

## COMPARISON TABLE: “TRANSPORTATION” SECTION

Current Electoral Area Official Community Plan (OCP) Bylaw No. 2450, 2008	Proposed Electoral Area Official Community Plan (OCP) Bylaw No. 2905, 2021
<p><b>15.0 TRANSPORTATION</b></p> <p><b>15.1 Background</b></p> <p>The Plan sets out Schedule ‘E’ (Road and Trail Network Plan) for current and future roads and trails proposed for the area. It does, however, recognize the work in the South Okanagan Corridor Management Plan, 2003 and the local Road Network Plan, 1991 developed by the Ministry of Transportation responsible for the regulation, design, implementation and maintenance of existing and future roads. The Plan recognizes the importance of a mutually supportive partnership to acknowledge the plans and policies of both the Regional District and the Province.</p>	<p><b>18.0 TRANSPORTATION</b></p> <p><b>18.1 Background</b></p> <p>The Province identifies Highway 97 and Highway 3 as Controlled Access highways and is projecting that Highway 97 will see increased traffic volumes over the next 20 years. As of 2020, no development of new major road systems by the Province is anticipated within the Plan Area.</p> <p>The road network indicated on Schedule ‘G’ (Transportation Network) shows:</p> <ul style="list-style-type: none"> <li>• Highways (Highway 97, Highway 3), which allow for rapid, efficient movement of large volumes of through traffic to achieve regional continuity. To secure swift and safe traffic movement, direct access onto Controlled Access Highways will be limited, and more turning lanes and channelization may be required at major intersections;</li> <li>• Collector Roads (e.g., 87<sup>th</sup> Street) are mostly paved secondary roads linking rural communities.</li> <li>• Local Roads (e.g., Bullmoose Road, Old Richter Passage Road, 160<sup>th</sup> Avenue) are generally gravel roads providing access to smaller, secondary settlement areas.</li> </ul> <p>In addition, Schedule ‘C’ (Parks, Recreation and Trails) shows existing trails within the Plan Area.</p> <p>BC Transit’s <i>South Okanagan Transit Future Plan</i> (2015), provides a vision for transportation in the region. Transit options in Electoral Area “A” are limited but the Plan Area has one of the highest levels of riders within the RDOS system. As of 2020, there is one bus service (Route 40 &amp; 41) that runs twice a week between the Town of Osoyoos and City of Penticton. There are five bus stops within the Town of Osoyoos before heading north to Oliver, OK Falls, Kaleden and Penticton but no bus stops within Electoral Area “A” itself.</p>
<p><b>15.2 Transportation Objectives</b></p> <p>.1 To provide a road system that ensures the current and future role, performance goals and functional needs for Highway 97 and Highway 3 to support the intra- and inter-regional movement of people and goods.</p> <p>.2 To ensure that future development patterns and land use decisions recognize and support highway safety and mobility objectives.</p> <p>.3 To recognize and minimize the impacts of transportation corridors on farmland, and important wildlife and fish habitat in environmentally sensitive areas.</p> <p>.4 To achieve a coordinated open space system incorporating cyclists and pedestrians, and to encourage non-vehicular accessibility.</p>	<p><b>18.2 Objectives</b></p> <p>.1 Enable safe, efficient mobility of goods and people within the Plan Area.</p> <p>.2 Ensure safe and convenient movement of goods and people through Highways 97 and 3.</p> <p>.3 Provide for safe and convenient pedestrian and bicycle access to schools and parks throughout all Plan Area communities.</p> <p>.4 Minimize the impacts of traffic corridors on farmland, ESDP Areas and WDP Areas.</p> <p>.5 Support an expanded regional transit system that services communities throughout the Regional District.</p> <p>.6 Provide a multi-model transportation system and secure road and trail networks for all forms of transport, including pedestrians and bicycles.</p>
<p><b>15.3 Transportation Policies</b></p> <p>The Regional Board:</p>	<p><b>18.3 Policies</b></p> <p>The Regional Board:</p>

## COMPARISON TABLE: “TRANSPORTATION” SECTION

<p>.1 Discourages continuous development along the highway and other network roads in order to achieve a more efficient use of land and a proper distribution of traffic flow throughout the road network.</p> <p>.2 Encourages the development of land uses compatible with highway noise and speed along the highway.</p> <p>.3 Supports the enhancement of cycling and pedestrian systems in new and existing developments, and the improvement of safety for walking and cycling along roads, while encouraging incorporation of sufficient buffering consistent with provincial Agricultural Land Commission, and other Provincial agency specifications and accommodation of the movement of agricultural machinery.</p> <p>.4 Will work with the Province to discuss the Road Network Plan prepared in 1991 to ensure that it is made current, to define access management agreements where applicable, and to coordinate mapping with the RDOS.</p> <p>.5 Encourages the Province to ensure that traffic impact studies are undertaken for major development proposals so that:</p> <ul style="list-style-type: none"> <li>a) the proposals are in accordance with the objectives of the Corridor Management Plan;</li> <li>b) existing and future roads and alignments are designed with due consideration for the protection of fish and wildlife habitat;</li> <li>c) safety and mobility is maintained through access management;</li> <li>d) disruption to farming operations is minimized; and</li> <li>e) projected traffic volumes do not reduce the present service levels for the existing roadway.</li> </ul>	<p>.1 The Regional District supports, where possible, the establishment of bicycle lanes adjacent to arterial roads, for transportation purposes in addition to recreation.</p> <p>.2 Supports and encourages the provision of safe pedestrian and cycling opportunities along all Plan Area local roads where feasible and appropriate as improvements are made to the roadways.</p> <p>.3 Encourages MoTI and the Approving Officer to ensure that each new parcel of land to be created by subdivision has frontage on, and reasonable and practical access to, a public road.</p> <p>.4 Where existing highways and roads have deficient right-of-way widths, MoTI and or the Approving Officer should secure, where possible, additional land to remove all or part of the deficiency.</p> <p>.5 Encourages the Province to widen and pave shoulders on designated cycle routes and improve safety signage for cyclists and drivers.</p> <p>.6 Encourages the Province to require traffic impact studies as part of subdivision proposals which may impact safety and mobility on network roadways and, to ensure that:</p> <ul style="list-style-type: none"> <li>a) existing and future roads and alignments are designed with due consideration for watercourses and critical habitat areas;</li> <li>b) safety is maintained through access management and control;</li> <li>c) disruption to farming operations is minimized; and</li> <li>d) projected traffic volumes do not reduce the present service levels for the existing roadway.</li> </ul> <p>.7 Encourages MoTI to support enforcement of relevant provincial legislation regarding the control of roadside parking along provincial highways, local roads and on Crown land and implement more effective tools to manage illegal roadside parking, including improved regulatory signage.</p> <p>.8 Supports the implementation of the Okanagan-Similkameen Transit Future Plan.</p> <p>.9 Although the Plan Area does not currently warrant public transit service, the Regional District will continue to monitor conditions and liaise with B.C. Transit regarding future ridership demand.</p> <p>.10 Encourages the Province and the RCMP to improve traffic safety and enforcement on all Plan Area roads.</p> <p>.11 Supports the closure of unused, unconstructed road right of ways, where such closures result in traffic pattern improvements and are not detrimental to the use of adjoining lands.</p> <p>.12 Supports the creation of a pedestrian and other non-vehicular right-of-ways between established residential and park areas, and between tourist commercial developments within the plan area, and exploring this in cooperation with MoTI.</p>
--	--