

**VISION**

We have to ensure that Lake Country continues to be a healthy, livable and vibrant community. From the moment they are built, roads begin deteriorating but not at the same rate each year. With routine maintenance roads may 'ride' well for many years. After a critical point the materials that make up roads begin to lose their ability to hold together, to resist the intrusion of water and chemicals, and to carry the weight of increasing traffic. When this critical point is reached, roads begin to crack and fall apart. At that point they need to be renewed.



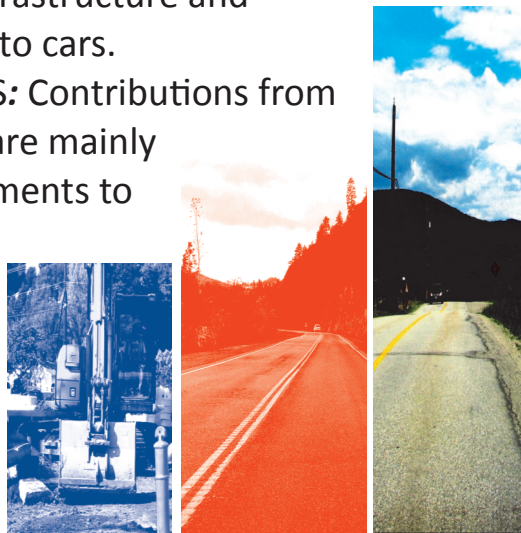
**FUNDING**

Current funding is not adequate to renew our aging roads and this means that our Official Community Plan Vision is not attainable. The transportation network is funded through three primary sources:

**PROPERTY TAXES:** the main funding source and only source of funds for maintenance and renewal of roads.

**GRANTS:** senior level government grants are usually only made available for improvements for green infrastructure and alternatives to cars.

**DEVELOPERS:** Contributions from developers are mainly for improvements to existing roads or for new roads required for development.



**BOTTOM LINE**

The current annual Roads budget is approximately \$3.1 million. To achieve our Transportation for Tomorrow plan, an **additional \$1.5 million** is needed per year. Which means an approximate \$250 tax increase per average household.

**FOLLOW US**

**OPEN HOUSE** at the Municipal Hall to find out what the 20 year Transportation for Tomorrow plan means for your future and how much it will cost.

THURSDAY, NOVEMBER 28, 2013 (5-7 PM)

**WEBSITE** lakecountry.bc.ca | quick links | Transportation for Tomorrow | maps, videos and online survey.

**DISPLAY** in the lobby of Municipal Hall  
10150 Bottom Wood Lake Road

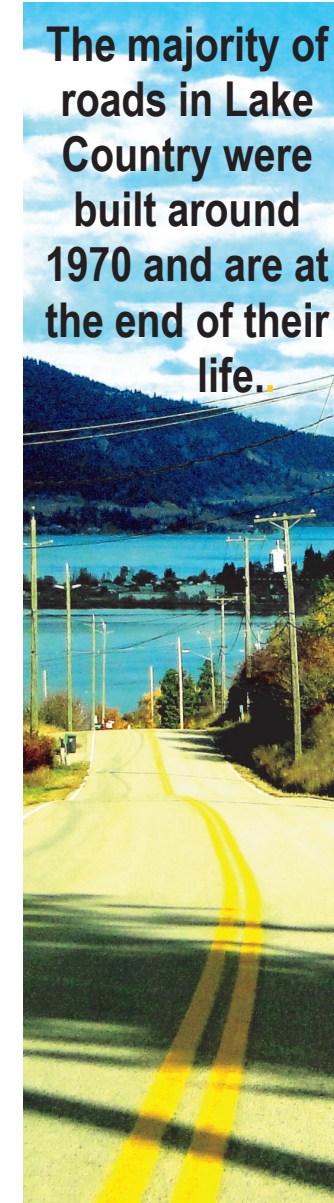


**LAKE COUNTRY**  
Life. The Okanagan Way.

**TRANSPORTATION FOR TOMORROW**



The majority of roads in Lake Country were built around 1970 and are at the end of their life.



To keep our roads serviceable, we must . . .

**renew** our roads because nothing lasts forever.

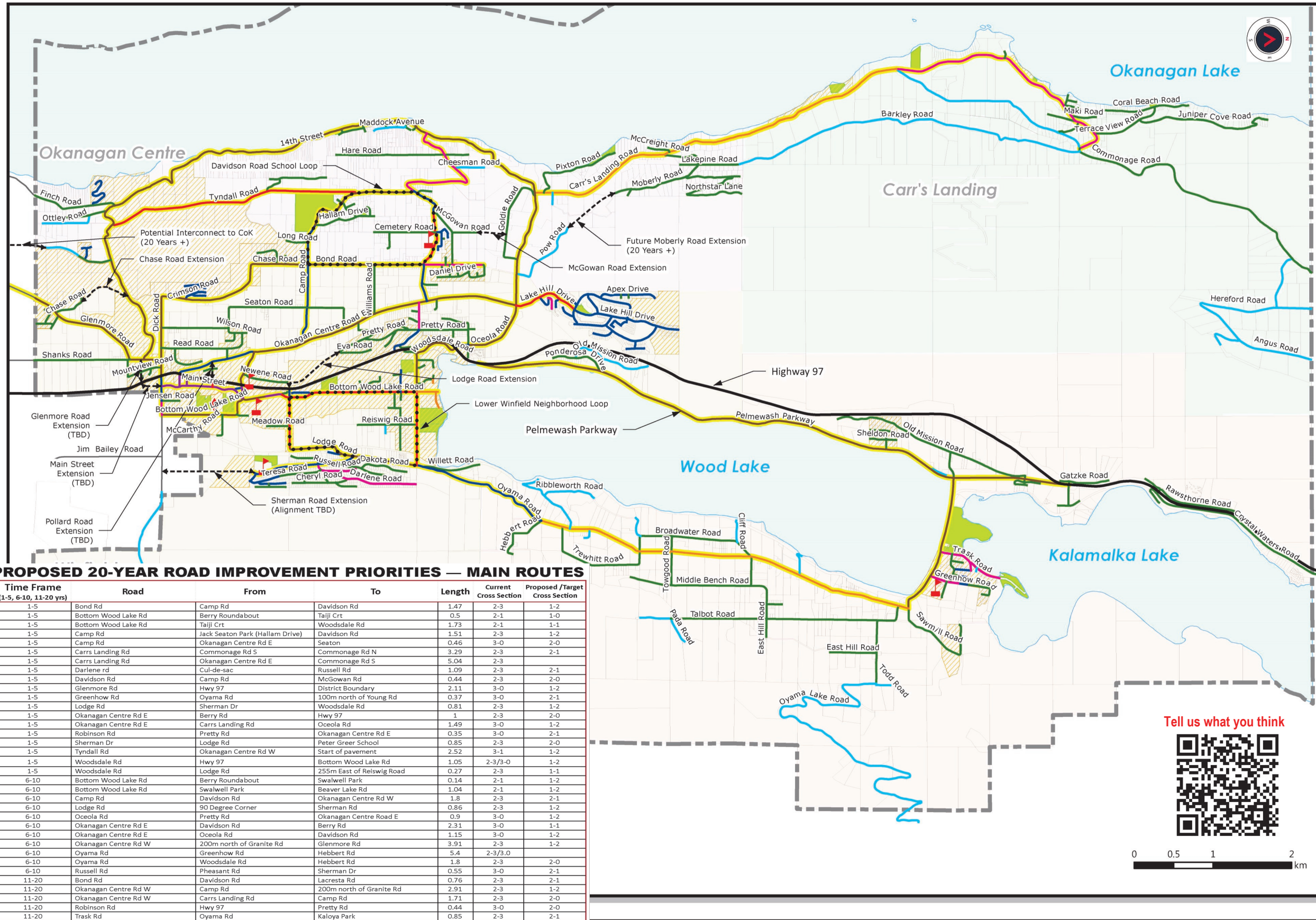
**maintain** our roads to keep them safe and passable.

**improve** our roads to meet our vision of making the roads better and providing safe alternatives to cars.

There are over 200 kms of roads in Lake Country which have an approximate replacement value of \$100 million.



# Transportation For Tomorrow Road Improvement Plan 2034



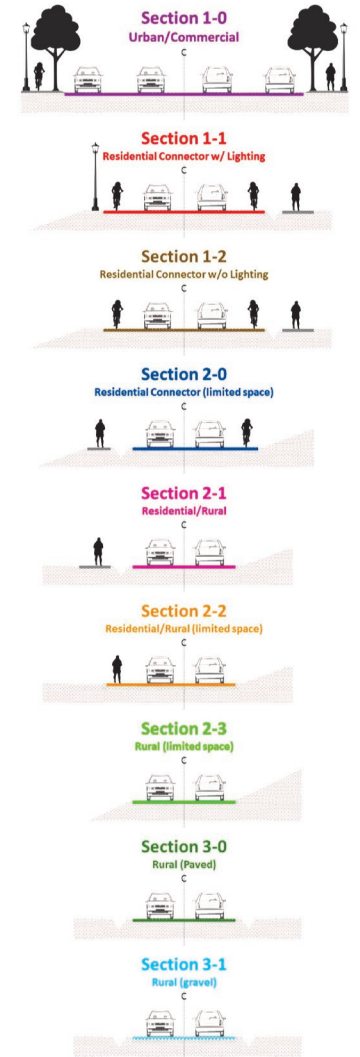
**Proposed /Target Road Cross Section**

- 1-0 Urban/Commercial
- 1-1 Residential Connector w/ Lighting
- 1-2 Residential Connector w/o Lighting
- 2-0 Residential Connector (Limited Space)
- 2-1 Residential/Rural
- 2-2 Residential/Rural (Limited Space)
- 2-3 Rural (Limited Space)
- 3-0 Rural (Paved)
- 3-1 Rural (Gravel)
- Future Roads
- Primary Roads
- Neighborhood Loops
- Highway 97
- Parks
- Future Growth Areas

**Places of Interest**

- Recreation Centre
- School

Primary routes indicated by a "highlighted" border



**PROPOSED 20-YEAR ROAD IMPROVEMENT PRIORITIES — MAIN ROUTES**

Time Frame (1-5, 6-10, 11-20 yrs)	Road	From	To	Length	Current Cross Section	Proposed /Target Cross Section
1-5	Bond Rd	Camp Rd	Davidson Rd	1.47	2-3	1-2
1-5	Bottom Wood Lake Rd	Berry Roundabout	Talji Cr	0.5	2-1	1-0
1-5	Bottom Wood Lake Rd	Talji Cr	Woodsdale Rd	1.73	2-1	1-1
1-5	Camp Rd	Jack Seaton Park (Hallam Drive)	Davidson Rd	1.51	2-3	1-2
1-5	Camp Rd	Okanagan Centre Rd E	Seaton	0.46	3-0	2-0
1-5	Carrs Landing Rd	Commonage Rd S	Commonage Rd N	3.29	2-3	2-1
1-5	Carrs Landing Rd	Okanagan Centre Rd E	Commonage Rd S	5.04	2-3	
1-5	Darlene Rd	Cul-de-sac	Russell Rd	1.09	2-3	2-1
1-5	Davidson Rd	Camp Rd	McGowan Rd	0.44	2-3	2-0
1-5	Glenmore Rd	Hwy 97	District Boundary	2.11	3-0	1-2
1-5	Greenhow Rd	Oyama Rd	100m north of Young Rd	0.37	3-0	2-1
1-5	Lodge Rd	Sherman Dr	Woodsdale Rd	0.81	2-3	1-2
1-5	Okanagan Centre Rd E	Berry Rd	Hwy 97	1	2-3	2-0
1-5	Okanagan Centre Rd E	Carrs Landing Rd	Oceola Rd	1.49	3-0	1-2
1-5	Robinson Rd	Pretty Rd	Okanagan Centre Rd E	0.35	3-0	2-1
1-5	Sherman Dr	Lodge Rd	Peter Greer School	0.85	2-3	2-0
1-5	Tyndall Rd	Okanagan Centre Rd W	Start of pavement	2.52	3-1	1-2
1-5	Woodsdale Rd	Hwy 97	Bottom Wood Lake Rd	1.05	2-3/3-0	1-2
1-5	Woodsdale Rd	Lodge Rd	255m East of Reiswig Road	0.27	2-3	1-1
6-10	Bottom Wood Lake Rd	Berry Roundabout	Swalwell Park	0.14	2-1	1-2
6-10	Bottom Wood Lake Rd	Swalwell Park	Beaver Lake Rd	1.04	2-1	1-2
6-10	Camp Rd	Davidson Rd	Okanagan Centre Rd W	1.8	2-3	2-1
6-10	Lodge Rd	90 Degree Corner	Sherman Rd	0.86	2-3	1-2
6-10	Oceola Rd	Pretty Rd	Okanagan Centre Road E	0.9	3-0	1-2
6-10	Okanagan Centre Rd E	Davidson Rd	Berry Rd	2.31	3-0	1-1
6-10	Okanagan Centre Rd E	Oceola Rd	Davidson Rd	1.15	3-0	1-2
6-10	Okanagan Centre Rd W	200m north of Granite Rd	Glenmore Rd	3.91	2-3	1-2
6-10	Oyama Rd	Greenhow Rd	Hebbert Rd	5.4	2-3/3.0	
6-10	Oyama Rd	Woodsdale Rd	Hebbert Rd	1.8	2-3	2-0
6-10	Russell Rd	Pheasant Rd	Sherman Dr	0.55	3-0	2-1
11-20	Bond Rd	Davidson Rd	Lacresta Rd	0.76	2-3	2-1
11-20	Okanagan Centre Rd W	Camp Rd	200m north of Granite Rd	2.91	2-3	1-2
11-20	Okanagan Centre Rd W	Carrs Landing Rd	Camp Rd	1.71	2-3	2-0
11-20	Robinson Rd	Hwy 97	Pretty Rd	0.44	3-0	2-0
11-20	Trask Rd	Oyama Rd	Kaloya Park	0.85	2-3	2-1

Tell us what you think

