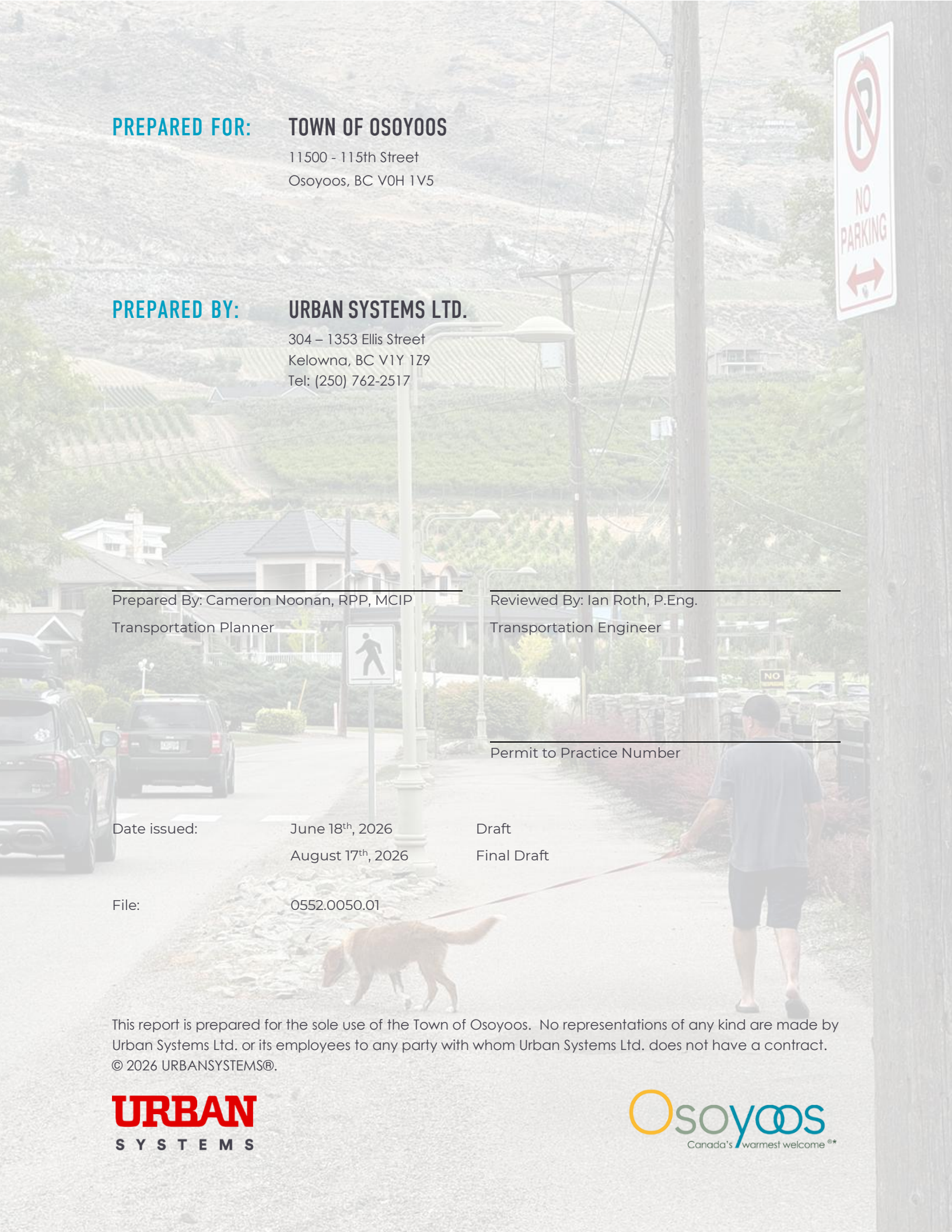
# Osoyoos
# TRANSPORTATION
## MASTER PLAN



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# CONTENTS


## 1.0 INTRODUCTION ..... 1

1.1 CONNECTION TO OTHER PLANS ..... 1
1.2 DEVELOPING THE PLAN ..... 3

## 2.0 KEY ISSUES & OPPORTUNITIES ..... 6

2.1 ACTIVE TRANSPORTATION & TRANSIT ..... 6
2.2 ROAD NETWORK ..... 7
2.3 TOWN CENTRE ..... 8
2.4 TRENDS AND OPPORTUNITIES ..... 8

## 3.0 VISION & GOALS ..... 10

3.1 OSOYOOS' VISION FOR TRANSPORTATION ..... 10
3.2 GOALS ..... 10

## 4.0 CONNECTED SIDEWALKS & PATHWAYS ..... 13

4.1 SIDEWALK NETWORK ..... 13
4.2 BIKE AND PATHWAY NETWORK ..... 15

## 5.0 SAFER STREETS & HIGHWAYS ..... 19

5.1 MUNICIPAL STREET NETWORK ..... 19
5.2 PROVINCIAL HIGHWAYS ..... 22

## 6.0 SHARED RIDES & CLEAR PARKING ..... 30

6.1 PUBLIC TRANSIT ..... 30
6.2 PARKING ..... 31
6.3 SHARED MOBILITY ..... 32
6.4 RECOMMENDATION SUMMARY ..... 32

## 7.0 IMPLEMENTATION ..... 33

7.1 FUNDING THE PLAN ..... 33
7.2 FOLLOW-UP ACTIONS ..... 35

# APPENDICES

**Appendix A:** Road Condition Assessment

**Appendix B:** Engagement Summary Reports #1 and #2

**Appendix C:** Existing Conditions

**Appendix D:** Project List

# TABLES

Table 4-1: Priority Sidewalk Projects ..... 13
Table 4-2: Priority Crosswalk Projects ..... 14
Table 4-3: Priority Biking Projects ..... 16
Table 5-1: Road Classifications ..... 19
Table 5-2: Priority Road Projects ..... 21
Table 5-3: Priority Highway Projects ..... 24
Table 6-1: Priority Actions for Parking/Shared Rides ..... 32
Table 7-1: Recommended Bylaw/Policy Updates ..... 35
Table 7-2: Suggested Follow-Up Studies ..... 35

# FIGURES

Figure 1-1: TMP Development Process ..... 3
Figure 5-1: Sidewalk Condition Assessment ..... 25
Figure 5-2: Recommended Bike Network ..... 26
Figure 5-3: Road Classifications ..... 27
Figure 5-4: Renewal Priorities ..... 28
Figure 5-5: Town Priorities for Highway Crossings ..... 29
Figure 7-1: Proposed Capital Investment by Category ..... 33
Figure 7-2: Proposed Capital Investment by Year ..... 34

# 1.0 INTRODUCTION

The Transportation Master Plan (TMP) is a 20-year strategic planning document to guide how people and goods move through the community: today and into the future. Building on recent efforts to modernize asset management, this work brings the road network into a broader, coordinated approach that looks at both infrastructure condition and community needs.

The plan focuses on identifying practical priorities for roadway improvements, downtown streets, and key visitor areas, while reflecting input from residents, stakeholders, and Council. It also considers how streets can better support safety, accessibility, travel choices, and a more vibrant public realm.

Overall, this work provides a roadmap that helps the Town care for its existing infrastructure while also making meaningful progress toward long-term community goals.

## 1.1 CONNECTION TO OTHER PLANS

Transportation plays an important role in many aspects of life in Osoyoos, influencing everything from the local economy to the environment and overall day-to-day livability. While this is the Town's first comprehensive Transportation Master Plan, it builds on a strong foundation of previous work. Together, these efforts help ensure that the TMP reflects existing priorities, past investments, and the community's vision for the future.

### 1.1.1 LAND USE

#### Official Community Plan (2025)

This high-level guide directs long-term land use, infrastructure, and community growth through the year 2040. It sets the foundational rules for how streets and pathways should be integrated into new and existing developments.

Aligning with this document ensures that future transportation improvements support the town's overarching goal of building a socially, economically, and environmentally sustainable community.

#### Town Centre Renewal Plan (2018)

This plan is designed to revitalize the downtown area into a vibrant, year-round destination for businesses, locals, and visitors. Its main goal is to shift the downtown's layout from focusing on cars to prioritizing a safe, "pedestrian-first" environment.

To achieve this, the plan specifically recommends narrowing the wide driving lanes on Main Street to make room for wider sidewalks, safer crosswalks, and outdoor seating.

It also emphasizes the need to manage parking better, add clear directional signs, and build a connected network of walking and biking trails linking the downtown to nearby parks and neighborhoods.

## 1.1.2 TRANSPORTATION

### DCC Update (In-Progress)

Development Cost Charges (DCCs) fund the infrastructure required to support new housing and commercial growth. An update to the DCC program is currently under Provincial review. The proposed transportation projects have been incorporated into this Transportation Master Plan.

The DCC program also includes sewer and water projects, creating opportunities to improve efficiency by coordinating upgrades. This allows new transportation features to be added cost-effectively when streets are already being rebuilt.

### Road Condition Assessment (2026)

The Road Condition Assessment (RCA) evaluates the current condition of the Town's road network to support infrastructure planning within the TMP. It provides a consistent, data-driven understanding of pavement and sidewalk conditions across the system. These findings help inform priorities, coordinate upgrades, and guide long-term investment decisions.

### Active Transportation Network Plan (2023)

The Active Transportation Network Plan (ATNP) outlines ways to improve walking, cycling, and rolling across the community. It focuses on key issues like safety at intersections, conflicts with parked cars, and the need for more accessible pathways. The proposed network from this plan has been incorporated and refined in the TMP to better align with current priorities and community needs.

### Accessibility Plan (2023)

This plan outlines the Town's strategy to identify, remove, and prevent everyday barriers for people with disabilities. It emphasizes the need for safe, inclusive travel options and pedestrian infrastructure. Specifically, the plan highlights community feedback calling for more accessible parking, better-maintained sidewalks, smooth curb ramps, and audible crosswalk signals. By incorporating these priorities, the transportation plan can ensure that local streets, pathways, and transit services are easy and safe for everyone to navigate, regardless of their physical abilities.

## 1.1.3 TOURISM

### Tourism Osoyoos 5-Year Strategy (2024-2029)

This strategy outlines the community's approach to growing and managing the local visitor economy with a focus on sustainable destination development. The seasonal influx of tourists heavily impacts traffic and parking demand.

To support sustainable tourism, the transportation system must provide visitors with safe, clear, and convenient ways to travel between hotels, businesses, and recreational areas without relying solely on personal vehicles.

By improving active transportation infrastructure and accessible pathways, the transportation plan can enhance the overall visitor experience while reducing road congestion and maintaining a high quality of life for year-round residents.

# 1.2 DEVELOPING THE PLAN

From the outset of developing this plan, an intentional process was established to draw upon technical data, analysis and community input. This process is summarized in **Figure 1-1**.

Figure 1-1: TMP Development Process




## 1.2.1 EXISTING CONDITIONS ASSESSMENT

This phase combined background research, data review, and site visits to build a clear picture of how the transportation system works today in Osoyoos. It included a review of existing plans, bylaws, and census data, along with a basic analysis of travel patterns and how different parts of the network are used. Site visits were also completed to see how people move around the town in real conditions and to identify safety and accessibility issues that may not show up in data alone.

### Road Conditions Assessment

The Road Condition Assessment was a key part of the Transportation Master Plan, reviewing the condition of all roads and sidewalks in Osoyoos. Pavement was assessed in detail, including cracking, surface damage, and roughness. Sidewalks were also inspected for surface issues and accessibility barriers.

The findings were used to help prioritize projects and align them with future road renewal work. Further details are provided in **Appendix A**.

### Traffic Data Collection and Site Visits

Traffic data was collected at 12 locations across the town from August 25 to 28, 2025. These counts captured how many vehicles, pedestrians, and cyclists were moving through key intersections and crossing points during the busy summer period. Provincial traffic data was also used to understand travel patterns on Highway 3 and Highway 97.

Site visits were carried out at the same time to confirm what the data showed and to identify real-world issues such as delays, unsafe movements, and gaps in the network.

## 1.2.2 ENGAGEMENT #1: ISSUES AND OPPORTUNITIES

The first round of engagement focused on gathering input on local transportation issues, challenges, and concerns. It also sought to understand the community's values and priorities. The feedback collected during this round informed the development of the TMP's Vision and Goals **(Section 3.0)**.

A detailed engagement summary is available in **Appendix B.**

### Public Engagement

In February and March 2026, the Town invited residents to participate in an online survey, interactive map, and a pop-up event.

Safety was the top concern, with people wanting safer crossings, better lighting, and improvements at high-risk intersections. Walking and biking are limited by difficulty crossing major roads and concerns about sharing space with traffic, with strong support for safer crossings, more pathways, and separated bike lanes. Driving issues focused on summer congestion, unsafe intersections, and parking challenges, while suggested fixes include separating highway and local traffic and adding traffic calming.

### Interest-Holder Engagement

The interest-holder engagement session was held on May 28, 2026, and included participants from BC Transit, Interior Health, and the Town of Osoyoos. The session reviewed key elements of the draft plan and included discussion on current issues, opportunities, and how the plan aligns with each organization's goals.

Two main themes emerged. First, there is a need to better support the senior population, particularly in accessing local destinations and regional health services. Second, participants highlighted challenges with expanding BC Transit service and discussed potential options to improve how people travel within the town and to nearby communities.

## 1.2.3 DEVELOPING THE DRAFT PLAN

This phase focused on bringing together ideas from engagement, along with previous work, and turning them into a clear, practical set of options for the plan.

### Gathering Options

Options for the plan were developed using several sources, including projects identified in the Active Transportation Plan, the ongoing DCC update, site visits, and ideas raised during community engagement. These inputs helped ensure the plan reflects both technical priorities and community needs.

### Prioritizing Investments

Each project was evaluated based on how well it aligned with the core goals of the Transportation Master Plan. The renewal priorities from the RCA (for roads) and the DCC Update (for water and sewer) were cross-referenced and used as the main input for prioritization.

## 1.2.4 COMMUNITY ENGAGEMENT #2: DRAFT PLAN

The second round of engagement presented the Draft TMP for community review and input. Residents were invited to review the draft plan through the project webpage and provide feedback on its vision, goals, and recommendations.

The feedback gathered through this process was used to refine the Draft TMP and confirm the proposed direction of the plan, ensuring it reflects local priorities and interests.

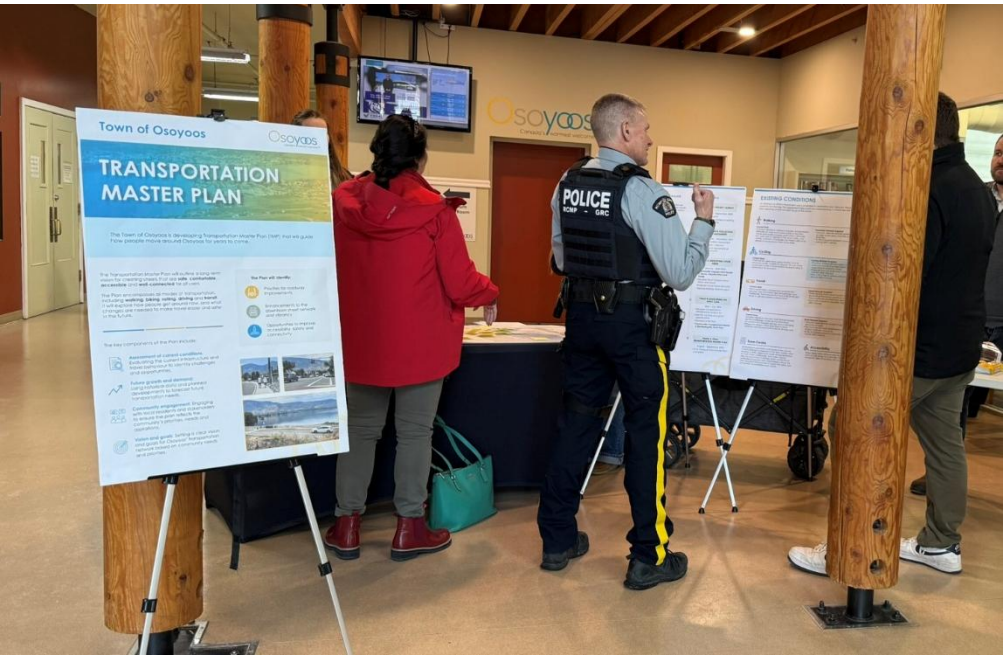
A detailed engagement summary is available in **Appendix B.**

### Public Engagement

In July 2026, the project team hosted a pop-up event at the Osoyoos Farmers' Market to share information about the Draft TMP and to promote the online survey, which was available July 2 to 31, 2026.

Overall, feedback indicated broad support for the Draft TMP. Participants expressed support for initiatives aimed at improving intersection and crossing safety, connectivity, and transit service. Particularly, there was strong support for updating the layout of complex intersections, connecting the pathway network across town, advocating for new signals and crosswalks on Highway 97 and Highway 3, and considering a shuttle service around the community in the summer.

While the majority of the recommendations received positive feedback, there was strong opposition to implementing paid parking on Main Street during the busy season. Additionally, comments reinforced the need to address unsafe pedestrian crossings and intersections, a lack of curb ramps and sidewalks, limited transit service, and poor road conditions.



# 2.0 KEY ISSUES & OPPORTUNITIES

The following provides a summary of the key findings from the Existing Conditions Report. These findings highlight the main challenges and opportunities for Osoyoos' transportation system. They are based on a review of existing data, plans, and site observations.

## 2.1 ACTIVE TRANSPORTATION & TRANSIT

**Active Transportation Network Gaps**: Limited dedicated cycling facilities, sidewalk network gaps, and crosswalk safety concerns.

Active transportation options, such as walking and cycling, are currently limited in several parts of Osoyoos. There are few dedicated cycling facilities, which makes it difficult for people to bike comfortably and safely. As a result, cyclists are often seen using sidewalks. The Town Centre has a strong pedestrian network with sidewalks and crossings, but outside this area, sidewalks are less consistent and gaps are common.

Most crosswalks that were reviewed meet standard guidance; however, some key locations along Highway 3 do not. In particular, the crossings at Kingfisher Drive and along Hotel Row do not provide enough protection given the traffic volumes and the distance people need to cross. There are no crosswalks on Highway 3 east of Cottonwood Drive making it harder for people to cross safely.

Pedestrians observed crossing Highway 3 and local roads east of Cottonwood Road




**Transit Service**: Limited service hours and stop amenities.

Transit service in Osoyoos is very limited. While some stops have basic features such as seating and signage (e.g. Main Street / 89th Street), others have no amenities at all (e.g. Gravenstein Drive).

Currently, the Town is serviced by two routes: Route 40, a regional route connecting to Penticton, and Route 41, a local route. Both routes have limited service hours, having just two round trips on weekdays and no service on weekends. Improving both service frequency and stop quality would make transit a more practical option for residents and visitors.

**Active Transportation Accessibility**: Missing curb letdowns at crosswalks creates accessibility concerns within the active transportation network.

Accessibility is another key issue. Many areas, especially outside the Town Centre, are missing important features such as curb ramps. These gaps make it difficult for people using mobility aids, strollers, or wheelchairs to navigate the network safely and comfortably.

## 2.2 ROAD NETWORK

**Road Safety**: Sightline challenges on minor road approaches and aggressive driver behaviours increase safety risks for both motorists and pedestrians.

Safety is a main concern on the road network. At many intersections, particularly on minor roads, limited sightlines make it difficult for drivers and pedestrians to see each other clearly. Drivers are often observed waiting in crosswalks or taking risks turning into small gaps after long delays, which increases the chance of collisions.

**Signage**: Inconsistent and improper signage placement in several locations.

Signage is inconsistent in several locations across town. Poor placement or unclear signs can lead to confusion and increase safety risks. Improving the consistency and visibility of signage will help make the network easier to understand and safer to use.

Oleander Drive and Lobelia Drive (facing north)



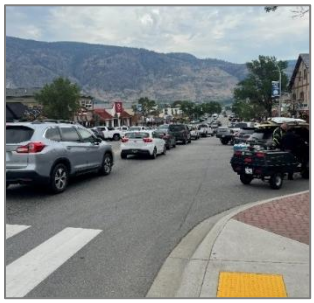

**Intersection Design**: Challenging and complex intersections increase driver confusion and safety risks.

Some intersections in Osoyoos are complex or unconventional, which can be difficult for both residents and visitors to navigate. Locations such as Oleander Drive / Lobelia Drive and 89th Street / Kingfisher Drive are examples where the layout contributes to confusion and safety concerns

## 2.3 TOWN CENTRE

**Main Street Role and Function**: An increase in population and tourism in the summer months intensifies congestion in the Town Centre road network.

Main Street Vehicle Queues



Traffic congestion in the Town Centre increases significantly during the summer months. Main Street (Highway 3) plays both a local and regional role, and this creates pressure on the road network. Long delays are common, particularly for drivers trying to turn onto the highway from side streets. In some cases, drivers change routes or take risks to enter traffic.

Angle parking on Main Street is valued for access to businesses, but it also creates conflicts with through traffic. Vehicles backing out of stalls can disrupt traffic flow and lead to safety issues.

**Boat Trailer Parking**: Trailer parking near the boat launch is limited and alternate trailer parking is at an inconvenient location relative to the boat launch.

Boat trailer parking is limited and not well located in relation to the boat launch. This results in additional vehicle trips across the network, including through major bottlenecks like the bridge, and can lead to informal parking in unsuitable areas.

**Accessibility and Active Transportation Gaps**: There is a lack of infrastructure supporting accessibility for pedestrians and cyclists in the Town Centre.

The Town Centre also has gaps in accessible and active transportation infrastructure. There are currently no dedicated cycling facilities, and while sidewalks are generally present, some design issues reduce their effectiveness. For example, sidewalks do not always align with crosswalks, leading people to cross in less safe locations. At some crossings, the push buttons for pedestrian signals are not clearly visible or easy to find. Additional improvements are needed to make the network more intuitive and accessible for all users.

## 2.4 TRENDS AND OPPORTUNITIES

This section outlines key forecasts and emerging trends that will shape transportation needs and opportunities in Osoyoos over time.

### Population Growth

Growth in Osoyoos has historically been cyclical, often reflecting broader economic trends. Population growth in Osoyoos, and the South Okanagan as a whole, is projected to be modest moving forward. BC Stats projects that roughly 650 new residents will arrive over the next twenty years. For context, the population grew by about 1,000 people in the previous twenty years (2004 to 2024).

## Through Traffic

Traffic on Highway 3 has increased by about 3.5% per year over the past six years, including both local trips within Osoyoos and through traffic. With the available data, it is not possible to determine exactly how much of this traffic is passing through without stopping. However, traffic counts suggest that roughly half of the vehicles crossing the bridge are local trips. This highlights that actions taken by the Town can play a meaningful role in improving highway conditions.

## Constrained Network

Highway 3 is the only connection between the east and west sides of Osoyoos. Expanding this corridor would be costly and would impact adjacent properties, while a bypass is unlikely given the surrounding terrain.

As a result, reducing peak summer congestion will depend on finding alternative ways to move people across the lake. Another key focus should be reducing reliance on Highway 3 for short local trips, particularly for residents in East Osoyoos.

## Short Trips

Trip patterns in Osoyoos present an opportunity to shift how people travel. Driving is currently the default mode of travel; however, most trips within Osoyoos are less than 3 km. This distance is well suited to walking, cycling, or other active modes, as 3 km is roughly a 10-minute bike ride. While there are some hills on the west side, the terrain is generally flat, and the climate is favourable for biking.

Driving will remain the most convenient option for many trips, but providing more travel options can help reduce overall congestion. Not everyone needs to make the switch for the entire community to benefit.

## Aging Population

Osoyoos has long been a popular retirement destination, and this trend is expected to continue. As the population ages, designing smooth, predictable, and accessible infrastructure will be essential to support independence and everyday mobility for older adults.

## Electrification

New mobility options are changing how people travel around the community. Small electric vehicles, including e-bikes and e-scooters, are becoming more common and expanding access to active transportation, particularly for older adults or those travelling longer distances. However, their higher speeds and quiet operation can create conflicts on shared paths and sidewalks, highlighting the need for clear design and separation where appropriate.

## Coordinating with Renewal

Coordinating transportation improvements with planned road, water, and sewer upgrades allows the Town to deliver multiple projects at the same time, reducing disruption and making better use of available funding.

This “dig once” approach helps lower costs and ensures transportation improvements are integrated into broader infrastructure upgrades rather than delivered separately.

# 3.0 VISION & GOALS

## 3.1 OSOYOOS' VISION FOR TRANSPORTATION

### Osoyoos Transportation Vision:

**A reliable transportation network that preserves our small-town charm and keeps everyone moving safely and smoothly.**

This means prioritizing cost-effective maintenance and safety upgrades, creating smooth pathways that support daily independence for every stage of life. It also means organizing parking and traffic during the peak summer months to support a welcoming visitor experience while maintaining smooth travel on local roads. By focusing on these everyday needs, the following goals provide a practical, financially responsible roadmap to keep the community moving safely.

## 3.2 GOALS

The vision statement is supported by a set of more detailed goals and objectives that describe how the Town can make progress towards the vision over time.

### Build an Age-Friendly, Connected Walking Network

Create a highly walkable, age-friendly community where everyone, from young children to seniors, can move comfortably and safely through town.

**Objectives:**

- **Fill the Sidewalk Gaps:** Prioritize high-impact, cost-effective fixes for missing links in the sidewalk network to connect key destinations, schools, and services.
- **Make Crossings Safer:** Upgrade local crosswalks to be highly visible and shorter to cross, enabling people walking to feel safe and prioritized.
- **Design for All Ages and Abilities:** Provide walking paths that meet age-friendly standards by adding smooth surfaces, clear curb ramps, and tactile features to support people pushing strollers or using mobility aids.
- **Maintain Year-Round Access:** Conduct proactive maintenance of sidewalks and pathways, such as timely snow clearing, sweeping, and trimming overgrown vegetation.
- **Improve Walking Comfort:** Invest in features that make walking safer and more pleasant year-round, such as shade trees and better street lighting.

## Connect the Biking and Multi-Use Pathway Network

Build on the town's existing multi-use pathways by filling in the gaps, creating a fully connected and safe network for biking, rolling, and walking

**Objectives:**

- **Close the Network Gaps:** Focus on connecting the existing trails and pathways so people can travel seamlessly across town without feeling forced onto busy roads.
- **Provide Safe and Practical Alternatives:** Use low-cost, practical solutions (like painted lines or simple physical barriers) to give people biking or riding e-scooters cyclists and e-scooter users safe routes to ride, keeping them off pedestrian sidewalks.
- **Manage Shared Paths Safely:** Provide clear signs, design cues, and community education to help walkers, cyclists, and e-scooter users share multi-use paths, while reinforcing rules against riding on sidewalks.
- **Provide Secure Bike Parking:** Encourage a mix of town-funded bike racks at parks and community facilities, and privately funded racks at businesses and apartment buildings, making riding a practical choice for everyday errands.

## Create Safe and Welcoming Local Streets

Work towards providing safe, comfortable, and intuitive travel for everyone, protecting the character of residential neighborhoods.

**Objectives:**

- **Calm Neighborhood Traffic:** Use practical traffic-calming measures to lower vehicle speeds, improve safety, and discourage drivers from using residential streets as highway shortcuts.
- **Make Local Intersections Safer**: Improve lines of sight, traffic signage, and the physical layout of local intersections to prevent near-misses and make it easier to get around town.
- **Encourage Safe Driving:** Pair physical street improvements with community education and consistent enforcement to ensure drivers respect speed limits and share the road safely with all users.
- **Coordinate with Renewal:** Integrate safety upgrades and intersection improvements with the Town's regular road renewal and utility projects to increase value for public investment.

## Partner with the Province to Improve the Highway Corridor

Work collaboratively with the Ministry of Transportation and Transit (MoTT) to make Highway 97 and Highway 3 safer for regional traffic while also serving as a welcoming Main Street for our community.

**Objectives:**

- **Balance the Highway and Main Street:** Advocate for design solutions that handle the summer tourist traffic surges and regional movement while keeping central areas pedestrian-friendly, lively, and easy to navigate on foot.
- **Improve Highway Intersections:** Work with the Province to upgrade key highway intersections (e.g., adding dedicated turn lanes, roundabouts, or signals) to improve functionality and make turning easier.

- **Connect Across the Highway:** Collaborate on upgrading highway crossings for people walking and rolling while balancing demand for through traffic.
- **Manage Highway Speeds:** Partner with provincial authorities to add design features that naturally encourage drivers to respect speed limits and pay closer attention as they enter the Town.
- **Leverage Provincial Funding**: Maximize local infrastructure budgets by aligning municipal projects with planned provincial highway upgrades to share costs and resources efficiently.

## Make it Easy for Visitors to "Park Once"

Welcome visitors with a transportation system that makes it easy, intuitive, and enjoyable to arrive, park their vehicle once, and explore the town on foot, by bike, or via transit.

**Objectives:**

- **Promote Day Use Parking**: Use clear signs to direct drivers, especially those with recreational vehicles (RVs), boat trailers, and other large vehicles, to parking lots off Main Street.
- **Enhance Wayfinding**: Implement clear, welcoming signs and maps at key parking areas, transit stops, and along pathways that highlight how quick and easy it is for residents and visitors to walk or bike to popular local destinations.
- **Provide Convenient Shuttles:** Partner with tourism groups to support convenient seasonal shuttles linking gateway parking areas, hotels, and popular attractions (like wineries or beaches).
- **Improve Turnover in Busy Areas:** Use simple, low-cost parking management strategies to make sure spaces free up regularly in high-demand areas for quick errands.

## Improve Transit and Shared Transportation

Make it easier to get around without a private car by offering accessible, well-promoted transit and shared mobility options.

**Objectives:**

- **Improve Public Transit and Shuttles:** Explore expanded public transit tailored to residents' everyday errands, alongside convenient seasonal shuttles that allow visitors to access regional attractions without driving.
- **Strengthen Regional Connections:** Work with neighbouring Okanagan communities to secure better regional bus connections (e.g. Oliver, Penticton, Kelowna).
- **Manage Shared E-Scooters Safely:** Partner with the operating company to expand parking areas for daily trips, while holding them responsible for rider education and enforcement (e.g. sidewalk riding).
- **Raise Awareness of Options:** Launch clear communication campaigns so residents are aware of their mobility options, and visitors are actively empowered to leave their cars behind by knowing exactly how to use local transit, ride-shares, and taxis.

# 4.0 CONNECTED SIDEWALKS & PATHWAYS

Osoyoos has high potential for walking and biking. Many residents are already walking to work, and public surveys indicate that half of the residents want to walk more. The town currently features a mix of sidewalks (designated for people walking) and pathways (shared spaces for both walking and biking). Currently, there are few routes dedicated solely to people biking.

The walking and biking network is anchored by popular routes like the Pioneer Walkway and the Lakeshore multi-use pathway. The next step is connecting these standalone paths into a complete network. This ensures that whether someone is commuting to work or heading to the beach, the journey is safe and enjoyable.

## 4.1 SIDEWALK NETWORK

The core strategy for sidewalks is to focus investment on building complete routes along busier collector and arterial roads where safety risks are highest. Quieter local streets can often function safely as shared space. Focusing on these main arteries ensures children and seniors have safe routes to schools, parks, and daily errands.

### 4.1.1 FILLING SIDEWALK GAPS

Sidewalk gaps can make or break a walking trip, forcing pedestrians into vehicle lanes or uneven gravel shoulders. Focusing on missing links is a cost-effective way to improve the entire network.

**Table 4-1: Priority Sidewalk Projects**

| PROJECT | PROJECT NAME | DESCRIPTION | EST. YEAR |
|---|---|---|---|
| 6 & 10 | Harbour Key Drive Sidewalk | Construct a sidewalk along the north side of Harbour Key Drive from Main Street (Highway 3) to the Solana Key Pathway. This segment will improve access to the dog park/boat trailer parking. | 2027-2028 |
| 28 | Lobelia Drive Sidewalk Infill | Fill in the sidewalk gap on the west side of Lobelia Drive between Hibiscus Court and Larkspur Place. | 2031-2035 |
| 41 | Finch Crescent Sidewalk Infill | Extend the existing sidewalk network on Finch Crescent from Swan Crescent to 74th Avenue. | 2031-2035 |
| 22 | Nighthawk Drive Sidewalk Infill | Fill in the sidewalk gap on the west side of Nighthawk Drive north of Hummingbird Lane. | 2031-2035 |

## 4.1.2 SAFER CROSSINGS

The most common barrier preventing people from walking is the danger of crossing busy roads. When there are long gaps between safe crossing points, people walking are forced to take long detours. A 200-metre detour to reach a marked crosswalk can take five to eight minutes. This encourages people to cross informally at unsafe locations.

The Town cannot upgrade every intersection at once, so crossing infrastructure must be prioritized. Upgrades can be expensive, particularly on major roads, and additional crossings must be balanced with overall traffic flow.

**Table 4-2: Priority Crosswalk Projects**

| PROJECT | PROJECT NAME | DESCRIPTION | EST. YEAR |
|---|---|---|---|
| 65 | Hotel Row Crosswalk Upgrades | Work with MOTT to upgrade the Highway 3 crosswalk(s) on Hotel Row to increase the visibility and safety of people walking and biking. | 2027 |
| 64 | Main Street (Highway 3) / Kingfisher Drive Intersection Improvements | Explore intersection upgrades such as a new signalized intersection, a roundabout, adding a left-turn storage lane on Kingfisher Drive, and/or upgraded crosswalk treatments to improve mobility and pedestrian connectivity and safety. | 2028 |
| 60 | Highway 97 / 74th Avenue Crossing | Advocate to work with the MOTT to install a crosswalk connecting 74th Avenue east and west of Highway 97. This project includes filling the sidewalk gaps connecting to each side of the highway, and could be coordinated with water main upgrades. | 2030 |
| 70 | Main Street (Highway 3) / 89th Street Intersection Upgrades | Intersection upgrades to the Main Street (Highway 3) / 89th Street intersection to accommodate increasing vehicle and pedestrian demands, including a review of the current crosswalk treatments and potential improvements. | 2031-2035 |
| 66 | Local Road Crosswalk Upgrades | Perform annual reviews to identify local crossings that require upgraded treatments. Initial locations that were identified for potential improvements include:<br>• 89th Street / Cactus Crescent<br>• 87th Street (north of Hwy especially)<br>• 74th Street / Nighthawk Drive<br>• Lakeshore Drive / 56th Ave | Annual |
| 67 | Lakeshore Drive Intersection Improvements | Work with the MOTT to upgrade the Highway 3 / Lakeshore Drive intersection to include a pedestrian crossing. This intersection should be considered for a traffic signal, dependant on the implementation timeline of the 45th Street Extension. | 2030 |

### 4.1.3 DESIGNING FOR ALL AGES AND ABILITIES

Consistently smooth sidewalks and pathways benefit everyone. They support people with disabilities, enable older adults to stay independent, and assist families with children in strollers.

#### Sidewalk Condition Assessment

The Road Condition Assessment (RCA) found that roughly 80 percent of sidewalks are in good or satisfactory condition. Asphalt sidewalks make up a small portion of the overall network but are generally in poorer condition, particularly along Lakeshore Drive. Most sidewalks in town are concrete and remain in good condition.

Sidewalks should be renewed alongside road work where possible to reduce costs and limit disruption. However, in some cases, sidewalks may need to be upgraded on their own to address safety and accessibility issues identified in **Figure 5-1**. Based on current conditions, the area around the Sonora Community Centre is a strong candidate for early improvements.

#### Municipal Standards

Standards for new construction are outlined in the Town's Subdivision Bylaw. While recent updates have incorporated numerous accessibility features, the Town could consider increasing the standard sidewalk width from 1.5 metres to 1.8 metres. This width allows two people using mobility devices or pushing strollers to pass each other.

Although the current standard of 1.5 metres may be sufficient within a small-town environment, close attention must be paid during the design process to ensure that obstructions like utility or sign poles do not create pinch points that restrict access.

### 4.1.4 MAINTAINING YEAR-ROUND ACCESS

While heavy snowfall is rare in Osoyoos, reliable snow clearing prevents isolation during the winter months. Generally, clearing sidewalks falls to the adjacent property owners.

To improve reliability, the Town should adopt a formal snow and ice control policy, setting a target for clearing sidewalks and pathways that border parks and other public property.

Furthermore, the Town should consider adopting a bylaw to formalize the responsibility of clearing sidewalks adjacent to private property. This could be a standalone bylaw or rolled into the existing Traffic Bylaw.

Before updating the Traffic Bylaw, the Town should review all sidewalks and consider exempting some property owners (for example, where sidewalks run along a rear property line).

Recognizing that some residents are physically unable to shovel, the Town could launch a community recognition program where residents can nominate neighbours for prizes for helping clear snow. Enforcement should take a light touch, focusing on education and community support for the first few seasons.

## 4.2 BIKE AND PATHWAY NETWORK

Biking has significant potential in Osoyoos. Most trips are short, the terrain is relatively flat, and e-bikes are making biking viable for a wider range of people. The number of people biking will naturally decline over

the winter, but it is most attractive in the summer, when alternatives to relieve traffic are needed most. It can become part of the attraction for visitors and reduce summer congestion.

One-third of surveyed residents stated they were interested in biking more. However, a lack of routes separated from vehicle traffic was the most cited barrier. This map shows the recommended bike network designed to address those safety concerns.

The recommended bike network is shown in **Figure 5-2**.

## 4.2.1 CONNECTING THE CORE NETWORK

This network represents the highest-priority routes connecting the east and west sides of Osoyoos. Roughly half of the network is already in place, including key routes such as the Pioneer Pathway and Lakeshore corridor.

It is recommended that the Town pursue separating spaces walking and biking along the core network, rather than shared pathways. As e-bikes and e-scooters enable faster travel, dedicated space helps keep sidewalks comfortable for pedestrians. There are already challenges with shared use along these routes, and addressing these issues will be important.

Where feasible, pathways should be designed to accommodate higher future demand, recognizing this will be a long-term, gradual effort and that some locations, such as the Osoyoos Trestle Bridge, will be more difficult to adapt. The Pioneer Pathway is a strong example, where clear visual and physical separation improves safety and overall user experience.

**Table 4-3: Priority Biking Projects**

| PROJECT | PROJECT NAME | DESCRIPTION | EST. YEAR |
|---|---|---|---|
| 1 | Kingfisher Road Renewal and Protected Bike Lanes | Installation of quick-build style protected bike lanes on Kingfisher Road. The project should be completed alongside pavement renewal. | 2027 |
| 2 & 21 | 74th Avenue Neighbourhood Bikeway | Neighbourhood bikeway (including traffic calming) along 74th Avenue between Highway 97 and Highway 3. This project is split into two segments: east of 89th Street and west of 89th Street. | 2028 |
| 3, 16 & 36 | Oleander Drive Reconstruction and Active Transportation Improvements | Upgrades to the roadway with the implementation of active transportation facilities (e.g. multi-use pathway or protected bike lanes). This project should be completed alongside pavement renewal. | 2029 |
| 4 & 24 | 87th Street Multi-Use Pathway | Construction of a new multi-use pathway on the west side of 87th Street to connect Osoyoos Elementary School and the Sonora Community Centre to 74th Avenue. This project is split into two segments to align with pavement renewal; the first segment (from Osoyoos Elementary to 70th Avenue) is planned for the near-term, and the second segment (70th Avenue to 74th Avenue) is planned for long-term. | 2028 |

| PROJECT | PROJECT NAME | DESCRIPTION | EST. YEAR |
|---|---|---|---|
| 5, 7, 17 & 46 | East Osoyoos Neighbourhood Bikeway | Neighbourhood bikeway (including traffic calming) along Maple Drive, Lombardy Lane, and Tamarack Road. The project is split into multiple segments to implement over multiple years. | 2028 – 2030 |
| 11 | 62nd Avenue Active Transportation Improvements | Implement bike facilities (e.g. multi-use pathway) along 62nd Avenue to connect the future multi-use pathway on 89th Street to the existing multi-use pathway west of Highway 97. The project should be completed alongside, or after, the 89th Street / 62nd Street intersection upgrades. | 2030 |
| 8, 9 & 20 | 92nd Avenue Reconstruction | Upgrades to the roadway and intersections with the implementation of active transportation facilities, curb and gutter, lighting, and landscaping. The project should be completed alongside pavement renewal. | By development |

## 4.2.2 SAFE AND PRACTICAL ALTERNATIVES

After establishing the core of the network, the Town can build outwards. Rebuilding every street in the network is not realistic or fiscally responsible. Instead, the focus will be on using practical and retrofit-based solutions (such as repainting road lines or laying down physical barriers). Two important strategies are interim materials and neighbourhood bikeways.

### Neighbourhood Bikeways

Neighbourhood bikeways are quiet residential streets where people biking and driving share the road. Surveys show that people biking feel more comfortable riding on these calm routes: even compared to protected bike lanes on busy streets[1].

Implementing measures to control speeding on these streets has direct safety benefits for the residents living there. These routes can be more cost-effective to implement than entirely new multi-use pathways, as the most significant expenses are typically safety upgrades at intersections.

The Active Transportation Plan identified 74th Avenue as a potential neighbourhood bikeway, and the Town should continue exploring this option through future biking projects.

### Interim Materials

Using planters and temporary barriers allows the municipality to test safety features quickly. These materials allow for piloting solutions before committing capital to permanent concrete infrastructure. The upcoming pavement renewal of Kingfisher Drive presents an opportunity to use interim materials to pilot a protected bike lane.

[1] Impacts of Bicycle Infrastructure in Mid-Sized Cities Study (IBIMS). www.sfu.ca/ibims. Cities, Health & Active Transportation Research (CHATR) Lab. Simon Fraser University.

## 4.2.3 MANAGING SHARED PATHS SAFELY

Physically separating people walking and biking is not always feasible, and shared pathways can work well in quieter areas. However, conflicts arise as pathways get busier during the summer. Strategies to manage these spaces include painting centerlines in high traffic areas, particularly approaching pathway intersections. Installing bollards at pathway intersections, adding clear signage, and focusing on community education will help regulate speed and behaviour.

## 4.2.4 REGIONAL CONNECTIONS

Osoyoos would serve as the southern terminus of the Trail of the Okanagans, a proposed 250-kilometre walking and cycling route through the Okanagan Valley. Much of the trail already exists or is currently under development, and it has the potential to become a significant tourism draw for the region.

As the trail's endpoint, Osoyoos could benefit substantially from increased visitation and related economic activity. Although most of the route lies outside municipal boundaries, there is value in improving connections between Osoyoos and the International Hike and Bike Trail. This will involve both regional coordination and targeted local projects, such as multi-use pathways along 92nd Avenue and 87th Street.

## 4.2.5 BIKE PARKING

Secure bike parking is critical to making biking a practical option. Fear of theft and a lack of secure storage were identified through public engagement as one of the main barriers to riding.

### Bike Parking Standards

There is currently no municipal requirement for businesses or apartment buildings to provide bike parking. While some locations offer it voluntarily, the lack of consistent standards leads to uneven availability and quality across the community.

Updating the Zoning Bylaw would help address this gap by requiring both short-term bike parking (for customers and visitors) and long-term parking (for employees and residents) in all new commercial and multi-family developments. These requirements would apply to new construction only, allowing existing properties to remain unchanged.

### Cost Shared Bike Rack Program

To support existing businesses, the Town could introduce a cost-shared program to improve access to bike parking. This would involve the Town purchasing racks in bulk and offering them to businesses at a reduced cost.

This approach lowers the barrier for adoption and makes it easier for businesses to provide convenient and visible bike parking. Over time, this can help build a consistent network of bike parking on private property.

### Public Bike Parking

In addition to private development, the Town has a role in providing bike parking at public destinations. Parks, beaches, and municipal facilities should include well-placed and easy-to-use bike racks. Locations such as the Sonora Community Centre, Gyro Beach Park, and Cottonwood Beach are key priorities.

Bike parking should be located close to entrances, highly visible, and designed to support secure locking. Providing enough capacity in busy areas, particularly during the summer, will be important to support both residents and visitors.

# 5.0 SAFER STREETS & HIGHWAYS

Every day, thousands of vehicle trips take place in Osoyoos. Most of these trips happen without incident or significant delay. However, traffic delays become a noticeable frustration during the busy peak season.

Outside of a few strategic road connections in East Osoyoos, opportunities to expand the overall road network are limited. The very features that make Osoyoos attractive - the lake, the surrounding mountains, and nearby farmland - also make it difficult and expensive to build new roads. Because widening roads is rarely an option, the focus shifts to improving the safety and efficiency of existing streets.

## 5.1 MUNICIPAL STREET NETWORK

The Town maintains approximately 46 km of roads, each serving a different function. Local streets are designed to support neighbourhood access and a comfortable environment for walking and biking, while collectors and arterials are intended to move people and goods more efficiently across the community and connect to the highway.

### 5.1.1 CLASSIFICATIONS

Road classifications are defined in the Official Community Plan and shown in **Figure 5-3**.

**Table 5-1: Road Classifications**

| ROAD CLASSIFICATION | ROAD PURPOSE |
|---|---|
| Highway | Maintained by the provincial Ministry of Transportation and Transit. This route serves heavy regional traffic and summer tourists. Because it also acts as the town's main street, creating safe pedestrian crossings and making it easier for locals to turn left are top priorities. |
| Arterial | The primary routes connecting different parts of town and linking local traffic to the highway.<br>These roads handle higher daily vehicle volumes and are key targets for closing sidewalk gaps and building safe, separated cycling paths. |
| Collector | Mid-sized streets that link quiet residential areas to busier main roads. |
| Local | Quiet neighborhood streets where residents live, walk, and bike. The main goal for these roads is keeping speeds safe and discouraging highway traffic from using them as shortcuts. |

## 5.1.2 ROAD PROJECTS

This section outlines the key approaches that will guide future road projects in Osoyoos. A full project list is provided in **Appendix D**.

### Coordinating with Renewal

To make the most of available funding, the Town should coordinate transportation and safety improvements with planned road renewal and utility work. When a street is already scheduled for repaving or underground upgrades, related improvements should be delivered at the same time to reduce costs and avoid rework.

**Figure 5-4** shows the results of the 2026 Road Condition Assessment. These near-term renewal priorities were a key input in project prioritization.

### Making Local Intersections Safer

Several intersections in Osoyoos have non-standard layouts that can be confusing, particularly for visitors. Notable examples include 89th Street and 62nd Avenue, as well as Oleander Drive and Lobelia Drive. Improvements will focus on simplifying movements, clarifying right-of-way, and making intersections easier to navigate. These changes will help reduce conflicts and improve safety for all users.

### Future Connections

Most future road connections are planned in East Osoyoos, where gaps in the network still exist. The proposed 45th Street connection is the most significant, as it would link neighbourhoods on both sides of the highway and reduce reliance on Highway 3 for short local trips. The project is expected to include a roundabout to improve access and safety, as well as a multi-use pathway for walking and biking. Timing will depend on future development and regulatory approvals, since the required land is currently within the Agricultural Land Reserve.

### Calming Neighborhood Traffic

Residents have expressed concern about speeding and shortcutting on local streets. Traffic calming measures can help address these issues by slowing vehicles and discouraging through traffic. Changes such as tighter corner radii and narrower travel lanes encourage slower driving behaviour without relying on enforcement alone. Low-cost, temporary materials can be used to test these approaches before making permanent changes. Adjusting the posted speed limit down to 30km/h is recommended where traffic calming improvements are implemented.

Table 5-2: Priority Road Projects

| PROJECT | PROJECT NAME | DESCRIPTION | EST. YEAR |
|---|---|---|---|
| 59 | 89th Street and 62nd Avenue Intersection Improvements | Updates to intersection configuration to include a single, level intersection to improve traffic flow and safety. This includes road reconstruction on 89th Street between Kingfisher Drive and Oleander Road, and 62nd Avenue from 89th Street to Osprey Place. Includes active transportation improvements through the intersection. | 2031 - 2035 |
| 71 | Lobelia Drive / 32nd Avenue Intersection Upgrades | Install a traffic button and curb at the Lobelia Drive / 32nd Avenue intersection to manage vehicle speeds and improve safety on all approaches. | 2030 |
| 31 | 45th Street Extension | New local road link from Highway 3 to Lakeshore Drive, including implementation of active transportation facilities such as a multi-use pathway. | By Development |
| 32 | 56th Avenue Extension | New local road link from 51st Street to the 45th Street Extension, including active transportation facilities. | By Development |
| 42 | Tamarack to Cottonwood Local Road Linkage | Construction of a new local road to improve local road links and reduce traffic on Highway 3. Includes curb, gutter, sidewalk, and street lighting. Reconstruct Cottonwood Road from Lombardy Lane. | By Development |

## 5.1.3 DOWNTOWN MAIN STREET

Main Street is both the economic centre of the community and the primary transportation corridor. It serves local traffic, regional travel, and tourism, creating competing demands within a limited space. Feedback from the community highlights three key challenges: difficulty making left turns, conflicts from vehicles reversing out of angled parking, and limited parking availability during the summer.

### More Convenient Turns

#### Left Turns onto Main Street

During busy summer times, making a left turn onto the highway becomes nearly impossible. Because Main Street serves as both the primary local road and an interprovincial highway, supporting the surrounding grid network is critical to help people avoid making left turns (for example, by turning right and going around the block instead).

The Town should work towards installing a signal at 89th Avenue. A new signal at 89th Ave and the highway will make it significantly easier to turn left safely. To improve overall traffic flow, the Town might have to restrict other unsignalized left turns nearby. The potential signal at 89th Avenue is discussed further in **Section 5.2**.

Left Turns from Main Street

Establishing new left turn lanes directly on Main Street will be difficult given the tight space constraints. One effective strategy could be to establish a dedicated left turn lane from the highway just south of the Downtown Main Street, potentially at 74th or 72nd Avenue, allowing turning traffic to exit traffic flow.

### Clearer Parking

The danger of parked cars reversing into traffic was noted as a key challenge. However, the existing angle parking is highly valued by the community for its convenience. The primary opportunity is to improve and promote parking options slightly off Main Street. Currently, there is little signage to direct visitors to off-street parking lots. Parking is discussed further in **Section 6.2**.

### Safer Crossings

Improving pedestrian crossings along Main Street is an important priority. This includes better aligning sidewalks with crossing locations, adding features such as overhead flashers at key locations like 87th Street, and removing curb letdowns that are not connected to formal crossings. Addressing these issues will make crossings more visible and predictable, improving safety for people walking.

### Biking to Main Street

Improving bike access to Main Street is already underway. Projects such as the 89th Street pathway and the bike route on 74th Avenue will provide safer connections from surrounding neighbourhoods, making it easier to reach the downtown without driving.

## 5.1.4 SPEED LIMITS

The Town should consider lowering speed limits on municipal streets to 30 km/h. The goal is to curb speeding, not significantly change average travel speeds, since many vehicles already move at about 30 km/h on local streets because of frequent stops and turns.

Most trips in town are short, often using local streets for only about a kilometre, so the change in travel time would be minimal. The safety benefits, however, are substantial: a collision involving a person walking is far more likely to be survivable at 30 km/h than at 50 km/h.

Any speed limit changes should be paired with low-cost traffic-calming measures, such as interim materials that tighten corner radii and encourage slower turning speeds.

# 5.2 PROVINCIAL HIGHWAYS

Highway 3 and Highway 97 are under provincial jurisdiction and play a crucial role in interprovincial travel and bringing vital tourism to the region. Balancing these high-volume demands with the need for a safe, walkable local Main Street requires careful coordination.

### Turning Off the Highway

Improving access off the highway is a priority, particularly in East Osoyoos. Adding dedicated left-turn lanes can reduce delays and improve safety by making it easier for drivers to leave the highway without disrupting through traffic.

## Connecting Across the Highway

While Highway 3 and 97 must prioritize long-distance travel and trade, limited crossing opportunities can create challenges for both drivers and people walking. When it is too difficult to cross directly using local streets, drivers turn onto the highway for short distances before exiting again. These frequent turning movements add unnecessary delays to the main corridor. Upgrading local intersections can help keep short neighborhood trips off the highway.

For people walking and biking, long gaps between crossings create significant detours and encourage unsafe behaviour.

**Figure 5-5** identifies the Town's priority locations for new highway crossings, including both traffic signals and crosswalks. Initial technical review indicates these locations have merit, though **all improvements will require Provincial approval.**

In the Downtown, a new signal at Highway 3 and 89th Street would facilitate left turns from the side streets, and make it easier for local traffic to connect across the highway during busy times.

Along the central section of Highway 3, a signal at Kingfisher Drive would provide a key connection for walking and biking (e.g., linking the Gyro Beach pathway and Kingfisher routes). It would also improve left-turn access and help shift local traffic off the highway. An enhanced crosswalk (or crosswalks) along Hotel Row would address existing safety concerns.

In East Osoyoos, a signal at Lakeshore Drive would make it easier to turn onto and off the highway. A future roundabout at 45th Street, tied to development, would create a new north–south connection across the highway.

## Adding Local Connections

Exploring the development of frontage roads parallel to the highway (especially in East Osoyoos) is another key strategy. Frontage roads allow local residents to navigate their neighborhoods and run errands without mixing with heavy, high-speed provincial traffic.

## Managing Highway Speeds

The Town should consider partnering with provincial authorities to add physical design features that naturally encourage drivers to respect speed limits and pay closer attention as they enter the community.

### Gateway Features

Examples include installing curb extensions (like the ones currently at the crosswalk near 70th Avenue) to visually narrow the road.

The planned roundabout at 45th Avenue could also present an opportunity to safely slow highway traffic entering the town limits. The Town should also advocate for moving the 50km/h speed limit zone to east of 45th Street with the new roundabout.

Other potential actions include a landscaped median on the highway along Hotel Row.

### Enforcement

Supportive enforcement measures, such as speed reader boards, can help reinforce speed limits and raise awareness among drivers.

Table 5-3: Priority Highway Projects

| PROJECT | PROJECT NAME | DESCRIPTION |
|---|---|---|
| 60 | Highway 97 / 74th Avenue Crossing Improvements | Install a crosswalk on the south approach of Highway 97 at 74th Avenue, including the completion of the sidewalk connections on 74th Avenue approaching Highway 97. |
| 61 | Highway 3 / Cottonwood Drive Intersection Improvements | Review and upgrade intersection laning at the Highway 3 / Cottonwood Drive intersection to include left-turns storage lanes on highway approaches. |
| 62 | Highway 3 / 45th Street Roundabout | Install a 2-lane roundabout at the Highway 3 / 45th Street intersection with a south leg to connect to the future 45th Street extension. This project includes a multi-use pathway. |
| 64 | Highway 3 / Kingfisher Drive Intersection Upgrades | Explore intersection upgrades such as a new signalized intersection, a roundabout, adding a left-turn storage lane on Kingfisher Drive, and/or upgraded crosswalk treatments to improve mobility and pedestrian connectivity and safety. |
| 65 | Hotel Row Crosswalk Upgrades | Upgrade the Highway 3 crosswalks outside Holiday Inn and Suites and Richter Pass Beach Resort to increase visibility and safety of pedestrians. |
| 67 | Lakeshore Drive Intersection Improvements | Install a pedestrian crossing on Highway 3 at Lakeshore Drive. This intersection should be considered for signalization depending on the implementation of the 45th Street roundabout. |
| 70 | Highway 3 / 89th Street Intersection Upgrades | Intersection upgrades to the Main Street (Highway 3) / 89th Street intersection to accommodate increasing vehicle and pedestrian demands, including a review of the current crosswalk treatments and potential improvements. |

## Emergency Routing

Highway 3 is the primary transportation route in Osoyoos, with the Osoyoos Trestle Bridge serving as a critical link in the network. Disruptions that close the bridge are a significant concern, as alternative routes around Osoyoos Lake are limited due to the nearby U.S. border and surrounding terrain.

The most viable existing detour is the Mount Baldy / McKinney Road connection between Highway 3 and Oliver, although it is only partially paved. Given its potential importance during emergencies, the Town should advocate for the Province to maintain this route in good condition and consider upgrading it.

Figure 5-1: Sidewalk Condition Assessment

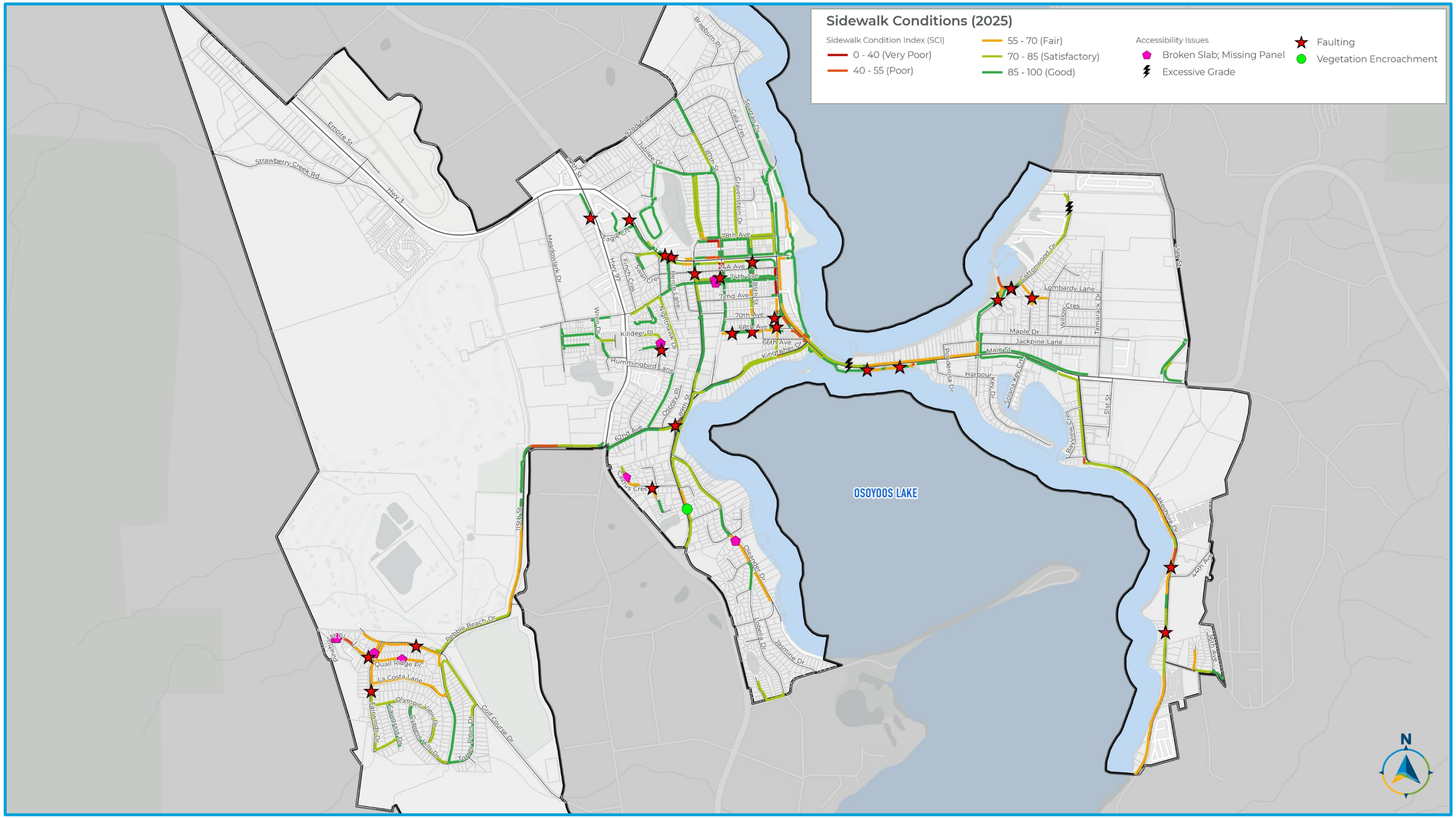


Figure 5-2: Recommended Bike Network

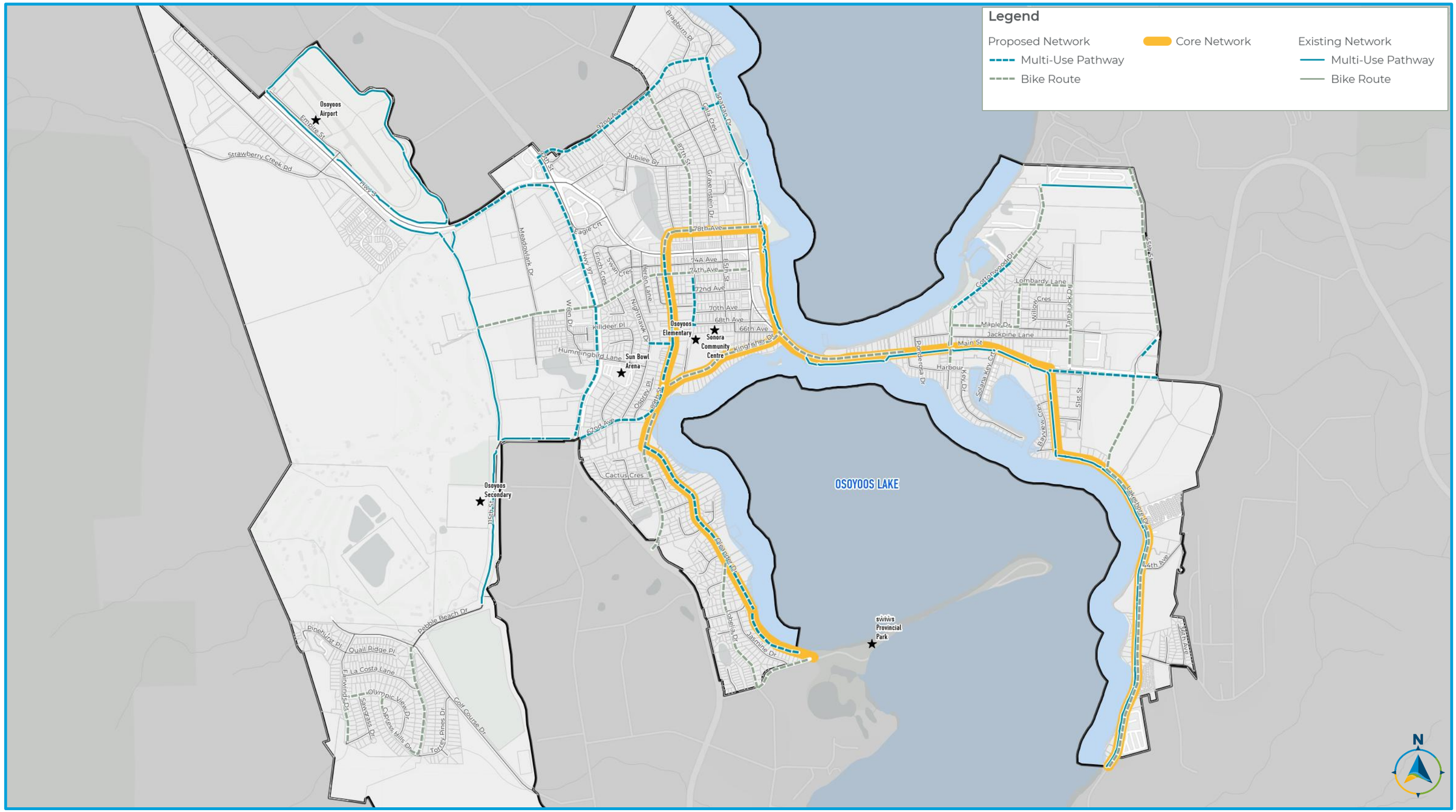


Figure 5-3: Road Classifications

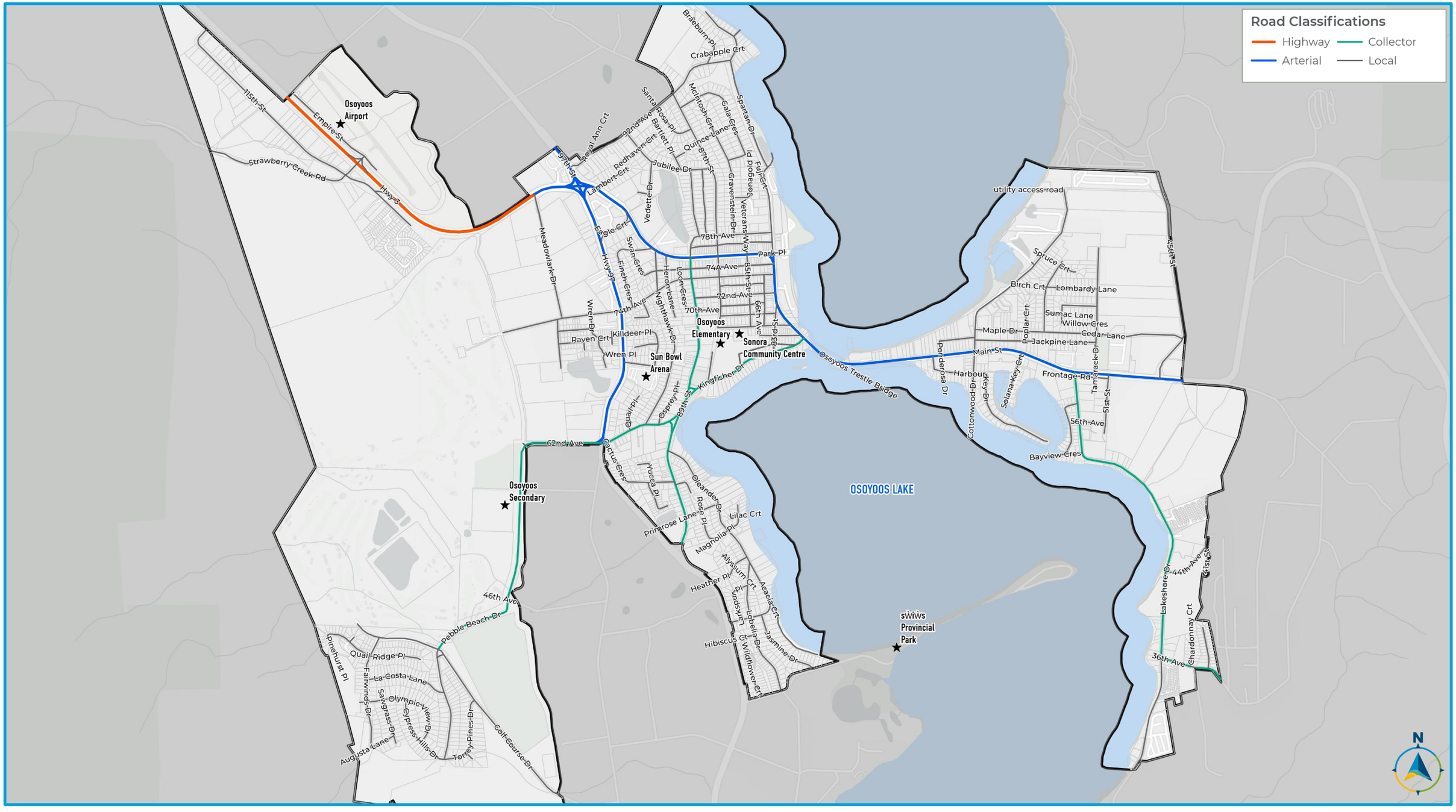


Figure 5-4: Renewal Priorities

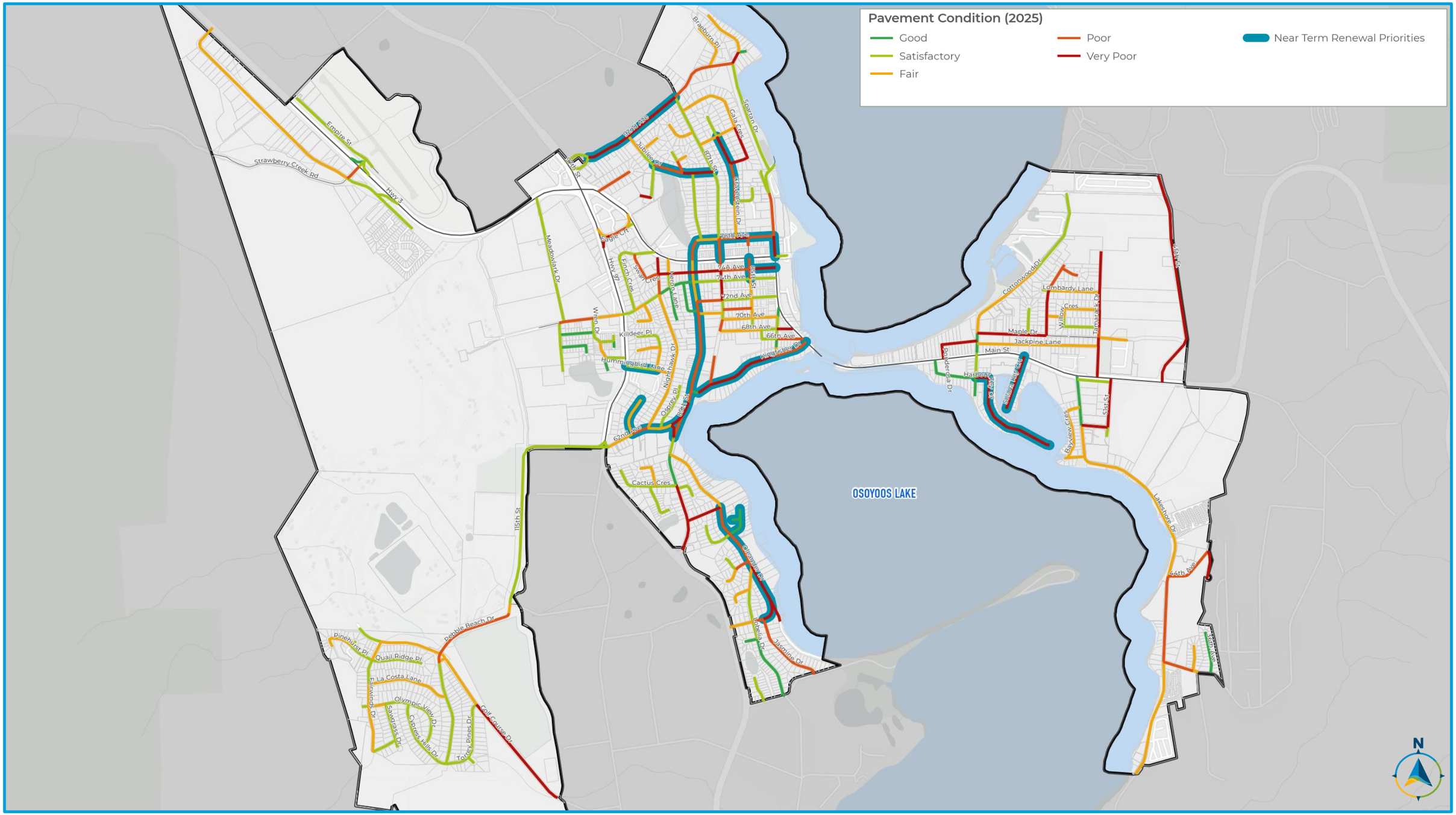
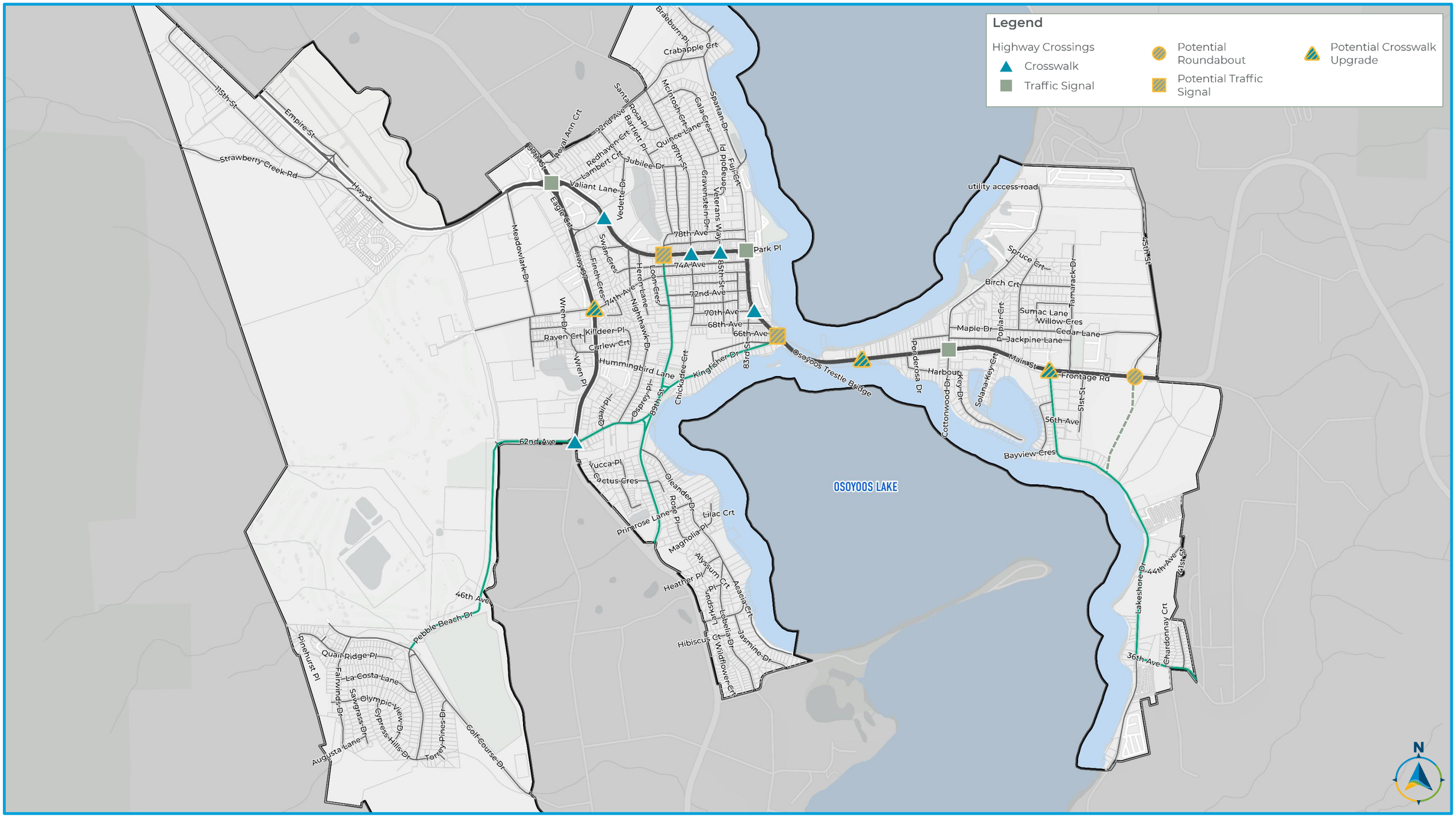


Figure 5-5: Town Priorities for Highway Crossings



# 6.0 SHARED RIDES & CLEAR PARKING

Managing traffic during the peak busy season requires providing convenient, reliable alternatives to driving and parking. This section focuses on making it easier for visitors to park once and for residents to navigate town without parking hassles. By offering practical options, the Town can better manage summer demand while maintaining quality of life year-round.

## 6.1 PUBLIC TRANSIT

Transit is an important travel option, particularly for longer trips and for people with limited mobility. The current system mainly supports travel to Penticton and Oliver for work, school, and medical appointments, but is less useful for short trips within Osoyoos. Improving local transit will help reduce reliance on driving, especially during peak periods.

### 6.1.1 TRANSIT SERVICE

Expanding transit service presents a financial challenge. The current service is based in Penticton, and the existing bus schedule has no additional capacity. Increasing service would likely require adding a second bus, which involves a higher upfront cost but would allow for more trips to be added (either around town or to Oliver and Penticton).

#### Priorities for New Service

There are several opportunities to improve service in a practical way. Better coordination with the school district could support direct service to the high school, while adjusting schedules could allow for later evening trips from Penticton and the introduction of weekend service.

#### On-Demand Service

The Town should explore On-Demand transit with BC Transit. This model operates similarly to ride-hailing and is currently being trialed in communities like Kelowna, Squamish, and Powell River. On-Demand service can be more convenient for riders than fixed routes in smaller communities like Osoyoos.

### 6.1.2 SEASONAL SHUTTLES

A seasonal shuttle is another potential strategy to manage peak tourism demand. Many resort municipalities in BC use a portion of their provincial tourism funding to operate seasonal shuttles. These are often run in partnership with a Chamber of Commerce or local business associations. Potential examples include systems in Tofino and Revelstoke.

The Revelstoke shuttle now operates year-round and is gradually being integrated into the BC Transit system. A local shuttle would take advantage of the fact that most tourist accommodation areas in Osoyoos are located along a relatively straight line.

### 6.1.3 BUS STOPS

Improving bus stops is a simple but important step in making transit more attractive. Shelters provide shade during hot summer months and improve overall comfort for riders. Upgrades should focus on key stops along Main Street, ensuring they are accessible and well connected to sidewalks and crossings.

# 6.2 PARKING

The highest priority action identified in the public survey was improving parking in the Town Centre. There are few existing parking regulations in Osoyoos besides the two-hour time limits on Main Street and adjacent blocks.

When prime spots have no time limits or costs, they are often occupied all day by employees or long-term visitors. This frustrates residents who simply need to run a quick errand.

At the same time, increasing the number of parking spaces is not always the best solution. Building large new parking lots solely to handle the peak season creates a year-round maintenance expense. A balanced approach uses time limits and strategic pricing in the busiest areas to encourage constant turnover. This ensures that people can reliably find a convenient space.

## 6.2.1 INCREASING ON-STREET AVAILABILITY

Introducing paid parking on Main Street was considered as a potential strategy to improve turnover and availability. Time limits alone can be difficult to enforce consistently, whereas pricing can both encourage turnover and provides revenue to fund enforcement. However, based on community feedback during Round #2 of the community engagement process, paid parking as a tool to manage parking is not recommended.

Instead, the Town should extend the time-limit period to later in the evening and increase enforcement of the existing rules. In the long-term, if parking capacity and turnover becomes a greater challenge to manage with existing tools, the Town could re-consider paid parking.

A comprehensive Parking Management Strategy should follow in 2027.

## 6.2.2 EXPANDING OFF-STREET PARKING

Providing convenient off-street parking helps reduce pressure on Main Street and supports a "park once" approach, where visitors can park and access multiple destinations on foot.

### Day Use Parking

Existing off-street lots can be better used to accommodate longer stays, allowing visitors to park once and walk to nearby destinations. This is particularly important for larger vehicles such as RVs. Improving signage and wayfinding will help direct drivers to these locations, while partnerships with property owners could allow for shared use of underutilized lots (e.g. at churches). There may also be opportunities to expand parking on underused municipal lands where appropriate.

### Boat Trailer Parking

The main boat launch is on one side of the lake, while trailer parking is on the other. The current rule requiring boaters to find separate parking for their vehicles creates multiple trips through the busiest part of the network.

Consider allowing parking vehicles for a section of the parking lot to reduce the number of vehicle trips crossing the bridge. The potential seasonal shuttle (see Section 6.1.2) could also provide people with a means to get between the boat launch and parking.

# 6.3 SHARED MOBILITY

Shared e-bikes and e-scooters provide an effective alternative to driving for short trips and are popular with visitors. The most common trip distance on these devices is 2km (or roughly 10 minutes), matching the length of most local trips in town.

The Town currently has an operating company running a station-based system, where trips must start and end in designated locations. There are currently six locations, all at hotels and resorts. This station-based system successfully reduces sidewalk clutter but can make the service less useful if a rider's destination is not near a designated parking area.

## 6.3.1 EXPANDING PARKING AREAS

To increase utility, the Town should consider establishing designated parking areas on public property in partnership with the operating company. Placing hubs at major destinations like Downtown, Gyro Beach Park, or Cottonwood Beach would improve the network.

The required infrastructure does not need to be substantial. Establishing clear, designated parking areas on public property (parks, beaches, and downtown corners) keeps the devices organized and prevents them from blocking sidewalks and curb ramps.

## 6.3.2 SAFE RIDING AND ENFORCMENT

E-scooters are frequently being ridden on sidewalks, causing conflicts with people walking. Since the town currently lacks a complete network of safe cycling infrastructure, riders naturally use sidewalks to avoid heavy vehicle traffic.

While shared mobility operators should be held responsible for enforcing rules and penalizing improper user behavior, enforcement alone is insufficient to change behavior entirely. In the long term, the most effective way to keep e-scooters and bikes off sidewalks is to build dedicated routes, giving riders a designated and safer place to travel.

# 6.4 RECOMMENDATION SUMMARY

**Table 6-1: Priority Actions for Parking/Shared Rides**

| ACTION | TIMEFRAME | REFERENCE |
|---|---|---|
| Consider allowing day-use vehicle parking in the Main St boat trailer parking | Short Term | Section 6.2.2 |
| Consider using RMI funding for a seasonal shuttle service | Medium Term | Section 6.1.2 |
| Consider pay parking on Main Street during peak season | Medium Term | Section 6.2.1 |
| Consider shared mobility parking areas on public property | Short Term | Section 6.3.1 |

# 7.0 IMPLEMENTATION

The TMP will guide the Town in building a transportation network that is safe, accessible, and easy to use for all modes of travel.

Implementation will take time, as Osoyoos' transportation system has developed over many years and will evolve gradually. Progress will be made step by step, with the Town advancing improvements incrementally over time.

This section summarizes the estimated costs of priorities identified in the plan, potential funding opportunities, and future follow-up work. A full project list is provided in **Appendix D.**

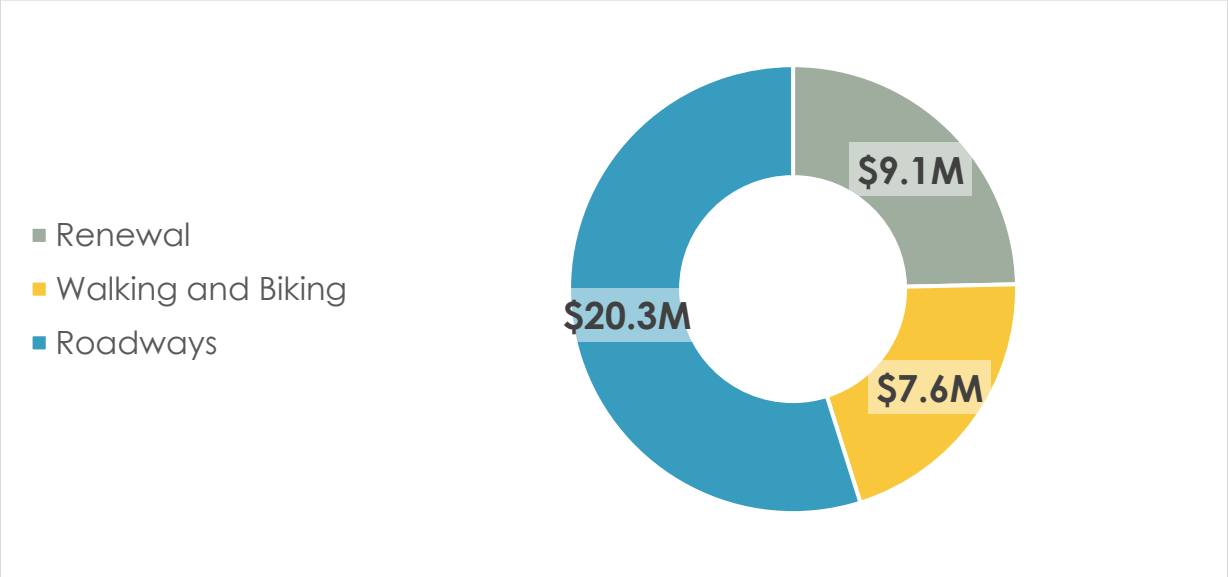
## 7.1 FUNDING THE PLAN

The TMP is intended to guide long-term investment decisions. It was developed with a strong focus on financial feasibility to ensure the plan is realistic and achievable.

This section outlines proposed capital investments by category and over time. This is meant to serve a guide, although **final funding decisions will continue to be made by Council through the annual budget process.**

### 7.1.1 PROPOSED INVESTMENT BY CATEGORY

Figure 7-1: Proposed Capital Investment by Category



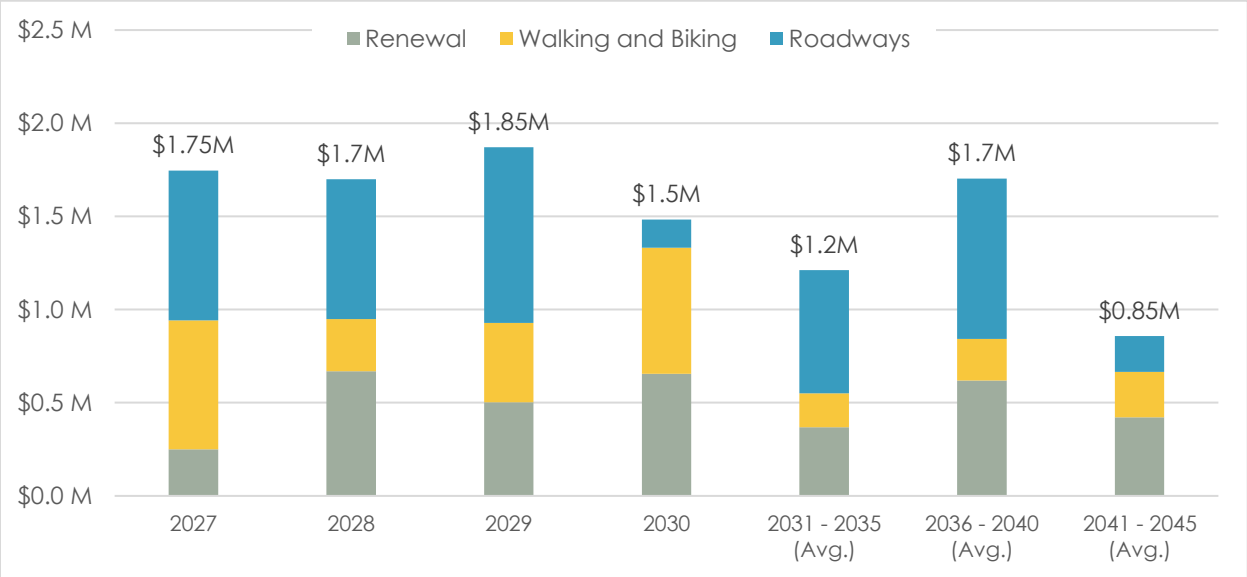
## 7.1.2 INVESTMENT BY YEAR

**Figure 7-2** below presents proposed capital spending by year. In the short term, covering the first four years, projects are scheduled individually by year, followed by five-year groupings for longer-term planning.

Note that this chart does not include roughly $10M of capital projects where the timing is driven by development. The most notable project in this category is the 45th Street Extension.

Council will continue to make final funding decisions through the annual budget process.

**Figure 7-2: Proposed Capital Investment by Year**



# 7.2 FOLLOW-UP ACTIONS

This section summarizes important follow up work by the Town and other organizations that will impact the future of transportation in Osoyoos.

## 7.2.1 BYLAW AND POLICY AMENDMENTS

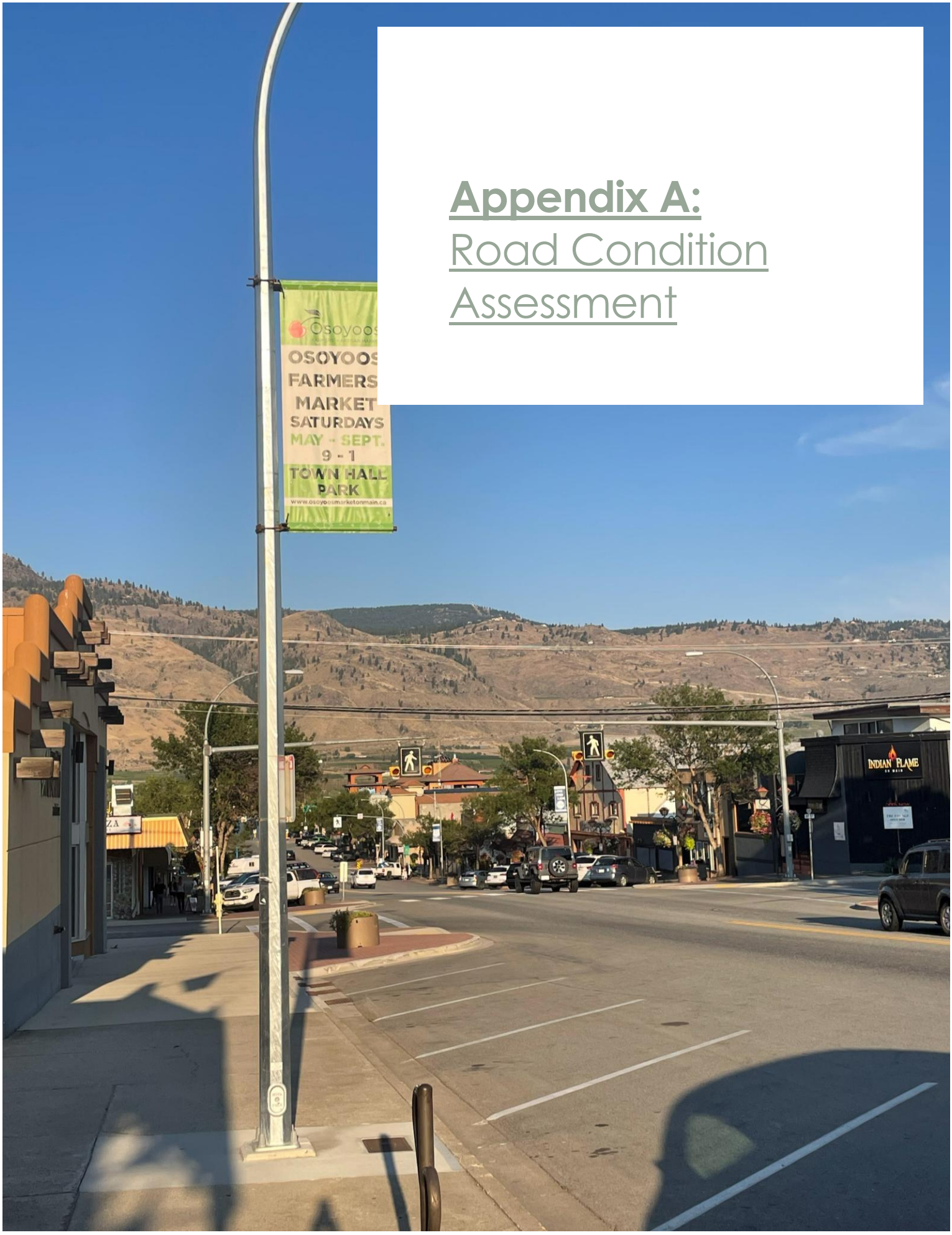
**Table 7-1: Recommended Bylaw/Policy Updates**

| BYLAW | DESCRIPTION |
|---|---|
| Traffic Bylaw | Formalize responsibility for snow clearing between property owners and the Town. |
| Snow and Ice Control Policy | Set target level of service for snow and ice control. |
| Zoning Bylaw | Add bike parking requirements for commercial and multi-family uses. |
| Official Community Plan | Update future road network (Map 8) to reflect proposed changes in the TMP / DCC program. |

## 7.2.2 FOLLOW-UP STUDIES

**Table 7-2: Suggested Follow-Up Studies**

| STUDY | DESCRIPTION |
|---|---|
| Parking Management Plan | Comprehensive parking management study, considering public off-street and on-street parking throughout the community. |
| SDS Bylaw Updates | Consider revising sidewalk widths to improve accessibility. |
| Cottonwood Drive Laning Review | Review traffic patterns at the Highway 3 / Cottonwood Drive intersection to identify if left turn lanes are warranted on Highway 3. |
| Oleander & Lobelia Intersection Study | Develop interim and longer-term strategies to improve safety and clarify intersection operations. |
| Crosswalk Treatment Reviews | Review existing and potential crosswalk locations on an annual basis to monitor effectiveness and implement improvements. |
| Intersection Traffic Modelling | Perform intersection traffic analysis reviews at high-volume intersections to understand mobility and active transportation needs. |




# Appendix A:
# Road Condition Assessment

# Road and Sidewalk Condition Assessment



PRESENTED TO
**Town of Osoyoos**

MAY 28, 2026
ISSUED FOR USE
FILE: 704-TRN.ASMT03177-01

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# TABLE OF CONTENTS

**1.0 INTRODUCTION ..... 1**
1.1 General ..... 1
1.2 Document Review ..... 1
1.3 Project Definition ..... 2

**2.0 PAVEMENT DATA COLLECTION ..... 3**
2.1 Network Definition and Plan for Data Collection ..... 3
2.2 Pavement Surface Condition Assessment ..... 3
2.2.1 Pavement Surface Distress ..... 4
2.2.2 Front-Facing Right-of-Way (ROW) Imagery ..... 5
2.2.3 Pavement Roughness (IRI) and Rut Depth ..... 5
2.3 Unpaved Road Survey ..... 5

**3.0 INCORPORATION OF ROAD INVENTORY AND TOWN 'S DATA ..... 6**
3.1 Roadway Inventory Data ..... 6
3.2 Traffic Data ..... 6
3.3 Committed Paving Projects ..... 7

**4.0 PAVEMENT CONDITION INDICES ..... 8**
4.1 Pavement Condition Index (PCI) ..... 9
4.2 Pavement Damaged Surface Area Indices ..... 9
4.3 Pavement Rutting ..... 10
4.4 Pavement Roughness ..... 10

**5.0 PAVEMENT CURRENT CONDITION SUMMARY ..... 10**
5.1 Define Analysis Segments and Summarize Condition Data ..... 10
5.2 2025 Paved Road Condition ..... 11
5.3 Overview of Unpaved Road Conditions ..... 13

**6.0 SIDEWALK CONDITION ASSESSMENT ..... 13**
6.1 Sidewalk Condition Survey ..... 13
6.2 Development of Sidewalk Condition Metrics ..... 14
6.2.1 Sidewalk Condition Index ..... 14
6.2.2 Sidewalk Accessibility Rating ..... 15
6.3 Current Sidewalk Condition and Accessibility Status ..... 16

**7.0 METHODOLOGY FOR PAVEMENT MANAGEMENT ANALYSIS ..... 19**
7.1 Pavement Performance Modelling ..... 19
7.2 Rehabilitation and Maintenance Treatments ..... 19
7.2.1 Treatment Triggers ..... 20
7.2.2 Treatment Resets ..... 21
7.3 Generate Feasible Rehabilitation Strategies and Optimization ..... 21
7.3.1 Method to Measure Benefit of Each Strategy ..... 22
7.4 Budget Scenarios ..... 23

**8.0 ANALYSIS RESULTS FOR PAVEMENT MANAGEMENT ..... 23**
8.1 Unconstrained Budget Analysis ..... 23
8.2 Constrained Budget Analysis ..... 24
8.3 Defragmented Multi-Year Pavement Rehabilitation Program ..... 26

**9.0 CONCLUSIONS AND RECOMMENDATIONS ..... 26**

**10.0 CLOSURE ..... 27**

**REFERENCE ..... 28**

## LIST OF TABLES IN TEXT

Table 1: Road Network lengths based on Road Classification & Surface Type ..... 2
Table 2: Sidewalk Network lengths based on Surface Type ..... 2
Table 3: Extent of Pavement Data Collection by PSP ..... 4
Table 4: Pavement Area of the Town Road Network ..... 6
Table 5: AADT Averages for Different Road Classifications ..... 7
Table 6: PCI Ranges for Condition Description ..... 9
Table 7: IRI Ranges for Condition Description ..... 10
Table 8: Average 2025 Pavement Condition for Road Classifications ..... 11
Table 9: Gravel Road Condition Description ..... 13
Table 10: Overall Condition of Gravel Road Segments ..... 13
Table 11: Types of Sidewalk Distress based on Surface Material ..... 14
Table 12: SCI Ranges for Condition Description ..... 15
Table 13: SAR Ranges for Sidewalk Accessibility Description ..... 16
Table 14: Sidewalk Condition by Surface Type ..... 16
Table 15: Treatments and Unit Costs used in the Analysis ..... 19
Table 16: Maintenance and Rehabilitation Triggers ..... 20
Table 17: Estimated Traffic Factor for Each Road Classification ..... 22
Table 18: Budget Scenarios used in the 2025 Analysis ..... 23

## LIST OF FIGURES IN TEXT

Figure 1: Example of Routes in GIS ..... 3
Figure 2: Example of PSP 7001 Digital Image Log ..... 5
Figure 3: Example of Inventory Polygons ..... 6
Figure 4: AADT for Town's Roads Based on Counted and Estimated Traffic Volume (2025) ..... 7
Figure 5: Committed Paving Projects for 2025 and 2026 ..... 8
Figure 6: 2025 Pavement Condition Distribution in Terms of PCI ..... 12
Figure 7: 2025 Pavement Condition Distribution in Terms of IRI ..... 12
Figure 8: Example of Defining Multiple Trip Hazards ..... 15
Figure 9: Distribution of Sidewalk Conditions by SCI for Different Surface Types ..... 17
Figure 10: Sidewalk Accessibility Conditions by SAR for Different Surface Types ..... 18
Figure 11: Examples of Accessibility Issues (Faulting) in Asphalt Sidewalks ..... 18

Figure 12: Predicting Pavement Performance ..... 19
Figure 13: Example of Feasible Strategies for Each Pavement Segment ..... 21
Figure 14: Example of calculating the benefit for an Overlay Strategy ..... 22
Figure 15: Rehabilitation Needs based on Unconstrained Budget Scenario ..... 24
Figure 16: Future Backlog Projection based on Various Rehabilitation Budget Scenarios ..... 25
Figure 17: Predicted PCI for Different Budget Scenarios ..... 25

# APPENDIX SECTIONS

## APPENDICES

| | |
|---|---|
| Appendix A | Tetra Tech's Limitations on the Use of this Document |
| Appendix B | 2025 Pavement Condition |
| Appendix C | Sidewalk Overall Condition and Accessibility Status |
| Appendix D | Rehabilitation Program |

## LIMITATIONS OF REPORT

This report and its contents are intended for the sole use of Town of Osoyoos and their agents. Tetra Tech Canada Inc. (Tetra Tech) does not accept any responsibility for the accuracy of any of the data, the analysis, or the recommendations contained or referenced in the report when the report is used or relied upon by any Party other than Town of Osoyoos, or for any Project other than the proposed development at the subject site. Any such unauthorized use of this report is at the sole risk of the user. Use of this document is subject to the Limitations on the Use of this Document attached in Appendix A or Contractual Terms and Conditions executed by both parties.

# 1.0 INTRODUCTION

## 1.1 General

Tetra Tech Canada Inc. (Tetra Tech) as subconsultant was engaged by Urban Systems Inc. (Urban Systems) for an automated pavement condition assessment utilizing a Laser Crack Measurement System (LCMS) and the development of a pavement management plan for the Town of Osoyoos (the Town). An additional scope of this project is to visually assess the Town's sidewalk segments to evaluate general surface condition and accessibility.

Tetra Tech's scope of work is defined under Task D of Request for Proposal (RFP) No. 302-3051 for the Master Transportation Plan and Road Condition Assessment.

This report outlines the methodology used to pavement and sidewalk data, presents the current condition of both pavement and sidewalk network, and identifies the funding required to maintain or improve existing service levels for the pavement network.

All data and findings have been compiled into an ESRI-based Geographic Information System (GIS) project and are being delivered to the Town via a portable storage device for integration into its GIS platform.

## 1.2 Document Review

Tetra Tech conducted a review of the data/documents supplied by the Town and Urban Systems, as described below:

**For road condition assessment:**

- Town's GIS geodatabase (TransportationNetwork_22-08-2025, Road layer) of road centerline network, including:
  - Street name (Structured_Name) and Road Classification.
  - Unique Asset ID for each road segment and its corresponding Length.
  - Speed limit, Number of lanes and Road Surface Type.
- Traffic Data – Including:
  - PDF map of AADT (Annual Average Daily Traffic) volume for specific roads.
  - Excel file containing estimated AADT for the rest of the network.
- Committed Paving Projects – covering the period after Tetra Tech's data collection (June 2025) through 2026, as provided via email.

**For Sidewalk condition assessment:**

- Town's GIS geodatabase (TransportationNetwork_22-08-2025, sidewalk layer) of sidewalk network, including Unique Asset ID for each sidewalk segment.
- PDF maps that indicate the surface types of sidewalks.

In addition, supplementary files including PDF map of snow removal priority plan was provided to Teta Tech.

## 1.3 Project Definition

The Town maintains a roadway network of approximately 46.6 centerline kilometers, consisting of both paved (asphalt) and unpaved (gravel) roads. A breakdown of the network by roadway classification and surface type is provided in Table 1. The gravel portion of the network totaling 1.77 km of local road was included in the data collection plan to capture road imagery.

### Table 1: Road Network lengths based on Road Classification & Surface Type

| Road Classification | | GIS Centerline (km) | | Road Network | % Network |
|---|---|---|---|---|---|
| | | Asphalt | Gravel | | |
| Collector | COL | 6.2 | - | 6.2 | 13% |
| Local | LOC | 38.6 | 1.77 | 40.4 | 87% |
| **Road Network** | | **44.8** | **1.77** | **46.6** | **100%** |

The sidewalk network comprises approximately 30 km of various surface types, including asphalt, concrete, and brick. The majority of the network about 80% is constructed of concrete, as provided in Table 2. Some segments were observed to have two parallel rows made of different materials typically one row of concrete and one of brick. However, because the Town's GIS system assigns only a single segment with a unique ID, these segments have not been divided in this report to maintain consistency with the source data.

### Table 2: Sidewalk Network lengths based on Surface Type

| Surface Type | Length (km) | % Network |
|---|---|---|
| Asphalt | 4.6 | 15% |
| Concrete | 23.7 | 79% |
| Brick | 1.7 | 6% |
| **Network** | **30.0** | **100%** |

# 2.0 PAVEMENT DATA COLLECTION

## 2.1 Network Definition and Plan for Data Collection

Tetra Tech considers accurately referenced data as one of the most crucial aspects of pavement data management. Location referencing is the method used to associate pavement distress, historical data, and road attribute data with the fundamental road inventory. Tetra Tech utilized linear referencing for this project, employing a standardized methodology based on a measure attribute assigned to a polyline known as PolylineM. This methodology is applied to the pavement segments within a GIS. These polylines, referred to as "Routes," enable the linkage of data defined by a linear distance from the origin of the line to specific locations along the polyline (refer to Figure 1).




**Figure 1: Example of Routes in GIS**

Tetra Tech also created a comprehensive "Master List" containing all route details, including essential location descriptions, starting points, and lengths. The Master List was then used in field quality control as the base layer for the “TT Surveyor” application. TT Surveyor graphically displays the status and logs the completion of each segment during collection along with any relevant field notes during the data collection program.

## 2.2 Pavement Surface Condition Assessment

The Pavement condition assessment was conducted with the one of Tetra Tech’s Pavement Surface Profiler (PSP-7001) vehicles. the PSP was employed to automatically capture data on pavement surface distress, the International Roughness Index (IRI), and digital images of the roadways, as well as three-dimensional Light Detection and Ranging (LiDAR) data. Although LiDAR data was collected, it was not used in this study. However, it remains available as a resource for potential asset inventory extraction such as traffic sign identification if requested by the Town.



In total, Tetra Tech surveyed 50.9 lane-km of paved roads, as summarized in Table 3. The survey was generally conducted in the outside lane of the northbound or eastbound direction for each segment. The survey included at least one lane in one direction for all roads. For divided and multi-lane roads primarily collectors data was collected in both directions, with one lane assessed per direction.

**Table 3: Extent of Pavement Data Collection by PSP**

| Road Class | GIS Centerline (km) | Survey Lane-km |
|---|---|---|
| Collector | 6.2 | 12.3 |
| Local | 38.6 | 38.6 |
| **Network** | **44.8** | **50.9** |

### 2.2.1 Pavement Surface Distress

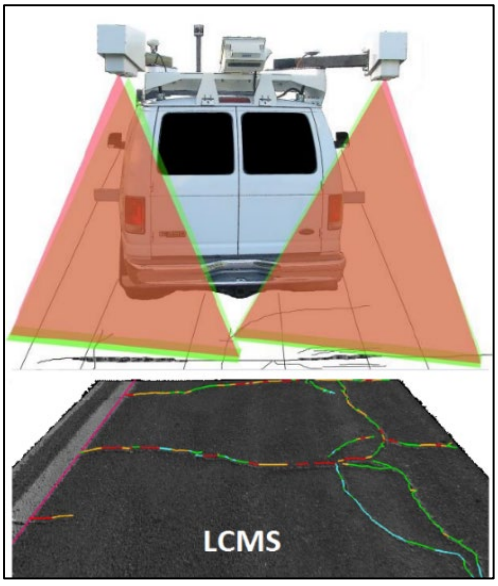
Tetra Tech utilized a 3D Laser Crack Measurement System (LCMS) for automated surface condition assessments. This LCMS generates detailed 3D elevation maps of the pavement surface, facilitating the automatic detection and classification of surface distresses. The system identifies and categorizes cracks based on variations in pavement surface elevation and differences in surface color. The elevation data is automatically processed to generate measurements of severity and extent for cracks and various other forms of roadway distress.

Distress data was collected on all paved roads following the ASTM D6433 methodology. This method involves rating individual distresses according to their severity and extent. Surface distresses were reported across the width of the surveyed lane, with data provided at intervals of up to 30 meters.

The recorded distresses for this project encompassed:

- Alligator Cracking (including longitudinal fatigue cracking).
- Longitudinal Cracking (excluding fatigue cracking).
- Transverse Cracking.
- Weathering.
- Raveling.
- Potholes.
- Rutting area.

While the LCMS doesn't directly detect or report patches, it does capture and report associated elements such as joints, cracks, and other distresses around or within patches.




**Representation of the LCMS**

### 2.2.2 Front-Facing Right-of-Way (ROW) Imagery

Digital images were collected for all PSP surveys using an integrated Digital Imaging System. This system provides a forward looking, right-of-way (ROW) full roadway view. The imaging system provides a fully referenced record of the roadway corridor at the time of survey for the identification, inventory, and referencing of all infrastructure and appurtenances located within the driven ROW. Images are organized in folders for each roadway and delivered at a nominal spacing of 5 m. The direct linking of the ROW images into the project GIS was used as a data quality assurance tool. It provides users the ability to "virtually drive down the street" while sitting at their desk and was used in the validation of the condition data and analysis results (Figure 2).



**Figure 2: Example of PSP 7001 Digital Image Log**

### 2.2.3 Pavement Roughness (IRI) and Rut Depth

The PSP-8000 vehicle's roughness measurement capabilities are provided by an inertial profiling system, which is an FHWA Class II profiler and is ASTM E950, AASHTO M328-10 and AASHTO PP70-10 compliant. The heart of this system is Tetra Tech's Road Profiler with a high precision laser sensor array and two wheelpath accelerometers.



Roughness data was collected and processed to provide IRI using a high precision laser sensor array and two wheelpath accelerometers. Data collection and processing for this project was conducted in conformance with the "Best Practice Guidelines", as described in the Transportation Association of Canada document "Standardization of IRI Data Collection and Reporting in Canada."

The IRI data was provided for all segments where the data collection platform was able to record valid roughness data. The system requires survey speeds greater than 25 km/h for valid IRI measurements.

Transverse profile rut measurements were collected using the LCMS. Rut depths are calculated for the left and right wheelpath using, depending on lane width, 3,000 to 4,000 relative height measurements across the survey lane.

Both IRI and rut depth data were provided at intervals of up to 30 meters.

## 2.3 Unpaved Road Survey

As part of this study, 1.77 km of unpaved (gravel) road segments were collected using the PSP. Only forward-facing images were captured for office-based review of gravel conditions.

It is important to note that some segments, such as Magnolia Place, were classified as gravel during the PSP assessment (due to ongoing reconstruction) but were paved after Tetra Tech's data collection. These segments were incorporated into the life-cycle analysis as asphalt roads, resulting in 0.2 km being reclassified from gravel to paved.

# 3.0 INCORPORATION OF ROAD INVENTORY AND TOWN 'S DATA

## 3.1 Roadway Inventory Data

One of the key inventory data elements is the size of each pavement segment (area or width), which is essential for estimating pavement rehabilitation costs. To obtain this information, Tetra Tech developed GIS-based polygons for each road segment to calculate its area and average width (an example is shown in Figure 3).

A summary of pavement areas by roadway classification and surface type is presented in Table 4. Based on this data, the Town manages approximately 433,000 m² of asphalt roads and 10,000 m² of gravel roads, for a total of 443,000 m².



**Figure 3: Example of Inventory Polygons**

### Table 4: Pavement Area of the Town Road Network

| Road Classification | Surface type | Average Width (m) | Calculated Area (m²) |
|---|---|---|---|
| Collector | Asphalt | 10.8 | 67,000 |
| Local | Asphalt | 9.5 | 366,000 |
| | Gravel | 5.7 | 10,000 |
| **Road Network** | | **9.8** | **443,000** |

Furthermore, Tetra Tech reviewed right-of-way (ROW) images from field assessments and orthophotos to identify the presence of curbs within each segment. The existence of curbs and gutters influences the selection of appropriate roadway treatment options.

Detailed road inventory data, including curb presence for each road segment, is provided in Appendix B. Overall, approximately 37% of the network does not have curbs. By classification, about 17% of collector roads and 40% of local roads lack curbs.

## 3.2 Traffic Data

Traffic data, representative of 2025, was provided by Urban Systems in a PDF map for certain roads, along with an Excel file containing estimated traffic volumes for the remaining network, was used to assign AADT values across the majority of the road network. AADT ranged from 100 to 2,800, as illustrated in Figure 4.

The traffic volumes do not clearly differentiate between local and collector roads, as high traffic volumes (up to 2,800 vehicles per day) occur in both classifications, as shown in Table 5. This level of traffic suggests that certain local roads, such as 45th Street, functionally operate as collector roads.

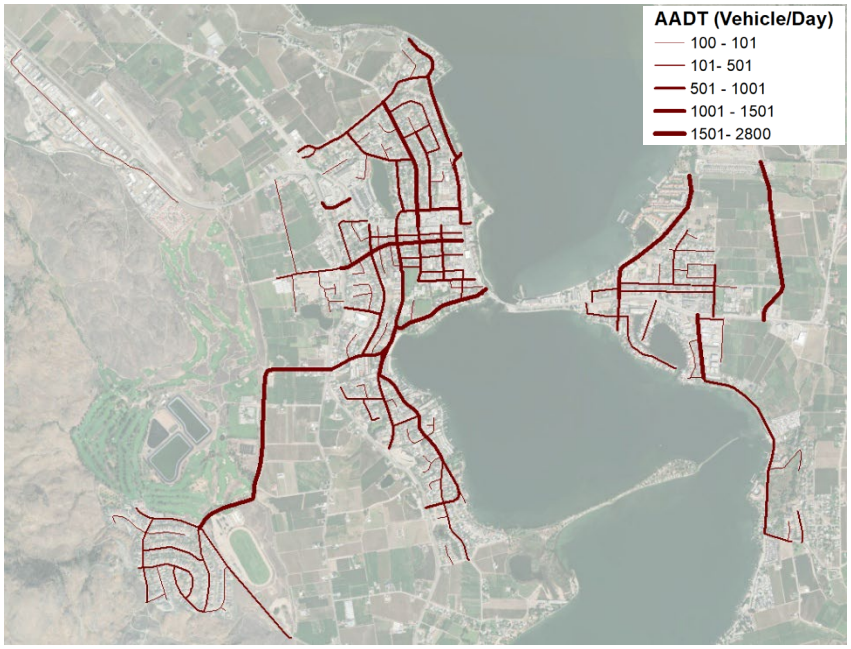



**Figure 4: AADT for Town's Roads Based on Counted and Estimated Traffic Volume (2025)**

The minimum AADT is 100 for local roads and 500 for collector roads. It is worth noting that some estimated traffic volumes were provided as ranges (e.g., 500–1,000 or 1,000–1,500) in the traffic Excel file. In such cases, the upper limit of the range was assigned to the corresponding road segments. Traffic volumes are provided in Appendix B. For a few local segments with no traffic data, an AADT of 99 vehicles per day was assumed.

### Table 5: AADT Averages for Different Road Classifications

| Road Classification | AADT (minimum) | AADT (Maximum) | AADT (Average) |
|---|---|---|---|
| Collector | 500 | 2800 | 1600 |
| Local | 100 | 2800 | 590 |

## 3.3 Committed Paving Projects

The Town has provided a list of paving projects completed after Tetra Tech's data collection primarily in September and October 2025 along with projects already scheduled for 2026. These have been flagged as "committed" projects for 2025 and 2026 within the pavement management analysis software as shown in Figure 5.




**Figure 5: Committed Paving Projects for 2025 and 2026**

The 2026 paving plan will remain exclusive to the Town's program, as it is notably large (approximately 1.1 km reconstruction projects with an estimated cost of $1.2 million). Therefore, this study will focus on developing a proposed paving plan for 2027 and beyond.

# 4.0 PAVEMENT CONDITION INDICES

A pavement condition index is a value which expresses the overall condition of a pavement by considering various factors such as surface distresses, structural defects, and ride quality. The selection of an appropriate pavement condition index depends on the objectives of whatever system is used to manage a particular pavement network. The following indices were used for this project:

- Pavement Condition Index (PCI) according to ASTM D6433-20 to report the overall pavement condition at the network level.
- Pavement damaged surface area indices to be used for performance modelling, and treatment selection.
- Pavement surface ruts depth (RUT); excessive rutting can pose a safety concern in wet weather on higher traffic speed roadways.
- Pavement Roughness (IRI) to quantify riding comfort and used to report current pavement condition and historical condition comparison.

## 4.1 Pavement Condition Index (PCI)

The PCI is determined using the methodology outlined in the American Society for Testing and Materials standard ASTM D6433-20. This index, commonly used in North America, is useful for comparing the overall condition of one agency's network to that of others. It reflects the condition of the pavement surface based on the severity and extent of visible surface distresses. The PCI is a numerical rating that ranges from 100 to 0, with 100 representing the best possible condition and 0 representing the worst. Pavement conditions are categorized into five groups, from "Good" to "Very Poor," as detailed in Table 6.

**Table 6: PCI Ranges for Condition Description**

| Condition Rating | PCI | Description |
|---|---|---|
| Good | 86-100 | New or excellent pavement with minimal cracking |
| Satisfactory | 71-85 | Generally good condition with frequent minor cracks |
| Fair | 56-70 | Moderate condition with occasional low to medium alligator cracking or rutting |
| Poor | 41-55 | Poor condition with frequent alligator cracking and rutting |
| Very Poor | 0-40 | Very poor condition with extensive alligator cracking and rutting |

## 4.2 Pavement Damaged Surface Area Indices

The individual pavement surface distresses are an important element of pavement management. They are of particular use in the treatment selection process. Tetra Tech uses the individual pavement surface distress indices as defined by the World Bank's Highway Development and Management Road Deterioration and Works Effects (HDM - RDWE) models.

The pavement cracking is classified into two categories: structural cracking and non-structural cracking. Each of these two categories of cracking are divided into a low and a high severity. The structural and age-related cracks are included in the fatigue crack index which is defined as the percent of the pavement surface area with load and age-related fatigue cracks including: alligator cracking and wheelpath longitudinal cracking. It is modelled as:

- AFCL (%): Narrow Fatigue Cracking Area;
- AFCW (%): Wide Fatigue Cracking Area; and
- AFCA (%): All Fatigue Cracking Area (AFCL+ AFCW).

The non-structural cracks are included in a thermal crack index which is defined as the percent of pavement surface area with cracks that are induced by low temperature as well as other non-structural cracking. The index includes transverse cracking and non-wheelpath longitudinal cracking such as joint cracking. It is defined as:

- TCL (%): Narrow Thermal and Other Cracking Area;
- TCW (%): Wide Thermal and Other Cracking Area; and
- TCA (%): All Thermal and Other Cracking Area (TCL + TCW).

The ACA Index is defined as total area of cracking including all fatigue cracks and thermal cracks:

- ACA (%) = AFCA + TCA.

## 4.3 Pavement Rutting

The pavement surface ruts can pose safety concerns where they are deep enough to affect the handling characteristics of a vehicle at higher speeds and can affect the ability of an agency to effectively clear snow and ice in the winter. The rut depth is measured in millimetres and the average of the inner and outer wheelpath rut depths have been used for the condition report and pavement performance modelling.

## 4.4 Pavement Roughness

Pavement roughness is a measure of surface irregularities that impact ride quality and vehicle dynamics, expressed as the International Roughness Index (IRI). Calculated from a longitudinal profile, IRI is reported in millimeters per meter (mm/m) or equivalently meters per kilometer (m/km). Introduced in 1986, IRI is widely used to evaluate and manage road systems. It correlates with vehicle operating costs such as fuel consumption and tire wear. Even on lower-speed municipal networks, IRI provides a consistent measure of overall pavement health and helps compare conditions over time.

Drivers' perception of road roughness can vary based on their travel speed, with smoother roads (lower IRI values) preferred for higher speeds. Therefore, for this study, Tetra Tech assumed average travel speeds of 50 km/h for Collector roads and 40 km/h for Local roads. Table 7 illustrates the IRI ranges used to describe pavement conditions for different road classifications within the Town.

**Table 7: IRI Ranges for Condition Description**

| Rating | IRI (mm/m)[1] | | Colour Code |
|---|---|---|---|
| | Collector | Local | |
| Good | < 2.28 | < 2.86 | |
| Satisfactory | 2.28 – 3.59 | 2.86 – 4.49 | |
| Fair | 3.59 – 4.54 | 4.49 – 5.69 | |
| Poor | 4.54 – 6.25 | 5.69 – 8.08 | |
| Very Poor | > 6.25 | > 8.08 | |

[1]. The IRI condition range is based on (Yu, Chou, & Yau, 2006), normal travel speed of 50 km/h for Collector and 40 km/h for Local Road

# 5.0 PAVEMENT CURRENT CONDITION SUMMARY

## 5.1 Define Analysis Segments and Summarize Condition Data

Pavement analysis segments are typically defined as roadway sections extending from one intersection to the next. These segments are used to evaluate current pavement conditions and support rehabilitation planning.

Initially, Tetra Tech identified each block between intersections as a separate analysis segment, based on GIS route linework. Segments shorter than 30 meters were later consolidated to achieve a more practical and consistent segment length.

Segments were created to be as homogeneous as practical. In some cases, to maintain homogeneity from the traffic or condition perspective, certain segments were split to achieve this purpose. Each segment was assigned a unique identifier (Analysis_ID), and where applicable, the Town's road ID (Asset_ID) was also included as an attribute of the analysis segment.

Pavement condition data indices from 30-meter unit samples, roadside inventory records, and historical sources were compiled and summarized within these segments using dynamic data transfer methods.

## 5.2 2025 Paved Road Condition

As outlined in Section 4.0, the pavement condition status is reported using percentage of cracking, RUT, PCI, and IRI. The current status is based on the average values within each pavement management segment and weighted by centreline length. Table 8 provides a breakdown of the average pavement condition in 2025 for each roadway classification. Detailed tabular data of 2025 pavement condition indices are presented in Appendix B.

### Table 8: Average 2025 Pavement Condition for Road Classifications

| Road Class | Length (km) | Total Cracking (ACA %) | Total Fatigue Cracking (AFCA %) | RUT (mm) | PCI | IRI (mm/m) |
|---|---|---|---|---|---|---|
| Collector | 6.2 | 20 | 9.2 | 4.5 | 56 | 3.30 |
| Local | 38.6 | 19 | 7.6 | 3.4 | 61 | 4.36 |
| **Network** | **44.8** | **19** | **7.8** | **3.5** | **61** | **4.21** |

As shown in Table 8, the network average PCI is 61. Collector roads, with an average PCI of 56, are approaching the threshold for poor condition (55). Low PCI scores are primarily driven by alligator cracking, while rutting also plays a significant role in reducing PCI values.

In terms of surface smoothness, expressed as IRI, collector roads recorded a lower IRI value of 3.30 mm/m, indicating smoother surfaces compared to local roads. However, speed limits for each road class should be considered when evaluating ride quality, rather than relying solely on IRI values (50 km/h for Collector, 40 km/h for Local). Taking this into account, both road classes fall within the “Satisfactory” IRI category, overall.

Figure 6 illustrates the distribution of PCI values across the entire network and within each roadway classification. Road segments falling into the 'poor to very poor' condition category are termed 'backlog roads'. The graph highlights that the Town currently has 33% of its pavements classified as backlog with a PCI less than 55. A map displaying the 2025 PCI is presented in Appendix C.

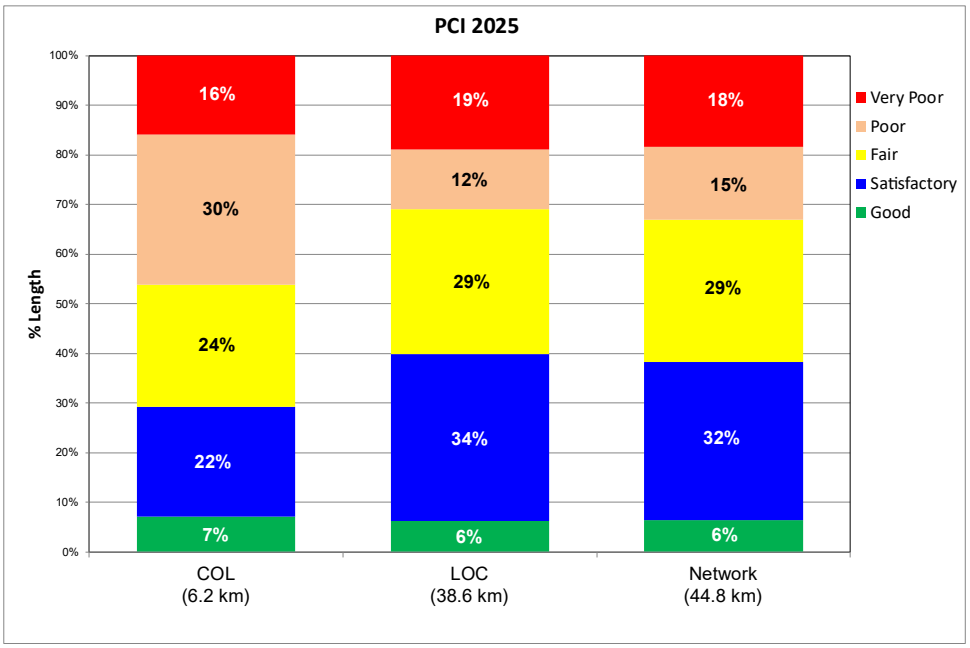



**Figure 6: 2025 Pavement Condition Distribution in Terms of PCI**

Figure 7 illustrates the distribution of IRI values across the entire road network of 43.8 km and within each roadway classification. Valid IRI measurements require survey speeds exceeding 25 km/h; therefore, approximately 1 km of primarily dead-end local roads were surveyed below this threshold and do not have recorded IRI values. The figure shows that approximately 16% of the overall network was classified as being in Poor or Very Poor condition based on IRI in 2025. A map displaying the 2025 IRI is included in Appendix C.

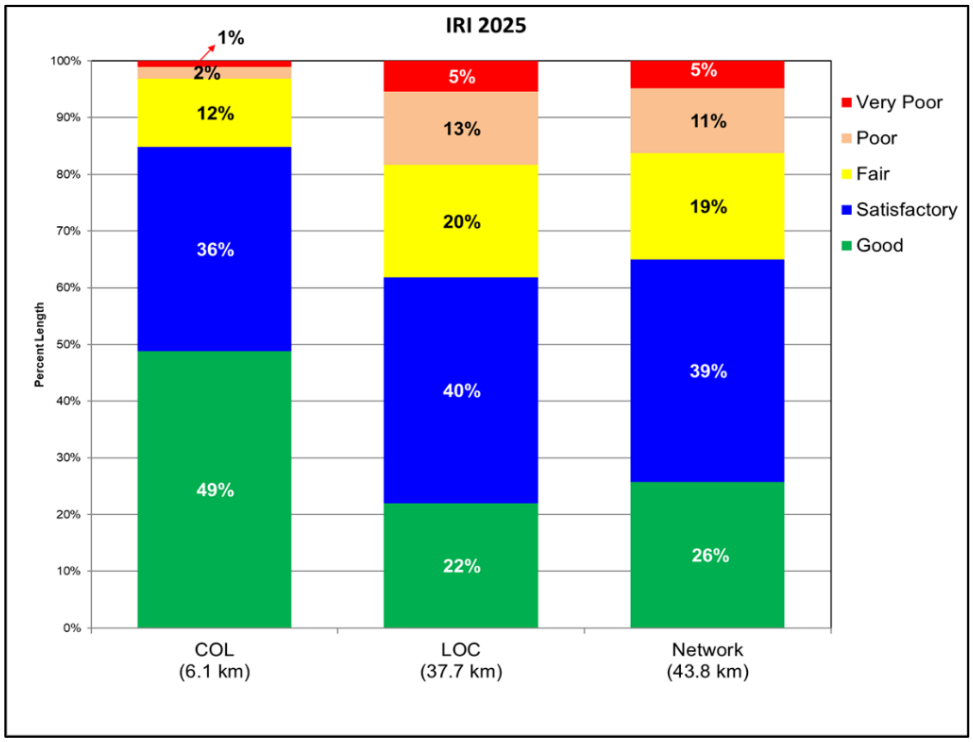



**Figure 7: 2025 Pavement Condition Distribution in Terms of IRI**

## 5.3 Overview of Unpaved Road Conditions

For this study, the Town's unpaved road network consists of 1.74 km across five segments. Tetra Tech conducted a visual review using collected images to estimate the percentage of each segment affected by surface distress, such as potholes or other deformations. Gravel road conditions were classified into five categories, as shown in Table 9:

### Table 9: Gravel Road Condition Description

| Rating | Description |
|---|---|
| **Good** | No distress / No dust |
| **Satisfactory** | <10% surface defects – negligible impact on ride comfort |
| **Fair** | 10–20% defects – minor impact on ride comfort |
| **Poor** | 20–30% defects – noticeable impact on ride comfort |
| **Very Poor** | ≥30% affected – significant impact on ride comfort |

Based on this visual assessment, the overall condition of gravel roads is summarized in Table 10. Detailed images for each segment are included in the GIS deliverables.

### Table 10: Overall Condition of Gravel Road Segments

| Road Name | From | To | Length (m) | Width (m) | Overall Condition |
|---|---|---|---|---|---|
| Strawberry Creek Rd | West End | 115th St | 1041 | 5.3 | Satisfactory |
| Maple Dr | Tamarack Dr | Maple Dr_1 | 251 | 7.0 | Fair |
| Laneway (unnamed) | Kingfisher Dr | 83rd St | 245 | 4.1 | Poor |
| 74th Ave | West End | Meadowlark Dr | 104 | 9 | Satisfactory |
| utility access road | West End | Cottonwood Dr | 100 | 6.3 | Satisfactory |

# 6.0 SIDEWALK CONDITION ASSESSMENT

## 6.1 Sidewalk Condition Survey

For the sidewalk condition assessment, Tetra Tech utilized a tablet-based ArcGIS platform (Field Maps) to record GPS locations of tripping hazards and surface distresses, identifying safety and accessibility issues and evaluating overall surface condition. The assessment followed a stop-and-go methodology: the team walked along each sidewalk segment and paused whenever a defect or distress was observed to measure and rate potential trip hazards and other safety concerns, capture images of the situation, and then continue the survey.

Table 11 summarizes the types of distress recorded across the sidewalk network. Certain distress types are specific to particular surface materials, for example, alligator cracking occurs on asphalt surfaces, while broken slabs or panels are associated with concrete.

**Table 11: Types of Sidewalk Distress based on Surface Material**

| Distress Severity | Surface Type | Distress Type |
|---|---|---|
| Low, Moderate, High severity | Asphalt | Alligator Crack/ Edge cracking/ Settlement/ Faulting/ Bump/ Longitudinal Crack/ Potholes |
| | Concrete | Broken slab or panel/ Cracking/ Faulting/ Longitudinal gap/ Missing panel/ Settlement/ Surface roughness/ Curb degradation |
| | Brick | Cracking/ Faulting/ Heave/ Settlement |

Additionally, based on Tetra Tech's past experiences, the following types of potential trip hazards were recorded:

- Vertical displacement/Faulting (greater than ½ inch or 12 mm)
- Obstructions (Horizontal clear zones, width <1 m)
- Excessive grades or slopes over 8%
- Severe surface damage, such as missing or broken panels

In addition to capturing images of in the location of distress, selected images were also captured from sections in good condition to provide a comprehensive understanding of the overall sidewalk network condition.

## 6.2 Development of Sidewalk Condition Metrics

Unlike roadways, which utilize the standardized ASTM D6433 Pavement Condition Index (PCI) to assess surface distress and support asset management, sidewalk evaluation lacks a widely accepted industry standard. As a result, practices vary significantly across agencies. To address this gap, Tetra Tech developed and applied custom indices based on its previous work with several agencies in Alberta and British Columbia, along with a review of the accessibility design standards outlined in the Americans with Disabilities Act (ADA):

- **Overall Sidewalk Condition Index (SCI)**: Measures the general physical condition of sidewalk segments based on observed surface damage.
- **Sidewalk Accessibility Rating (SAR):** Assesses sidewalk accessibility and potential trip hazards existence.

### 6.2.1 Sidewalk Condition Index

The Sidewalk Condition Index (SCI) quantifies the level and spread of surface damage across individual sidewalk sections. It is scored on a scale from 0 to 100 with higher values indicating better condition. For this study, SCI was derived from the percentage of observed damage in each segment, based on the following criteria:

- Panels with medium to high severity distress were counted as one damaged slab.
- Panels with low severity distress were weighted as 0.25 of a damaged slab (i.e., four low severity panels equal one damaged slab).

The calculated percent damage was then converted to SCI using the following formulas:

$$\text{SCI} = \text{Max}(100 - 22.5 \times \%\,\text{Damage}^{0.41}, 0)$$

Table 12 provides the range of SCI and precent damage used for each sidewalk condition description.

**Table 12: SCI Ranges for Condition Description**

| Rating | % Damage | SCI |
|---|---|---|
| **Good** | 0-0.4 | **85 – 100** |
| **Satisfactory** | 0.4-2.1 | **70 - 85** |
| **Fair** | 2.1-5.4 | **55 - 70** |
| **Poor** | 5.4-11 | **40 - 55** |
| **Very Poor** | **>11** | **0 - 40** |

The SCI formula was developed to align with the PCI used for roadway assessments, which Tetra Tech previously provided for the Town's Road network. This alignment allows both SCI and PCI to share the same condition rating scale from "Good" to "Very Poor" making it easier to interpret and compare sidewalk and roadway conditions within a unified asset management framework.

### 6.2.2 Sidewalk Accessibility Rating

The Sidewalk Accessibility Rating (SAR) is a metric used to evaluate the accessibility of sidewalks, focusing on pedestrian safety. In this study, the SAR is determined based on the presence of severe physical defects that impact the sidewalk profile such as vertical displacements (e.g., faulting, settlement), missing panels—as well as other accessibility-related issues and geometric factors, including obstructions and excessive crossfall.

**Trip Hazard Frequency**

In this study, sidewalk segment lengths range from 2 meters (retained short segments at intersections where sidewalk surface types differ from adjacent sections) to approximately 730 meters. Naturally, longer segments may contain more recorded potential trip hazards than shorter ones. However, a higher count does not necessarily indicate that the segment is unsafe. To better evaluate sidewalk accessibility independent of segment length, we introduce the concept of trip hazard frequency, which serves as a key parameter in calculating the SAR.

Trip hazard frequency is defined based on the spacing between hazards. If hazards are spaced more than 100 meters apart, they are classified as single trip hazards, with a frequency of 1. If hazards are closer together, they are considered multiple trip hazards, with a frequency of 2 or more for that segment. Sidewalk blocks with multiple hazards are considered to pose a greater accessibility concern than those with single hazards.

For example, along the Crowsnest Hwy, one sidewalk block contains two faulting events spaced at intervals of 33 meters while the total length of the segment is 64 meters. As shown in Figure 8, this results in a trip hazard frequency of 2, categorizing the segment as having multiple hazards.

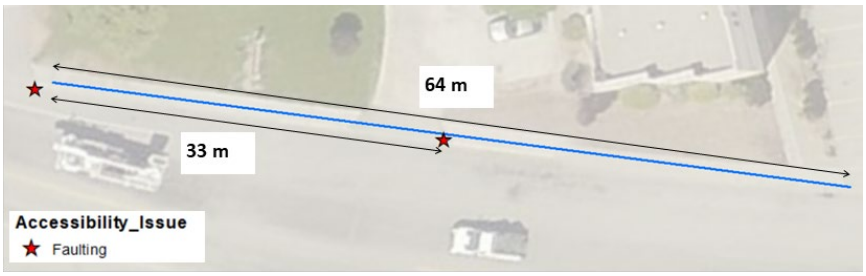



**Figure 8: Example of Defining Multiple Trip Hazards**

**SAR Calculation:**

- For sidewalks with recorded trip hazards, the SAR is calculated using the following formula:

$$\text{SAR} = 3.5 - 0.5 \times \text{All Hazards frequency}$$

This results in an SAR of 3 or less.

- For sidewalk segments without recorded trip hazards, the SAR is based on the overall sidewalk condition (i.e., SCI), using the formula:

$$\text{SAR} = 3.0 + 0.02 \times \text{SCI}$$

This results in an SAR ranging between 3.1 to 5.

Table 13 provides the range of SAR Ranges for sidewalk accessibility description.

### Table 13: SAR Ranges for Sidewalk Accessibility Description

| Accessibility Issue | SAR | Description |
|---|---|---|
| **Rare** | **4.5 – 5** | No trip hazards recorded; overall sidewalk condition is good to satisfactory |
| **Unlikely** | **4.1 – 4.4** | No trip hazards recorded; overall sidewalk condition is fair |
| **Possible** | **3 – 4.1** | No trip hazards recorded; overall sidewalk condition is poor to very poor |
| **Likely** | **2.6 - 3** | Single Hazard recorded |
| **Very Likely** | **1.0-2.5** | Multiple Hazard recorded |

## 6.3 Current Sidewalk Condition and Accessibility Status

Table 14 summarizes the average SCI and SAR across the Town's sidewalk network. Overall, these indices indicate that the sidewalks are in good to satisfactory condition.

### Table 14: Sidewalk Condition by Surface Type

| Surface Type | Sidewalk Length (km) | SCI (0-100) | SAR (0-5) |
|---|---|---|---|
| Asphalt | 4.6 | 72 | 4.2 |
| Concrete | 23.7 | 83 | 4.4 |
| Brick | 1.7 | 91 | 4.8 |
| **Network** | **30.0** | **82** | **4.4** |

Figure 9 illustrates the distribution of SCI across the network by surface type. Approximately 4% of the Town's sidewalks are classified as poor or very poor, while about 80% of the network is rated satisfactory or good. Poor conditions are concentrated mainly in asphalt sidewalks, where 8% have SCI < 55, indicating a need for repair or replacement. Detailed SCI distribution maps are included in Appendix D.

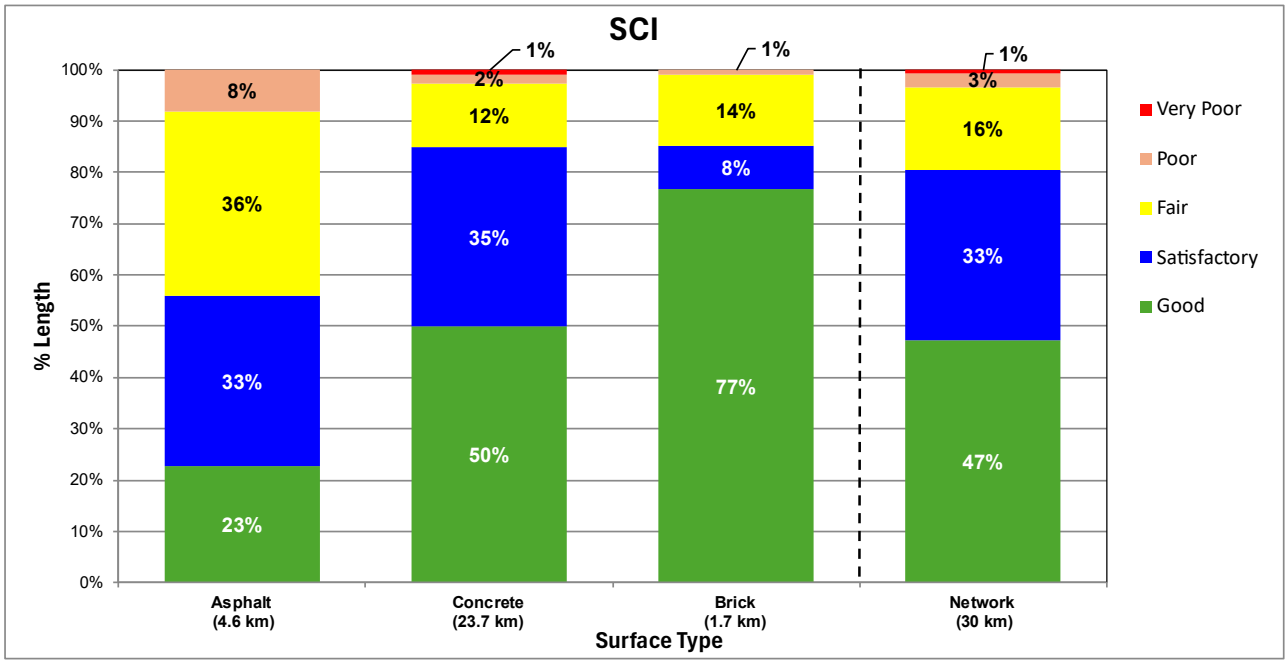



**Figure 9: Distribution of Sidewalk Conditions by SCI for Different Surface Types**

Figure 10 illustrates sidewalk accessibility status, represented by the SAR. Asphalt surfaces exhibit the highest incidence of trip hazards (14%), totaling six hazards, all related to faulting (examples shown in Figure 11). Concrete sidewalks are also affected, with 10% of their length impacted 8% with a single hazard and 2% with multiple hazards. Overall, 11% of sidewalk segments across the Town present at least one potential trip hazard.

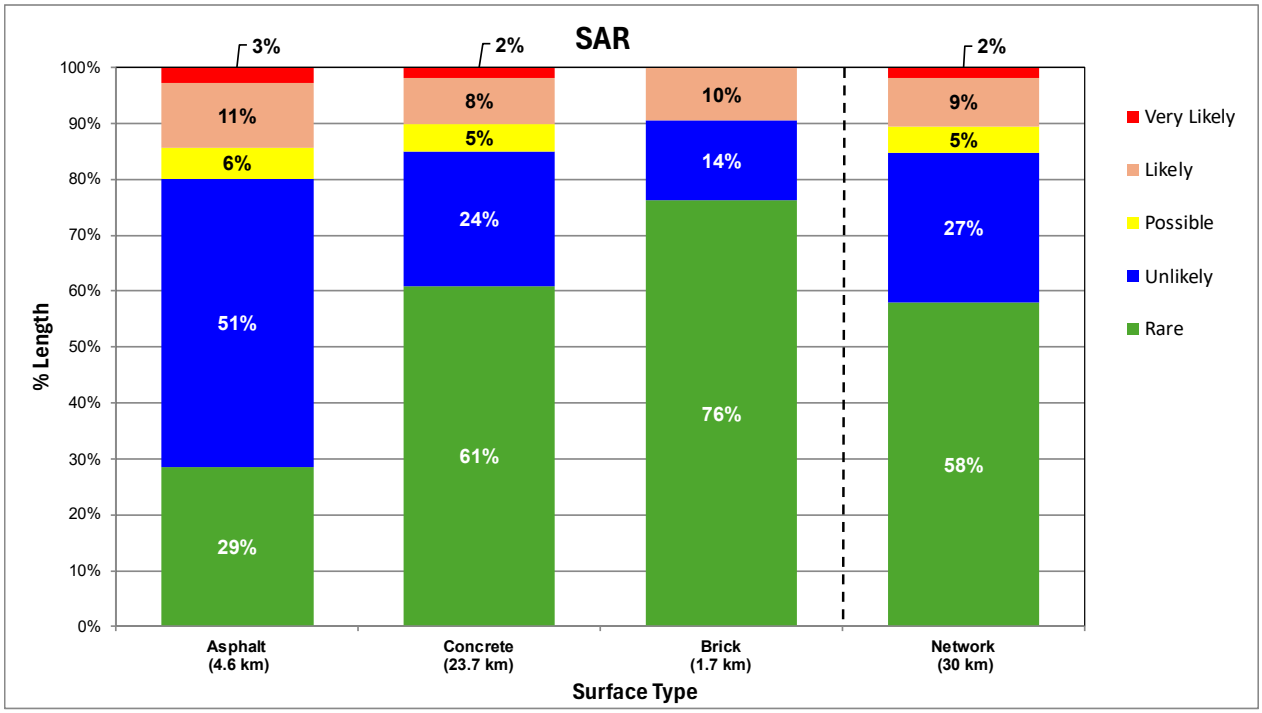



**Figure 10: Sidewalk Accessibility Conditions by SAR for Different Surface Types**



**Figure 11: Examples of Accessibility Issues (Faulting) in Asphalt Sidewalks**

Appendix D includes GIS-based maps that identifies the locations of potential sidewalk hazards and displays the corresponding SAR ratings across the network.

# 7.0 METHODOLOGY FOR PAVEMENT MANAGEMENT ANALYSIS

## 7.1 Pavement Performance Modelling

Tetra Tech has applied the Highway Development and Management (HDM) modeling framework, developed by the World Bank, to forecast the progression of pavement distresses such as cracking, rutting, and surface roughness. Figure 12 outlines the modeling process, from input parameters to predicted pavement conditions. This model has been refined over more than two decades by a global team of experts.

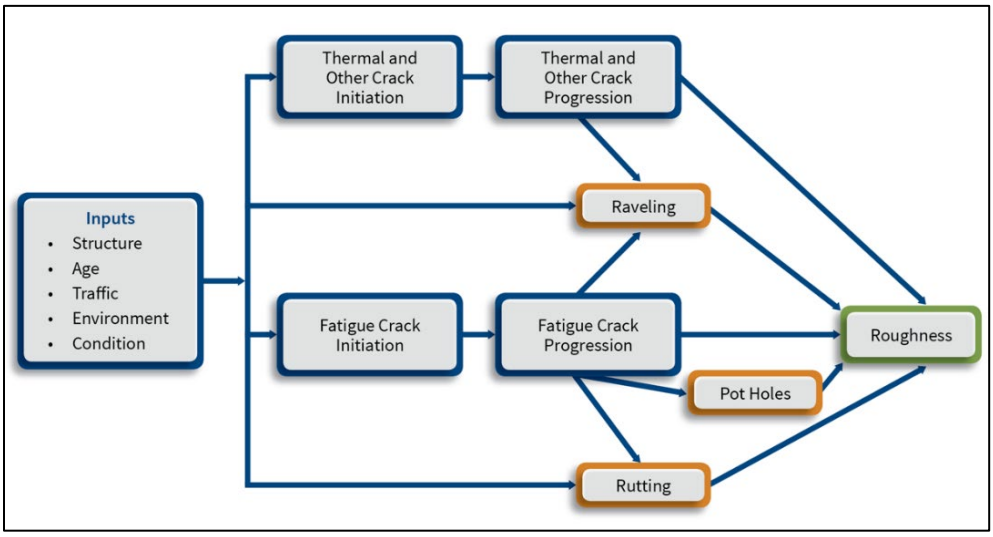



**Figure 12: Predicting Pavement Performance**

Tetra Tech also reviewed two Pavement Condition Index (PCI) deterioration models for Collector and Local roads. These models were developed using Tetra Tech's experience with municipalities in British Columbia, as detailed construction history was not available to create a more specific model from one year of data collection. Based on this analysis, Collector roads are expected to reach the rehabilitation threshold of PCI 55 in approximately 24 years, while Local roads are projected to reach the same threshold in about 30 years.

## 7.2 Rehabilitation and Maintenance Treatments

Maintenance and rehabilitation treatments used were established based on the Town inputs. The treatments and their unit costs are shown in Table 15. Typically, crack sealing and patching are considered maintenance treatments, and the other treatments are considered resurfacing/major rehabilitation treatments.

### Table 15: Treatments and Unit Costs used in the Analysis

| Type | Treatment | Unit Cost | |
|---|---|---|---|
| Maintenance | Crack Sealing | $3/L-m | |
| | Shallow Patching | $20/m² | |
| Resurfacing | Overlay (nominal 50 mm) | $30/m² + Ancillary Patching Cost | Max: $40/m² |
| | Mill and Overlay (nominal 50 mm) | $35/m² + Ancillary Patching Cost | Max: $50/m² |
| Major Rehabilitation | Reconstruction | COL $155/m²<br>LOC $75/m | |

A brief description for each treatment is provided in below:

- **Crack Sealing:** This involves applying a hot sealant to a crack to reduce water infiltration. It is a cost-effective pavement preservation treatment that can slow deterioration and extend pavement life by a few years.
- **Shallow Patching:** This includes repairing potholes or milling the localized cracked area. Patching is a crucial part of any pavement maintenance program. Pricing includes supply, placement, and compaction.
- **Overlay (nominal 50 mm):** This treatment involves applying a new layer of asphalt to a deteriorating surface to add strength and support heavier loads. It is used where no curb is present. Costs vary based on the amount of cracking that needs additional patching.
- **Mill and Overlay (nominal 50 mm)**: This process involves removing approximately 50 mm of the pavement surface with a large milling machine, followed by overlaying with 50 mm of hot mix asphalt. This is the most common pavement treatment. Costs vary based on the extent of wide cracking requiring ancillary patching.
- **Reconstruction:** Based on feedback from the Town, notable base issues have been identified, making reconstruction necessary for roads in very poor condition. This treatment includes base repair and full-depth milling and paving, with costs varying by road class and asphalt/base thickness. Reconstruction projects are also coordinated with underground utility upgrades and sidewalk renewals too.

### 7.2.1 Treatment Triggers

The feasibility of applying a treatment on a given analysis segment is usually limited by physical or other constraints. For example, overlays cannot be directly applied to segments with curb and gutter. Similarly, a treatment should never be applied in the absence of any surface distress, and an overlay should not be considered if the pavement is too severely distressed. A set of “triggers” were developed so that only feasible strategies are explored. The triggers (shown in Table 16) limit the number of strategies to those that can feasibly be applied.

**Table 16: Maintenance and Rehabilitation Triggers**

| Treatment | Trigger Criteria |
|---|---|
| Crack Sealing | PCI< 85 And Low Severity Crack > 3% |
| Patching | PCI< 85 And Wide Cracking > 3% |
| Overlay (50 mm) | PCI < 55 And PCI > 25<br>(IRI > 4.5 mm/m OR AFCW >8) And AFCW < 15 |
| Mill and Overlay (50 mm) | And<br>And — Overlay (50 mm): If No Curb Exist<br>And — Mill and Fill (50 mm) If Curb Exist |
| Reconstruction | PCI ≤ 25 OR AFCW> 15 |

### 7.2.2 Treatment Resets

With the selection and application of any given rehabilitation treatment, the condition of a road will improve. For example, with the treatment of a 50 mm overlay, ruts would be filled, cracking would be overlaid, roughness would decrease, and strength would increase. Therefore, to predict performance over time and account for and compare possible interventions, the performance models must adjust the measured and forecasted distress data to reflect the application of the treatment. These changes to the value of the analysis variables as a result of the application of a treatment are called resets. Some heavy rehabilitation treatments, such as reconstruction, might reset virtually all the analysis variables.

## 7.3 Generate Feasible Rehabilitation Strategies and Optimization

The objective of pavement management is to provide and preserve the network of pavements as economically as possible (lowest life-cycle cost). Tetra Tech used Deighton's Total Infrastructure Management System (dTIMS), which is programmed by Tetra Tech engineers to perform Life-Cycle Cost Analyses (LCCA).

The dTIMS software uses the decision trees to create multiple feasible alternative strategies for each pavement segment. A strategy is defined as a collection of successive treatments applied consecutively over a 20-year life cycle. The process results in a database of up to hundreds of feasible strategies for each pavement segment in the network. Each strategy has one predicted performance for each of the present status reporting condition indices. Each strategy also has a predicted remaining service life in each year of the analysis period, its own set of life-cycle costs (by treatment application year), and its own set of measured benefits as defined by the agency (Figure 13).

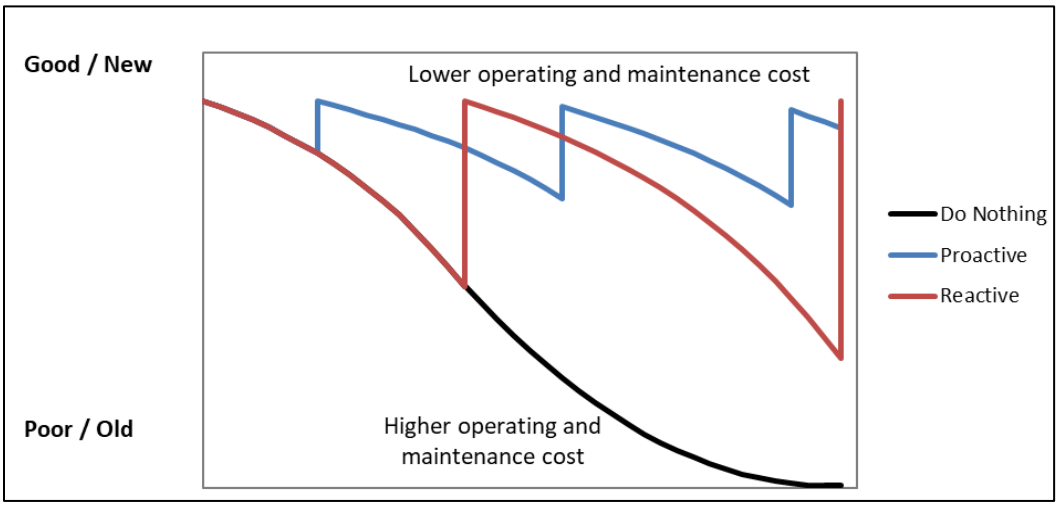



**Figure 13: Example of Feasible Strategies for Each Pavement Segment**

Applying an agency defined real discount rate (4%) provides a present value cost for each strategy and a present value measure of the total value of the benefits of each strategy.

Using this array of feasible strategies and given a trial budget for each roadway class or the whole network, Tetra Tech's optimization routine can select strategies from the database that meet the client specified optimization criteria (typically maximize cost-benefit).

### 7.3.1 Method to Measure Benefit of Each Strategy

One method to derive the benefit is to multiply the area under the pavement performance curve and the length of the pavement segment. The area under the curve was calculated by summing the present value of the difference between the condition index (such as PCI) resulting from a strategy and the condition index for the do-nothing strategy (base case strategy) for each year in the analysis period. A strategy is a collection of treatments over time that addresses the deficiency of the road segment. Figure 14 shows an example of calculating the benefit for a strategy with one overlay, early in the 20-year analysis period.

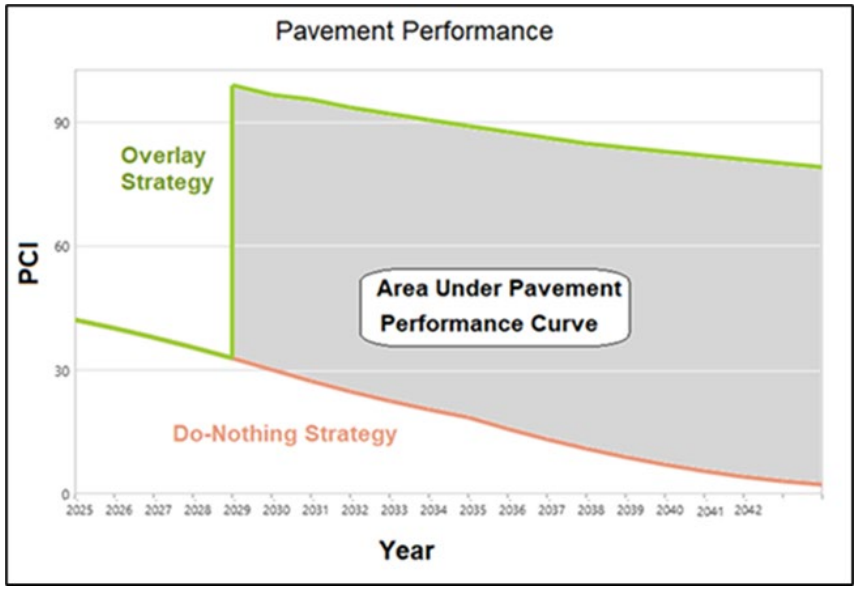



**Figure 14: Example of calculating the benefit for an Overlay Strategy**

At this stage, all road segments with similar distress levels are treated equally, regardless of classification. For instance, a Collector road and a Local road with the same condition would rank similarly. However, Collector roads typically carry more traffic and should be prioritized, especially when funding is limited. To account for this, a traffic factor based on recent AADT (Annual Average Daily Traffic) is incorporated. In summary, the benefit of a strategy is defined as:

$$\boldsymbol{Benefit} = \textbf{Present Value of Area under Pavement Performace Curve} \times \boldsymbol{Traffic\ Factor}$$

Table 17 presents the estimated traffic factors for various road classifications based on AADT ranges.

**Table 17: Estimated Traffic Factor for Each Road Classification**

| Road Class | AADT Range | AADT (Average) | Average Traffic Factor $\sqrt{(\frac{ADT}{100})}$ |
|---|---|---|---|
| Collector | 500 – 2,800 | 1,600 | 4.0 |
| Local | 100 | | 1 |

## 7.4 Budget Scenarios

To support the Town's decision-making for pavement rehabilitation, several budget scenarios have been modeled over a 20-year horizon. These scenarios are summarized in Table 18.

**Table 18: Budget Scenarios used in the 2025 Analysis**

| Budget Scenario | Annual Capital Budget for Pavement Rehabilitation (2027 and later) |
|---|---|
| 1 (current funding) | $500,000 |
| 2 | $600,000 |
| 3 | $700,000 |
| 4 | $800,000 |
| 5 | Unconstrained Budget |

As noted in Section 3.3, the 2026 paving plan is already committed under the Town's program, which includes approximately 1.1 km of reconstruction projects with an estimated cost of $1.2 million. Therefore, this study focuses on budget analysis for 2027 and beyond.

All budget scenarios are stated in real (base-year) dollars, meaning no inflation factor has been applied. By projecting future costs and benefits in constant dollars and then discounting them with a real discount rate, we obtain present-value figures directly in today's money. This approach removes the uncertainty of forecasting long-term inflation and the need to inflate and subsequently strip out anticipated price changes when comparing alternatives.

It is noted that routine maintenance (crack seal and patching) costs are part of a separate operations budget and therefore do not use the available capital budgets.

# 8.0 ANALYSIS RESULTS FOR PAVEMENT MANAGEMENT

## 8.1 Unconstrained Budget Analysis

An unconstrained budget, also known as a needs-based budget, represents the funding needed in a theoretical scenario where each road segment receives rehabilitation in the first year it meets the trigger for treatment. While not intended as a practical scenario, it helps estimate the maximum potential workload.

Figure 15 summarizes the rehabilitation costs based on the unconstrained budget scenario. Under this theoretical scenario, the Town would require around $5.2 million in the first year for rehabilitation of the paved road network, including $1.2 million for Collector roads and $4.0 million for Local roads.

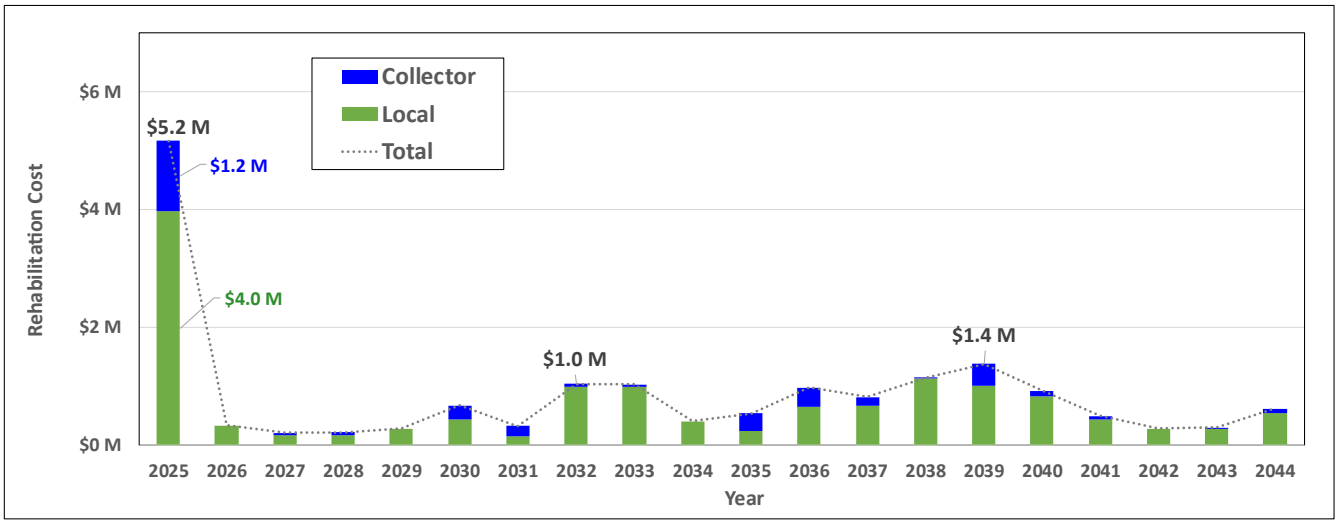



**Figure 15: Rehabilitation Needs based on Unconstrained Budget Scenario**

In total, the Town would require $17.2 million (or $900,000 per year) for rehabilitation over a 20-year period to address all the needs triggered at the earliest possible time. In other words, the following capital budgets on average are required for each road classification to remove all segments in the backlog in the next 20 years:

- Collector: $200,000 /year
- Local: $700,000 /year

## 8.2 Constrained Budget Analysis

A road is said to be in backlog when there is not enough money to construct the most cost-effective rehabilitation. In other words, the road segments in poor to very poor condition are defined as “backlog roads”. To evaluate the consequence of various budget scenarios, the backlog cost is used. The backlog cost would need to be applied in a single year to eliminate the backlog. If the backlog cost is growing over time, the network is getting worse (i.e., more expensive to repair).

Figure 16 illustrates how various annual budget levels affect backlog cost. To maintain the current backlog of $5.2 million over the long term, an annual pavement rehabilitation budget of approximately $700,000 is required. Conversely, a lower budget of $500,000 per year could cause the backlog cost to rise to $9.7 million by 2044.

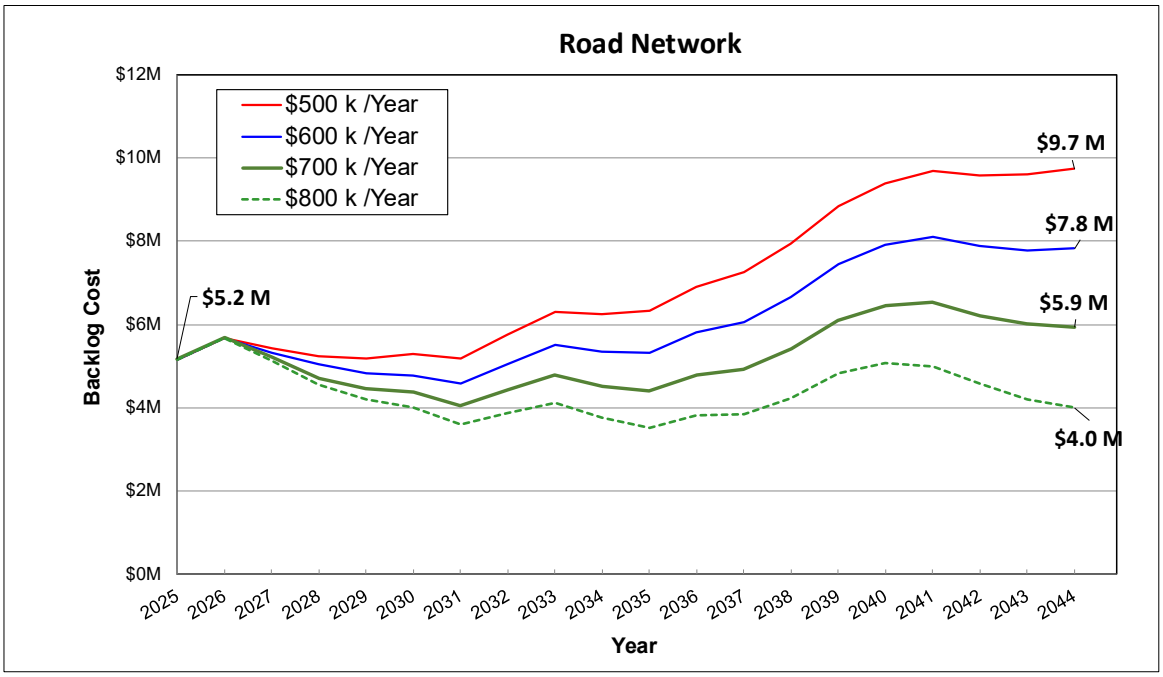



**Figure 16: Future Backlog Projection based on Various Rehabilitation Budget Scenarios**

Additionally, Figure 17 shows the predicted average PCI of the road network over a 20-year period under each budget scenario. With $700,000 in annual funding, the average PCI is expected to improve from 61 (fair condition) to 69 (threshold of satisfactory condition). Under the lower $500,000 budget, the average PCI will decline over time.

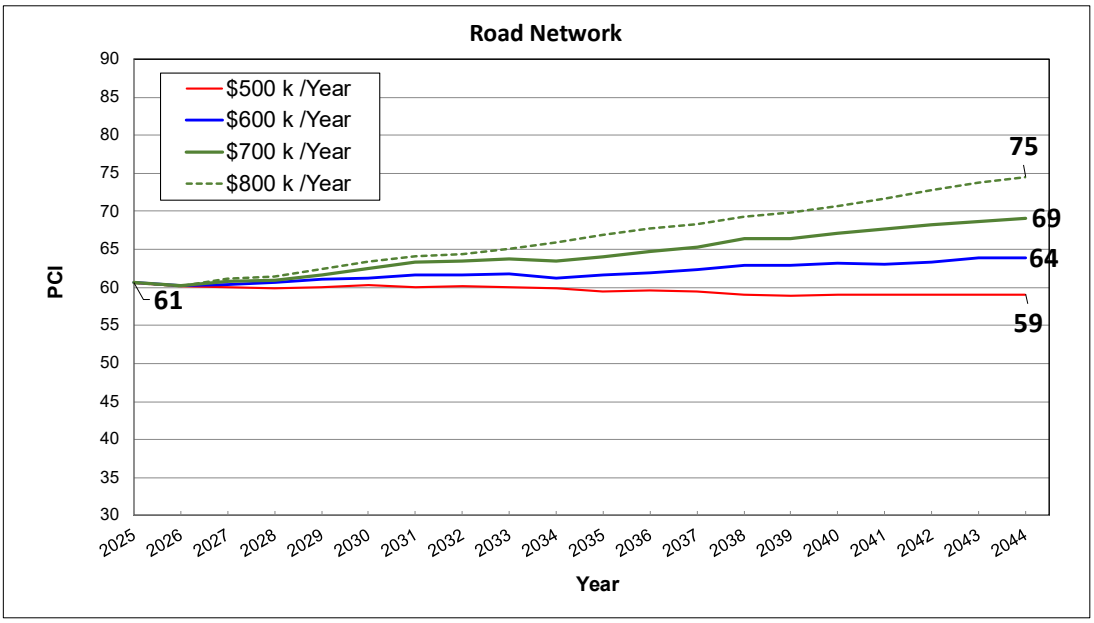



**Figure 17: Predicted PCI for Different Budget Scenarios**

## 8.3 Defragmented Multi-Year Pavement Rehabilitation Program

A budget scenario of $700,000 per year was selected to generate a multi-year rehabilitation program through dTIMS Life-Cycle Cost Analysis (LCCA). While LCCA provides a rigorous cost-optimization for each individual segment, its segment-by-segment approach can fragment what are, in reality, continuous corridors, e.g., a 1.5 km street divided into five 300 m units, each slated in different years. Such fragmentation complicates construction planning, increases mobilization costs, and reduces overall operational efficiency.

Tetra Tech therefore performed an additional “defragmentation” analysis. We reviewed each LCCA-recommended segment, identified adjacent and contiguous sections, and consolidated them into common treatment years. The outcome is a streamlined, defragmented five-year rehabilitation plan still aligned with the $700,000 annual budget that groups work packages into more practical, constructible units.

A map and spreadsheet outlining the proposed 10-year paving program is provided in Appendix D.

This program includes only the rehabilitation treatments identified through the analysis and does not account for routine maintenance activities such as crack sealing or patching, which are funded separately through the operations budget.

# 9.0 CONCLUSIONS AND RECOMMENDATIONS

Tetra Tech completed a comprehensive condition survey of the Town’s paved roads, unpaved (gravel) roads, and sidewalks. Overall, the paved road network has an average PCI of 61 (Fair). Collector roads, with an average PCI of 56, are nearing the poor condition threshold (PCI 55). The sidewalk network is generally in satisfactory condition, although some poor segments are primarily found in asphalt sidewalks.

For the paved road network, a detailed life-cycle cost analysis was conducted for each segment to forecast network performance under various budget scenarios. The objectives were to estimate long-term funding requirements, address backlog costs, and develop a sustainable rehabilitation program.

Under the needs-based scenario (i.e., an unconstrained budget), an estimated total investment of $17.2 million would be required over a 20-year period to eliminate the backlog. This includes approximately $200,000 /year for Collector roads, and $700,000 /year for Local roads.

Several constrained budget scenarios were also evaluated, including annual capital allocations of $500,000, $600,000, $700,000, and $800,000. The analysis indicates that a minimum annual funding of $700,000 is needed to maintain current backlog or improve current condition to threshold of satisfactory condition (PCI of 70) over the next 20 years. It is important to note that these figures are presented in current dollars and do not account for annual inflation.

The pavement rehabilitation plan has been formulated at the network-level. During implementation, it is recommended to finalize project-level assessments and designs. It is recommended that the Town update the plan every 3–5 years using new condition data for the paved road network. This approach offers the opportunity to recalibrate deterioration models and incorporate new or rehabilitated pavements into the plan. This timeframe aligns with practices followed by other municipalities in western Canada.

# 10.0 CLOSURE

We trust this report meets your present requirements. If you have any questions or comments, please contact the undersigned.

Respectfully submitted,
Tetra Tech Canada Inc.

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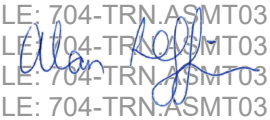

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Alan.Reggin@tetratech.com

PERMIT TO PRACTICE
TETRA TECH CANADA INC.

PERMIT NUMBER: 1001972

# REFERENCE

Paterson, W. (1987). *Road Deterioration and Maintenance Effects.* Washington, D.C, USA: World Bank Publications.

Yu, J., Chou, E., & Yau, J.-T. (2006). Development of Speed-Related Ride Quality Thresholds Using International Roughness Index. *Transportation Research Record, No. 1974*, 47-53.

# APPENDIX A

## TETRA TECH'S LIMITATIONS ON THE USE OF THIS DOCUMENT

# LIMITATIONS ON USE OF THIS DOCUMENT

## DESIGN REPORT

### 1.1 USE OF DOCUMENT AND OWNERSHIP

This document pertains to a specific site, a specific development, and a specific scope of work. The document may include plans, drawings, profiles and other supporting documents that collectively constitute the document (the "Professional Document").

The Professional Document is intended for the sole use of TETRA TECH's Client (the "Client") as specifically identified in the TETRA TECH Services Agreement or other Contractual Agreement entered into with the Client (either of which is termed the "Contract" herein). TETRA TECH does not accept any responsibility for the accuracy of any of the data, analyses, recommendations or other contents of the Professional Document when it is used or relied upon by any party other than the Client, unless authorized in writing by TETRA TECH.

Any unauthorized use of the Professional Document is at the sole risk of the user. TETRA TECH accepts no responsibility whatsoever for any loss or damage where such loss or damage is alleged to be or, is in fact, caused by the unauthorized use of the Professional Document.

Where TETRA TECH has expressly authorized the use of the Professional Document by a third party (an "Authorized Party"), consideration for such authorization is the Authorized Party's acceptance of these Limitations on Use of this Document as well as any limitations on liability contained in the Contract with the Client (all of which is collectively termed the "Limitations on Liability"). The Authorized Party should carefully review both these Limitations on Use of this Document and the Contract prior to making any use of the Professional Document. Any use made of the Professional Document by an Authorized Party constitutes the Authorized Party's express acceptance of, and agreement to, the Limitations on Liability.

The Professional Document and any other form or type of data or documents generated by TETRA TECH during the performance of the work are TETRA TECH's professional work product and shall remain the copyright property of TETRA TECH.

The Professional Document is subject to copyright and shall not be reproduced either wholly or in part without the prior, written permission of TETRA TECH. Additional copies of the Document, if required, may be obtained upon request.

### 1.2 ALTERNATIVE DOCUMENT FORMAT

Where TETRA TECH submits electronic file and/or hard copy versions of the Professional Document or any drawings or other project-related documents and deliverables (collectively termed TETRA TECH's "Instruments of Professional Service"), only the signed and/or sealed versions shall be considered final. The original signed and/or sealed electronic file and/or hard copy version archived by TETRA TECH shall be deemed to be the original. TETRA TECH will archive a protected digital copy of the original signed and/or sealed version for a period of 10 years.

Both electronic file and/or hard copy versions of TETRA TECH's Instruments of Professional Service shall not, under any circumstances, be altered by any party except TETRA TECH. TETRA TECH's Instruments of Professional Service will be used only and exactly as submitted by TETRA TECH.

Electronic files submitted by TETRA TECH have been prepared and submitted using specific software and hardware systems. TETRA TECH makes no representation about the compatibility of these files with the Client's current or future software and hardware systems.

### 1.3 STANDARD OF CARE

Services performed by TETRA TECH for the Professional Document have been conducted in accordance with the Contract, in a manner consistent with the level of skill ordinarily exercised by members of the profession currently practicing under similar conditions in the jurisdiction in which the services are provided. Professional judgment has been applied in developing the conclusions and/or recommendations provided in this Professional Document. No warranty or guarantee, express or implied, is made concerning the test results, comments, recommendations, or any other portion of the Professional Document.

If any error or omission is detected by the Client or an Authorized Party, the error or omission must be immediately brought to the attention of TETRA TECH.

### 1.4 DISCLOSURE OF INFORMATION BY CLIENT

The Client acknowledges that it has fully cooperated with TETRA TECH with respect to the provision of all available information on the past, present, and proposed conditions on the site, including historical information respecting the use of the site. The Client further acknowledges that in order for TETRA TECH to properly provide the services contracted for in the Contract, TETRA TECH has relied upon the Client with respect to both the full disclosure and accuracy of any such information.

### 1.5 INFORMATION PROVIDED TO TETRA TECH BY OTHERS

During the performance of the work and the preparation of this Professional Document, TETRA TECH may have relied on information provided by third parties other than the Client.

While TETRA TECH endeavours to verify the accuracy of such information, TETRA TECH accepts no responsibility for the accuracy or the reliability of such information even where inaccurate or unreliable information impacts any recommendations, design or other deliverables and causes the Client or an Authorized Party loss or damage.

### 1.6 GENERAL LIMITATIONS OF DOCUMENT

This Professional Document is based solely on the conditions presented and the data available to TETRA TECH at the time the data were collected in the field or gathered from available databases.

The Client, and any Authorized Party, acknowledges that the Professional Document is based on limited data and that the conclusions, opinions, and recommendations contained in the Professional Document are the result of the application of professional judgment to such limited data.

The Professional Document is not applicable to any other sites, nor should it be relied upon for types of development other than those to which it refers. Any variation from the site conditions present, or variation in assumed conditions which might form the basis of design or recommendations as outlined in this report, at or on the development proposed as of the date of the Professional Document requires a supplementary exploration, investigation, and assessment.

TETRA TECH is neither qualified to, nor is it making, any recommendations with respect to the purchase, sale, investment or development of the property, the decisions on which are the sole responsibility of the Client.

### 1.7 ENVIRONMENTAL AND REGULATORY ISSUES

Unless so stipulated in the Design Report, TETRA TECH was not retained to explore, address or consider, and has not explored, addressed or considered any environmental or regulatory issues associated with the project specific design.

### 1.8 CALCULATIONS AND DESIGNS

TETRA TECH may have undertaken design calculations and prepared project specific designs in accordance with terms of reference that were previously set out in consultation with, and agreement of, TETRA TECH's client. These designs have been prepared to a standard that is consistent with current industry practice. Notwithstanding, if any error or omission is detected by TETRA TECH's Client or any party that is authorized to use the Design Report, the error or omission should be immediately drawn to the attention of TETRA TECH.

### 1.9 GEOTECHNICAL CONDITIONS

A Geotechnical Report is commonly the basis upon which the specific project design has been completed. It is incumbent upon TETRA TECH's Client, and any other authorized party, to be knowledgeable of the level of risk that has been incorporated into the project design, in consideration of the level of the geotechnical information that was reasonably acquired to facilitate completion of the design.

If a Geotechnical Report was prepared for the project by TETRA TECH, it may be included in the Design Report as appropriate. The Geotechnical Report contains Limitations that should be read in conjunction with these Limitations for the Design Report.

### 1.10 APPLICABLE CODES, STANDARDS, GUIDELINES & BEST PRACTICE

This report has been prepared based on the applicable codes, standards, guidelines or best practice as identified in the report. Some mandated codes, standards and guidelines (such as ASTM, AASHTO Bridge Design/Construction Codes, Canadian Highway Bridge Design Code, National/Provincial Building Codes) are routinely updated and corrections made. TETRA TECH cannot predict nor be held liable for any such future changes, amendments, errors or omissions in these documents that may have a bearing on the assessment, design or analyses included in this report.

# APPENDIX B

## 2025 PAVEMENT CONDITION

Figure B1 – 2025 Pavement Condition Index (PCI)

Figure B2 – 2025 Pavement Roughness (IRI)

2025 Pavement Condition Indices Spreadsheet

317000 318000 319000 320000 321000 322000

5435000 5434000 5433000 5432000 5431000

Braeburn Pl
Irrigation Canal Trail
115th St
Empire St
Strawberry Creek Rd
92nd Ave
Spartan Dr
Lambert Crt
Jubilee Dr
Fuji Crt
Meadowlark Dr
Finch Cres
87th St
Park Pl
74th Ave
89th St
85th St
Wren Pl
Nighthawk Dr
Kingfisher Dr
45th St
Maple Dr
Tamarack Dr
Harbour Key Dr
51st St
62nd Ave
Cactus Cres
115th St
Rose Pl
Oleander Dr
41st St
Lakeshore Dr
36th Ave
Fairwinds Dr
Pebble Beach Dr
Golf Course Dr
Lobelia Dr

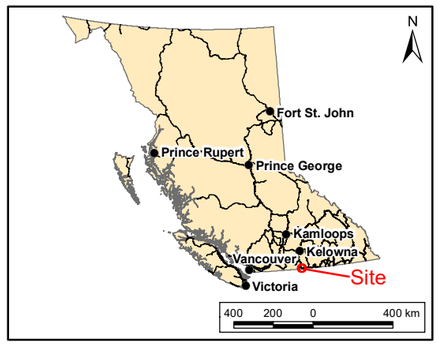
N
W
E
S

## LEGEND

- Town Of Osoyoos Boundary
- Other Road

**PCI Condition**

- Good
- Satisfactory
- Fair
- Poor
- Very Poor




**NOTES**
Base data source:
Town of Osoyoos sidewalk centreline data provided by the Town.
Imagery provided by ESRI Basemaps via Maxar, 2022.

**STATUS**
ISSUED FOR USE

# TOWN OF OSOYOOS
# ROAD & SIDEWALK CONDITION ASSESSMENT

## 2025 Pavement Condition Index (PCI)

| | | | |
|---|---|---|---|
| **PROJECTION** UTM Zone 11 CSRS | **DATUM** NAD83 | | **CLIENT** URBAN systems |
| Scale: 1:18,500<br>250 125 0 250<br>Metres | | | TETRA TECH |
| **FILE NO.** ASMT03177-01_Osoyoos_Figure_B1.mxd | | | |
| **OFFICE** Tt-VANC | **DWN** AV | **CKD** KR / **APVD** KR | **REV** 0 |
| **DATE** May 27, 2026 | **PROJECT NO.** TRN.ASMT03177-01 | | **Figure B1** |

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317000 318000 319000 320000 321000 322000

5435000 5434000 5433000 5432000 5431000

115th St
Strawberry Creek Rd
Empire St
Irrigation Canal Trail
92nd Ave
Braeburn Pl
Spartan Dr
Fuji Crt
Lambert Crt
Jubilee Dr
Meadowlark Dr
Finch Cres
87th St
Park Pl
89th St
85th St
74th Ave
Wren Pl
Kingfisher Dr
Nighthawk Dr
45th St
Maple Dr
Tamarack Dr
51st St
Harbour Key Dr
62nd Ave
Cactus Cres
115th St
Rose Pl
Oleander Dr
Lobelia Dr
41st St
Lakeshore Dr
36th Ave
Fairwinds Dr
Pebble Beach Dr
Golf Course Dr

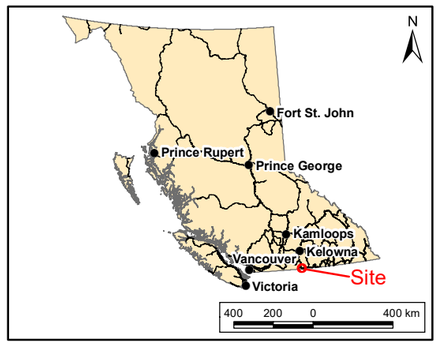
N
W
E
S

## LEGEND

- Town Of Osoyoos Boundary
- Other Road

**IRI Condition**

- Good
- Satisfactory
- Fair
- Poor
- Very Poor




**NOTES**
Base data source:
Town of Osoyoos sidewalk centreline data provided by the Town.
Imagery provided by ESRI Basemaps via Maxar, 2022.

**STATUS**
ISSUED FOR USE

# TOWN OF OSOYOOS
# ROAD & SIDEWALK CONDITION ASSESSMENT

## 2025 Pavement Roughness (IRI)

| PROJECTION | DATUM | CLIENT |
|---|---|---|
| UTM Zone 11 CSRS | NAD83 | URBAN systems |

Scale: 1:18,500
250 125 0 250
Metres

TETRA TECH

**FILE NO.** ASMT03177-01_Osoyoos_Figure_B2.mxd

| OFFICE | DWN | CKD | APVD | REV |
|---|---|---|---|---|
| Tt-VANC | AV | KR | KR | 0 |

**DATE** May 27, 2026
**PROJECT NO.** TRN.ASMT03177-01

**Figure B2**

G:\TRANSPORTATION\ASMT\ASMT03177-01_Osoyoos\GIS\Maps\ASMT03177-01_Osoyoos_Figure_B2.mxd modified 5/27/2026 by AKANSHA.VAISH

| Analysis_ID | Town_AssetID | RoadName | From | To | From_Description | To_Description | Length (m) | Width (m) | Class | Curb | AADT (veh/day) | AFCA (%) | ACA (%) | PCI | RUT (mm) | IRI (m/mm) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ana-001-010 | TRD0241 | 115th St | 0 | 48 | Pebble Beach Dr | 46th Ave | 48 | 12.5 | Collector | B | 1700 | 7.3 | 20.3 | 60 | 4.2 | 2.66 |
| Ana-001-020 | TRD0242 | 115th St | 48 | 832 | 46th Ave | 62nd Ave | 784 | 13.4 | Collector | N | 1700 | 4.5 | 10.3 | 70 | 3.1 | 2.05 |
| Ana-001-030 | TRD0255 | 115th St | 833 | 1080 | Southeast End | turning lane_6 | 247 | 10.8 | Local | N | 100 | 1.3 | 6 | 75 | 2.3 | 2.61 |
| Ana-001-040 | TRD0176 | 115th St | 1080 | 1251 | turning lane_6 | Strawberry Creek Rd | 171 | 10.2 | Local | N | 100 | 2.8 | 6.1 | 83 | 2.1 | 2.03 |
| Ana-001-050 | TRD0175 | 115th St | 1251 | 2365 | Strawberry Creek Rd | Northeast End | 1114 | 11.7 | Local | N | 100 | 5.6 | 23.1 | 67 | 2.4 | 2.31 |
| Ana-002-010 | TRD0313 | 36th Ave | 0 | 154 | Lakeshore Dr | Chardonnay Crt | 154 | 6.4 | Collector | B | 500 | 7.5 | 24.6 | 46 | 6.5 | 4.34 |
| Ana-002-020 | TRD0312 | 36th Ave | 154 | 181 | Chardonnay Crt | East End | 27 | 8.2 | Local | B | 500 | 4 | 20.5 | 69 | 2.5 | 4.49 |
| Ana-002-030 | TRD0315 | 36th Ave | 182 | 390 | South End | North End | 208 | 8.4 | Local | B | 500 | 0.1 | 0.8 | 98 | 1.9 | 2.37 |
| Ana-003-010 | TRD0214 | 41st St | 0 | 143 | South End | 44th Ave | 143 | 5.9 | Local | N | 100 | 38.5 | 52.4 | 6 | 7.1 | 8.98 |
| Ana-004-010 | TRD0215 | 44th Ave | 0 | 256 | Lakeshore Dr | 41st St | 256 | 5.9 | Local | B | 100 | 13.8 | 23 | 46 | 4.6 | 3.95 |
| Ana-005-010 | TRD0260 | 45th St | 0 | 1091 | South End | North End | 1091 | 9.1 | Local | N | 2800 | 20.3 | 34.9 | 33 | 4.4 | 3.56 |
| Ana-007-010 | TRD0188 | 51st St | 0 | 49 | South End | 56th Ave | 49 | 12.3 | Local | N | 100 | 2.3 | 5.4 | 84 | 1.5 | 2.83 |
| Ana-007-020 | TRD0318 | 51st St | 49 | 293 | 56th Ave | North End | 244 | 7.5 | Local | N | 100 | 32.3 | 45.9 | 18 | 6.5 | 6.44 |
| Ana-008-010 | TRD0187 | 56th Ave | 0 | 131 | Lakeshore Dr | 51st St | 131 | 8.4 | Local | N | 99 | 30.7 | 41.8 | 37 | 3.9 | 5.46 |
| Ana-009-010 | TRD0451 | 62nd Ave | 0 | 358 | 115th St | turning lane_2 | 358 | 9.1 | Collector | B | 1700 | 3 | 9.5 | 76 | 3.4 | 3.06 |
| Ana-009-020 | TRD0450 | 62nd Ave | 358 | 410 | turning lane_2 | turning lane_3 | 52 | 10.1 | Collector | B | 1700 | 1.3 | 4.7 | 81 | 2.7 | 5.75 |
| Ana-009-030 | TRD0306 | 62nd Ave | 410 | 545 | turning lane_3 | Quail Pl | 135 | 11.5 | Collector | B | 1300 | 5.3 | 13.1 | 69 | 3.4 | 2.08 |
| Ana-009-040 | TRD0059 | 62nd Ave | 545 | 626 | Quail Pl | Nighthawk Dr | 81 | 10.5 | Collector | B | 1300 | 14.7 | 29.6 | 48 | 3.6 | 2.59 |
| Ana-009-050 | TRD0165 | 62nd Ave | 626 | 693 | Nighthawk Dr | Osprey Pl | 67 | 11.3 | Collector | B | 1300 | 7.5 | 19.1 | 62 | 3.5 | 3.07 |
| Ana-009-060 | TRD0303 | 62nd Ave | 693 | 750 | Osprey Pl | 62nd Ave_1 | 57 | 11 | Collector | B | 1300 | 6.1 | 16.5 | 69 | 3.3 | 3.89 |
| Ana-009-070 | TRD0302 | 62nd Ave | 750 | 823 | 62nd Ave_1 | 89th St | 73 | 9.6 | Collector | B | 1300 | 16.2 | 37.6 | 37 | 7.7 | 7.77 |
| Ana-010-010 | TRD0301 | 62nd Ave_1 | 0 | 65 | 89th St | 62nd Ave | 65 | 10.8 | Collector | N | 1300 | 25.5 | 48.6 | 18 | 5.9 | 8.18 |
| Ana-011-010 | TRD0152 | 66th Ave | 0 | 121 | 68th Ave | 83rd St | 121 | 6.6 | Local | N | 100 | 1.7 | 5.6 | 80 | 2.2 | 5.38 |
| Ana-011-020 | TRD0153 | 66th Ave | 121 | 255 | 83rd St | East End | 134 | 8.5 | Local | N | 100 | 7.6 | 21.7 | 52 | 4.5 | 5.35 |
| Ana-012-010 | TRD0233 | 68th Ave | 0 | 165 | 87th St | 85th St | 165 | 14.1 | Local | B | 1000 | 5.9 | 19 | 60 | 2.9 | 3.2 |
| Ana-012-020 | TRD0147 | 68th Ave | 165 | 208 | 85th St | 66th Ave | 43 | 15.5 | Local | B | 1000 | 6.3 | 13.9 | 67 | 4.4 | 2.25 |
| Ana-012-030 | TRD0146 | 68th Ave | 208 | 287 | 66th Ave | 83rd St | 79 | 10.6 | Local | B | 1000 | 4.9 | 12.5 | 72 | 1.9 | 2.21 |
| Ana-012-040 | TRD0145 | 68th Ave | 287 | 367 | 83rd St | East End | 80 | 18.1 | Local | N | 1000 | 12.2 | 19.9 | 30 | 4.9 | 11.78 |
| Ana-013-010 | TRD0085 | 70th Ave | 0 | 121 | 89th St | 87th St | 121 | 10 | Local | B | 500 | 7.2 | 17.2 | 67 | 1.8 | 2.82 |
| Ana-013-020 | TRD0160 | 70th Ave | 122 | 271 | 87th St | 85th St | 149 | 6.1 | Local | N | 500 | 4.6 | 13.4 | 58 | 3.8 | 5.63 |
| Ana-013-030 | TRD0373 | 70th Ave | 271 | 399 | 85th St | 83rd St / Main St | 128 | 8.2 | Local | N | 500 | 6.8 | 15.3 | 60 | 2.8 | 7.02 |
| Ana-014-010 | TRD0134 | 72nd Ave | 0 | 130 | 89th St | 87th St | 130 | 5.3 | Local | B | 500 | 8 | 21.2 | 53 | 3.5 | 8.2 |
| Ana-014-020 | TRD0012 | 72nd Ave | 130 | 276 | 87th St | 85th St | 146 | 6.9 | Local | B | 500 | 3.7 | 8.5 | 73 | 2.4 | 4.1 |
| Ana-014-030 | TRD0356 | 72nd Ave | 276 | 405 | 85th St | East End | 129 | 9.7 | Local | B | 500 | 3.2 | 9.3 | 75 | 2 | 3.36 |
| Ana-015-010 | TRD0030 | 74A Ave | 0 | 51 | Nighthawk Dr / Swan Cres | Heron Lane | 51 | 5.3 | Local | N | 500 | 15.4 | 31 | 15 | 10.9 | |
| Ana-015-020 | TRD0031 | 74A Ave | 51 | 171 | Heron Lane | 89th St | 120 | 6.6 | Local | N | 500 | 11.4 | 23.3 | 30 | 6 | 11.26 |
| Ana-015-030 | TRD0032 | 74A Ave | 171 | 312 | 89th St | 87th St | 141 | 9.5 | Local | N | 500 | 15.6 | 32.3 | 24 | 5.6 | 7.33 |
| Ana-015-040 | TRD0141 | 74A Ave | 312 | 457 | 87th St | 85th St | 145 | 6.4 | Local | B | 500 | 4.9 | 12.7 | 48 | 8.5 | 8.12 |
| Ana-015-050 | TRD0033 | 74A Ave | 457 | 587 | 85th St | East End | 130 | 5.8 | Local | N | 500 | 24 | 36.6 | 24 | 5.2 | 6.78 |
| Ana-016-020 | TRD0441 | 74th Ave | 104 | 275 | Meadowlark Dr | Wren Dr | 171 | 6.2 | Local | N | 400 | 9.8 | 31.3 | 50 | 3.6 | 3.84 |
| Ana-016-030 | TRD0440 | 74th Ave | 275 | 419 | Wren Dr | Hwy_97 | 144 | 8.6 | Local | N | 400 | 6.4 | 20.9 | 60 | 4.4 | 5.8 |
| Ana-016-035 | TRD0079 | 74th Ave | 419 | 489 | Hwy_97 | Finch Cres | 70 | 9.9 | Local | N | 1700 | 7.2 | 25.5 | 71 | 3.1 | 11.42 |
| Ana-016-040 | TRD0078 | 74th Ave | 489 | 544 | Finch Cres | Sandpiper Pl | 55 | 10 | Local | B | 1700 | 6.2 | 17.5 | 67 | 2.2 | 4.03 |
| Ana-016-050 | TRD0077 | 74th Ave | 544 | 636 | Sandpiper Pl | Nighthawk Dr | 92 | 10.4 | Local | B | 1700 | 5.3 | 17.5 | 70 | 1.9 | 3.95 |
| Ana-016-060 | TRD0076 | 74th Ave | 636 | 701 | Nighthawk Dr | Heron Lane | 65 | 10.1 | Local | B | 1700 | 1.7 | 3.2 | 88 | 0.7 | 2.86 |

| Analysis_ID | Town_AssetID | RoadName | From | To | From_Description | To_Description | Length (m) | Width (m) | Class | Curb | AADT (veh/day) | AFCA (%) | ACA (%) | PCI | RUT (mm) | IRI (m/mm) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ana-016-070 | TRD0075 | 74th Ave | 701 | 770 | Heron Lane | Loon Cres | 69 | 10.6 | Local | B | 1700 | 0 | 0 | 100 | 1 | 2.97 |
| Ana-016-080 | TRD0129 | 74th Ave | 770 | 821 | Loon Cres | 89th St | 51 | 10.8 | Local | B | 1700 | 0.5 | 4.2 | 94 | 1.1 | 2.88 |
| Ana-016-090 | TRD0074 | 74th Ave | 821 | 961 | 89th St | 87th St | 140 | 13.7 | Local | B | 1700 | 4.3 | 12.2 | 72 | 2.1 | 2.81 |
| Ana-016-100 | TRD0073 | 74th Ave | 961 | 1106 | 87th St | 85th St | 145 | 11.9 | Local | B | 1700 | 4.3 | 9.7 | 75 | 2.2 | 2.72 |
| Ana-016-110 | TRD0364 | 74th Ave | 1106 | 1235 | 85th St | East End | 129 | 8 | Local | B | 1700 | 3.6 | 8.2 | 76 | 1.5 | 2.54 |
| Ana-017-010 | TRD0010 | 78th Ave | 0 | 114 | 89th St | 87th St | 114 | 14.6 | Local | N | 1000 | 4.3 | 18 | 64 | 2.8 | 6.58 |
| Ana-017-020 | TRD0009 | 78th Ave | 114 | 199 | 87th St | Gravenstein Dr | 85 | 14 | Local | B | 1500 | 4.8 | 25.8 | 49 | 3.3 | 3.82 |
| Ana-017-030 | TRD0008 | 78th Ave | 199 | 258 | Gravenstein Dr | Veterans Way | 59 | 14.2 | Local | B | 1500 | 7.1 | 31.1 | 36 | 4.3 | 2.77 |
| Ana-017-040 | TRD0007 | 78th Ave | 258 | 388 | Veterans Way | Spartan Dr_1 | 130 | 15.6 | Local | B | 1500 | 13.5 | 35 | 41 | 3.4 | 2.57 |
| Ana-018-010 | TRD0083 | 83rd St | 0 | 42 | Kingfisher Dr | unnamed lane_2 | 42 | 11.6 | Local | N | 500 | 6.2 | 13.5 | 63 | 1.9 | 2.16 |
| Ana-018-020 | TRD0082 | 83rd St | 42 | 83 | unnamed lane_2 | 66th Ave | 41 | 11 | Local | N | 500 | 1.3 | 3 | 87 | 1.6 | 2.82 |
| Ana-018-030 | TRD0158 | 83rd St | 83 | 135 | 66th Ave | 68th Ave | 52 | 9.9 | Local | B | 500 | 1.1 | 1.9 | 84 | 1.5 | 3.28 |
| Ana-018-040 | TRD0179 | 83rd St | 135 | 195 | 68th Ave | 70th Ave / Main St | 60 | 14.4 | Local | B | 500 | 3.7 | 6.7 | 75 | 1.6 | 4.36 |
| Ana-019-010 | TRD0016 | 85th St | 0 | 61 | 68th Ave | 70th Ave | 61 | 8.7 | Local | N | 1000 | 2 | 7.9 | 73 | 2.7 | 5.97 |
| Ana-019-020 | TRD0017 | 85th St | 61 | 110 | 70th Ave | unnamed lane_1 | 49 | 9.4 | Local | B | 1000 | 3.9 | 10.5 | 64 | 3.1 | 6.25 |
| Ana-019-030 | TRD0018 | 85th St | 110 | 162 | unnamed lane_1 | 72nd Ave | 52 | 9.7 | Local | B | 1000 | 3.2 | 9.5 | 65 | 4.9 | 4.89 |
| Ana-019-040 | TRD0019 | 85th St | 162 | 257 | 72nd Ave | 74th Ave | 95 | 11.4 | Local | B | 1000 | 6.5 | 15 | 67 | 2.8 | 3.43 |
| Ana-019-050 | TRD0020 | 85th St | 257 | 306 | 74th Ave | 74A Ave | 49 | 14.1 | Local | B | 1000 | 14.3 | 36.1 | 42 | 4.5 | 5.23 |
| Ana-019-060 | TRD0021 | 85th St | 306 | 361 | 74A Ave | Veterans Way | 55 | 13 | Local | B | 1000 | 7.6 | 18 | 53 | 4.2 | 4.73 |
| Ana-020-010 | TRD0148 | 87th St | 0 | 60 | 68th Ave | 70th Ave | 60 | 12 | Local | B | 700 | 15 | 46.5 | 46 | 2.9 | 4.92 |
| Ana-020-020 | TRD0149 | 87th St | 60 | 110 | 70th Ave | unnamed lane_1 | 50 | 13.5 | Local | B | 700 | 2.8 | 11.7 | 77 | 2.4 | 3.99 |
| Ana-020-030 | TRD0161 | 87th St | 110 | 157 | unnamed lane_1 | 72nd Ave | 47 | 11.7 | Local | B | 700 | 5.5 | 17.9 | 74 | 2.3 | 2.31 |
| Ana-020-040 | TRD0023 | 87th St | 157 | 256 | 72nd Ave | 74th Ave | 99 | 12.5 | Local | B | 700 | 16.7 | 42.2 | 26 | 7.3 | 3.19 |
| Ana-020-050 | TRD0024 | 87th St | 256 | 305 | 74th Ave | 74A Ave | 49 | 13.1 | Local | B | 700 | 15.2 | 42.3 | 34 | 7.1 | 2.98 |
| Ana-020-060 | TRD0025 | 87th St | 305 | 362 | 74A Ave | Hwy_3 | 57 | 12.8 | Local | B | 700 | 9.6 | 23.7 | 48 | 6 | 1.88 |
| Ana-020-065 | TRD0026 | 87th St | 362 | 464 | Hwy_3 | 78th Ave | 102 | 15.2 | Local | B | 1700 | 11.7 | 24.7 | 42 | 4.8 | 7.39 |
| Ana-020-070 | TRD0137 | 87th St | 464 | 803 | 78th Ave | Jubilee Dr | 339 | 10.4 | Local | B | 1700 | 1.5 | 4 | 84 | 2 | 1.81 |
| Ana-020-080 | TRD0027 | 87th St | 803 | 953 | Jubilee Dr | Quince Lane | 150 | 11.3 | Local | B | 1700 | 5.6 | 13.1 | 74 | 2.3 | 2.27 |
| Ana-020-090 | TRD0028 | 87th St | 953 | 1026 | Quince Lane | Santa Rosa Pl | 73 | 11.2 | Local | B | 1700 | 3.8 | 8.8 | 77 | 1.9 | 1.65 |
| Ana-020-100 | TRD0124 | 87th St | 1026 | 1144 | Santa Rosa Pl | Gala Cres | 118 | 11.4 | Local | B | 1700 | 3.1 | 5.8 | 80 | 1.9 | 2.18 |
| Ana-020-110 | TRD0125 | 87th St | 1144 | 1222 | Gala Cres | 92nd Ave | 78 | 11.9 | Local | B | 1700 | 3.6 | 8.8 | 75 | 2.5 | 1.92 |
| Ana-021-010 | TRD0123 | 89th St | 0 | 151 | South End | Primrose Lane | 151 | 9 | Collector | B | 1000 | 17 | 38 | 25 | 6.6 | 4.07 |
| Ana-021-020 | TRD0060 | 89th St | 151 | 336 | Primrose Lane | Cactus Cres | 185 | 7.4 | Collector | B | 1000 | 29.3 | 50.6 | 13 | 8.1 | 4.51 |
| Ana-021-030 | TRD0121 | 89th St | 336 | 498 | Cactus Cres | Oleander Dr | 162 | 10.1 | Collector | B | 1000 | 2.1 | 5.5 | 86 | 2.2 | 2.96 |
| Ana-021-040 | TRD0304 | 89th St | 498 | 585 | Oleander Dr | 62nd Ave_1 | 87 | 12.4 | Collector | B | 2200 | 4.8 | 13.5 | 72 | 3.4 | 3.18 |
| Ana-021-050 | TRD0305 | 89th St | 585 | 704 | 62nd Ave_1 | 62nd Ave | 119 | 10.8 | Collector | B | 2200 | 22.3 | 39 | 42 | 4.6 | 3.63 |
| Ana-021-060 | TRD0299 | 89th St | 704 | 775 | 62nd Ave | Kingfisher Dr | 71 | 11.9 | Collector | B | 2800 | 34.5 | 43.2 | 22 | 6.8 | 5.58 |
| Ana-021-070 | TRD0300 | 89th St | 775 | 831 | Kingfisher Dr | Kingfisher Dr_1 | 56 | 11.7 | Collector | B | 2800 | 14.2 | 23.5 | 50 | 5.6 | 4.47 |
| Ana-021-080 | TRD0131 | 89th St | 831 | 1227 | Kingfisher Dr_1 | 70th Ave | 396 | 9.9 | Collector | B | 1500 | 9.4 | 23.2 | 50 | 4.3 | 3.5 |
| Ana-021-090 | TRD0063 | 89th St | 1227 | 1289 | 70th Ave | 72nd Ave | 62 | 9.4 | Collector | B | 1500 | 8.2 | 22.5 | 54 | 4 | 3.36 |
| Ana-021-100 | TRD0064 | 89th St | 1289 | 1387 | 72nd Ave | 74th Ave | 98 | 9.7 | Collector | B | 1500 | 5.1 | 21 | 61 | 4.9 | 3.01 |
| Ana-021-110 | TRD0065 | 89th St | 1387 | 1436 | 74th Ave | 74A Ave | 49 | 9.7 | Collector | B | 1500 | 3.1 | 15 | 70 | 4.6 | 3.28 |
| Ana-021-120 | TRD0130 | 89th St | 1436 | 1496 | 74A Ave | Hwy_3 | 60 | 9.6 | Collector | B | 1500 | 5.7 | 21.4 | 56 | 3.3 | 4.76 |
| Ana-021-125 | TRD0370 | 89th St | 1496 | 1597 | Hwy_3 | 78th Ave | 101 | 7.6 | Local | B | 600 | 7.9 | 13.2 | 49 | 3.5 | 7.48 |
| Ana-021-130 | TRD0091 | 89th St | 1598 | 1934 | 78th Ave | Jubilee Dr | 336 | 12 | Local | N | 600 | 2.6 | 5.5 | 79 | 1.7 | 1.82 |

| Analysis_ID | Town_AssetID | RoadName | From | To | From_Description | To_Description | Length (m) | Width (m) | Class | Curb | AADT (veh/day) | AFCA (%) | ACA (%) | PCI | RUT (mm) | IRI (m/mm) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ana-022-010 | TRD0113 | 92nd Ave | 0 | 124 | West End | Royal Ann Crt | 124 | 9.7 | Local | N | 1000 | 1.2 | 7.1 | 80 | 2.2 | 2.53 |
| Ana-022-020 | TRD0115 | 92nd Ave | 124 | 354 | Royal Ann Crt | Jubilee Dr | 230 | 8.5 | Local | N | 1000 | 12.4 | 26.9 | 34 | 5.1 | 6.05 |
| Ana-022-030 | TRD0103 | 92nd Ave | 354 | 658 | Jubilee Dr | 87th St | 304 | 9.4 | Local | N | 1000 | 27 | 43.2 | 13 | 5.9 | 4.03 |
| Ana-022-040 | TRD0122 | 92nd Ave | 658 | 900 | 87th St | Braeburn Pl | 242 | 7.7 | Local | B | 1000 | 8.5 | 23.5 | 55 | 3.9 | 3.16 |
| Ana-022-050 | TRD0251 | 92nd Ave | 900 | 1016 | Braeburn Pl | Spartan Dr | 116 | 7.4 | Local | B | 1000 | 7 | 28.1 | 49 | 4.4 | 1.88 |
| Ana-023-010 | TRD0177 | Acacia Crt | 0 | 119 | Southeast End | Oleander Dr | 119 | 6.9 | Local | N | 100 | 11.5 | 39.8 | 34 | 8.3 | 9.79 |
| Ana-024-010 | TRD0045 | Alyssum Crt | 0 | 80 | Heather Pl | Northwest End | 80 | 10.6 | Local | B | 100 | 3.1 | 15 | 75 | 3.2 | |
| Ana-025-010 | TRD0286 | Augusta Lane | 0 | 129 | Fairwinds Dr | Sawgrass Dr | 129 | 10.7 | Local | B | 100 | 4.7 | 9.7 | 75 | 1.2 | 3.75 |
| Ana-026-010 | TRD0093 | Bartlett Pl | 0 | 66 | Jubilee Dr | Sunrise Crt | 66 | 8 | Local | N | 100 | 8.3 | 17.5 | 48 | 3.1 | 6.1 |
| Ana-026-020 | TRD0094 | Bartlett Pl | 66 | 122 | Sunrise Crt | Northwest End | 56 | 13.8 | Local | B | 100 | 2.9 | 11.9 | 71 | 2.4 | 4.3 |
| Ana-027-010 | TRD0196 | Bayview Cres | 0 | 309 | Bayview Cres_1 | Lakeshore Dr | 309 | 7.8 | Local | N | 100 | 5 | 12.4 | 61 | 4 | 6.49 |
| Ana-028-010 | TRD0190 | Bayview Cres_1 | 0 | 101 | West End | Lakeshore Dr | 101 | 9.2 | Local | N | 100 | 11.1 | 19.7 | 60 | 5.1 | 8.49 |
| Ana-029-010 | TRD0240 | Birch Crt | 0 | 36 | West End | Lombardy Lane / Maple Dr_1 | 36 | 13.3 | Local | N | 100 | 1.6 | 7.4 | 72 | 4.4 | |
| Ana-030-010 | TRD0252 | Braeburn Pl | 0 | 234 | 92nd Ave | Northwest End | 234 | 7.9 | Local | N | 100 | 3.6 | 17.8 | 65 | 2.1 | 2.82 |
| Ana-031-010 | TRD0052 | Cactus Cres | 0 | 197 | Northwest End | Cactus Cres_1 | 197 | 8.3 | Local | B | 500 | 5 | 18.4 | 71 | 2.3 | 3.62 |
| Ana-031-020 | TRD0054 | Cactus Cres | 197 | 328 | Cactus Cres_1 | 89th St | 131 | 6.7 | Local | B | 500 | 3.5 | 9.6 | 75 | 2.1 | 5.05 |
| Ana-032-010 | TRD0051 | Cactus Cres_1 | 0 | 191 | Southeast End | Cactus Cres | 191 | 8.7 | Local | B | 500 | 2.2 | 11.2 | 78 | 2.2 | 3.45 |
| Ana-033-010 | TRD0227 | Cedar Lane | 0 | 146 | Maple Dr / Tamarack Dr | East End | 146 | 7.6 | Local | N | 100 | 5.4 | 23.4 | 66 | 2.9 | 4.32 |
| Ana-034-010 | TRD0314 | Chardonnay Crt | 0 | 129 | 36th Ave | North End | 129 | 11.3 | Local | B | 100 | 6.3 | 21.8 | 69 | 2.4 | 3.2 |
| Ana-035-010 | TRD0144 | Chickadee Crt | 0 | 147 | Kingfisher Dr | North End | 147 | 8 | Local | N | 100 | 6.6 | 15.4 | 41 | 4.5 | 6.08 |
| Ana-036-010 | TRD0189 | Cottonwood Dr | 0 | 95 | South End | Harbour Key Dr | 95 | 9.1 | Local | N | 700 | 0 | 4.4 | 94 | 1.2 | 5.14 |
| Ana-036-020 | TRD0197 | Cottonwood Dr | 95 | 217 | Harbour Key Dr | Hwy_3 | 122 | 10.4 | Local | B | 700 | 1.1 | 7.6 | 83 | 2.2 | 4.47 |
| Ana-036-030 | TRD0185 | Cottonwood Dr | 217 | 316 | Hwy_3 | Maple Dr | 99 | 12.7 | Local | B | 1900 | 0.3 | 1 | 98 | 2.3 | 3.43 |
| Ana-036-040 | TRD0276 | Cottonwood Dr | 316 | 776 | Maple Dr | Cottonwood Dr_1 | 460 | 9.9 | Local | B | 1900 | 6.6 | 17.7 | 65 | 4.5 | 3.72 |
| Ana-036-050 | TRD0278 | Cottonwood Dr | 776 | 1207 | Cottonwood Dr_1 | utility access road | 431 | 10.4 | Local | B | 1900 | 2.2 | 7.4 | 83 | 3.2 | 2.58 |
| Ana-038-010 | TRD0248 | Crabapple Crt | 0 | 41 | Spartan Dr | East End | 41 | 11.7 | Local | N | 99 | 0.7 | 3.4 | 88 | 5.4 | |
| Ana-039-010 | TRD0238 | Curlew Crt | 0 | 118 | West End | Killdeer Pl | 118 | 10.5 | Local | B | 100 | 6.9 | 23 | 61 | 3.4 | 4.04 |
| Ana-040-010 | TRD0272 | Cypress Hills Dr | 0 | 151 | Pebble Beach Dr / Torrey Pines Dr | Olympic View Dr | 151 | 12.4 | Local | B | 500 | 3.6 | 9.9 | 76 | 1.9 | 3.99 |
| Ana-040-020 | TRD0271 | Cypress Hills Dr | 151 | 383 | Olympic View Dr | Olympic View Dr | 232 | 13.3 | Local | B | 500 | 4.3 | 12.8 | 71 | 2.8 | 3.48 |
| Ana-041-010 | TRD0234 | Dogwood Pl | 0 | 111 | 89th St | Southeast End | 111 | 9.6 | Local | B | 100 | 3.8 | 13.4 | 72 | 2 | 3.7 |
| Ana-042-010 | TRD0327 | Eagle Crt | 0 | 81 | West End | turning lane_4 | 81 | 9.4 | Local | B | 1500 | 8.7 | 22.3 | 56 | 3.2 | 5.07 |
| Ana-042-020 | TRD0330 | Eagle Crt | 81 | 172 | turning lane_4 | turning lane_5 | 91 | 10.1 | Local | B | 1500 | 9.5 | 26.8 | 48 | 2.1 | 4.71 |
| Ana-042-030 | TRD0324 | Eagle Crt | 172 | 213 | turning lane_5 | Northeast End | 41 | 13 | Local | B | 1500 | 0.7 | 6 | 81 | 3.4 | 1.97 |
| Ana-043-010 | TRD0342 | Empire St | 0 | 468 | Irrigation Canal Trail | Empire St_1 | 468 | 10 | Local | N | 99 | 2 | 8.5 | 79 | 2.4 | 2.16 |
| Ana-043-020 | TRD0400 | Empire St | 468 | 520 | Empire St_1 | Southeast End | 52 | 10.1 | Local | N | 99 | 5.1 | 12.8 | 73 | 3.6 | 3.75 |
| Ana-044-010 | TRD0345 | Empire St_1 | 0 | 51 | Strawberry Creek Rd | Empire St | 51 | 12.4 | Local | N | 99 | 3.2 | 10.3 | 77 | 2.2 | |
| Ana-045-010 | TRD0259 | Fairwinds Dr | 0 | 231 | Augusta Lane | Olympic View Dr | 231 | 12.3 | Local | B | 500 | 6.1 | 16.3 | 67 | 4.1 | 5.65 |
| Ana-045-020 | TRD0034 | Fairwinds Dr | 231 | 341 | Olympic View Dr | La Costa Lane | 110 | 12.5 | Local | B | 500 | 5.7 | 18.6 | 62 | 6.1 | 9.64 |
| Ana-045-030 | TRD0166 | Fairwinds Dr | 341 | 464 | La Costa Lane | Pinehurst Pl / Quail Ridge Pl | 123 | 11.7 | Local | B | 500 | 4.2 | 13 | 73 | 3.3 | 7.1 |
| Ana-045-040 | TRD0171 | Fairwinds Dr | 464 | 568 | Pinehurst Pl / Quail Ridge Pl | Golf Course Dr | 104 | 18 | Local | B | 500 | 5.7 | 14 | 65 | 3.1 | 3.79 |
| Ana-046-010 | TRD0114 | Finch Cres | 0 | 365 | 74th Ave | Swan Cres | 365 | 7.5 | Local | N | 500 | 3.4 | 8.6 | 77 | 1.9 | 5.06 |
| Ana-046-020 | TRD0086 | Finch Cres | 365 | 467 | Swan Cres | East End | 102 | 9.9 | Local | B | 500 | 2.1 | 6.5 | 79 | 2.6 | 4.69 |
| Ana-047-010 | TRD0322 | Frontage Rd | 0 | 166 | Lakeshore Dr | 51st St | 166 | 7.7 | Local | N | 500 | 3.1 | 10.4 | 79 | 2.2 | 4.29 |
| Ana-048-010 | TRD0097 | Fuji Crt | 0 | 122 | Spartan Dr_1 | North End | 122 | 7.6 | Local | B | 100 | 2.3 | 7 | 79 | 2.2 | 7.73 |
| Ana-049-010 | TRD0222 | Gala Cres | 0 | 256 | Gravenstein Dr | Quince Lane | 256 | 8.2 | Local | B | 500 | 8.8 | 21.5 | 40 | 4 | 5.25 |

| Analysis_ID | Town_AssetID | RoadName | From | To | From_Description | To_Description | Length (m) | Width (m) | Class | Curb | AADT (veh/day) | AFCA (%) | ACA (%) | PCI | RUT (mm) | IRI (m/mm) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ana-049-020 | TRD0275 | Gala Cres | 256 | 632 | Quince Lane | 87th St | 376 | 7.3 | Local | B | 500 | 7 | 22.1 | 59 | 3.2 | 3.32 |
| Ana-050-010 | TRD0168 | Glen Abbey Crt | 0 | 33 | Pinehurst Pl | Northeast End | 33 | 17.3 | Local | B | 99 | 1.9 | 8 | 73 | 2.4 | |
| Ana-051-010 | TRD0262 | Golf Course Dr | 0 | 133 | Northwest End | Fairwinds Dr | 133 | 11.3 | Local | B | 500 | 3.9 | 15.5 | 73 | 2.9 | 3.33 |
| Ana-051-020 | TRD0263 | Golf Course Dr | 133 | 437 | Fairwinds Dr | Pebble Beach Dr | 304 | 12.3 | Local | B | 500 | 6.7 | 22.4 | 62 | 3.1 | 3.92 |
| Ana-051-030 | TRD0267 | Golf Course Dr | 437 | 476 | Pebble Beach Dr | turning lane_1 | 39 | 12.5 | Local | B | 500 | 6.4 | 22.8 | 57 | 4.7 | 10.03 |
| Ana-051-040 | TRD0274 | Golf Course Dr | 476 | 752 | turning lane_1 | Torrey Pines Dr | 276 | 12.5 | Local | B | 500 | 8.5 | 24.8 | 62 | 2.5 | 2.69 |
| Ana-051-050 | TRD0393 | Golf Course Dr | 752 | 1372 | Torrey Pines Dr | Southeast End | 620 | 8.9 | Local | N | 500 | 22.9 | 41.2 | 33 | 5.6 | 5.09 |
| Ana-052-010 | TRD0004 | Gravenstein Dr | 0 | 185 | 78th Ave | Jonagold Pl | 185 | 10 | Local | N | 1000 | 5 | 15.6 | 64 | 2.3 | 3.87 |
| Ana-052-020 | TRD0354 | Gravenstein Dr | 185 | 375 | Jonagold Pl | Gala Cres | 190 | 8.3 | Local | N | 1000 | 10.7 | 28.5 | 51 | 3.4 | 4.08 |
| Ana-052-030 | TRD0136 | Gravenstein Dr | 375 | 525 | Gala Cres | McIntosh Crt / Quince Lane | 150 | 7.6 | Local | N | 1000 | 14.4 | 30.7 | 35 | 4.6 | 6.69 |
| Ana-053-010 | TRD0229 | Harbour Key Dr | 0 | 264 | Northwest End | Cottonwood Dr | 264 | 10 | Local | N | 500 | 0.5 | 6.4 | 89 | 1.5 | 3.42 |
| Ana-053-020 | TRD0213 | Harbour Key Dr | 264 | 846 | Cottonwood Dr | Southeast End | 582 | 8 | Local | N | 500 | 29.3 | 40.4 | 32 | 5.6 | 5.95 |
| Ana-054-010 | TRD0044 | Heather Pl | 0 | 85 | Southwest End | Alyssum Crt | 85 | 10.5 | Local | N | 100 | 4.1 | 18.9 | 66 | 4.2 | 7 |
| Ana-054-020 | TRD0043 | Heather Pl | 85 | 163 | Alyssum Crt | Oleander Dr | 78 | 7.8 | Local | N | 100 | 7.2 | 24.3 | 53 | 3.4 | 4.41 |
| Ana-055-010 | TRD0013 | Heron Lane | 0 | 169 | South End | 74th Ave | 169 | 6.2 | Local | N | 100 | 0.3 | 1.6 | 95 | 1 | 3 |
| Ana-055-020 | TRD0014 | Heron Lane | 169 | 239 | 74th Ave | 74A Ave | 70 | 10.9 | Local | B | 100 | 3.1 | 14.3 | 76 | 2.1 | 4.88 |
| Ana-055-030 | TRD0015 | Heron Lane | 239 | 314 | 74A Ave | North End | 75 | 12.6 | Local | B | 100 | 4.4 | 12.2 | 61 | 3.1 | 2.89 |
| Ana-056-010 | TRD0492 | Hibiscus Ct | 0 | 65 | West End | Lobelia Dr | 65 | 6.1 | Local | B | 100 | 0 | 2.1 | 97 | 1.2 | |
| Ana-057-010 | TRD0067 | Hummingbird Lane | 0 | 154 | West End | Killdeer Pl | 154 | 7.8 | Local | N | 1000 | 3.8 | 10.1 | 75 | 1.4 | 5.04 |
| Ana-057-020 | TRD0066 | Hummingbird Lane | 154 | 235 | Killdeer Pl | Nighthawk Dr | 81 | 6.8 | Local | B | 1000 | 3.8 | 13.4 | 64 | 3.2 | 4.56 |
| Ana-060-010 | TRD0204 | Jackpine Lane | 0 | 605 | Cottonwood Dr | Tamarack Dr | 605 | 6.2 | Local | N | 500 | 5.8 | 19.7 | 65 | 3.1 | 4.8 |
| Ana-061-010 | TRD0174 | Jasmine Dr | 0 | 399 | Southeast End | Oleander Dr | 399 | 6.5 | Local | B | 99 | 5.8 | 16.9 | 48 | 6 | 5.12 |
| Ana-062-010 | TRD0243 | Jonagold Pl | 0 | 149 | Gravenstein Dr | Northeast End | 149 | 10.2 | Local | N | 100 | 4.2 | 12.9 | 73 | 2.1 | 3.97 |
| Ana-063-010 | TRD0105 | Jubilee Dr | 0 | 100 | 92nd Ave | Redhaven Crt | 100 | 8.2 | Local | N | 1000 | 4.1 | 12.5 | 66 | 2.4 | 5.52 |
| Ana-063-020 | TRD0119 | Jubilee Dr | 100 | 193 | Redhaven Crt | Vedette Dr | 93 | 8.8 | Local | B | 1000 | 2.4 | 9.8 | 78 | 1.4 | 2.19 |
| Ana-063-030 | TRD0096 | Jubilee Dr | 193 | 346 | Vedette Dr | Bartlett Pl | 153 | 8.6 | Local | B | 1000 | 15.8 | 36.1 | 44 | 4.3 | 3.5 |
| Ana-063-040 | TRD0095 | Jubilee Dr | 346 | 394 | Bartlett Pl | 89th St | 48 | 9.7 | Local | B | 1000 | 24.8 | 46.3 | 27 | 4.6 | 8.04 |
| Ana-063-050 | TRD0369 | Jubilee Dr | 394 | 497 | 89th St | 87th St | 103 | 8.9 | Local | B | 1000 | 11.9 | 35.5 | 38 | 4.4 | 4.47 |
| Ana-064-010 | TRD0068 | Killdeer Pl | 0 | 114 | Hummingbird Lane | Curlew Crt | 114 | 7 | Local | N | 100 | 6.3 | 16.7 | 65 | 2.8 | 2.28 |
| Ana-064-020 | TRD0237 | Killdeer Pl | 114 | 276 | Curlew Crt | West End | 162 | 9 | Local | B | 100 | 4.6 | 12.5 | 73 | 2.1 | 2.46 |
| Ana-065-020 | TRD0296 | Kingfisher Dr | 69 | 140 | Kingfisher Dr_1 | Chickadee Crt | 71 | 10.9 | Collector | B | 1800 | 18.7 | 27.9 | 34 | 3 | 4.58 |
| Ana-065-030 | TRD0155 | Kingfisher Dr | 140 | 324 | Chickadee Crt | unnamed lane_2 | 184 | 11 | Collector | B | 1800 | 11.4 | 21.6 | 36 | 5.6 | 4.28 |
| Ana-065-040 | TRD0156 | Kingfisher Dr | 324 | 505 | unnamed lane_2 | 83rd St | 181 | 10.3 | Collector | B | 1800 | 20.3 | 32.4 | 34 | 6.4 | 4.65 |
| Ana-065-050 | TRD0374 | Kingfisher Dr | 505 | 675 | 83rd St | Northeast End | 170 | 12.1 | Collector | B | 1800 | 10.6 | 22.9 | 42 | 5.5 | 4.93 |
| Ana-066-010 | TRD0298 | Kingfisher Dr_1 | 0 | 37 | 89th St | Kingfisher Dr | 37 | 12.1 | Collector | B | 2800 | 0.4 | 4.3 | 88 | 2.2 | 4.37 |
| Ana-067-010 | TRD0269 | La Costa Lane | 0 | 409 | Fairwinds Dr | Pebble Beach Dr | 409 | 10.7 | Local | B | 500 | 5.9 | 19.6 | 66 | 2.9 | 4.92 |
| Ana-068-010 | TRD0439 | Lakeshore Dr | 0 | 588 | Southwest End | 36th Ave | 588 | 13.1 | Local | N | 99 | 8.9 | 22 | 66 | 2.2 | 2.29 |
| Ana-068-020 | TRD0377 | Lakeshore Dr | 588 | 1016 | 36th Ave | 44th Ave | 428 | 11.1 | Collector | N | 999 | 12.4 | 27.3 | 47 | 5.4 | 2.63 |
| Ana-068-030 | TRD0378 | Lakeshore Dr | 1016 | 1859 | 44th Ave | Bayview Cres_1 | 843 | 10.7 | Collector | N | 999 | 7.2 | 16 | 59 | 4.8 | 2.61 |
| Ana-068-040 | TRD0192 | Lakeshore Dr | 1859 | 2016 | Bayview Cres_1 | 56th Ave | 157 | 11.1 | Collector | N | 2100 | 11.4 | 27 | 56 | 3.3 | 3.71 |
| Ana-068-050 | TRD0193 | Lakeshore Dr | 2016 | 2107 | 56th Ave | Bayview Cres | 91 | 11.7 | Collector | B | 2100 | 0.3 | 1.2 | 96 | 1.6 | 2.53 |
| Ana-068-060 | TRD0320 | Lakeshore Dr | 2107 | 2264 | Bayview Cres | North End | 157 | 12.2 | Collector | N | 2100 | 1 | 2.4 | 89 | 2.9 | 2.66 |
| Ana-069-010 | TRD0087 | Lambert Crt | 0 | 189 | Southwest End | Northeast End | 189 | 9.6 | Local | N | 100 | 8.2 | 19 | 52 | 3.4 | 5.71 |
| Ana-070-010 | TRD0042 | Larkspur Pl | 0 | 117 | Southwest End | Lobelia Dr | 117 | 9.6 | Local | N | 100 | 3.9 | 14.4 | 61 | 4.5 | 4.55 |
| Ana-071-010 | TRD0048 | Lilac Crt | 0 | 42 | West End | Magnolia Pl | 42 | 14.5 | Local | N | 100 | 0 | 0 | 100 | 0 | |

| Analysis_ID | Town_AssetID | RoadName | From | To | From_Description | To_Description | Length (m) | Width (m) | Class | Curb | AADT (veh/day) | AFCA (%) | ACA (%) | PCI | RUT (mm) | IRI (m/mm) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ana-072-010 | TRD0173 | Lobelia Dr | 0 | 325 | South End | Hibiscus Ct | 325 | 7.6 | Local | B | 200 | 0.2 | 4.7 | 92 | 1.8 | 3.48 |
| Ana-072-020 | TRD0173 | Lobelia Dr | 325 | 415 | Hibiscus Ct | Oleander Dr | 90 | 8.7 | Local | B | 200 | 3.3 | 14.9 | 73 | 3 | 4.5 |
| Ana-072-030 | TRD0046 | Lobelia Dr | 415 | 579 | Oleander Dr | Larkspur Pl | 164 | 7.8 | Local | N | 200 | 0.5 | 11.2 | 81 | 2.9 | 4.04 |
| Ana-072-040 | TRD0047 | Lobelia Dr | 579 | 695 | Larkspur Pl | Oleander Dr | 116 | 9.9 | Local | B | 200 | 4.1 | 27 | 55 | 5.5 | 4.45 |
| Ana-073-010 | TRD0239 | Lombardy Lane | 0 | 253 | Birch Crt / Maple Dr_1 | Tamarack Dr | 253 | 6.4 | Local | B | 100 | 5.8 | 30.2 | 60 | 2.5 | 3.46 |
| Ana-074-010 | TRD0084 | Loon Cres | 0 | 190 | 89th St | 74th Ave | 190 | 6.7 | Local | N | 100 | 0 | 0.9 | 99 | 8 | 4.14 |
| Ana-075-010 | TRD0139 | Magnolia Pl | 0 | 102 | Oleander Dr / Rose Pl | Lilac Crt | 102 | 6.8 | Local | N | 100 | 0 | 0 | 100 | 0 | |
| Ana-075-020 | TRD0049 | Magnolia Pl | 102 | 154 | Lilac Crt | North End | 52 | 12.6 | Local | N | 100 | 0 | 0 | 100 | 0 | |
| Ana-076-010 | TRD0081 | Main St | 0 | 47 | 70th Ave / 83rd St | North End | 47 | 18 | Local | B | 99 | 0.6 | 4.3 | 91 | 2 | 3.33 |
| Ana-077-010 | TRD0211 | Maple Dr | 0 | 253 | Cottonwood Dr | Poplar Crt | 253 | 8.2 | Local | N | 500 | 20.9 | 42.3 | 33 | 3.8 | 3.35 |
| Ana-077-020 | TRD0181 | Maple Dr | 253 | 346 | Poplar Crt | Maple Dr_1 | 93 | 7.7 | Local | N | 500 | 24.3 | 44.8 | 27 | 4.8 | 4.04 |
| Ana-078-010 | TRD0198 | Maple Dr_1 | 0 | 98 | Maple Dr | Sumac Lane | 98 | 5.9 | Local | N | 500 | 21 | 33.7 | 30 | 5.4 | 5.34 |
| Ana-078-020 | TRD0199 | Maple Dr_1 | 98 | 227 | Sumac Lane | Birch Crt / Lombardy Lane | 129 | 8.1 | Local | N | 500 | 15.9 | 28.6 | 38 | 2.3 | 4.39 |
| Ana-078-030 | TRD0235 | Maple Dr_1 | 227 | 377 | Birch Crt / Lombardy Lane | Northeast End | 150 | 6.9 | Local | N | 500 | 3.7 | 15.1 | 54 | 3 | 5.15 |
| Ana-079-010 | TRD0006 | McIntosh Crt | 0 | 113 | Gravenstein Dr / Quince Lane | Northwest End | 113 | 9.4 | Local | N | 100 | 2.1 | 13.1 | 75 | 2.1 | 6.47 |
| Ana-080-010 | TRD0069 | Meadowlark Dr | 0 | 121 | South End | Unnamed_2 | 121 | 6.6 | Local | B | 100 | 3.2 | 9.5 | 74 | 3.7 | 7.14 |
| Ana-080-020 | TRD0069 | Meadowlark Dr | 121 | 185 | Unnamed_2 | Unnamed_1 | 64 | 7.2 | Local | B | 100 | 3.1 | 6 | 78 | 2.2 | 3.37 |
| Ana-080-030 | TRD0363 | Meadowlark Dr | 185 | 244 | Unnamed_1 | 74th Ave | 59 | 7.1 | Local | N | 100 | 2.3 | 5.1 | 78 | 1.8 | 2.98 |
| Ana-080-040 | TRD0112 | Meadowlark Dr | 245 | 880 | 74th Ave | North End | 635 | 7.1 | Local | N | 100 | 4.2 | 13.5 | 72 | 2.4 | 2.46 |
| Ana-081-010 | TRD0056 | Nighthawk Dr | 0 | 300 | 62nd Ave | Hummingbird Lane | 300 | 8.3 | Local | B | 1000 | 3.6 | 16.4 | 67 | 3.5 | 3.06 |
| Ana-081-020 | TRD0057 | Nighthawk Dr | 300 | 715 | Hummingbird Lane | 74th Ave | 415 | 10.3 | Local | B | 1000 | 7 | 22.8 | 60 | 2.8 | 3.51 |
| Ana-081-030 | TRD0120 | Nighthawk Dr | 715 | 816 | 74th Ave | 74A Ave / Swan Cres | 101 | 5.6 | Local | N | 99 | 4.3 | 21.8 | 50 | 5.2 | 5.34 |
| Ana-081-040 | TRD0058 | Nighthawk Dr | 816 | 900 | 74A Ave / Swan Cres | North End | 84 | 9.9 | Local | B | 99 | 14.2 | 48.1 | 31 | 10 | 8.38 |
| Ana-082-010 | TRD0040 | Oleander Dr | 0 | 120 | West End | Lobelia Dr | 120 | 8.1 | Local | N | 1000 | 3.5 | 19.9 | 62 | 3.6 | 8.21 |
| Ana-082-020 | TRD0041 | Oleander Dr | 120 | 176 | Lobelia Dr | Jasmine Dr | 56 | 6.7 | Local | B | 1000 | 3 | 12.2 | 52 | 3.8 | 9.51 |
| Ana-082-030 | TRD0226 | Oleander Dr | 176 | 295 | Jasmine Dr | Acacia Crt | 119 | 6.9 | Local | B | 1000 | 27.9 | 41.6 | 9 | 6.7 | 10.28 |
| Ana-082-040 | TRD0142 | Oleander Dr | 295 | 487 | Acacia Crt | Lobelia Dr | 192 | 9.9 | Local | B | 1000 | 7.6 | 25.6 | 32 | 5.6 | 5.62 |
| Ana-082-050 | TRD0036 | Oleander Dr | 487 | 682 | Lobelia Dr | Magnolia Pl / Rose Pl | 195 | 10.9 | Local | B | 1500 | 10 | 29.6 | 52 | 4.7 | 4.48 |
| Ana-082-060 | TRD0138 | Oleander Dr | 682 | 829 | Magnolia Pl / Rose Pl | Primrose Lane | 147 | 10.4 | Local | B | 1500 | 8.1 | 22.5 | 40 | 5.1 | 6.57 |
| Ana-082-070 | TRD0367 | Oleander Dr | 829 | 1205 | Primrose Lane | 89th St | 376 | 9.8 | Local | B | 1500 | 4.7 | 21.3 | 62 | 3 | 4.09 |
| Ana-083-010 | TRD0258 | Olympic View Dr | 0 | 35 | West End | Fairwinds Dr | 35 | 12.3 | Local | B | 500 | 1.3 | 8.7 | 74 | 2.6 | |
| Ana-083-020 | TRD0224 | Olympic View Dr | 35 | 119 | Fairwinds Dr | Sawgrass Dr | 84 | 10.7 | Local | B | 500 | 3.8 | 13.1 | 68 | 4.1 | 7.86 |
| Ana-083-030 | TRD0225 | Olympic View Dr | 119 | 237 | Sawgrass Dr | Cypress Hills Dr | 118 | 12 | Local | B | 500 | 3 | 12.5 | 78 | 2.2 | 2.99 |
| Ana-083-040 | TRD0273 | Olympic View Dr | 237 | 528 | Cypress Hills Dr | Cypress Hills Dr | 291 | 12.3 | Local | B | 500 | 3 | 9.6 | 77 | 2.2 | 3.96 |
| Ana-084-010 | TRD0164 | Osprey Pl | 0 | 242 | 62nd Ave | North End | 242 | 9.2 | Local | B | 100 | 2.8 | 9.2 | 78 | 2.5 | 4.45 |
| Ana-085-010 | TRD0001 | Park Pl | 0 | 63 | Spartan Dr_1 | East End | 63 | 19.8 | Local | B | 1000 | 1.5 | 3.9 | 83 | 3.3 | |
| Ana-086-010 | TRD0270 | Pebble Beach Dr | 0 | 345 | Cypress Hills Dr / Torrey Pines Dr | La Costa Lane | 345 | 9.5 | Local | B | 500 | 3.8 | 12.3 | 75 | 2.1 | 4.4 |
| Ana-086-020 | TRD0265 | Pebble Beach Dr | 345 | 522 | La Costa Lane | turning lane_1 | 177 | 14 | Local | B | 500 | 4.8 | 14 | 73 | 3.1 | 3.91 |
| Ana-086-030 | TRD0266 | Pebble Beach Dr | 522 | 565 | turning lane_1 | Golf Course Dr | 43 | 14 | Local | B | 500 | 11.7 | 31.7 | 41 | 4.5 | 5.65 |
| Ana-086-040 | TRD0264 | Pebble Beach Dr | 565 | 977 | Golf Course Dr | 115th St | 412 | 11.7 | Collector | B | 1700 | 6 | 21 | 55 | 5.1 | 2.83 |
| Ana-087-010 | TRD0169 | Pinehurst Pl | 0 | 163 | Southwest End | Glen Abbey Crt | 163 | 10.8 | Local | B | 100 | 6.5 | 21.2 | 64 | 3 | 3.76 |
| Ana-087-020 | TRD0170 | Pinehurst Pl | 163 | 288 | Glen Abbey Crt | Fairwinds Dr / Quail Ridge Pl | 125 | 8.6 | Local | B | 100 | 3.9 | 12.8 | 70 | 2.8 | 3.3 |
| Ana-088-010 | TRD0221 | Ponderosa Dr | 0 | 250 | South End | Cottonwood Dr | 250 | 7.7 | Local | N | 500 | 19.7 | 54.7 | 24 | 7.2 | 11.96 |
| Ana-089-010 | TRD0180 | Poplar Crt | 0 | 135 | Maple Dr | North End | 135 | 8.8 | Local | N | 100 | 1 | 16.3 | 74 | 2.5 | 4.85 |
| Ana-090-010 | TRD0050 | Primrose Lane | 0 | 176 | 89th St | Oleander Dr | 176 | 7.8 | Local | B | 500 | 20.7 | 41.1 | 26 | 4.3 | 6.21 |

| Analysis_ID | Town_AssetID | RoadName | From | To | From_Description | To_Description | Length (m) | Width (m) | Class | Curb | AADT (veh/day) | AFCA (%) | ACA (%) | PCI | RUT (mm) | IRI (m/mm) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ana-091-010 | TRD0055 | Quail Pl | 0 | 193 | 62nd Ave | Northeast End | 193 | 7.8 | Local | B | 100 | 4.9 | 18.8 | 60 | 5.5 | 5.23 |
| Ana-092-010 | TRD0167 | Quail Ridge Pl | 0 | 254 | Fairwinds Dr / Pinehurst Pl | East End | 254 | 9 | Local | B | 100 | 3.5 | 13.3 | 74 | 2.3 | 4.75 |
| Ana-093-010 | TRD0109 | Quince Lane | 0 | 96 | 87th St | Gravenstein Dr / McIntosh Crt | 96 | 6.7 | Local | B | 500 | 3.1 | 11.8 | 68 | 3 | 3.76 |
| Ana-093-020 | TRD0108 | Quince Lane | 96 | 196 | Gravenstein Dr / McIntosh Crt | Gala Cres | 100 | 6.4 | Local | N | 500 | 5.5 | 18 | 60 | 2.6 | 3.12 |
| Ana-094-010 | TRD0446 | Raven Crt | 0 | 68 | Wren Dr | Raven Crt_1 | 68 | 6 | Local | N | 100 | 1.3 | 4.3 | 82 | 1.9 | |
| Ana-095-010 | TRD0447 | Raven Crt_1 | 0 | 33 | South End | Raven Crt | 33 | 6 | Local | N | 100 | 0 | 0.8 | 99 | 2.3 | |
| Ana-095-020 | TRD0448 | Raven Crt_1 | 33 | 65 | Raven Crt | North End | 32 | 6 | Local | N | 100 | 3.3 | 9.5 | 82 | 2.5 | |
| Ana-096-010 | TRD0106 | Redhaven Crt | 0 | 110 | Jubilee Dr | Northeast End | 110 | 10.9 | Local | B | 100 | 3.8 | 10.6 | 66 | 2.1 | 3.5 |
| Ana-097-010 | TRD0135 | Rose Pl | 0 | 195 | Northwest End | Magnolia Pl / Oleander Dr | 195 | 7 | Local | N | 100 | 1.8 | 9.7 | 70 | 3.8 | 5.38 |
| Ana-098-010 | TRD0104 | Royal Ann Crt | 0 | 116 | Southwest End | 92nd Ave | 116 | 11.2 | Local | N | 500 | 2.3 | 10.3 | 71 | 3.2 | 5.52 |
| Ana-099-010 | TRD0080 | Sandpiper Pl | 0 | 160 | Southwest End | 74th Ave | 160 | 11.8 | Local | B | 100 | 5.6 | 21.3 | 64 | 3.6 | 5.5 |
| Ana-100-010 | TRD0107 | Santa Rosa Pl | 0 | 155 | Northwest End | 87th St | 155 | 10.2 | Local | N | 100 | 5.3 | 20 | 61 | 2.9 | 4.57 |
| Ana-101-010 | TRD0284 | Sawgrass Dr | 0 | 38 | South End | Augusta Lane | 38 | 11.4 | Local | B | 100 | 2.2 | 6.3 | 81 | 2.3 | 3.99 |
| Ana-101-020 | TRD0285 | Sawgrass Dr | 38 | 225 | Augusta Lane | Olympic View Dr | 187 | 11.4 | Local | B | 100 | 3.5 | 9.5 | 75 | 2.3 | 2.68 |
| Ana-102-010 | TRD0186 | Solana Key Crt | 0 | 276 | South End | North End | 276 | 10.2 | Local | N | 500 | 11.8 | 22.9 | 36 | 4.4 | 4.75 |
| Ana-103-010 | TRD0250 | Spartan Dr | 0 | 570 | Spartan Dr_1 | 92nd Ave | 570 | 6.6 | Local | B | 1500 | 4.2 | 10.6 | 74 | 2.8 | 3.24 |
| Ana-103-020 | TRD0249 | Spartan Dr | 570 | 632 | 92nd Ave | Crabapple Crt | 62 | 8 | Local | N | 1500 | 14.6 | 45.6 | 34 | 4.7 | 3.74 |
| Ana-103-030 | TRD0245 | Spartan Dr | 632 | 700 | Crabapple Crt | unsigned | 68 | 6.9 | Local | N | 1500 | 6.8 | 19.5 | 69 | 2.5 | 1.64 |
| Ana-103-040 | TRD0246 | Spartan Dr | 700 | 888 | unsigned | Northwest End | 188 | 8.4 | Local | N | 1500 | 8.4 | 27.8 | 57 | 2.8 | 2.5 |
| Ana-104-010 | TRD0101 | Spartan Dr_1 | 0 | 103 | Park Pl | 78th Ave | 103 | 19.7 | Local | B | 1500 | 19.6 | 35.3 | 36 | 4 | 3.75 |
| Ana-104-020 | TRD0100 | Spartan Dr_1 | 103 | 319 | 78th Ave | Fuji Crt | 216 | 15.2 | Local | B | 1500 | 10.5 | 32.4 | 45 | 4 | 3.15 |
| Ana-104-030 | TRD0098 | Spartan Dr_1 | 319 | 440 | Fuji Crt | Spartan Dr | 121 | 7.9 | Local | B | 1500 | 4.9 | 10.4 | 74 | 2.2 | 2.74 |
| Ana-104-040 | TRD0099 | Spartan Dr_1 | 440 | 480 | Spartan Dr | North End | 40 | 7 | Local | B | 1500 | 2.8 | 12.4 | 77 | 2.8 | |
| Ana-105-010 | TRD0182 | Spruce Crt | 0 | 87 | Maple Dr_1 | Southeast End | 87 | 10.3 | Local | B | 100 | 4.1 | 13.2 | 54 | 4.1 | 3.7 |
| Ana-106-020 | TRD0111 | Strawberry Creek Rd | 1041 | 1124 | 115th St | Empire St_1 | 83 | 12.4 | Local | B | 99 | 3.9 | 19.3 | 48 | 3.1 | 3.27 |
| Ana-107-010 | TRD0209 | Sumac Lane | 0 | 88 | Maple Dr_1 | Willow Cres | 88 | 7.1 | Local | B | 100 | 5 | 20.7 | 63 | 3.1 | 5.06 |
| Ana-108-010 | TRD0092 | Sunrise Crt | 0 | 54 | Bartlett Pl | Northeast End | 54 | 13.3 | Local | B | 100 | 3.8 | 11 | 70 | 1.9 | 6.07 |
| Ana-109-010 | TRD0117 | Swan Cres | 0 | 203 | Finch Cres | 74A Ave / Nighthawk Dr | 203 | 9.3 | Local | B | 100 | 9 | 20.7 | 49 | 5 | 6.78 |
| Ana-110-010 | TRD0201 | Tamarack Dr | 0 | 157 | South End | Jackpine Lane | 157 | 14.1 | Local | N | 700 | 12.5 | 25.3 | 33 | 5.4 | 5.89 |
| Ana-110-020 | TRD0203 | Tamarack Dr | 157 | 199 | Jackpine Lane | Cedar Lane / Maple Dr | 42 | 12.5 | Local | N | 700 | 8.9 | 28.8 | 39 | 3.1 | 5.6 |
| Ana-110-030 | TRD0202 | Tamarack Dr | 199 | 250 | Cedar Lane / Maple Dr | Willow Cres | 51 | 7.3 | Local | N | 700 | 11.5 | 27.1 | 41 | 3.9 | 5 |
| Ana-110-040 | TRD0206 | Tamarack Dr | 250 | 338 | Willow Cres | Willow Cres | 88 | 7.3 | Local | B | 700 | 42.6 | 57.2 | 23 | 5.4 | 4.78 |
| Ana-110-050 | TRD0205 | Tamarack Dr | 338 | 425 | Willow Cres | Lombardy Lane | 87 | 7.7 | Local | N | 99 | 16.7 | 31 | 29 | 5.6 | 5.58 |
| Ana-110-060 | TRD0236 | Tamarack Dr | 425 | 630 | Lombardy Lane | North End | 205 | 5.1 | Local | N | 99 | 9.8 | 25.6 | 14 | 10 | 8.86 |
| Ana-111-010 | TRD0336 | Torrey Pines Dr | 0 | 118 | Cypress Hills Dr / Pebble Beach Dr | Torrey Pines Dr_1 | 118 | 12.5 | Local | B | 100 | 3.7 | 13.2 | 74 | 2.2 | 4.32 |
| Ana-111-020 | TRD0433 | Torrey Pines Dr | 118 | 395 | Torrey Pines Dr_1 | Golf Course Dr | 277 | 13.6 | Local | B | 100 | 4.4 | 11.7 | 74 | 2.1 | 3.15 |
| Ana-112-010 | TRD0335 | Torrey Pines Dr_1 | 0 | 41 | Torrey Pines Dr | Southeast End | 41 | 25 | Local | B | 100 | 4.3 | 15.3 | 73 | 3 | 5.59 |
| Ana-113-010 | TRD0268 | turning lane_1 | 0 | 37 | Pebble Beach Dr | Golf Course Dr | 37 | 13.4 | Local | B | 99 | 6.4 | 24.1 | 58 | 4.5 | 4.79 |
| Ana-114-010 | TRD0452 | turning lane_2 | 0 | 45 | 62nd Ave | turning lane_3 | 45 | 11.7 | Collector | B | 999 | 3.2 | 8.3 | 78 | 3.3 | |
| Ana-115-010 | TRD0310 | turning lane_3 | 0 | 37 | 62nd Ave | turning lane_2 | 37 | 13 | Collector | B | 999 | 3 | 7.5 | 78 | 2.4 | |
| Ana-116-010 | TRD0328 | turning lane_4 | 0 | 75 | Southwest End | Eagle Crt | 75 | 9.6 | Local | B | 99 | 16.3 | 41 | 32 | 2.9 | 5.78 |
| Ana-117-010 | TRD0329 | turning lane_5 | 0 | 75 | Eagle Crt | North End | 75 | 10.8 | Local | B | 99 | 5.1 | 17.2 | 64 | 2.5 | 5.85 |
| Ana-118-010 | TRD0486 | turning lane_6 | 0 | 122 | 115th St | Southeast End | 122 | 5.9 | Local | B | 99 | 2.5 | 7.5 | 76 | 3.7 | 5.85 |
| Ana-119-010 | TRD0478 | turning lane_7 | 0 | 79 | South End | Empire St_1 / turning lane_8 | 79 | 6.4 | Local | N | 99 | 3.4 | 11.4 | 75 | 2.6 | 3.04 |
| Ana-120-010 | TRD0481 | turning lane_8 | 0 | 73 | West End | Empire St_1 / turning lane_7 | 73 | 12.4 | Local | N | 99 | 1.8 | 4.7 | 85 | 1.9 | 4.22 |

| Analysis_ID | Town_AssetID | RoadName | From | To | From_Description | To_Description | Length (m) | Width (m) | Class | Curb | AADT (veh/day) | AFCA (%) | ACA (%) | PCI | RUT (mm) | IRI (m/mm) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ana-121-010 | TRD0163 | unnamed lane_1 | 0 | 144 | 87th St | 85th St | 144 | 6.1 | Local | B | 99 | 9.7 | 19.1 | 40 | 5.4 | 9.81 |
| Ana-123-010 | TRD0494 | Unnamed_1 | 0 | 170 | Meadowlark Dr | Wren Dr | 170 | 7 | Local | B | 99 | 0 | 0.3 | 100 | 1.1 | 2.21 |
| Ana-124-010 | TRD0493 | Unnamed_2 | 1 | 167 | Meadowlark Dr | Southeast End | 166 | 8.8 | Local | B | 99 | 0 | 0 | 100 | 1 | 3.55 |
| Ana-127-010 | TRD0353 | Valiant Lane | 0 | 58 | West End | Vedette Dr | 58 | 8.9 | Local | N | 100 | 16.4 | 31 | 35 | 6.7 | |
| Ana-128-010 | TRD0352 | Vedette Dr | 0 | 163 | Valiant Lane | Jubilee Dr | 163 | 9.2 | Local | B | 100 | 2.8 | 5.4 | 80 | 1.6 | 2.57 |
| Ana-129-010 | TRD0358 | Veterans Way | 59 | 103 | Veterans Way | 78th Ave | 44 | 15.6 | Local | B | 99 | 13.7 | 30.5 | 41 | 2.6 | |
| Ana-130-010 | TRD0390 | Wildflower Crt | 0 | 137 | Southeast End | North End | 137 | 10.3 | Local | B | 100 | 3.5 | 8.9 | 79 | 1.8 | 3.27 |
| Ana-131-010 | TRD0207 | Willow Cres | 0 | 223 | Tamarack Dr | Sumac Lane | 223 | 7.6 | Local | N | 100 | 3.1 | 15.8 | 73 | 2.5 | 3.88 |
| Ana-131-020 | TRD0208 | Willow Cres | 223 | 440 | Sumac Lane | Tamarack Dr | 217 | 7.3 | Local | N | 100 | 3.1 | 16.6 | 69 | 3 | 4.52 |
| Ana-132-010 | TRD0444 | Wren Dr | 0 | 89 | Wren Pl | Raven Crt | 89 | 7 | Local | B | 100 | 8.7 | 20 | 57 | 4.8 | 7.27 |
| Ana-132-020 | TRD0445 | Wren Dr | 89 | 152 | Raven Crt | Unnamed_1 | 63 | 7 | Local | B | 100 | 3.2 | 9.2 | 77 | 2.7 | 6.03 |
| Ana-132-030 | TRD0445 | Wren Dr | 152 | 222 | Unnamed_1 | 74th Ave | 70 | 7 | Local | B | 100 | 3.4 | 7.4 | 77 | 1.6 | 2.79 |
| Ana-133-010 | TRD0443 | Wren Pl | 0 | 71 | South End | Wren Dr | 71 | 7.1 | Local | N | 100 | 1.2 | 3.7 | 88 | 1.6 | 2.14 |
| Ana-133-020 | TRD0442 | Wren Pl | 71 | 164 | Wren Dr | East End | 93 | 7.6 | Local | B | 100 | 1.5 | 10.2 | 79 | 2.6 | 4.4 |
| Ana-134-010 | TRD0118 | Yucca Pl | 0 | 154 | Cactus Cres | Northwest End | 154 | 10.1 | Local | B | 100 | 7.1 | 23.7 | 60 | 3.4 | 6.18 |

# APPENDIX C

## SIDEWALK OVERALL CONDITION AND ACCESSIBILITY STATUS

Figure C1 – Sidewalk Overall Condition- SCI
Figure C2 – Sidewalk Accessibility Condition

317000 318000 319000 320000 321000 322000

5435000 5434000 5433000 5432000 5431000

Braeburn Pl
Spartan Dr
Jubilee Dr
Lambert Crt
Fuji Crt
Meadowlark Dr
Finch Cres
87th St
Park Pl
89th St
85th St
74th Ave
Wren Pl
Kingfisher Dr
Nighthawk Dr
Maple Dr
Tamarack Dr
51st St
Harbour Key Dr
62nd Ave
Cactus Cres
115th St
Rose Pl
Oleander Dr
Lobelia Dr
Lakeshore Dr
Fairwinds Dr
Pebble Beach Dr
Golf Course Dr

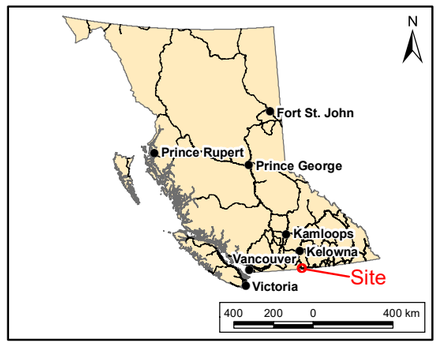
N W E S

## LEGEND

- Town Of Osoyoos Boundary

**Sidewalk Condition Index (SCI)**

- 85 - 100 (Good)
- 70 - 85 (Satisfactory)
- 55 - 70 (Fair)
- 40 - 55 (Poor)
- 0 - 40 (Very Poor)




**NOTES**
Base data source:
Town of Osoyoos sidewalk centreline data provided by the Town.
Imagery provided by ESRI Basemaps via Maxar, 2022.

**STATUS**
ISSUED FOR USE

# TOWN OF OSOYOOS
# ROAD & SIDEWALK CONDITION ASSESSMENT

## Sidewalk Overall Condition – SCI

| | | | |
|---|---|---|---|
| **PROJECTION** UTM Zone 11 CSRS | **DATUM** NAD83 | | **CLIENT** URBAN systems |
| Scale: 1:18,500<br>250 125 0 250<br>Metres | | | TETRA TECH |
| **FILE NO.** ASMT03177-01_Osoyoos_Figure_C1.mxd | | | |
| **OFFICE** Tt-VANC | **DWN** AV | **CKD** KR / **APVD** KR | **REV** 0 |
| **DATE** May 27, 2026 | **PROJECT NO.** TRN.ASMT03177-01 | | **Figure C1** |

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317000 318000 319000 320000 321000 322000

5435000 5434000 5433000 5432000 5431000

Braeburn Pl
Spartan Dr
Fuji Crt
Jubilee Dr
Lambert Crt
Meadowlark Dr
Finch Cres
87th St
Park Pl
89th St
86th St
74th Ave
Wren Pl
Kingfisher Dr
Nighthawk Dr
62nd Ave
Cactus Cres
115th St
Rose Pl
Oleander Dr
Lobelia Dr
Fairwinds Dr
Pebble Beach Dr
Golf Course Dr
Maple Dr
Tamarack Dr
Harbour Key Dr
51st St
Lakeshore Dr

N W E S

## LEGEND

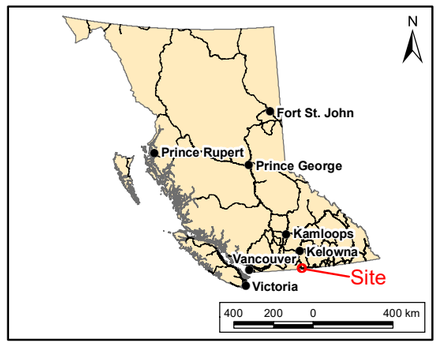
- Town Of Osoyoos Boundary

**Accessibility Issue**

- Broken Slab; Missing Panel
- Excessive Grade
- Faulting
- Vegetation Encroachment

**Sidewalk Accessibility Rating (SAR)**

- 1 -2.5 (Very Likely)
- 2.6 - 3 (Likely)
- 3 - 4.1 (Possible)
- 4.1 - 4.5 (Unlikely)
- 4.5 - 5 (Rare)




**NOTES**
Base data source:
Town of Osoyoos sidewalk centreline data provided by the Town.
Imagery provided by ESRI Basemaps via Maxar, 2022.

**STATUS**
ISSUED FOR USE

# TOWN OF OSOYOOS
# ROAD & SIDEWALK CONDITION ASSESSMENT

## Sidewalk Accessibility Condition

| | | | |
|---|---|---|---|
| **PROJECTION** UTM Zone 11 CSRS | **DATUM** NAD83 | | **CLIENT** URBAN systems |
| Scale: 1:18,500 250 125 0 250 Metres | | | TETRA TECH |
| **FILE NO.** ASMT03177-01_Osoyoos_Figure_C2.mxd | | | |
| **OFFICE** Tt-VANC | **DWN** AV | **CKD** KR / **APVD** KR / **REV** 0 | **Figure C2** |
| **DATE** May 27, 2026 | **PROJECT NO.** TRN.ASMT03177-01 | | |

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# APPENDIX D

## REHABILITATION PROGRAM

Figure D1 – Five-Year Paving Plan ($700,000 per year)

Rehabilitation Program Spreadsheet

317000 318000 319000 320000 321000 322000

5435000 5434000 5433000 5432000 5431000

Braeburn Pl
Irrigation Canal Trail
115th St
Empire St
Strawberry Creek Rd
92nd Ave
Spartan Dr
Lambert Crt
Jubilee Dr
Fuji Crt
Meadowlark Dr
Finch Cres
87th St
Park Pl
89th St
85th St
74th Ave
Wren Pl
Kingfisher Dr
Nighthawk Dr
45th St
Tamarack Dr
Maple Dr
51st St
Harbour Key Dr
62nd Ave
Cactus Cres
115th St
Rose Pl
Oleander Dr
Lobelia Dr
Fairwinds Dr
Pebble Beach Dr
Golf Course Dr
41st St
Lakeshore Dr
36th Ave

N
W E
S

## LEGEND

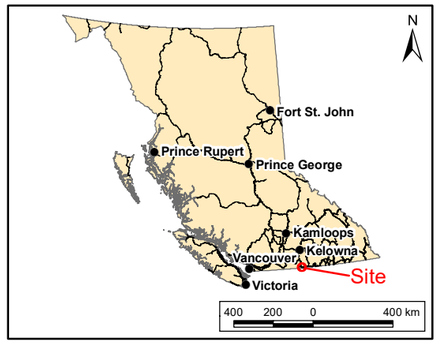
Town Of Osoyoos Boundary

**Five Year Paving Plan**

No Treatment

**Treatment Year**

- 2026 (Committed Projects)
- 2027
- 2028
- 2029
- 2030
- 2031




**NOTES**

Base data source:
Town of Osoyoos road centreline data retrieved from the Client.
Imagery provided by ESRI Basemaps via Maxar, 2022.

**STATUS**
ISSUED FOR USE

# TOWN OF OSOYOOS
# ROAD & SIDEWALK CONDITION ASSESSMENT

## Five-Year Paving Plan ($700,000 per year)

| | | | |
|---|---|---|---|
| **PROJECTION** UTM Zone 11 CSRS | **DATUM** NAD83 | **CLIENT** URBAN systems | |
| Scale: 1:18,500<br>0.25 0.125 0 0.25<br>Kilometres | | TETRA TECH | |
| **FILE NO.** ASMT03177-01_Osoyoos_Figure_D1.mxd | | | |
| **OFFICE** Tt-VANC | **DWN** AV / **CKD** KR / **APVD** KR / **REV** 0 | | **Figure D1** |
| **DATE** May 27, 2026 | **PROJECT NO.** TRN.ASMT03177-01 | | |

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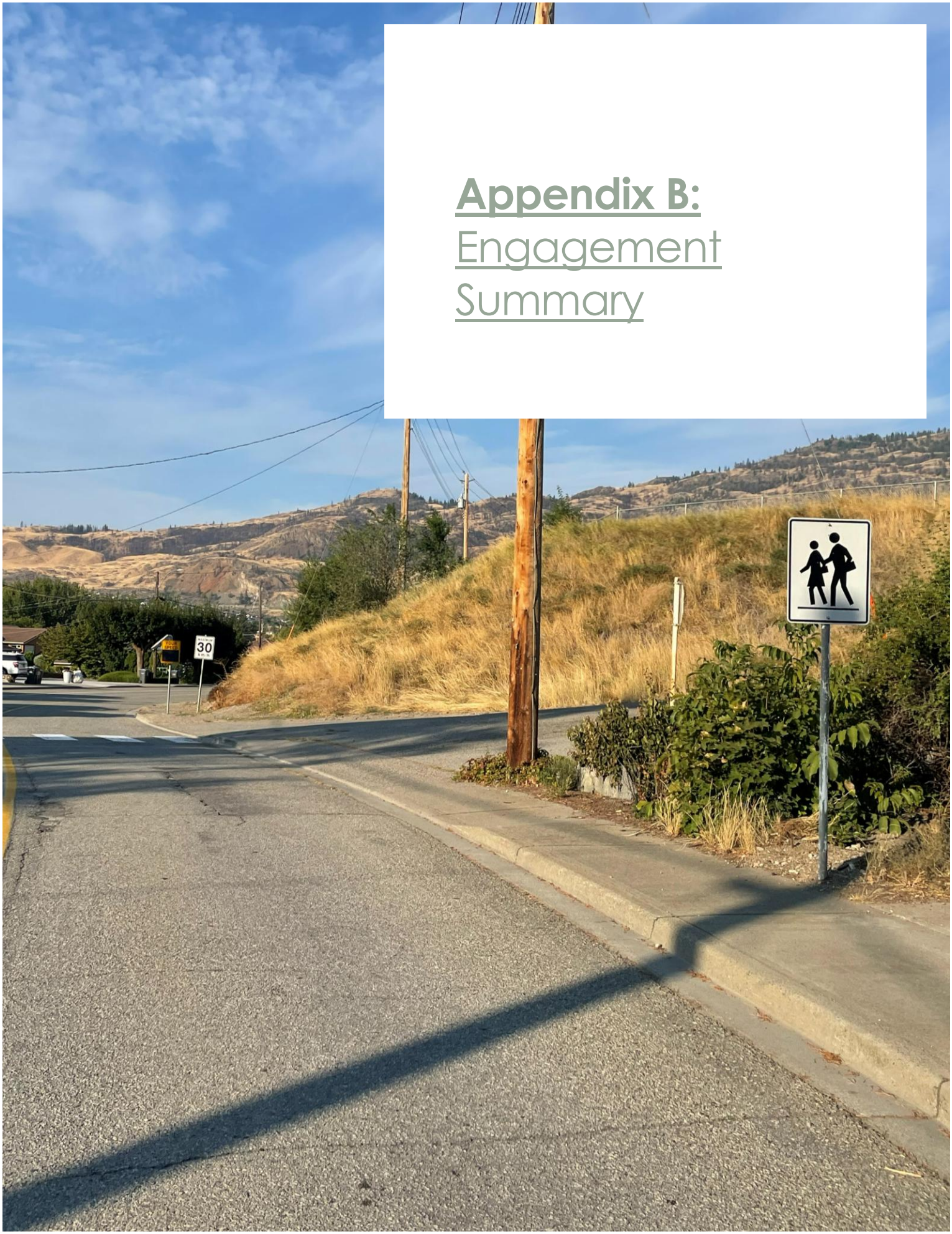
| Analysis_ID | Town_AssetID | RoadName | From | To | From_Description | To_Description | Length (m) | Width (m) | Class | Curb Exist | Traffic Factor | Treatment | Treatment Cost | Treatment Year (Before Defragment) | Treatment Year (After Defragment) | Committed Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ana-071-010 | TRD0048 | Lilac Crt | 0 | 42 | West End | Magnolia Pl | 42 | 14.5 | Local | N | 1 | Reconstruct | $0 | 2025 | 2025 | 2025 |
| Ana-075-010 | TRD0139 | Magnolia Pl | 0 | 102 | Oleander Dr / Rose Pl | Lilac Crt | 102 | 6.8 | Local | N | 1 | Reconstruct | $0 | 2025 | 2025 | 2025 |
| Ana-075-020 | TRD0049 | Magnolia Pl | 102 | 154 | Lilac Crt | North End | 52 | 12.6 | Local | N | 1 | Reconstruct | $0 | 2025 | 2025 | 2025 |
| Ana-021-080 | TRD0131 | 89th St | 831 | 1227 | Kingfisher Dr_1 | 70th Ave | 396 | 9.9 | Collector | B | 3.87 | Reconstruct | $607,662 | 2026 | 2026 | 2026 |
| Ana-021-090 | TRD0063 | 89th St | 1227 | 1289 | 70th Ave | 72nd Ave | 62 | 9.4 | Collector | B | 3.87 | Reconstruct | $90,334 | 2026 | 2026 | 2026 |
| Ana-021-100 | TRD0064 | 89th St | 1289 | 1387 | 72nd Ave | 74th Ave | 98 | 9.7 | Collector | B | 3.87 | Reconstruct | $147,343 | 2026 | 2026 | 2026 |
| Ana-021-110 | TRD0065 | 89th St | 1387 | 1436 | 74th Ave | 74A Ave | 49 | 9.7 | Collector | B | 3.87 | Reconstruct | $73,672 | 2026 | 2026 | 2026 |
| Ana-021-120 | TRD0130 | 89th St | 1436 | 1496 | 74A Ave | Hwy_3 | 60 | 9.6 | Collector | B | 3.87 | Reconstruct | $89,280 | 2026 | 2026 | 2026 |
| Ana-021-125 | TRD0370 | 89th St | 1496 | 1597 | Hwy_3 | 78th Ave | 101 | 7.6 | Local | B | 1 | Reconstruct | $57,570 | 2026 | 2026 | 2026 |
| Ana-057-010 | TRD0067 | Hummingbird Lane | 0 | 154 | West End | Killdeer Pl | 154 | 7.8 | Local | N | 1 | Mill_50 | $42,250 | 2026 | 2026 | 2026 |
| Ana-091-010 | TRD0055 | Quail Pl | 0 | 193 | 62nd Ave | Northeast End | 193 | 7.8 | Local | B | 1 | Reconstruct | $112,905 | 2026 | 2026 | 2026 |
| Ana-021-060 | TRD0299 | 89th St | 704 | 775 | 62nd Ave | Kingfisher Dr | 71 | 11.9 | Collector | B | 5.29 | Reconstruct | $130,960 | 2029 | 2027 | |
| Ana-021-070 | TRD0300 | 89th St | 775 | 831 | Kingfisher Dr | Kingfisher Dr_1 | 56 | 11.7 | Collector | B | 5.29 | Mill_50 | $28,798 | 2027 | 2027 | |
| Ana-065-020 | TRD0296 | Kingfisher Dr | 69 | 140 | Kingfisher Dr_1 | Chickadee Crt | 71 | 10.9 | Collector | B | 4.24 | Reconstruct | $119,955 | 2034 | 2027 | |
| Ana-065-030 | TRD0155 | Kingfisher Dr | 140 | 324 | Chickadee Crt | unnamed lane_2 | 184 | 11 | Collector | B | 4.24 | Mill_50 | $86,732 | 2027 | 2027 | |
| Ana-065-040 | TRD0156 | Kingfisher Dr | 324 | 505 | unnamed lane_2 | 83rd St | 181 | 10.3 | Collector | B | 4.24 | Reconstruct | $288,967 | 2034 | 2027 | |
| Ana-065-050 | TRD0374 | Kingfisher Dr | 505 | 675 | 83rd St | Northeast End | 170 | 12.1 | Collector | B | 4.24 | Mill_50 | $87,693 | 2027 | 2027 | |
| Ana-009-040 | TRD0059 | 62nd Ave | 545 | 626 | Quail Pl | Nighthawk Dr | 81 | 10.5 | Collector | B | 3.61 | Mill_50 | $34,385 | 2027 | 2028 | |
| Ana-009-050 | TRD0165 | 62nd Ave | 626 | 693 | Nighthawk Dr | Osprey Pl | 67 | 11.3 | Collector | B | 3.61 | Mill_50 | $30,639 | 2032 | 2028 | |
| Ana-009-060 | TRD0303 | 62nd Ave | 693 | 750 | Osprey Pl | 62nd Ave_1 | 57 | 11 | Collector | B | 3.61 | Mill_50 | $23,388 | 2033 | 2028 | |
| Ana-009-070 | TRD0302 | 62nd Ave | 750 | 823 | 62nd Ave_1 | 89th St | 73 | 9.6 | Collector | B | 3.61 | Mill_50 | $28,693 | 2027 | 2028 | |
| Ana-010-010 | TRD0301 | 62nd Ave_1 | 0 | 65 | 89th St | 62nd Ave | 65 | 10.8 | Collector | N | 3.61 | Reconstruct | $108,810 | 2033 | 2028 | |
| Ana-021-050 | TRD0305 | 89th St | 585 | 704 | 62nd Ave_1 | 62nd Ave | 119 | 10.8 | Collector | B | 4.69 | Mill_50 | $56,771 | 2027 | 2028 | |
| Ana-022-020 | TRD0115 | 92nd Ave | 124 | 354 | Royal Ann Crt | Jubilee Dr | 230 | 8.5 | Local | N | 1 | OL_50 | $72,141 | 2029 | 2028 | |
| Ana-022-030 | TRD0103 | 92nd Ave | 354 | 658 | Jubilee Dr | 87th St | 304 | 9.4 | Local | N | 1 | Reconstruct | $214,320 | 2030 | 2028 | |
| Ana-052-020 | TRD0354 | Gravenstein Dr | 185 | 375 | Jonagold Pl | Gala Cres | 190 | 8.3 | Local | N | 1 | OL_50 | $56,305 | 2029 | 2028 | |
| Ana-052-030 | TRD0136 | Gravenstein Dr | 375 | 525 | Gala Cres | McIntosh Crt / Quince Lane | 150 | 7.6 | Local | N | 1 | OL_50 | $42,408 | 2027 | 2028 | |
| Ana-053-020 | TRD0213 | Harbour Key Dr | 264 | 846 | Cottonwood Dr | Southeast End | 582 | 8 | Local | N | 1 | Reconstruct | $349,200 | 2031 | 2029 | |
| Ana-082-030 | TRD0226 | Oleander Dr | 176 | 295 | Jasmine Dr | Acacia Crt | 119 | 6.9 | Local | B | 1 | Reconstruct | $61,583 | 2029 | 2029 | |
| Ana-082-040 | TRD0142 | Oleander Dr | 295 | 487 | Acacia Crt | Lobelia Dr | 192 | 9.9 | Local | B | 1 | Reconstruct | $142,560 | 2043 | 2029 | |
| Ana-082-050 | TRD0036 | Oleander Dr | 487 | 682 | Lobelia Dr | Magnolia Pl / Rose Pl | 195 | 10.9 | Local | B | 1 | Mill_50 | $85,329 | 2029 | 2029 | |
| Ana-082-060 | TRD0138 | Oleander Dr | 682 | 829 | Magnolia Pl / Rose Pl | Primrose Lane | 147 | 10.4 | Local | B | 1 | Mill_50 | $59,788 | 2029 | 2029 | |
| Ana-015-050 | TRD0033 | 74A Ave | 457 | 587 | 85th St | East End | 130 | 5.8 | Local | N | 1 | Reconstruct | $56,550 | 2031 | 2030 | |
| Ana-017-010 | TRD0010 | 78th Ave | 0 | 114 | 89th St | 87th St | 114 | 14.6 | Local | N | 1 | OL_50 | $54,684 | 2033 | 2030 | |
| Ana-017-020 | TRD0009 | 78th Ave | 114 | 199 | 87th St | Gravenstein Dr | 85 | 14 | Local | B | 1 | Mill_50 | $47,809 | 2031 | 2030 | |
| Ana-017-030 | TRD0008 | 78th Ave | 199 | 258 | Gravenstein Dr | Veterans Way | 59 | 14.2 | Local | B | 1 | Reconstruct | $62,835 | 2041 | 2030 | |
| Ana-017-040 | TRD0007 | 78th Ave | 258 | 388 | Veterans Way | Spartan Dr_1 | 130 | 15.6 | Local | B | 1 | Mill_50 | $81,637 | 2030 | 2030 | |
| Ana-019-050 | TRD0020 | 85th St | 257 | 306 | 74th Ave | 74A Ave | 49 | 14.1 | Local | B | 1 | Mill_50 | $25,523 | 2027 | 2030 | |
| Ana-019-060 | TRD0021 | 85th St | 306 | 361 | 74A Ave | Veterans Way | 55 | 13 | Local | B | 1 | Mill_50 | $26,991 | 2029 | 2030 | |
| Ana-020-065 | TRD0026 | 87th St | 362 | 464 | Hwy_3 | 78th Ave | 102 | 15.2 | Local | B | 1 | Mill_50 | $60,738 | 2027 | 2030 | |
| Ana-063-030 | TRD0096 | Jubilee Dr | 193 | 346 | Vedette Dr | Bartlett Pl | 153 | 8.6 | Local | B | 1 | Mill_50 | $48,652 | 2030 | 2030 | |
| Ana-063-040 | TRD0095 | Jubilee Dr | 346 | 394 | Bartlett Pl | 89th St | 48 | 9.7 | Local | B | 1 | Reconstruct | $34,920 | 2029 | 2030 | |
| Ana-063-050 | TRD0369 | Jubilee Dr | 394 | 497 | 89th St | 87th St | 103 | 8.9 | Local | B | 1 | Mill_50 | $35,191 | 2029 | 2030 | |
| Ana-102-010 | TRD0186 | Solana Key Crt | 0 | 276 | South End | North End | 276 | 10.2 | Local | N | 1 | OL_50 | $108,701 | 2030 | 2030 | |
| Ana-104-010 | TRD0101 | Spartan Dr_1 | 0 | 103 | Park Pl | 78th Ave | 103 | 19.7 | Local | B | 1 | Mill_50 | $88,987 | 2027 | 2030 | |
| Ana-036-040 | TRD0276 | Cottonwood Dr | 316 | 776 | Maple Dr | Cottonwood Dr_1 | 460 | 9.9 | Local | B | 1 | Mill_50 | $173,961 | 2032 | 2031 | |
| Ana-077-010 | TRD0211 | Maple Dr | 0 | 253 | Cottonwood Dr | Poplar Crt | 253 | 8.2 | Local | N | 1 | OL_50 | $81,654 | 2027 | 2031 | |
| Ana-077-020 | TRD0181 | Maple Dr | 253 | 346 | Poplar Crt | Maple Dr_1 | 93 | 7.7 | Local | N | 1 | Reconstruct | $53,708 | 2030 | 2031 | |
| Ana-088-010 | TRD0221 | Ponderosa Dr | 0 | 250 | South End | Cottonwood Dr | 250 | 7.7 | Local | N | 1 | Reconstruct | $144,375 | 2034 | 2031 | |
| Ana-110-010 | TRD0201 | Tamarack Dr | 0 | 157 | South End | Jackpine Lane | 157 | 14.1 | Local | N | 1 | OL_50 | $85,476 | 2030 | 2031 | |
| Ana-110-020 | TRD0203 | Tamarack Dr | 157 | 199 | Jackpine Lane | Cedar Lane / Maple Dr | 42 | 12.5 | Local | N | 1 | OL_50 | $18,116 | 2029 | 2031 | |
| Ana-110-030 | TRD0202 | Tamarack Dr | 199 | 250 | Cedar Lane / Maple Dr | Willow Cres | 51 | 7.3 | Local | N | 1 | OL_50 | $13,085 | 2029 | 2031 | |
| Ana-110-040 | TRD0206 | Tamarack Dr | 250 | 338 | Willow Cres | Willow Cres | 88 | 7.3 | Local | B | 1 | Reconstruct | $48,180 | 2027 | 2031 | |
| Ana-110-050 | TRD0205 | Tamarack Dr | 338 | 425 | Willow Cres | Lombardy Lane | 87 | 7.7 | Local | N | 1 | | $50,243 | | 2031 | |
| Ana-110-060 | TRD0236 | Tamarack Dr | 425 | 630 | Lombardy Lane | North End | 205 | 5.1 | Local | N | 1 | | $78,413 | | 2031 | |
| Ana-005-010 | TRD0260 | 45th St | 0 | 1091 | South End | North End | 1091 | 9.1 | Local | N | 1 | Reconstruct | $744,608 | 2028 | 2032 | |
| Ana-002-010 | TRD0313 | 36th Ave | 0 | 154 | Lakeshore Dr | Chardonnay Crt | 154 | 6.4 | Collector | B | 2.24 | Mill_50 | $37,147 | 2031 | 2033 | |

| Analysis_ID | Town_AssetID | RoadName | From | To | From_Description | To_Description | Length (m) | Width (m) | Class | Curb Exist | Traffic Factor | Treatment | Treatment Cost | Treatment Year (Before Defragment) | Treatment Year (After Defragment) | Committed Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ana-013-030 | TRD0373 | 70th Ave | 271 | 399 | 85th St | 83rd St / Main St | 128 | 8.2 | Local | N | 1 | OL_50 | $33,946 | 2031 | 2033 | |
| Ana-020-040 | TRD0023 | 87th St | 157 | 256 | 72nd Ave | 74th Ave | 99 | 12.5 | Local | B | 1 | Reconstruct | $92,813 | 2033 | 2033 | |
| Ana-020-050 | TRD0024 | 87th St | 256 | 305 | 74th Ave | 74A Ave | 49 | 13.1 | Local | B | 1 | Reconstruct | $48,143 | 2032 | 2033 | |
| Ana-021-020 | TRD0060 | 89th St | 151 | 336 | Primrose Lane | Cactus Cres | 185 | 7.4 | Collector | B | 3.16 | Reconstruct | $212,195 | 2032 | 2033 | |
| Ana-052-010 | TRD0004 | Gravenstein Dr | 0 | 185 | 78th Ave | Jonagold Pl | 185 | 10 | Local | N | 1 | OL_50 | $60,901 | 2032 | 2033 | |
| Ana-068-040 | TRD0192 | Lakeshore Dr | 1859 | 2016 | Bayview Cres_1 | 56th Ave | 157 | 11.1 | Collector | N | 4.58 | OL_50 | $57,735 | 2030 | 2033 | |
| Ana-081-020 | TRD0057 | Nighthawk Dr | 300 | 715 | Hummingbird Lane | 74th Ave | 415 | 10.3 | Local | B | 1 | Mill_50 | $162,487 | 2032 | 2033 | |
| Ana-086-030 | TRD0266 | Pebble Beach Dr | 522 | 565 | turning lane_1 | Golf Course Dr | 43 | 14 | Local | B | 1 | Mill_50 | $22,822 | 2029 | 2033 | |
| Ana-014-010 | TRD0134 | 72nd Ave | 0 | 130 | 89th St | 87th St | 130 | 5.3 | Local | B | 1 | Mill_50 | $26,962 | 2033 | 2034 | |
| Ana-016-020 | TRD0441 | 74th Ave | 104 | 275 | Meadowlark Dr | Wren Dr | 171 | 6.2 | Local | N | 1 | OL_50 | $33,632 | 2030 | 2034 | |
| Ana-016-040 | TRD0078 | 74th Ave | 489 | 544 | Finch Cres | Sandpiper Pl | 55 | 10 | Local | B | 1 | Mill_50 | $20,658 | 2033 | 2034 | |
| Ana-020-010 | TRD0148 | 87th St | 0 | 60 | 68th Ave | 70th Ave | 60 | 12 | Local | B | 1 | Mill_50 | $25,924 | 2027 | 2034 | |
| Ana-022-040 | TRD0122 | 92nd Ave | 658 | 900 | 87th St | Braeburn Pl | 242 | 7.7 | Local | B | 1 | Mill_50 | $71,638 | 2033 | 2034 | |
| Ana-042-010 | TRD0327 | Eagle Crt | 0 | 81 | West End | turning lane_4 | 81 | 9.4 | Local | B | 1 | Mill_50 | $29,898 | 2029 | 2034 | |
| Ana-042-020 | TRD0330 | Eagle Crt | 81 | 172 | turning lane_4 | turning lane_5 | 91 | 10.1 | Local | B | 1 | Mill_50 | $34,843 | 2029 | 2034 | |
| Ana-068-020 | TRD0377 | Lakeshore Dr | 588 | 1016 | 36th Ave | 44th Ave | 428 | 11.1 | Collector | N | 3.16 | OL_50 | $169,150 | 2031 | 2034 | |
| Ana-082-070 | TRD0367 | Oleander Dr | 829 | 1205 | Primrose Lane | 89th St | 376 | 9.8 | Local | B | 1 | Mill_50 | $140,212 | 2033 | 2034 | |
| Ana-103-020 | TRD0249 | Spartan Dr | 570 | 632 | 92nd Ave | Crabapple Crt | 62 | 8 | Local | N | 1 | OL_50 | $15,966 | 2029 | 2034 | |
| Ana-104-020 | TRD0100 | Spartan Dr_1 | 103 | 319 | 78th Ave | Fuji Crt | 216 | 15.2 | Local | B | 1 | Mill_50 | $125,253 | 2033 | 2034 | |
| Ana-021-040 | TRD0304 | 89th St | 498 | 585 | Oleander Dr | 62nd Ave_1 | 87 | 12.4 | Collector | B | 4.69 | Mill_50 | $40,770 | 2035 | 2035 | |
| Ana-051-030 | TRD0267 | Golf Course Dr | 437 | 476 | Pebble Beach Dr | turning lane_1 | 39 | 12.5 | Local | B | 1 | Mill_50 | $18,141 | 2035 | 2035 | |
| Ana-051-050 | TRD0393 | Golf Course Dr | 752 | 1372 | Torrey Pines Dr | Southeast End | 620 | 8.9 | Local | N | 1 | Reconstruct | $413,850 | 2035 | 2035 | |
| Ana-082-010 | TRD0040 | Oleander Dr | 0 | 120 | West End | Lobelia Dr | 120 | 8.1 | Local | N | 1 | OL_50 | $32,054 | 2035 | 2035 | |
| Ana-086-040 | TRD0264 | Pebble Beach Dr | 565 | 977 | Golf Course Dr | 115th St | 412 | 11.7 | Collector | B | 4.12 | Mill_50 | $193,781 | 2035 | 2035 | |
| Ana-001-040 | TRD0176 | 115th St | 1080 | 1251 | turning lane_6 | Strawberry Creek Rd | 171 | 10.2 | Local | N | 1 | OL_50 | $61,496 | 2036 | 2036 | |
| Ana-002-020 | TRD0312 | 36th Ave | 154 | 181 | Chardonnay Crt | East End | 27 | 8.2 | Local | B | 1 | Mill_50 | $8,303 | 2036 | 2036 | |
| Ana-013-010 | TRD0085 | 70th Ave | 0 | 121 | 89th St | 87th St | 121 | 10 | Local | B | 1 | Mill_50 | $45,658 | 2036 | 2036 | |
| Ana-016-035 | TRD0079 | 74th Ave | 419 | 489 | Hwy_97 | Finch Cres | 70 | 9.9 | Local | N | 1 | OL_50 | $22,525 | 2036 | 2036 | |
| Ana-016-050 | TRD0077 | 74th Ave | 544 | 636 | Sandpiper Pl | Nighthawk Dr | 92 | 10.4 | Local | B | 1 | Mill_50 | $35,884 | 2036 | 2036 | |
| Ana-051-040 | TRD0274 | Golf Course Dr | 476 | 752 | turning lane_1 | Torrey Pines Dr | 276 | 12.5 | Local | B | 1 | Mill_50 | $131,371 | 2036 | 2036 | |
| Ana-063-010 | TRD0105 | Jubilee Dr | 0 | 100 | 92nd Ave | Redhaven Crt | 100 | 8.2 | Local | N | 1 | OL_50 | $28,159 | 2036 | 2036 | |
| Ana-068-030 | TRD0378 | Lakeshore Dr | 1016 | 1859 | 44th Ave | Bayview Cres_1 | 843 | 10.7 | Collector | N | 3.16 | OL_50 | $318,904 | 2036 | 2036 | |
| Ana-078-010 | TRD0198 | Maple Dr_1 | 0 | 98 | Maple Dr | Sumac Lane | 98 | 5.9 | Local | N | 1 | Reconstruct | $43,365 | 2036 | 2036 | |

# Appendix B:
# Engagement Summary





Town of Osoyoos

# Transportation Master Plan

# What We Learned Report

## Round One Engagement

April 2026

Osoyoos

Canada's warmest welcome ®*

# Executive Summary

The Town of Osoyoos is creating a Transportation Master Plan (TMP)to guide long-term transportation planning in Osoyoos. The TMP looks at all travel modes, including walking, cycling and rolling, driving, and transit. This What We Learned Report presents the feedback received during the first round of engagement (February – March 2026), which explored the community's transportation priorities and concerns.

Round One engagement included an online community survey (222 responses), an interactive "Mark the Map" activity (85 location-based comments), and an in-person pop-up event at the Sonora Community Centre. Project information was communicated through a StoryMap website, social media, eNews, posters in the community, and a news release.

## Overview of Round One Engagement Findings

- **Safety is the top priority.** People want streets that feel safer for everyone, especially safer crossings of major roads, better lighting and visibility, and improvements at problem intersections.
- **Walking:** the biggest barrier to walking is crossing major roads (41%). The top ways to encourage more walking are safer crossings (50%), more sidewalks and pathways (36%), and better lighting/visibility (23%).
- **Cycling and rolling:** key barriers to cycling are feeling unsafe beside vehicle traffic (38%) and not having dedicated routes (35%). Priorities include more multi-use pathways (45%), more separated bike lanes (35%), and safer crossings of major roads (28%).
- **Driving:** summer traffic congestion is the top concern (76%), followed by unsafe intersections (40%), and parking challenges (33%). Suggested improvements include separating highway and local traffic (44%), traffic calming in neighbourhoods (33%), and increased enforcement (31%).
- **Main Street:** common challenges on Main Street include difficulty turning left (57%), conflicts from angled parking and vehicles backing into traffic (44%), and difficulty finding parking (37%). Suggested actions include adding parking off Main Street (58%), adding safer places to cross on foot (42%), and improving sidewalks so they line up with crosswalks (30%).
- **Micromobility (e-scooters and e-bikes):** people raised concerns about unclear rules and unsafe riding (for example, riding on sidewalks). Many comments asked for clearer guidance, signage, education, and enforcement.

The feedback from Round One will be used to shape the TMP's draft Vision and Goals and to help identify options for improvements across the transportation network. A second round of engagement is planned for June 2026, when the Town will share the draft Transportation Master Plan for public review and input.

# Table of Contents


**1.0 Introduction ..... 4**

**1.1 Engagement Process ..... 4**

**1.2 Round One Engagement Opportunities ..... 4**

1.2.1 Community Survey ..... 5

1.2.2 Mark the Map ..... 5

1.2.3 Pop-up Event ..... 5

**2.0 What We Learned ..... 6**

**2.1 Mark the Map (Online + Pop-up Event) ..... 6**

2.1.1 Driving ..... 6

2.1.2 Walking ..... 7

2.1.3 Cycling and Rolling ..... 8

2.1.4 Transit ..... 8

**2.2 Community Survey ..... 9**

2.2.1 Who We Heard From ..... 9

2.2.2 Travel Modes ..... 10

2.2.3 Walking ..... 13

2.2.4 Cycling ..... 15

2.2.5 Driving ..... 17

2.2.6 Transit ..... 19

2.2.7 Main Street ..... 21

2.2.8 Transportation Priorities ..... 23

2.2.9 Additional Comments ..... 26


**Appendices**


Appendix A: Mark the Map Comments (Pop-up) ..... 28

Appendix B: Mark the Map Comments (Online) ..... 31

Appendix C: Survey Results Export ..... 33

# 1.0 INTRODUCTION

The Town of Osoyoos is developing a Transportation Master Plan (TMP) to guide the future of long-term transportation planning in Osoyoos. The TMP will outline a vision for creating streets that are safe, comfortable, accessible, and well-connected for all users. It encompasses all modes of transportation, including walking, cycling and rolling, driving, and transit.

As part of this planning process, the Town is engaging with residents to ensure the community's priorities and interests are reflected in the TMP. Two rounds of engagement are being undertaken, as described below.

This report summarizes the key findings from the first round of engagement.

## 1.1 Engagement Process

**Round One: Issues, Opportunities and Goals (February – March 2026)** We are here
The first round of engagement focused on gathering input on local transportation issues, challenges, and concerns. It also sought to understand the community's values and priorities. The feedback collected during this round will inform the development of the TMP's Vision and Goals.

**Round Two: Review the Draft Plan (June 2026)**
The second round of engagement will present the draft TMP for public review and input to ensure it reflects the community's long-term values, vision, and goals.

## 1.2 Engagement Opportunities

In February and March 2026, the Town invited residents to participate in an online survey, interactive map, and a pop-up event.

The engagement opportunities described below were communicated to the public through the following channels:

- Project StoryMap website: osoyoostmp.ca
- Town of Osoyoos Facebook page
- Town of Osoyoos eNews
- Posters in key community locations
- News release

### 1.2.1 Community Survey

An online survey was open February 13 to March 15, 2026 to gather input on local transportation priorities, issues, and concerns. Hard copies of the survey were also available at the pop-up event. **A total of 222 responses were received.**

### 1.2.2 Mark the Map

An interactive map of the Town's existing transportation network was embedded on the project's StoryMap website. The map allowed respondents to add location-based feedback on issues or potential improvements for walking, cycling or rolling, driving, and transit. A hard copy of the mapping activity was also available at the pop-up event. **A total of 85 comments were pinned on the maps.**

### 1.2.3 Pop-up Event

The project team hosted a pop-up event in the foyer of the Sonora Community Centre on February 18, 2026. The booth featured poster boards to present information about the project and to collect feedback. **Approximately 28 community members were engaged at the event**

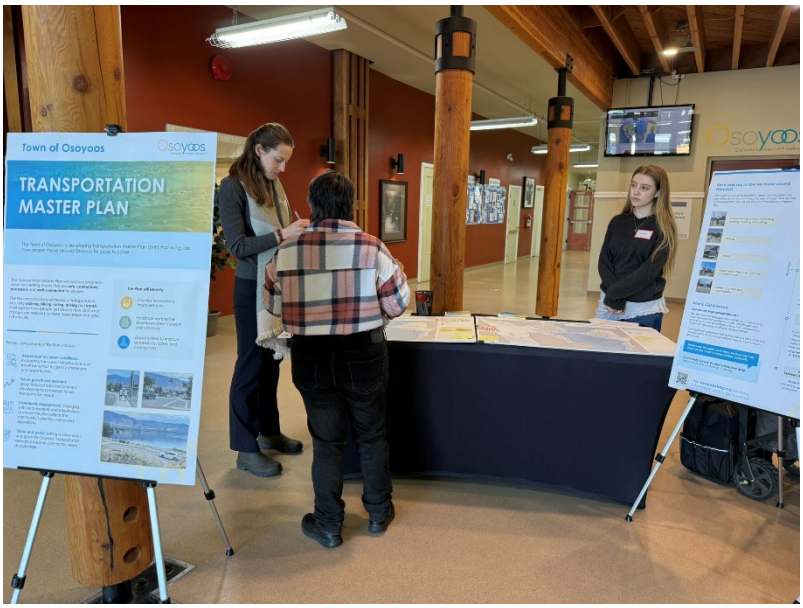





*Figure 1. Sonora Centre Pop-up Event*

# 2.0 WHAT WE LEARNED

This section presents a summary of the engagement findings.

## 2.1 Mark the Map (Online + Pop-up Event)

Feedback from the Mark the Map activity (both online and in-person) is compiled and summarized below by mode of transportation. Verbatim comments are included in **Appendix A** and **Appendix B**.

### 2.1.1 Driving

The table below summarizes the key themes by location.

| Location | Theme | Description |
|---|---|---|
| **Highway 97** | High vehicle speeds (6)[1] | Vehicle speeds are a concern along Highway 97, particularly between the border and the Highway 3 & Main Street intersection. There are suggestions to reduce the speed limit near residential areas. |
| | Unsafe intersection (5) | Confusing signage at the intersections of Highway 97 & 62nd Avenue and Highway 97 & 82nd Avenue causes driver uncertainty. There are also concerns about limited visibility and drivers failing to reduce their speed. |
| | Restricted left turns (2) | There is a desire to allow left turns from Eagle Court onto Highway 97. |
| **Highway 3 / Main Street** | Traffic congestion (2) | Congestion is a concern along Highway 3 / Main Street. There is interest in exploring a truck bypass route to help alleviate heavy vehicle traffic through the city centre. |
| | Intersection upgrades and turning restrictions (3) | Suggestions include a roundabout at Highway 3 & 49th Street, traffic signals at Lakeshore Drive, and concerns about seasonal left-turn restrictions. |
| | Unsafe maneuvers (2) | There are concerns about vehicles reversing from angled parking and disrupting traffic flow, as well as unsafe u-turns. |

[1] The bracketed number indicates the number of comments that referenced this theme.

| | | |
|---|---|---|
| | Additional parking (1) | Additional parking off of Main Street is desired. |
| **89th Street** | Unsafe intersections (7) | Limited visibility and unsafe intersection design at 89th Street & 62nd Avenue and 89th Street & 74th Avenue make it challenging for drivers to navigate. There is also concern about blocked sightlines at the intersection of 89th & 70th. |
| | Speed reduction (1) | There is a desire to add speed bumps to reduce vehicle speeds in the areas along the school, daycare centre, playground, and beach. |
| **Kingfisher Drive** | High vehicle speeds (3) | Vehicles speed along Kingfisher Drive and use it as a shortcut to bypass Main Street. |
| **Spartan Drive Boat Launch** | Lack of lighting (2) | Inadequate lighting at the boat launch is dangerous and a safety concern. |
| **General (no location specified)** | Road and pedestrian safety (5) | Drivers ignoring crosswalks, speeding in pedestrian-heavy areas, and a need for increased enforcement and signage are ongoing concerns. |

**Less frequently mentioned locations include:**

- **Legion Beach area:** Concern about potholes.
- **Vedette Drive:** Desire to re-open.
- **Intersection of Lobelia and 32nd:** Desire for a 4-way stop to improve visibility.

### 2.1.2 Walking

The table below summarizes the key themes by location.

| Location | Theme | Description |
|---|---|---|
| **Highway 97** | Unsafe crossing (4) | Pedestrian crossings at Highway 97 & 74th Avenue are described as dangerous, with high traffic volumes and frequent pedestrian activity. There is interest in implementing crossing lights to improve safety. |
| **Highway 3** | Unsafe crossings (2) | There are observations that drivers don't stop for pedestrians at the crosswalks of Highway 3 & 85th Avenue and Highway 3 & 87th Avenue. |

| | | |
|---|---|---|
| **General (no location specified)** | Accessibility (2) | There is desire for larger numbers and higher pitched beeps for crosswalk countdowns to improve accessibility. |

**Less frequently mentioned locations include:**

- **Legion Beach and 62nd:** The yellow painted area is slippery in winter months.
- **Richter Pass Hotel:** Crosswalk doesn't line up with the stairs, which is an accessibility concern.
- **Finch Crescent:** Consider adding sidewalks as many people walk along this route.
- **Lobelia Drive:** Extend sidewalk north to connect to the existing sidewalk.

### 2.1.3 Cycling and Rolling

The table below summarizes the key themes for cycling and rolling.

| Location | Theme | Description |
|---|---|---|
| **General (no location specified)** | Dangerous riding and lack of regulation (11) | Regulations for e-scooters and e-bikes are unclear and not widely understood by riders, leading to dangerous behaviours (e.g., riding on sidewalks). There are calls for greater enforcement, signage, and education on how to properly and safely ride bikes and scooters. |
| | Better cycling and rolling infrastructure (3) | There is a desire for more designated and separated bike paths, particularly routes that connect to the broader network. Additionally, there is interest in more places to park bikes and scooters. |

### 2.1.4 Transit

The table below summarizes the key themes for transit.

| Location | Theme | Description |
|---|---|---|
| **Within Osoyoos** | Expand local transit service (8) | There is a desire for more bus stops and transit service within Osoyoos, particularly in the following areas:<br>• 62 South to 32nd<br>• Birch Court<br>• Lombardy Lane<br>• Willow Crescent<br>• Highway 3 towards the airport<br>• Pebbles Beach Drive |

| | | |
|---|---|---|
| | On-demand transit (1) | There is a suggestion to provide an on-demand bus service with small buses to increase service within town. |
| **Outside of Osoyoos** | Expand regional transit service (2) | There is a desire for more bus service outside of Osoyoos, including to Oliver, Penticton, and Kelowna. |

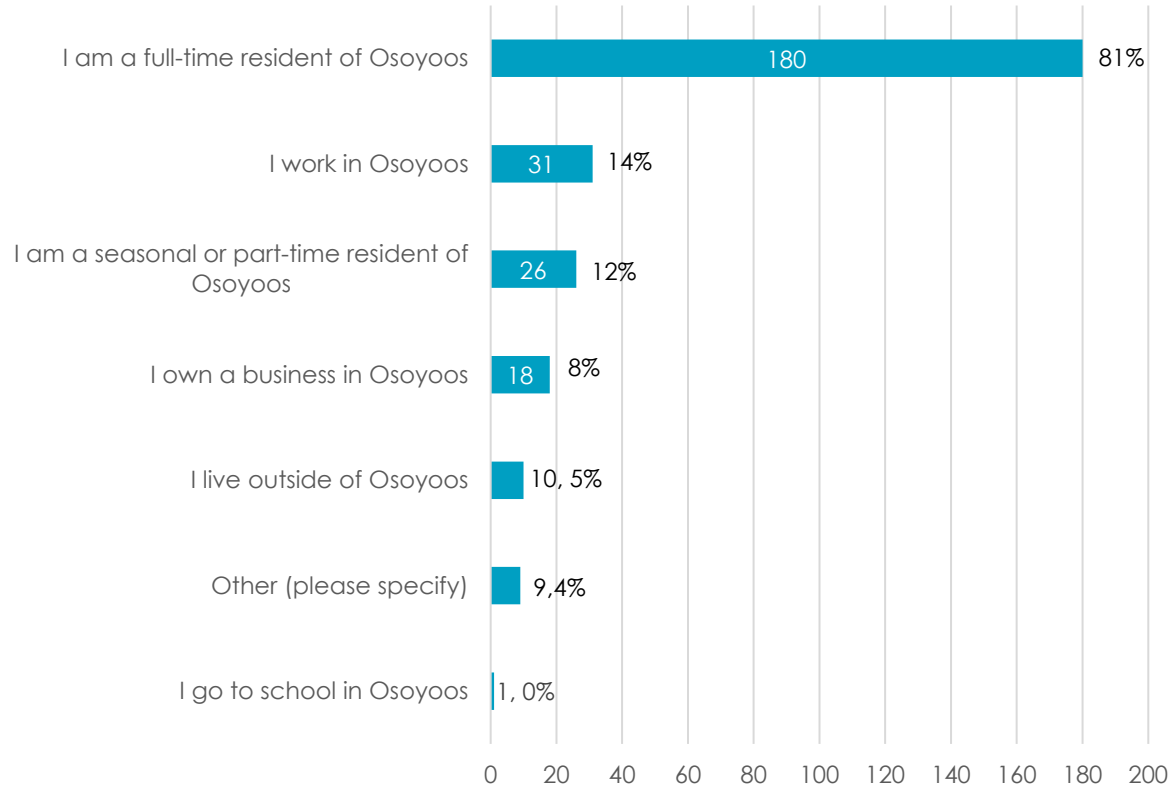
## 2.2 Community Survey

An overview of the survey results is presented below. A detailed export of the results can be found in **Appendix C**.

### 2.2.1 Who We Heard From

**What is your connection to the Town of Osoyoos? Select all that apply. (n=221)**

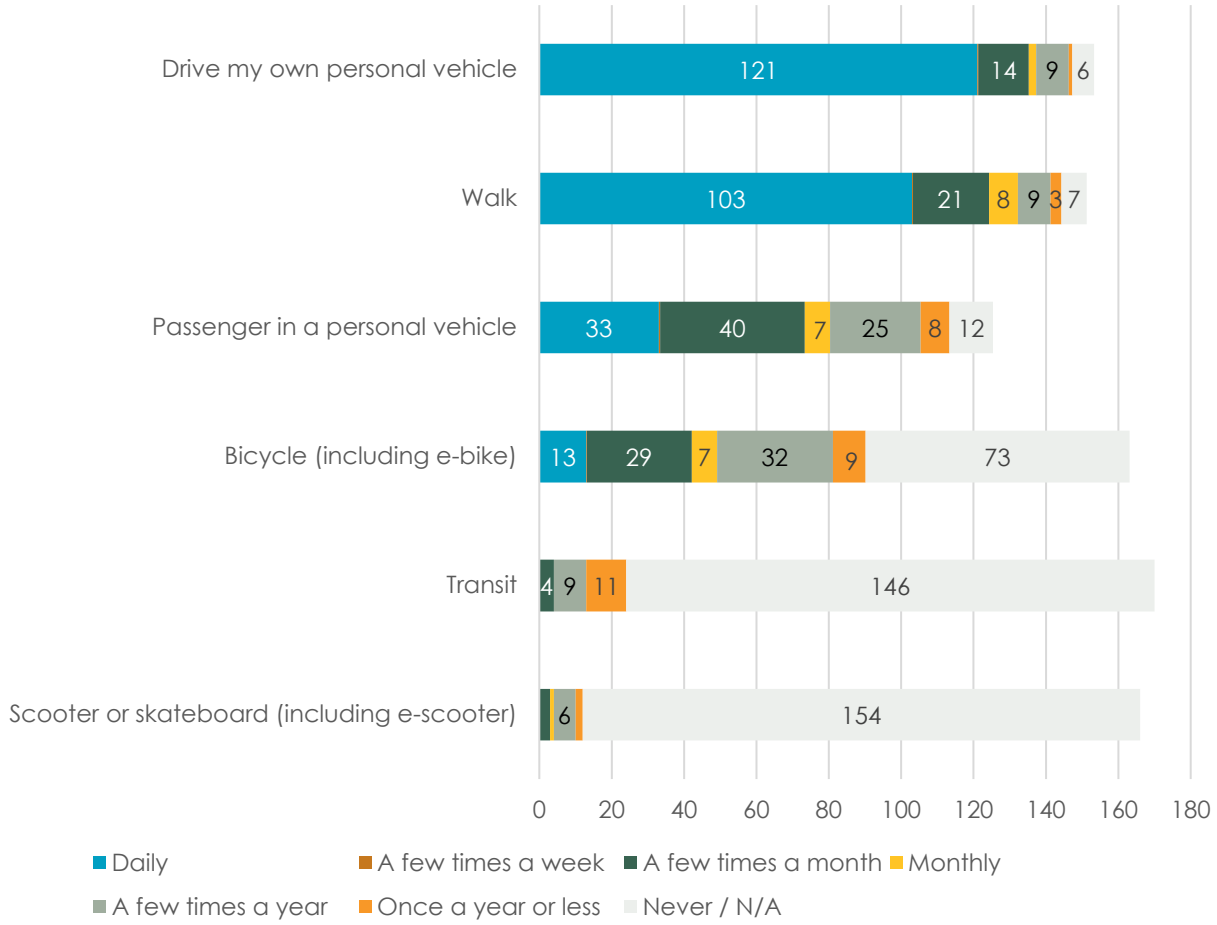
Majority of respondents (81%) are full time residents of Osoyoos. Fourteen percent (14%) work in Osoyoos, 12% are seasonal or part-time residents, and 8% are business owners.



## 2.2.2 Travel Modes

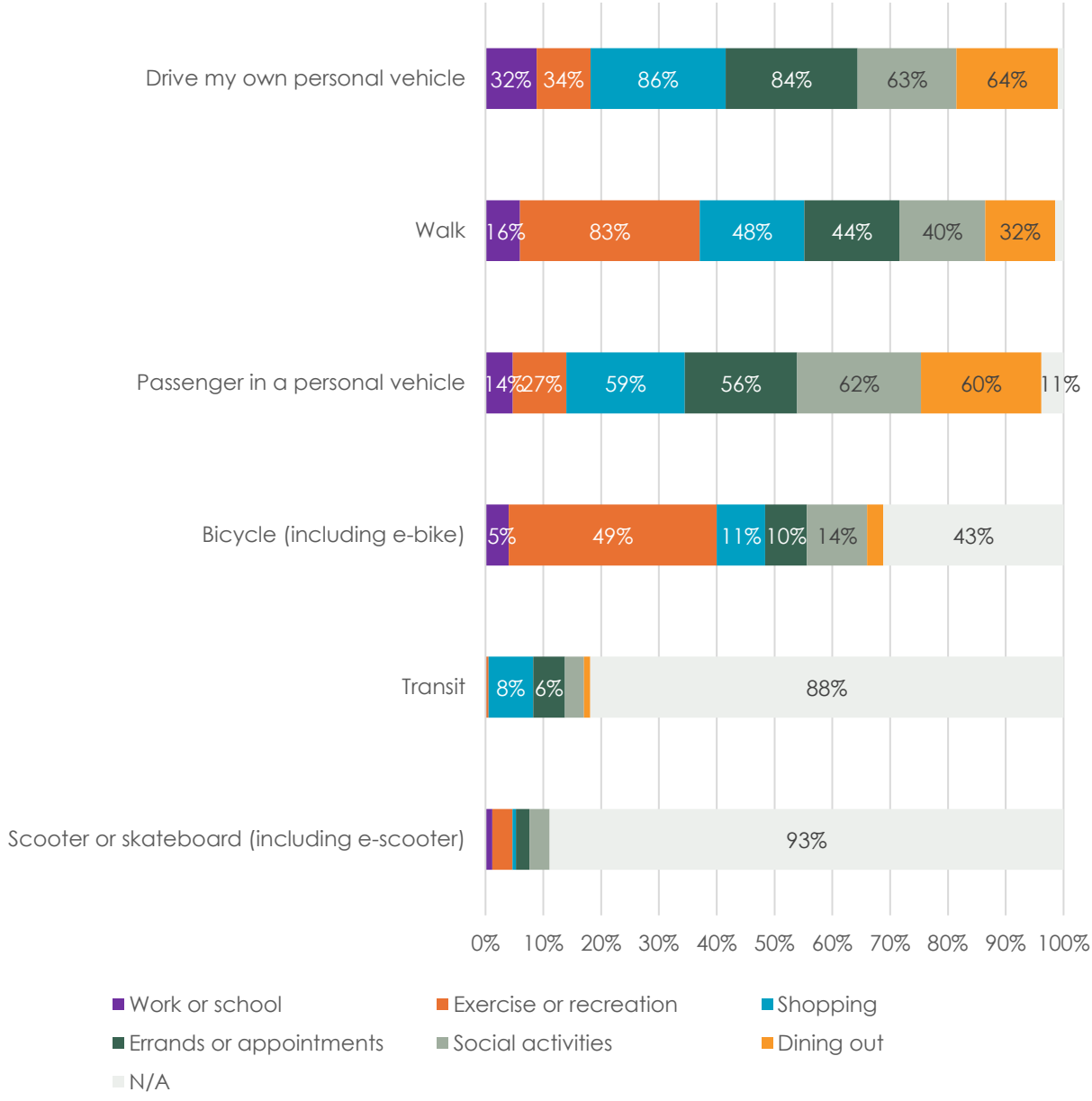
**How often do you currently travel within Osoyoos using each of the following travel methods? (n=221)**

Respondents most frequently travel within Osoyoos by driving a personal vehicle, followed by walking. Being a passenger in a personal vehicle and biking are less common travel modes, while few take transit or ride a scooter or skateboard.



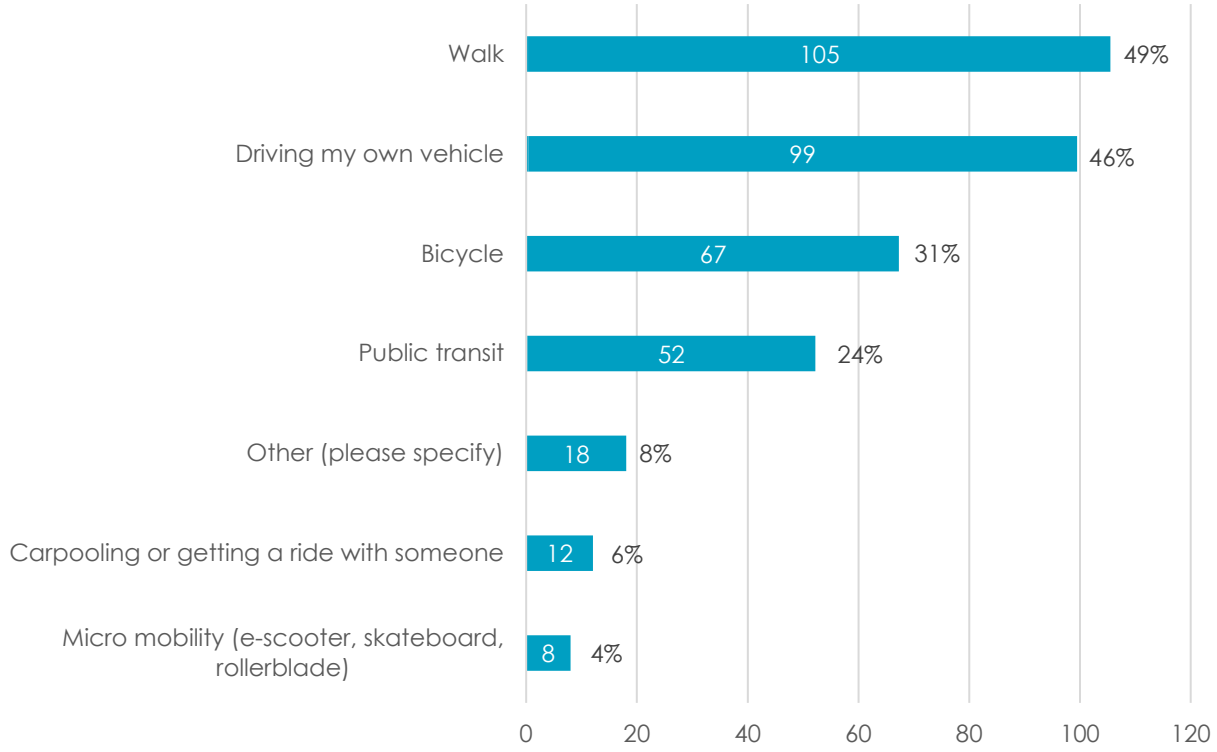
**For each travel mode, select the trip purpose(s) you typically use it for. Select all that apply for each mode. (n=220)**

For most trip purposes, driving a personal vehicle is the most common mode of travel. Walking and cycling are popular for exercise and recreation; however, few people use these modes for other purposes. Transit and scooter / skateboarding are not widely used.



**Which modes of transportation would you like to use more often to get around Osoyoos? Select all that apply. (n=213)**

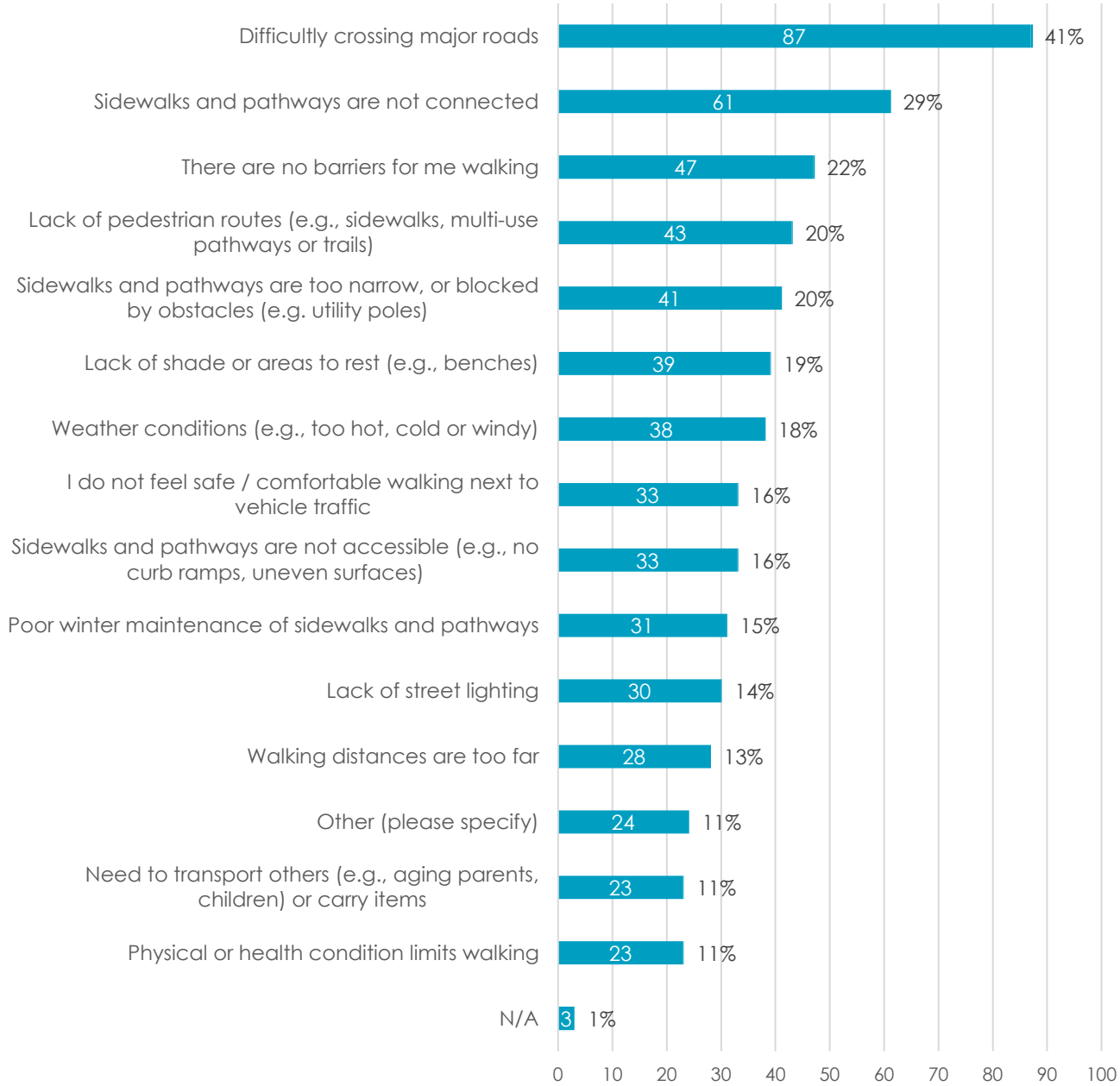
Walking (49%) and driving a personal vehicle (46%) are the most common transportation modes that respondents would like to use more often, followed by bicycling (31%) and public transit (24%).



## 2.2.3 Walking

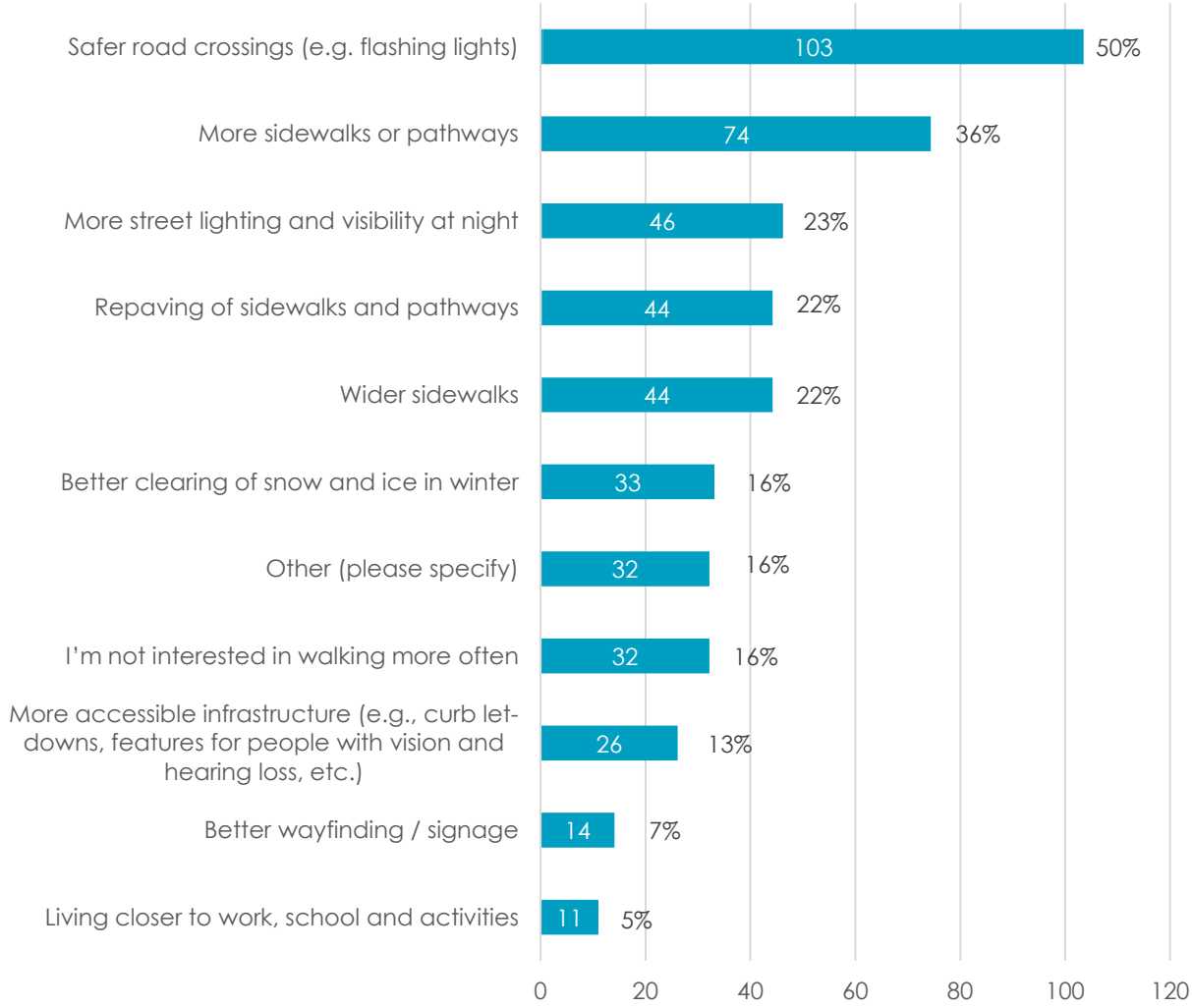
**What are the main barriers to walking around Osoyoos? Select your top 3. (n=210)**

Difficulty crossing major roads (41%) is the most significant barrier to walking around Osoyoos. Other barriers include disconnected sidewalks and paths (29%), lack of pedestrian routes (20%), and pathways/sidewalks being too narrow or blocked by obstacles (20%). Twenty-two percent (22%) say that there are no barriers for them to walk around Osoyoos.



**What would encourage you to walk more often? Select your top 3. (n = 204)**

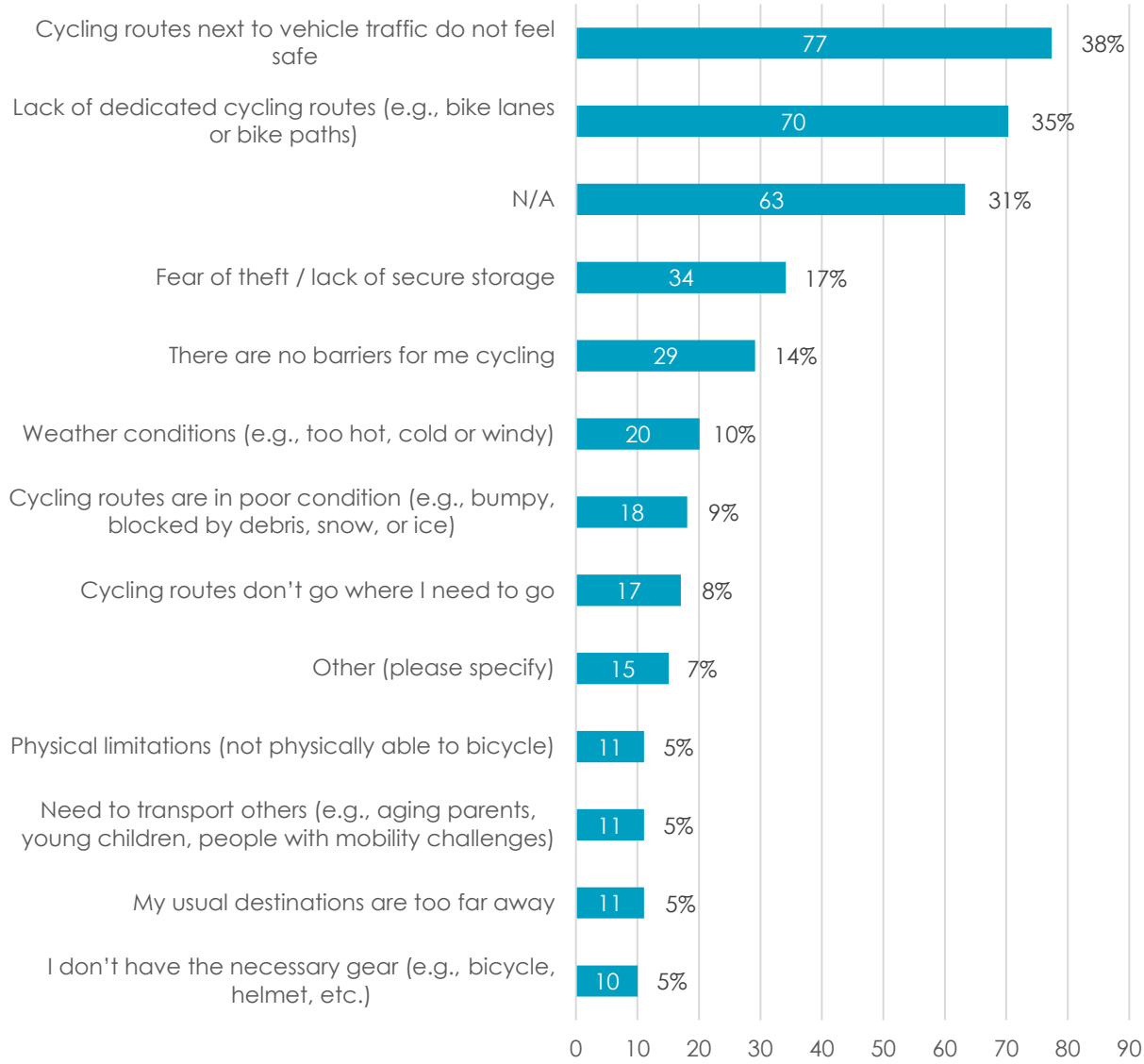
Respondents indicated that safer road crossings (50%), more sidewalks and pathways (36%), and more street lighting and visibility at night (23%) would encourage them to walk more often.



## 2.2.4 Cycling

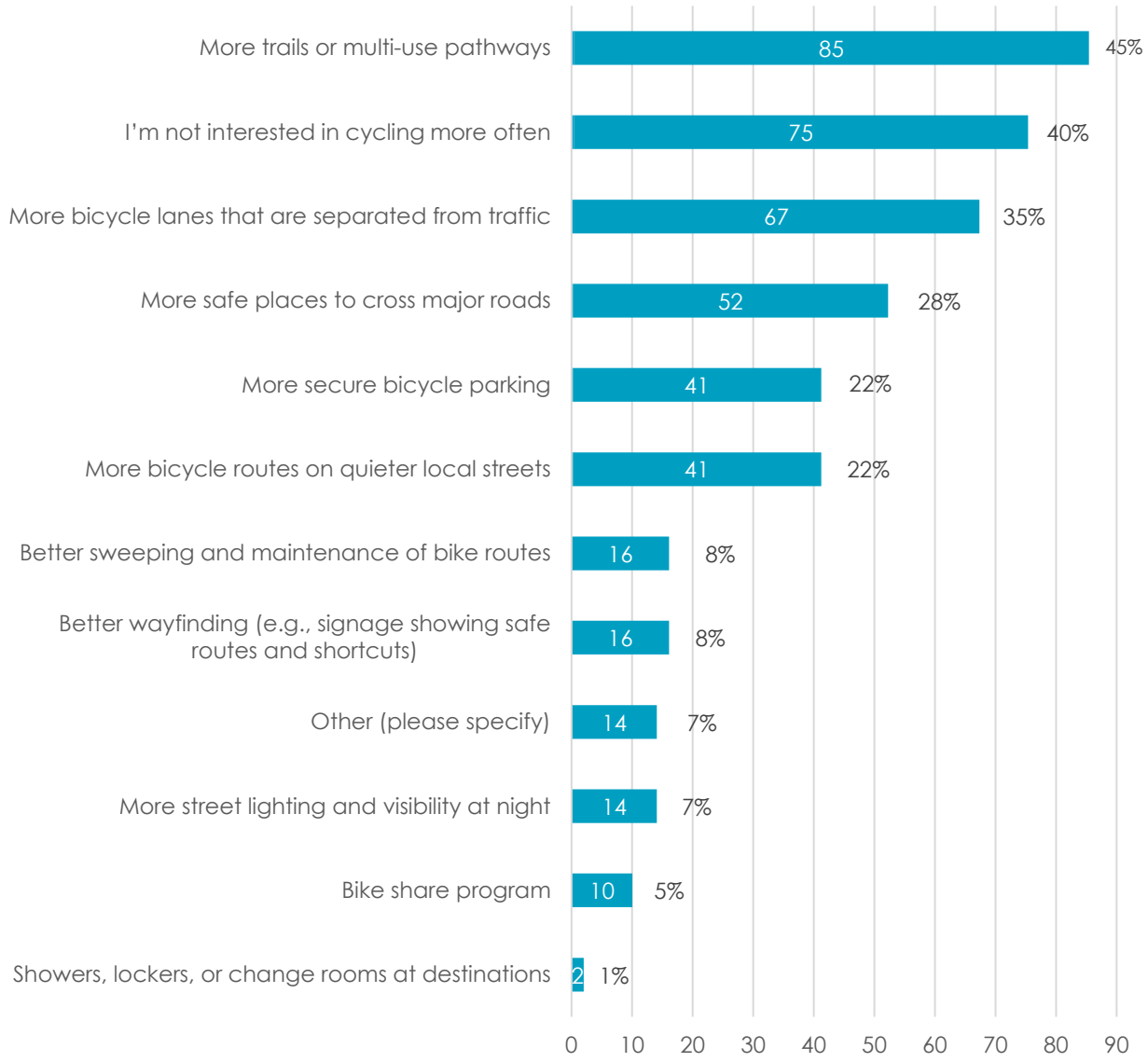
**What are the main barriers to cycling around Osoyoos? Select your top 3. (n = 202)**

The main factors that discourage respondents from using a bicycle include: feeling unsafe on routes next to vehicle traffic (38%), lack of dedicated cycling routes (35%), and a lack of secure storage and fear of theft (17%).



**What would encourage you to cycle more often? Select your top 3. (n=189)**

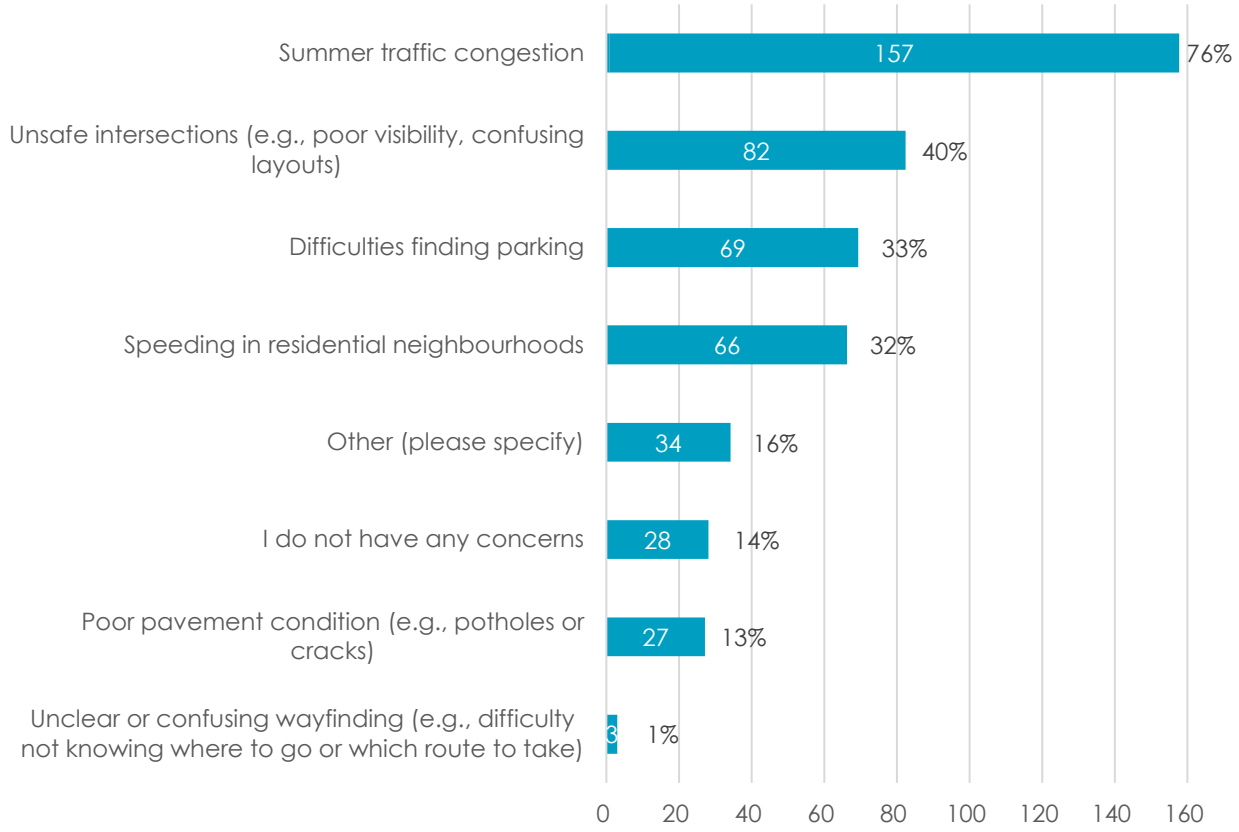
Respondents indicated that to bicycle more often, there needs to be more trails and multi-use pathways (45%), more separated bicycle lanes (35%), and more safe places to cross major roads (28%).



## 2.2.5 Driving

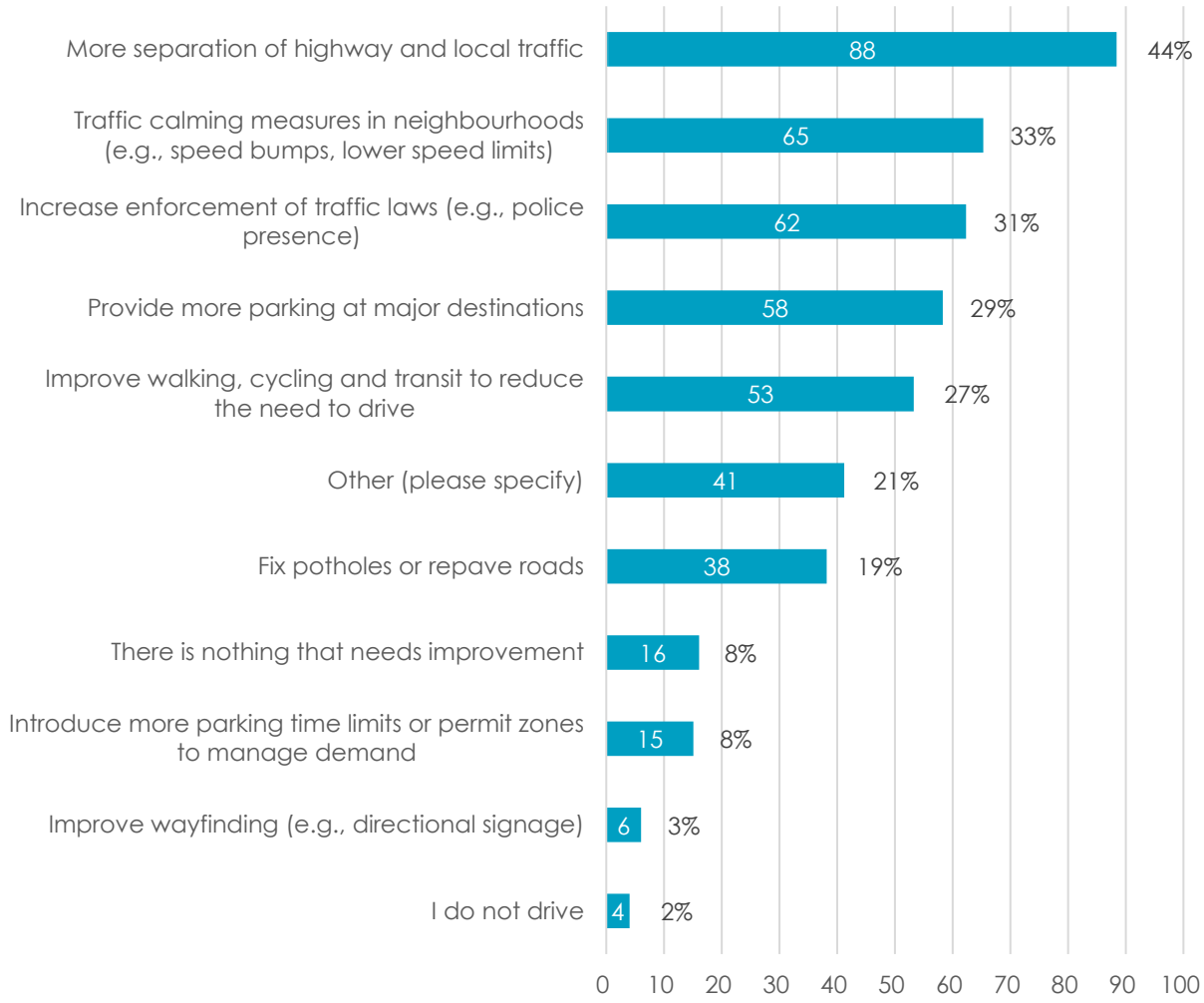
**What are your main concerns regarding driving around Osoyoos? Select your top 3. (n=207)**

The main concern regarding driving around Osoyoos is summer traffic congestion (76%), followed by unsafe intersections (40%,) and difficulties finding parking (33%).



**What could be done to improve driving? Select your top 3. (n=200)**

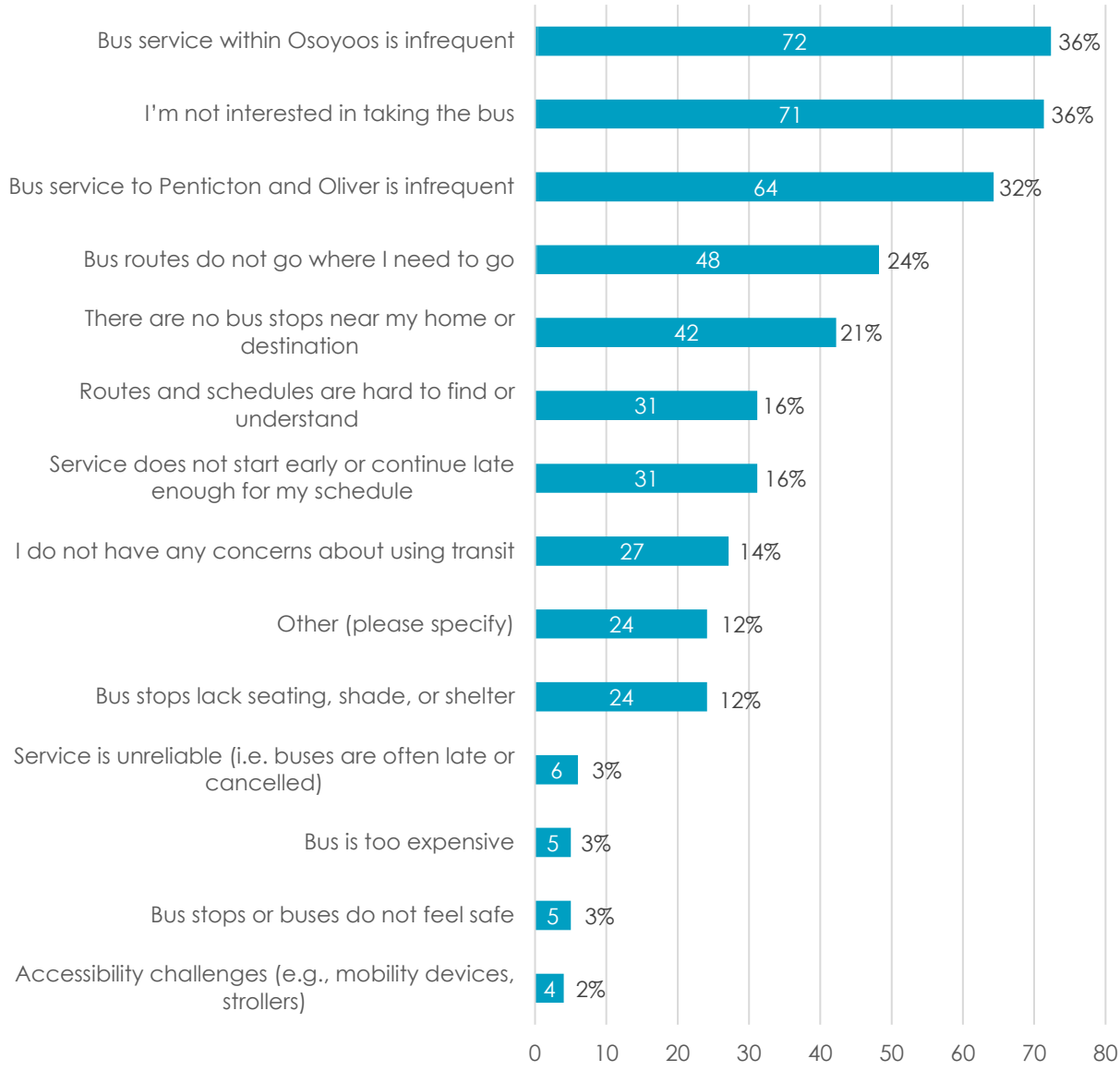
Separation of highway and local traffic (44%), more traffic calming measures in neighbourhoods (33%), and increased traffic law enforcement (31%) are the top desired changes to improve driving in Osoyoos.



## 2.2.6 Transit

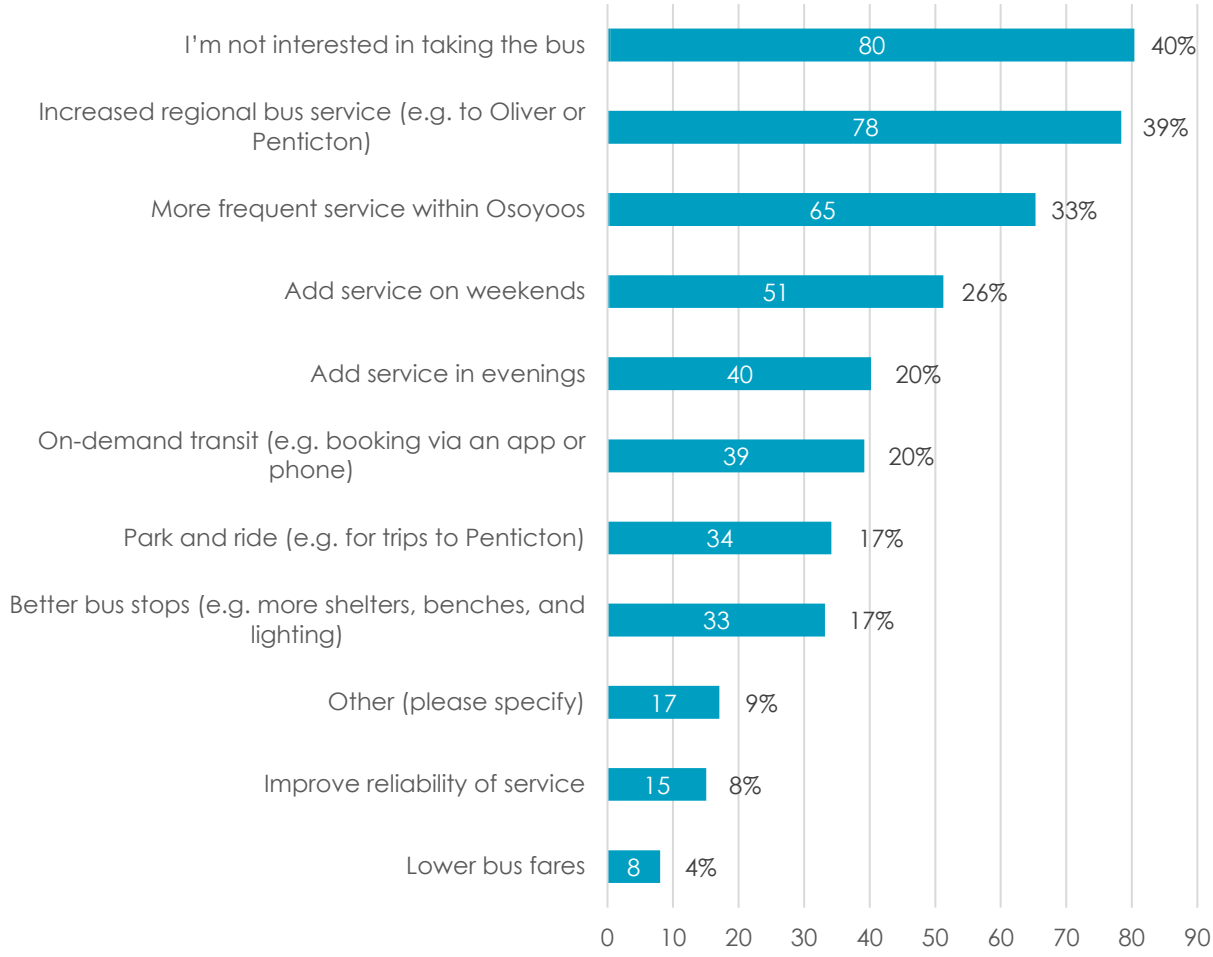
**What are the main barriers to using transit in Osoyoos? Select your top 3. (n=200)**

The main barriers to using transit in Osoyoos are: infrequent service within Osoyoos (36%), infrequent service to Penticton and Oliver (32%), and bus routes not travelling to desired locations/destinations (24%). Thirty-five percent (35%) indicated they had no interest in taking the bus.



**What would encourage you to take transit more often? Select your top 3. (n=199)**

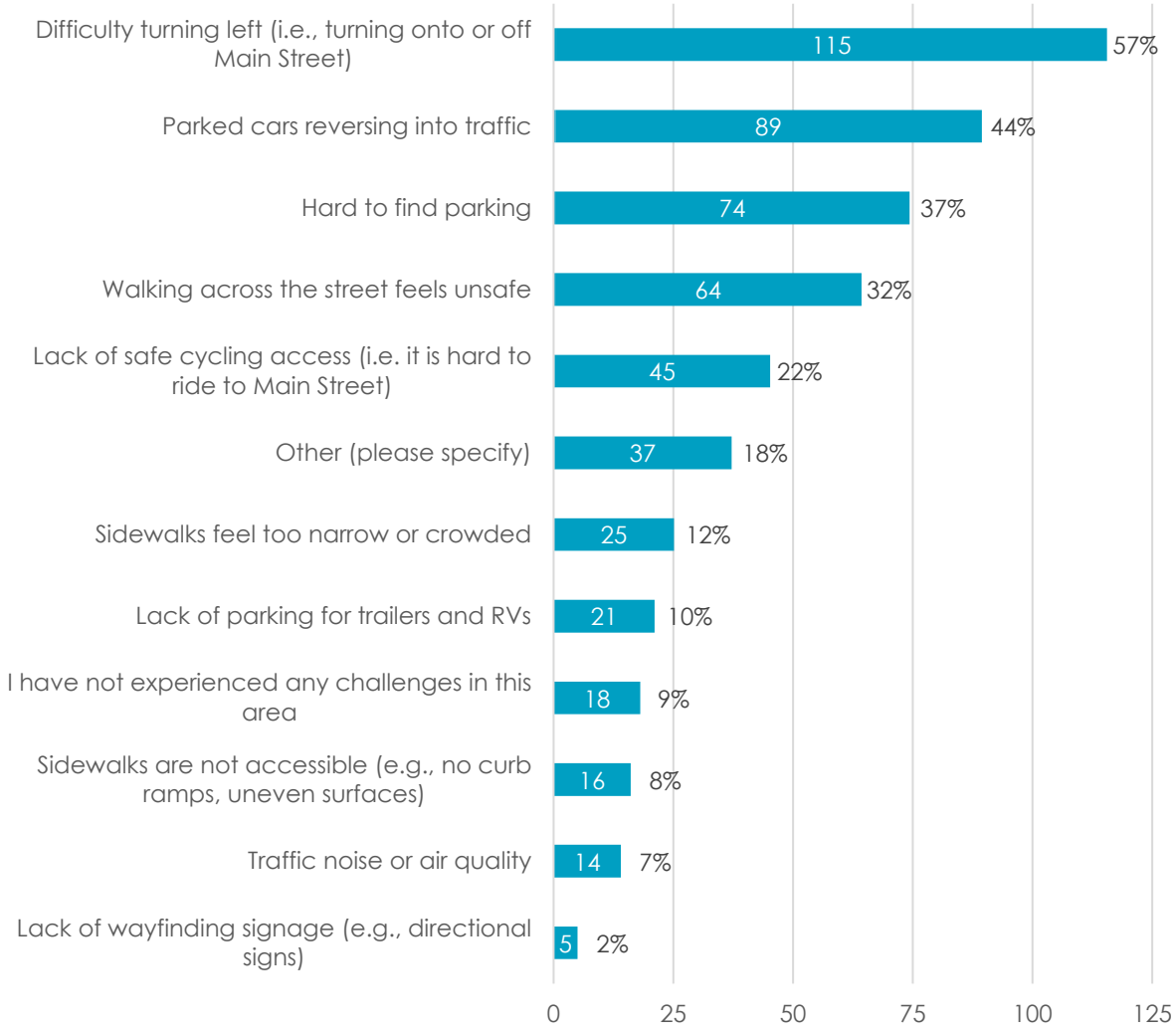
The top factors that would encourage respondents to take the bus more often are: increased regional service (39%), more service within Osoyoos (33%), and service on weekends (26%). A significant portion of respondents (40%) were not interested in taking the bus.



## 2.2.7 Main Street

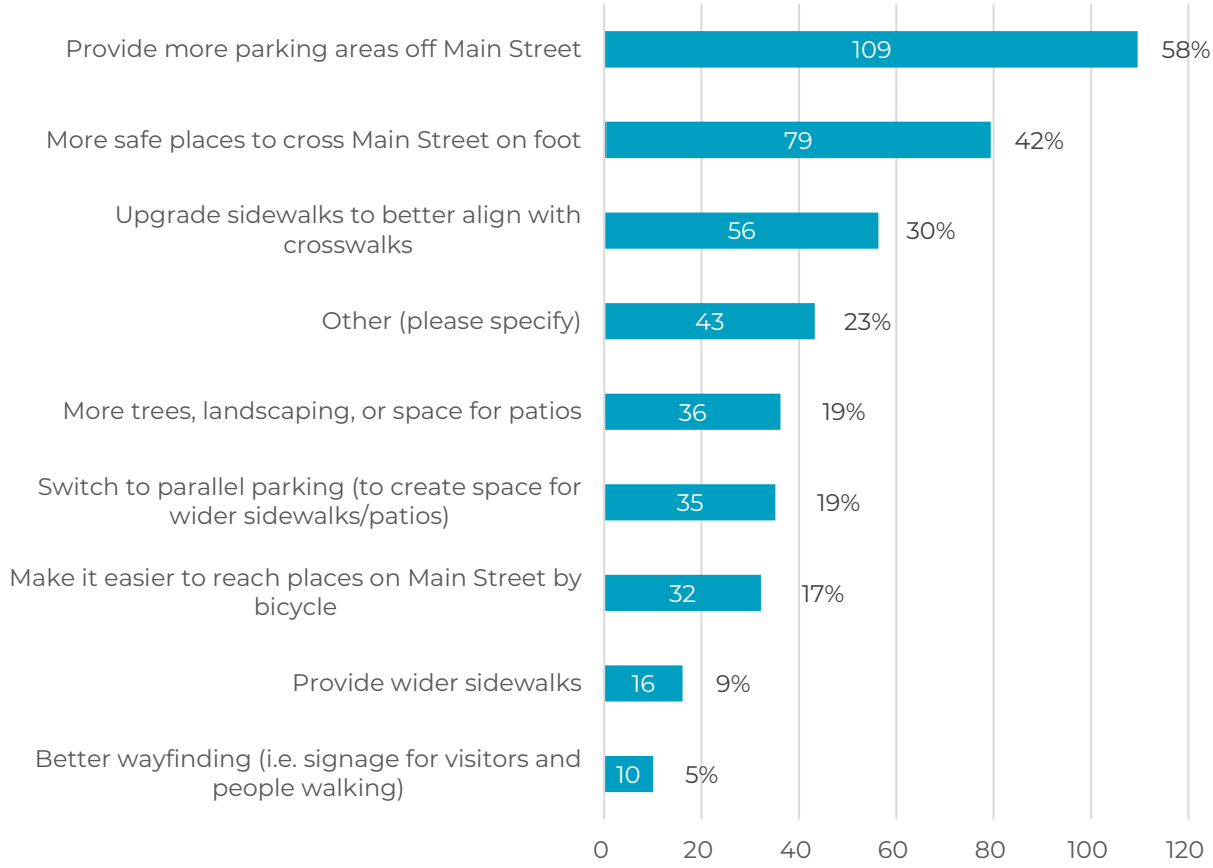
**What are the key challenges when visiting or travelling along Main Street? Select your top 3. (n=202)**

The key challenges when visiting or travelling on Main Street are: difficulty turning left onto or off Main Street (57%), parked cars reversing into traffic (44%), and difficulty finding parking (37%).



**What could be done to improve travel conditions on Main Street? Select your top 3. (n=187)**

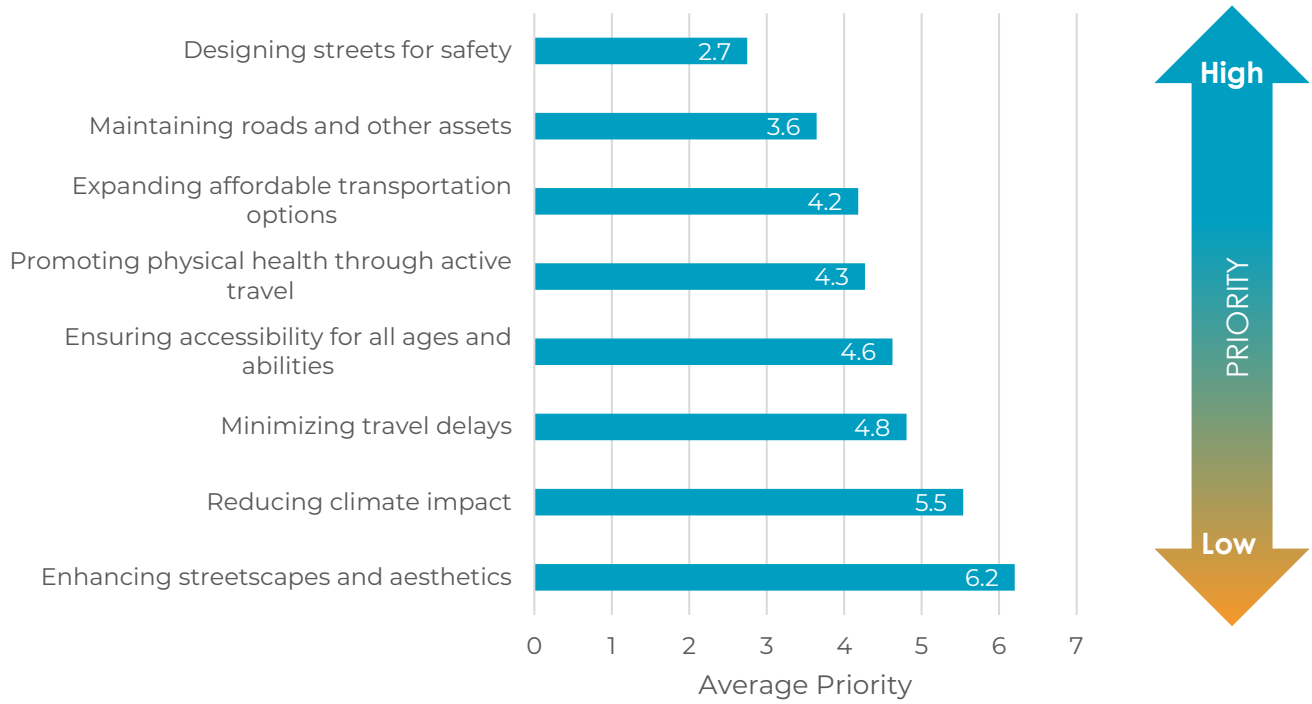
The top actions that could be taken to improve travel on Main Street include: providing more parking areas off Main Street (58%), more safe places to cross Main Street on foot (42%), and upgrading sidewalks to better align with crosswalks (30%).



## 2.2.8 Transportation Priorities

**Which of the following transportation outcomes are most important to you? Rank the following options in order of priority from 1 to 8. (n = 190)**

Designing streets for safety is the highest priority transportation outcome, followed by maintaining roads and other assets, and expanding affordable transportation options.




**Are there any other transportation outcomes not listed above that you believe should be a priority? If so, please describe the outcome and what you would rank it. (n=71)**

A summary of the key themes is presented below. This summary only includes themes that were referenced at least twice. A full export of all comments is available in **Appendix C.**

### Driving

- Support for alternate truck route to bypass Main Street. (7)
- Better parking enforcement to prevent illegal parking that blocks sightlines. (3)
- Make it safer and easier for drivers to make left turns, with suggestions for a left turn lane at Cottonwood, a traffic light at Lakeshore and Highway 3/Main Street, and improvements to turning left onto Main Street from Kingfisher. (3)
- Better enforcement of vehicle traffic on Main Street to reduce speeding and illegal u-turns. (2)
- Address parking concerns on Main Street by adding more parking off of Main Street and do not allow vehicles to reverse onto Main Street. (2)
- Improve road maintenance. (2)

### Active Transportation / Micromobility

- More awareness of micromobility riding rules (e.g. e-scooters, e-bikes) and better enforcement to prevent people from riding dangerously. (8)
- Add more pedestrian crossings and improve the safety of existing crossings (e.g., pedestrian controlled lights in high traffic areas, proper visibility and sightlines). (6)
- Concerns about people riding bikes and scooters on sidewalks. (2)
- Concerns about pedestrian and cyclist safety on roadways, with calls to prioritize safety for active transportation users. (2)
- Ensure infrastructure is accessible for all ages and abilities. (2)
- Provide a safe connection to the hike and bike trail. (2)

### Transit / Rideshare

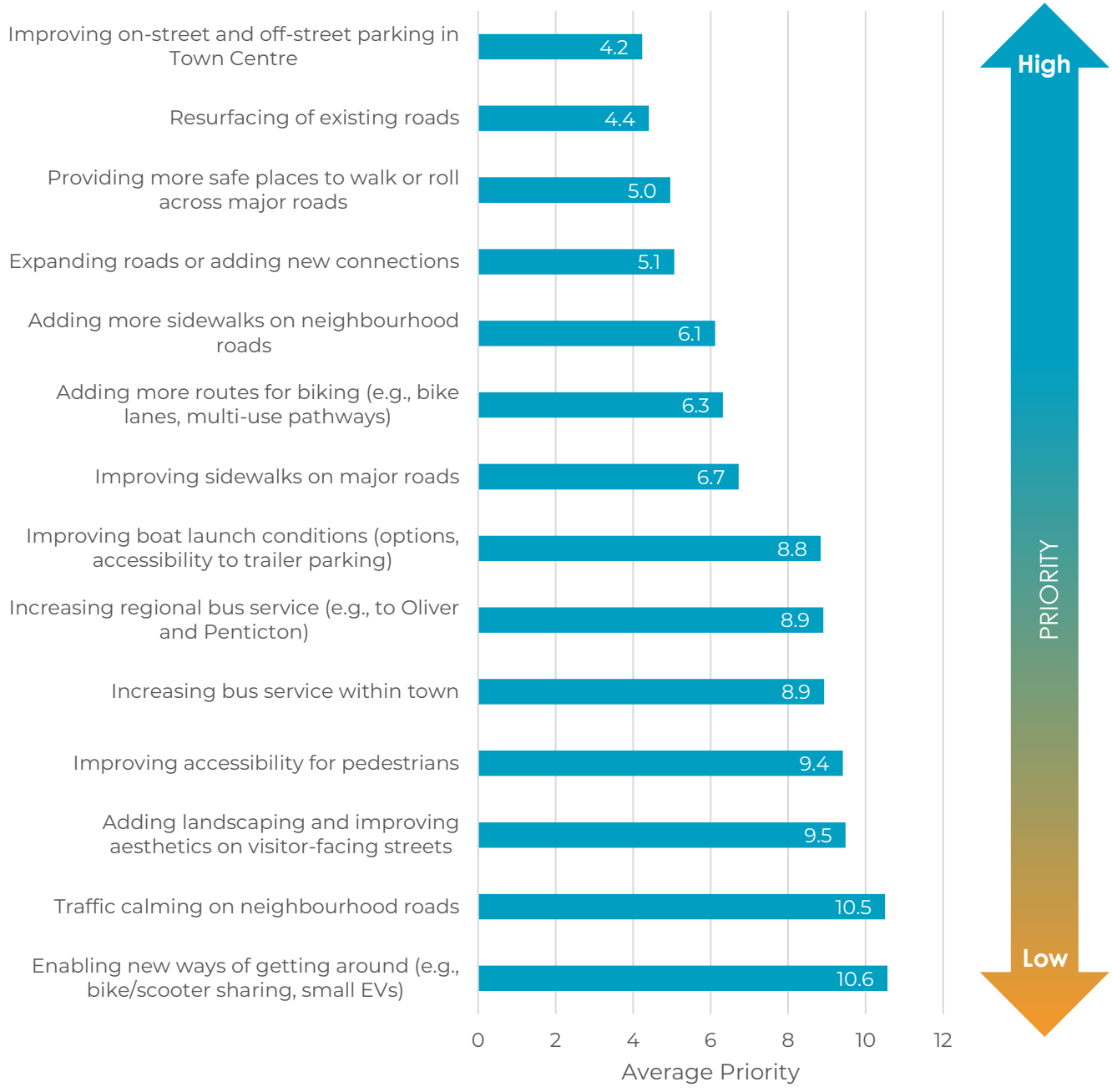
- Increase transit service within Osoyoos. (4)
- Introduce ride share services to provide more transportation options (e.g. Uber, Lyft). (4)
- Expand transit service to destinations outside of town (e.g. Oliver, Lakeshore Drive). (2)
- Improve reliability of taxi services. (2)

### Other

- Increase vibrancy of downtown by promoting outdoor dining areas, plazas, and expanding commercial areas to side streets off of Main Street. (2)

**What investments in Osoyoos' transportation system should be considered the highest priority? Rank the following options in order of priority from 1 to 14. (n = 185)**

The highest priority investments in Osoyoos' transportation system are improving on-street parking in the Town Centre, resurfacing existing roads, and providing more safe places to walk or roll across major roads.



**Are there any other investments not listed above that you believe should be a priority? If so, please describe the investment and what you would rank it. (n=37)**

A summary of the key themes is presented below. This summary only includes themes that were referenced at least twice. A full export of all comments is available in **Appendix C.**

### Driving

- Support for an alternate route to bypass Main Street. (4)
- Address traffic congestion downtown / Main Street. (2)
- Improve road maintenance. (2)
- Improve dangerous intersections (e.g. poor visibility on 62nd and 89th). (2)

### Active Transportation

- Improve the safety of existing crossings by adding more pedestrian controlled crossings at busy intersections and better crosswalk lighting. (6)
- Improve the condition of existing sidewalks and add more sidewalks around town, especially along high traffic roadways (e.g. highways). (7)
- Add more street lighting. (3)
- Add pedestrian crossing bridges on busy roadways. (2)

### Transportation Options

- Expand transportation options such as ride share services, more transit services, and rental car services. (6)

## 2.2.9 Additional Comments

**Do you have any additional comments regarding transportation in Osoyoos? (n=52)**

A summary of the key themes is presented below. This summary only includes themes that were referenced at least twice. A full export of all comments is available in **Appendix C.**

### Driving

- Improve dangerous intersections, add traffic lights and create dedicated left turn lanes (e.g. Highway 3 and Lakeshore, Cottonwood, Kingfisher). (7)
- Reduce congestion on Main Street and the bridge, including rerouting highway and truck traffic. (4)
- Increase traffic enforcement and address speeding and unsafe driving behaviours. (3)

### Active Transportation

- Improve bike and e-bike safety, infrastructure and connectivity (e.g. protected bike lanes, continuous routes, paved trails). (5)

- Improve pedestrian crossings and add pedestrian bridges or over-street walkways, particularly on Highway 3 and near commercial areas. (3)
- Encourage active transportation and make it easier and safer for pedestrians to walk around town. (3)

### Transportation Options

- Expand and improve local and regional bus service (e.g. more frequent service, expanded routes and stops). (8)
- Improve the availability and reliability of taxi and ride share services. (3)
- Introduce shuttles to the Kelowna airport and a seasonal downtown shuttle. (2)
- Allow the use of golf carts to travel within town. (2)



Town of Osoyoos

# Transportation Master Plan

# What We Learned Report

## Round Two Engagement

August 2026

Osoyoos

Canada's warmest welcome ®*

# 1.0 INTRODUCTION

The Town of Osoyoos is developing a Transportation Master Plan (TMP) to guide the future of long-term transportation planning in Osoyoos. The TMP will outline a vision for creating streets that are safe, comfortable, accessible, and well-connected for all users. It encompasses all modes of transportation, including walking, cycling and rolling, driving, and transit.

As part of this planning process, the Town is engaging with residents to ensure the community's priorities and interests are reflected in the TMP. Two rounds of engagement are being undertaken, as described below.

This report summarizes the key findings from the second round of engagement.

## 1.1 Engagement Process

**Round One: Issues, Opportunities and Goals (February – March 2026)**
The first round of engagement focused on gathering input on local transportation issues, challenges, and concerns. It also sought to understand the community's values and priorities. The feedback collected during this round will inform the development of the TMP's Vision and Goals.

**Round Two: Review the Draft Plan (June - July 2026)**
The second round of engagement presented the Draft TMP for community review and feedback. Residents were invited to review the draft plan and provide input on the proposed vision, goals and recommendations. The feedback gathered through this process was used to refine the Draft TMP and confirm the proposed direction of the plan, ensuring it reflects local priorities and interests.

## 1.2 Engagement Opportunities

The engagement opportunities described below were communicated to the public through the following channels:

- Project StoryMap website: osoyoostmp.ca
- Town of Osoyoos Facebook page
- Town of Osoyoos eNews
- News release

### 1.2.1 Pop-up Event

On July 4 2026, the project team conducted a pop-up engagement event at the Osoyoos Farmers' Market to raise awareness of the Draft TMP, share details of the draft plan, and gather public feedback. The event provided residents and visitors with an opportunity to speak directly with the project team, ask questions, and learn more about the proposed vision, goals, and transportation improvements. A total of 15 people were engaged.



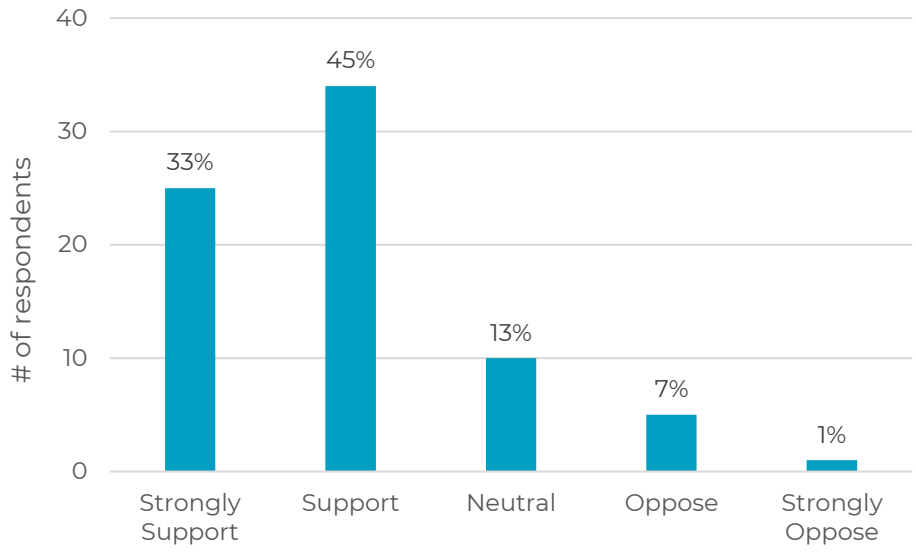

### 1.2.2 Online Survey

An online survey was available July 2 to 31, 2026 to gather input on the Draft TMP. The questions asked participants to indicate their level of support for the draft plan's vision, goals, and recommendations. A total of 75 responses were received.

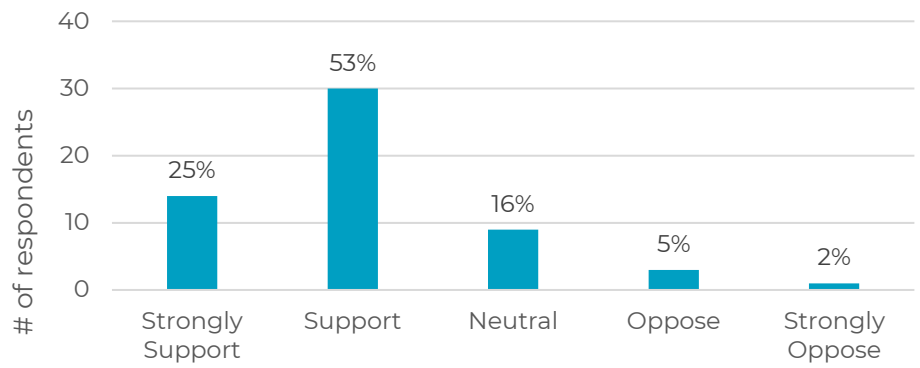
# 2.0 WHAT WE LEARNED

This section presents a summary of the survey results.

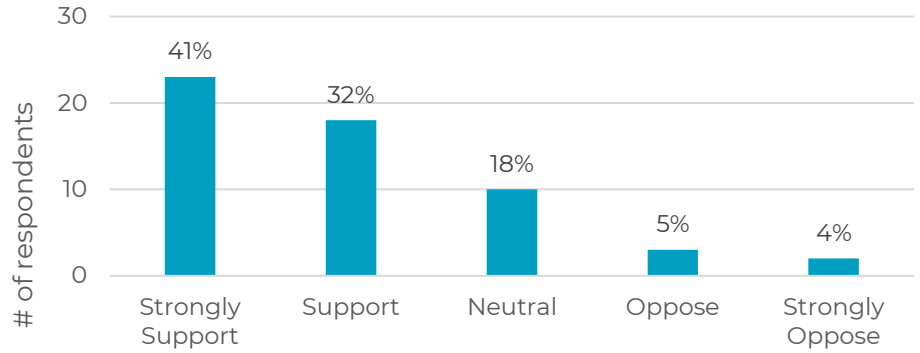
**On a scale of 1 to 5, how supportive are you of the proposed vision and goals? (n=75)**



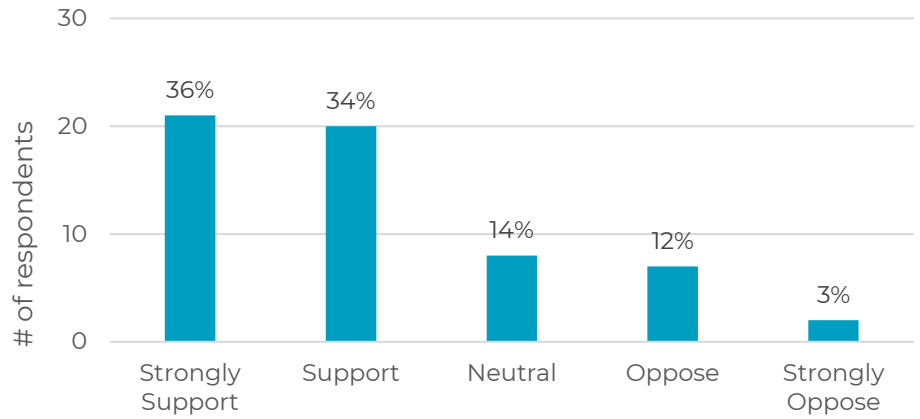
**On a scale of 1 to 5, how supportive are you of the recommendation to combine new transportation projects with road repairs and utility work? (n=57)**



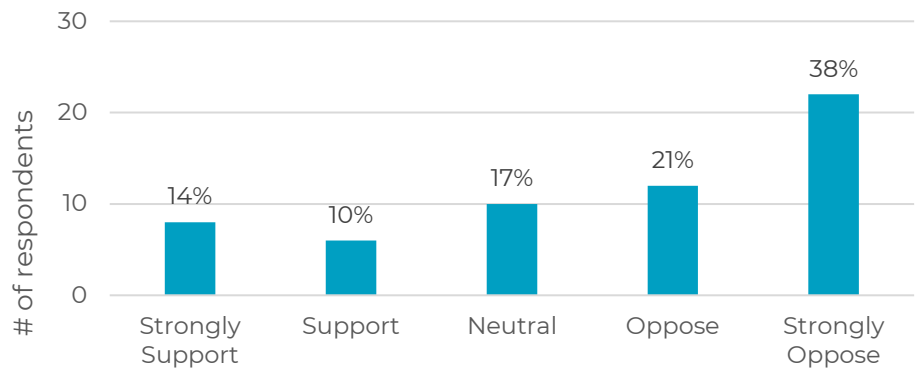

**On a scale of 1 to 5, how supportive are you of the recommendation to update the layout of complex intersections (e.g. 89th Street and 62nd Avenue) to make them easier to navigate? (n=56)**



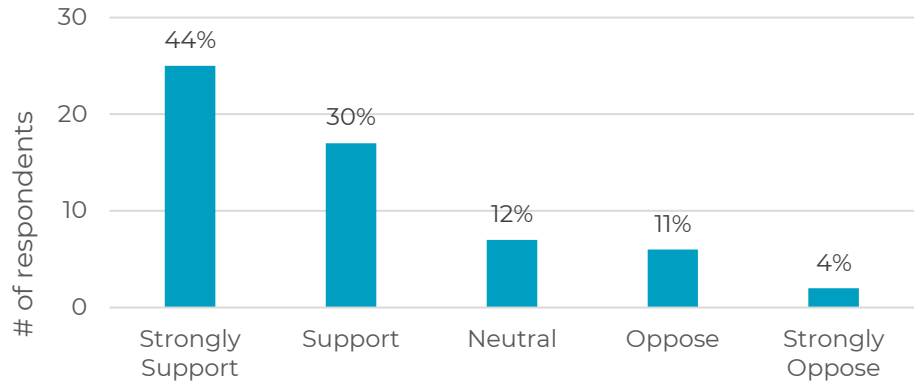

**On a scale of 1 to 5, how supportive are you of the recommendation to connect the pathway network across town, with separate spaces for people walking and biking? (n=58)**



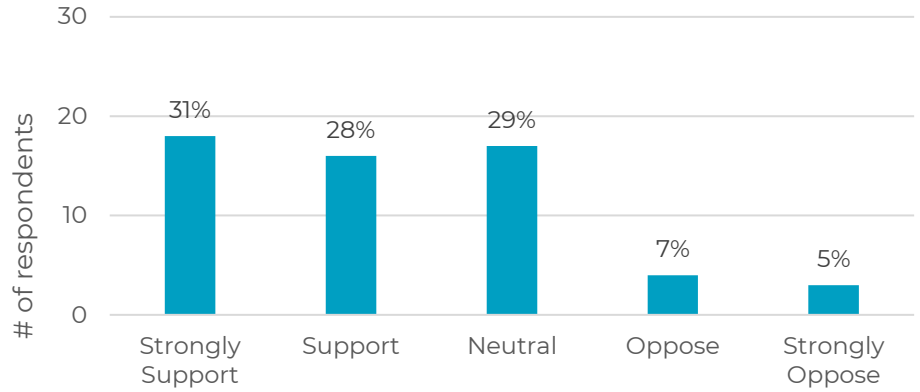
**On a scale of 1 to 5, how supportive are you of the recommendation to consider paid parking on Main Street during the busy season to encourage turnover? (n=58)**




**On a scale of 1 to 5, how supportive are you of the recommendation to advocate for new signals and crosswalks on Highway 97 and Highway 3? (n=57)**




**On a scale of 1 to 5, how supportive are you of the recommendation to consider a shuttle service around the community in the summer? (n=58)**

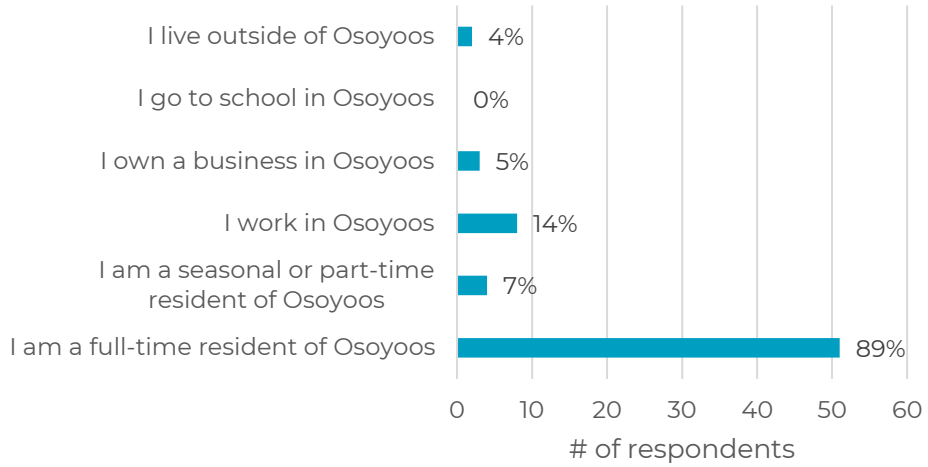


**Do you have any comments about the Draft TMP that you would like to share with the project team?**[1]

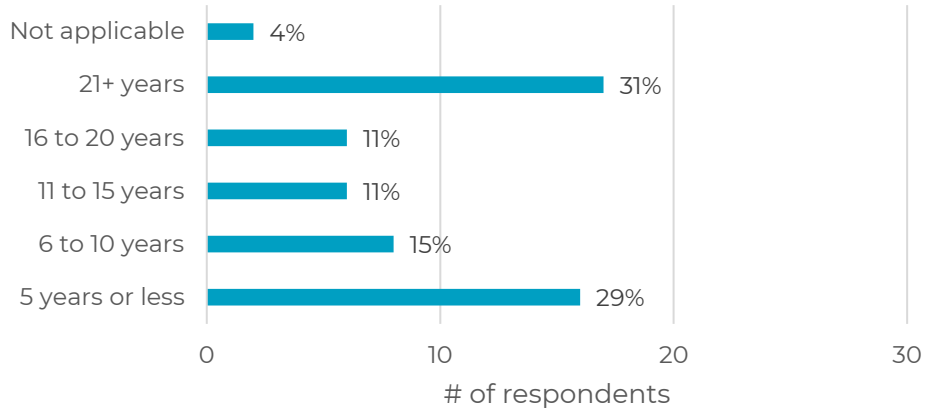
| Theme | Description |
|---|---|
| Crossing and intersection safety | Respondents identified several intersections and crossings as unsafe or in need of improvement. They expressed support for safer pedestrian crossings, including controlled crosswalk lights and additional crossings on busy roads.<br><br>Safety concerns were raised about the Highway 3 and Highway 3/62nd Street intersection, the intersection of 74th and 89th, the 87th Street intersection, the Eagle Court and Highway 97 intersection, and the corner of Highway 3 and Lakeshore Drive. |
| Accessibility and sidewalks | Respondents raised concerns about accessibility for wheelchair users and others with mobility challenges. They noted a lack of curb ramps at crosswalks and sidewalks, as well as a need for more accessible parking spaces that support a wider range of mobility needs.<br><br>Some raised concerns about gaps in the sidewalk network, particularly between Highway 97 and Lambert, the intersection after Blue Barn, and on Highway 3 south of the Highway 97 intersection. |
| Priority of infrastructure investments | Several respondents viewed the TMP as a lower priority than more urgent infrastructure needs, such as sewer and water systems. They suggested that investment in these areas should come before the transportation improvements identified in the TMP. |
| Paid parking | Some respondents felt that residents should not have to pay for parking, and suggested resident permits if paid parking is introduced. Others were concerned that paid parking on Main Street would push people to park in other nearby residential streets. |
| Road condition and maintenance | There were calls for prioritizing road repairs before focusing on other transportation improvements. |
| Transit service | Few noted that increased transit service is needed, particularly weekend service to Penticton and service to the Penticton and Kelowna airports. |

[1] *The table represents the key themes of the comments received through both the survey and the pop-up event.*

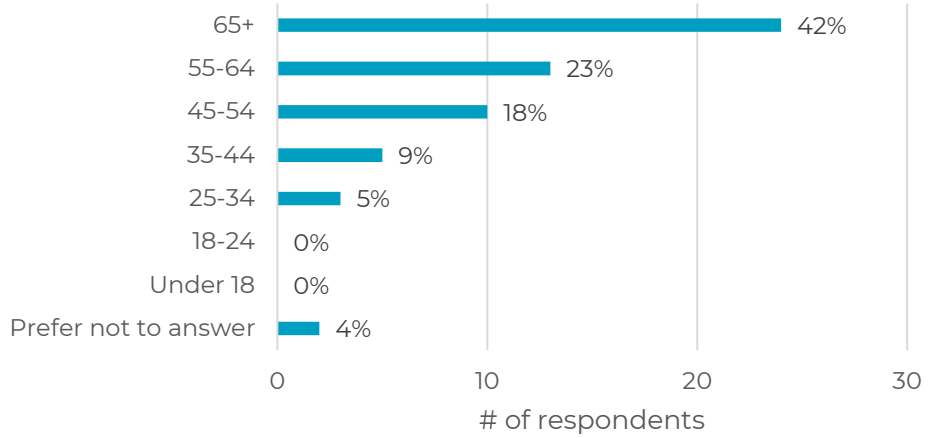
**What is your connection to the Town of Osoyoos? Select all that apply. (n=57)**




**If you live in Osoyoos, how long have you lived in the Town? (n=55)**




**What is your age group? (n=57)**





# Appendix C:
## Existing Conditions

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# EXISTING CONDITIONS ASSESSMENT



# TRANSPORTATION MASTER PLAN & ROAD CONDITION ASSESSMENT

## TOWN OF OSOYOOS

August 13, 2026

URBAN SYSTEMS

# CONTENTS


1.0 INTRODUCTION ..... 1

2.0 COMMUNITY CONTEXT & BACKGROUND INFORMATION ..... 1

2.1 POPULATION ..... 2
2.2 LAND USE ..... 3
2.3 PREVIOUS PLANS AND STUDIES ..... 3
2.4 CITY BYLAWS ..... 1
2.5 REGIONAL AND PROVINCIAL PLANS & STUDIES ..... 3

3.0 TRAVEL AND TRAFFIC CHARACTERISTICS ..... 4

3.1 MODE SHARE ..... 4
3.2 COMMUTING TRAVEL TRENDS ..... 5
3.3 TRAFFIC VOLUMES ..... 5

4.0 ACTIVE TRANSPORTATION NETWORK CONDITIONS ..... 9

4.1 EXISTING MULTI-USE PATH AND TRAIL NETWORK ..... 9
4.2 EXISTING PEDESTRIAN NETWORK ..... 9
4.3 EXISTING CYCLING NETWORK ..... 10
4.4 ACTIVE TRANSPORTATION DATA ..... 12
4.5 MICRO-MOBILITY ..... 14

5.0 ROAD NETWORK CONDITIONS ..... 15

5.1 ROAD NETWORK & CLASSIFICATION SYSTEM ..... 15
5.2 ROAD DESIGN CRITERIA ..... 19
5.3 COLLISION SCREENING & COLLISION TRENDS ..... 20

6.0 TOWN CENTRE STREETSCAPE, CURBSIDE & PARKING ..... 24

6.1 TOWN CENTRE STREETSCAPE ..... 25
6.2 TOWN CENTRE INFRASTRUCTURE ..... 27

7.0 ACCESSIBILITY, SAFETY & TRANSIT ..... 31

7.1 TRANSIT STOPS ..... 34

8.0 SUMMARY OF KEY ISSUES ..... 36

8.1 ACTIVE TRANSPORTATION & TRANSIT ..... 36
8.2 ROAD NETWORK ..... 37
8.3 TOWN CENTRE ..... 38

# APPENDICES

## APPENDIX A: ACTIVE TRANSPORTATION COUNT SUMMARY

# TABLES


Table 2.1: Summary of Study Area Census Profile ..... 2
Table 3.1: Traffic Data Collection Details ..... 6
Table 4.1: Crosswalk Treatment Assessment ..... 13
Table 5.1: Collector Road Speed Limits ..... 16
Table 5.2: Road Design Standards ..... 19
Table 5.3: BCAT Guidance - Sidewalks ..... 19
Table 5.4: Top Collision Locations (ICBC, 2020-2024) ..... 20
Table 5.5: Top Intersection Collision Screening Summary ..... 21
Table 6.1: Town Centre Streetscape Elements ..... 25
Table 6.2: Town Centre Pedestrian Infrastructure ..... 28
Table 7.1: Accessibility and Safety Review ..... 31


# FIGURES


Figure 2.1: Town of Osoyoos and Surrounding Area ..... 1
Figure 2.2: Osoyoos Land Use Designation (2022 OCP) ..... 4
Figure 3.1: Mode Split (2021 Census) ..... 4
Figure 3.2: Commuting Duration (2021 Census) ..... 5
Figure 3.3: Traffic Data Collection Plan ..... 7
Figure 3.4: Traffic Volume Map (2025 AADT) ..... 8
Figure 4.1: Existing Active Transportation Map ..... 11
Figure 4.2: Active Transportation Counts (Aug. 2025) ..... 12
Figure 5.1: Road Classification Map (2025) ..... 18
Figure 5.2: Collision Map (ICBC, 2020-2024) ..... 23
Figure 6.1: Town Centre Districts (Town Centre Renewal Plan, 2018) ..... 24

# 1.0 INTRODUCTION

The Town of Osoyoos (the Town) is undertaking the development of a comprehensive Master Transportation Plan and Road Condition Assessment. This initiative is designed to support the modernization of the Town's asset management program by incorporating the road network into its long-term planning.

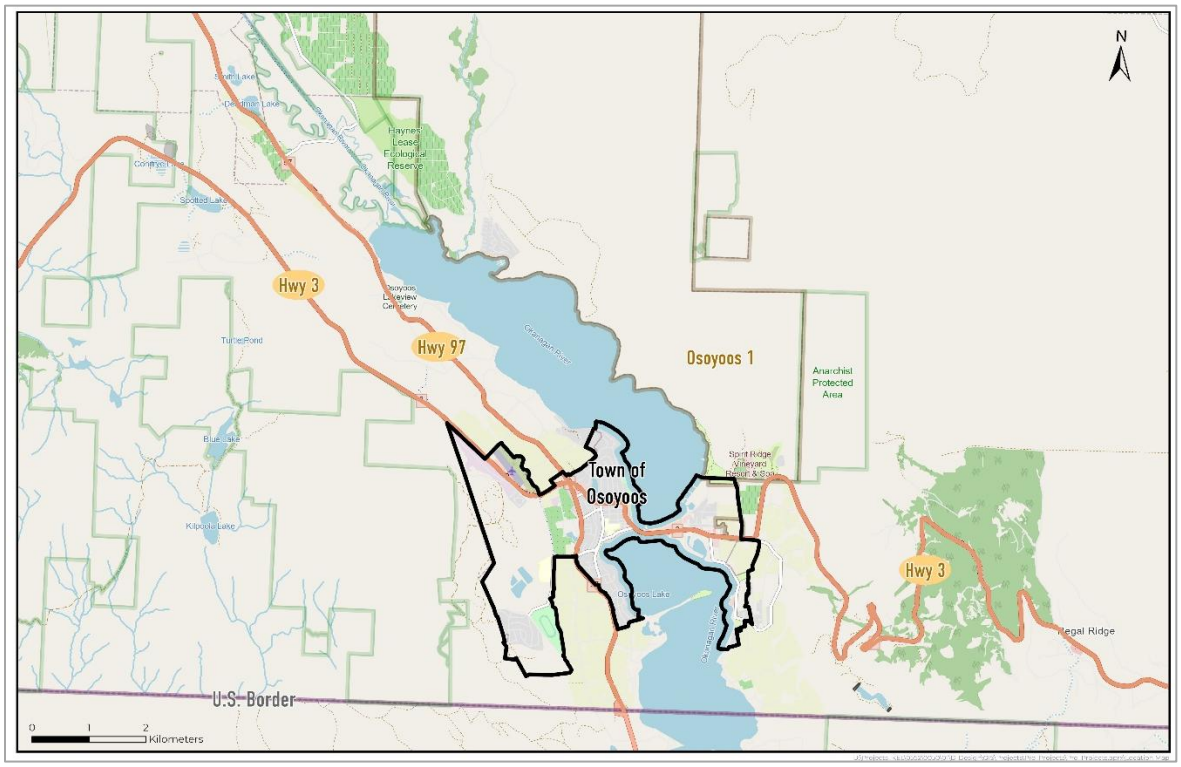
This report summarizes the existing conditions assessment of the community's current transportation network. This review is critical to develop an understanding of the current issues and opportunities which will guide the development of the long-range TMP vision and recommendations. The key findings from the existing conditions assessment will directly inform future directions, network plans, and improvement projects for Osoyoos' Transportation Master Plan.

# 2.0 COMMUNITY CONTEXT & BACKGROUND INFORMATION

As shown in Figure 2.1, the Town of Osoyoos is located in the southern interior of British Columbia within the Okanagan-Similkameen Regional District (RDOS), just 3.6km north of the United States border. It lies at the junction of Highway 97 and Highway 3 (Crowsnest Highway), making it a strategic gateway for cross-border traffic and regional connectivity.

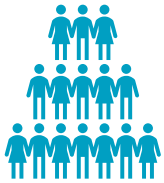
The town is nestled on the shores of Osoyoos Lake and is surrounded by orchards, vineyards, and desert terrain. As the only living desert in Canada, Osoyoos is a popular resort destination, attracting thousands of visitors each year for its recreational amenities, wineries, and cultural events. The Town shares deep-rooted connections with the Osoyoos Indian Band (OIB), located adjacent to the Osoyoos 1 reserve, which occupies approximately 32,000 acres of land in the north and east of the Town.

**Figure 2.1: Town of Osoyoos and Surrounding Area**



## 2.1 POPULATION

Population growth in Osoyoos can be attributed to the strong economic opportunities, a high quality of life as a desirable tourist destination, and an appealing lifestyle or retirement migration. Based on the 2021 Canadian Census Profile, the Town of Osoyoos has a population of 5,556 residents, which is an increase of 10% since 2016 (5,505). The average age of residents in Osoyoos is 57 years.



5,556

2021 Population



57

Average Age

The following table summaries key demographic indicators from the 2021 census for the Town of Osoyoos, RDOS, and the Osoyoos 1 Reserve.

**Table 2.1: Summary of Study Area Census Profile**

| CATEGORY | INDICATOR | OSOYOOS | RDOS (AREA A) | OSOYOOS 1 |
|---|---|---|---|---|
| Population and Dwellings | Population | 5,556 | 2,139 | 1,426 |
| | Dwellings | 3,279 | 1,050 | 878 |
| | Dwellings occupied by usual resident[1] | 2,647 (81%) | 873 (83%) | 565 (64%) |
| Household Characteristics | Average Age | 57 | 52 | 51 |
| Labour and Income | Median Household Income | $66,000 | $82,000 | $73,000 |
| | Median Income of Individuals | $33,600 | $34,800 | $36,400 |
| | Population in the labour force | 2,140 (44%) | 1,015 (54%) | 375 (34%) |
| | Population Regularly Commuting[2] | 1,665 (30%) | 745 (35%) | 280 (20%) |

[1] A private dwelling occupied by usual residents refers to a private dwelling in which a person or a group of persons is permanently residing. Also included are private dwellings whose usual residents are temporarily absent on May 11, 2021.
[2] Defined as the share of the total population employed at a usual place of work, or no fixed workplace (i.e. excluding people who primarily work from home)

## 2.2 LAND USE

The Town of Osoyoos is predominantly agricultural and residential land use, with residential land being characterized largely by detached housing. There are pockets of multi-family developments throughout the community, specifically in areas close to the Downtown. Commercial and mixed-use zones are concentrated along Main Street (Highway 3), forming the Town's Central Business District. The Main Street corridor includes retail, hospitality, and service-oriented businesses that support both residents and seasonal visitors. The Town's industrial lands are primarily located in the northwestern edge of the Town.

The Town is divided east to west by Osoyoos Lake, with Highway 3 serving as the only route linking the two halves of the community. This creates a challenging of balancing the role of Highway 3 as an interprovincial connector and local main street, especially given infrastructure limitations such as the narrow width of the existing bridge.

**Figure 2.2** illustrates the Town's Land Use Designation as found in the 2022 Official Community Plan (Map 2).

## 2.3 PREVIOUS PLANS AND STUDIES

The development of the TMP is guided by previously published policies and plans and is intended to support and reinforce the aspirations outlined in each document. The following Town of Osoyoos policies and plans are among the resources that have been used to develop the TMP:

- Official Community Plan (2022)
- Active Transportation Network Plan (2023)
- Tourism Osoyoos 5-year Strategy
- Accessibility Plan (2023)
- Town Centre Renewal Plan (2018)

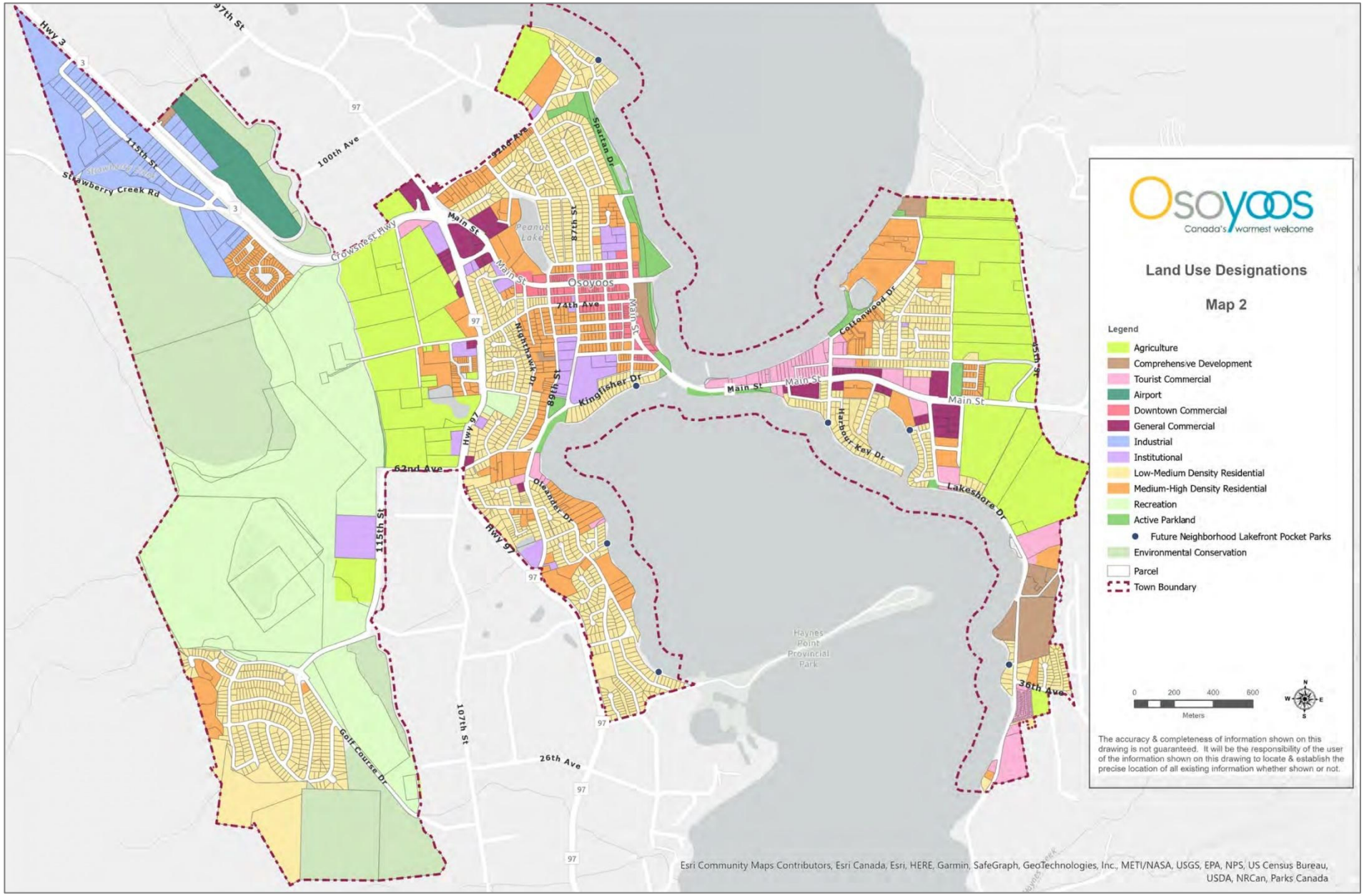
Furthermore, regional and provincial plans and studies that are applicable to the TMP process were reviewed, including the following:

- South Okanagan Regional Growth Strategy (2017)
- Move, Commute, Connect – BC's Active Transportation Strategy
- BC Active Transportation Design Guide (2019)
- CleanBC (2018)

It is also worth noting that there are several transportation design guidelines applicable to provincial and municipal highways and where needed, these have been referenced including:

- TAC Geometric Design Guide for Canadian Roads
- B.C. Supplement to TAC Geometric Design Guide
- 2018 Pedestrian Crossing Control Guide (TAC)
- 2021 Manual of Uniform Traffic Control Devices for Canada (TAC)

**Figure 2.2: Osoyoos Land Use Designation (2022 OCP)**



# 2.4 CITY BYLAWS

The following section summarizes key Bylaws related to the transportation system in the Town of Osoyoos.

## 2.4.1 THE OFFICIAL COMMUNITY PLAN (2022)

The Town's current Official Community Plan (OCP) was updated in 2025. The purpose of the plan is to provide the Town with a framework to guide growth and development that aligns with the community's vision for the year 2040.

> *"In 2040, Osoyoos will be a connected and innovative small community that is a desirable place to live, work, and play for all with a strong sense of community, quality amenities and facilities, prosperous local economy, thriving cultural scene, and beautiful natural space."*

The key transportation objectives outlined in the OCP are listed below:

- Enhance the pedestrian experience by enabling the development of complete streets and ensuring the Town Centre is a place for people, while recognizing Main Street is also a major thoroughfare.
- Prepare a Sidewalk Plan that identifies new sidewalk routes and where upgrades to existing sidewalk infrastructure are needed.
- Integrate trails into highway improvements where possible; improve connectivity and accessibility between neighbourhoods, the town centre, the waterfront, and regional destinations with multi-use trails.
- Support multi-modal transportation such as walking, cycling, and transit as viable alternatives to private use vehicles through mode share targets, a community ride share program, and other options to support active transportation modes.
- Work with the Ministry of Transportation and Transit (MOTT) to allow for the efficient movement of goods and people on Highway 97 and Highway 3.
- Reduce greenhouse gas emissions through sustainable transportation choices and intentional development procedures.
- Adhere to accessibility standards in the design of all infrastructure.

## 2.4.2 ZONING BYLAW (UPDATED 2024)

The Town's Zoning Bylaw (updated for 2024) provides property, development, and other requirements for different types of land uses, including parking and loading areas. The Zoning Bylaw also records different land use throughout the Town which can be referenced to indicate potential land use density. This will help inform the TMP to ensure appropriate transportation facilities are provided to serve various land uses around the Town and in determining appropriate road classifications to meet the needs of each land use context.

### 2.4.3 SUBDIVISION AND DEVELOPMENT SERVICING BYLAW (1998)

The Subdivision and Development Servicing Bylaw regulates the provision of services for subdivisions and developments within the Town. These services include drinking water, sanitary sewer, stormwater, roads, street lighting, and landscaping. The Bylaw defines the level of service that is required for each subdivision or development.

Section 7.0 of the Bylaw defines the design standards for roads, including standard drawings for each road classification in the Town. Seven road classifications are described: Arterial, Collector, Urban Residential, Urban Local (Low Volume), Cul de Sac (Residential), Industrial., and Rural Residential.

### 2.4.4 DEVELOPMENT COST CHARGES BYLAW (TECHNICAL APPENDIX, 2024)

The Technical Appendix to the Development Cost Charges (Bylaw No. 1322) provides a summary of future water, sanitary, storm, roads, parks, and waste management projects required to service new developments. Section 7.0 of the document identifies the municipal roads projects to be constructed, which include the following:

- Project R1: 74th Ave Water Main Upsizing, Heron Lane and Leeon Crescent Replacement, and Loon Crescent Looping *(Complete)*
- Project R4: Roads Condition Assessment *(Part of the current TMP & RCA Project)*
- Project R5: Roads Master Plan and Traffic Analysis *(Part of the current TMP & RCA Project)*
- Project R9, R10, R11: 89th Street Reconstruction
- Project R12: Intersection Improvements at 89th Street and 62nd Avenue
- Project R16, R17, and R18: 92nd Avenue Reconstruction
- Project R26: Tamarack to Cottonwood Local Road Linkage
- Project R27: Main St. (Highway 3) and Tamarack Dr. Intersection Upgrades
- Project R28: Main St (Highway 3) and 45th St. Intersection Roundabout Upgrades
- Project R29: 45th St. Extension from Main St. to Lakeshore Dr.
- Project R30: 56th Ave. From 51st St. to 45th St.
- Project R32: Main St. (Highway 3) and 89th St. Intersection Upgrades
- Project R33: Oleander Drive Reconstruction 89th Street to Magnolia Place

# 2.5 REGIONAL AND PROVINCIAL PLANS & STUDIES

Four regional and provincial plans and studies were reviewed and are summarized below, as they relate to the Osoyoos TMP & RCA.

## 2.5.1 SOUTH OKANAGAN REGIONAL GROWTH STRATEGY (2017)

The Regional Growth Strategy (RGS) is a long-term strategic framework adopted by the Regional District of Okanagan-Similkameen to guide growth and development across the South Okanagan over a 20-year horizon. The purpose of the document is to promote social, economic, and environmental health while making efficient use of land, services, and resources.

As a Primary Growth Area, Osoyoos is expected to concentrate development within its urban boundaries, align its OCP with RGS goals through a Regional Context Statement, participate in regional collaboration, incorporate multi-modal transportation planning and climate resilience into local infrastructure decisions, and engage with regional partners such as the Osoyoos Indian Band, Okanagan Water Basin Board, and South Okanagan Similkameen Conservation Program.

## 2.5.2 MOVE, COMMUTE, CONNECT – BC'S ACTIVE TRANSPORTATION STRATEGY (2019)

B.C.'s Active Transportation Strategy lays out the Province's intent to promote and invest in active transportation. The strategy contains several short-, medium-, and long-term initiatives that aim to double the percentage of trips taken with active transportation by 2030. Initiatives including expanding education and encouragement programs, reviewing the Motor Vehicle Act, promoting Vision Zero principles, improving active transportation facilities and end-of-trip facilities, incorporating active transportation in provincial highway design, partnering with the tourism sector to promote active transportation, and expanding active transportation funding, which resulted in the updated B.C. Active Transportation Infrastructure Grants Program.

## 2.5.3 BRITISH COLUMBIA ACTIVE TRANSPORTATION DESIGN GUIDE (2019)

The BC Active Transportation Design Guide (BC AT Design Guide) is a comprehensive set of planning and engineering guidelines offering recommendations for the planning, selection, design, implementation, and maintenance of active transportation facilities across the province. The Design Guide covers pedestrian, cycling, and multi-use facilities, intersection design, amenities, wayfinding, multi-modal integration, new mobility, and post implementation considerations such as monitoring and maintenance.  An updated revision to this guide is anticipated in 2026.

## 2.5.4 CLEANBC (2018)

The Province's CleanBC initiative lays out a framework for climate action including green buildings, cleaner industry and waste, green jobs, and sustainable transportation, targeting greenhouse gas emission reductions from 2007 levels of 40%, by 2030, 60% by 2040, and 80% by 2050. An outcome of CleanBC is the Zero-Emission Vehicles Act (ZEVA), which requires that all new light-duty cars and trucks sold in the province will be zero-emission vehicles by 2040, using a phased-in approach (10% by 2025, 30% by 2030, and 100% by 2040).

# 3.0 TRAVEL AND TRAFFIC CHARACTERISTICS

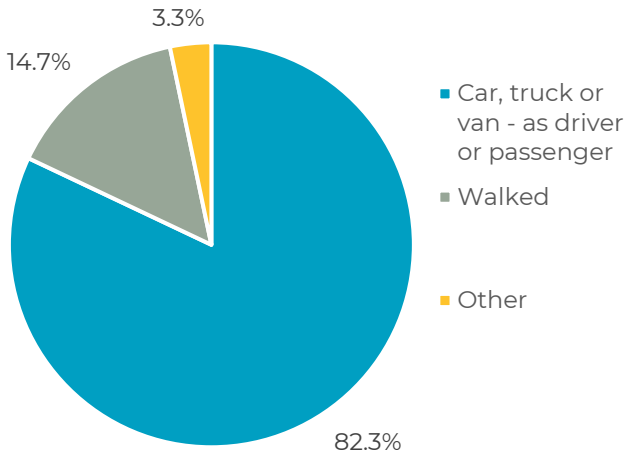
Travel characteristics such as mode share, commute duration, and time leaving for work have been collected from the 2021 Census, as well as supplementary traffic demand data based on traffic counts completed by Urban Systems as part of the study. A summary of the census survey findings and additional transportation data is included in the following sections, providing a comprehensive overview of travel behaviour and traffic patterns in Osoyoos.

## 3.1 MODE SHARE

Based on the 2021 Census data, personal vehicles remain the dominant mode of transportation in Osoyoos, with 82.3% of commuters indicating they travel to work as either a driver (91%) or passenger (9%). Walking is the second most common mode of commuting to work or school. The remaining 3.3% of commutes are divided into the following modes:

- 1.2% - Bicycle
- 1.5% - Other method
- 0.6% - Public transit

**Figure 3.1: Mode Split (2021 Census)**

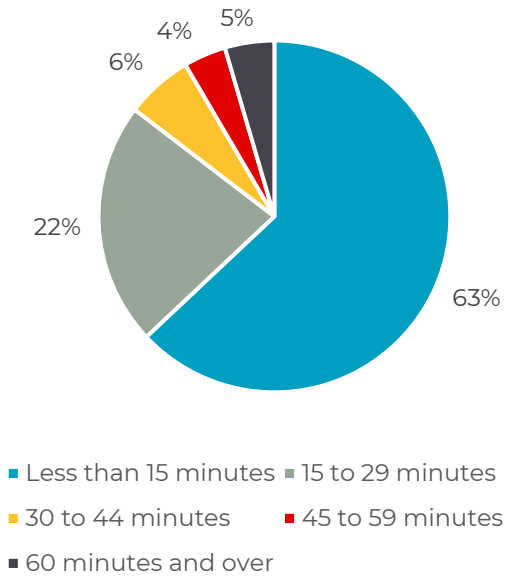



While travel modes may differ for other trip purposes, such as shopping, social, and recreational, it is highly likely that personal vehicle trips make up a similar proportion for all trip purposes.

Compared to the provincial average, Osoyoos has a higher proportion of commuters travelling by car and on foot—82.3% and 14.7%, respectively—versus 79.9% and 6.5% provincially. In contrast, only 0.6% of Osoyoos commuters use public transit, significantly lower than the provincial rate of 9.3%.

## 3.2 COMMUTING TRAVEL TRENDS

**Figure 3.2: Commuting Duration (2021 Census)**




The 2021 Census surveyed the approximate travel times of commuters in Osoyoos, which is illustrated in the figure to the left. Osoyoos commuters typically spend less than 15 minutes travelling to work or school (63% of commuters), and 22% spend between 15- and 29-minutes commuting. The shorter commute times are likely due to the small size of the community. The remaining 15% of commuters spend 30 minutes or more travelling.

Nearly half of commuters reported typically leaving for work between 7:00am and 9:00am, with 20% of commuters leaving before 7:00am and 35% leaving after 9:00am, according to the 2021 Census data.

In the 2021 Census, there were approximately 1800 workers with a usual place of work in Osoyoos (i.e. not including tradespeople without a fixed workplace). Just over half of the workforce in Osoyoos also lives in the town (53%). Roughly one-quarter come from Electoral Area A or Osoyoos 1 (24%). Other notable origins of commuters are Oliver (7%) and RDOS Electoral Area C (5%), with a smaller proportion commuting from Penticton (2%), Keremeos (1%), and Kelowna (1%).

The most common destinations for Osoyoos residents commuting outside the town are Oliver work destination are Oliver and RDOS Electoral Area C (17% of residents commuting). Smaller proportions of the workforce are commuting to Penticton (2%), Keremeos (1%), and Kelowna (1%).

## 3.3 TRAFFIC VOLUMES

Network usage characteristics were gathered from multi-modal intersection and crosswalk counts performed between Tuesday, August 26th and Thursday, August 28th, 2025. The most recent Ministry of Transportation and Transit highway counts were also obtained from the MOTT Traffic Data Program website.

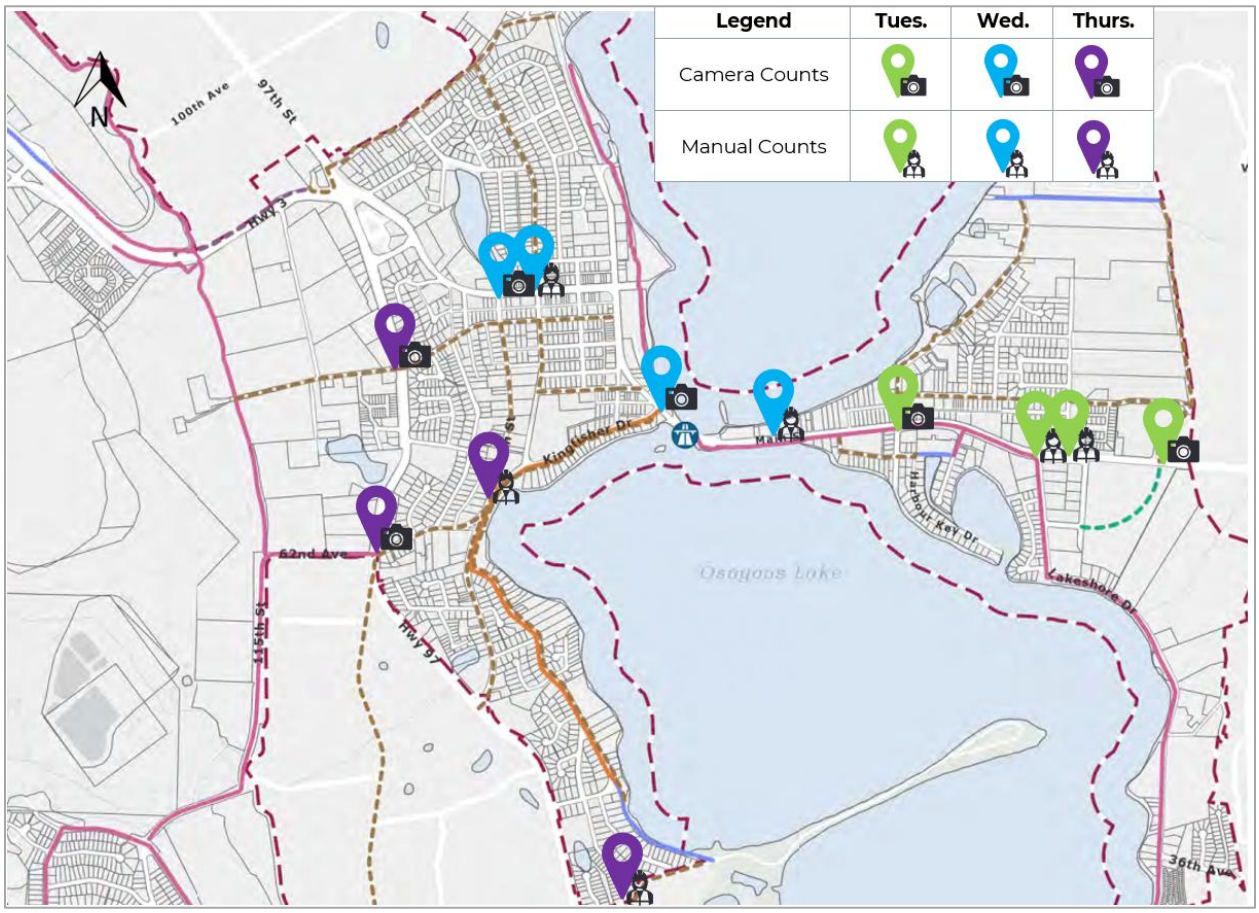
Traffic data was collected at twelve count locations throughout Osoyoos; six using Miovision traffic cameras and six by manual counting methods. Supplementary traffic volumes were retrieved from two short count stations on Highway 97 and Highway 3, provided by the MOTT Traffic Data Program. A summary of the traffic count dates and locations are summarized below in **Table 3.1**.

**Table 3.1: Traffic Data Collection Details**

| LOCATION | COUNT TYPE | DATE |
|---|---|---|
| Highway 3 / 45th Street | TMC (Camera) | Tues. Aug. 26/25 |
| Highway 3 / Lakeshore Drive | TMC (Manual) | Tues. Aug. 26/25 |
| Highway 3 / Tamarack Drive | TMC (Manual) | Tues. Aug. 26/25 |
| Highway 3 / Cottonwood Drive | TMC (Camera) | Tues. Aug. 26/25 |
| Highway 3 Crosswalk at Holiday Inn | Crosswalk (Manual) | Wed. Aug. 27/25 |
| Highway 3 / Kingfisher Drive | TMC / Crosswalk (Camera) | Wed. Aug. 27/25 |
| Highway 3 / 89th Avenue | TMC (Camera) | Wed. Aug. 27/25 |
| Highway 3 / 87th Avenue | TMC / Crosswalk (Manual) | Wed. Aug. 27/25 |
| 32nd Avenue / Lobelia Drive | TMC (Manual) | Thur. Aug. 28/25 |
| Highway 97 / 62nd Avenue | TMC / Crosswalk (Camera) | Thur. Aug. 28/25 |
| Highway 97 / 74th Avenue | TMC (Camera) | Thur. Aug. 28/25 |
| 89th Street / 62nd Avenue | TMC /Crosswalk (Manual) | Thur. Aug. 28/25 |
| Highway 97 (north of Highway 3 junction) | MOTT Short-Count Station | Wed. Aug. 24 - Thur. Aug. 25/22 |
| Highway 3 (east of Osoyoos Trestle Bridge) | MOTT Short-Count Station | Wed. Aug. 24 - Thur. Aug. 25/22 |

A map summarizing the traffic counts collected by Urban Systems Ltd. is illustrated below in **Figure 3.3**.

Figure 3.3: Traffic Data Collection Plan

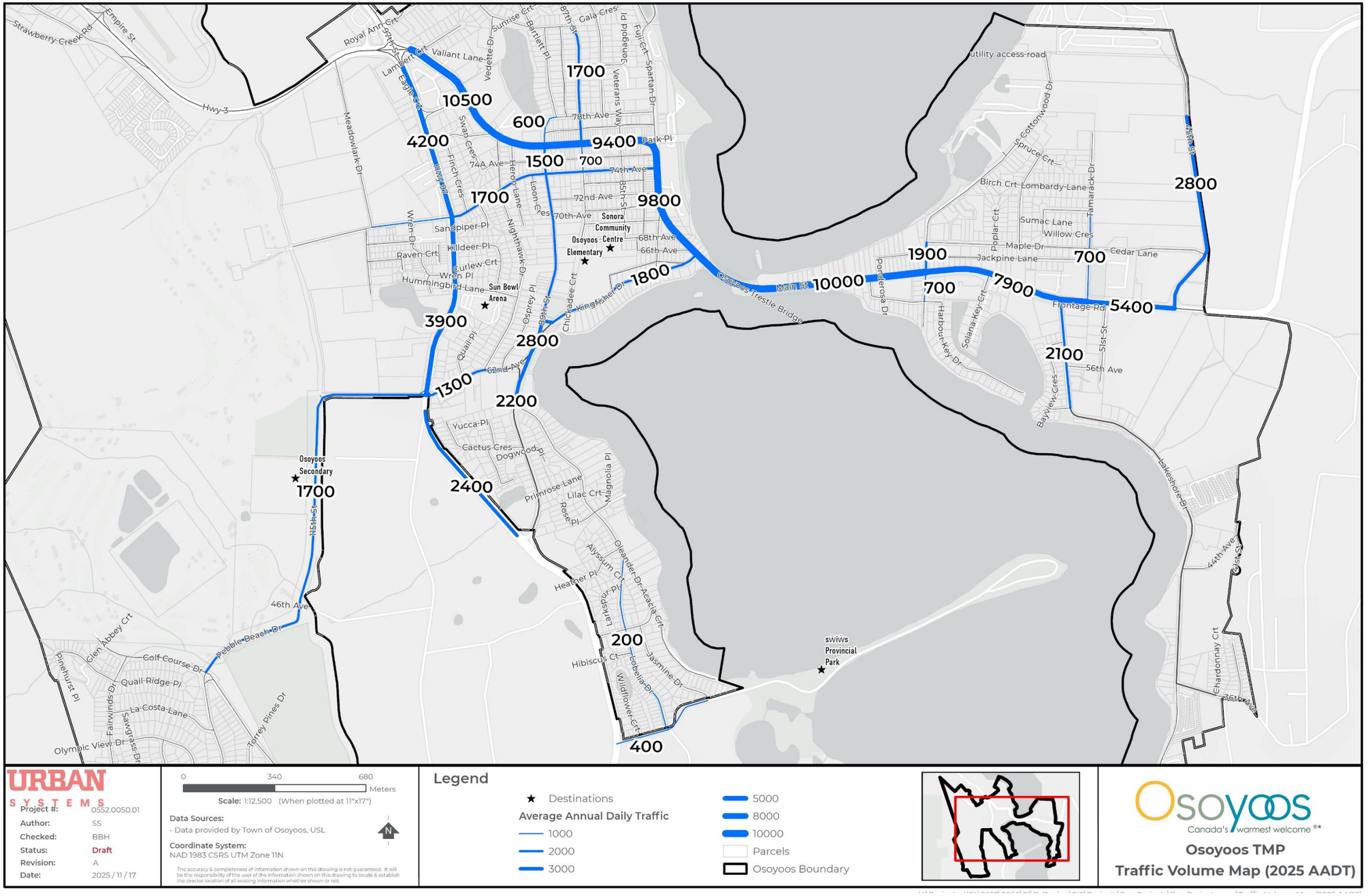



## 3.3.1 AVERAGE VEHICLE TRAFFIC VOLUMES

Osoyoos typically has higher traffic volumes in the summer months when tourism is high. The traffic counts collected in August 2025 reflect higher traffic volumes than the annual average; therefore, each reported traffic volume has been adjusted to reflect the 2025 estimated Annual Average Daily Traffic (AADT) volume. The estimated roadway AADT volumes are illustrated below in **Figure 3.4**.

Highway 97 and Highway 3 volumes are significantly higher than the local road network, with AADT volumes of approximately 10,000 vehicles on Highway 3 between Highway 97 and Cottonwood Drive. Of the local roads, 89th Street (south of Highway 3), 87th Street (north of Highway 3), 62nd Avenue (east of Highway 97), Kingfisher Drive, Cottonwood Drive (north of Highway 3), and Lakeshore Drive have an estimated AADT between 1,500 and 2,800 vehicles per day, showing characteristics of collector type roadways. Traffic volumes on remaining local roads very likely to be lower than 1,000 vehicles per day.

Figure 3.4: Traffic Volume Map (2025 AADT)




URBAN SYSTEMS

| | |
|---|---|
| Project #: | 0552.0050.01 |
| Author: | SS |
| Checked: | BBH |
| Status: | Draft |
| Revision: | A |
| Date: | 2025 / 11 / 17 |

0 340 680 Meters

Scale: 1:12,500 (When plotted at 11"x17")

Data Sources:
- Data provided by Town of Osoyoos, USL

Coordinate System:
NAD 1983 CSRS UTM Zone 11N

The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.

Legend

- ★ Destinations
- Average Annual Daily Traffic
  - 1000
  - 2000
  - 3000
  - 5000
  - 8000
  - 10000
  - Parcels
  - Osoyoos Boundary

Osoyoos
Canada's warmest welcome ®*

**Osoyoos TMP**
**Traffic Volume Map (2025 AADT)**

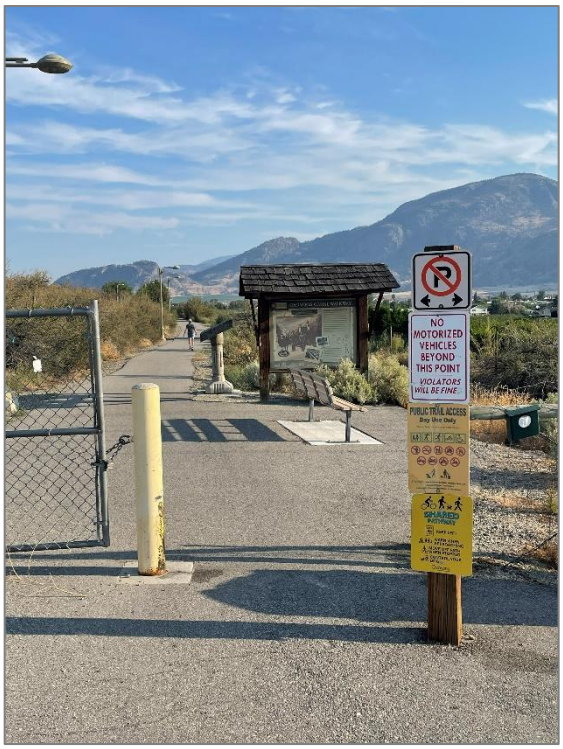
# 4.0 ACTIVE TRANSPORTATION NETWORK CONDITIONS

The Town of Osoyoos has developed an active transportation network that allows pedestrians and cyclists to access most areas of the Town via trails and sidewalks. Both residents and visitors can enjoy active transportation routes that provide both recreational and connectivity to major destinations. The following sections describe the existing active transportation network.

## 4.1 EXISTING MULTI-USE PATH AND TRAIL NETWORK

The Town has approximately 11 kilometers of trail, including just less than one kilometer of gravel trails and the remaining paved. Residents and visitors can walk and bike on from Lions Park in the north of town to the southern extent of Lakeshore Drive on separated pathway, except for the Trestles Bridge, where sidewalks are provided. Another significant trail within the Town extends from just north of the Osoyoos Airport (Irrigation Canal Trail, shown in the image to the right) to Pebble Beach Drive in the Dividend Ridge neighbourhood. The Irrigation Canal Trail is well lit south of Highway 3; no lighting is provided on the trail segment north of Highway 3.

Canal Trail




Outside of the Town boundaries, the sẁiẁs (Haynes Point) Provincial Park is a popular recreational trail alongside several trail networks at Mount Kruger, accessible from the Irrigation Trail and Dividend Ridge neighbourhood.

The existing trail network is shown in the Existing Active Transportation Network Map below in **Figure 4.1**.

## 4.2 EXISTING PEDESTRIAN NETWORK

In addition to the multi-use trail network, pedestrians have access to a well-established sidewalk network, which connects key destinations such as major tourist areas, beaches and parks, and commercial amenities. Sidewalks are often present on both sides of the road close to Downtown and commercial areas are sparser and often only on one side of the road in the residential areas.

The existing sidewalk network is shown in the Existing Active Transportation Network Map below in **Figure 4.1**.

## 4.3 EXISTING CYCLING NETWORK

The cycling network in Osoyoos mainly consists of shared pathways connecting major tourist destinations and supporting recreational cyclists. There are only two dedicated cycling facilities (non-shared): On-street bike lanes on Cottonwood Drive between Highway 3 and Cottonwood Beach, and a separated bike path along Pioneer Walkway. Pioneer Walkway serves as an essential active transportation link between east and west Osoyoos, offering cyclists a dedicated pathway adjacent to Highway 3. At present, the pathway is not directly connected to cycling facilities at either end. On the west side, cyclists are advised to dismount and walk across the Trestles Bridge, while on the east side, cyclists use the road or sidewalk.

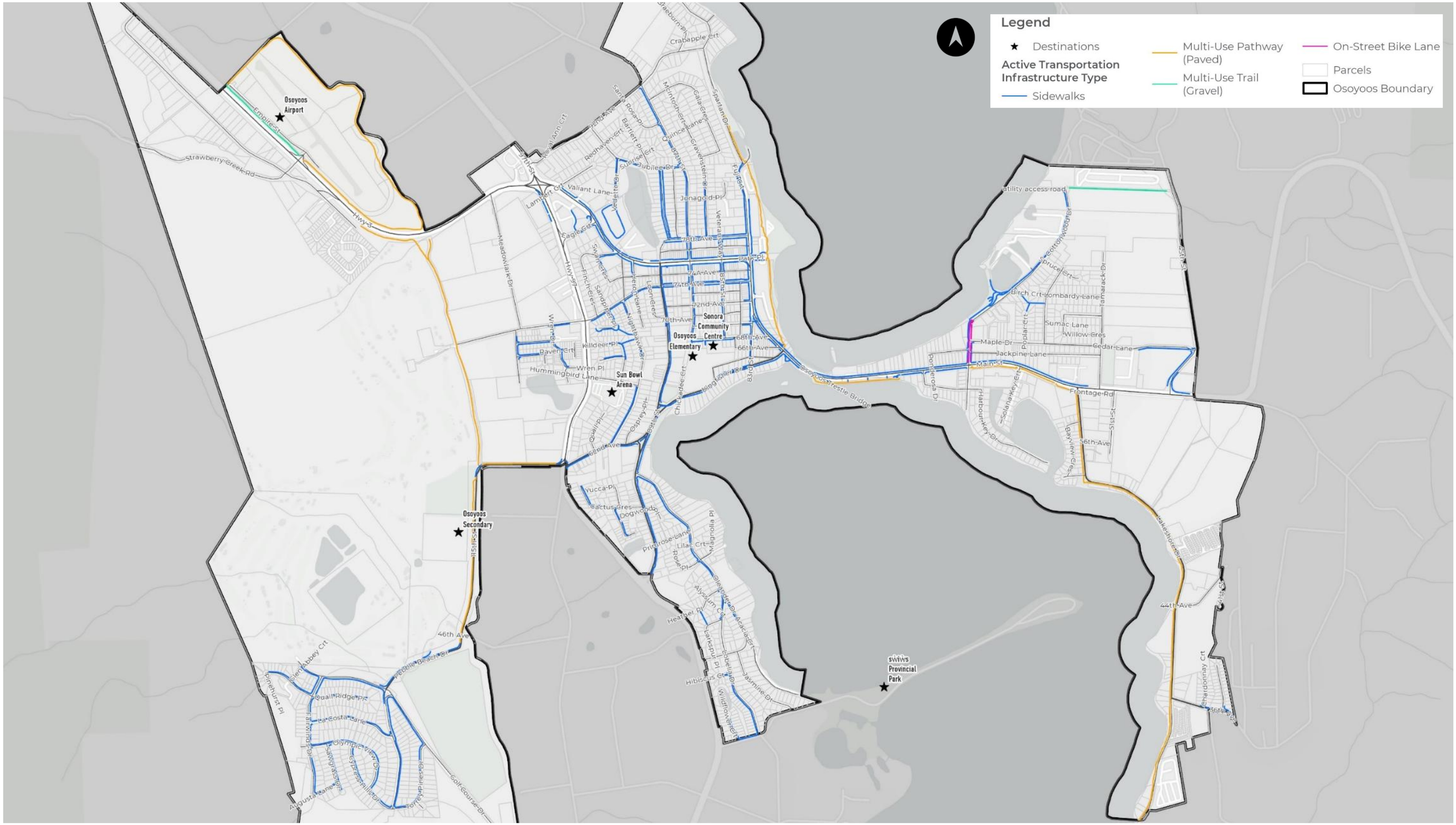
Residential roads in the Town do not have bike facilities.  While this is common and often vehicle volumes and speeds are low enough that cyclists and motorists can share the roadway, it is important to note that shared vehicle and cyclist environments are not considered to support all ages and abilities (AAA). An AAA cycling facility will provide physical separation between cyclists and vehicle traffic to increase safety and comfort. Many cyclists were observed riding on sidewalks during the August 2025 site visit and mentioned in conversations with residents.

Cyclists using sidewalk on 89th Street



The existing cycling network is shown in the Existing Active Transportation Network Map below in **Figure 4.1**.

Figure 4.1: Existing Active Transportation Map

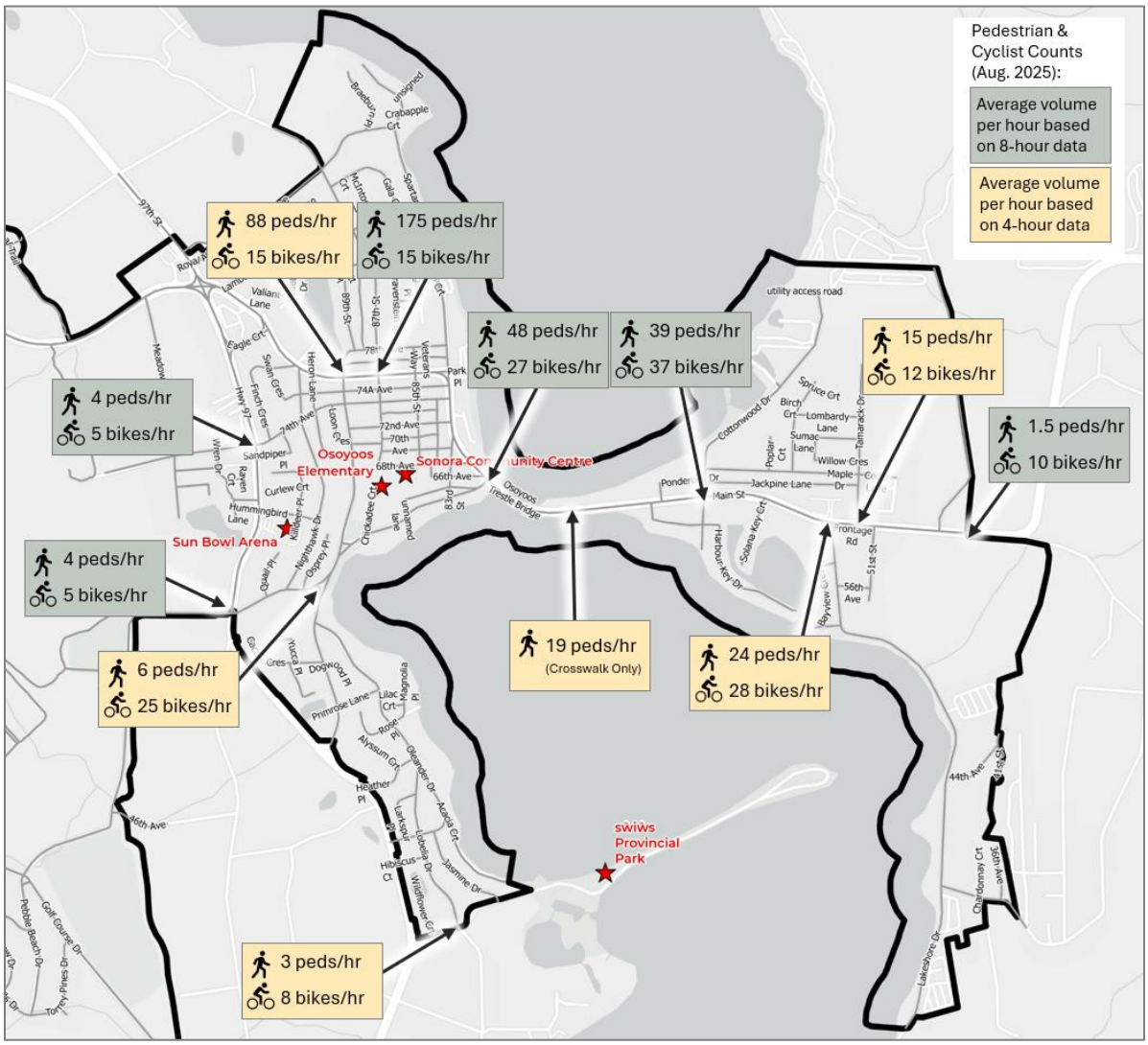


## 4.4 ACTIVE TRANSPORTATION DATA

Pedestrian and cyclist data was collected between August 26th and 28th, 2025 through both manual and video counts. The manual counts were conducted from 10:00am to 12:00pm and 3:00pm to 5:00pm (4 hours of data), the video counts were collected from 9:00am to 5:00pm (8 hours of data). **Figure 4.2** below illustrates the average hourly pedestrian and bike volume observed at each count location. The average volume encompasses both pedestrian and bike traffic for all intersection approaches and all directions, accounting for bicycles traveling on crosswalks as well as on the roadway.

The highest pedestrian activity was observed in the Downtown on Main Street, with 175 and 88 pedestrians per hour counted at the 87th Avenue and 89th Avenue intersections, respectively. Significant pedestrian volumes were also observed on Highway 3 at the Kingfisher and Cottonwood Drive intersections with over 300 pedestrians counted between 9:00am and 5:00pm. The greatest cyclist activity was observed at the Highway 3 / Cottonwood Drive intersection, with 160 cyclists using the crosswalk and 135 cyclists on the road between 9:00am and 5:00pm. Detailed active transportation count reports are provided in **Appendix B**.

**Figure 4.2: Active Transportation Counts (Aug. 2025)**



### 4.4.1 CROSSWALK TREATMENT WARRANTS

Existing pedestrian crossing facilities were reviewed where count data was available. To assess whether current treatments align with the best practices, crosswalk treatment warrants were completed to based on the Transportation Association of Canada (TAC) 2018 Pedestrian Crossing Control Guide. The guide uses the operational speed (or speed limit), average daily traffic, and number of lanes (crossing distance) to determine the recommended crossing control treatment. Treatments can include side-mounted signs, enhanced crosswalks with side-mounted signs, rectangular rapid flashing beacons (RRFB), special crosswalks with overhead flashers, and traffic signals.

**Table 4.1** below summarizes locations with data collected at existing crosswalk facilities and the findings from the warrant assessment. Crossing locations at existing traffic signals or on minor road stop-control approaches were excluded from this assessment.

**Table 4.1: Crosswalk Treatment Assessment**

| CROSSWALK LOCATION | 2025 ADT | POSTED SPEED LIMIT | NUMBER OF LANES | EXISTING TREATMENT | TAC RECOMMENDED TREATMENT |
|---|---|---|---|---|---|
| **Highway 3 at Holiday Inn & Suites** | 10,000 | 50km/h | 4 lanes (two-way) | Side-mounted signs | **Overhead Flashers (or RRFB with curb extensions)** |
| **Highway 3 at Kingfisher Drive** | 10,000 | 50km/h | 4 lanes (two-way) | Side-mounted signs | **Overhead Flashers (or RRFB with curb extensions)** |
| **Highway 3 at 87th Avenue** | 9,400 | 50km/h | 3 lanes (two-way) | Overhead Flashers | RRFB or Overhead Flasher |
| **Highway 3 at 89th Avenue** | 9,400 | 50km/h | 3 lanes (two-way) | Side-mounted signs* | **RRFB** |
| **Highway 97 at 62nd Avenue** | 3,900 | 60km/h | 3 lanes (two-way) | Enhanced crosswalk with side-mounted signs | Enhanced crosswalk with side-mounted signs |
| **89th Street at 62nd Avenue** | 2,200 | 50km/h | 3 lanes (two-way) | Side-mounted signs | Side-mounted signs |

## Highway 3 Crosswalk at Holiday Inn & Suites

The mid-block pedestrian crossing on Highway 3, located at the entrance to the Holiday Inn and Suites, was reviewed in greater detail. This location connects the Pioneer Walkway south of Highway 3 to hotels on the north side. Existing midblock crosswalks in this area are known to feel uncomfortable for pedestrians.

A pedestrian count conducted on August 27th, 2025, recorded 88 equivalent adult units (EAU) using the crosswalk during a 4-hour period. Observations noted general safety concerns: large vehicles often park close to—or within—the crosswalk, creating significant sightline issues for both pedestrians and motorists. As a result, pedestrians are often not visible until they enter the crosswalk, and motorists were observed failing to yield.

The current treatment at the crossing is side-mounted signs with zebra crosswalk markings. Given the high traffic volumes and wide crossing distance (approximately 15m across two travel lanes and two parking lanes), **the recommended treatment includes a combination of RRFBs and curb extensions, with side-mounted signs, zebra crosswalk markings, and advanced warning signs**. The inclusion of curb extensions is important to reduce the pedestrian crossing distance.

Alternatively, a higher-order treatment involving a Special Crosswalk with Overhead Flashers should be considered given the wide crossing distance.

Highway 3 Crosswalk (facing east)



Highway 3 Crosswalk (facing west)



## 4.5 MICRO-MOBILITY

The introduction of micromobility is transforming movement within communities. Options such as e-scooters, e-bikes, and shared mobility can reduce traffic congestion, lower emissions, and support accessible transportation.

Sparrow Scooters currently operate in Osoyoos, proving an additional transportation option. The scooters were observed being used within the Town Centre, Hotel Row, and on multi-use pathways.

Sparrow Scooters on Main Street



# 5.0 ROAD NETWORK CONDITIONS

The Town of Osoyoos has approximately 47 kilometers of road, 45 kilometers of which is paved and 2 kilometers unpaved, based on GIS data provided by the town and Tetra Tech's 2025 road condition survey. The Town's road network features many irregular intersections and curved road segments shaped by a combination of geography (e.g. lakes and hillsides) and historical development. Within the Town Centre, adjacent to Main Street (Highway 3), the road network follows more of a typical grid-style network.

## 5.1 ROAD NETWORK & CLASSIFICATION SYSTEM

The Town of Osoyoos has four road classifications outlined in the 2022 OCP Road Network Plan (Map 8); Highway, Arterial, Collector, and Local. The current Road Network Map and road classifications are illustrated below in **Figure 5.1**.

### 5.1.1 HIGHWAY

Two provincial highways intersect in Osoyoos. Highway 3, also known as the Crowsnest Highway, is a primary east-west route connecting Vancouver to Alberta. Highway 3 also serves as the Town's Main Street, bisecting the Town Centre and connecting east and west Osoyoos via the Trestles Bridge. Highway 97 is a major north-south highway connecting the Okanagan Valley and providing cross-border travel to the USA. Both highways are 2-lanes throughout Osoyoos.

In the Town's 2022 OCP Road Classification, Highway 3 is designated as an Arterial Road between Highway 97 and 45$^{th}$ Street, while Highway 97 is designated as an Arterial Road between Highway 3 and 62$^{nd}$ Avenue. The speed limit on Highway 3 is posted at 80km/h east of Highway 3, where it transitions to a limit of 50km/h throughout the Town. The speed limit on Highway 97 within Osoyoos is posted at 60km/h.

### 5.1.2 ARTERIAL

The Town's only roads classified as Arterial Roads are Highway 3 and a segment of Highway 97, as described in the section above. Arterial roads have the primary function of moving vehicles over longer distances, connecting one area of town to another. Arterials are typically high capacity and prioritize traffic flow; however, Highway 3 through Osoyoos' Town Centre supports an urban context which also prioritizes multi-modal traffic, specifically a high volume of pedestrians.

Throughout the Town, Highway 3 is designated as Main Street. The east-west segment of Main Street between 89$^{th}$ Street and Spartan Drive / Park Place has angled parking on both sides of the road and wide travel lanes. The section of Main Street between Spartan Drive / Park Place and Cottonwood Drive includes on-street parallel parking on both sides of the road, which changes to on-street parking only on the north side of the road east of Cottonwood Drive.

Example of Highway / Arterial Road – Main Street (Highway 3, facing east)



### 5.1.3 COLLECTOR

The Town has several Collector Roads. The 2022 OCP classifies the following roads as collectors:

- 89th Street (south of Highway 3)
- Lakeshore Drive (between Highway 3 and 36th Avenue)
- 36th Avenue
- Kingfisher Drive
- 62nd Avenue
- 115th Street
- Pebble Beach Drive (west of Golf Course Drive)

Collector roads have the primary function of connecting local roads to arterial roads with the purpose of collecting and distributing traffic between neighbourhoods and providing access to homes, schools, and businesses. Collector roads typically carry moderate traffic volumes, have lower speed limits, and can include traffic calming measures and multi-modal facilities.

Based on the traffic data collected in August 2025, Collector Roads in Osoyoos carry an annual average of approximately 1,300 to 2,800 vehicles per day. The posted speed limit for Collector Roads in Osoyoos are summarized below:

**Table 5.1: Collector Road Speed Limits**

| POSTED SPEED LIMIT | ROAD |
|---|---|
| 50km/h | 89th Street (south of 62nd Avenue)<br>Lakeshore Drive<br>36th Avenue<br>62nd Avenue (west of Nighthawk Drive)<br>115th Street (outside of School Zone)<br>Pebble Beach Drive |
| 30km/h | 89th Street (between Highway 3 and 62nd Avenue)<br>62nd Avenue (east of Nighthawk Drive)<br>Kingfisher Drive<br>115th Street (School Zone) |

Example of a Collector Road - 89th Street @ 62nd Avenue (facing north)



### 5.1.4 LOCAL

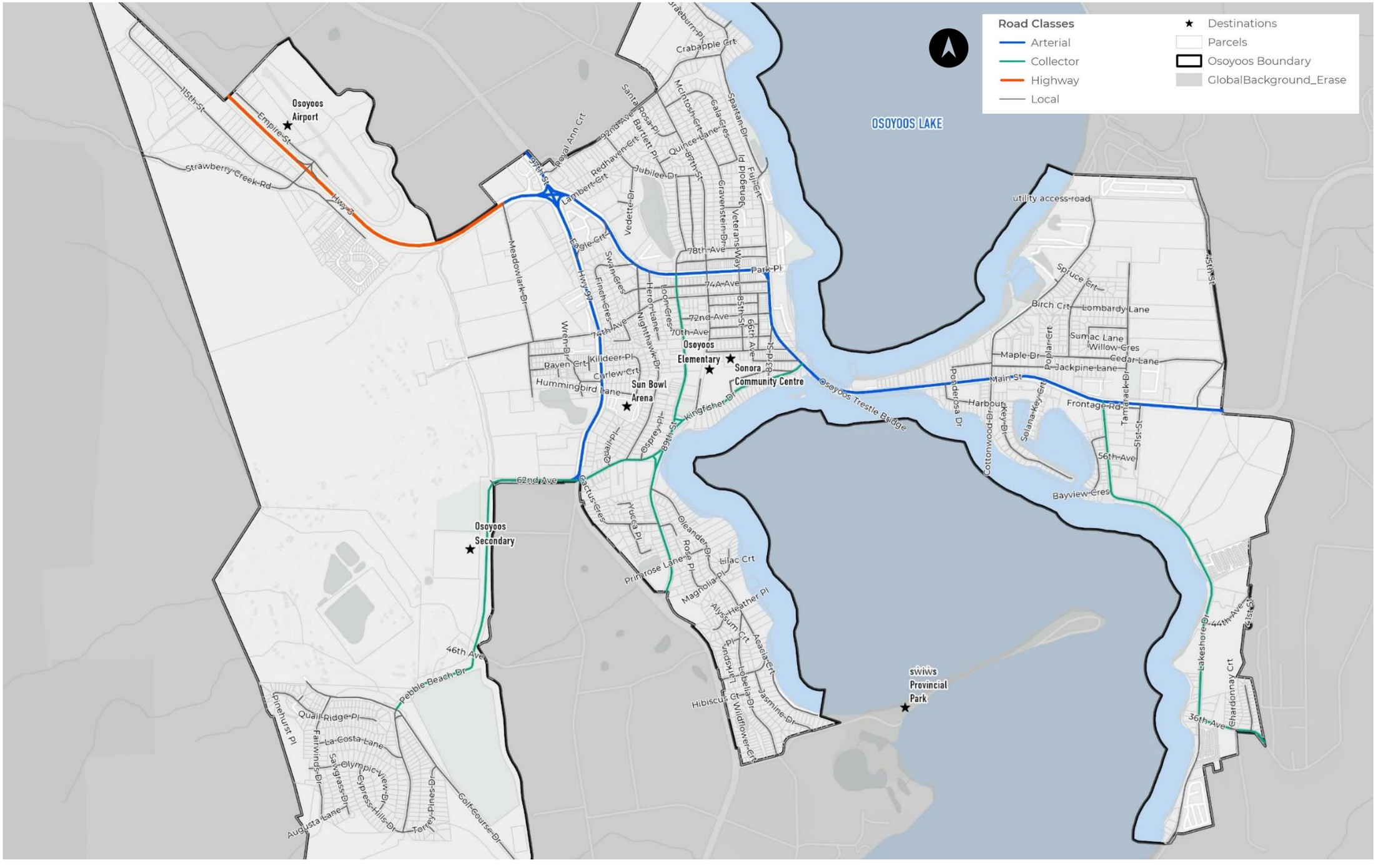
Most roads in Osoyoos are designated as Local Roads. The primary function of Local Roads is to provide access to individual properties, connecting residences and businesses to collector and arterial roads. Local Roads have lower traffic volumes and speeds.

Based on the traffic data collected in August 2025, designated Local Roads in Osoyoos were observed to serve volumes as high as 1,900 vehicles per day (annual average). The posted speed limit on Local Roads ranges between 30 and 50 km/h.

Example of a Local Road – Hibiscus Court (facing west)



Figure 5.1: Road Classification Map (2025)



## 5.2 ROAD DESIGN CRITERIA

Road design specifications for each classification are outlined in the Town's Subdivision and Development Servicing Bylaw (Bylaw No. 1100, 1998). The bylaw identifies road classifications, standard widths for key elements, and associated drawing standards. Compared to the 2022 OCP, the bylaw includes a broader range of classifications. Given the more recent update of the OCP, the bylaw classifications are outdated and no longer align with the OCP.

Each road classification in the bylaw has been evaluated against best practices outlined in the TAC Geometric Design Guide, which is summarize below in **Table 5.2**.

**Table 5.2: Road Design Standards**

| | Osoyoos Bylaw No. 1100 | | | | TAC Design Guide (2018) | | | |
|---|---|---|---|---|---|---|---|---|
| **Road Class** | Sidewalk Width (m) | No. of Lanes | Lane Width (m) | Parking Lane Width (m) | Desired Sidewalk Width (m) | No. of Lanes | Lane Width (m) | Parking Lane Width (m) |
| **Arterial** | 1.65 | 4 | 3.5 | - | 1.5 min | - | 3.0 – 3.7 | - |
| **Collector** | 1.65 | 2 | 3.5 | 2.5 | 1.5 min | 2 | 3.0 – 3.7 | 2.8 |
| **Urban Residential** | 1.65 | 2 | 5.0 | - | 1.5 min | 2 | 3.0 – 3.7 | 2.4 |
| **Urban Local*** | 1.65 | 2 | 4.0 | - | 1.5 min | 2 | 3.0 – 3.7 | 2.4 |
| **Industrial**** | - | 2 | 5.0 | - | n/a | | | |
| **Rural Residential**** | - | - | - | - | - | 2 | 3.0 – 3.7 | - |

*Urban Local is designated for only short cul-de-sacs and crescents in residential areas.
**There are no standard drawings for the Industrial and Rural Residential road classifications.

The Town's bylaw provides limited guidance on active transportation, focusing solely on sidewalks; bike and multi-use facilities are not included. Where sidewalks are specified, the standard width is 1.65m for all road classifications, which is greater than the bare minimum of 1.5m recommended by TAC.

When comparing to the BC Active Transportation Design Guide (BCAT), the bylaw widths do not meet desirable best practice. **Table 5.3**, to the right, summarizes the BCAT desired sidewalk widths for each road type and adjacent land use. Road classification in the bylaw and OCP do not incorporate adjacent land use in road design standards.

**Table 5.3: BCAT Guidance - Sidewalks**

| Land Use Context | Road Type | Desired Width (m) |
|---|---|---|
| **Single-Family Residential** | Local | 1.8 |
| | Collector/Arterial | 1.8 |
| **Multi-Family Residential** | Local | 2.1 |
| | Collector/Arterial | 2.4 |
| **Industrial** | Any | 2.1 |
| **Commercial** | Any | 2.4-3.0 |
| **Areas of high pedestrian activity*** | Any | 3.0-4.0 |

*Pedestrian volumes >400 pedestrians/peak 15-minutes

## 5.3 COLLISION SCREENING & COLLISION TRENDS

ICBC Crash Data was reviewed to identify high collision intersections and collision trends to gain an understanding of the existing safety performance of the road network. Intersections within the Town of Osoyoos were ranked based on the number of collisions reported within the last 5 years (between January 1st, 2020 and December 31st, 2024). The top intersections of concern, based on total number of collisions occurring within the five-year period include:

**Table 5.4: Top Collision Locations (ICBC, 2020-2024)**

| NO. | INTERSECTION | NUMBER OF COLLISIONS *PER INTERSECTION* |
|---|---|---|
| 1. | Highway 3 & Highway 97 | 45 |
| 2. | Main Street (Highway 3) / Park Place & Spartan Drive | 40 |
| 3. | Highway 97 & 62nd Avenue | 11 |
| 4. & 5. | Main Street (Highway 3) & 87th Street<br>74th Avenue & 89th Street | 9 |
| 6. & 7. | Main Street (Highway 3) & Kingfisher Drive<br>Main Street (Highway 3) & 89th Street | 8 |
| 8. to 10. | Main Street (Highway 3) & 85th Street<br>Main Street (Highway 3) & Eagle Court<br>Main Street (Highway 3) & Harbour Key Drive | 7 |

A map showing the location of all reported collisions based on the user reported coordinates is included below in **Figure 5.2**.

### 5.3.1 KEY OBSERVATIONS

The following key observations and trends were identified at the top collision locations. Further description of collision data observations with a breakdown by intersection is included below in **Table 5.5**.

- Intersections with high collision frequencies are typically on Highway 3 and 97, with the highest collisions recorded at the intersection of Highway 3 / Highway 97.
- 72% of collisions resulted in property damage only (PDO); the remaining 28% of collisions resulted in injury.
- Collisions are more frequent during the summer months (July and August) and daytime hours (between 9am and 5pm), aligning with increased in traffic within Osoyoos due to seasonal tourism and the typical summer travel patterns.
- Approximately 6% of the collisions at the top locations involved a heavy vehicle.
- The most frequent reported collision configuration is ‘side impact’, followed by ‘single vehicle’ and ‘rear end’.

**Table 5.5: Top Intersection Collision Screening Summary**

| LOCATION | Casualty | PDO | Total | KEY OBSERVATIONS<br>*Observations are consistent with the overall trends described above, unless noted in the table below.* |
|---|---|---|---|---|
| Highway 3 & Highway 97 | 14 | 31 | 45 | · Collisions were highest in the last 3 months of the year (October, November, December).<br>· Most collisions occurred during the weekday, with Tuesday having the highest number of collisions (11).<br>· No reported collision involved a pedestrian or cyclist.<br>· 4 of the 45 collisions involved a heavy vehicle and 7 involved an animal. |
| Highway 97 & 62nd Avenue | 4 | 7 | 11 | · No reported collision involved a heavy vehicle, pedestrian or cyclist.<br>· 1 collision involved an animal. |
| 74th Avenue & 89th Street | 3 | 6 | 9 | · 6 of the 9 collisions occurred in 2022.<br>· No reported collision involved a heavy vehicle, pedestrian, cyclist or animal. |
| Main Street (Highway 3) & Eagle Court | 2 | 5 | 7 | · No reported collision involved a heavy vehicle, pedestrian or cyclist.<br>· 1 collision involved an animal. |
| **MAIN STREET (DOWNTOWN)** | | | | |
| Main Street (Highway 3) / Park Place & Spartan Drive | 6 | 34 | 40 | · Side Impact (15) was the leading collision configuration.<br>· 35% of reported collisions involved a parked vehicle.<br>· 2 of the 40 collisions involved a heavy vehicle; **1 collision involved a pedestrian**.<br>· No reported collision involved a cyclist or animal. |
| Main Street (Highway 3) & 85th Street | 1 | 6 | 7 | · 1 of the 7 collisions involved a parked vehicle.<br>· No reported collision involved a heavy vehicle, pedestrian, cyclist or animal. |
| Main Street (Highway 3) & 87th Street | 0 | 9 | 9 | · 2 of the 9 collisions involved a heavy vehicle.<br>· 1 of the 9 collisions involved a parked vehicle.<br>· No reported collision involved a pedestrian, cyclist, or animal. |
| Main Street (Highway 3) & 89th Street | 4 | 4 | 8 | · 1 of the 8 collisions involved a heavy vehicle.<br>· No reported collision involved a pedestrian, cyclist, or animal. |
| Main Street (Highway 3) & Kingfisher Drive | 5 | 3 | 8 | · Rear End (4) and Single Vehicle (3) were the leading collision configurations.<br>· No reported collision involved a heavy vehicle, pedestrian, cyclist or animal. |
| **MAIN STREET (HOTEL ROW)** | | | | |
| Main Street (Highway 3) & Harbour Key Drive | 3 | 4 | 7 | · **2 of the 7 collisions involved a cyclist.**<br>· 1 of the 7 collisions involved a parked vehicle.<br>· No reported collision involved a heavy vehicle, animal or pedestrian. |

## MID-BLOCK COLLISIONS

A significant collision occurred in July 2021 when a pedestrian was fatally struck by a vehicle at the Highway 3 crosswalk near the Richter Pass Beach Resort. While not included in the intersection collision analysis above, this tragic event highlights the importance of pedestrian safety along major corridors such as highways.

Highway 3 Pedestrian Crossing @ Richter Pass Beach Resort (facing west)

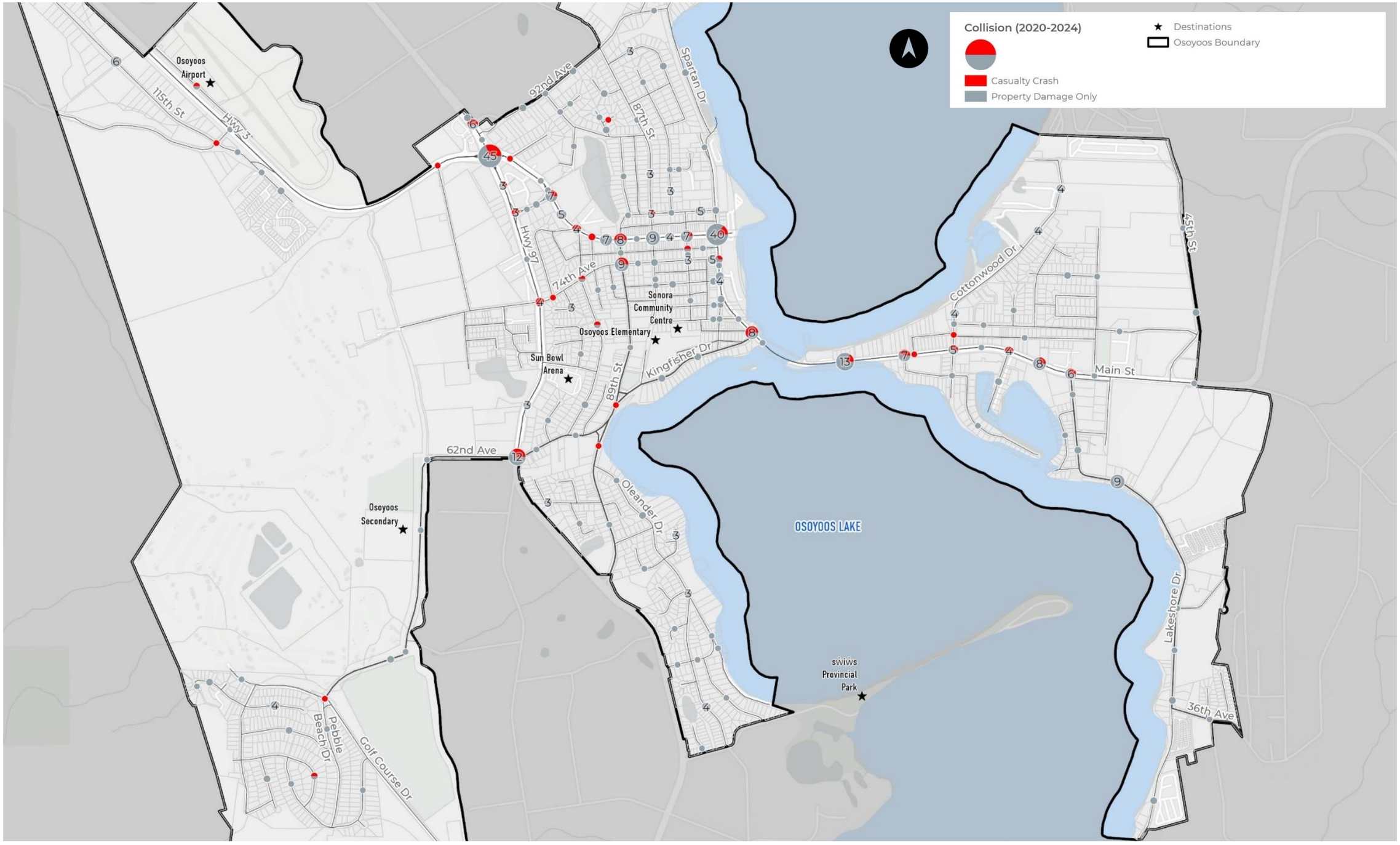


ICBC crash data for the 5-year period between 2020 and 2024 includes 13 reported collisions on this segment of Highway 3 near the Holiday Inn & Suites and Richter Pass Beach Resort. A high-level summary of these collisions is as follows:

- **3 of the 13 reported collisions involved a pedestrian**
- **1 of the 13 reported collisions involved a cyclist**
- 6 of the 13 reported collisions involved a parked vehicle

These collision history findings indicate there is a concerning collision trend and safety concern along this segment of Highway 3 and that improvement options should be investigated. Improvements could include opportunities to reduce pedestrian crossing distances, improve active transportation separation and consider adjustments to curbside / parking management.

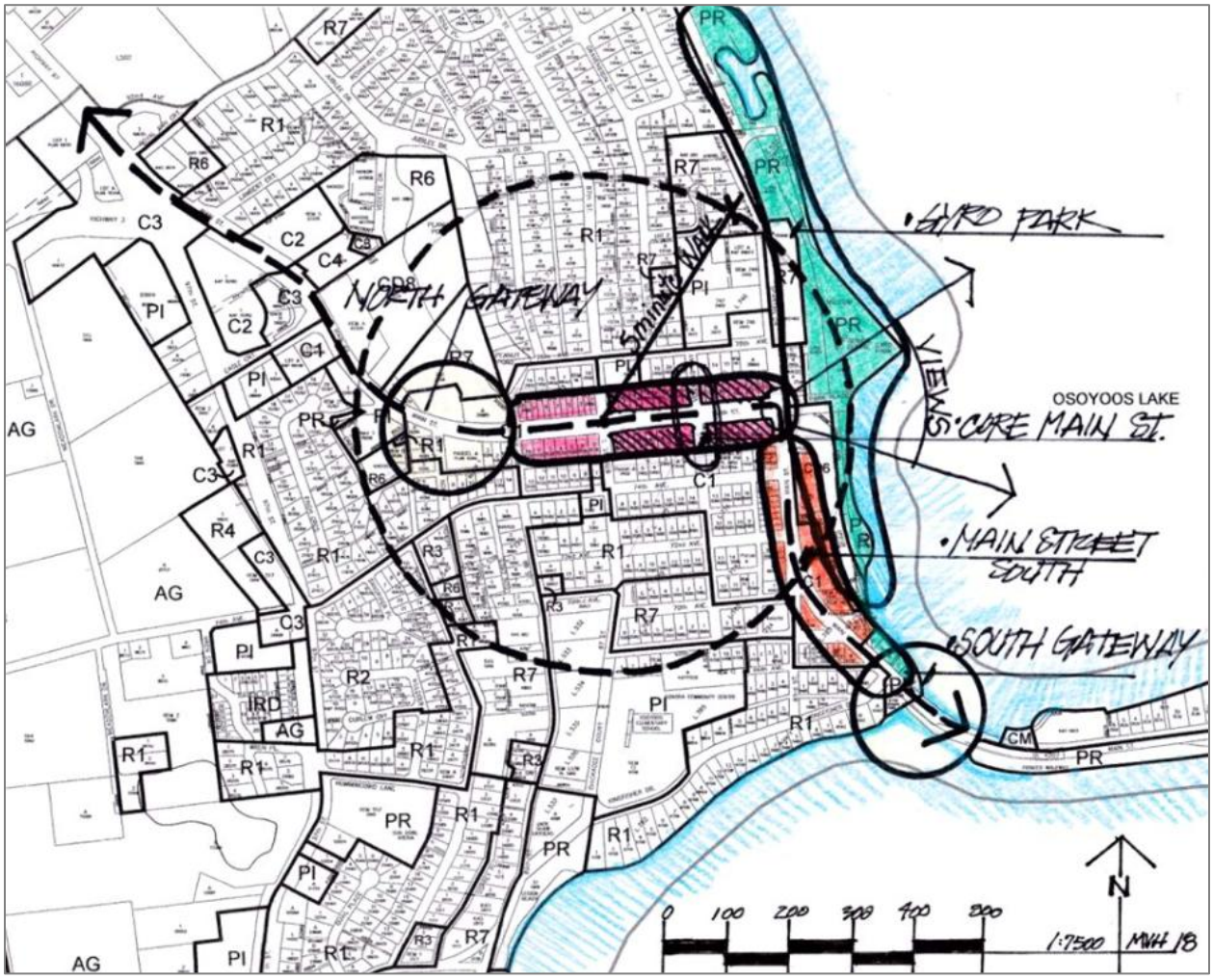
Figure 5.2: Collision Map (ICBC, 2020-2024)



# 6.0 TOWN CENTRE STREETSCAPE, CURBSIDE & PARKING

This section provides an overview of the multi-modal connectivity, safety, and streetscape conditions within the Town Centre of Osoyoos. For the purposes of this report, the Town Centre primarily encompasses Main Street (Highway 3) between 89th Street and Spartan Drive / Park Place – designated as 'Core Main Street' in the 2018 Town Centre Renewal Plan. The Town Centre districts outlined in the 2018 Town Centre Renewal Plan are illustrated below in **Figure 6.1**.

**Figure 6.1: Town Centre Districts (Town Centre Renewal Plan, 2018)**



## 6.1 TOWN CENTRE STREETSCAPE

The Town Centre serves as the heart of the community, supporting a vibrant mix of retail and hospitality. The Town Centre connects residential neighbourhoods, businesses, and Gyro Park and is one of the drivers of the Town's economic success.

**The streetscape of a community is essential to maintain accessibility for residents and visitors alike and can shape how residents and visitors experience and interact with Osoyoos' downtown.**

The following tables summarize an inventory of physical streetscape elements in the Town Centre. A review of physical infrastructure elements such as sidewalks and curbs is provided in the section below.

Main Street (facing east)

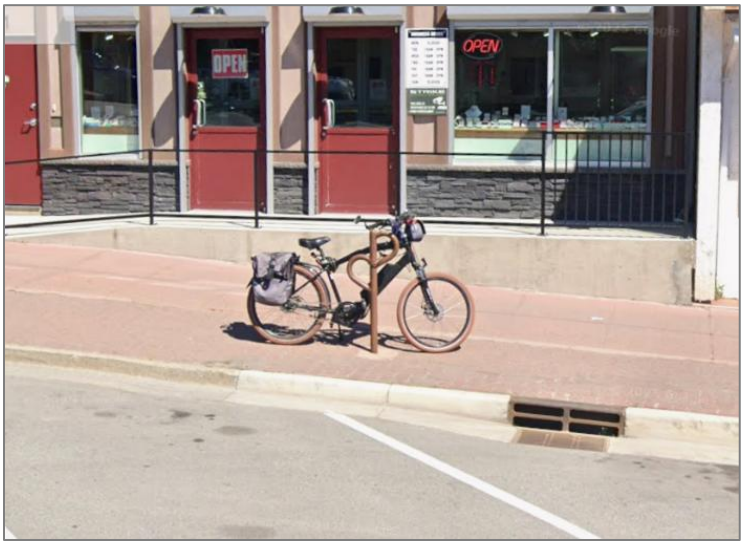


Table 6.1: Town Centre Streetscape Elements

| CATEGORY | ELEMENT | DESCRIPTION |
|---|---|---|
| Street Furniture | Benches | Rest areas (e.g. benches) can improve the functionality of a streetscape by supporting the accessibility and equity of road users, encouraging social interactions, health, and wellness, and enhancing the visual character of the street.<br><br>Osoyoos' Town Centre provides a place to rest approximately every 50m along Main Street. Along Main Street, this is typically provided in the form of a bench on the boulevard. The 85th Street Plaza provides a variety of shaded rest areas for the public. |
| | Trash Receptacles | Trash receptacles are essential for maintaining cleanliness and discouraging littering in a community's downtown.<br><br>Osoyoos' Town Centre provides a place to dispose of trash approximately every 30m along Main Street. |
| | Bike Racks | Bike racks support cycling as a viable alternative to vehicle travel, helping to reduce greenhouse gas emissions and traffic congestion, while also promoting a healthy lifestyle.<br><br>Osoyoos' Town Centre provides designated bikes racks on average every 50m along Main Street. The bike racks are 'post & ring' style, allowing for secure short-term bike parking with the use of a bike lock. The bike racks are typically located along the boulevard, as shown in the image below. The 85th Street Plaza provides five racks of similar style. |

| CATEGORY | ELEMENT | DESCRIPTION |
|---|---|---|
| | Boulevard Patios | Patios on boulevards and sidewalks can transform a streetscape into a vibrant space, enhancing pedestrian activity, encouraging foot traffic, and creating a more welcoming atmosphere. On Main Street, several businesses utilize the boulevard and sidewalk for seating, including:<br>• Dolci Thai Bistro<br>• Mami's Pizza<br>• Moolix<br>• Gino's Coffee House<br>• Queen of the South Café & Tapas Bar |
| Utilities | Lighting | As a provincial highway, Main Street (Highway 3) features Davit pole streetlights approximately every 60m. Additionally, between 87th Street and Spartan Drive, the Town has installed decorative, double-headed streetlamps which feature two hanging baskets per lamppost. |
| Vegetation | Street Trees | Street trees help improve air quality, manage stormwater runoff, reduce heat island effects, and support urban biodiversity. They also provide mobility and safety enhancements through traffic calming and providing shade for pedestrians and cyclists.<br>Osoyoos' Town Centre features large mature trees along the Main Street boulevard between 87th Street and Spartan Avenue. |
| | Planters | To enhance the beautification on the Town Centre, the Town has installed various planters on boulevards and hanging baskets on the decorative streetlamps. This additional vegetation supports a vibrancy for local and visiting pedestrians along Main Street. |

Bike Rack on Main Street




Main Street Sidewalk and Boulevard



***The 85th Street Plaza* is a pedestrian plaza at Main Street (Highway 3) and 85th Street. The existing road was closed off to vehicle traffic and converted into a pedestrian space, which opened in 2021 as a pilot project. Support from businesses and residents led to the pedestrian-only space being made permanent in 2024. The public space features various opportunities for rest, such as chairs, benches, and picnic tables, shade sails, vegetation, garbage receptacles, bike racks, and a bike fixing station.**

85th Street Pedestrian Plaza




## 6.2 TOWN CENTRE INFRASTRUCTURE

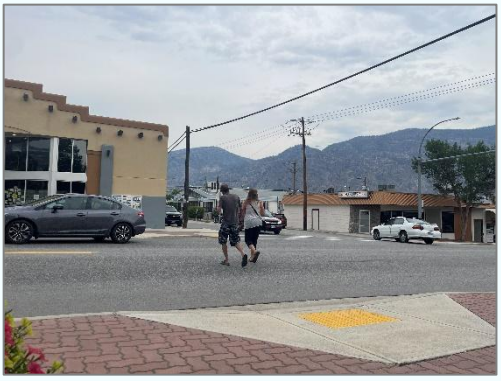
The following report section outlines the current inventory and state of transportation infrastructure in Osoyoos' Town Centre, including Main Street from 89th Street to Spartan Drive / Park Place (as specified above).

### 6.2.1 PEDESTRIAN INFRASTRUCTURE

The following tables summarize an inventory of pedestrian infrastructure in the Town Centre.

**Table 6.2: Town Centre Pedestrian Infrastructure**

| ELEMENT | DESCRIPTION |
|---|---|
| Sidewalks | Sidewalks in Osoyoos' Town Centre are well-established, offering pedestrian access to shopping, restaurants, and the waterfront. The sidewalks along Main Street are a mix of brick and concrete segments. The sidewalk width is extended by the adjacent boulevard.<br>Main Street Sidewalk Types<br> |
| Curb Letdowns | The curb letdowns within the Town Centre are in generally good condition, providing a smooth transition to the road level. Generally, a tactile warning strip is installed on the letdown to aid visually impaired pedestrians, except at the Main Street / Spartan Drive / Park Place intersection, where tactile warning strips are not provided. |
| Curb Extensions | Main Street Curb Extensions<br><br>Curb extensions are present on Main Street at the 89th Street, 87th Street, and 85th Street intersection. These shorten the crossing distance on Main Street.<br>However, the crossings of side-streets are not aligned with the sidewalk along Main Street. It was observed that many pedestrians do not use them when crossing minor roads. It is best practice to keep pedestrian through zones straight or connected with guiding infrastructure where possible, particularly for people with limited vision.<br>Some locations crossing Main Street have curb extension and letdown, but no additional paint marking or signs indicating that pedestrians have a right-of-way at the crossing. |

| ELEMENT | DESCRIPTION |
|---|---|
| Crosswalks | Various types of crosswalks are provided in the Town Centre along Main Street:<br>• **Signalized crosswalk** at the Spartan Drive / Park Place intersection<br>• **Pedestrian activated Rectangular Rapid Flashing Beacons (RRFB)** at 87th Street<br>• **Overhead mounted sign with painted zebra stripes** at 85th Street<br>• **Side mounted signs with painted zebra stripes** at 89th Street<br>• **Unmarked** (with curb letdowns) at 89th Street, 87th Street, and 85th Street.<br><br>Pedestrians crossing unmarked crosswalk<br><br><br>Pedestrian crossing push button and crosswalk landing pads<br><br><br>Crosswalks on the minor roads typically include double parallel lines with zebra stripes, although the paint condition was noted to be poor at the time of traffic counts. Design guidance suggests that only parallel bar line markings are needed for crosswalks with stop-controlled approaches. As such, the Zebra markings on stop-controlled approaches is optional and may require more repainting maintenance than required.<br><br>The push button at the pedestrian activated RRFB at 87th Street is poorly positioned for crosswalk users. The overhead signal arm is at the location of the former crossing landing pad, which is now offset from the new curb extensions. As a result, pedestrians often miss the push button entirely. When a pedestrian does use the push button to activate the flashing beacons, motorists sometimes decide to continue through the crosswalk before the pedestrian reaches the landing pad to cross. |

### 6.2.2 PARKING

The Town offers residents and visitors parking with few restrictions both on-street and off-street. Parking demand in the Downtown fluctuates significantly with seasonal tourism and can become congested in the summer months.

**Free on-street parking:**

- Main Street angled parking between 89th Street and Spartan Drive (posted 2-hour limit)
- Main Street parallel parking between Spartan Drive and 45th Street
- Typical on-street parking (parallel) in most commercial and residential areas

**Free off-street parking:**

- Gyro Beach lot
- Pioneer Walkway lot

Angled parking on Main Street increases the number of available parking spaces directly adjacent to businesses compared to parallel parking, offering convenient access for residents and visitors. However, during the busy summer months, the angled parking configuration can pose safety concerns and disrupt traffic flow, as drivers must reverse into oncoming traffic to exit their stalls.

Due to the Towns popularity as a boating destination, the Town has designated two lots for boat trailer parking:

- Free vehicle and boat trailer parking at Osoyoos Marina; very limited number of spots.
- Paid boat trailer-only parking at 6901 Main Street; a large lot but relatively far from the Osoyoos Marina.

Boat trailers (and utility trailers) are not permitted to park in most on-street parking locations throughout the Town. The majority of trailer parking capacity is located at 6901 Main Street, requiring boaters to travel approximately 2km through a congested segment of the network to park after launching their boat.

Boat Trailer Parking Restrictions (right) and trailer parking wayfinding signage (left) on Highway 3






# 7.0 ACCESSIBILITY, SAFETY & TRANSIT

The following report section presents a high-level review of the Town's current accessibility and safety features, maintenance, and transit amenities. **Table 7.1** outlines the specific measures in place that promote accessibility and safety for all road users. The information provided highlights both existing strengths and areas where further improvements may be needed to enhance accessibility and safety throughout the community.

**Table 7.1: Accessibility and Safety Review**

| CATEGORY | ELEMENT | DESCRIPTION |
|---|---|---|
| Accessibility | Detectable Warning Systems | The Town utilizes Tactile walking surface indicators (TWSIs) in highly utilized pedestrian crossing locations. TWSIs can be found at various locations in the Town Centre along Main Street, and the Multiuse Pathway connecting Cottonwood Drive and Lakeshore Drive along Highway 3.<br><br>The Town's TWSIs consist of truncated domes and score lines on curb ramps that alert pedestrians of elevation changes at the base of curb letdowns, typically at crosswalks. The use of tactile detectable warning systems throughout the Town is currently inconsistent, although it appears that truncated domes are being implemented alongside recent and new infrastructure improvements. |
| | Audible Warning Systems | The Town does not currently utilize audible pedestrian signals to indicate when it is safe to cross a road. Audible signals can assist visually impaired pedestrians in safely navigating intersections and crosswalks. As the Town's only traffic signals are located on MoTT highways, upgrading the pedestrian signals to provide audible information would require joint collaboration. |
| | Curb Letdowns | Curb letdowns are an essential design element to provide mobility for all users. Various crosswalks in the Town were observed to not have any curb letdown or curb ramp, restricting the use of the crosswalk for many mobility assisted users.<br><br>Missing curb letdown at marked crosswalk (62nd Ave)<br> |

| CATEGORY | ELEMENT | DESCRIPTION |
|---|---|---|
| Safety | Sightlines | Motorist and pedestrian sightlines are generally acceptable throughout the Town. The following problematic locations were noted during the August 2025 site visit:<br>Crosswalk at Main St / 87th St<br><br>• The small perpendicular parking area along Highway 3 at Rattlesnake Canyon impedes the sightlines for motorists approaching the Highway from Tamarack Drive.<br>• Parked vehicles along Highway 3's 'Hotel Row' impede both motorist and pedestrian sightlines at the two marked crosswalks, creating unsafe crossing conditions.<br>• Minor roads approaching Main Street in the Town Centre (e.g. 89th Street and 87th Street) have challenging sightlines for motorists at the stop bars. It was often observed that motorists pull forward to check and wait for a gap in traffic, blocking the crosswalk. |
| | Driver Behaviour | Driver behaviour can contribute to the safety and feeling of comfort for all users within a community's transportation network. The following driver behaviours were noted during the August 2025 site visit:<br>• At the Main Street / 87th Street crosswalk, vehicles were observed creeping into the Overhead Flasher crosswalk while pedestrians were still crossing. The general vehicle behaviour at this crosswalk showed driver impatience and aggressiveness.<br>• Vehicles performing a left turn from a minor road onto Main Street in the Town Centre were observed making high risk maneuvers, likely due to impatience from long wait times.<br>• Drivers were occasionally observed to not comply at crosswalks (ignoring flashers, not stopping for pedestrians). This was especially notable at the Highway 3 crosswalk at the Holiday Inn & Suites, where pedestrians were observed to wait for 2 to 3 vehicles to cross before a vehicle stopped.<br>• High vehicle speeds were observed on 89th Street at 62nd Avenue during traffic counts.<br>• A vehicle was observed driving in the opposing direction of travel up the 'chute' at 89th Street / 62nd Avenue. |

| CATEGORY | ELEMENT | DESCRIPTION |
|---|---|---|
| | Pedestrian and Cyclist Behaviour | Pedestrians generally cross roads at locations with provided crosswalks; however, a significant number of pedestrians were observed crossing Highway 3 between Solana Key Court and Tamarack Drive, where no crosswalks are provided.<br><br>Cyclists were observed disregarding traffic regulation, such as riding on sidewalks or travelling in the opposite direction as traffic on the road. This behaviour likely stems from the absence of dedicated bike facilities. |
| | Lighting | Outside of the Town Centre, road lighting generally includes traditional cobra-head streetlights mounted on wooden utility poles along most roads in the Town to provide visibility in dark conditions. These light standards are designed for local and collector roads.<br><br>The lighting along Highway 3 and on local roads is generally sufficient.<br><br>Multi-use pathways and trails in Osoyoos are generally lit, except for the Irrigation Trail, which does not feature any lighting. |
| | Signage | Osoyoos' road network features a suite of regulatory, warning, and information signs. Generally, signs are implemented correctly; however, there are currently inconsistencies in speed signage (locations where non-regulatory speed signs are installed) and crosswalk signage (incorrect sign placement on approach).<br><br>Non-regulatory speed sign<br> |
| | Intersection Design | Due to topography and a unique road layout, Osoyoos' road network features several intersections that present safety challenges:<br><br>• 89th Street / 62nd Avenue – Increased driver confusion and driver error while navigating the 'chutes'.<br><br>• Oleander Drive / Acacia Court – Although there is minimal traffic on Acacia Court, Oleander Drive features a curve that is both steep and tight, with narrow lanes.<br><br>• Lobelia Drive / Oleander Drive – The two roads converge in an awkward skewed configuration with challenging sightlines. |

# 7.1 TRANSIT STOPS

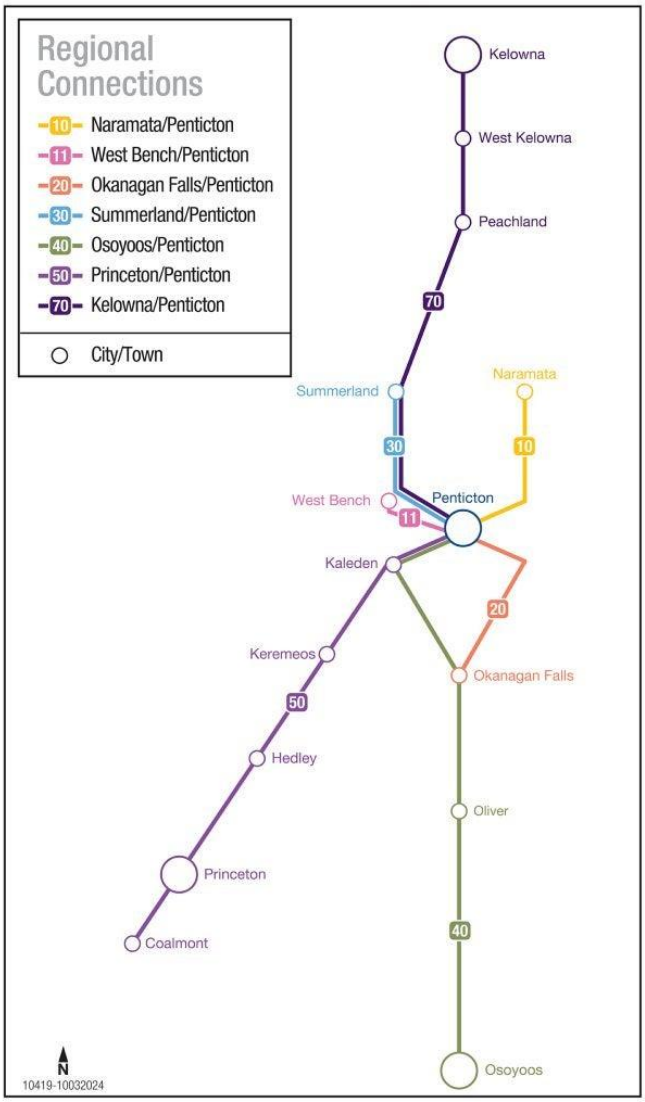
Osoyoos is part of the South Okanagan-Similkameen Transit System, with the following routes serviced in Town:

- Route 40 (Osoyoos-Oliver-Penticton)
- Route 41 (Osoyoos Local)

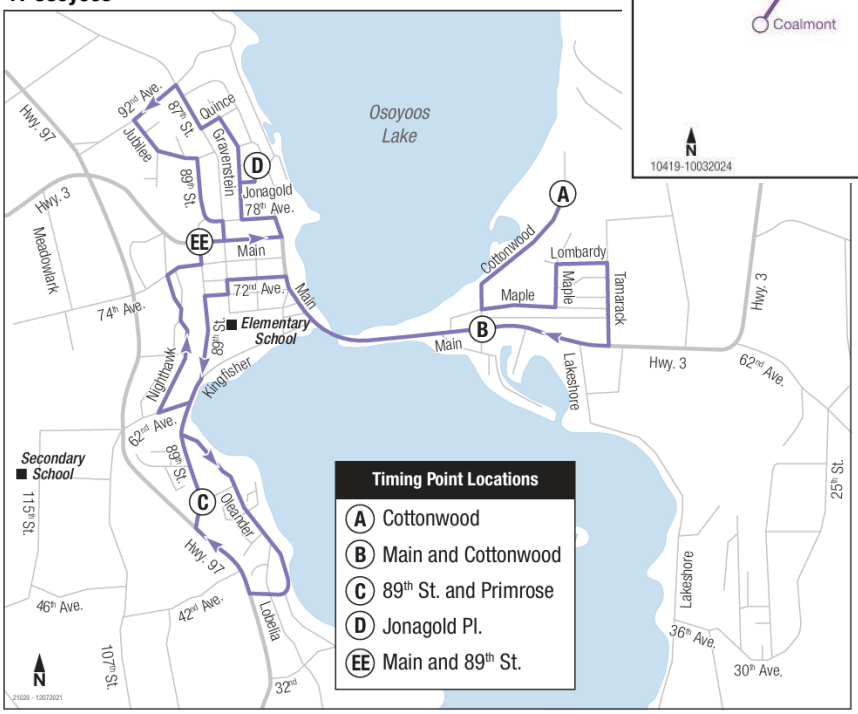
Route 40 connects Osoyoos to Oliver, Okanagan Falls, Kaleden, and Penticton, which also operates as an internal route (Route 41) through Osoyoos. The routes are serviced twice daily on weekdays. Service is generally focused on commuters and connecting residents of Osoyoos to amenities in Penticton; the local service does not serve the secondary school.

The 2015 Okanagan-Similkameen Transit Future Plan includes the short-term priority of increasing the regional transit service between Penticton and Osoyoos to four round trips per weekday. The plan also identifies a future expansion for the local network within Osoyoos, servicing a broader network within the Town in addition to an increase in service hours. This is identified as a medium- to long-term priority.

**South Okanagan-Similkameen Regional Service**




**41 Osoyoos**



Transit stops serve as key access points for transit users; stop amenities can support rider safety and comfort at the beginning and end of trips. Osoyoos has five transit stop locations with varying amenities, as shown in the images below. In general, limited amenities are provided for riders. A list of amenities provided at each of the five stops is provided below.

A – **Cottonwood** – Stop information sign, bench

B – **Main and Cottonwood** – Stop information sign, bench

C – **89th St. and Primrose** – Stop information sign

D – **Jonagold Pl.** – No amenities provided

EE – **Main and 89th St.** – Stop information sign, bench, garbage receptacle

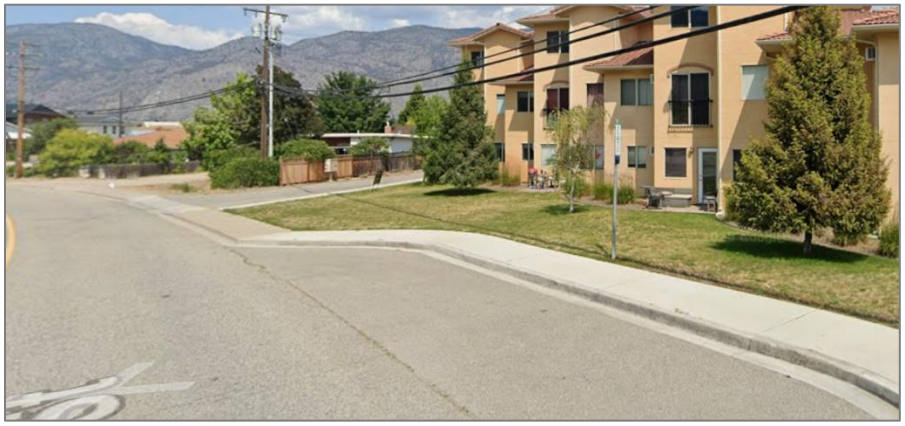
Route 41 Transit Bus




BC Transit stop at Main and 89th St. (servicing Routes 40 and 41)



BC Transit stop at 89th St. and Primrose (servicing Route 41)



# 8.0 SUMMARY OF KEY ISSUES

The following provides a summary of the key findings identified throughout the Existing Conditions Report. The insights described below are intended to inform opportunities for transportation planning and transportation infrastructure investments in Osoyoos' Transportation Master Plan. The findings are based on a technical review of existing conditions and site observations. This information will help to inform public engagement activities and to collect further community input on issues and opportunities to support the development of this TMP.

## 8.1 ACTIVE TRANSPORTATION & TRANSIT

**Active Transportation Network Gaps**: Limited dedicated cycling facilities, sidewalk network gaps, and crosswalk safety concerns.

Active transportation options, such as cycling and walking, are hindered by several network limitations. There are few dedicated cycling facilities, limiting safe and convenient routes for cyclists. Cyclists are often observed riding on sidewalks in the absence of bike facilities. The Town Centre has a well-connected pedestrian network with sidewalks, crosswalks, and pedestrian spaces; however, sidewalks are limited on many local roads outside of the Town Centre.

Most existing crosswalks that were reviewed meet the recommended treatments outline by TAC, except the Highway 3 crosswalks at Kingfisher Drive and connecting Hotel Row to the Pioneer Trail. These crosswalks lack proper treatment considering the high traffic volumes and significant crossing distance required for pedestrians. The crosswalks located outside the hotel row present notable concerns regarding visibility and a perceived lack of safety. The lack of crosswalks on Highway 3 west of Cottonwood Drive limits the safe mobility of pedestrians.

Pedestrians observed crossing Highway 3 and local roads west of Cottonwood Road




**Transit Service**: Limited service hours and stop amenities.

A review of the five existing transit stops in Osoyoos reveals a significant gap in passenger amenities. While some stops, such as Main and 89th St., are equipped with benches, stop information signs, and garbage receptacles, others—like Jonagold Pl.—offer no amenities at all.

Currently, the Town is serviced by two routes: Route 40, a regional route connecting to Penticton, and Route 41, a local route. Both routes have limited service hours, having just two round trips on weekdays and no service on weekends. The 2015 Okanagan-Similkameen Transit Future Plan identifies the expansion of regional transit service between Penticton and Osoyoos as a short-term priority, specifically recommending an increase to four round trips per weekday, and a medium- to long-term goal of growing the local transit network within Osoyoos.

**Active Transportation Accessibility**: Missing curb letdowns at crosswalks creates accessibility concerns within the active transportation network.

Many areas, particularly those outside the Town Centre, lack consistent accessibility features, making navigation difficult for individuals with mobility impairments. The absence of curb ramps at several crosswalks restricts universal access, posing mobility barriers for wheelchair users, pedestrians with strollers, and seniors.

Missing curb ramp at Highway 3 crosswalk



## 8.2 ROAD NETWORK

**Road Safety**: Sightline challenges on minor road approaches and aggressive driver behaviours increase safety risks for both motorists and pedestrians.

Road safety remains a prominent concern in Osoyoos. Critical issues include inadequate sightlines at many minor road approaches, which heighten the risk of collisions for drivers and pedestrians; vehicles often wait for a gap within designated crosswalks. Driver behaviours observed on site further compound these risks, with crosswalk conformance issues and risk driving maneuvers being performed after long queue waits. Addressing these safety challenges is vital to fostering a secure environment for all road users.

**Signage**: Inconsistent and improper signage placement in several locations.

Inconsistent and improperly placed signage has been identified at several locations throughout Osoyoos. These inconsistencies can result in confusion, misdirection, and increased risk of accidents for both drivers and pedestrians. Standardising signage placement and ensuring clear, visible, and timely wayfinding are essential steps toward improving network legibility and safety.

Oleander Drive and Lobelia Drive (facing north)




**Intersection Design**: Challenging and complex intersections increase driver confusion and safety risks.

The design of several intersections presents unique safety challenges, particularly at complex or unconventional junctions. Poor sightlines, ambiguous lane markings, and non-standard configurations can contribute to driver confusion and increased collision risk. Notable locations include the Oleander Drive / Lobelia Drive and 89th Street / Kingfisher Drive intersections.

## 8.3 TOWN CENTRE

**Main Street Role and Function**: An increase in population and tourism in the summer months intensifies congestion in the Town Centre road network.

The role of Main Street as a regional highway connection and seasonal fluctuations in traffic intensify existing infrastructure pressures in the Town Centre, where Main Street (Highway 3) frequently experiences long vehicle queues in the summer. The additional summer traffic significantly increases delays on the side street movements, where drivers have been observed either changing routes (turning right instead of left onto Main Street) and making high risk maneuvers into traffic after long wait times.

Although the angled parking on Main Street provides needed access to businesses, conflicts between through traffic and vehicles reversing out of parking spots are frequent and sometimes hostile.

Main Street Vehicle Queues

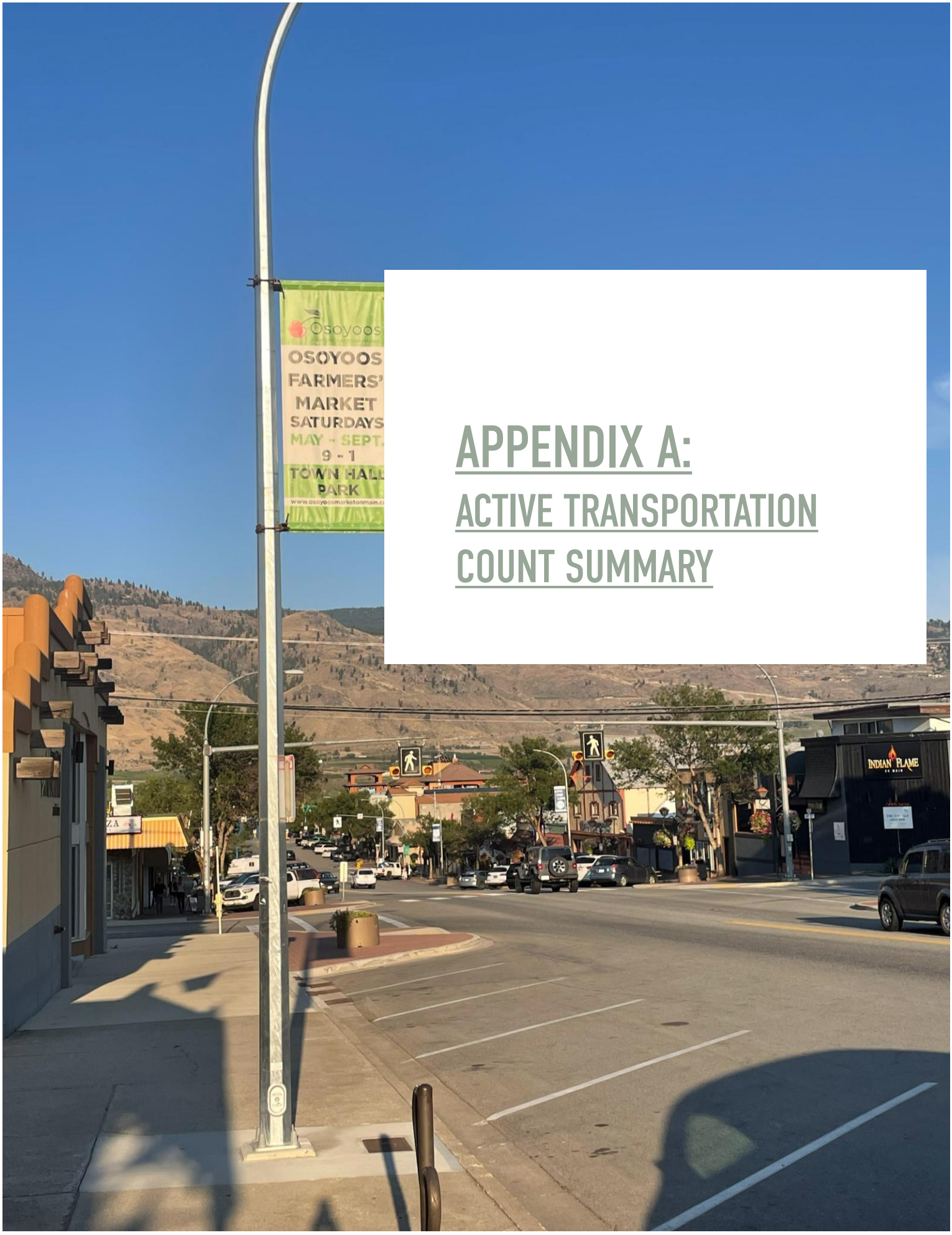


**Boat Trailer Parking**: Trailer parking near the boat launch is limited and alternate trailer parking is at an inconvenient location relative to the boat launch.

The town faces limited and inconvenient parking options for boat trailers, which can lead to congestion and unauthorised parking in residential or commercial areas. Many boat users must drive on the Town's Main Street and through the network's bottleneck (Trestle Bridge) to access most available trailer parking, with limited transportation options to return to the launch after parking.

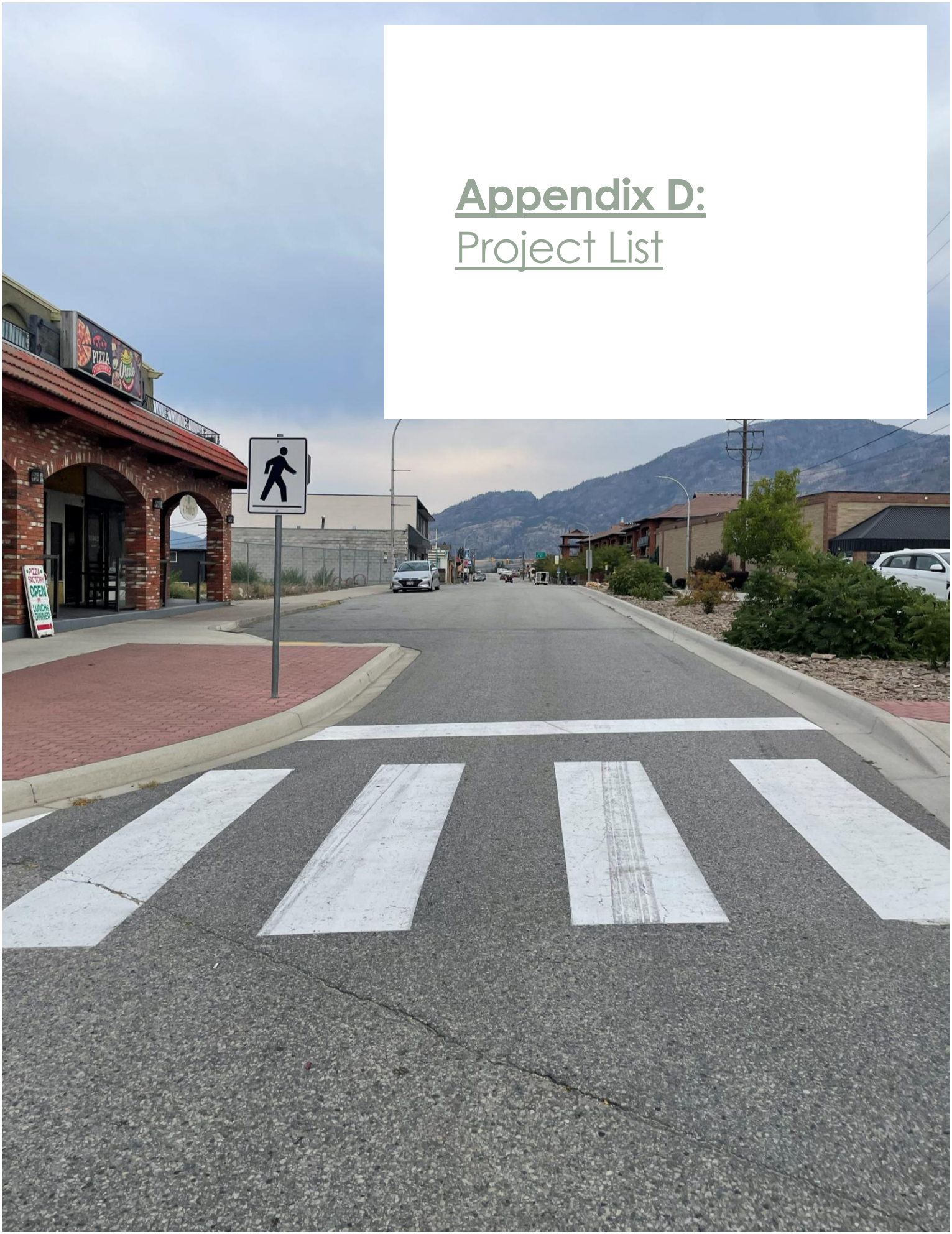
**Accessibility and Active Transportation Gaps**: There is a lack of infrastructure supporting accessibility for pedestrians and cyclists in the Town Centre.

The active transportation network within the Town Centre exhibits notable gaps in accessibility and supporting infrastructure. There are currently no cycling facilities within the Town Centre road network. Although the pedestrian network is well-established, accessibility concerns limit the mobility and safety for users. The offset alignment of sidewalks with respect to crosswalks along Main Street results in pedestrians crossing minor roads outside of designated crosswalk areas, and the placement of the push button for pedestrian flashers at the 89th Street crosswalk is frequently overlooked by pedestrians. Additionally, there are curb extensions and letdowns but no other crosswalk treatments at multiple locations along Main Street.




# APPENDIX A:

## ACTIVE TRANSPORTATION COUNT SUMMARY




# Appendix D:
## Project List

| ATNP_ID | DCC_ID | TMP_ID | Project Name | Project Description | Road Name | From | To | Facility Type | RCA Priority | Utility Project | Alignment with TMP Goals | Evaluation Score | Priority | Total Cost for TMP | Cost Estimate Source | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C4 | W29 | 1 | Kingfisher Drive Road Renewal and Protected Bike Lanes | Installation of quick-build style protected bike lanes on Kingfisher Road. The project should be completed alongside pavement renewal. | Kingfisher Drive | Highway 3 | 89 Street | Protected Bike Lanes (Quick Build) | High | Yes | High | 15 | 2027 | $ 999,750 | 2025 DCC | DCC project for water does not include active transportation; planning level linear cost added to total DCC amount. |
| - | - | 10 | Harbour Key Drive Sidewalk: Part A | Construct a sidewalk on north side of Harbour Key Drive from Cottonwood Drive to Highway 3. | Harbour Key Drive | Highway 3 | Cottonwood Drive | Sidewalk | Null | No | High | 7 | 2027 | $ 98,000 | Linear Estimate | Expected high pedestrian volume on road / access to boat launch. |
| C6 | W39 | 2 | 74th Avenue Neighbourhood Bikeway | Neighbourhood Bikeway (including traffic calming) along 74th Avenue between Highway 97 and 89th Street. | 74 Avenue | Highway 97 | 89th Street | Neighbourhood Bikeway | Low | Yes | High | 11 | 2028 | $ 38,096 | ATNP | |
| MU8 | - | 4 | 87th Street Multi-Use Pathway: Part A | Construction of a new multi-use pathway on the west side of 87th Street to connect Osoyoos Elementary School and the Sonora Community Centre to 70th Avenue. This project should be completed alongside pavement renewal. | 87 Street | 70th Avenue | 68th Avenue | MUP | High | No | Medium | 10 | 2028 | $ 33,280 | ATNP | |
| C14 | - | 5 | East Osoyoos Neighbourhood Bikeway: Part A | Neighbourhood Bikeway (including traffic calming) along Maple Drive. | Maple Drive | Cottonwood Drive | Maple Drive | Neighbourhood Bikeway | High | No | Medium | 10 | 2028 | $ 166,908 | ATNP | |
| C11 | - | 6 | Harbour Key Drive Sidewalk: Part B | Construct a sidewalk on north side of Harbour Key Drive from Cottonwood Drive to Solana Key Pathway. This project should be completed alongside pavement renewal. | Harbour Key Drive | Cottonwood Drive | Solana Key Gravel Pathway | Sidewalk | High | No | Medium | 10 | 2028 | $ 377,200 | Linear Estimate | |
| C6 | - | 21 | 74th Avenue Neighbourhood Bikeway | Neighbourhood Bikeway (including traffic calming) along 74th Avenue between 89th Street and Highway 3. | 74 Avenue | 89th Street | Highway 3 | Neighbourhood Bikeway | Low | No | Medium | 6 | 2028 | $ 40,103 | ATNP | |
| C14 | - | 17 | East Osoyoos Neighbourhood Bikeway: Part B | Neighbourhood Bikeway (including traffic calming) along Maple Drive. | Maple Drive | Maple Drive | Lombardy Lane | Neighbourhood Bikeway | Low | No | Medium | 6 | 2028 | $ 143,916 | ATNP | |
| MU2 | R33, W55 | 3 | Oleander Drive Reconstruction and Active Transportation Improvements: Part A | Upgrades to roadway with the implementation of protected active transportation facilities (multi-use pathway or protected bike lanes). The project should be completed alongside pavement renewal. | Oleander Drive | 89th Street | Magnolia Place | MUP | Medium | Yes | High | 11 | 2029 | $ 1,005,451 | 2025 DCC | AT Cost from Project P14 |
| MU2 | - | 16 | Oleander Drive Reconstruction and Active Transportation Improvements: Part B | Upgrades to roadway with the implementation of protected active transportation facilities (multi-use pathway or protected bike lanes). The project should be completed alongside pavement renewal. | Oleander Drive | Magnolia Place | Lobelia Drive | MUP | Medium | No | High | 7 | 2029 | $ 109,285 | ATNP | |
| C6 | - | 18 | 74th Avenue Bike Lanes | Implement bike lanes or shoulders along 74th Avenue to connect the Irrigation Canal Trail to Highway 97. | 74 Avenue | Meadowlark Drive | Highway 97 | Bike Lane | Low | No | Medium | 6 | 2029 | $ 75,367 | ATNP | |
| C8 | - | 19 | 78th Avenue Multi-Use Path | Extend the newly constructed 89th Street multi-use pathway from 89th Street / Highway 3 to 87th Street / 78 Avenue. | 78 Avenue | 89th Street | 87th Street | MUP | Medium | No | Medium | 6 | 2029 | $ 106,700 | Linear Estimate | |
| MU2 | - | 36 | Oleander Drive Reconstruction and Active Transportation Improvements: Part C | Upgrades to roadway with the implementation of protected active transportation facilities (multi-use pathway or protected bike lanes). The project should be completed alongside pavement renewal. | Oleander Drive | Lobelia Drive | Acacia Court | MUP | Very Low | No | High | 5 | 2029 | $ 166,216 | ATNP | |
| C14 | - | 7 | East Osoyoos Neighbourhood Bikeway: Part D | Neighbourhood Bikeway (including traffic calming) along Tamarack Drive. | Tamarack Drive | Highway 3 | Lombardy Lane | Neighbourhood Bikeway | High | No | Medium | 10 | 2030 | $ 255,762 | ATNP | |
| C5 | - | 11 | 62nd Avenue Active Transportation Improvements | Implement bike facilities (e.g. multi-use pathway) along 62nd Avenue to connect the future multi-use pathway on 89th Street to the existing multi-use pathway west of Highway 97. The project should be completed alongside, or after, the 89th Street / 62nd Street intersection upgrades. | 62 Avenue | Osprey Place | Highway 97 | MUP | Medium | No | High | 7 | 2030 | $ 167,300 | Linear Estimate | |
| MU1 | - | 12 | Kingfisher Trail Improvements | Implement active transportation improvements on the Kingfisher Trail connecting Acacia Crescent to swiws Park. | Kingfisher Trail | Acacia Crescent | swiws Park | MUP | Null | No | High | 7 | 2030 | $ 46,740 | ATNP | |
| C14 | - | 46 | East Osoyoos Neighbourhood Bikeway: Part C | Implement a neighbourhood bikeway (including traffic calming) on Lombardy Lane between Maple Drive and Tamarack Drive. | Lombardy Lane | Maple Drive | Tamarack Drive | Neighbourhood Bikeway | Very Low | No | Medium | 4 | 2030 | $ 153,500 | ATNP | |
| MU8 | - | 13 | 68th Avenue Active Transportation Improvements | Construct a multi-use pathway along 68th Avenue. | 68 Avenue | 87th Street | 85th Street | MUP | Medium | No | High | 7 | 2031 - 2035 | $ 109,095 | ATNP | |
| - | - | 22 | Nighthawk Drive Sidewalk Infill | Install sidewalk on the west side of Nighthawk Drive to fill the sidewalk gap north of Hummingbird Lane. | Nighthawk Drive | Hummingbird Lane | End of Sidewalk | Sidewalk | Medium | No | Medium | 6 | 2031 - 2035 | $ 216,500 | Linear Estimate | |
| C4 | - | 35 | 89th Street Bike Lanes: Part C | Construct bike lanes along 89th Street from Primrose Lane to Highway 97. | 89 street | Primrose Lane | Highway 97 | Bike Lane | Low | No | Low | 5 | 2031 - 2035 | $ 229,173 | ATNP | |
| C3 | - | 28 | Lobelia Drive Sidewalk Infill | Install sidewalk along west side of Lobelia Drive to fill current sidewalk gap. | Lobelia Drive | Hibiscus Ct | Larkspur Pl | Sidewalk | Very Low | No | High | 5 | 2031 - 2035 | $ 101,600 | Linear Estimate | |
| - | - | 41 | Finch Crescent Sidewalk Infill | Continue sidewalk along Finch Crescent from Swan Crescent to 74th Avenue. | Finch Crescent | 74th Avenue | Swan Crescent | Sidewalk | Very Low | No | Medium | 4 | 2031 - 2035 | $ 240,700 | Linear Estimate | |
| MU1 | - | 44 | Kingfisher Trail Improvements | Construct a multi-use pathway to connect the future Oleander Drive active transportation improvements to the Kingfisher Trail and swiws Park. | Acacia Crescent | Oleander Drive | End of Pavement | MUP | Very Low | No | Medium | 4 | 2031 - 2035 | $ 36,546 | ATNP | |
| C8 | - | 14 | 78th Avenue Bike Lanes | New protected bike facility on 78th Avenue between 87th Street and the Osoyoos Beach Walk Parking Lot. The project includes a crosswalk review at Spartan Drive to integrate safe walking and biking connection from 78th Avenue to Gyro Beach. The project should be completed alongside pavement renewal. | 78 Avenue | Osoyoos Beach Walk parking Lot | 87 Street | Protected Bike Lanes | Medium | No | High | 7 | 2036 - 2040 | $ 196,489 | ATNP | |
| C10 | - | 15 | Trestles Bridge Active Transportation Connection | Construct an protected active transportation facility to connect Kingfisher Road to Harbour Key Drive. | Highway 3 | Kingfisher Drive | Harbour Key Drive | Protected Bike Lanes | Null | No | High | 7 | 2036 - 2040 | $ 446,064 | ATNP | |
| MU8 | - | 23 | 83rd Street Multi-Use Pathway | Construct a multi-use pathway connecting Kingfisher Drive to 68th Avenue. | 83 Street | 68th Avenue | Kingfisher Drive | MUP | Null | No | Medium | 6 | 2036 - 2040 | $ 15,087 | ATNP | |

| ATNP_ID | DCC_ID | TMP_ID | Project Name | Project Description | Road Name | From | To | Facility Type | RCA Priority | Utility Project | Alignment with TMP Goals | Evaluation Score | Priority | Total Cost for TMP | Cost Estimate Source | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MU8 | - | 24 | 87th Street Multi-Use Pathway: Part B | Construction of a new multi-use pathway on 87th Street to connect the proposed MUP south of 70th Avenue to the proposed neighbourhood bikeway on 74th Avenue. To be completed alongside road renewal. | 87 Street | 74th Avenue | 70th Avenue | MUP | Low | No | Medium | 6 | 2036 - 2040 | $ 165,308 | ATNP | |
| MU7 | - | 25 | Continue Gyro Beach Drive Multi-Use Path | Extend the existing Gyro Beach multi-use path north to 92nd Avenue. | Spartan Drive | End of existing pathway | 92nd Avenue | MUP | Low | No | Medium | 6 | 2036 - 2040 | $ 166,848 | ATNP | |
| C11 | - | 43 | Cottonwood Drive Active Transportation Improvements | Construct bike lanes on Cottonwood Drive between Highway 3 and Harbour Key Drive. | Cottonwood Drive | Highway 3 | Harbour Key Drive | Bike Lane | Very Low | No | Medium | 4 | 2036 - 2040 | $ 81,528 | ATNP | |
| C1 | - | 45 | Dividend Ridge Neighbourhood Active Transportation Improvements | Implement a neighbourhood bikeway (including traffic calming) on Fairwinds Drive between Augusta Lane and Olympic View Drive. | Fairwinds Drive | Augusta Lane | Olympic View Drive | Neighbourhood Bikeway | Low | No | Very Low | 4 | 2036 - 2040 | $ 110,339 | ATNP | |
| C3 | - | 47 | Lobelia Drive Neighbourhood Bikeway | Implement a neighbourhood bikeway (including traffic calming) on Lobelia Drive between Oleander Drive and 32nd Avenue. | Lobelia Drive | Oleander Drive | 32nd Avenue | Neighbourhood Bikeway | Very Low | No | Medium | 4 | 2036 - 2040 | $ 124,313 | ATNP | |
| C4 | - | 26 | 89th Street Bike Lanes: Part B | Construct bike lanes along 89th Street from Cactus Crescent to Primrose Lane. | 89 Street | Cactus Crescent | Primrose Lane | Bike Lane | Medium | No | Medium | 6 | 2041 - 2045 | $ 234,955 | ATNP | |
| MU10 | - | 27 | Cottonwood Drive Active Transportation Improvements | Implement new biking facilities connecting the existing Cottonwood Drive bike lanes to the Sol Vita entrance. | Cottonwood Drive | End of existing bike lanes | Entrance to Sol Vita | MUP | Medium | No | Medium | 6 | 2041 - 2045 | $ 217,329 | ATNP | |
| C2 | - | 37 | 32nd Avenue Bike Facilities | Construct a paved shoulder (or other facility) for bikes along 32nd Avenue to connect to swiws Park. | 32 Avenue | Lobelia Drive | swiws Park | Paved Shoulder | Null | No | Low | 5 | 2041 - 2045 | $ 3,097 | ATNP | |
| MU8 | - | 38 | 68th Avenue Active Transportation Improvements | Construct a multi-use pathway along 68th Avenue. | 68 Avenue | 85th Street | 83rd Street | MUP | Very Low | No | High | 5 | 2041 - 2045 | $ 94,695 | ATNP | |
| MU4 | - | 39 | Highway 97 Multi-Use Pathway: Part A | Construct a multi-use path along Highway 97 to connect 92nd Avenue to 62nd Avenue. | Highway 97 | 92nd Avenue | 74th Avenue | MUP | Null | No | Low | 5 | 2041 - 2045 | $ 100,885 | ATNP | |
| MU3 | - | 40 | Highway 97 Multi-Use Pathway: Part B | Construct a multi-use path along Highway 97 to connect 92nd Avenue to 62nd Avenue. | Highway 97 | 74th Avenue | 62nd Avenue | MUP | Null | No | Low | 5 | 2041 - 2045 | $ 84,025 | ATNP | |
| C9 | | 48 | 87th Street Bike Lanes: Part A | Implement on-street bike lanes on 87th Street between 92nd Avenue and Jubilee Drive. | 87 Street | 92nd Avenue | Jubilee Drive | Bike Lane | Very Low | No | Medium | 4 | 2041 - 2045 | $ 335,674 | ATNP | |
| C9 | | 49 | 87th Street Bike Lanes: Part B | Implement on-street bike lanes on 87th Street between Jubilee Drive and 78th Avenue. | 87 Street | Jubilee Drive | 78th Avenue | Bike Lane | Very Low | No | Medium | 4 | 2041 - 2045 | $ 264,618 | ATNP | |
| C4 | | 50 | 89th Street Bike Lanes: Part A | Construct bike lanes along 89th Street from Oleander Drive to Cactus Crescent. | 89 Street | Oleander Drive | Cactus Crescent | Bike Lane | Very Low | No | Medium | 4 | 2041 - 2045 | $ 86,526 | ATNP | |
| MU5 | - | 51 | Highway 3 Irrigation Canal Trail Connection | Construct a multi-use path along Highway 3 that connects the Irrigation Canal Trail to Highway 97. | Highway 3 | Irrigation Canal Trail | Highway 97 | MUP | Null | No | Very Low | 4 | 2041 - 2045 | $ 70,105 | ATNP | |
| MU13 | - | 34 | Highway 3 Multi-Use Pathway | Extend the existing Highway 3 multi-use pathway from 51st Street to the east town boundary. The project should be completed alongside or after the segment between Lakeshore Drive and 51st Street. | Highway 3 | 51st Street | East Town Boundary | MUP | Null | No | Low | 5 | Beyond 20-Years | $ 46,205 | ATNP | |
| C16 | - | 29 | Lakeshore Road Bike Lanes | Construct on-street bike lanes on Lakeshore Drive. | Lakeshore Drive | 36th Avenue | 44th Avenue | Bike Lane | Medium | No | Low | 5 | Beyond 20-Years | $ 321,613 | ATNP | |
| C16 | - | 30 | Lakeshore Road Bike Lanes | Construct on-street bike lanes on Lakeshore Drive. | Lakeshore Drive | 44th Avenue | Future Road Connection | Bike Lane | Low | No | Low | 5 | Beyond 20-Years | $ 519,966 | ATNP | |
| C13 | - | 52 | 45th Street Active Transportation Improvements | Construct paved shoulder for active transportation users alongside pavement renewal. | 45 Street | Town North Boundary | Cedar Lane | Paved Shoulder | Very Low | No | Low | 3 | Beyond 20-Years | $ 960,776 | ATNP | |
| MU12 | - | 53 | 45th Street Active Transportation Improvements | Construct a multi-use pathway between the future roundabout at Highway 3 and 45th Street to Cedar Lane. | 45 Street | Cedar Lane | Highway 3 | MUP | Very Low | No | Low | 3 | Beyond 20-Years | $ 71,834 | ATNP | |
| C12 | - | 55 | Cottonwood Drive Active Transportation Improvements | Implement a neighbourhood bikeway (including traffic calming) on Cottonwood Drive between Sol Vita and the north cul-de-sac. | Cottonwood Drive | Entrance to Sol Vita | Cottonwood Cul-de-sac | Neighbourhood Bikeway | Very Low | No | Low | 3 | Beyond 20-Years | $ 186,080 | ATNP | |
| C16 | - | 54 | Lakeshore Road Bike Lanes | Construct on-street bike lanes on Lakeshore Drive. | Lakeshore Drive | South Town Boundary | 36th Avenue | Bike Lane | Very Low | No | Low | 3 | Beyond 20-Years | $ 468,201 | ATNP | |
| C1 | - | 56 | Dividend Ridge Neighbourhood Active Transportation Improvements | Implement a neighbourhood bikeway (including traffic calming) on Cypress Hill Drive between Olympic View Drive and Pebble Beach Drive. | Cypress Hill Drive | Olympic View Drive | Pebble Beach Drive | Neighbourhood Bikeway | Very Low | No | Very Low | 2 | Beyond 20-Years | $ 201,840 | ATNP | |
| C1 | - | 57 | Dividend Ridge Neighbourhood Active Transportation Improvements | Implement a neighbourhood bikeway (including traffic calming) on Olympic View Drive between Fairwinds Drive and Pebble Beach Drive. | Olympic View Drive | Fairwinds Drive | Cypress Hill Drive | Neighbourhood Bikeway | Very Low | No | Very Low | 2 | Beyond 20-Years | $ 94,414 | ATNP | |
| C1 | - | 58 | Dividend Ridge Neighbourhood Active Transportation Improvements | Implement a neighbourhood bikeway (including traffic calming) on Pebble Beach Drive between Golf Course Drive and Cypress Hill Drive. | Pebble Beach Drive | Golf Course Drive | Cypress Hill Drive | Neighbourhood Bikeway | Very Low | No | Very Low | 2 | Beyond 20-Years | $ 257,206 | ATNP | |
| MU7 | R16 | 8 | 92nd Avenue Reconstruction: Part A | Upgrades to roadway and intersections with the implementation of active transportation facilities, curb and gutter, lighting, and landscaping. The project should be completed alongside pavement renewal. | 92 Avenue | Highway 97 | Jubilee Drive | MUP | High | No | Medium | 10 | By Development | $ 1,359,725 | 2025 DCC | AT Cost from Project P9-11 |
| MU7 | R17 | 9 | 92nd Avenue Reconstruction: Part B | Upgrades to roadway and intersections with the implementation of active transportation facilities, curb and gutter, lighting, and landscaping. The project should be completed alongside pavement renewal. | 92 Avenue | Jubilee Drive | 87th Street | MUP | High | No | Medium | 10 | By Development | $ 1,234,119 | 2025 DCC | AT Cost from Project P9-11 |
| MU7 | R18 | 20 | 92nd Avenue Reconstruction: Part C | Upgrades to roadway and intersections with the implementation of active transportation facilities, curb and gutter, lighting, and landscaping. The project should be completed alongside pavement renewal. | 92 Avenue | 87th Street | Spartan Drive | MUP | Medium | No | Medium | 6 | By Development | $ 1,711,188 | 2025 DCC | AT Cost from Project P9-11 |
| C16 | R29, S48, W71 | 31 | 45th Street Extension | New local road link from Highway 3 to Lakeshore Drive, including implementation of active transportation facilities such as a multi-use pathway. | New Road | Highway 3 | Lakeshore Drive | Road | Null | No | Low | 5 | By Development | $ 2,374,500 | 2025 DCC | AT Cost from Project P12 |
| - | 330, S48, W7 | 32 | 56th Avenue Extension | New local road link from 51st Street to the 45th Street Extension, including active transportation facilities. | New Road | Highway 3 | 56th Street | Road | Null | No | Low | 5 | By Development | $ 1,879,051 | 2025 DCC | AT Cost from Project P13 |

| ATNP_ID | DCC_ID | TMP_ID | Project Name | Project Description | Road Name | From | To | Facility Type | RCA Priority | Utility Project | Alignment with TMP Goals | Evaluation Score | Priority | Total Cost for TMP | Cost Estimate Source | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MU13 | - | 33 | Highway 3 Multi-Use Pathway | Extend the existing Highway 3 multi-use pathway from Lakeshore Drive to 51st Street. | Highway 3 | Lakeshore Drive | 51st Street | MUP | Null | No | Low | 5 | By Development | $ 20,075 | ATNP | |
| - | R26 | 42 | Tamarack to Cottonwood Local Road Linkage | Construction of a new local road to improve local road links and reduce traffic on Highway 3. Includes curb, gutter, sidewalk, and street lighting. Reconstruct Cottonwood Road from Lombardy Lane. | New Road | Tamarack Drive | Cottonwood Drive | Road | Very Low | No | Medium | 4 | By Development | $ 1,339,000 | 2025 DCC | |

| ATNP_ID | DCC_ID | TMP_ID | Project Name | Project Description | Location | At | RCA Priority | Utility Project | Alignment with TMP Goals | Evaluation Score | Priority | Estimated Construction Cost | Cost Estimate Source | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | - | 63 | Main Street Crosswalk Alignment Improvements | Update minor road crossings along Main Street (Highway 3) to encourage pedestrians to use designated crosswalks, such as a bollard and chain fence system. | Main Street (Highway 3) | 85th Avenue to 89th Avenue | Null | No | High | 7 | 2027 | $ 112,500 | Planning Level Estimate | Cost assumes bollard and chain system for 5 crossing locations. |
| - | - | 65 | Hotel Row Crosswalk Upgrade | Work with MOTT to upgrade the Highway 3 crosswalk(s) on Hotel Row to include curb extensions and overhead flashers to increase visibility and safety of pedestrians. | Main Street (Highway 3) | Holiday Inn and Suites and Richer Pass Beach Resort | Null | No | High | 7 | 2027 | $ 172,500 | Planning Level Estimate | Cost includes overhead flashers, curb extensions for one crosswalk location. |
| - | W29 | 64 | Main Street and Kingfisher Drive Intersection Improvements | Explore intersection upgrades such as a new signalized intersection, a roundabout, adding a left-turn storage lane on Kingfisher Drive, and/or upgraded crosswalk treatments to improve mobility and pedestrian connectivity and safety. This project should be completed alongside the utilities project, which includes improvements to the existing crosswalk on Main Street (Highway 3). | Kingfisher Drive | Main Street (Highway 3) | Null | No | High | 7 | 2028 | $ 750,000 | Planning Level Estimate | Cost assumes intersection signalization. |
| - | W34 | 61 | Cottonwood Drive Intersection Improvements | Review and upgrade intersection laning at the Highway 3 / Cottonwood Drive intersection to include left-turns storage lanes on highway approaches. | Cottonwood Drive | Main Street (Highway 3) | Null | Yes | Low | 9 | 2029 | $ 75,000 | Planning Level Estimate | Cost includes updates to line paint (lanes, parking setbacks). Assumes maintaining existing permissive signal timing. |
| - | W39 | 60 | Highway 97 / 74th Avenue Crossing | Advocate to work with the MOTT to install a crosswalk connecting 74th Avenue east and west of Highway 97. This project includes filling the sidewalk gaps connecting to each side of the highway, and could be coordinated with water main upgrades. | Highway 97 | 74th Avenue | Low | Yes | Medium | 10 | 2030 | $ 223,000 | Planning Level Estimate | Cost assumes RRFB crosswalk, curb, and dry wells for storm. |
| - | - | 67 | Lakeshore Drive Intersection Improvements | Work with the MOTT to upgrade the Highway 3 / Lakeshore Drive intersection to include a pedestrian crossing. This intersection should be considered for a traffic signal, dependant on the implementation timeline of the 45th Street Extension. | Highway 3 | Lakeshore Drive | Null | No | High | 7 | 2030 | $ 120,000 | Planning Level Estimate | Cost includes RRFB crosswalk, curb, and storm. |
| - | - | 71 | Lobelia Drive / 32nd Avenue Intersection Control Review | Install a traffic button and curb at the Lobelia Drive / 32nd Avenue intersection to manage vehicle speeds and improve safety on all approaches. | 32nd Avenue | Lobelia Drive | Null | No | Medium | 6 | 2030 | $ 150,000 | Planning Level Estimate | Cost includes building out intersection with curbs (3 corners, no drainage) and a traffic button. |
| C4, C5 | R12, S46, W30 | 59 | 89th Street and 62nd Avenue Intersection Improvements | Updates to intersection configuration to include a single, level intersection to improve traffic flow and safety. This includes road reconstruction on 89th Street between Kingfisher Drive and Oleander Road, and 62nd Avenue from 89th Street to Osprey Place. Includes active transportation improvements through the intersection. | 89 Street | 62nd Avenue | High | Yes | High | 15 | 2031 - 2035 | $ 3,230,409 | 2025 DCC | |
| | | 73 | Oleander & Lobelia Intersection Study | Develop interim and longer-term strategies to improve safety and clarify intersection operations. | Oleander Drive | Lobelia Drive | Low | No | High | 7 | 2031 - 2035 | $ 75,000 | | Cost is for a study to review intersection and develop improvement concepts. |
| MU12 | R28, W70 | 62 | Highway 3 / 45th Street Roundabout | Install a 2-lane roundabout at the Highway 3 / 45th Street intersection with a south leg to connect to the future 45th Street extension. This project includes a multi-use pathway. | Main Street (Highway 3) | 45th Street | Null | Yes | Low | 9 | 2036 - 2040 | $ 4,305,700 | 2025 DCC | |
| - | R32 | 70 | Main Street (Highway 3) and 89th Street Intersection Upgrades | Intersection upgrades to Main Street (Highway 3) / 89th Street to accommodate increasing vehicle and pedestrian demands, including a review of the current crosswalk treatments and potential improvements. | Highway 3 | 89th Street | Null | No | Medium | 6 | 2041 - 2045 | $ 962,000 | 2025 DCC | |
| - | - | 66 | Local Street Safety Reviews | Perform annual safety reviews to identify intersection modications, local crossing improvements, or traffic calming that require upgraded treatments. Initial locations that were identified for potential crossing improvements include:<br>•89th Street / Cactus Crescent<br>•87th Street (north of Hwy especially)<br>•74th Street / Nighthawk Drive<br>•Lakeshore Drive / 56th Ave | Various Locations | - | Null | No | High | 7 | Annual | $ 30,000 | ATNP | |
| - | - | 68 | Sidewalk Review and Renewal | Complete annual review of sidewalk condition and accessibility, upgrading and maintaining where required. | Various Locations | - | Null | No | High | 7 | Annual | $ 73,000 | ATNP | |
| - | - | 69 | Accessibility Improvements | Review current accessibility challenges throughout the Town's network and improve infrastructure accessibility annually. | Various Locations | - | Null | No | High | 7 | Annual | $ 10,000 | ATNP | |
| - | - | 72 | Neighbourhood Traffic Calming | Annually review locations where vehicle speeds are a concern and implement traffic calming measures to reduce vehicle speeds. | Various Locations | - | Null | No | High | 7 | Annual | $ 65,000 | Planning Level Estimate | |