



THE CORPORATION OF THE CITY OF VERNON

MINUTES OF THE TRANSPORTATION ADVISORY COMMITTEE MEETING HELD ON Thursday, October 21, 2021 at 4:00 PM VIA ZOOM and IN-PERSON (COUNCIL CHAMBERS)

PRESENT: VOTING

Catherine Lord, Senior's Community Representative
Chelsea Mossey, BC Transit (*via ZOOM*)
Dave Jenkins, Cycling Community Representative
David Frost, Community at Large, Chairperson
Janelle Rimell, Interior Health Authority (*via ZOOM*)
Kyla Kongsdorf, Independent Living Vernon
Richard Rolke, Greater Vernon Chamber of Commerce
Terry Dyck, Sustainable Environment Network Society (SENS)
(*via ZOOM*)

ABSENT: Councillor Akbal Mund
Councillor Scott Anderson
Susan Lehman, Downtown Vernon Association

STAFF: Amanda Watson, Manager, Transportation
Ellen Croy, Transportation Planner
Tracy Mueller, Committee Clerk

**ROUND TABLE
INTRODUCTIONS**

Before the start of the meeting, round table introductions were made.

ORDER

The Chair called the meeting to order at 4:07 PM.

**LAND
ACKNOWLEDGMENT**

As Chair of the City of Vernon's Transportation Advisory Committee, and in the spirit of this gathering, I recognize the City of Vernon is located in the traditional territory of the Syilx people of the Okanagan Nation.

**ADOPTION OF
AGENDA**

Moved by Catherine Lord, seconded by Richard Rolke:

THAT the Transportation Advisory Committee agenda of October 21, 2021, be adopted.

CARRIED.

**ADOPTION OF
MINUTES**

The last Committee minutes were received by Council as information; therefore, there were no Transportation Advisory Committee minutes to be adopted on October 21, 2021.

NEW BUSINESS:**3000 LAKESHORE
ROAD LAKE ACCESS
DESIGN**

Ellen Croy, Transportation Planner, provided a presentation regarding the proposed the 3000 Lakeshore Road Access Design. Key design changes at the site include the following:

- New multi-use pathway on Tronson Road to connect the existing overflow parking lot to Kin Beach Park and the existing pathway network.
- Changing the configuration of the Lakeshore Road and Tronson Road intersection.
- Accessibility improvements to the existing bus stop on Lakeshore Road (concrete pad, ramps, and a pathway between the bus stop and the pathway network).
- Larger and wider pedestrian bridge over the ditch.
- Converting some of the standard 90-degree parking stalls on Tronson Road to accessible parking stalls, with access to the proposed multi-use pathway.
- Removal of parking within the corner of Lakeshore Road.

Project Goals:

- Improved Site Drainage
- Improved Safety for all road users
- Improved User Access to Okanagan Lake with connections to existing pathways.
- Environmental in terms using local plantings.
- Improved Access to Transit.

Staff provided a general overview of the site, and elaborated on the drainage concerns that will be addressed, noting that the rationale of having an open drainage channel instead of a culvert system.

Currently there are constraints posed by the pedestrian bridge and existing pathway; both would be improved through the new proposed plan.

Parking would include new accessible parking stalls and improved access to overflow parking lot through multi-use path. Improved existing float plane access could be achieved by making the other parking areas more desirable.

Project timeline:

- TAC Discussion
- Finalize Design
- Tender
- Construction

Members of the Committee provided the following feedback:

- Given that the area is adjacent to Okanagan Indian Band (OKIB) lands have they been consulted. Staff noted that a public notification process was conducted and OKIB has been forwarded the designs for their review/comment. OKIB will also be present during the project for archaeological monitoring.
- The Committee posed questions regarding parking. In response staff noted there are no plans to pave the overflow parking lot at this time and there would be no increase in the overflow parking.
- Staff further noted that the gravel can be marked out (subject to available budget, etc.) and it might be an interim solution.
- In response to a question regarding provisions for float plane parking / landing. Staff clarified they have had discussions with the Vernon Airport that this location is a more accessible area they prefer for floatplane access.
- The Committee requested additional information on the overflow parking lot and how many spaces are available. Staff did not have numbers to provide but noted that when events are held (which they have not been recently) they have had tight parking.
- Staff provided clarification in terms of the project boundaries in terms of the OKIB lands.
- In response to a question from the Committee regarding existing barriers in the parking lot, staff provided a "street view" to show there are concrete wheel stops and concrete barriers within the overflow parking lot.
- Individuals are using mobility scooters because of the pathway; however, the "handicap" spaces are not good for people who have lifts in their vehicles. Staff noted that for the 90-degree spaces on Tronson, making them longer to

accommodate vehicles with lifts could be investigated with the Parks Planner.

- A member of the Committee posed a question regarding the use of flexible road delineators and barriers used for the pathway. Staff clarified that the delineators are used only for the one side of the road.
- In response to a question regarding the bus stop, staff noted they spoke with the transit operator regarding the bus stop design and they agreed with the layout provided.
- The Committee suggested consideration be given for a quick drop off for individuals who have accessibility issues. Staff noted that could be looked at.

Committee Feedback

Staff requested members of the Committee to provide their feedback based on the following four (4) questions:

1. What do you like about the design?
2. If you could change anything about the design, what would you change?
3. Do you agree with removing parking at the corner of Lakeshore Road? Why?
4. Please provide any other comments you may have on the project.

Question 1: What do you like about the design?

- Like the design, and the idea of improving accessibility.
- Like the idea of straightening out the intersection. Like the access path from the overflow parking.
- Like the design encourages active transportation, use of the traffic delineators is new for Vernon, if they are not effective maybe something harder could be used.
- Like the traffic calming measures.
- Like the new design, seems like it is well thought out and is going to help alleviate the traffic issues with congestion. The only comment would be to make sure it is accessible for everyone and suggest that the City of Vernon get input from other individuals with disabilities.
- Concern from a BC Transit perspective is to make sure everything is accessible.
- Like the pad that will be there for the future bus stop design and the potential shelter.

- Wider design for the path is a great idea, what is proposed it will help to make people feel safer coming from the overflow parking lot and would help to encourage them to use active transportation to enjoy the lake and nature.
- The plan is very good, safety is a good concern and taking the parking from the corner will assist.
- Glad to see there are environmental considerations as well.

Question 2: If you could change anything about the design, what would you change?

- Would like to see something done about the length of the handicap stalls. The design does not clarify what kind of materials are going to be used for the overflow parking lot. Will it be paved or hard packed gravel?
 - Staff clarified that portion of the path from the overflow to the pedestrian bridge will be pavement.
- Looking at the drop off and pick up adding a 10 - 15-minute parking, so that the accessible spots are not used by people who do not have a parking permit.
- Would it be possible to add an "advance" stop line right before Tronson Road crosswalk? The thought would be to reduce any accidents at that crosswalk.
 - Staff noted they could explore that suggestion.
- Could consideration be given to adding an additional street light to increase visibility at dusk, dawn and at night to minimize accidents.
 - Staff further noted that we could look at making a request to BC Hydro.

Question 3: Do you agree with removing parking at the corner of Lakeshore Road? Why?

- It is a busy area, and if parking can be moved from out of there, it will need to be delineated to close that area off to prevent people from parking there, i.e., boulders, landscaping, etc.
- The layout is more bicycle and pedestrian friendly, therefore, more people will use it.
- The result of the design changes will encourage people to get out of their vehicles and use the park.
- Agree, but make sure that accessible parking is not reduced.
- The design provides options for sustainable and active transportation, parking is not needed.

- Removing the parking would help to improve safety for motorists, cyclists, and pedestrians.

Question 4: Please provide any other comments you may have on the project.

- The City should monitor the parking usage in the area closely in terms of busy summer season.
- It would be great if the paths could be further extended down Tronson and Lakeshore, it would make such a difference to make it more accessible and safer.

NEXT MEETING

The next Transportation Advisory Committee meeting will be held at the wish of Council.

MOTION TO ADJOURN

Moved by Richard Rolke, seconded by Catherine Lord
THAT the Transportation Advisory Committee meeting of
October 21, 2021, be adjourned.

CARRIED.

ADJOURNMENT

The meeting of the Transportation Advisory Committee adjourned at 4:53 PM.

CERTIFIED CORRECT:


Chairperson