue	Downtown
25	44th Avenue Sidewalk Infill	Non-separated sidewalk	Both sides	Between 27th Street and 29th Street	Midtown

Sidewalk Infrastructure					
	Project	Description	Scope	Location	Neighbourhood
Medium-Term Sidewalk Infrastructure Projects					
26	45th Avenue Sidewalk Infill	Non-separated sidewalk	Both sides	Between 27th Street and 29th Street	Midtown and Uptown
27	27A Avenue Sidewalk infill	Non-separated sidewalk	Both sides	From Highway 6 to 28th Avenue (behind brewery)	Downtown
28	28th Avenue Sidewalk infill	Non-separated sidewalk	One side	Between 27th Avenue and 2800 27th Street (access off 28th Avenue), north side	Downtown
29	28th Street Sidewalk Infill	Non-separated sidewalk	One side	Between 37th Avenue and 39th Avenue, east side	Downtown and Midtown
30	33rd Avenue Sidewalk Infill	Non-separated sidewalk	Both sides	From 35th Street to 33rd Street	Downtown
31	37th Avenue Sidewalk Infill	Non-separated sidewalk	Both sides	Between Highway 97 and 33rd Street	Downtown
32	38th Avenue Sidewalk Infill	Non-separated sidewalk	One side	Between Highway 97 and 33rd Street	Downtown
33	Centennial Drive Sidewalk Infill	Non-separated sidewalk	Both sides	Between 3400 and 3501 Centennial Drive, top portion	Downtown
34	Coldstream Avenue Sidewalk Infill	Non-separated sidewalk	One side	Between 33rd Street and 34th Street	Downtown
35	28th Avenue Sidewalk Infill	Non-separated sidewalk	One side	Between 27th Street and 25th Street	East Hill and Midtown
36	27th Street Sidewalk Infill	Non-separated sidewalk	One side	From 28th Avenue to Highway 6	Downtown, East Hill, and Midtown
37	39th Avenue Sidewalk Infill	Non-separated sidewalk	One side	From 27th Street to PV Road	Harwood and Midtown

Sidewalk Infrastructure					
	Project	Description	Scope	Location	Neighbourhood
Medium-Term Sidewalk Infrastructure Projects					
38	48th Avenue Sidewalk or Road Shoulder	Walkable shoulder	One side	From PV Road to Macdonald Rd	Cottonwood Creek and Harwood
39	43rd Avenue Sidewalk Infill	Separated sidewalk	One side	Between 20th Street and PV Road, south side	Harwood
40	16th Avenue Sidewalk Infill	Non-separated sidewalk	One side	From Highway 97 to 34th Street and Mission Road	Jubilee Hill
41	Kosmina Rd Sidewalk Infill	Non-separated sidewalk	One side	From Waddington Road to Mount Baldur Road	Middleton Mountain
42	Kalamalka Lake Rd Sidewalk Infill	Non-separated sidewalk	One side	From 11th Avenue to 805 Kalamalka Lake Road	Polson
43	Middleton Way Sidewalk Infill	Non-separated sidewalk	One side	From Highway 6 to City Boundary	Middleton Mountain and Polson
44	Waddington Dr Sidewalk Infill	Non-separated sidewalk	One side	From 11th Avenue to Highway 6	Polson
45	31st Street Sidewalk Infill	Non-separated sidewalk	One side	From 43rd Avenue to 48th Avenue	Uptown
46	40th Street Sidewalk Infill	Non-separated sidewalk	One side	From 27th Avenue to 30th Avenue	West End
47	43rd Street Sidewalk Infill	Non-separated sidewalk	Both sides	From Vernon Creek to Okanagan Avenue	Okanagan Landing
Long-Term Sidewalk Infrastructure Projects					
48	31st Street Sidewalk infill	Non-separated sidewalk	Both sides	Between 39th Avenue and 41st Avenue	Midtown
49	35th Street Sidewalk Infill	Non-separated sidewalk	One side	From 27th Avenue to Coldstream Avenue	Downtown and West End
50	41st Avenue Sidewalk Infill	Non-separated sidewalk	One side	From 31st Street to 29th Street	Midtown

Sidewalk Infrastructure					
	Project	Description	Scope	Location	Neighbourhood
Long-Term Sidewalk Infrastructure Projects					
51	20th Street Sidewalk Infill	Non-separated sidewalk	One side	From 30th Avenue to 32nd Avenue	East Hill
52	24th Avenue Sidewalk Infill	Non-separated sidewalk	One side	From 23rd Street to 26th Street	East Hill
53	28th Avenue and 28th Crescent to 15th Street Sidewalk Infill	Non-separated sidewalk	One side	From 2201 28th Avenue through to 28th Crescent to Circle Park	East Hill
54	28th Avenue Sidewalk Infill	Non-separated sidewalk	Both sides	Between 24th Street and 28th Crescent	East Hill
55	28th Avenue Sidewalk Infill	Non-separated sidewalk	One side	From 18th Street to 15th Street	East Hill
56	28th Avenue Sidewalk infill	Non-separated sidewalk	One side	From 24th Street to 23rd Street	East Hill
57	30th Avenue Sidewalk Infill	Non-separated sidewalk	One side	From 22nd Street to 15th Street	East Hill
58	32nd Avenue Sidewalk Infill	Non-separated sidewalk	One side	From PV Road to 26th Street	East Hill
59	39th Avenue Sidewalk Infill	Non-separated sidewalk	One side	From 27th Street to PV Road	Harwood and Midtown
60	20th Street Sidewalk Infill	Non-separated sidewalk	One side	Between 50th Avenue and 53rd Avenue, west side	Cottonwood Creek
61	16th Avenue Sidewalk Infill	Non-separated sidewalk	One side	From 34th Street to Highway 97	Jubilee Hill
62	19th Avenue Sidewalk Infill	Non-separated sidewalk	One side	From 33rd Street to 34th Street	Jubilee Hill
63	21st Avenue Sidewalk Infill	Non-separated sidewalk	One side	Between 97st Street and 31st Street, south side	Jubilee Hill

Sidewalk Infrastructure					
	Project	Description	Scope	Location	Neighbourhood
Long-Term Sidewalk Infrastructure Projects					
64	23rd Avenue Sidewalk Infill	Non-separated sidewalk	One side	Between Highway 97 and 34th Street, north side (bus stop)	Jubilee Hill
65	35th Street Sidewalk Infill	Non-separated sidewalk	One side	Between 17th Avenue and 15th Avenue	Mission Hill
66	17th Avenue Sidewalk Infill	Non-separated sidewalk	One side	Between Mission Road and 21st Avenue	Mission Hill
67	20th Avenue Sidewalk Infill	Non-separated sidewalk	One side	From 34th Street and Mission Rd to 21st Avenue	Mission Hill
68	39th Street Sidewalk Infill	Non-separated sidewalk	One side	From 21st Avenue to the elbow on 39th Street (Mission Hill bus route)	Mission Hill
69	20th Street Sidewalk Infill	Non-separated sidewalk	Both sides	From North Delenheer Road (east side) to 58th Street roundabout, and north to City Boundary	Cottonwood Creek and Uptown
70	27th Avenue Sidewalk Infill	Separated sidewalk	Both sides	Between 25th Avenue, Allenby Way, and 43rd Street	Okanagan Landing
71	Okanagan Avenue Sidewalk Infill	Non-separated sidewalk	One side	From South Vernon Drive to 5508 Okanagan Avenue	Commonage and Okanagan Landing
72	27th Avenue Sidewalk Infill	Non-separated sidewalk	Both sides	Between 37th Street and 35th Street and between 35th Street and 34A Street, south side	Downtown and West End
Long-Term Sidewalk Infrastructure Projects					
73	19th Street Sidewalk Infill	Non-separated sidewalk	One side	From 37th Avenue to 39th Avenue	East Hill

Road and Intersection Upgrades					
	Project	Description	Scope	Location	Neighbourhood
Short-Term Road and Intersection Upgrade Projects					
1	43rd Avenue and 31st Street Median	Median	Full road	Between 43rd Avenue and 31st Street	Uptown
2	33rd Street/Safeway Driveway and 43rd Avenue Median	Median	Full road	Between 43rd Avenue and 33rd Street	Alexis Park, Midtown, and Uptown
3	34A Street/26th Avenue Convert to a Laneway	Laneway	Full road	Between 27th Avenue and 26th Avenue, east side	Downtown
4	24th Avenue Median	Median	Full road	Between 24th Avenue and 34th Street	Jubilee Hill and Mission Hill
5	27th Avenue Median	Intersection and road upgrade	Full road	Between 27th Avenue and 34th Street	Downtown
6	28th Avenue and 34th Street Intersection Upgrade (Median, RRFB, Signal)	Intersection	Full road	Between 28th Avenue and 34th Street	Downtown
7	30th Avenue Median	Median	Full road	Between 30th Avenue and 38th Street	West End
8	31st Avenue Four-Way Stop	Intersection	Full road	Between 31st Avenue and 34th Street	Downtown
9	30th Avenue Median	Traffic signal	Intersection	Between 33rd Street and 30th Avenue	Downtown
10	27th Street and 28th Avenue Signal Optimization	Singal optimization	Intersection	Between 27th Street and 28th Avenue	Midtown

Road and Intersection Upgrades					
	Project	Description	Scope	Location	Neighbourhood
Short-Term Road and Intersection Upgrade Projects					
11	Resident Parking Program in Jubilee Neighbourhood	Parking program; design a resident parking program to support Transportation Demand Management for hospital parking and nearby residential areas	Full road	Highway 97, east side	Jubilee Hill
Medium-Term Road and Intersection Upgrade Projects					
12	30th Avenue Median	Median	Full road	Between 30th Avenue and 38th Street	West End
13	27A Avenue Road Improvements	Full road	One side	Between Highway 6 and 28th Avenue	Downtown
14	30th Avenue Median, Texture Change, Raised Intersection, Ped Refuge, and improved Sightlines	Intersection	Full road	Between 30th Avenue and 31st Street	Downtown
15	32nd Avenue Median, Texture Change, Raised Intersection, Ped Refuge, and improved Sightlines	Median	Full road	Between 32nd Avenue and 31st Street	Downtown
16	15th Street Intersection Upgrade Signal or Roundabout	Intersection	Full road	Between Pottery Rd and 15th Street	East Hill
17	25th Avenue Conversion to Cul-de-sac	Cul-de-sac	Intersection	Between 27th Street and 25th Avenue	Midtown

Road and Intersection Upgrades					
	Project	Description	Scope	Location	Neighbourhood
Medium-Term Road and Intersection Upgrade Projects					
18	PV Road Intersection Upgrade	Roundabout	Intersection	Between PV Road and 46th Avenue	Harwood
19	Middleton Way Median	Median	Full road	Between Highway 6 and Sarsons Road	East Hill, Middleton Mountain, and Polson
20	Lakeshore and Okanagan Landing Road intersection control	Intersection	Full road	Between Lakeshore Road and Okanagan Landing Road	Waterfront
21	Reservoir Road Parking	Parking program	One side; shoulder on other	Reservoir Road	Commonage
Long-Term Road and Intersection Upgrade Projects					
22	Old Kamloops Road Shoulder Widening	Shoulder widening, for Active Transportation	Both sides	From Alexis Park Drive to City Boundary	Alexis Park
23	30th Avenue Median (accommodates delivery vehicles)	Median	Intersection	Between 35th Street, FreshCo driveway and 30th Avenue	Downtown
24	43rd Avenue and Pleasant Valley Road Intersection Upgrade Signal or Roundabout	Intersection	Full road	Between 43rd Avenue and PV Road	East Hill
25	Emergency Access	Road	Both sides	From Eastside Road to Lake Country Road	Ellison and South Landing
26	Emergency Access	Road	Full road	From Eastside Road to Predator Ridge	Predator Ridge
27	41st Street and 25th Avenue Restricted Access to One Way Traffic	Restricted access	Intersection	Between 41st Street and 25th Avenue	Mission Hill, Okanagan Landing, and West End

Road and Intersection Upgrades					
	Project	Description	Scope	Location	Neighbourhood
Long-Term Road and Intersection Upgrade Projects					
28	43rd Avenue Roundabout	Roundabout	Full road	Between 43rd Avenue and 20th Street	Harwood
29	Okanagan Landing Road Widening	Road expansion; add third lane to Okanagan Landing Road	Full road	From 27th Avenue to Grant Road	Waterfront and Okanagan Landing
30	27th Street and 28th Avenue Signal Optimization	Singal optimization	Intersection	27th Street and 28th Avenue	Midtown

NEW TRANSPORTATION CONNECTIONS

The following new transportation connections are identified as opportunities to strengthen Vernon's overall street network and active transportation grid. Some of these connections are also included in the Major and Minor Project Lists, while others represent longer-term opportunities that may be implemented as properties redevelop or as adjacent infrastructure upgrades occur.

For the most up-to-date mapping of proposed connections, refer to the Official Community Plan:

- **Map 4.1 – Street Types Network** for new street connections, and
- **Map 4.4 – Trails and Active Transportation Connections** for new active transportation links.

The following tables summarize the New Street Connections and New Active Transportation Connections identified through the Transportation Plan.

Table B3. New Street Connections

Opportunity	Description	Neighbourhood
25 Avenue – 27 Avenue Connection	Future street link to support local traffic circulation, transit routing, and pedestrian access as this area transitions to a TOA.	Okanagan Landing
16 Avenue Extension	Extend 16 Avenue across Highway 97 and realign the intersection to improve network continuity and provide safer active transportation connections between Jubilee Hill and surrounding areas.	Jubilee Hill
27 Avenue – 45 Avenue Connection	Secure right-of-way across the railway corridor to enable a future street link between 45 Avenue and 27 Avenue, improving network continuity and goods movement in Urban Centre (Uptown).	Uptown
Anderson Way Extension	Extend Anderson Way north to 48 Avenue to strengthen the industrial and commercial street grid, support goods movement, and enhance active transportation options.	Uptown
25 Street Extension	Create a new road connection between 25 Street and 24 Street. Improve local connectivity and support active transportation.	Harwood
48 Avenue Extension	Create a new road connection between Highway 97 and Old Kamloops Road to improve traffic flow and circulation and support goods movement.	Uptown
Apollo Road Extension	Provide connections to Highway 97 to support residential growth and tourism and upgrade Bench Row Road to support capacity for future traffic volumes.	Okanagan Landing and Waterfront
27 Avenue – 30 Avenue Connection	Extend 37 Street from 30 Avenue to 27 Avenue to enhance traffic circulation and active transportation connections between West End, Downtown, Okanagan Landing, and Alexis Park.	West Vernon

Table B4. New Active Transportation Connections

Opportunity	Description	Neighbourhood
19 Avenue Polson Park Pathway	A new trail connection between 19 Avenue and Polson Park to improve walking and cycling access into the park and nearby destinations.	City Core
25 Avenue Linear Park Connection Path	A pathway connection from 27 Avenue to the Linear Park, to be secured as properties redevelop, improving access between the West End and the 27 Avenue bikeway. Alignment may vary based on redevelopment patterns.	West End
27 – 30 Avenue Connection Path	A pedestrian and cycling corridor providing a local link between Alexis Park Drive, 30 Avenue, and the 27 Avenue bikeway	West End
31 Street Connection Path	A short link from 25 Avenue to 31 Street that strengthens the downtown active transportation grid and connects directly to Polson Park and the Okanagan Rail Trail.	Downtown
Gateby Place Pathway Formalization	Formalize the existing informal cut-through near Gateby Place to provide a direct walking and rolling route to the future multi-use path along Alexis Park Drive and 30 Avenue.	West End
Mission Hill–Commonage Trail Connection Path	Provide a local pathway link between the Mission Hill neighbourhood and the Okanagan College Connector Path through future redevelopment opportunities.	Mission Hill
40 Avenue–20 Street Connection Path	A new pedestrian and cycling connection from 40 Avenue to 20 Street to improve local access between the 25 Street bikeway, the 20 Street path, and Girouard Park.	Harwood

Appendix C. Supporting Initiatives for Review and Update

This appendix identifies bylaws, policies, and plans that should be reviewed or updated to align with the Transportation Plan. These revisions are a normal part of implementation and reflect the City's commitment to continuous improvement.

Unlike capital projects, these updates are not prioritized by timeline, as many are ongoing or cyclical in nature. Instead, they are grouped by category Bylaw or Policy/Plan to show how each document supports the delivery of a safe, accessible, and connected transportation system. Future updates may occur as opportunities arise through scheduled reviews, new legislation, or emerging community needs.

Item	Action	Tasks
Bylaw		
Subdivision and 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, biking, 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.

Item	Action	Tasks
Bylaw		
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, biking, 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.

Item	Action	Tasks
Bylaw		
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. • Develop clear guidelines around the parking reserve fund and for which projects the reserves can be used. • Additional updates may be incorporated to respond to future transportation and parking demands.
Sign Bylaw	Update	• Align with the Transportation Plan to 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 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.

Item	Action	Tasks
Policy or Plan		
Integrated Transportation Framework	Update	• Align with 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 to align with the Transportation Plan and 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. • Flexibility to incorporate additional measures based on community feedback and safety data.
Resident Exempt Parking Area Policy	Update	• Align with the Transportation Plan and new 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	• Align 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	• 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.

Item	Action	Tasks
Policy or Plan		
Charter of Free Transit	Update	• Align with Transportation Plan directions 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 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.
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 Right-of Way Policy	Update	• 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.

Item	Action	Tasks
Policy or Plan		
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.
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-Oriented spaces. • Flexibility to adjust based on increased demand for temporary or seasonal street closures.
Street Light Inspection Policy	Update	• 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	• 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.

Item	Action	Tasks
Policy or Plan		
Traffic Control Devices Policy	Update	• 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	• 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.

Appendix D. Partners in Implementation

Delivering the Transportation Plan requires collaboration across jurisdictions, sectors, and communities, as described in Chapter 5. Vernon's partnerships support integrated planning, coordinated investments, and development of a transportation system that reflects regional growth, community priorities, and evolving mobility options.

The City of Vernon will continue to work with local, regional, and provincial partners to create a better transportation system that can be adapted to changing needs and serve the community for years to come.

Potential opportunities for collaboration

Province of BC/Ministry of Transportation and Transit:

- Conducting joint reviews of pedestrian crossings and signal locations
- Identifying locations for enhanced or separated biking infrastructure
- Preparing collision reduction strategies through signal timing and turning movement controls
- Evaluating roadside clearances and Sightlines
- Upgrading crossings with appropriate treatments and signal enhancements
- Corridor-level planning to address long-term traffic and growth pressures

Neighbouring Municipalities, Regional District of North Okanagan, and Indigenous Communities:

- 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 to support Reconciliation and ensure transportation planning considers local priorities and access needs

BC Transit:

- Developing Transit Future Action Plans
- Making infrastructure investments, such as stops, shelters, and Transit Exchanges
- Planning for service expansions aligned with projected population and employment growth
- Planning for transit-supportive land uses, particularly in Transit-Oriented Areas (TOAs)

Development Community:

- Coordinating transportation improvements through development approvals to ensure infrastructure keeps pace with growth
- Encouraging site designs that support walking, biking, and transit
- Supporting End-of-Trip Facilities in new developments, 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

Institutional and Community-Based Partnerships:

- 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

Who Does What

Ministry of Transportation and Transit (MoTT)

Provincial Highways 6 and 97 are key regional transportation corridors that pass through Vernon, with Highway 97 running directly through Downtown. The City continues to work with MoTT to explore opportunities for safety, access, and operational improvements.

There is a long-standing community interest in exploring the relocation of portions of the highways, particularly to improve Downtown safety and livability. Previous concepts for rerouting identified considerable constraints (e.g. high capital costs, environmental sensitivities, and land acquisition requirements). The City has also expressed interest in continuing dialogue with MoTT and other partners on reducing the volume of through traffic in the Downtown.

As part of this Plan, the City conducted a Highway Corridors Study, which reviewed 15 intersections along Highway 6 and Highway 97, and identified issues (e.g. impeded Sightlines, crossing safety, and Multimodal gaps) and potential areas for collaboration. The study creates a foundation for ongoing planning, funding applications, and operational reviews to inform future conversations with the MoTT on highway corridor improvements.

BC Transit and regional partners

Partnerships with BC Transit, the District of Coldstream, and the Regional District of North Okanagan support the development of an efficient, accessible, and connected transit network that aligns with both land use objectives and community needs. Currently, collaboration includes service planning, infrastructure design, and cost-sharing of service improvements.

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 the city and the wider region. Vernon will continue to work with BC Transit to improve the transit network and focus investment in planned higher-density areas (identified in Vernon's Official Community Plan) to support provincial goals. The City has also identified areas for improvement in the Active Transportation and Transit Gap Analysis, which will guide future investments.

Neighbouring Municipalities, Regional District of North Okanagan, and Indigenous Communities

These partnerships help support seamless connections, coordinated growth, and shared investment in infrastructure that support integrated transportation and land use planning across the region. Vernon will continue to strengthen these partnerships as the region continues to grow and evolve.

Development Community

The private sector plays an 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, accessible, sustainable, and connected transportation system, while ensuring new development aligns with community priorities. This will include:

- Using development approvals to require transportation improvements where needed to support safe access and mobility
- Coordinating off-site upgrades that integrate projects into the broader transportation network
- Securing additional right-of-ways along key corridors to support long-term needs for sidewalks, biking infrastructure, and future transit investments
- Developing and maintaining transparent policies and guidelines, including Terms of Reference for Traffic Impact Assessment, development standards for Active Transportation, clear maps of planned networks, and up-to-date maps

Institutional and Community-Based Partnerships

The City works with Interior Health, School District 22, the RCMP, Insurance Corporation of British Columbia (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. The City welcomes opportunities to work with any organization or agency that supports safe, accessible, and sustainable travel for staff, students, and the broader community.

Appendix E. Toolkits



Street Type Toolkits

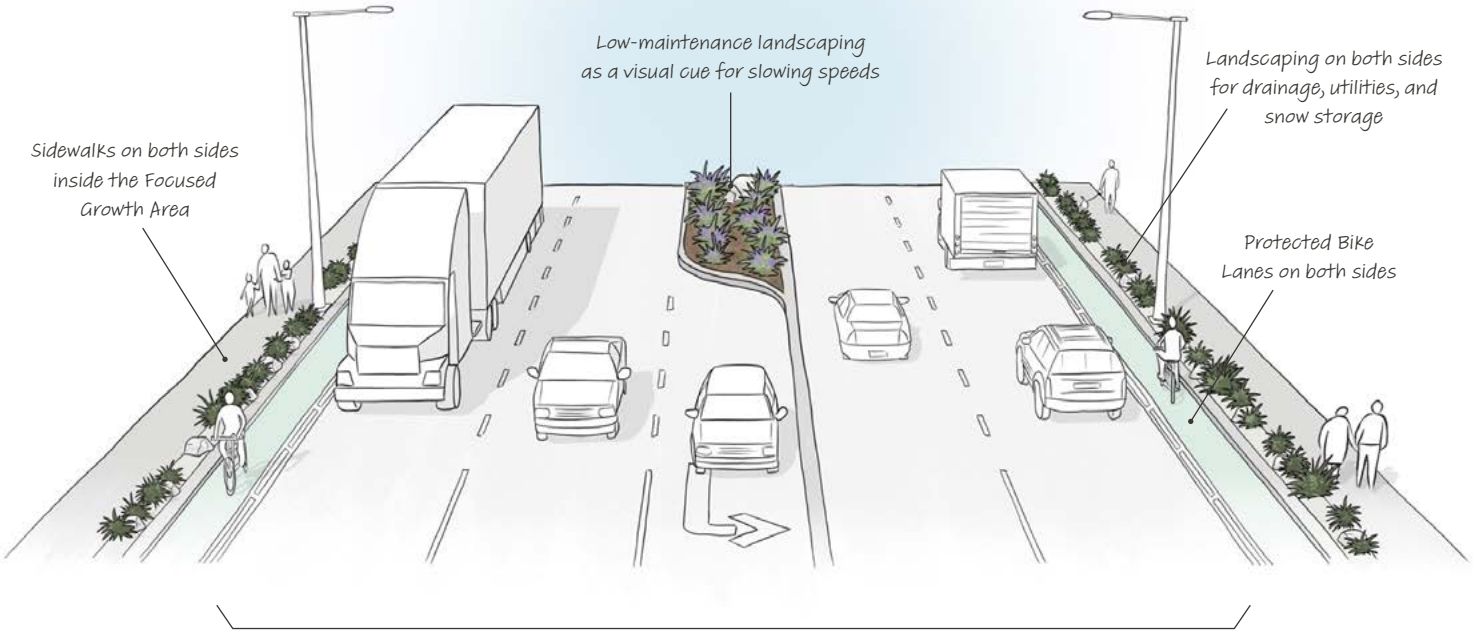
This Toolkit provides general guidelines for each type of street in Vernon, including the purpose, core function, and design objectives and priorities. As described in Chapter 2, Vernon has nine different street types, each of which is unique in terms of available space, surrounding land use, and how they are used by people for travel. The street types are:

1. Provincial Highways
2. Arterials
3. Community Collectors
4. Neighbourhood Collectors
5. Urban Centre Streets
6. Transit And Active Streets
7. Local Streets
8. Rural Streets
9. Laneways

Note: Streets outside of the Focused Growth Area that are classified as Arterials, 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 A1: Street Types Network.)

The cross-sections shown in this toolkit are illustrative examples only. Final road cross-sections will be determined during the design phase by City staff, based on available resources and opportunities. These examples are intended to support decision-making when prioritizing features for future Streetscape projects.

1. Provincial Highways



25m cross-section

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 pass through Vernon's Downtown Urban Centre and TOA as well as the future Jubilee Hill Village Centre. These streets support core person and goods movement function, where they must balance moving traffic with creating safe spaces for people walking, biking, and taking transit. Key features that would support Vernon's goals are listed below for consistency with the other street types. Highways are under the jurisdiction of the Ministry of Transportation and Transit. While the City cannot make changes on its own, City staff work in partnership with the Province to identify, suggest, and support improvements that advance shared goals.

1. Provincial Highways

Core Function

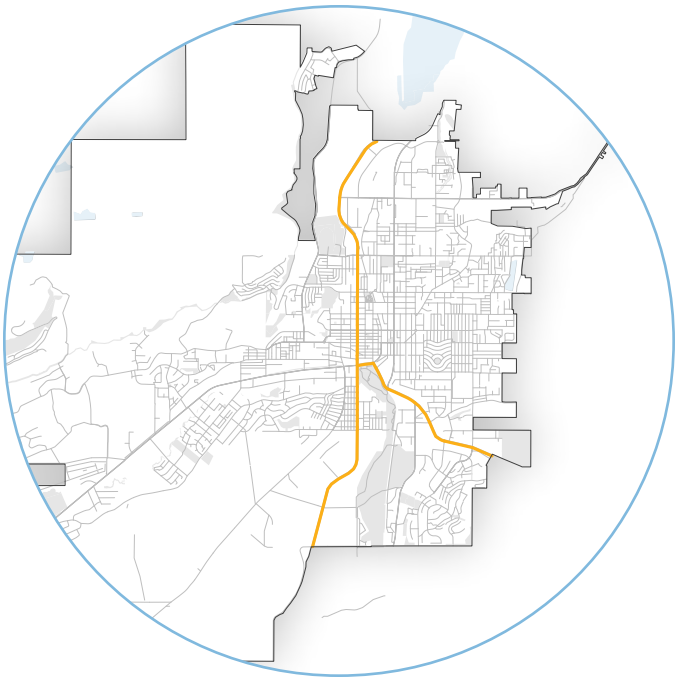
- Provide safe and efficient movement of people and goods between communities and regions
- Connect Vernon to the provincial highway network and neighbouring municipalities
- Support regional travel and economic activity through reliable vehicle and freight movement
- Serve as key gateways to Vernon

Design Objectives

- Target speed: 50 km/h within city limits; up to 90 km/h elsewhere
- Maintain capacity for person and goods movement
- Remove existing driveway accesses, do not support new accesses, consolidate where possible
- Provide safe Active Transportation crossings at the most important locations and at appropriate spacing which may include future pedestrian/biking overpasses or underpasses.
- No on street parking
- Support transit operations with bus stop facilities, pullouts, and Transit Priority, where warranted
- Use low-maintenance landscaping as visual cues for slowing speeds in activity areas

Provincial Highways

Provincial highways carry the highest volumes of people and goods, connecting Vernon to the region and beyond. Where they pass through Vernon, the City works with the Province to improve safety and local connections.



1. Provincial Highways

Design Priorities

In collaboration with the Ministry of Transportation and Transit, these priorities guide the design of provincial highway cross-sections within city limits, ensuring that regional mobility is balanced with local safety, accessibility, and support beautification of the corridor.

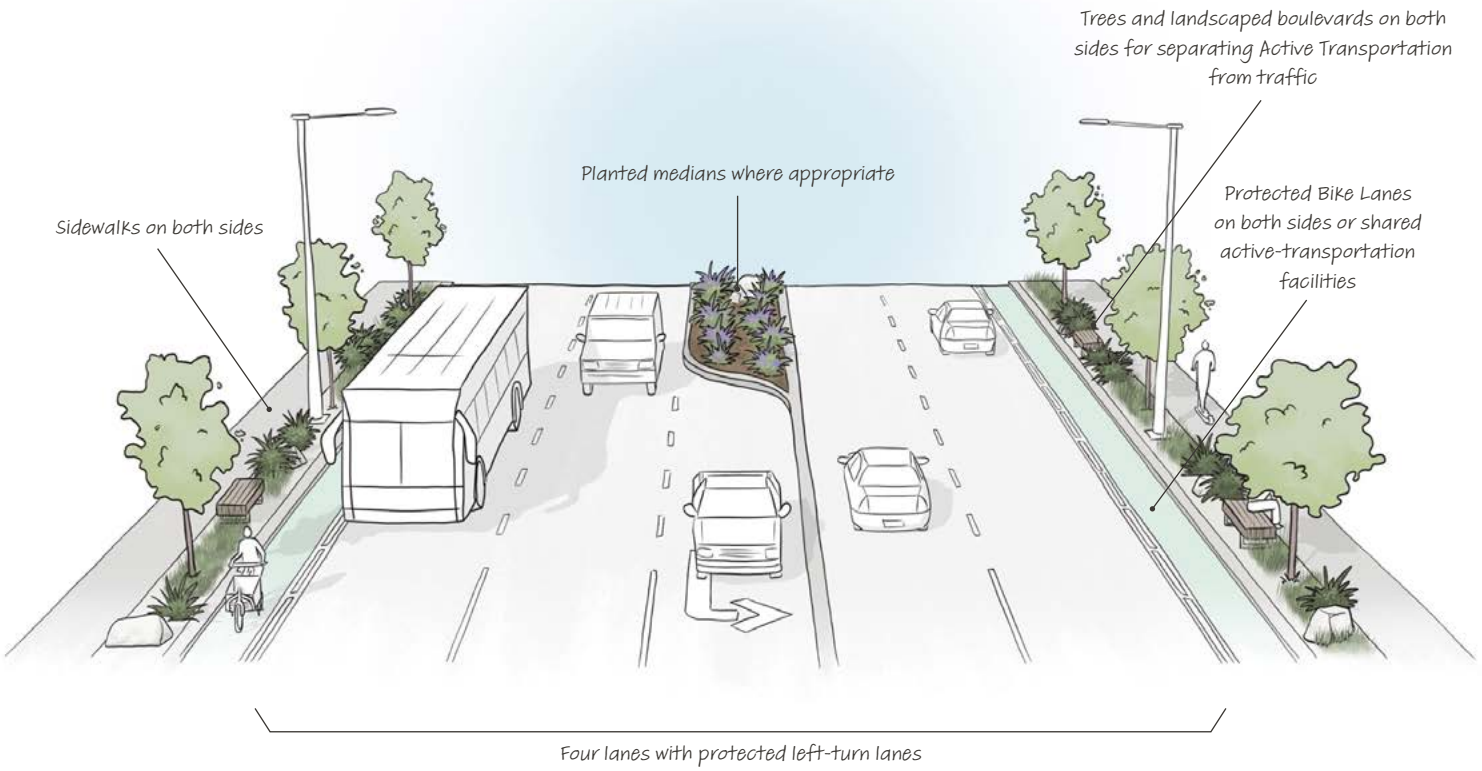
In optimal conditions (approximately 25m right-of-way) the goal is to support safe and efficient movement of people and goods:

- Four lanes with protected left-turn lanes and medians, where appropriate
- Protected Bike Lanes on both sides
- Sidewalks (2m) on both sides inside the Focused Growth Area
- Widened shoulders on both sides outside the Focused Growth Area
- Landscaping on both sides for drainage, utilities, and snow storage

In a constrained road cross-section (approximately 18.3 m right-of-way):

- Four lanes to maintain regional connectivity, where feasible
- Sidewalks (1.8m) on both sides inside the Focused Growth Area
- Widened shoulders on both sides outside the Focused Growth Area
- Provide safe Active Transportation crossings at key intersections or regional trail connections.
- Landscaping on both sides, and space for drainage, utilities, and snow storage

2. Arterials



25m cross-section

Purpose

Arterials help people travel to work, school, and recreation while also guiding visitors to important places. As they connect to highways and collector streets, they need to support trucks and commercial vehicles while keeping streets safe for people walking and biking[4].

[4] These arterials differ from the "arterial highways" managed by the Province (e.g. Highway 97 through Downtown Vernon).

2. Arterials

Core Function

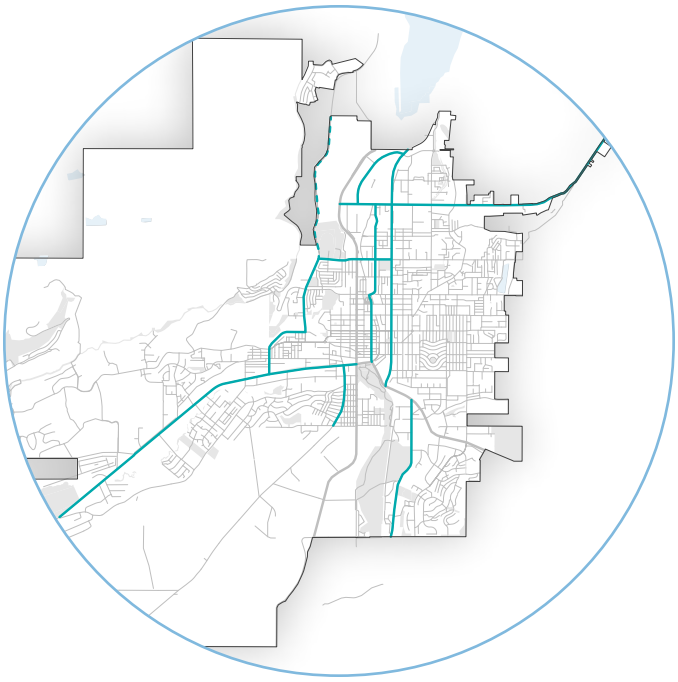
- Accommodate high volumes of people and goods
- Support reliable transit service
- Protect active travel mode users from high volumes and high-speed traffic.

Design Objectives

- Target speed: 50 km/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
- Limit driveway accesses and restrict on-street parking to maintain traffic flow

Arterials

Arterials are the City's busiest streets, moving people and goods between major destinations. They connect to provincial highways and community collectors, balancing heavy traffic (including transit buses) with safe access for walking, biking, and rolling.



2. Arterials

Design Priorities

These priorities guide the design of arterial cross-sections within city limits, ensuring that mobility, safety, and livability are balanced across different urban and rural contexts.

In optimal conditions (approximately 25 m right-of-way), the goal is to support safe and efficient movement for all modes while creating an attractive and functional Streetscape:

- Four lanes with protected left-turn lanes and medians where appropriate
- Protected Bike Lanes on both sides or shared active-transportation facilities
- Sidewalks on both sides (2m)
- Trees and landscaped boulevards on both sides for separating Active Transportation from traffic, and space for furniture, drainage, utilities, snow storage etc

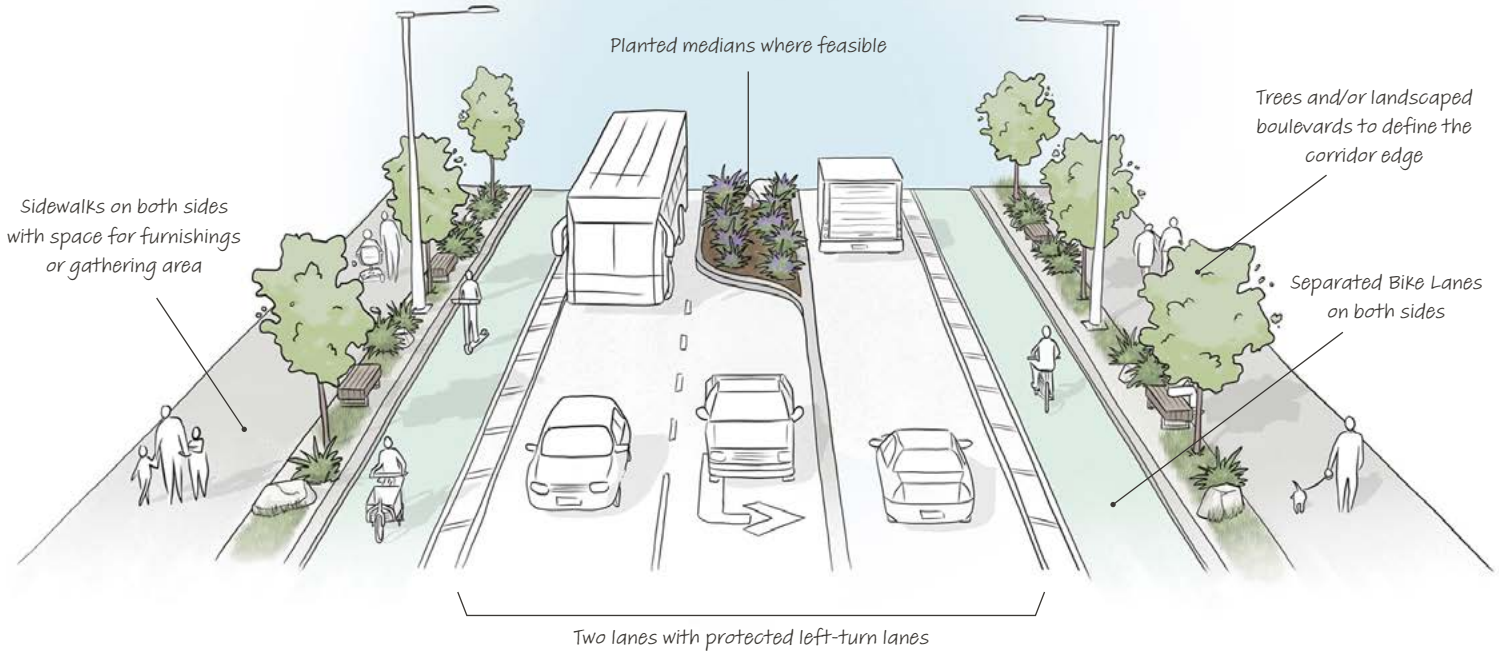
In constrained urban corridors (e.g., 18.3 m right-of-way):

- Two lanes with a centre turn lane where volumes allow, reallocating space for walking, biking, and green infrastructure.
- Optimize lane widths and turning movements to balance vehicle flow with local access and crossings
- Provide sidewalks on both sides (minimum 1.8m)
- Include protected or shared active-transportation facilities (Bike Lanes, Multi-Use Path) Retain landscaped boulevards for separating Active Transportation from traffic, and space for furniture, drainage, utilities, snow storage etc., where feasible

In rural or edge-of-city contexts, where active-transportation demand is lower and regional connectivity remains critical and ensuring safety for all modes, with priority to vehicles:

- Four lanes
- Provide road shoulders as dedicated space for Active Transportation, drainage, utilities, snow storage etc.
- Natural landscaping to define the corridor edge and blend with existing trees and landscaping on adjacent properties

3. Community Collectors



25m cross-section

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.

3. Community Collectors

Core Function

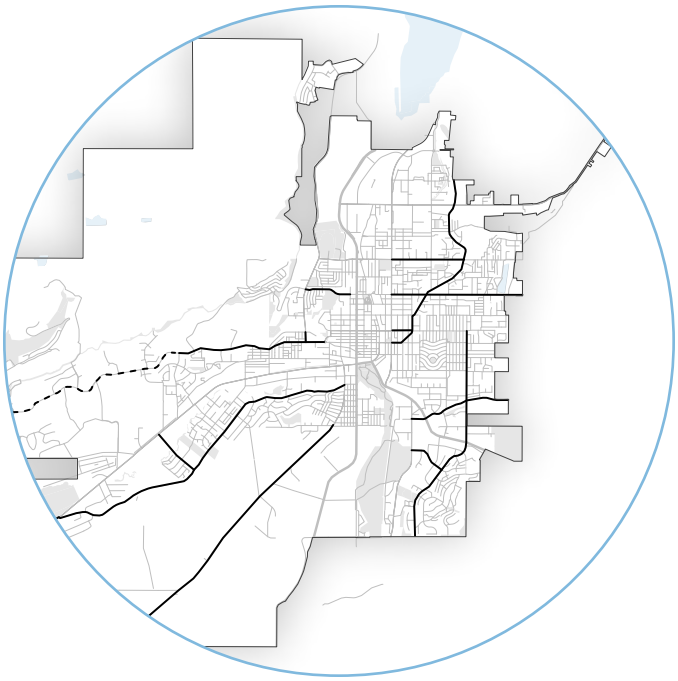
- Maintain critical connectivity for all modes
- Accommodate high volumes of pedestrians and cyclists in a safe and inviting environment
- Support effective transit
- Accommodate a range of speeds on Multi-Use Path

Design Objectives

- Target speed: 40 km/h
- Wide, comfortable sidewalks
- Separated cycle paths
- Rest points
- Minimize driveway accesses
- Restrict on-street parking to maintain traffic flow, preserve space for Active Transportation, and landscaping

Community Collectors

Community collectors move people and goods within Vernon, linking neighbourhoods to arterials and key destinations. They carry moderate traffic volumes and support buses, walking, biking, and rolling.



3. Community Collectors

Design Priorities

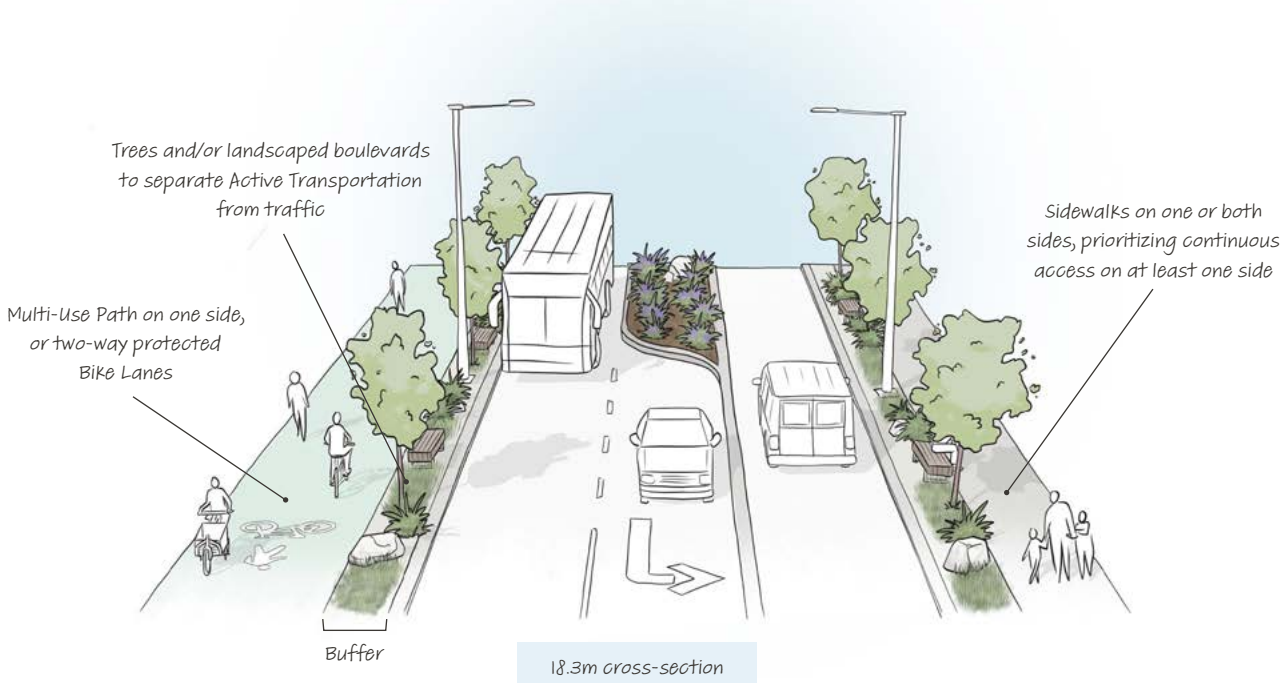
These priorities guide the design of Community Collector cross-sections within city limits, ensuring that mobility, safety, and livability are balanced with local access and comfort.

In optimal conditions (approximately 25 m right-of-way), the goal is to support safe and efficient travel for all modes:

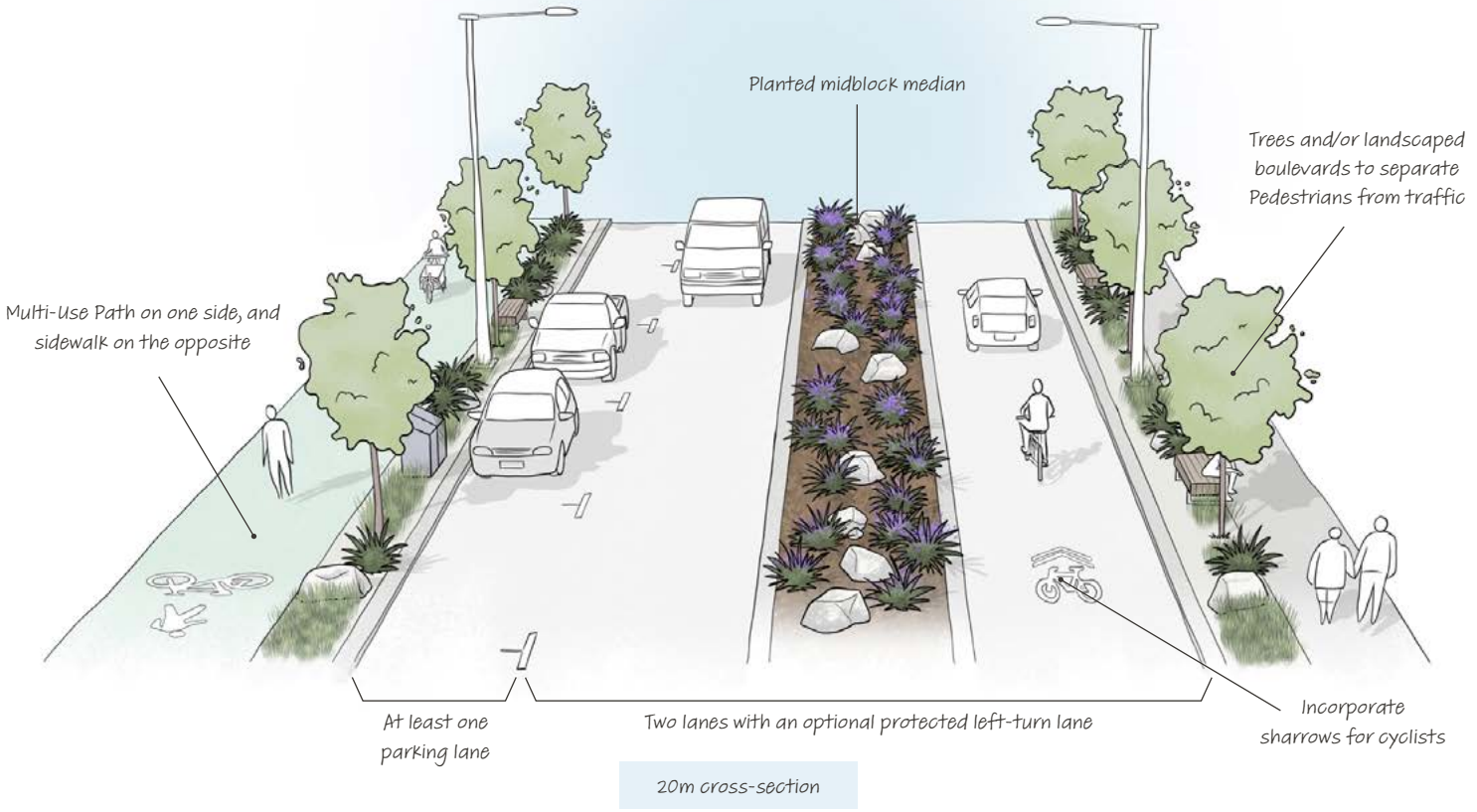
- Two lanes with protected left-turn lanes and planted medians
- Separated Bike Lanes on both sides (1.8m with a 0.6 m buffer)
- Sidewalks on both sides (2 m) with space for furnishings or gathering area, and trees and/or landscaped boulevards to define the corridor edge
- No on-street parking to preserve space for Active Transportation and landscaping

In constrained conditions (approximately 18.3 m right-of-way):

- Two lanes with protected left-turn lanes and planted medians, where feasible
- Include a Multi-Use Path on one side or two-way protected Bike Lanes (1.8m or 1.5 m lane with a 0.3m buffer), depending on the surrounding context and available width
- Sidewalks (1.8m) on one or both sides, prioritizing continuous access on at least one side
- Trees and/or landscaped boulevards on one or both sides for separating Active Transportation from traffic, and space for drainage, utilities, snow storage etc., where feasible



4. Neighbourhood Collectors



20m cross-section

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.

4. Neighbourhood Collectors

Core Function

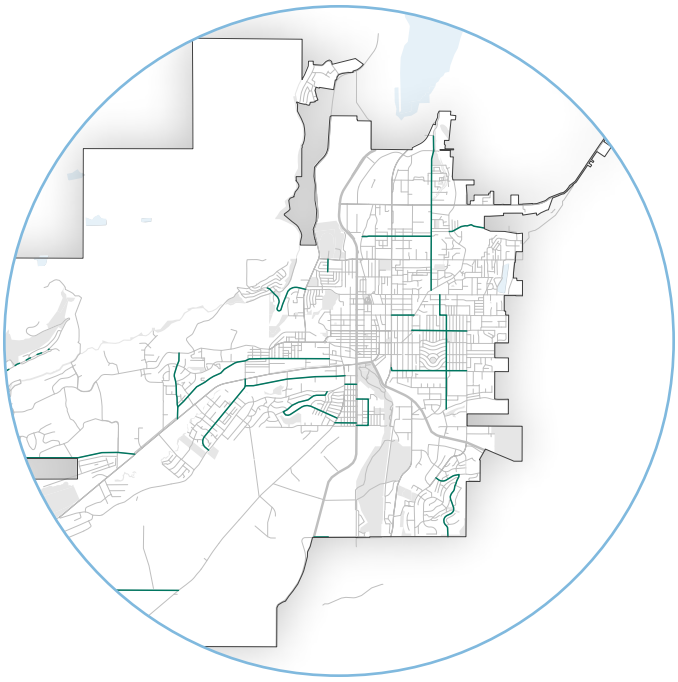
- Encourage slower speeds
- Maintain and improve transit connectivity and reliability
- Provide safe and inviting facilities for pedestrians and cyclists
- Encourage cyclists and pedestrians to enjoy scenic views and natural areas
- Support on-street parking
- Facilitate deliveries and pick-up/drop-off

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

Neighbourhood Collectors

Neighbourhood collectors serve residential areas, schools, and other local destinations. They connect local streets to the wider network while supporting safe transit and active travel.



4. Neighbourhood Collectors

Design Priorities

These priorities guide the design of Neighbourhood Collector cross-sections within city limits, ensuring that local access and safety are balanced.

In optimal conditions (approximately 20 m right-of-way), the goal is to support safe, lower speed travel for all users:

- Two lanes with an optional protected left-turn lane and planted midblock medians in Urban and Village Centres.
- Provide at least one parking lane
- Provide a Multi-Use Path on one side and sidewalk (2 m) on the opposite, or sidewalk on both sides with painted Bike Lanes
- Trees and/or landscaped boulevards on one or both sides for separating Active Transportation from traffic, and space for drainage, utilities, snow storage etc.,

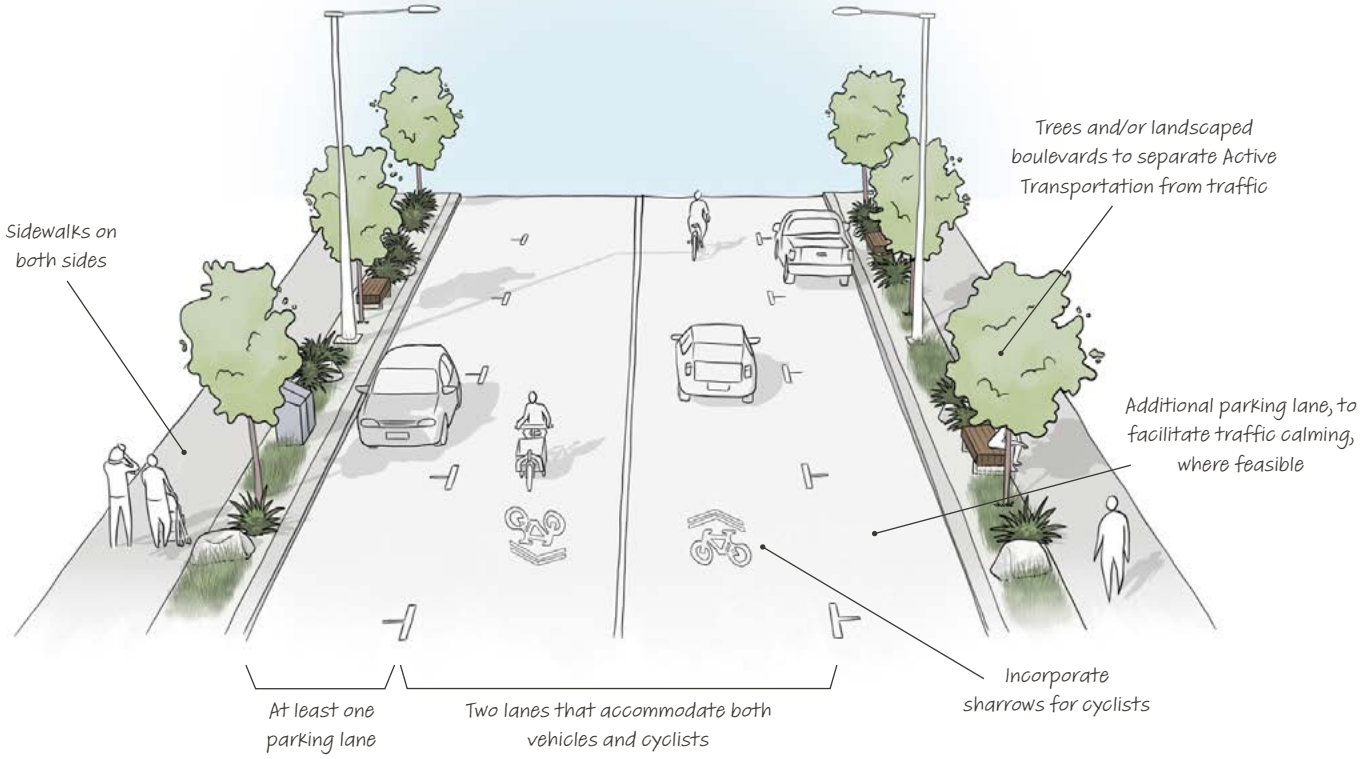
In constrained conditions (approximately 18.3 m right-of-way):

- Two lanes that accommodate both vehicles and incorporating sharrows for cyclists
- Provide at least one parking lane
- Provide sidewalks (1.8m) on both sides
- Trees and/or landscaped boulevards on one side for separating Active Transportation from traffic, and space for drainage, utilities, snow storage etc.,

4. Neighbourhood Collectors

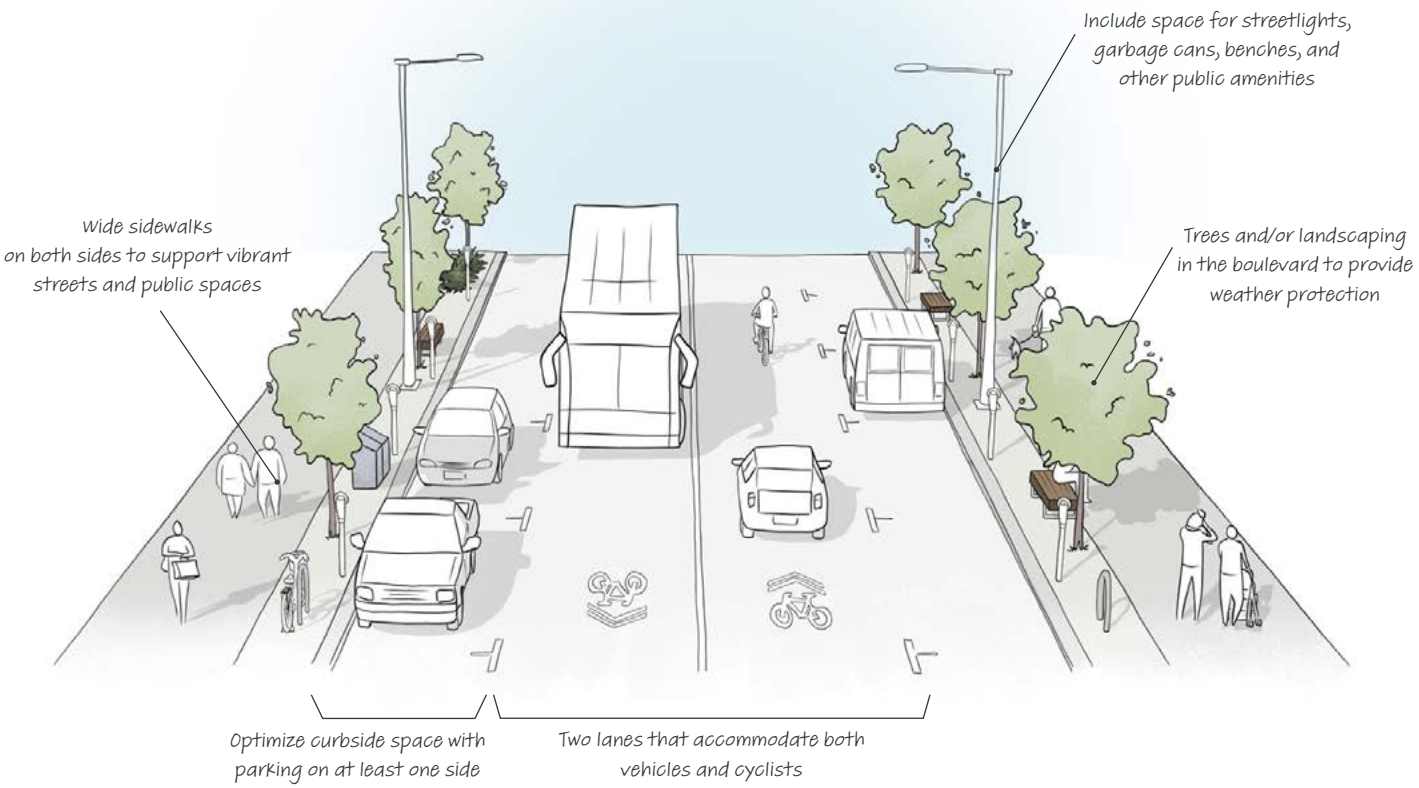
In highly constrained conditions (approximately 12.2 m right-of-way):

- Two lanes, with sharrows for cyclists and no on-street parking
- Sidewalks (1.8m) on both sides
- Shoulder space for snow storage
- Incorporate landscaping with existing trees and landscaping on adjacent properties



18.3m cross-section

5. Urban Centre Streets



20m cross-section

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.

Some of the streets under this classification will be experiencing changes related to the new Transit-Oriented Areas (TOAs) established in Provincial Bill 47 Housing Statutes (Transit-Oriented Areas).

TOAs are defined as areas within 400–800 m of a Transit Exchange.

TOAs encourage 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 TOAs.

Overall, the streets categorized under this classification have the maximum possibility for change and potential to support mode-shift.

5. Urban Centre Streets

Core Function

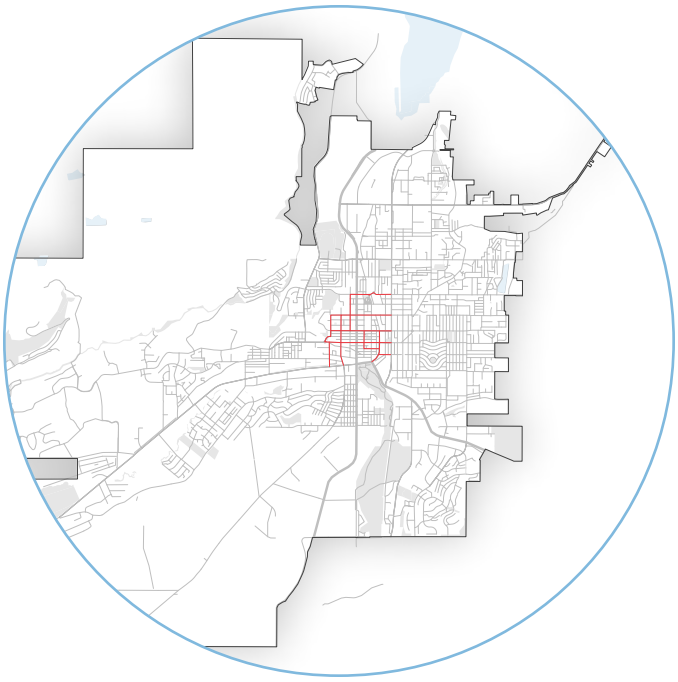
- Serve as attractive public spaces (e.g. outdoor patios, parks, seasonal pedestrian-only blocks)
- Support reliable transit service
- Accommodate high volumes of pedestrians and cyclists in a safe and inviting environment
- Encourage use of space for community activities and cultural cohesion
- Accommodate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

Design Objectives

- Target speed: 30–40 km/h
- Create a Pedestrian-Oriented environment
- Increase availability of outdoor patios and gathering spaces
- Provide safe Active Transportation facilities that reduce conflicts
- Improve community and gathering spaces
- Encourage commercial frontages
- Support transit operations with bus stop facilities and Transit Priority
- Transit stop improvements, such as shelters, covered waiting areas, shade structures and lighting
- Consider parking and charging opportunities for all modes, including e-bikes and e-scooters
- Curbside space to support deliveries and pick-up/drop-off, taxi, and ride hailing services, and improve community and gathering spaces

Urban Centre Streets

Urban Centre streets are the busiest areas of Vernon, where many people walk, bike, roll, and use transit. They also support housing, businesses, and vibrant public spaces, and will change the most with new growth in TOA.



5. Urban Centre Streets

Design Priorities

These priorities guide the design of Urban Centre cross-sections, ensuring that are designed with as vibrant public spaces while balancing mobility needs.

In optimal conditions (approximately 25 m right-of-way), the goal is to create a vibrant, people-oriented street that supports all modes and activates the public realm:

- Two lanes
- Optimize curbside space with parking on at least one side and incorporates the flexible uses outlined in Strategy 4.4 of the Transportation Plan.
- Separated Bike Lanes on both sides
- Wide sidewalks (at least 2 m) on both sides to support outdoor dining, patios, furniture and other activities that enhance the public realm
- Trees and/or landscaping in the boulevard and consider awnings on the building to provide shade and weather protection
- Alternate trees with streetlights, garbage cans, benches, and other public amenities

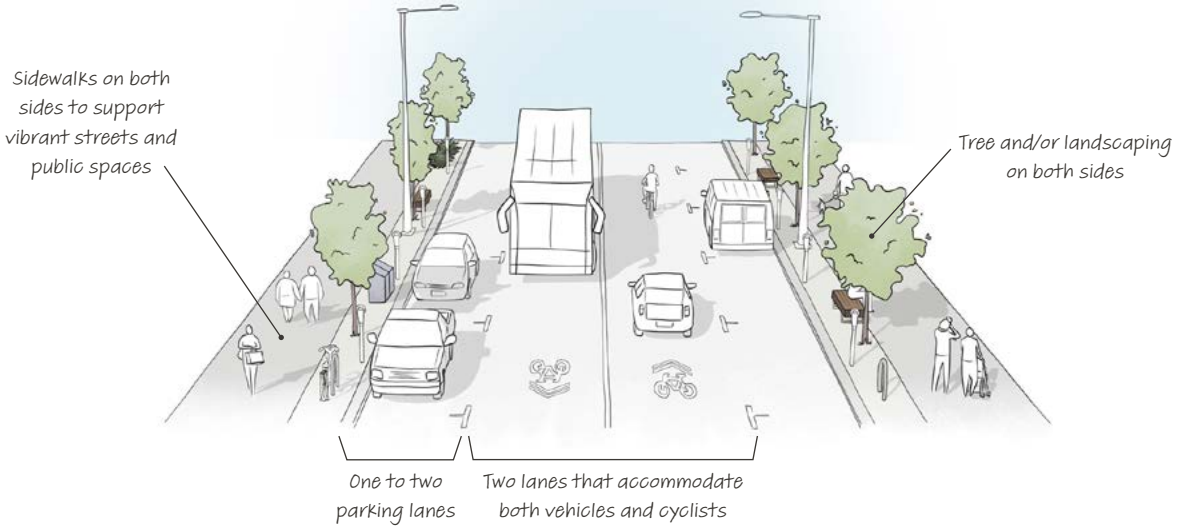
In urban main street conditions (approximately 20 m right-of-way):

- Two lanes that accommodate both vehicles and incorporating sharrows for cyclists
- One to two parking lanes, that balance the flexible uses outlined in Strategy 4.4 of the Transportation Plan
- Sidewalks on both sides (2.8 m) to support curbside optimization
- Trees and/or landscaping in the boulevard and consider awnings on the building to provide shade and weather protection.
- Alternate trees with streetlights, garbage cans, benches, end-of-trip facilities and other public amenities

In constrained conditions (approximately 18.3 m right-of-way):

- Two lanes that accommodate both vehicles and incorporating sharrows for cyclists
- One to two parking lanes, that balance the flexible uses outlined in Strategy 4.4 of the Transportation Plan
- Sidewalks on both sides (2 m) to support public realm
- Tree and/or landscaping on both sides, alternating with streetlights, garbage cans, benches, end-of-trip facilities and other public amenities

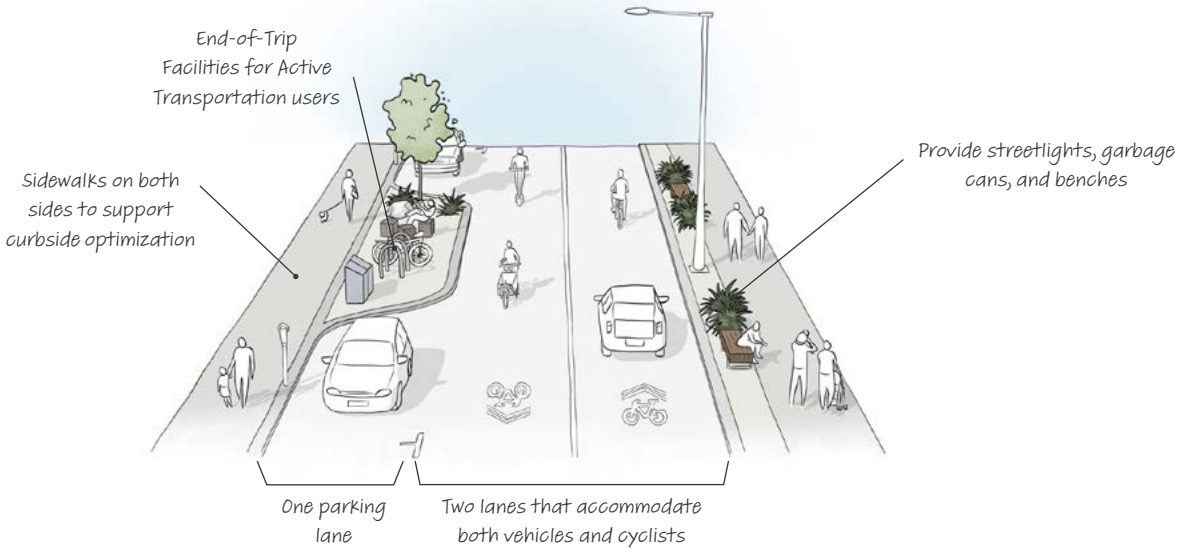
5. Urban Centre Streets



20m cross-section

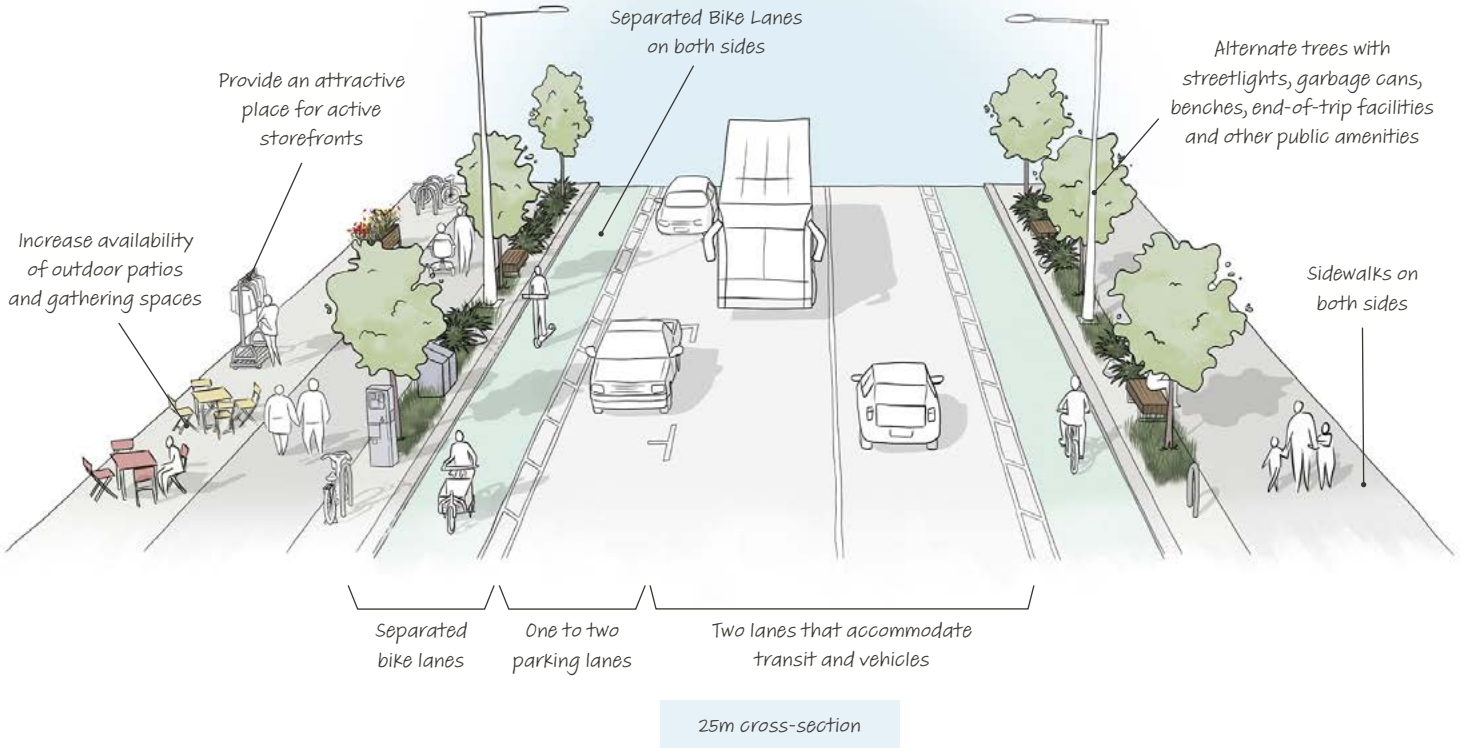
In highly constrained conditions (approximately 15.3 m right-of-way):

- Two lanes that accommodate both vehicles and incorporating sharrows for cyclists
- One parking lane that balances the flexible uses outlined in Strategy 4.4 of the Transportation Plan.
- Sidewalks on both sides
- Where space is limited, consider using bulb-outs or tree pockets within the parking lane to integrate greenery and street furniture



15.3m cross-section

6. Transit and Active Streets



Purpose

These streets are designed to move large numbers of people by bus, bike, or foot. They may give more space to active travel, provide reliable transit service, or include safe, connected walking and biking routes. Some streets may primarily support active travel and overlap with the local bike route classification, shown in the Appendix A (A2: Future Bike Network), and in the future other streets could be reserved for bus priority.

Streets classified as Transit and Active Streets may also have additional classifications, such as Community or Neighbourhood Collector. In these cases, the cross-section will be adjusted to support transit, Active Transportation, and vibrant Streetscapes.

6. Transit and Active Streets

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 centre and TOA streets

Design Objectives

- Target speed: 30–40 km/h
- Restrict private and commercial motor vehicle access
- Create a Pedestrian-Oriented environment with a 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 with shade structures, trees, and covered waiting areas

Transit and Active Streets

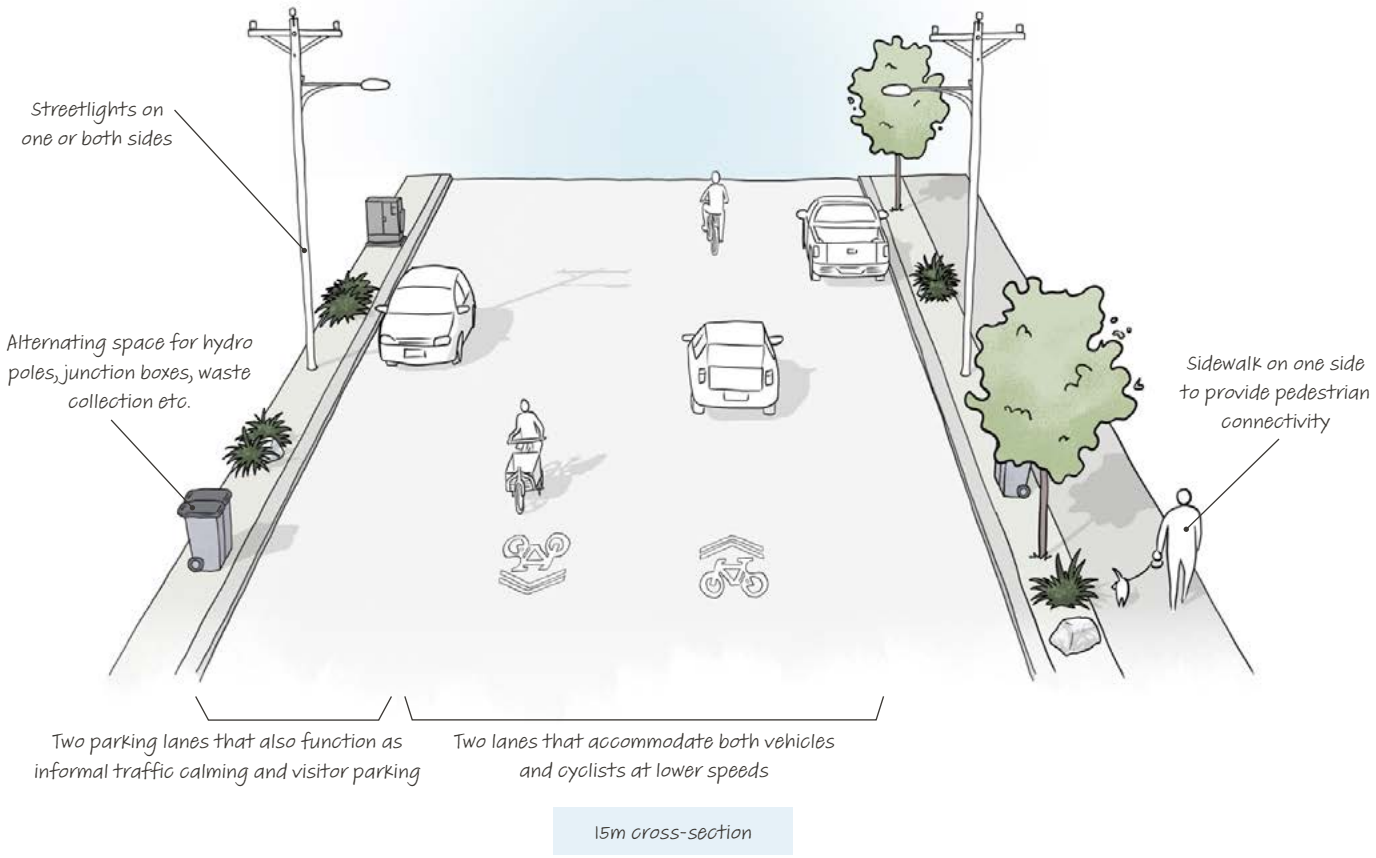
Transit and active streets are designed to give more space to buses, pedestrians, and cyclists. They connect neighbourhoods across the city and support a shift away from driving.

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.**

7. Local Streets



15m cross-section

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, biking, and community activities.

7. Local Streets

Core Function

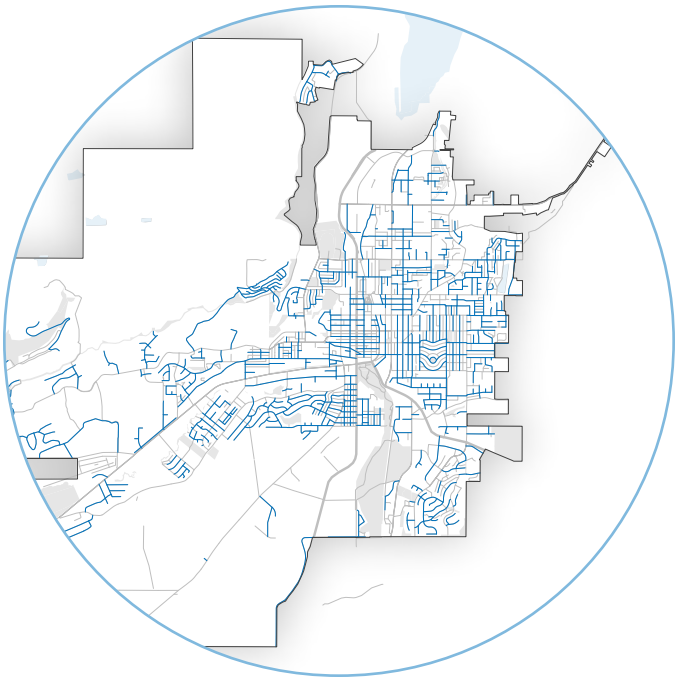
- Provide first and last mile connections to housing and shopping destinations
- Discourage through traffic with traffic calming measures
- Provide safe and inviting facilities for pedestrians and cyclists
- Encourage use of space for community activities and cultural cohesion (e.g. linear parks, block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

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

Local Streets

Local streets provide direct access to homes and businesses. They are designed for slower speeds, safe active travel, and community use, rather than through-traffic.



7. Local Streets

Design Priorities

These priorities guide the design of Local Street cross-sections within city limits, ensuring that neighbourhood comfort, safety, and livability are balanced with vehicle access and essential services.

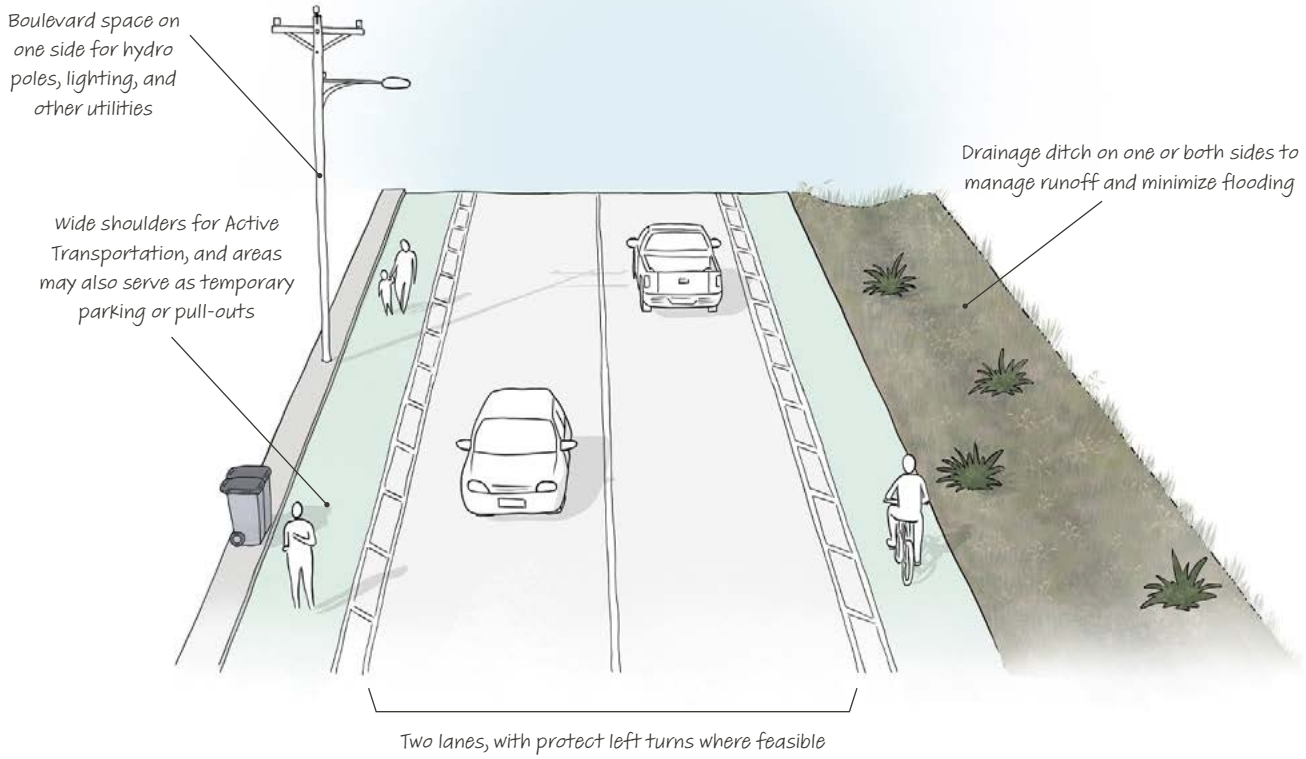
In typical conditions (approximately 15.3 m right-of-way), the goal is to support safe, low-speed travel for all users while fostering community connection and maintaining essential infrastructure.

- Two lanes that accommodate both vehicles and cyclists at lower speeds
- Two parking lanes that also function as informal traffic calming and visitor parking
- Sidewalk on one side to provide pedestrian connectivity
- Streetlights on one or both sides, alternating space for hydro poles, junction boxes, waste collection etc.
- Optimize existing trees and landscaping on adjacent properties and encourage community-led boulevard planting and stewardship

In constrained or one-way conditions (approximately 12.2 m right-of-way):

- One alternating travel lane (one-way operation) with two parking lanes
- Sidewalk on one side
- Streetlights on both sides, alternating with trees and utility elements
- Optimize existing trees and landscaping on adjacent properties and encourage community-led boulevard planting and stewardship, where space allows

8. Rural Streets



15m cross-section

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 biking. They usually do not have the same road and utility services as streets in urban areas.

8. Rural Streets

Core Function

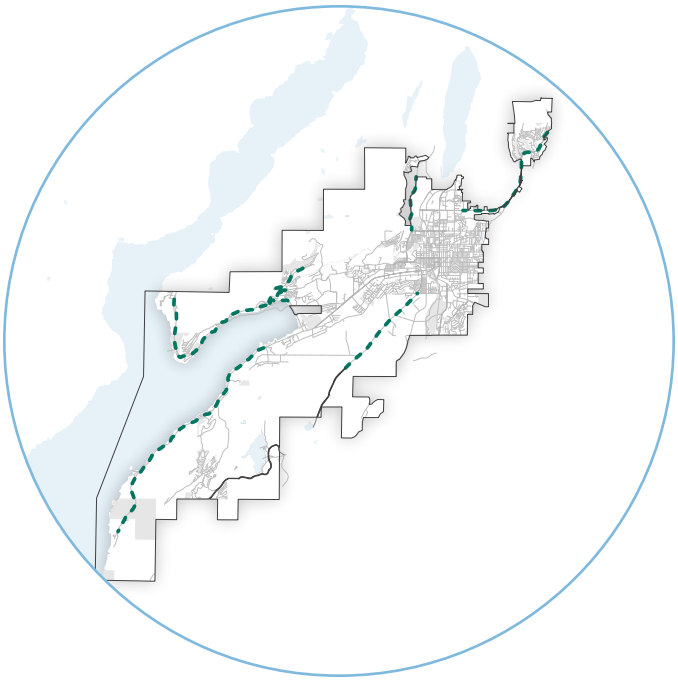
- Connect motor vehicles to the rest of the road network
- Connect motor vehicles and active modes to outdoor recreational areas
- Accommodate recreation by active modes on the street

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

Rural Streets

Rural streets connect farms, rural neighbourhoods, and smaller communities to the rest of Vernon. They serve lower traffic volumes and often have fewer urban services, but still support safe travel for all users.



8. Rural Streets

Design Priorities

These priorities guide the design of Rural Road cross-sections within city limits, ensuring that safe travel, drainage, and Active Transportation are balanced with the surrounding rural and agricultural context.

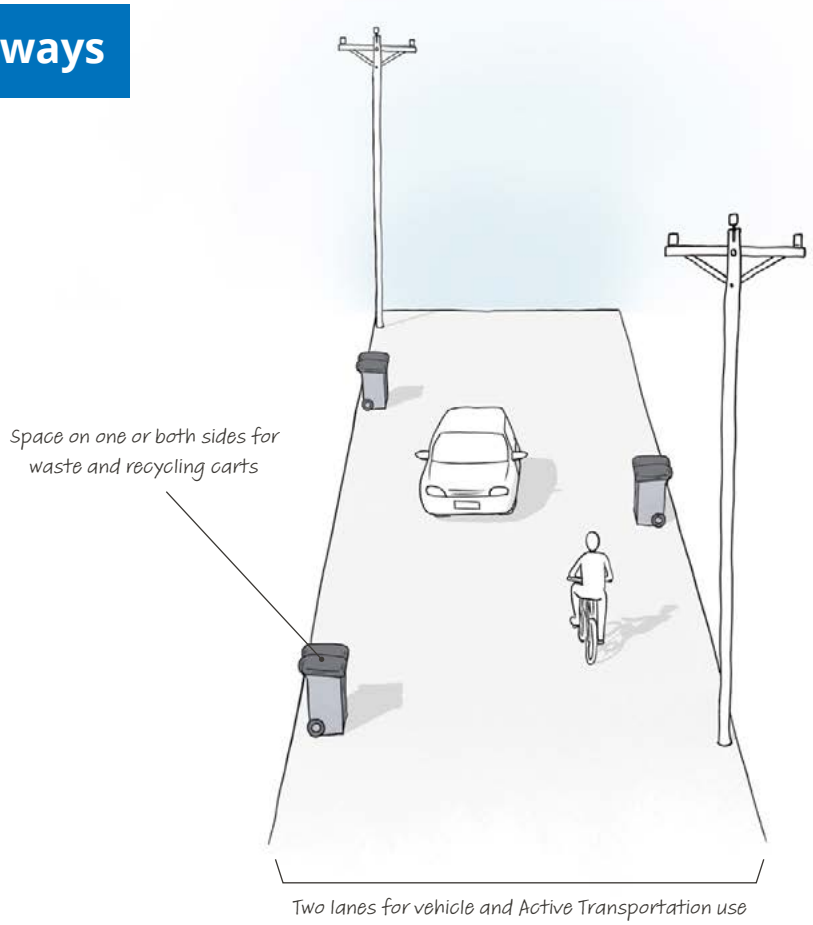
In optimal conditions (approximately 18.3 m right-of-way), the goal is to maintain safe vehicle movement while accommodating Active Transportation and essential roadside functions:

- Two lanes. With protect left turns, where feasible
- Wide shoulders for Active Transportation, and areas may also serve as temporary parking or pull-outs
- Drainage ditch on one or both sides (approximately 2-4 m) to manage runoff and minimize flooding
- Boulevard space on one side for hydro poles, lighting, and other utilities

In constrained conditions (approximately 15.2 m right-of-way):

- Two lanes with narrower shoulders for Active Transportation, or pull-out space, and a drainage ditch on one or both sides (approximately 2-4 m)
- Boulevard space on one side for hydro poles and other utilities

9. Laneways



6m cross-section

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.

9. Laneways

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

Laneways

Laneways provide back-of-property access for parking, deliveries, and services. With low traffic, they also function as shared spaces or short active travel routes.

Design Objectives

- Target speed: 20 km/h
- Provide an attractive public space for community gathering
- Revitalize Downtown alleyways to be vibrant and functional spaces
- Accommodate emergency vehicles, garbage trucks, and small- to medium-sized truck used for deliveries, service work or utility purposes
- Restrict on-street parking.

Design Priorities

These priorities guide the design of Laneway cross-sections within city limits, ensuring they provide safe, low-speed access for residents, deliveries, and waste collection while keeping space for essential services.

In optimal conditions (approximately 8 m right-of-way), the goal is to support two-way access for vehicles and bicycles while providing space for waste collection and essential utilities.

- Two lanes for vehicle and Active Transportation use
- Space on one side for waste and recycling carts

In constrained conditions (approximately 6 m right-of-way):

- One to two lanes (3m) for vehicle and Active Transportation use
- Space on one side for waste and recycling carts



City of Vernon Transportation Plan

NOVEMBER 2025

