



**URBAN DEVELOPMENT INSTITUTE- OKANAGAN CHAPTER**

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July 13, 2023

City of Kelowna  
1435 Water Street  
Kelowna, BC

Attn: Chad Williams, Senior Transportation Planning Engineer, City of Kelowna

Dear Chad,

On behalf of the UDI membership in the Okanagan Region, we would like to extend our appreciation for taking the time to engage with us regarding the Transportation updates to the Development Services By-law.

In general, our position is that we support the direction proposed by the City, however, we would like to add several suggestions for consideration.

For some of the more complex road cross sections, UDI feels the proposed road standards and design criteria do not give enough room for shallow utilities and City infrastructure to co-exist within standard road right of way widths. Typically, when this happens, the landowner is forced to protect additional land by Statutory Right of Way on private property to accommodate all utilities. UDI believes that all required utilities should be provided adequate room within the road right of way. Otherwise, the proposed design will, in some cases, effectively reduce the amount of developable land to accommodate the provision of utilities.

The Hillside Road standards have been developed over the years to accommodate appropriate design in areas of challenging terrain. This review explicitly did not amend any Hillside Road Standards. There are some areas in the proposed bylaw changes where there is potential conflict from general clauses being applied to Hillside conditions. UDI recommends that a general provision be included that makes it clear where explicit standards are provided for hillside conditions, they are given precedence over any general clauses that would impact or reduce the design potential of the Hillside standards.

Further, the road cross sections have to accommodate many different functions. It is clear that the proposed changes have elevated road standards for the non-motorized users. While UDI supports this shift, we feel that some of the more complicated cross sections will result in unintended hazards and conflicts with other elements/functions of the road designs. UDI recommends that these new standards for cross section design be subject to the discretion of the Development Engineer on a case-by-case basis to ensure that all functions of the road design are optimized.

In closing, aside from the proposed bylaw changes, UDI members discussed the challenges of catering to the ever-growing demands of road users. There are so many different forms of traffic: cars, trucks, transit, bicycles, e-bikes, e-scooters, skateboarders (and e-skateboards), mobility scooters, wheelchairs and of course pedestrians. Many of the electric assisted or powered forms can travel in excess of posted speed limits.

There may be an opportunity for the City to work with regulators to improve safety knowledge on the rules of the road and promote early and ongoing learning opportunities so that all users of the road system can be better informed for their own, and other safe use of the road, sidewalks, bike lanes and multi-modal facilities. This would support safer access to transportation networks, sidewalks and multi-modal facilities for all users.

Again, thank you for taking the time to give UDI Okanagan Region an opportunity to express our position and make suggestions that will enhance the Transportation updates. If you have questions or would like to discuss any of these recommendations further, please don't hesitate to contact us.

Sincerely,

**Charlene Thomas**  
Executive Director  
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