

Report to Council

Date: June 16, 2020

To: Council

From: R. Villarreal, STPCO Administrator

Subject: Draft Regional Transportation Plan, Draft Regional Bicycling and Trails Master Plan and Draft Regional Disruptive Mobility Strategy

Recommendation:

THAT Council receives, for information, the report from STPCO dated June 16, 2020 with respect to the Draft Regional Transportation Plan (RTP) and its sub-components: The Draft Regional Bicycling and Trails Master Plan (RBTMP) and the Draft Regional Disruptive Mobility Strategy (RDMS).

Purpose:

To provide Council with an update on STPCO activities and provide an overview of the Draft Regional Transportation Plan and its sub-components: The Draft Regional Bicycling and Trails Master Plan and Draft Regional Disruptive Mobility Strategy.

Background:

The Sustainable Transportation Partnership of the Central Okanagan (STPCO) is a formal partnership of the City of Kelowna, City of West Kelowna, Districts of Lake Country and Peachland, Westbank First Nation and the Regional District of Central Okanagan. The STPCO coordinates the regional delivery of sustainable transportation programs and projects in support of common regional policy, plans and interests (economic, social and environmental), including the delivery of the Regional Transportation Plan. The STPCO also provides a formal forum for discussion amongst elected officials, senior and technical staff, as well as stakeholders and the general public.

The STPCO Work Plan is divided into the three areas of Strategic Partnerships with Senior Government, Transit Program and Delivery, and Regional Transportation Planning. This report provides an update on activities in the Regional Transportation Planning work area, including presentation of the Draft Regional Transportation Plan and its sub-components: The Draft Regional Bicycling and Trails Master Plan and the Draft Regional Disruptive Mobility Strategy.

Local and Global Context: Several global trends are shaping urban and regional transportation, as a result the RTP and its sub-components have been developed to be resilient and adaptable to these changing trends on the horizon. Examples include the COVID-19 pandemic, the global climate crisis, and rapid transportation technology change:

- **COVID-19 Pandemic:** The COVID-19 pandemic has evolved rapidly and changed the way people travel, with rapid increases in teleworking and decreases in transit ridership experienced in the short-term. While the situation is uncertain and changing daily, it is important not to lose sight of the mid and long term. The RTP is a long-range plan designed to establish the vision for regional transportation over the next 20 years and beyond. While the impacts and economic recovery from COVID-19 may delay growth in the next few years, the long term transportation vision established by the RTP is still anticipated to be relevant in 2040. In addition, it is hoped that the RTP can provide a roadmap for investment in the Central Okanagan that will be an important part of economic recovery over the next few years.
- **Climate Change:** Transportation is typically responsible for the largest share of metropolitan greenhouse gas emissions, and this is also true in Kelowna where 55% of climate warming gases come from the transportation sector alone. The RTP recognizes the urgency of the global climate crisis and provides recommendations that will help to better connect our region, while reducing automobile dependence and improving the quality, convenience and reliability of more sustainable and affordable transportation modes, such as bicycling, walking, transit and small electric vehicles. This will be critical to help protect the Central Okanagan's environment and high quality of life for future generations to come.
- **Technology and our Changing Future:** For the first time in nearly a century, transformative innovations are coming to the transportation sector. New technologies that are making transportation more connected, automated, shared and electric are reshaping how people get around and making owning a car less of a requirement. The RTP has been developed with these rapid changes in mind, and includes recommendations designed to take advantage of new mobility options, such as ride-hailing, bike share and car share that can help provide new mobility options to residents and extend the reach of transit. The Regional Disruptive Mobility Strategy component of the RTP provides a toolkit of policy options for local jurisdictions in the Central Okanagan to help embrace the benefits of transportation technology change, while incorporating lessons learned from other communities around the world to help mitigate impacts.

Discussion:

Development of the Central Okanagan's first Regional Transportation Plan (RTP) was initiated in early 2018. The need for the plan arose out of recognition that transportation directly impacts many of the areas important to Central Okanagan communities, including economic competitiveness, air quality, climate change, goods movement, social equity, emergency response, public health and quality of life. With the regional population expected to grow by nearly 40% in the next 20 years, the STPCO partners decided to work collaboratively to ensure that the transportation choices we make as a region today help strengthen our region's future economic competitiveness and quality of life.

After more than two years of technical studies (including the Okanagan Gateway Transportation Study), consultation, and unprecedented region-wide partnership and collaboration, the Draft Regional Transportation Plan and its sub-components, the Draft Regional Bicycling and Trails Master Plan and Draft Regional Disruptive Mobility Strategy, are ready for presentation to the STPCO Councils and RDCO Board. The draft plans can be viewed on the Smart Trips website at the following links:

- **Draft Regional Transportation Plan:**
https://www.smarttrips.ca/sites/files/6/docs/related/Regional_Transportation_Plan_DRAFT.pdf

- **Draft Regional Bicycling and Trails Master Plan:**
https://www.smarttrips.ca/sites/files/6/docs/related/Regional_Bicycling_Trails_Master_Plan_DRAFT.pdf
- **Draft Regional Disruptive Mobility Strategy:**
https://www.smarttrips.ca/sites/files/6/docs/related/Regional_Disruptive_Mobility_Strategy_DRAFT.pdf

Draft Regional Transportation Plan: The Draft Regional Transportation Plan (RTP) identifies transportation projects and priorities that will help build and maintain a healthy, thriving and connected future for the Central Okanagan region. This long-range, high-level plan establishes a framework of priorities over the next 20 years to help communities plan and seek funding collaboratively, as a unified region.

The RTP sets the direction for Central Okanagan local jurisdictions to work together to prepare for future population growth, help people of all ages and abilities get around, reduce the growth of traffic congestion and greenhouse gases, and help the region's economic recovery post COVID-19. The plan contains interconnected recommendations for projects, programs and policies that will help connect people and places across the region. The recommendations are designed to work together to help improve the movement of people and goods, achieve fast and reliable transit, and help create a region where more people can choose sustainable and affordable transportation options.

The RTP reflects the interests and values the project team heard from people across the region. The plan development included multiple workshops with the STPCO Planning and Technical Committee, the Local Government Advisory Board, and presentations to the STPCO Councils and RDCO Board at key milestones throughout the planning process (representing over 35 presentations to date). Additionally, the plan reflects multiple public consultation touchpoints with residents and stakeholders across the Central Okanagan, from Peachland to Lake Country, since spring 2018.

Moving forward, the plan will help local jurisdictions collaborate to seek funding for transportation investments that benefit the entire Central Okanagan region. Recommendations that involve the highway and that require further study will be analyzed further as part of the next phase of the Ministry of Transportation and Infrastructure's Central Okanagan Planning Study.

Draft Regional Bicycling and Trails Master Plan: The Draft Regional Bicycling and Trails Master Plan (RBTMP) updates the 2012 Regional Active Transportation Master Plan. In the years since the 2012 Plan was created, many connections have been completed, additional active transportation plans have been developed and provincial and federal design guidance updated. The RBTMP reflects those changes, and along with the RTP, will help focus investments in regional bicycling and trail networks. The regional bicycling and trails network presented in the RBTMP provides safe and convenient travel options, connecting regionally significant destinations across the Central Okanagan. When complete, the proposed network will provide 134 km of fully separated facilities (e.g., such as multi-use pathways, bike paths, and protected bicycle lanes) and 62 km of shared facilities that are appropriate for those more comfortable riding beside motor vehicle traffic. A total of 81 km of new bicycling and trail infrastructure is recommended, along with 25 km of facilities that should be upgraded.

Implementation of the plan will be delivered in coordination with the RTP, and will require ongoing regional coordination and collaboration. Additionally, leadership at the local and regional level will be necessary to champion projects within each jurisdiction.

Draft Regional Disruptive Mobility Strategy (RDMS): “Disruptive mobility” refers to changes in transportation technologies that will fundamentally change how people get around in the future. These changes are making transportation more connected, automated, shared, and electric. These changes have the potential to benefit the region, though negative impacts that work against current policy directions are possible as well. By proactively preparing for the changes coming our way, Central Okanagan local jurisdictions can work together and help influence the Province to harness the benefits of new transportation technologies, while protecting our regional economic competitiveness and quality of life.

The Draft Regional Disruptive Mobility Strategy (RDMS) has been designed as a toolkit for local governments in the Central Okanagan to help prepare for technology change in transportation. It is a resource guide that will help each jurisdiction identify the strategies and tactics best suited for their community. It is recommended that each jurisdiction collaborate with community, nonprofit, and business leaders, to carefully consider a range of practical and efficient solutions to the challenges and opportunities presented by rapidly changing mobility technologies.

Okanagan Gateway Transportation Study: The Okanagan Gateway Transportation Study (OGTS) is a partnership of the Kelowna International Airport (YLW), City of Kelowna, the University of British Columbia - Okanagan (UBCO) and the BC Ministry of Transportation and Infrastructure (BC MoTI). It is a 20 year plan that defines future projects, programs and policies to strengthen the economy, quality of life and further the OGTS partners’ commitment to climate action in the region by improving connections to the Kelowna International Airport and the University of British Columbia Okanagan. While recommendations from the OGTS have been coordinated with and incorporated into the Regional Transportation Plan, the final OGTS report is still being finalized and is anticipated for release later in summer 2020.

Conclusion:

The three draft regional plans are being presented to each of the STPCO partner Councils and the RDCO Board through June and July. Following the presentations, public engagement activities (anticipated in July/August) will provide members of the public and stakeholders with the chance to review the draft plans and provide feedback. Public engagement activities are being designed to focus on digital and on-line platforms to follow the advice of the Provincial Health Officer in regards to COVID-19. Once the public engagement period closes, the plans will be updated and refined. Final versions of the plans will be presented to each of the STPCO Councils and the RDCO Board for endorsement, anticipated in fall 2020.

Attachments:

- Online Attachment 1: Draft Regional Transportation Plan:
[https://www.smarttrips.ca/sites/files/6/docs/related/Regional Transportation Plan DRAFT.pdf](https://www.smarttrips.ca/sites/files/6/docs/related/Regional%20Transportation%20Plan%20DRAFT.pdf)
- Online Attachment 2: Draft Regional Bicycling and Trails Master Plan:
[https://www.smarttrips.ca/sites/files/6/docs/related/Regional Bicycling Trails Master Plan DRAFT.pdf](https://www.smarttrips.ca/sites/files/6/docs/related/Regional%20Bicycling%20Trails%20Master%20Plan%20DRAFT.pdf)
- Online Attachment 3: Draft Regional Disruptive Mobility Strategy:
[https://www.smarttrips.ca/sites/files/6/docs/related/Regional Disruptive Mobility Strategy DRAFT.pdf](https://www.smarttrips.ca/sites/files/6/docs/related/Regional%20Disruptive%20Mobility%20Strategy%20DRAFT.pdf)
- Attachment 4: Draft Regional Transportation Plan Presentation

Connecting Our Region

Our first region-wide transportation plan

Regional Transportation Plan

City of West Kelowna

June 16th 2020

smartTRIPS

Agenda

1. Welcome
2. STPCO and What is Next
3. Draft Regional Transportation Plan
4. Draft Regional Bicycling and Trails Master Plan
5. Draft Regional Disruptive Mobility Strategy
6. Next Steps

Regional Governance Update

STPCO

Sustainable Transportation
Partnership of the Central Okanagan

STPCO

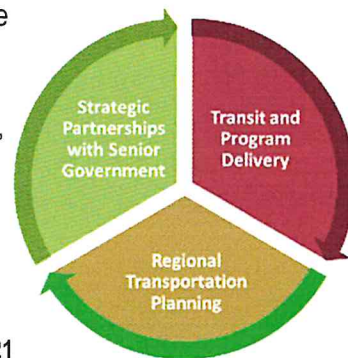
Interjurisdictional service agreement

Local Government Service Agreement, under the auspices of the Local Government Act

"STPCO was formally established in 2012. At that time, the partnership agreement contemplated the joint funding and delivery of services related to transportation demand management, regional transportation planning and regional transportation surveys and studies."

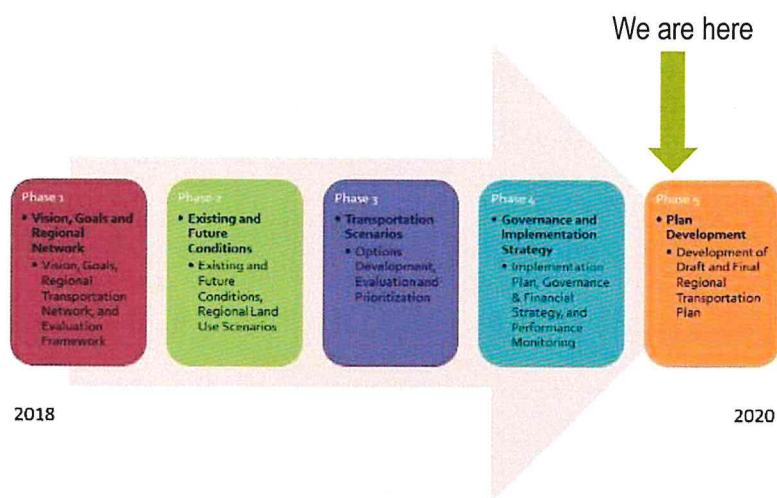
It is expected to evolve in 2021

2018-2020 Work Plan

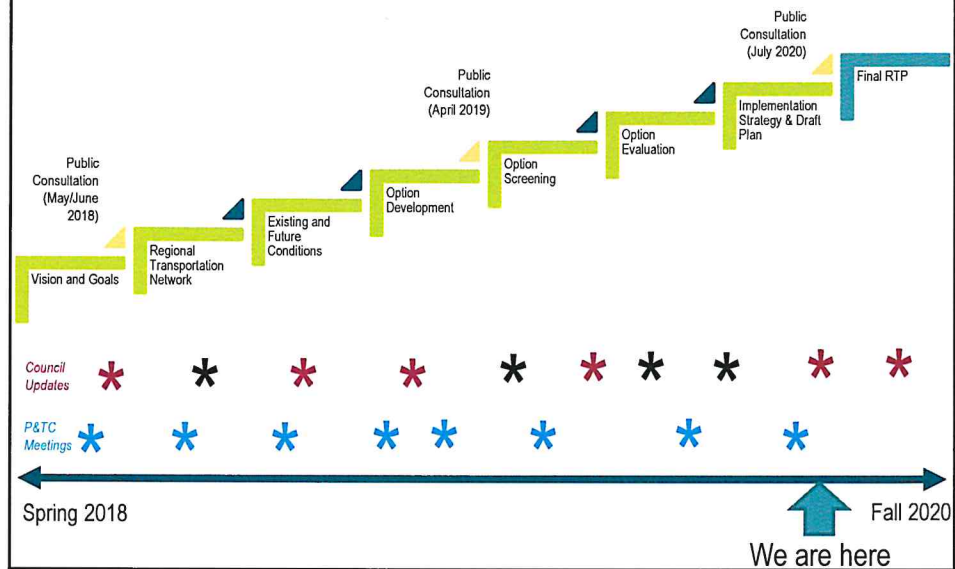


RTP Timeline and Overview

Regional Transportation Plan - Schedule



Regional Transportation Plan - Schedule



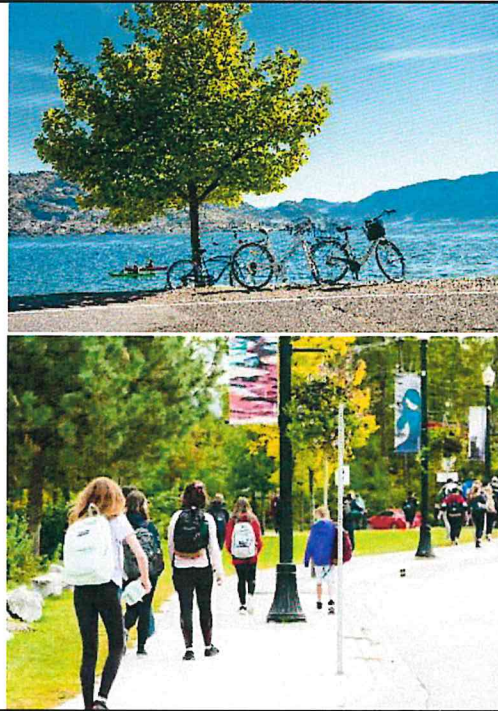
What is the RTP?

The RTP identifies transportation projects and priorities that will help build and maintain a healthy, thriving and connected future for the Central Okanagan



Connecting our Region

- The long-range, high-level plan:
 - Establishes a framework of priorities over the next 20 years so communities can plan and seek funding collaboratively, as a unified region
 - Will help create a region where more people can choose sustainable and affordable transportation options
 - Will help improve the movement of people and goods



Working Together

The RTP reflects the interests and values we heard from people across the region:

- The plan was developed following more than two years of technical studies, consultation, and unprecedented region-wide partnership and collaboration
- Consultation with residents across the Central Okanagan, from Peachland to Lake Country, since 2018
- A partnership between the City of West Kelowna, District of Lake Country, District of Peachland, Westbank First Nation, City of Kelowna, and the Regional District of the Central Okanagan and in collaboration with the Ministry of Transportation and BC Transit



Key Benefits

The RTP contains interconnected recommendations for projects, programs and policies that will support and enhance the region's economy, environment, and quality of life; they will:

- Connect people and places across the region
- Help people of all ages and abilities get around
- Achieve fast and reliable transit
- Prepare for future population growth and technology innovations
- Reduce the growth of traffic congestion and greenhouse gases
- Help the region's economic recovery post COVID-19

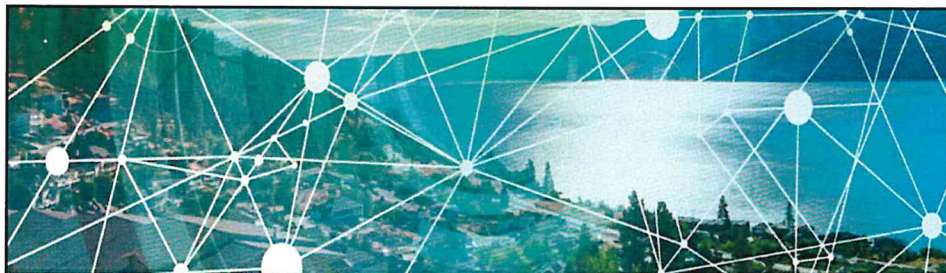


COVID-19 and the RTP

- Situation is evolving and uncertain
- Short-term travel impacts:
 - increases in telework
 - decreases in transit
 - increases in on-line deliveries
- Long-term planning for next 20 years (2040)
 - RTP vision is still relevant
- RTP can help provide a roadmap for economic recovery



Draft Regional Transportation Plan



RTP Vision:

“A transportation system that connects people to regional destinations within the Central Okanagan and beyond, supporting and enhancing the region’s economy, social networks, and natural ecosystem.”

RTP Goals:

SAFE - transports people and goods safely

EFFICIENT - minimizes energy, emissions and travel times

SUSTAINABLE –creates a net positive social, environmental, and economic benefit to the region and future generations

AFFORDABLE – provides value to all users while minimizing costs to users and taxpayers

ECONOMIC GROWTH - supports regional economic growth

EQUITABLE –addresses the transportation needs of all areas, ages and incomes

ACCESSIBILITY – applies the principles of universal access

QUALITY OF LIFE - minimizes noise, visual and community effects while supporting community cohesion

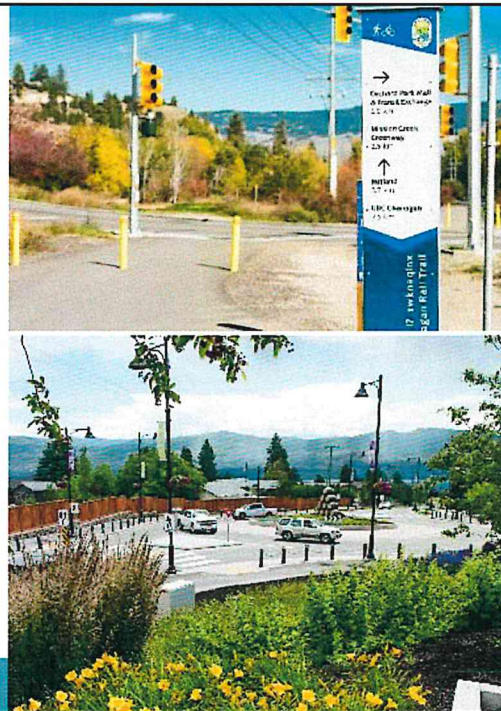
ENVIRONMENTALLY RESPONSIBLE - minimizes negative effects on the natural ecosystem

MULTIMODAL – increases the variety of travel choices available

ADAPTABLE – can change in response to evolving technology and societal trends

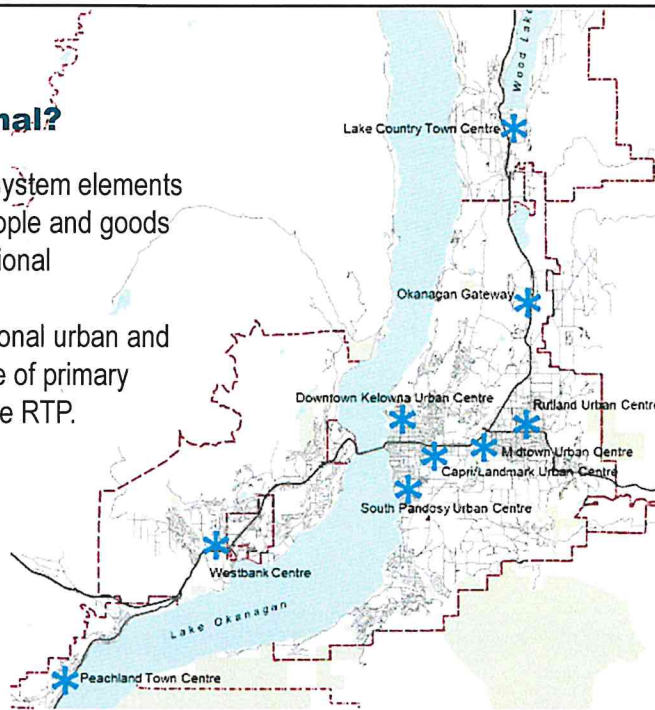
Chapter 1: Connecting Our Region

- Introduction
- The Process for the Central Okanagan's First Regional Transportation Plan



What is Regional?

- Transportation system elements that connect people and goods to important regional destinations.
- Connecting regional urban and town centres are of primary importance in the RTP.



Chapter: 2 Existing and Future Conditions

- Regional Demographics
- Regional Travel Patterns
- Travel Conditions
- Emerging Trends



Existing and Future Conditions – Key Findings

Passenger Vehicles

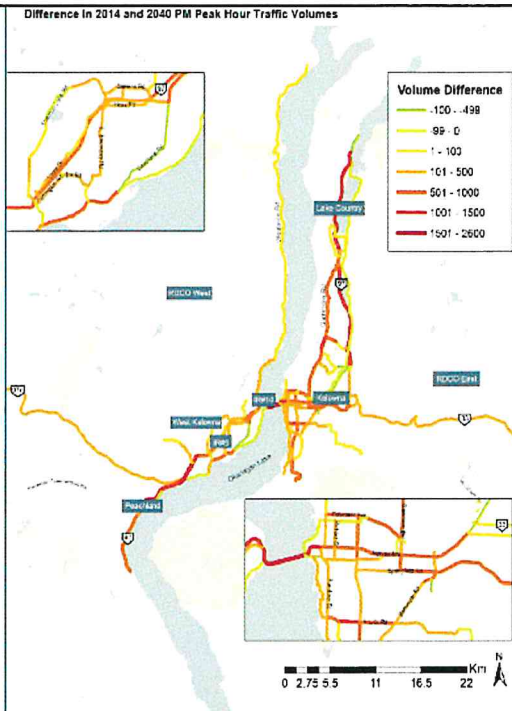
- Traffic volumes on Highway 97 continue to grow
- Within Kelowna, lack of capacity means lower growth on Highway 97 – new growth goes to Glenmore Road

Transit

- Population within walking distance of regional transit more than double by 2040
- UBCO transit demand to triple by 2040

Walking and Bicycling

- Okanagan Rail Trail key backbone
- Networks strong in Kelowna; key gaps elsewhere



Chapter 3: The Regional Transportation Network

- The Region
- Regional Transportation Modes: Background and Considerations



Transit Considerations

Light Rail Transit

- Section of Highway 97 closest to downtown Kelowna will be within lower threshold of LRT feasibility; no other opportunity for feasible **corridor**
- Costs for constructed corridors in the range of \$1B - \$2B per kilometre

Bus Rapid Transit / RapidBus / Autonomous Rapid Transit

- Usually lower cost, greater flexibility and easier phasing than LRT
- Corridors could be upgraded in the future to LRT or other new technology

Lake Ferries

- Densities on west side of the lake not sufficient for ferry
- Water taxi (similar to those operating to/from Granville Island) may be feasible with a private partner and could be a precursor to a formal ferry service



Chapter 5: Recommended Projects, Programs and Policies

- Key Strategies and Services
- Regional Transportation Policy Guidance
- Potential Projects



Key Strategies and Services

- Land Use
 - Urban and town centres
 - Regional transit corridors
 - Mobility hubs
- Multi-modal Integration
 - Local transit routes
 - Mobility hubs
 - Park and ride
 - Demand responsive transit
- Pricing
 - Parking
 - Mobility pricing
- Shared Mobility
 - Micromobility
 - Car share
 - Ridehailing

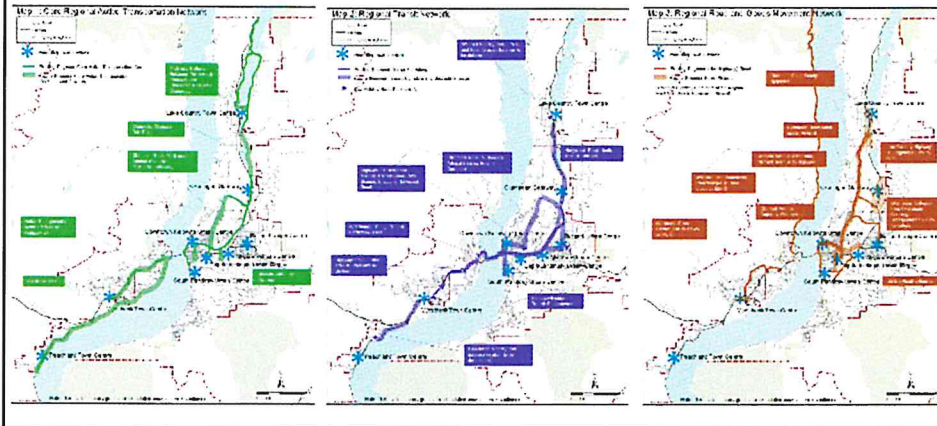


Policy Guidance Highlights

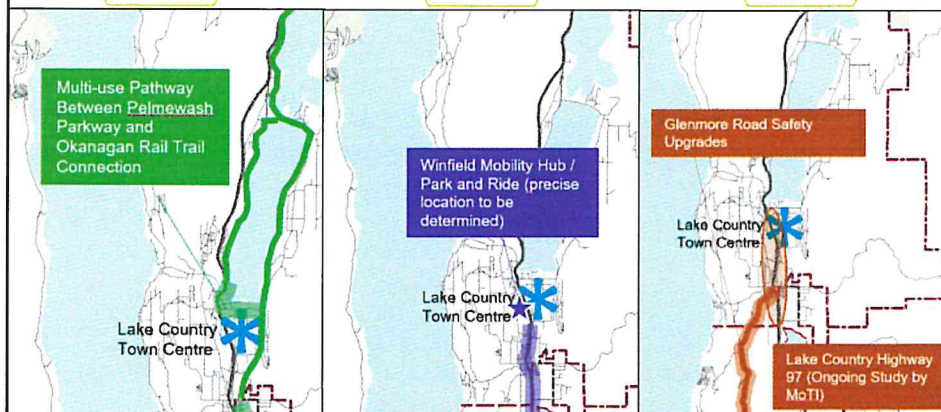
- Inclusion of RTP provisions in local TMP and OCP documents
- Strategies to reduce vehicle-kilometres and GHG emissions
- Work with BC Transit to accelerate introduction of zero-emission transit vehicles
- Agreement by all to be supportive of funding and grant applications for regional transportation projects, programs and services identified in the RTP
- Develop a regional commercial goods movement strategy
- Address equity in local transportation master plans
- Investigate technological solutions that increase network capacity before investing in significant roadway capacity expansion

Projects

- All are concepts that require detailed planning and design
- Recommendations that involve the highway require further study and will be analyzed as part of the next phase of the Ministry of Transportation and Infrastructure's Central Okanagan Planning Study
- BC Transit will be an important partner on many potential projects



Lake Country

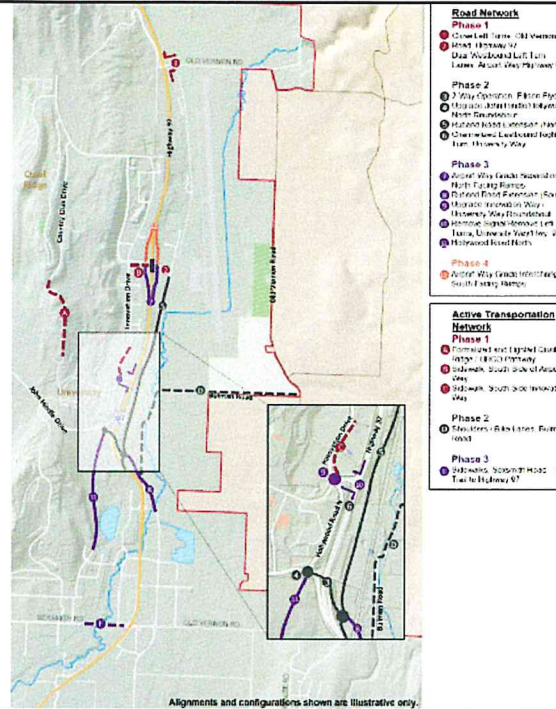


- Town centre land use intensification
- On-Demand Transit
- RapidBus Extension as ridership warrants

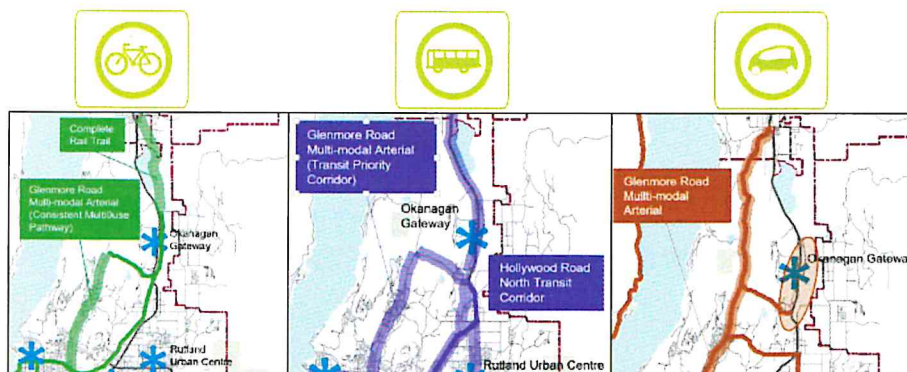
Okanagan Gateway

Draft recommendations from the OGTS:

- Phased upgrades to Hwy 97/John Hindle Drive and Highway 97/Airport Way
- Strengthen city street network to better link Gateway destinations to each other and Hwy 97
- Expanded transit service to accommodate future campus growth
- Improve transit service south of UBCO in coordination with future Rutland transit service expansions
- Extend transit to the Airport to reduce transfers
- Strengthen the active transportation network by leveraging existing facilities including John Hindle Drive and the Okanagan Rail Trail



Kelowna – East, RDCO East

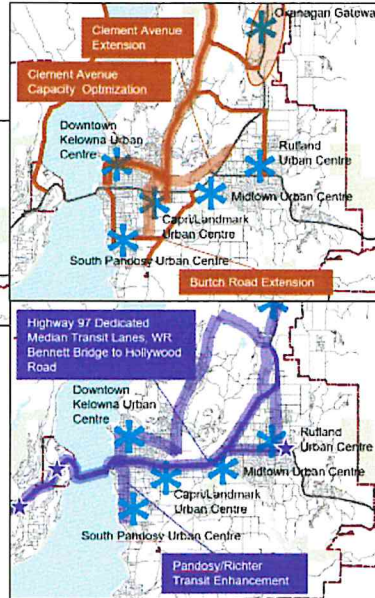


- Increased transit frequency
- Transit supportive land use along Glenmore and Hollywood Road North
- Rural RDCO On-Demand Transit
- Highway 33 ongoing maintenance and safety upgrades

Kelowna - West

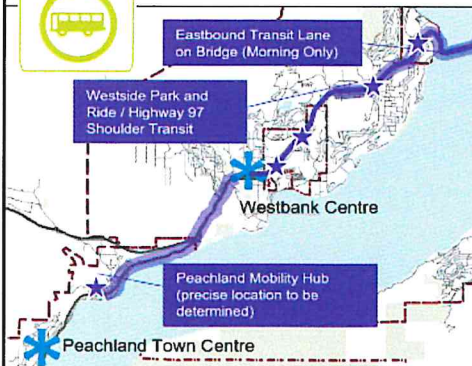


- Local transit network reorganization
- Transit supportive land use on Highway 97

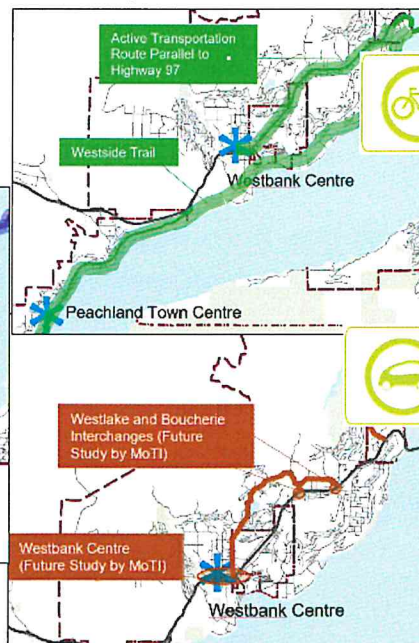


West Kelowna, WFN, RDCO West, Peachland

- Town centre land use intensification
- Highway 97 Park and Ride
- On-Demand Transit
- RapidBus Extension to Peachland as ridership warrants



- Westside Road ongoing safety upgrades and maintenance





Draft Regional Bicycling and Trails Master Plan Overview

Draft Regional Bicycling and Trails Master Plan (RBTMP)

Plan Objectives:



Update the 2012
Central Okanagan
Regional Active
Transportation Master
Plan



Continue the
unified vision of
a future bicycle
network



Align with the
RTP

Plan Goals



- Increase the bicycling mode share across the region;



- Reduce GHG emissions and other environmental impacts produced by the transportation sector;



- Reduce collision and injury rates involving vulnerable road users; and

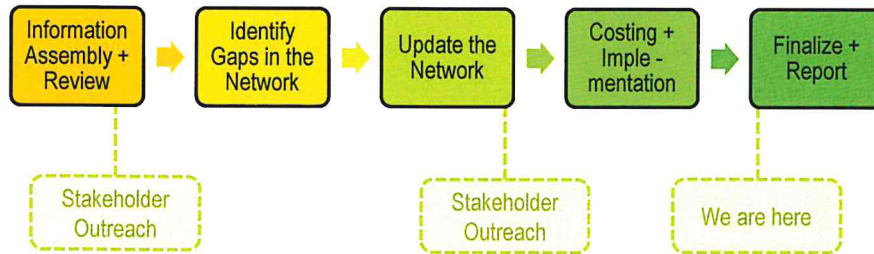


- Increase the sustainable and affordable transportation options available to all who live, work, and play in the Central Okanagan region.

RBTMP Process

Fall 2019

Summer 2020



Assemble, Review, and Confirm

- 2012 Regional Active Transportation Plan
- First Nations Plans
- Local Jurisdiction Plans
- Design Guidance
- Travel Survey
- RTP
- Interviews



Updating the Network: Guiding Principles

- Provide direct connections
- Provide facilities that serve:
 - People of all ages and abilities
 - Utilitarian and commuter trips
 - Longer regional trips
 - Design speeds of 20 to 30 km/h
- Improve safety and comfort
- Provide consistent design guidelines



Updating the Network: Design Guidance

Neighbourhood Street Bikeway



Protected Bike Lane



Two-way Protected Bike Lane



Multi-Use Path



Bike Path



Bike Lane



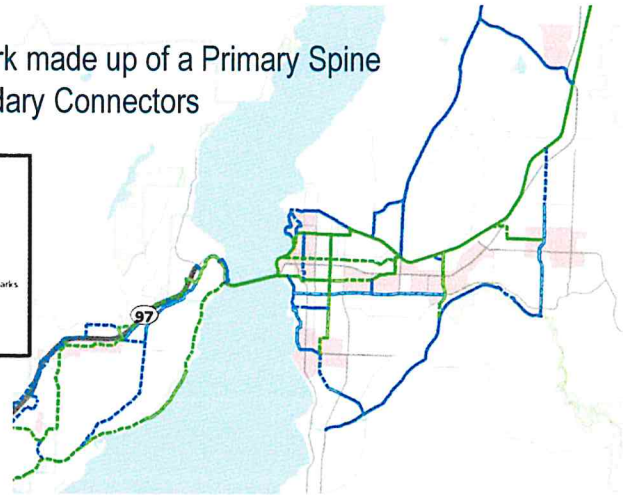
Bike Accessible Shoulders



"AAA" indicates All Ages and Abilities facility

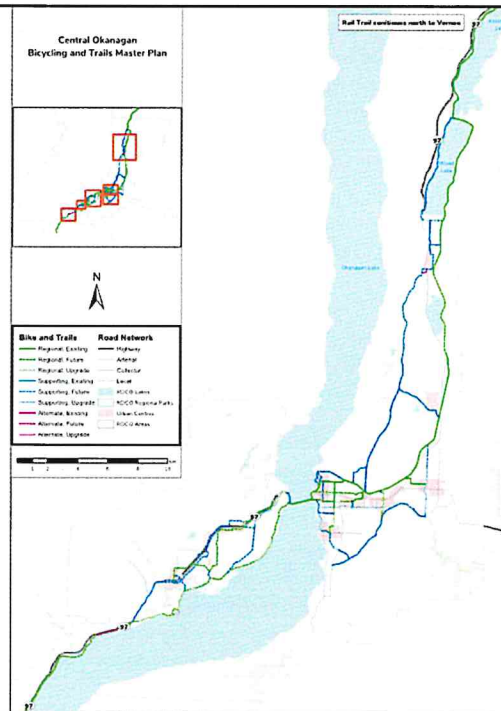
Updating the Network: Route Hierarchy

- 2012 Plan: Network made up of Primary and Secondary systems
- 2020 Plan: Network made up of a Primary Spine (AAA) and Secondary Connectors



Proposed Network

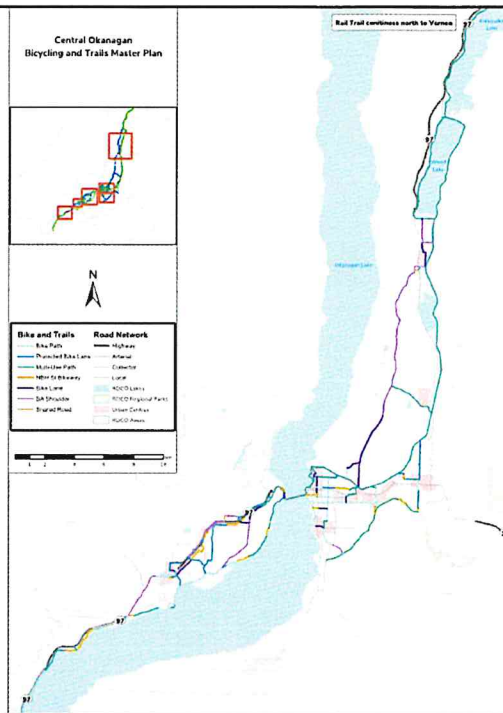
- 193 km total
 - 87 km exists today
 - 25 km existing but needs upgrading
 - 81 km new facilities



Proposed Network

By facility types:

- ~134 km of fully separated facilities
- ~17 km of shared facilities
- ~45 km of bike lanes or bike accessible shoulders



Proposed Network

Summary by sub areas:

Facility Type	Peachland (m)	West Kelowna (m)	WFN (m)	Kelowna (m)	Lake Country (m)	Total (m)
Bike Path	6,435	8,220	1,724	17,054	-	33,433
Protected Bike Lanes	0	8,327	3,849	5,432	-	17,610
Multi-Use Path	2,826	5,348	5,373	44,072	25,143	82,762
Neighb. Street Bikeway	4,146	4,561	2,452	3,861	-	15,020
Bike Lane	-	2,455	2,028	9,126	1,855	15,464
Bike Access. Shoulder	-	10,770	2,205	10,548	4,175	27,698
Shared Road	-	389	-	-	-	389
Total (m)	13,407	40,070	17,631	90,095	31,173	192,376

Phasing

- Priorities based on feedback from local representatives and local plans
- Key links and high demand routes recommended to be built in the near term

Peachland	Length (m)
High (under 5 years)	2,983
Medium (5-10 years)	2,633
Low (10 plus years)	5,694
West Kelowna	Length (m)
High (under 5 years)	16,195
Medium (5-10 years)	7,706
Low (10 plus years)	12,766
WFN	Length (m)
High (under 5 years)	4,471
Medium (5-10 years)	4,374
Low (10 plus years)	7,382
Kelowna	Length (m)
High (under 5 years)	16,225
Medium (5-10 years)	8,753
Low (10 plus years)	11,168
Lake Country	Length (m)
High (under 5 years)	3,433
Medium (5-10 years)	1,892
Low (10 plus years)	0

Costs

- Cost estimates include 50% contingency
- \$70M for all facilities not yet in place
 - \$48M for Primary Spine
 - \$22M for Supporting Connectors
- Section 6 - Implementation
 - Recognizes that costs exceeds local funding capabilities
 - Requires support from senior levels of government

NATIONAL POST

Feds unveil new COVID-19 stream for provincial infrastructure program

"Projects to help people find ways to get outside safely will also be a priority, such as new or better paths, bike lanes, and nature trails."

Source: <https://nationalpost.com/pm-news-pmn/canada-news-pmn/feds-unveil-new-covid-19-stream-for-provincial-infrastructure-program>

Supporting Implementation Requirements

- Protecting ROW
- Funding
- End of Trip Facilities
- Highway Crossings
- Operations and Maintenance
- Education and Promotion
- Monitoring and Evaluation



Source: <https://www.smarttrips.ca/events/bike-and-walk-school-week/2019-btsw-results>

Realizing this Plan

- Alignment across all levels of planning
- Collectively engage senior levels of government for funding
- Collaborate to monitor and report



Draft Regional Disruptive Mobility Strategy

What is Disruptive Mobility?

Disruption - innovation that creates a new market and eventually "disrupts" and displaces existing markets

"Disruptive mobility" refers to changes in transportation technologies that will fundamentally change how people get around in the future.



What does the disruptive mobility strategy aim to deliver?

- This document shines a light on
 - New technologies and distribution models for transportation
 - Transportation system adaptation
- Toolkit for each jurisdiction to identify the strategies and tactics best suited for their community.



Disruptive Mobility Themes

Connected

Self-driving

Shared

Electric

+ *Funding and Growth*



Disruptive Mobility Theme

Connected:

Everyday devices that can connect to the internet and communicate with each other has increased rapidly.

Currently residents use mobile apps to

- avoid traffic delays
- access real-time transit information
- reserve a carshare, bikeshare or other travel options on demand.

In the future, improved communication between our smart phones, vehicles and infrastructure will increase our:

- access to information
- enhance our ability to choose how to get to where we need to go



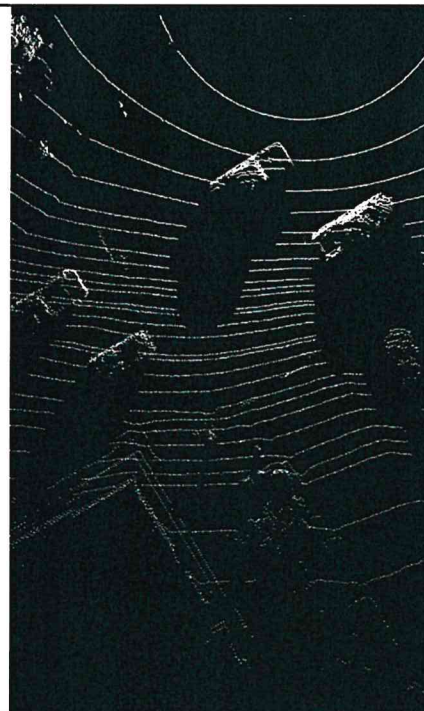
Disruptive Mobility Theme

Self-driving:

Our vehicles are likely to become increasingly automated, to the point where a human driver is not required.

Driverless technologies will enable changes in the demands that cars place on our cities.

We will need to adapt how we manage our streets as challenges arise.



Disruptive Mobility Theme

Shared:

Vehicles that are used to accommodate multiple people's travel throughout the day are deemed 'shared.'

We share buses, cars, and bikes through transit, taxis, carshare, and bikeshare networks.

Shared vehicles have the potential to:

- Eliminate the cost of car ownership
- Make it easier to shift between different travel modes



Disruptive Mobility Theme

Electric:

The price of batteries is dropping, and their storage capacity is increasing.

Electric vehicles are already on our streets today, including electric and hybrid cars, e-bikes and other small electric vehicles.

Transportation is the largest emissions contributor in the Central Okanagan and shifting to electric will be one part of the solution in curbing our environmental footprint.



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Disruptive Mobility Theme

Funding and Growth:

- Stable funding for transportation
- Resilience to workforce changes as a result of disruptive mobility



Tactical Action Format

2.2 Support legislative efforts to ensure that self-driving vehicles operate safely

Develop recommendations for the Province on potential approaches to testing, licensing, and regulating private and shared self-driving vehicles to ensure the safe operation of such vehicles in Kelowna.

Action Initiator

Regional

Additional Participants

Local government

Related Actions

2.1, 2.3, 2.4, 2.6

2.2 {Indexed number}

Tactical Action Name

Description of tactical action

Action Initiator

Lead government agency

Additional Participants

Other agencies or key stakeholders

Related Actions

2.1, 2.3, 2.4, 2.6 {Indexed numbers for tactical action related to this one}

Phasing

Flexibility due to different technologies being deployed at different times.

Priority determined by an estimation of value compared to ease of implementation



Next Steps

Next Steps

- Presentations to Councils through June/July (dates subject to change):
 - June 15th, City of Kelowna
 - June 16th, City of West Kelowna
 - June 29th, Westbank First Nation
 - July 7th, District of Lake Country
 - July 9th, Regional District of Central Okanagan
 - July 14th, District of Peachland
- Public engagement on the draft Plan is targeted for July/August
- Revised plans to be brought for endorsement in Fall 2020

