



DISTRICT OF LAKE COUNTRY  
Transportation Action Plan  
Discussion Paper  
May 2010



*“Making Lake Country easy to get around  
in safe and enjoyable ways”*



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# 1. Introduction

This document provides a general discussion opener on transportation issues in the District of Lake Country and provides recommendations on what the District could achieve with the creation of an effective and efficient transportation system.

An effective and efficient transportation system focuses on moving people and goods from one location to another for various reasons including business and leisure purposes.

As the character of Lake Country continues to change, there is a strong community interest in improving our transportation infrastructure and resultant safety in the District. These infrastructure improvements are needed to allow the most vulnerable members of the community to easily and safely travel throughout the District, but are also needed for the general public.

Improvements to our transportation infrastructure would follow Council's vision of:

- Developing a strong sense of community,
- Promoting a positive community image,
- Building a comprehensive and integrated trail network, and
- Creating a vibrant social and commercial town centre.

To have a discussion regarding action for community transportation and to formulate a **Transportation Action Plan**, staff have prepared this paper to present a multi-prong action plan consisting of three parts.

- 1) Immediate Measures
- 2) Priority Capital Improvements
- 3) Integrated Transportation Framework

This multi-prong approach has been devised to facilitate a discussion and decision making process for Council and the community. The following sections will detail why these three parts were formulated, what the parts may consist of, and how they could be implemented.

## 2. Our Current Situation

The permanent and seasonal population of Lake Country has grown substantially since incorporation in 1995. This has led to:

- **Increased vehicle traffic** throughout the District,
- Increased use of the roadways for **walking and cycling** and other recreational purposes, and
- Increased volume has led to **conflicts between vehicles and other transportation modes.**

A community wide desire to improve transportation options within the District has been expressed for many years. These expressions of interest have been received from parents, students, seniors, and many other citizen groups within the community; generally, public comment consists of several themes, including:

- The need to commute to work and school through various methods,
- Increased recreational opportunities,
- Safe walkways along residential streets, and
- Safe walkways to parks.

In observing the day to day activities of community members, the desire to have more transportation options available is clearly reflected in how the citizens are currently using our basic transportation system. These observations include:



- Walking and jogging within the vehicle travel lanes of local residential roads,
- Cycling and skating on the sidewalk, shoulder and vehicle travel lanes of roads,

- Crossing roads at inappropriate locations due to a lack of sufficient infrastructure, and
- Reliance on vehicles for transportation to school, work and shopping due to a lack of transportation options.

Motivations for transportation improvements include:

- The trend towards urbanization,
- Invigorating the development and long-term success of Main Street,
- Greater demand for infrastructure to increase safety for pedestrians and cyclists,
- Recognition of the environmental and infrastructure costs of vehicle transportation,
- Support for liveable communities and beautification,
- Support for active, healthy lifestyle choices,
- Increase public health and quality of life, and
- Reduction in school bus services.



Transportation planning for the District has taken place in different forms since incorporation, but planning efforts have typically been:

- High level,
- Segmented (focused on specific areas and new developments), and
- Primarily focused on vehicle traffic.



While this planning has been necessary and useful in its own right, there is a need for comprehensive transportation strategies which include all forms of transportation. These strategies need to include detailed implementation and financial plans to ensure they turn into

reality.

### 3. Opportunities

Though at its basic level transportation is about **moving goods and people**, it can also be looked at as part of a **community lifestyle**. With Lake Country evolving into a multi-faceted community that is welcoming, friendly and community focused, the transportation options within Lake Country need to encompass the lifestyle choices of Lake Country residents and visitors.

A **comprehensive approach to transportation** takes into account the lifestyles within the community and all the different modes of transportation, including vehicles, pedestrians, mobility scooters, bicycles, and public and school bussing, being used within the community. **It includes transportation for both commuting and recreation purposes.**

To ensure that action is taken right now and that improved transportation options are incorporated into the long-term goals of the District, Staff have identified three complementary approaches:

#### 1) Immediate Measures

- School zone in front of George Elliot Secondary School
- Share the road campaign
- Ongoing meetings between Council, staff and GESS students (Teens 4 Change)
- Others immediate action measures may be identified over time.



These immediate measures can easily be achieved and will start to instantly improve our transportation system as the community begins to re-educate themselves on how a multi-modal system operates and why cooperation between transportation types is necessary.

## 2) Priority Capital Improvements

- **Main St. Gateway** (Bottom Wood Lake Rd from roundabout to Lodge Rd.)  
With this segment of road being the northerly entrance to Main Street and with having three main institutional services in this area, transportation options and street beautification in the area should be in sync with the services that are available on Main Street. Specifically, improved pedestrian and cycling infrastructure is needed.

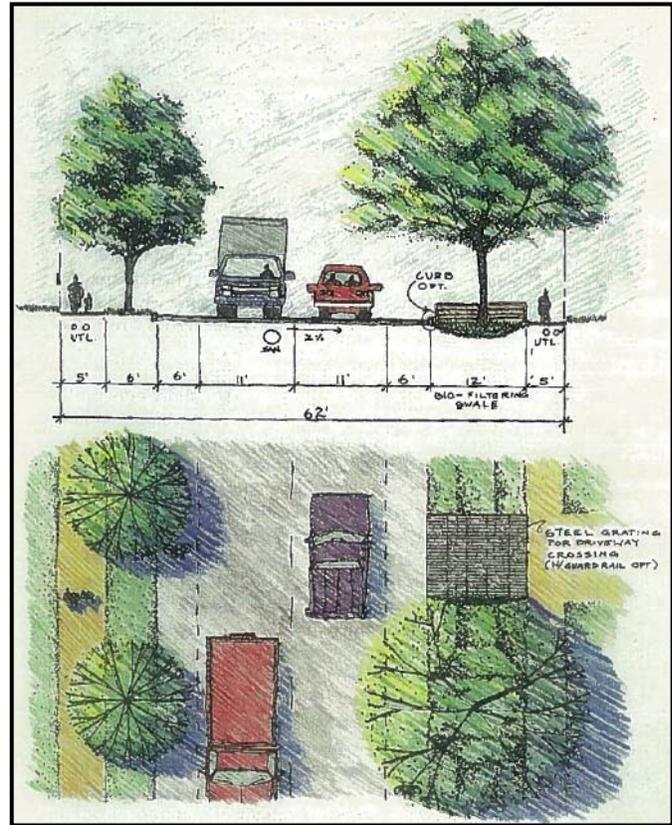


Figure 1: Road with Bio-Filtering Swale  
2002. Green Streets. Metro. ISBN 0-9662473-5-3

- **School Transportation**  
School transportation and particularly the transportation to George Elliot Secondary School (GESS) has been identified as a priority. The initial area along Bottom Wood Lake Road is part of the Main Street Gateway described above, but linkages from the surrounding neighbourhoods to GESS must also be considered.

As a starting point improvements along Lodge Road from Sherman Drive to Bottom Wood Lake Road would greatly improve student access from the Clearwater-Copper Hill area. In the future, other neighbourhoods should also be connected to local schools and parks through inclusive transportation routes.

With the ongoing relationship between the District and the school system, particularly the 'Teens 4 Change' group and the Traffic Safety Coordinator for

School District #23, there is a great opportunity to work together to safely get students to and from school regardless of how they travel.

A conceptual plan of the Main Street Gateway and the Lodge Road Multi-Modal Plan has been prepared to demonstrate the priority capital improvements and have been attached to this discussion paper.

### 3) Integrated Transportation Framework

- Active transportation plans
- Fiscal implications and planning
- Update the *Subdivision and Development Services Bylaw*
- Recreation Corridor Plan for realigned highway
- Recreation Corridor Plan for the Okanagan Lake Greenspace
- Capital Replacement Strategy/Asset management

To ensure that future transportation within our growing community is all-inclusive, there are several initial components that should be given consideration to help guide the development of an **Integrated Transportation Framework**. This includes brainstorming the purpose of the plan and what it may include, developing a vision statement, and setting guiding principles, goals and objectives.

By engaging in dialogue, between Council and the community, the purpose of an Integrated Transportation Framework would be uncovered and could start the formation of a vision for what **moving around, near and through** Lake Country could look like. This dialogue would likely include, but not be limited to, concepts such as:

- Multi-modal transportation options,
- Convenient, easy and barrier-free,
- Promote liveability and health,
- Connecting neighbourhoods to schools and parks;
- Sustainable,

- Beautiful, and
- Safe.

These concepts could then be distilled to develop a core vision statement that would be useful tool to explain the goal of the project and to help keep everyone involved focused and on target. For example, *“Making Lake Country easy to get around in safe and enjoyable ways”*, would clearly and succinctly project what the District and community would like to achieve in the future.

The overarching transportation concepts that are important to the community can also be used to formulate **Guiding Principles**, which can be very useful to direct the approach to achieve the vision and help to ensure that the vision is full-bodied and robust. Guiding Principles may include statements such as:

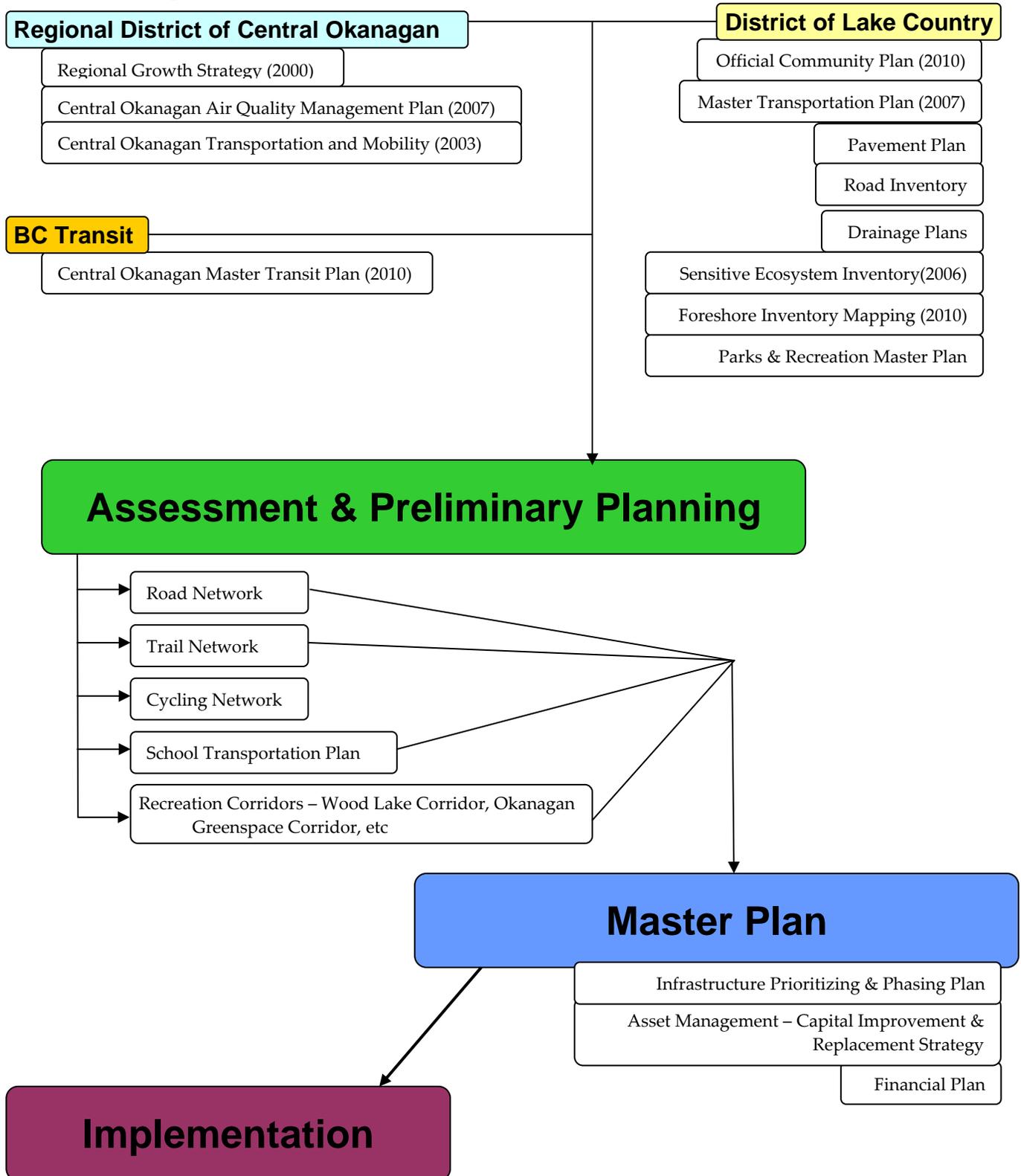
- Implement transportation solutions that work and build on each other,
- Promote holistic strategies to ensure efficient transportation improvements, and
- Anticipate future transportation needs and coordinate improvements accordingly.

Finally, goals and objectives should be developed. For example, the draft Official Community Plan identifies the following transportation goals:

- Create a multi-modal transportation network to provide a range of transportation options.
- Provide a safe and efficient transportation network.
- Minimize the environmental impact of the transportation network.
- Reduce greenhouse gas emissions from the District transportation network.

Once the detailed integrated transportation framework has been established, a solid financial review should be undertaken to ensure that the goals and objectives of the framework are achievable. The financial strategy is essential to ensure that the community’s vision turns into reality.

## 4. Integrated Transportation Framework



## 5. Time Frame

		Time
Immediate Measures	School zone in front of George Elliot Secondary School	April 6, 2010
	Share the road campaign	2010
	Liaison with Council, staff and GESS students (Teens 4 Change)	2010 - ongoing
Priority Capital Improvements	Main Street Gateway	Design – 2011 Construct - 2012
	Lodge Road Connection (Sherman Dr to BWL Rd)	Design – 2011 Construct - 2012
Integrated Transportation Framework	Assessment & Preliminary Planning	2010
	Master Plan Documentation	2011

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# Appendices

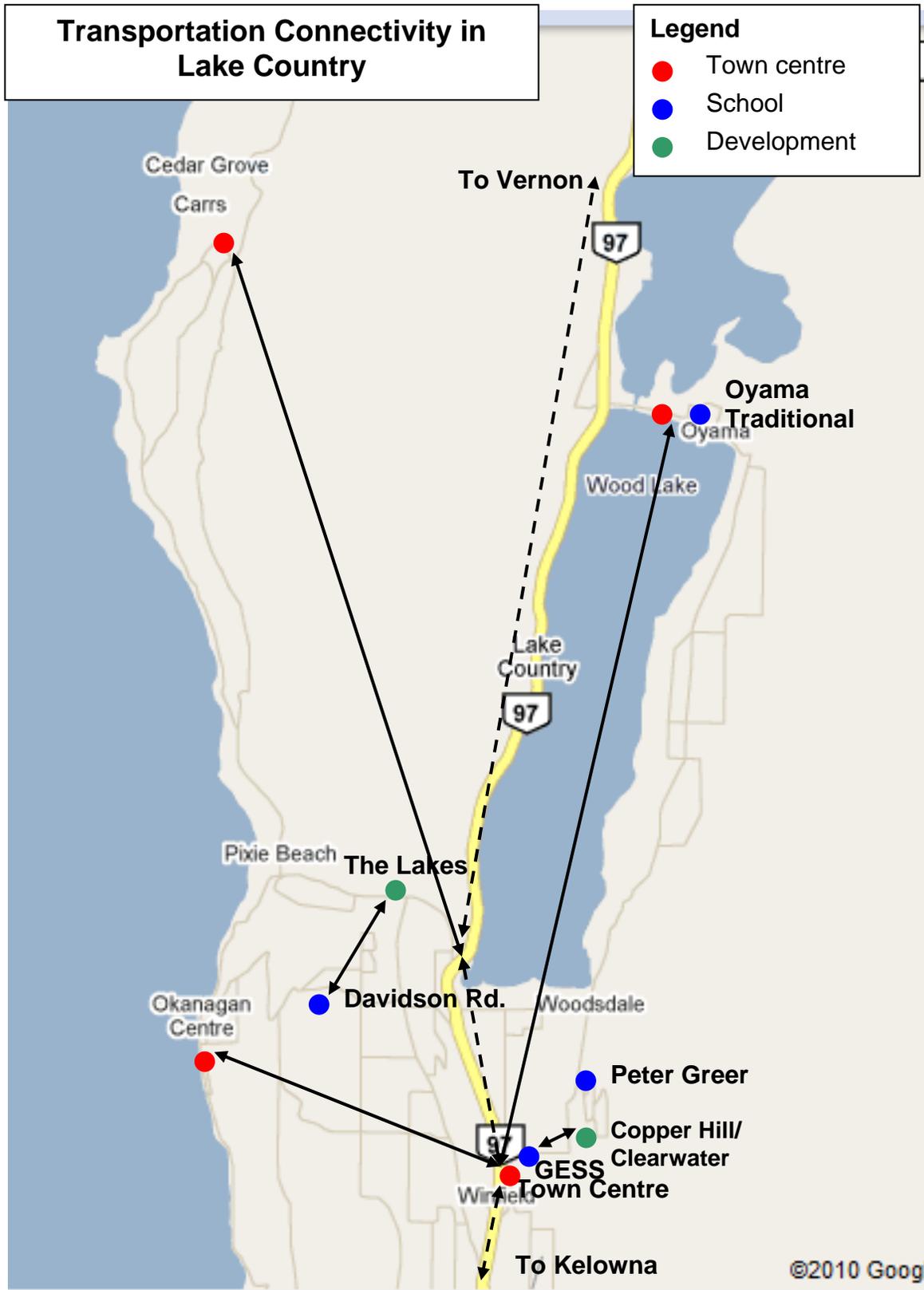
**Transportation Connectivity in Lake Country**

**Teen 4 Change**

**Partners**

**Resources**

# Transportation Connectivity in Lake Country



This map explains, in general, the main areas of the community that need transportation connectivity.

## **Teens 4 Change**

Teens 4 Change is a student lead group of citizens from George Elliot Secondary School. The District has had on going communications with this group regarding transportation safety.

This group has expressed a keen interest in improving the mobility and safety of youth in the community; some of the concerns expressed by the group include:

- Improved routes to schools,
- Improved routes to local parks,
- Improved routes to local hang-outs and businesses,
- Improved road crossings.

Ongoing efforts between the District and Teens 4 Change will continue. At a later date, this group could provide a write-up regarding the importance of prioritizing transportation planning around GESS.

## **Resources**

Various documents and plans have been formulated by the Regional District of Central Okanagan and the District of Lake Country. These documents include statements regarding the community's priorities, needs and desires. Review of these plans will help determine what transportation goals have been met and which still need to receive additional attention.

- Official Community Plan, Section 8 Transportation (2010)
- Master Transportation Plan (2007)
- Road Inventory Study (2009)
- Carr's Landing Sector Plan (2006); Okanagan Centre Sector Plan (2007); Oyama Sector Plan (2001/2004); Woodsdale Neighbourhood Plan (1999)
- Greenspace Plan (1994)
- Oyama Recreation Corridor Conceptual Plan (2007)
- Parks and Recreation Master Plan (1998)
- Regional Transit Review and Service Plan (2007)

## **Partners**

- Our community
- Regional District of Central Okanagan
- BC Transit, Kelowna Regional Transit, North Okanagan Regional Transit
- City of Kelowna
- Lake Country Chamber of Commerce
- School District #23
- Access and Mobility Committee; Parks and Recreation Advisory Committee
- Walk Around Lake Country