

Central Okanagan Planning Study
Public Open House Engagement Report
March 2017

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Study Overview

The Central Okanagan Planning Study began in late 2014. The purpose of the study is to help the Ministry of Transportation and Infrastructure understand and explore the transportation needs of the Central Okanagan. The study extends from Greata Ranch in the south near Peachland to Clerke Road near Vernon in the north. As shown in Figure 1, the study encompasses the communities of Peachland, Okanagan Indian Band, West Kelowna, the Westbank First Nation, Kelowna, Lake Country, and Okanagan Indian Band Duck Lake Indian Reserve.

Based on 2040 projections, the study is exploring:

- A variety of options for improvements to the existing corridor, as well as alternate routes
- If, where, and when a second crossing of Okanagan Lake might be created

The first phase of the study included an analysis of existing conditions and the performance of the corridor as well as a forecast of future conditions. This information was presented at open house events in May and November 2015. Input was also gathered during idea generation workshops held with the Community Liaison Committee and the Technical Advisory Committee in September 2015. During these events, the project team presented an assessment of the existing conditions to confirm that the data matched local user experience and to identify items that might have been overlooked during the technical review. Community feedback was gathered through workshops, written and online feedback forms, and emails to the project team.

The project team continued to meet with the Community Working Group and the Technical Advisory Committee while developing potential options for the Central Okanagan Corridor. These options offer possible ways to improve safety and traffic flow along the corridor. They also explore the possibility of realigning the highway through or around communities and the potential for a second crossing of Okanagan Lake.

The second phase of the study, currently in progress, will explore and analyze these options. Ultimately, the study will make recommendations for the future of the corridor including short, medium, and long-term improvements.

A separate, more detailed study, on transportation issues relating to Peachland was initiated in late 2015. The information from this study will be integrated into the overall Central Okanagan Planning Study.

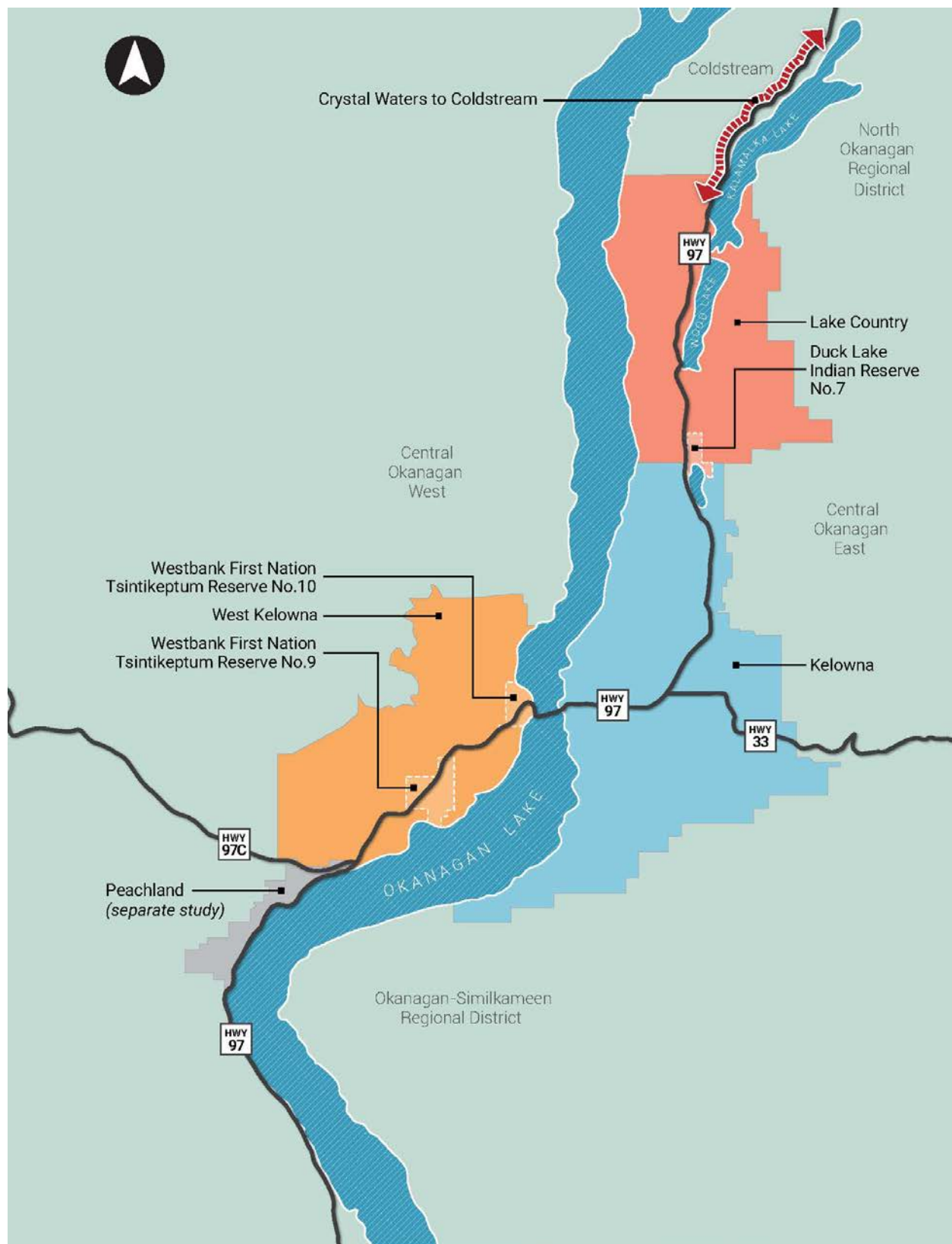


Figure 1. Communities in the Central Okanagan Planning Study

Community Engagement

Community engagement during this phase of the Central Okanagan Planning Study revolved around three open houses held in March 2017. The open houses served as key engagement and consultation milestones, designed to present possible existing and alternate corridor options in each region. Throughout the process of designing the options presented at the open houses, the project team considered four key considerations identified by the public during prior consultation:

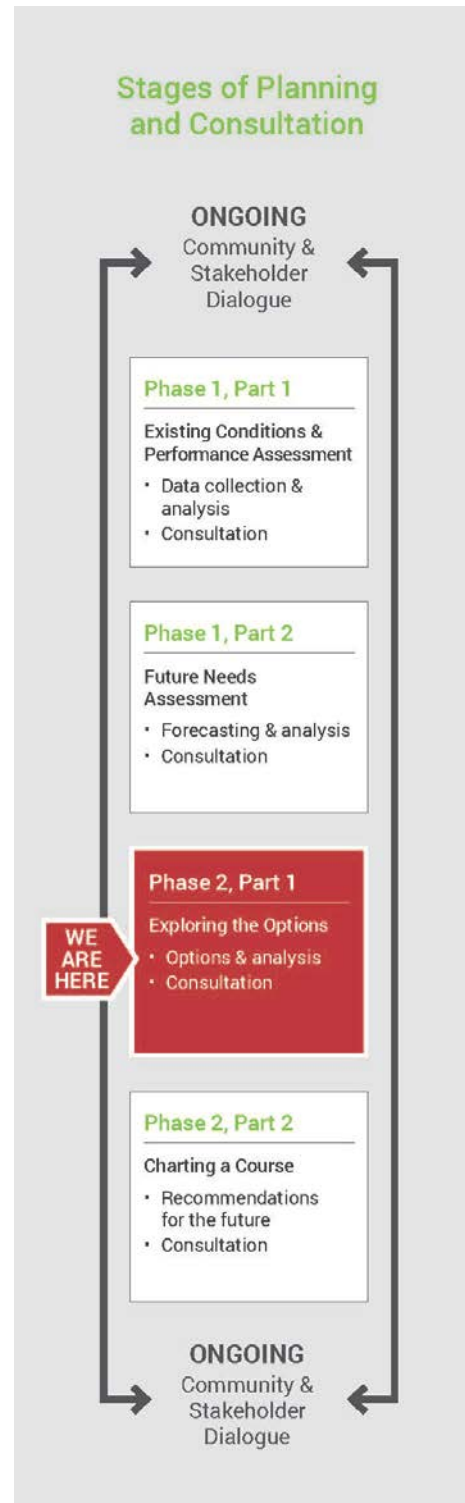
1. Addressing future congestion
2. Identifying a preferred second crossing location
3. Implementing measures to reduce travel demand
4. Enhancing Highway 97

The project team met with a Community Working Group and Technical Advisory Committee, as well as staff and elected officials of local municipalities and First Nations to discuss the preliminary options for the Central Okanagan corridor. These groups helped review the options and identify opportunities, considerations, issues, and concerns.

The first open house was held on Monday, March 27 at the Winfield Memorial Hall in Lake Country; the second on Tuesday, March 28 at the Ramada Hotel and Conference Centre in Kelowna; and the final event on Thursday, March 30 at the Westbank Lions Community Centre in West Kelowna. The purpose of the consultation events was to present preliminary options for the corridor. During the three open houses, the team gathered public input on issues, concerns, and opportunities associated with each option.

To obtain feedback throughout the engagement process, three different feedback forms were developed, specific to each region. Members of the public were able to submit the feedback form in-person at open houses, online, and by mail. In addition, there was an online discussion board open throughout the engagement period. Emailed feedback and letters were collected through the project email address.

This report summarizes the feedback compiled from the three open houses, emails and letters, and from the online discussion board.



Open House Objectives

The March 2017 open house events were designed to achieve two main objectives:

1. Present the preliminary options to meet the current and future needs of Highway 97 exploring existing and alternate corridors
2. Gather input on the corridor options and locations for a potential second crossing

Open House Displays

Each open house featured 31 display panels that presented project information and options for both alternate and existing routes in: West Kelowna and Westbank First Nation, Kelowna, Lake Country and Duck Lake I.R. No. 7, and Crystal Waters to Coldstream. Additionally, the display boards explored second crossing options. The information presented through the panels included:

1. Study purpose and objectives
2. Study overview and update
3. Guiding principles and objectives in option development
4. Recap of public input
5. Alternate route options
6. Existing route options
7. Options removed from consideration
8. Next steps

Attendees received a 40-page Consultation Companion that provided fulsome information about the project, and the options for alternate and existing routes. Attendees received a feedback form to provide comments on the options. The Consultation Companion and the feedback forms were also available for download on the project website at

engage.gov.bc.ca/okanagansecondcrossing.

Target Audiences

- All users of the transportation system
- Motorists
- ICBC
- BCAA
- BC Trucking Association
- BC Transit
- Local Governments:
 - City of Kelowna
 - District of West Kelowna
 - District of Lake Country
 - District of Peachland
 - Central Okanagan Regional District
 - City of Vernon
- Westbank First Nation
- Okanagan Indian Band
- Members of Parliament:
 - Stephen Fuhr, Okanagan-Lake Country
 - Dan Albas, Okanagan-Coquihalla
 - Mel Arnold, Okanagan-Shuswap
- Members of the Legislative Assembly:
 - Honourable Christie Clark, Westside-Kelowna
 - Norm Letnick, Kelowna-Lake Country
 - Eric Foster, Vernon-Monashee

- Dan Ashton, Penticton
- Media
- Emergency Services (RCMP, Fire, Ambulance)

Publicity and Notification

The Ministry invited key stakeholders directly, including members of local Councils, the Technical Advisory Committee, and the Community Working Group. The public was invited to attend via paid print advertising, the project website, social media, a news release, media advisories, and roadside signage.

Attendance

Approximately 615 people attended the three open houses. A total of 107 feedback forms were collected in-person and by email and 121 feedback forms were collected online. Approximately 80 people attended the Lake Country open house. A total of 13 feedback forms were collected in-person and 1 online feedback form was submitted. Approximately 220 people attended the Kelowna open house. A total of 51 feedback forms were collected in-person and submitted by email and 24 online feedback forms were submitted. Approximately 315 people attended the West Kelowna open house. A total of 43 feedback forms were collected in-person and by email and 96 feedback forms were submitted online. Additional general comments were received by email and through the online discussion board.

Public Input Summary

The following provides a summary of the public input. The input provided through the feedback forms from the three open houses were analyzed and aggregated into this report.

Feedback forms requested public input by posing the same question for each option: *“What important considerations do you see for [option name]?”* While questions did not request ranking of options, respondents often articulated their preferences.

Analysis of responses

For the analysis, each community member's feedback form, email, or discussion board contribution was considered a response.

Responses were then analyzed and categorized based on whether they expressed general support, general non-support, or mixed support, defined here:

- The responses that were in support did not include any concerned or negative comments regarding the option
- The responses of non-support did not include any positive or supportive comments regarding the option
- The responses of mixed support included both negative and positive comments.

The following chart provides a high-level summary of public response to the proposed options: majority in support, majority in non-support, or majority of mixed support. The option's page number refers to the corresponding analysis for that option.

Public Input Summary Chart					
	Option	General Support	General Non-Support	Mixed	Page No.
West Kelowna and Westbank First Nation	Existing Corridor Options				
	Option Group 1 – Westbank Town Centre				
	Option 1a – Dobbin Road – Grade-separated crossings	69 %	27 %	4 %	11
	Option 1b – Dobbin Road - Trench	73 %	22 %	5 %	12
	Option 2 – Westbank Town Centre to W.R. Bennett Bridge – Grade separation	62 %	27 %	11 %	13
	Alternate Route Options				
	Option 1a – Trepanier Road to Smith Creek Road	20 %	72 %	8 %	15
	Option 1b – Highway 97/97C Junction to Smith Creek	21 %	67 %	12 %	16
	Connector: Smith Creek to Bartley Road	18 %	78 %	4 %	17
	Option 2a – Bartley Road Extension	10 %	85 %	5 %	18
	Option 2b – Bartley Road to Bear Creek/Westside Road	35 %	58 %	7 %	19
Kelowna	Existing Corridor Options				
	Option Group 1 – W.R. Bennett Bridge to Spall Road				
	Option 1a – Six lanes with grade-separated interchanges	45 %	44 %	11 %	22
	Option 1b – Median express lanes	59 %	31 %	10 %	23
	Option 1c – Elevated express lanes	19 %	68 %	13 %	24
	Option Group 2 – Spall Road to Highway 33				
	Option 2a – Six lanes with grade-separated interchanges	45 %	45 %	10 %	25
	Option 2b – Median express lanes	47 %	43 %	10 %	26
	Option 3 – Highway 33 to UBCO – Six lanes with grade-separated interchanges	59 %	33 %	8 %	27
	Option 4 – UBCO to Ellison Lake – Six lanes with grade-separated interchanges	63 %	29 %	8 %	28
	Alternate Corridor Options – Downtown North End (DNE)				
	Option 1 – DNE – Connection near Poplar Point	15 %	79 %	6 %	30
	Option 2a – DNE – Connection near Manhattan Point through Mill	33 %	61 %	6 %	31
	Option 2b – DNE – Connection near Manhattan Point to Bay Avenue	15 %	83 %	2 %	32
	Option 2c – DNE – Connection near Manhattan Point to Manhattan Drive	17 %	80 %	3 %	33
	Alternate Corridor Options – Central Okanagan Multi-Modal Corridor (COMMC)				
	Option 1 COMMC – Spall Road to Highway 33	46 %	47 %	7 %	35
	Option 2 COMMC – Spall Road to McCurdy Road	47 %	48 %	5 %	36
	Option 3 COMMC – Spall Road to UBCO	55 %	45 %	0 %	37
Lake Country / Duck Lake Indian Reserve No. 7	Option Group 1- Ellison Lake to Lodge Road				
	Option 1a – Interchanges at Commonwealth Road and Janet Road	45 %	55 %	0 %	39
	Option 1b – Interchanges at Commonwealth Road and Okanagan Centre Road East	67 %	11 %	22 %	40
	Option 1c – Interchanges north of Commonwealth Road and Half Interchanges at Janet Road and Pollard Road	45 %	33 %	22 %	41
	Option 2 – Lodge Road to Oceola Road	100 %	0 %	0 %	42

Sub-analysis of comments

One response often included several comments expressing concerns against or reasons supporting the proposed option. Further analysis was conducted of these comments.

There were a number of common themes that emerged within the categories of support or non-support (listed below). The comments were coded under the following themes:

Themes emerging under Support included:

- General Support: The option was generally considered the best or acceptable without rationale
- Least Disruptive: The option was considered to have minimal impact on the environment and the community

Themes emerging under Non-Support included:

- General Criticism: The option was generally considered as unacceptable without rationale
- Impact on Community: The option was considered disruptive to the community, residents, land use, recreation, quality of life, health and well-being, or property values
- Project Design: The option presented concerns about costs, value for money, timeline, proposed design, or visual aesthetics
- Environmental: The option would impact the natural environment and ecosystem
- Traffic: The option would have an impact on congestion, including inconveniencing drivers and commute times
- Safety: The option presented concerns about increased risk or danger
- Needed Improvement: The option identified suggestions for modification, including alternate routes or connection points, or alignment with or investment in rapid transit and/or active transportation options

In the event of a single response mentioning several comments of non-support and/or support, these were accounted for separately. Therefore, in the upcoming graphs illustrating the breakdown of respondent comments, the percentages will exceed 100 per cent. More themes emerged in the non-support category, given that respondents were more thorough in articulating concerns against than supportive reasons for an option.

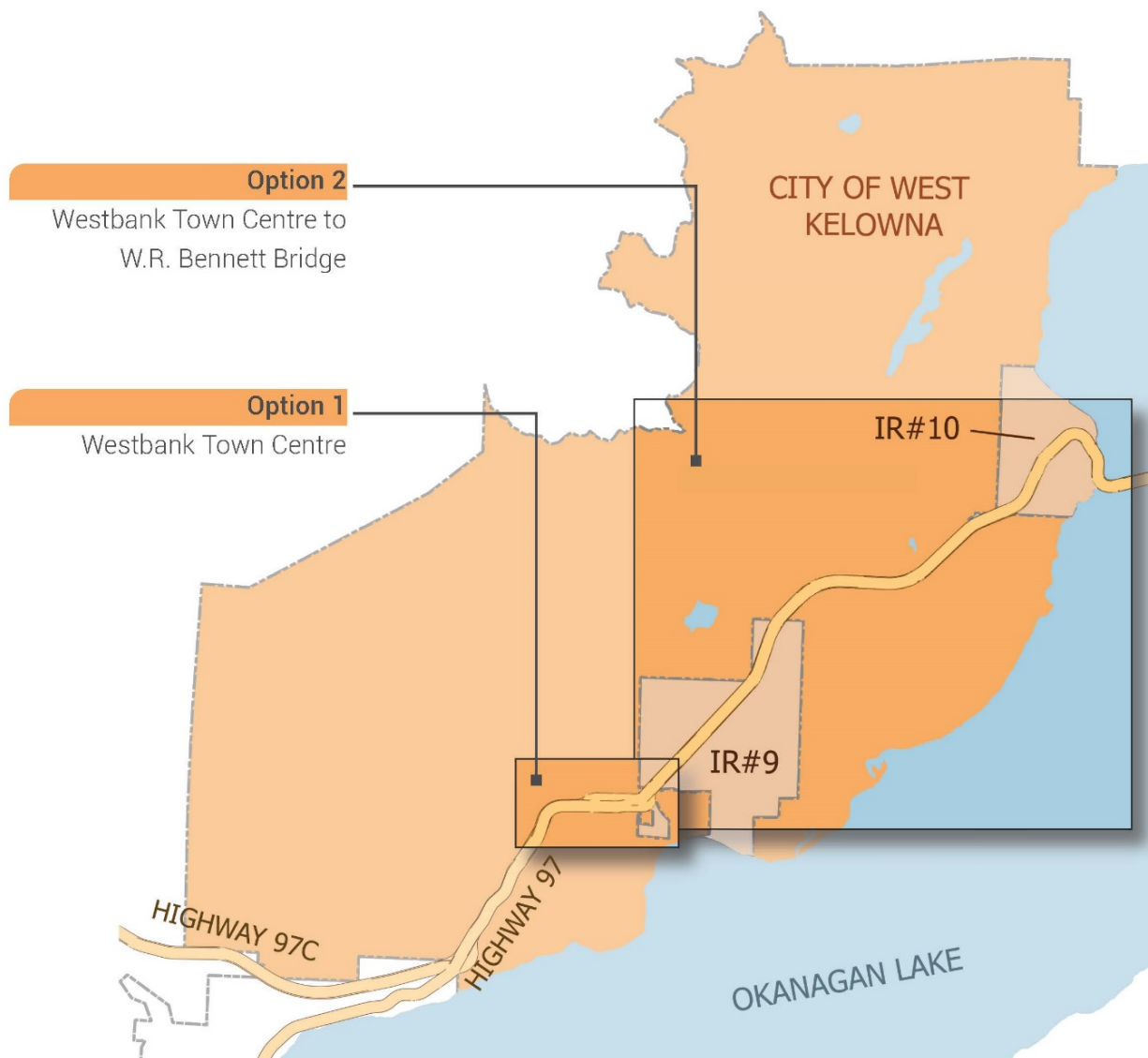
Verbatim answers can be found in Appendix A at the end of this document.

Public Input Analyses

West Kelowna and Westbank First Nation

Existing Corridor Options

Respondents generally found the existing corridor options to be favourable. Those respondents who found Option 1b to be the best option thought it would improve community engagement, growth opportunities in the downtown area, noise reduction, and safety. Respondents who preferred Option 2, felt that it would be the most effective in reducing congestion. Option 1a had the widest variety of responses, in that it would ease congestion yet

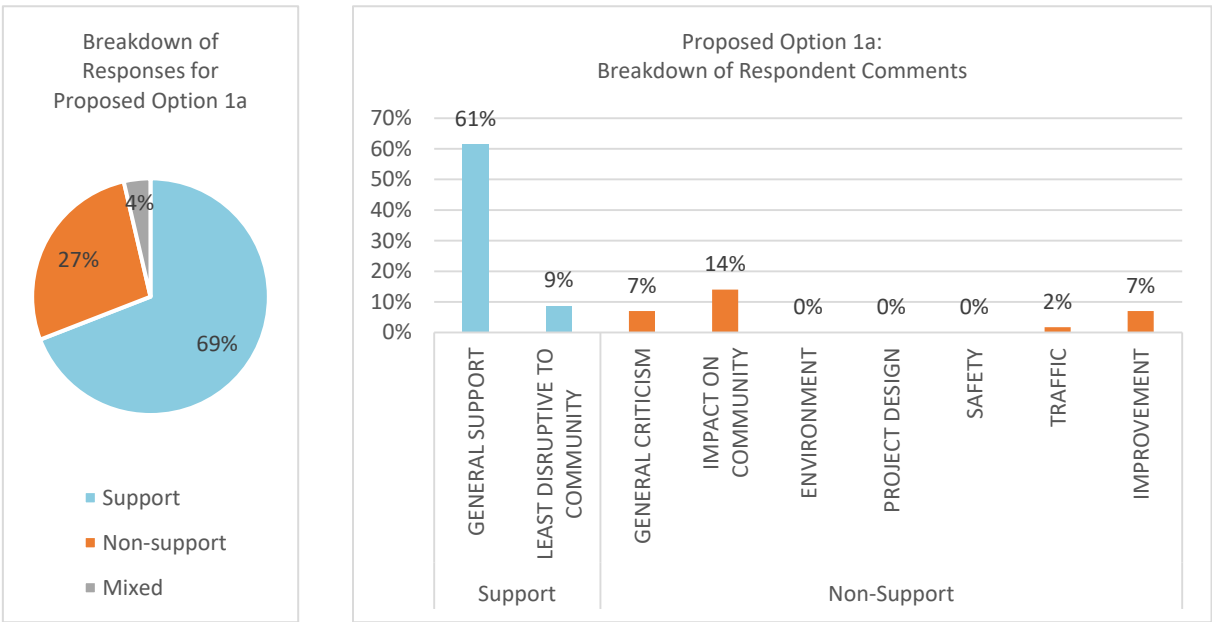


it would be disruptive.

Option 1a – Dobbin Road Grade - Separated Crossings

Synopsis: Option 1a would lower traffic volumes along Main Street by turning it into a local street. It would provide connections across Dobbin Road on Elliott Road and Brown Road with reduced delays since there are no traffic signals. While this option would minimize disruptions to traffic during construction, it would impact businesses on the north side of Dobbin Road east of Brown Road and next to the RCMP building. It would also have visual and noise effects due to overpasses. Option 1a shifts transit, pedestrian, and cyclist connections to Main Street and requires moving or reconfiguring Elliot Road Transit Exchange.

Refer to page 11 of the Consultation Companion for a detailed map illustrating the option.



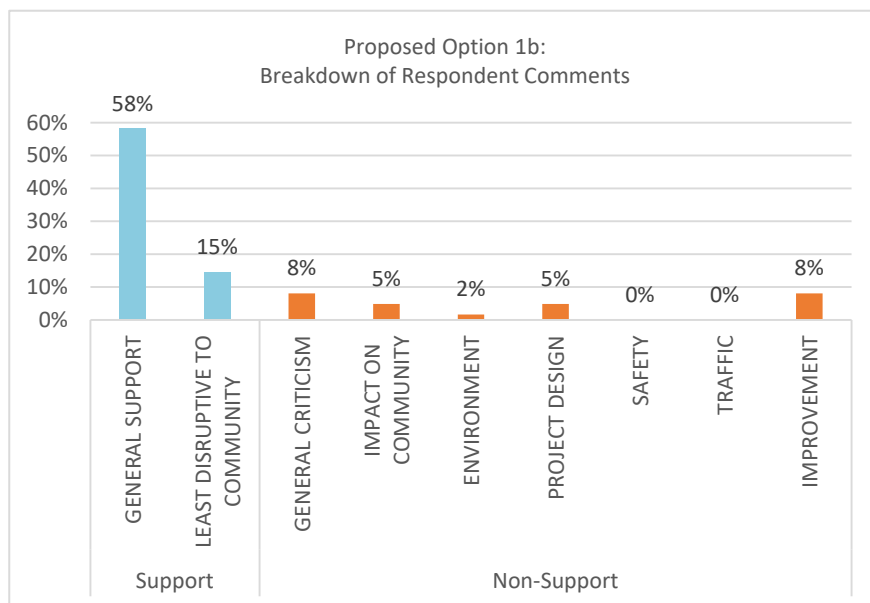
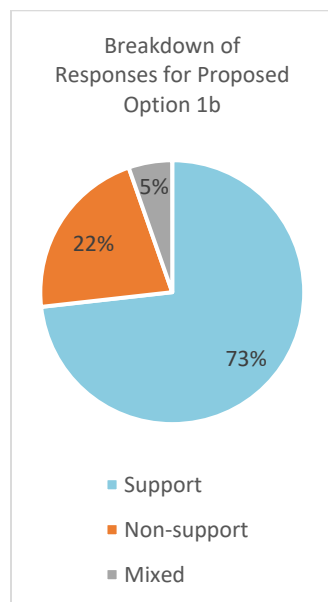
Analysis: Most comments expressed support for this option, particularly the opportunity to improve this corridor and revitalize the downtown Westbank area. Considerations included the need for pedestrian access and ensuring minimal impact to businesses.

Of the comments of non-support, concerns included the impact resulting from placing a highway through the downtown area, and its potential impact to senior pedestrians in limiting mobility on the overpasses.

Option 1b – Dobbin Road – Trench

Synopsis: Option 1b would place Highway 97 in a trench on Dobbin Road with crossings at Herbert, Elliott, and Brown Roads. This option would shift transit, pedestrian, and cyclist connections to Main Street and lower traffic volumes along Main Street by turning it into a local street. It would create crossings for vehicles, pedestrians, and cyclists without interacting with highway traffic or changing elevation. It would reduce noise from the highway and limit access to properties on Dobbin Road from local cross streets. Option 1b would impact businesses on the north side of Dobbin Road east of Brown Road and next to the RCMP building. It would disrupt highway traffic during construction by moving traffic to Main street and would require reconfiguring Elliott Road Transit Exchange in the existing location.

Refer to page 12 of the Consultation Companion for a detailed map illustrating the option.



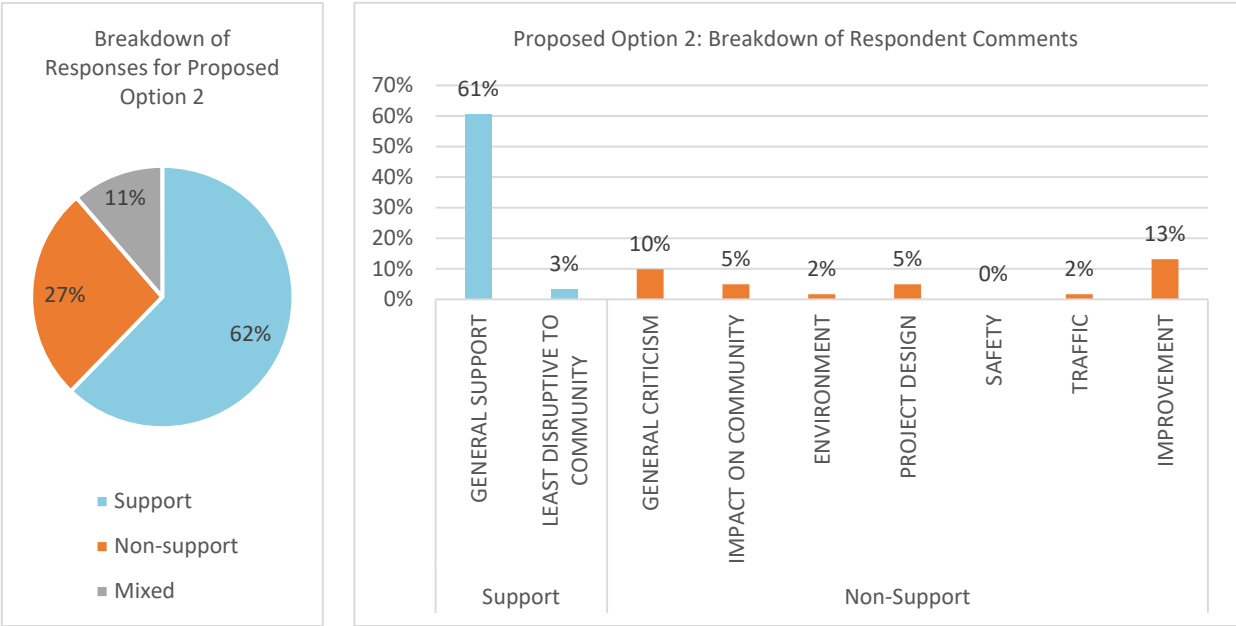
Analysis: Option 1b was widely supported by respondents, with 46.5 per cent of the comments affirming it as the best option. Many felt that Option 1b would allow for the further development of the community, especially in terms of community engagement within the downtown area and increasing support to local businesses. Moreover, many respondents felt that this option would increase safety, namely for pedestrians and cyclists, and would be the least disruptive to residential areas.

Of the comments of non-support, respondents felt Option 1b would be too costly as well as disruptive to the community by creating a physical divide. Three comments suggested a tunnel as a design modification.

Option 2 – Westbank Town Centre to W.B. Bennett Bridge – Grade Separation

Synopsis: Option 2 would include full interchanges at Butt, Westlake, and Boucherie Roads, and half interchanges at Daimler Road and Bartley Road. Option 2 would reduce congestion along the route by removing traffic signals and reduce high-severity collisions by removing at-grade intersections. This option would create a highway crossing at Elk Lake Road and a right-on, right-off at Grizzly Road. This option would impose some property impacts where interchanges are proposed and would require some additional travel to access Elk, Grizzly, and Ross Roads. It would maintain current transit operations and provide parallel walking and cycling routes with crossings at interchanges.

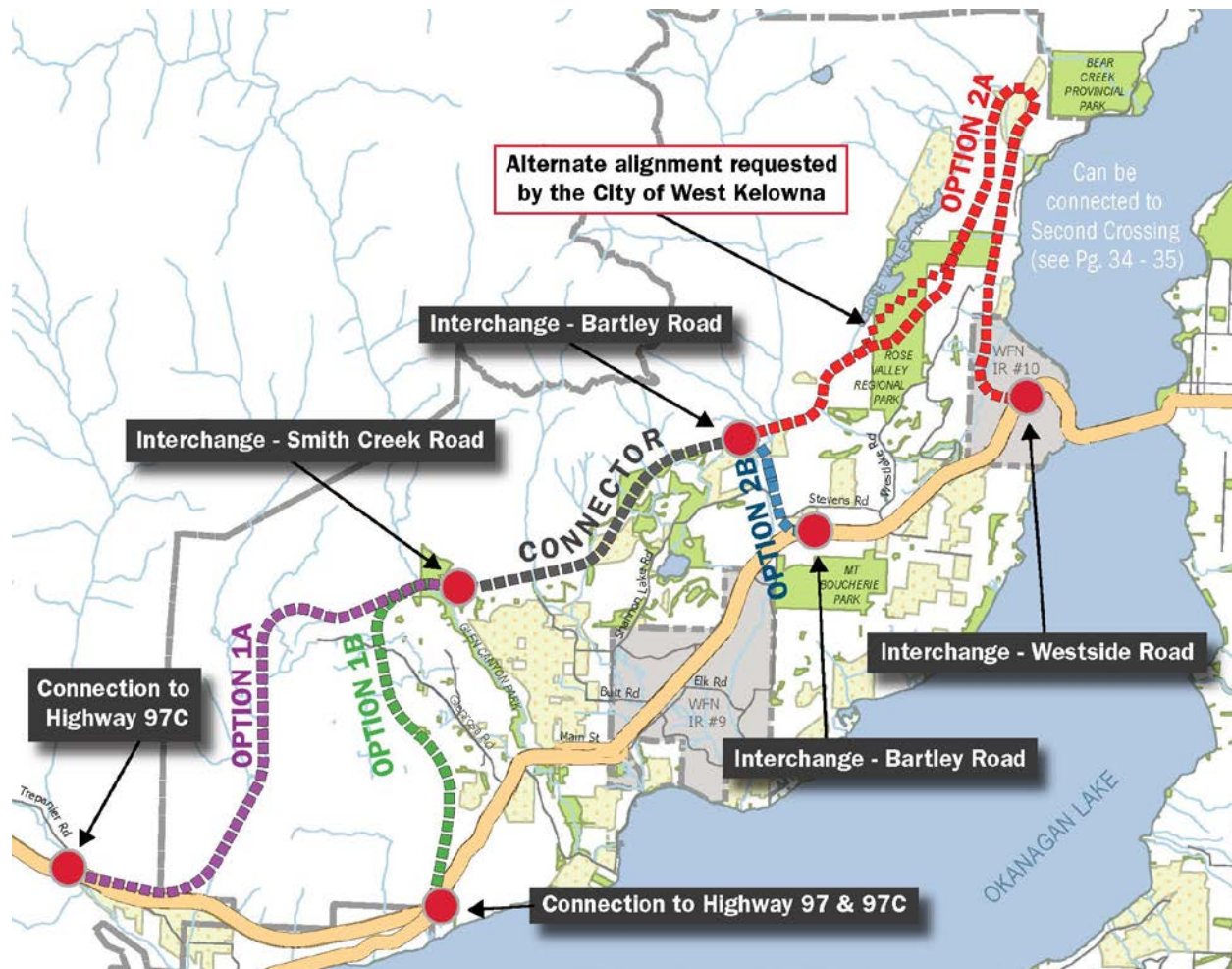
Refer to page 13 of the Consultation Companion for a detailed map illustrating the option.



Analysis: Option 2 also had largely favourable reviews from respondents, with 26.4 per cent of comments stating that this was the best option. Other comments expressed an urgency for this option to move forward to construction. Within the comments of support, nearly all respondents felt that this option offered the best relief for traffic congestion over the other options.

Concerns included the cost, and possible impacts to the community, with consideration given to pedestrians and local traffic. Option 2 had the most suggestions for improvements, such as including transit options or design modifications. Comments also expressed opposition to the second crossing, suggesting improvements the existing bridge by expanding carrying capacity (using all lanes) instead.

Alternate Corridor Options



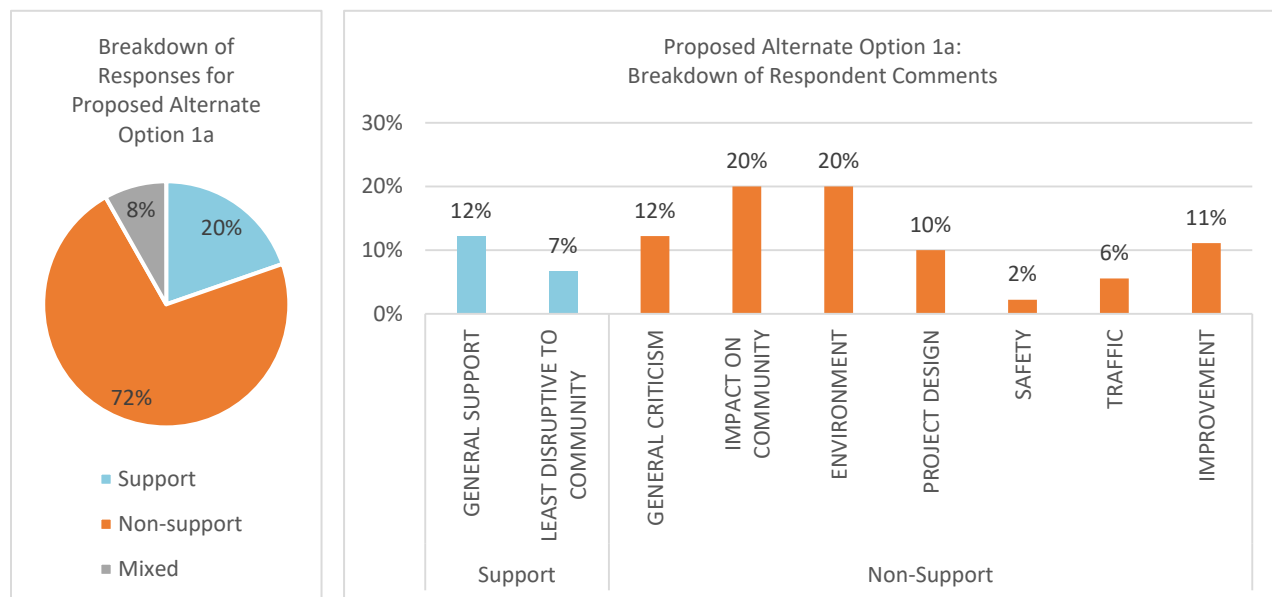
In general, respondents were largely not in favour and did not support any of the alternate corridor options.

All options were viewed as an affront to the quality of life in the community, as well as a detriment to the environment, among other issues. Particularly unfavourable was Option 2a, which proposed putting an alternate corridor through Rose Valley Regional Park. Option 2b was perceived as somewhat more favourable among respondents, however, there was still a dominant theme of disapproval for all the proposed alternate corridor options. Options 1a, 1b, and the connector were all seen as unfavourable, largely due to environmental impacts.

Within the additional comments, respondents articulated that they would prefer continued congestion and inconvenience over the costly alternate corridor options and resulting negative impacts to the community and environment.

Option 1a – Trepanier Road to Smith Creek Road

Synopsis: Option 1a would provide access to West Kelowna at the Smith Creek Road interchange. While it would not provide strong connections to Highway 97 through Peachland or to the south, it would connect to a possible Peachland alternate corridor. It would have long sections of steep grades and requires the acquisition of some rural residential properties.



Refer to page 14 of this report for a map illustrating the option.

Analysis: Option 1a was largely viewed as unacceptable. Respondents cited environmental concerns and a negative impact to the quality of life in the community as the central reasons for their contempt of this option. Many were also concerned with the high cost of the option.

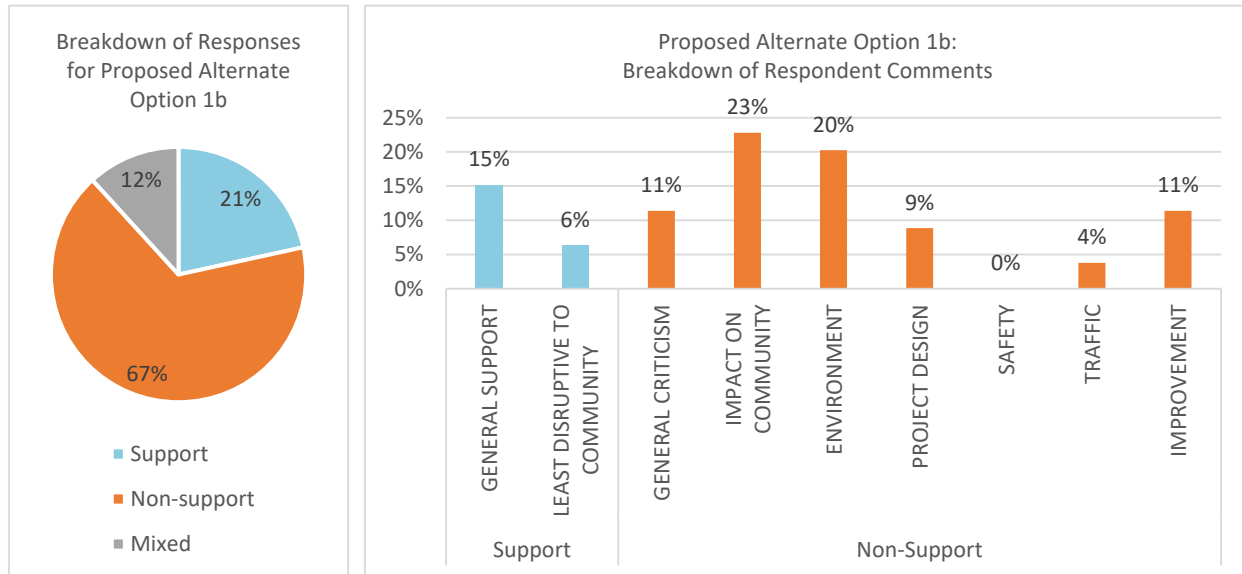
Thirty-six per cent of comments preferred improvements to the existing corridor over the proposed alternate options, and many comments expressed that this option was not needed. There were also concerns that this option would be more dangerous in the winter, and that drivers would prefer the existing route as it was safer and more direct.

Those who supported the option noted that it would likely be the least disruptive to residential areas relative to the other proposed alternate corridor options, and would allow for the development of the community.

Option 1b – Highway 97/97C Junction to Smith Creek Road

Synopsis: Option 1b would provide a direct connection to the existing Highway 97/97C interchange. This option would provide access to West Kelowna at the Smith Creek Road interchange. This option would have noise and/or visual impacts for the Glenrosa neighbourhood and would require the acquisition of some rural residential properties.

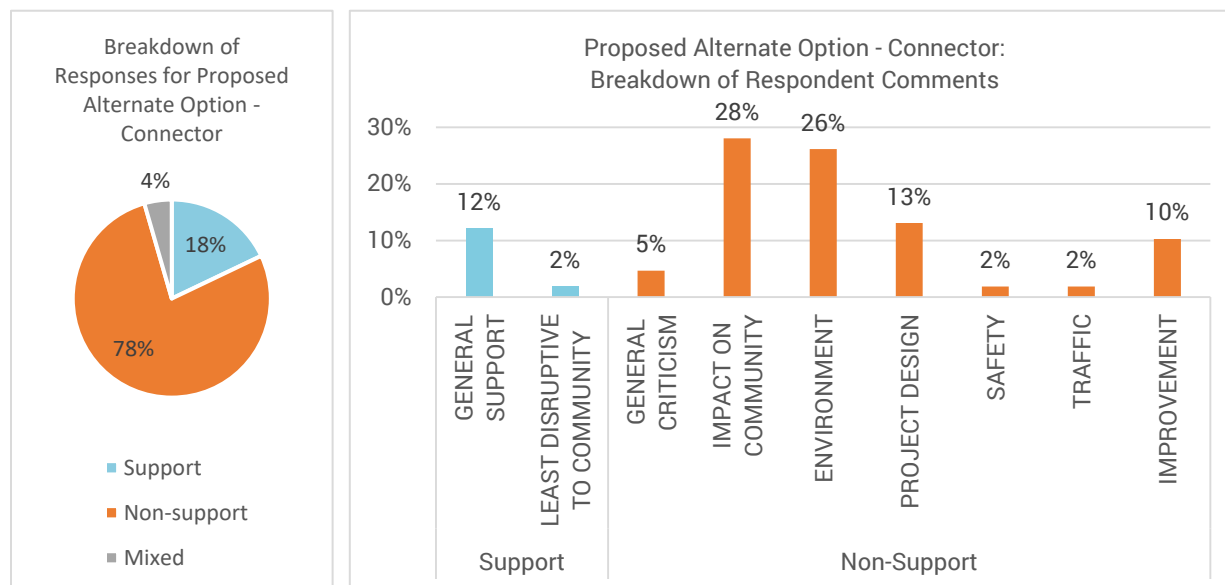
Refer to page 14 of this report for a map illustrating the option.



Analysis: This option was also viewed as unacceptable, with 62 individual comments of non-support out of 51 overall responses (each overall response may contain multiple comments). Respondents referred to the consequential impacts on parkland and wildlife (20 per cent), community and quality of life (23 per cent), in addition to the high project costs (9 per cent). Even among those who viewed Option 1b as acceptable, there was a strong sentiment that it would not improve traffic congestion. Several respondents preferred the existing corridor, as it was more direct and less disruptive.

Connector

Synopsis: The Connector would form the only feasible route between Bartley Road and Smith Creek Road. It would follow the lower slopes of the hillside through undeveloped land. There would be visual and noise impacts on residential neighbourhoods below the alignment.



Refer to page 14 of this report for a map illustrating the option.

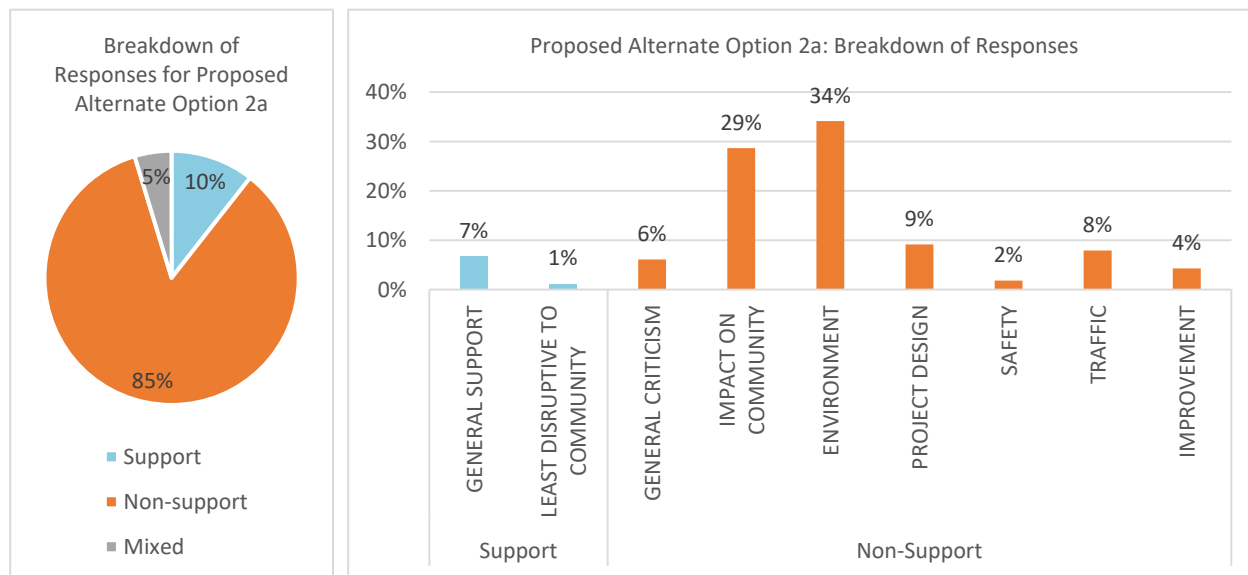
Analysis: The connector option was also viewed as unacceptable. There were 92 individual comments of non-support that referenced the impacts on parkland and wildlife, recreation spaces, neighbourhoods, and property values. Given the topography of the proposed corridor, concerns also included weather conditions and impacts to driver safety, as well as the cost of constructing through the terrain. There was also concern that the proposed corridor would not be expedient for drivers. Seventeen per cent of non-support comments preferred improvements to the existing corridor, citing that it would be more direct and less disruptive.

Within comments of support, respondents preferred the connector option over Options 1a and 1b as it would be less disruptive to the Glenrosa and Smith Creek communities.

Option 2a – Bartley Road to Beak Creek/Westside Road

Synopsis: Option 2a would be considerably longer than the existing highway, passing through Rose Valley Lake Regional Park. It would have visual and noise impacts for the West Kelowna Estates and Rose Valley neighbourhoods. It would also impact properties on McPhail Court.

Refer to page 14 of this report for a map illustrating the option.



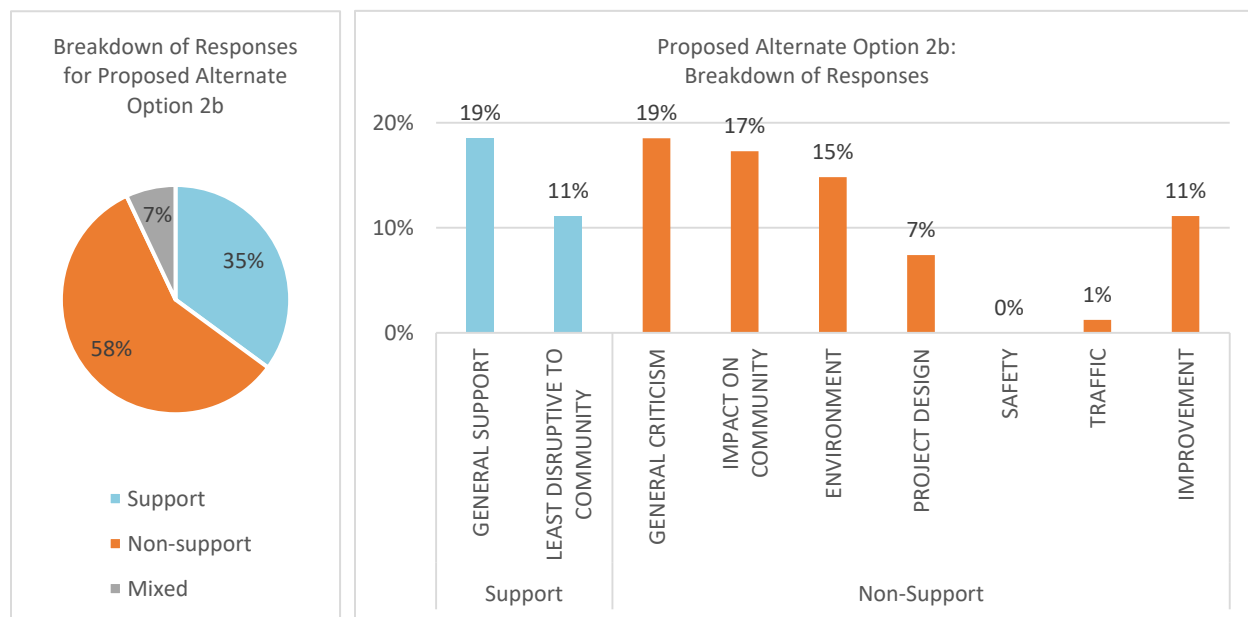
Analysis: Option 2a had the strongest opposition among alternate corridor options, with 151 comments of non-support. Nearly every respondent viewed 2a as an unacceptable option, with some requesting it be removed from consideration. Environmental concerns (56 comments) referenced the environmental impacts of the proposed route going through Rose Valley Regional Park, and specific impacts to the water reservoir and local water supply. Community concerns (47 comments) focused on impacts to quality of life, and recreation areas including hiking and biking trails. There were also concerns about the project design (28 comments), particularly the high cost of construction in the area's topography, safety implications in the wintertime, and the inconvenience to drivers resulting from a longer route.

Support for Option 2a was largely contingent on a second crossing.

Option 2b – Bartley Road Extension

Synopsis: Option 2b would parallel Bartley Road and the Bartley Road Extension. It would create a short section of new highway through mostly industrial/commercial land. This option would impact the Bylands site and would have environmental impacts for Rose Valley.

Refer to page 14 of this



report for a map illustrating the option.

Analysis: While still considered unfavourable among most respondents, Option 2b also had the largest number of respondents that found it to be acceptable compared to 2a and the other alternate options. Those in favour of Option 2b noted that it might help ease traffic congestion.

Of non-support comments, respondents shared general opposition or concerns about community or environmental impacts. Many respondents noted that Option 2b would not improve congestion and that it would be disruptive to residential areas. Thirteen comments explicitly stated a preference to invest in improving the existing corridor over this option.

Additional Comments

From the West Kelowna and Westbank First Nation open house, there were 62 additional responses. While some comments expressed support for the bypass idea (17 comments), the responses contained many comments (69) expressing concerns about the alternate options.

There was support for improving the existing corridor. Many comments asked that the project focus on improving the highway flow by removing lights.

Many respondents shared environmental concerns, including the impacts of the bypass on watersheds, parkland (19 comments). There were also concerns that the bypass would have negative impacts on the community (24 comments), including properties and property values (6 comments). Given the strong opposition and potential community impacts of certain

options, there were requests for the public feedback to influence the decision to eliminate some of the alternate options from consideration.

A fifth of the respondents requested improvements to the alternate corridor options, particularly a desire for a longer-term vision that would result in more livable, sustainable communities. In this, respondents often commented on their desire for alternate transit. They made recommendations such as bicycle lanes, bus enhancements, and pedestrian pathways. Many expressed the importance of preserving the natural integrity of the area, mentioning that many people move to the area to get away from the sights and sounds of the city.

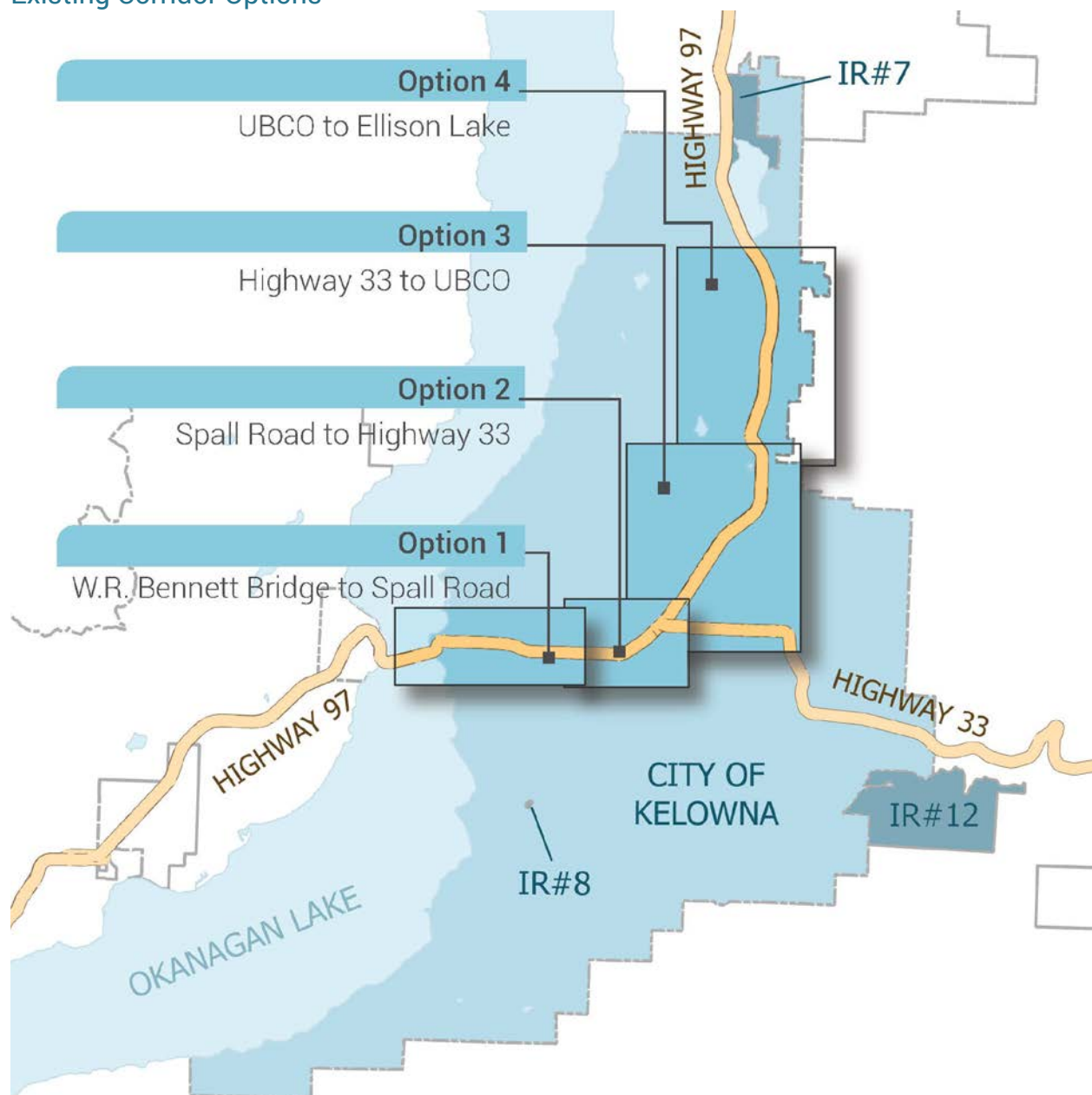
Generally, there was support for the open house events and the public engagement process. However, some respondents commented on the poor timing of the open house coinciding with spring break, resulting in many young families being away. Several respondents requested better advertising and communications around open house events. Overall, respondents would like to see more opportunities for engagement and consultation.

Of the small sample size at the Lake Country and Duck Lake open house, there was generally support for the West Kelowna and Westbank First Nation options with important considerations reiterating the need to improve traffic flow on Highway 97. Two comments favoured the existing corridor improvements over the alternate options.

From the Kelowna input, out of 27 responses, respondents expressed preference for Option 1B. The considerations shared within the feedback concerned land use, particularly avoiding Westbank First Nation land and parks, investing in rapid transit, and preferring the more cost-effective option to improve existing routes rather than alternate corridors.

Kelowna

Existing Corridor Options



Highway 97 (known as Harvey Avenue), is a six-lane urban arterial roadway. Movement along Highway 97 has priority over crossing and turning movements, which causes delays for traffic on the side streets. To improve collision rates and congestion, the existing corridor options would consider various forms for Highway 97 from the bridge to east of Richter Street, including highway or express lanes: at-grade, elevated, in a trench, or in a tunnel. Each option has its own challenges and benefits, which will be further explored throughout the next stage of the study.

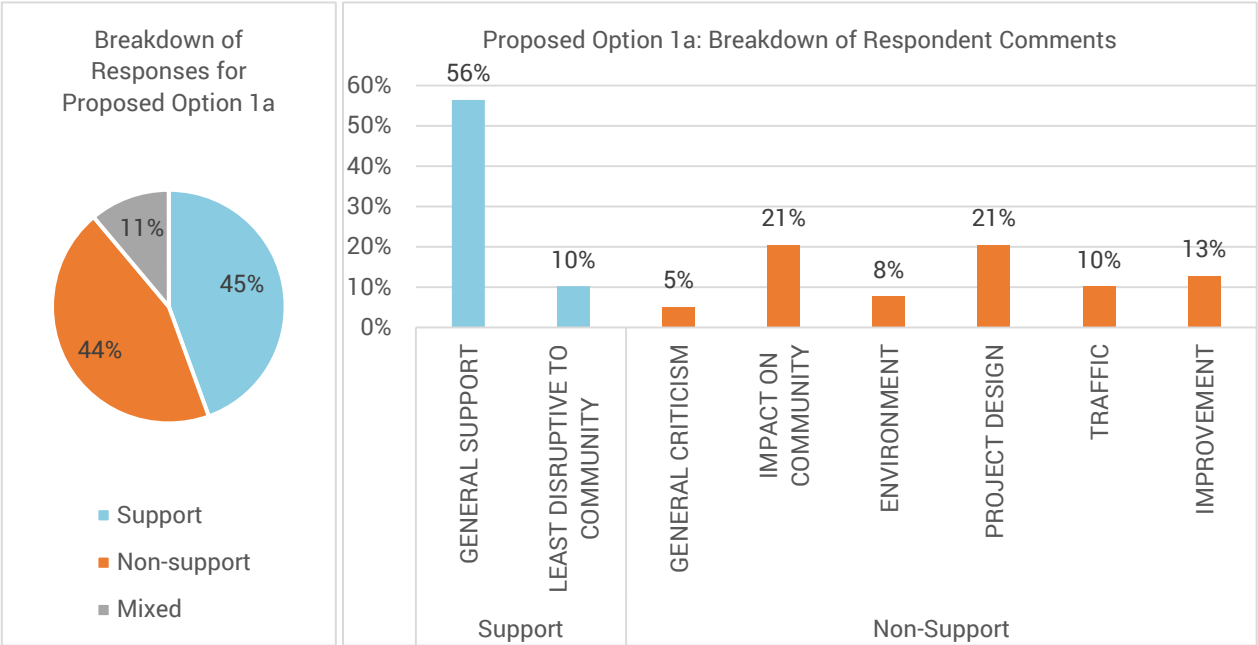
Feedback from the Kelowna open house regarding these options was mixed, however, Option 1b had the most support. Respondents viewed Option 1b as the most visually appealing and least disruptive to the residential area. Option 1c had the most opposition; respondents were concerned that it would be aesthetically unappealing and costly. Overall, respondents found Option 1b, Option 2b, Option 3, and Option 4 to be generally favourable.

Option 1a – W.R. Bennett Bridge to Spall Road – Six Lanes with Grade-separated Interchanges

Synopsis: Option 1a would maintain the existing six lanes and removes all signals. It would provide interchanges and overpasses for access and crossing the highway, using compact urban interchanges to minimize property acquisition. This option would create curbside rapid transit stations, with connections via pedestrian overpasses across Highway 97.

This option would reduce the number of crossings on Highway 97, minimizing crossing delays and improving efficiency along Highway 97. Further, disruptions to traffic during construction would be minimal because this option can be built in stages. Simultaneously, however, it would create additional traffic for local street networks and increase traffic noise.

Refer to page 17 of the Consultation Companion for a detailed map illustrating the option.



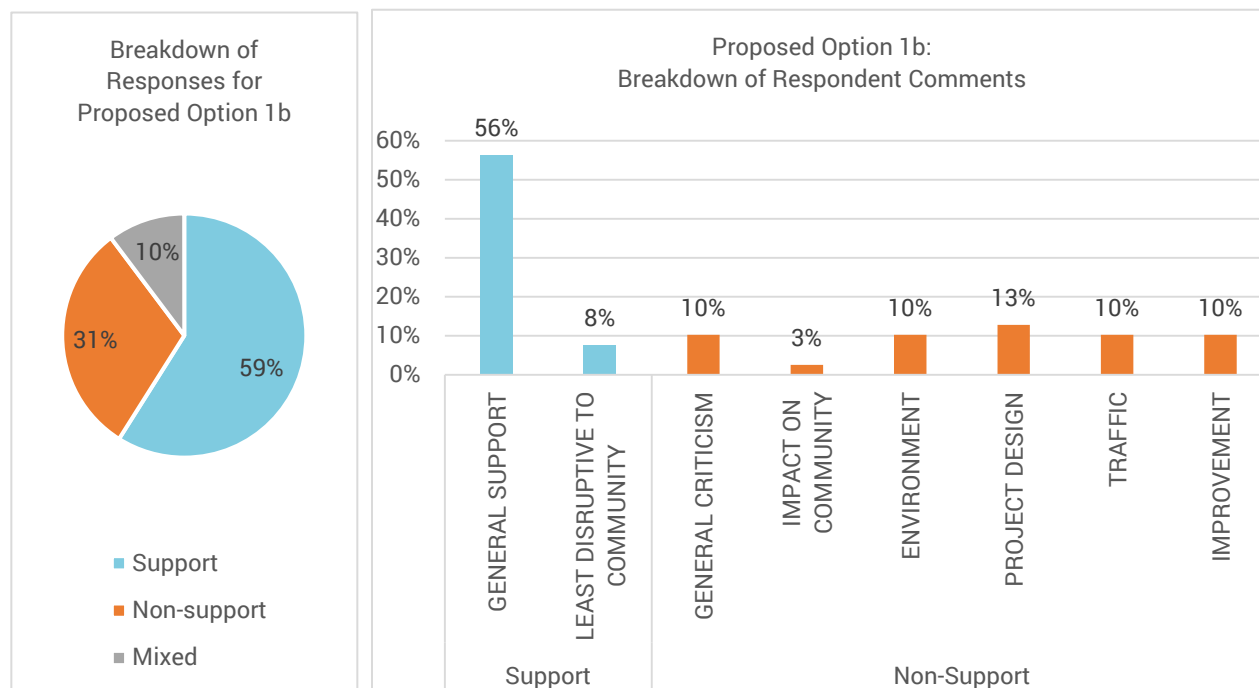
Analysis: Respondents were divided over this option. Several respondents expressed support, citing the option’s capacity to improve traffic flow. The option, however, also stemmed a diversity of concerns, including: the scale of work, necessary land acquisition, visually unappealing design, environmental impacts, and damages to commercial industry and businesses. Suggestions for modifications included moving overpasses to more convenient locations and resolving bottlenecks at the bridges to improve flow, removing the need for another bridge.

Option 1b – W.R. Bennett Bridge to Spall Road – Median Express Lanes

Synopsis: Option 1b would create a separate two-way road in the median. It would have no connection to the rest of Highway 97 or the local street network between the existing bridge and Spall Road. It would include crossings between Abbott and Richter Streets, at Gordon Drive, and at either Burtch Road or Spall Road.

This option would maintain right turns onto local streets. It would place express lanes under cross streets, and uses signalized local lane crossings. Using pull-outs along express lanes for transit stops/stations, this option would improve through traffic flow. Local roads would remain signalized with delays. Overall, it would reduce crossing delays since there would be an overpass over the express lanes, however, it would also reduce the number crossings along Highway 97. Option 1b would maintain access to Highway 97 at most existing locations with right turns and would require less reliance on the local street network than Option 1a. It would create additional barriers to crossing Highway 97 at most existing right-turn locations, but would minimize disruptions to traffic during construction because it can be built in stages.

Refer to page 18 of the Consultation Companion for a detailed map illustrating the option.



Analysis: This option was viewed favourably, with approximately a quarter of all respondents expressing that it was the best option because it was most visually appealing and least disruptive to residents. Many of the support-based comments also included comments about future rapid transit development.

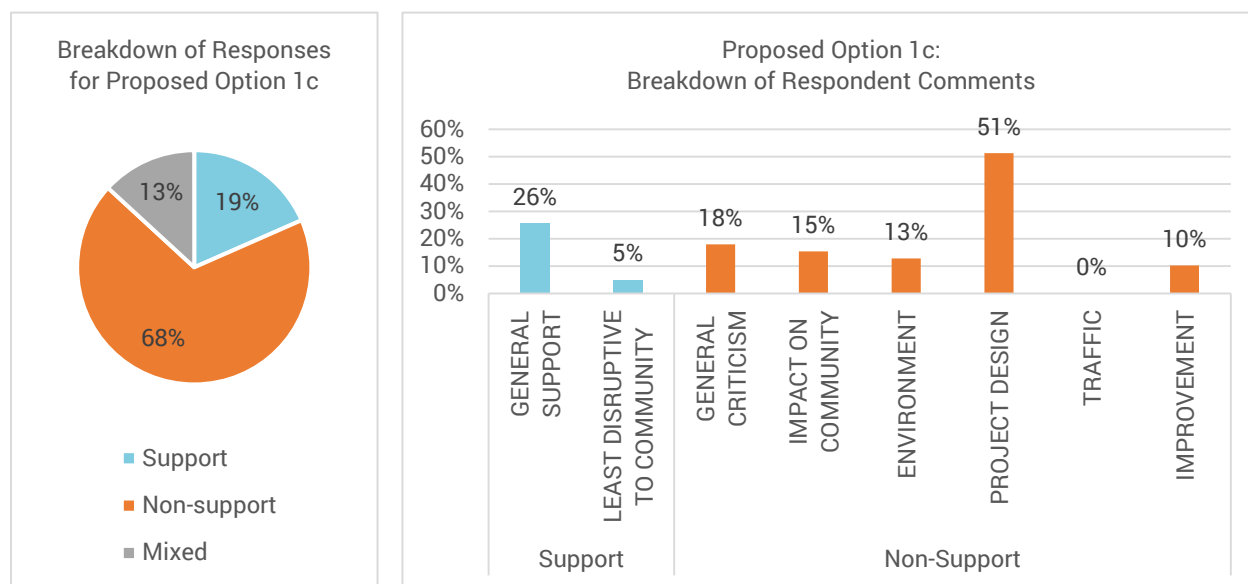
Respondents expressed concerns over project costs and the infrastructure-heavy design. Suggested modifications included reducing the number of lights on the highway, the need for addressing bottlenecks at both ends of the bridge, and having more than two express lanes.

Comments also questioned the impact on ground and storm water management, and vegetation.

Option 1c – W.R. Bennett Bridge to Spall Road – Elevated Express

Synopsis: Option 1c would elevate two lanes with no connection to the local street network between the W.R. Bennett Bridge and Spall Road. This option would maintain the existing four lanes along with their connections and crossings. It would create rapid bus service along elevated express lanes with stations connected by overhead walkways. This option would reduce the number of lanes on Highway 97 for pedestrians and cyclists to cross. It would provide fast travel for through-traffic on Harvey Avenue. It would create visual and noise impacts (due to high speed traffic along elevated lanes), incur a high cost, and have significant construction implications as the elevated express would need to be constructed at one time.

Refer to page 19 of the Consultation Companion for a detailed map illustrating the option.

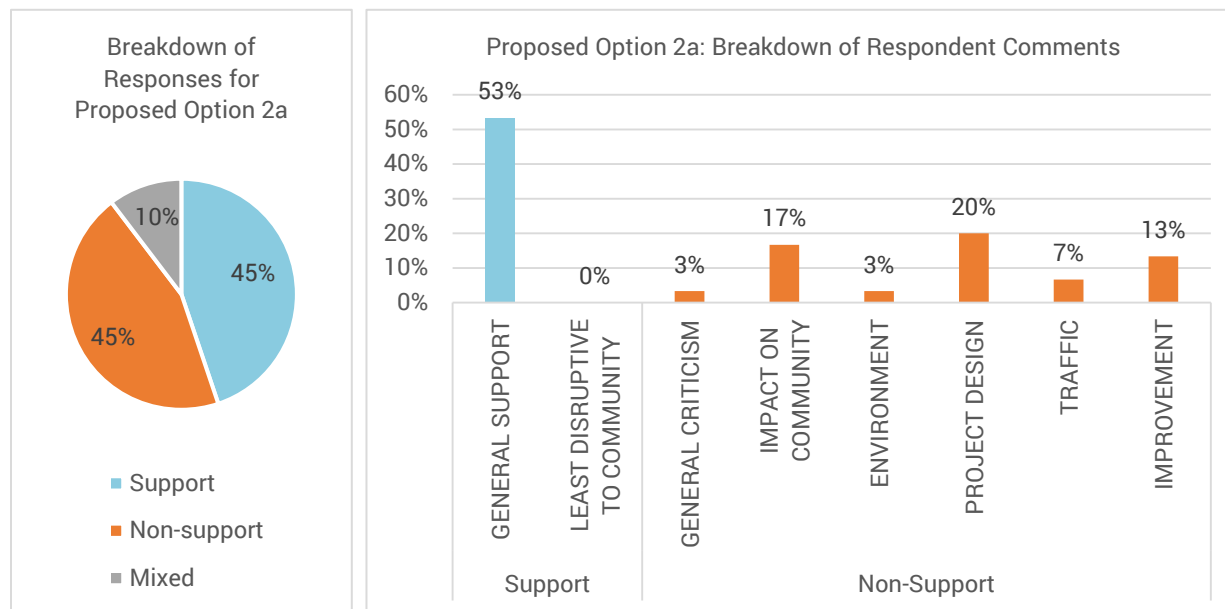


Analysis: This option was met with strong opposition. Most respondents commented on its unappealing aesthetics and high cost. Concerns noted that this option was too large of a solution for what is perceived as a relatively small problem. Respondents also commented on the increased noise pollution.

The few respondents who supported the option noted potential future uses of the elevated corridor, such as conversion to rapid transit.

Option 2a – Spall Road to Highway 33 – Six Lanes with Grade-separated Interchanges

Synopsis: Option 2a would introduce interchanges at Dilworth Drive and Highway 33. It would provide access to the Orchard Park Transit Exchange via a bus-only connection at Cooper Road. This option would maintain the existing six-lanes while removing all signals. It would introduce rapid transit stations with connections via pedestrian overpasses across Highway 97. Negative impacts of this option would include limited access and crossings for Highway 97 and increased noise because of high-speed traffic. It would require the use of Enterprise and Springfield Roads for shorter trips.



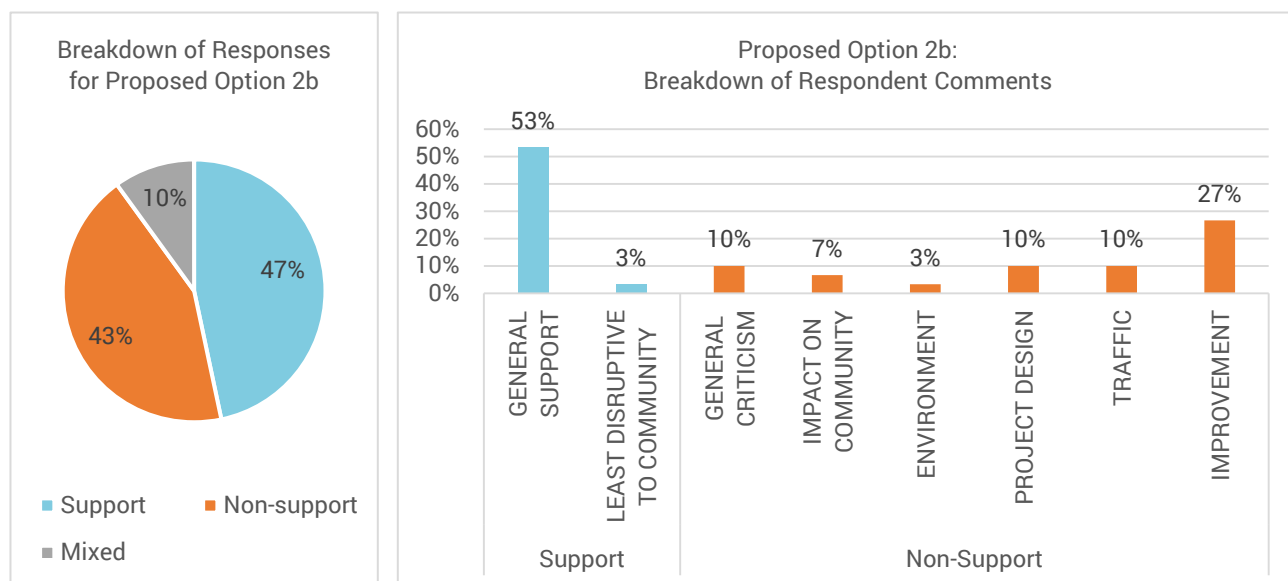
Refer to page 20 of the Consultation Companion for a detailed map illustrating the option.

Analysis: This option received a mixed response, although respondents were generally supportive. Respondents were also concerned about the land needed for this option, and that it would impact access to businesses and retailers situated along the highway. Respondents who were in favour of this option felt it would work well for the area, and provided miscellaneous modifications to improve accessibility to the highway and alleviate congestion.

Option 2b – Spall Road to Highway 33 – Median Express Lanes

Synopsis: Option 2b would create a separate two-way road in the median with no connection to Highway 97 and or the local street network between Spall Road and Highway 33. It would provide express lane crossings at Dilworth Road with signals for local lanes. This option would maintain right turns to and from local streets, and would allow traffic to switch between express and local lanes north of Spall Road with transfer lanes.

Overall, it would reduce the number of places that Highway 97 can be crossed, but would also reduce the crossing delays since there would be an express lane overpass. Option 2b would create bus-only access to the transit exchange at Cooper Road and creates Rapid Transit Stations with pull-outs in the express lanes. It would improve traffic flow for vehicles and transit travelling between Spall Road and Highway 33. It would maintain access to Highway 97 at most existing locations with right turns, and would require less reliance on the local street network than the grade-separated interchange option. Lastly, option 2b would minimize disruptions to traffic during construction because it can be built in stages.



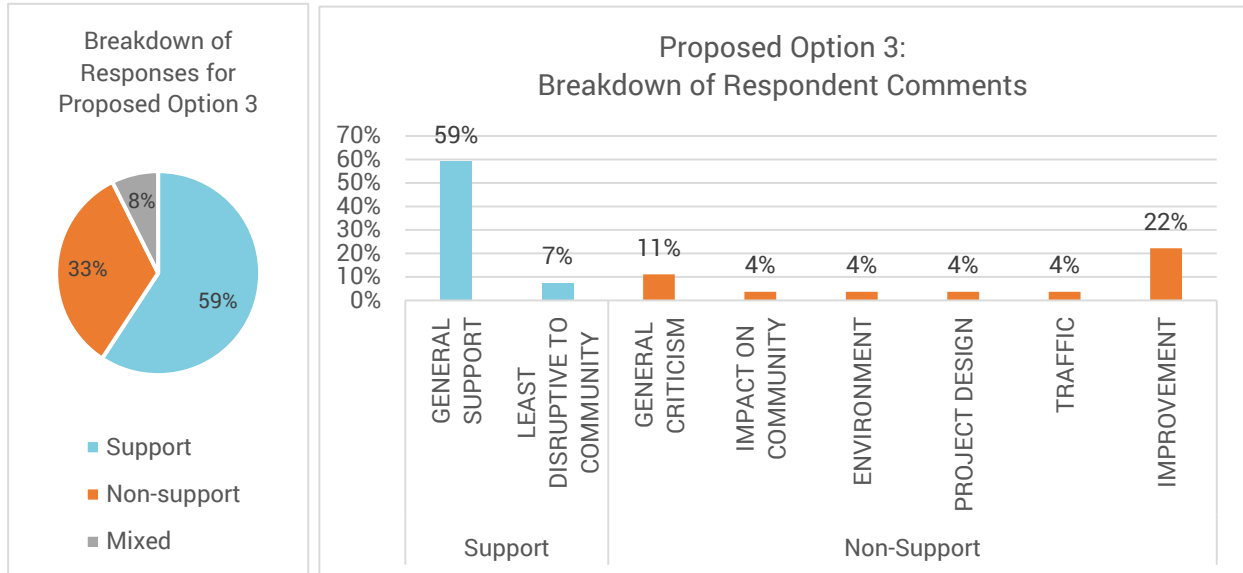
Refer to page 21 of the Consultation Companion for a detailed map illustrating the option.

Analysis: This option also received mixed feedback, but was perceived generally as favourable and a better option than option 2a (six-lane with grade separated interchanges). Concerns included the need for measures to reduce the impact on existing infrastructure and businesses. Respondents listed many suggested modifications, such as reducing the number of lights and improving transit and active transportation potential.

Option 3 – Highway 33 to UBCO – Six Lanes with Grade-separated Interchanges

Synopsis: Option 3 would introduce interchanges at McCurdy and Sexsmith Roads. It would reduce opportunities to cross or access Highway 97 and increase noise because higher-speed traffic. This option would improve traffic flow along Highway 97 and shifts shorter trips to the future local road network.

Refer to page 22 of the Consultation Companion for a detailed map illustrating the option.

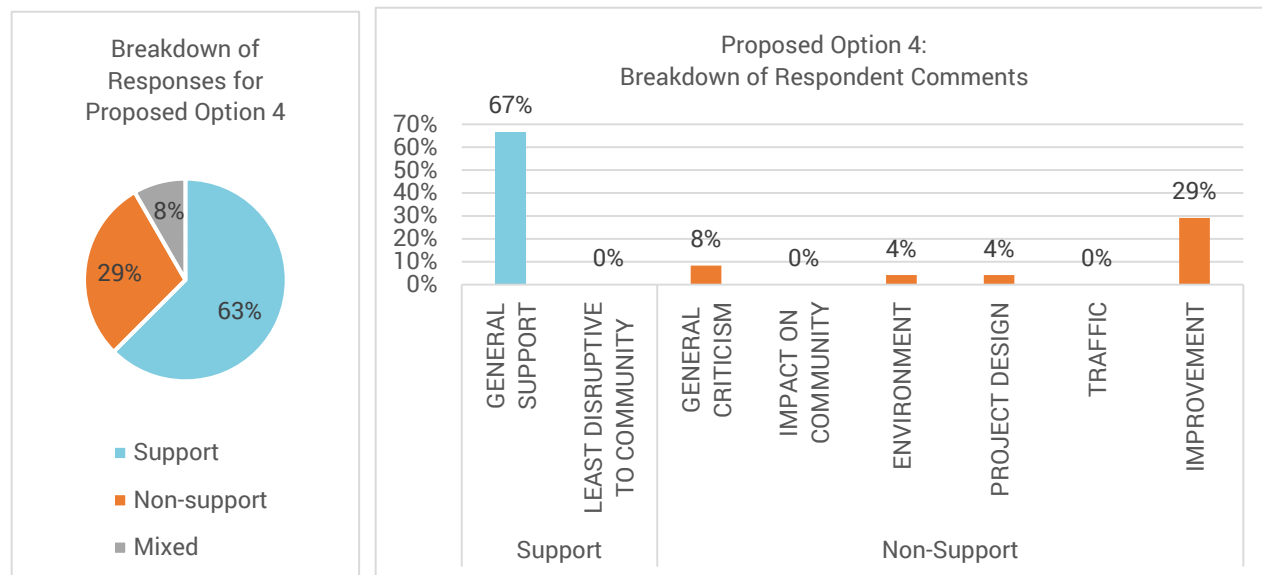


Analysis: This option was perceived as favourable, with the majority of respondents in support. Several of the non-supportive comments related to improvement for public transit and multi-modal pathways.

Option 4 – UBCO to Ellison Lake – Six Lanes Grade-separated Interchanges

Synopsis: Option 4 would create a new interchange at Airport Way and reconfigure the interchange at John Hindle Drive. This option would provide future local connections on both sides of the highway. It would also shift access for some traffic from University Way to John Hindle Drive or Airport Way. It would improve airport access and traffic flow along Highway 97. Implementing this option, however, would have property impacts at interchange locations and would require back tracking to turn left from Gale Road to Highway 97.

Refer to page 23 of the Consultation Companion for a detailed map illustrating the option.



Analysis: Respondents felt that Option 4 was a favourable option, with some responses expressing an urgency to move forward with improvements near the airport. Additional feedback was minimal, and included keeping the number of traffic lights to a minimum, and taking into consideration infrastructure for active transportation.

Most respondents reacted negatively toward the alternate corridor options. People questioned whether these options would provide long-term, progressive solutions to adequately address traffic and congestion. Respondents were concerned about the trade-offs of increased pollution and noise, and impacts to the surrounding communities and the environment. The comments prioritized improvements to the existing corridor for better traffic flow, as well as investments in transit infrastructure and active transportation to mitigate congestion and pollution.

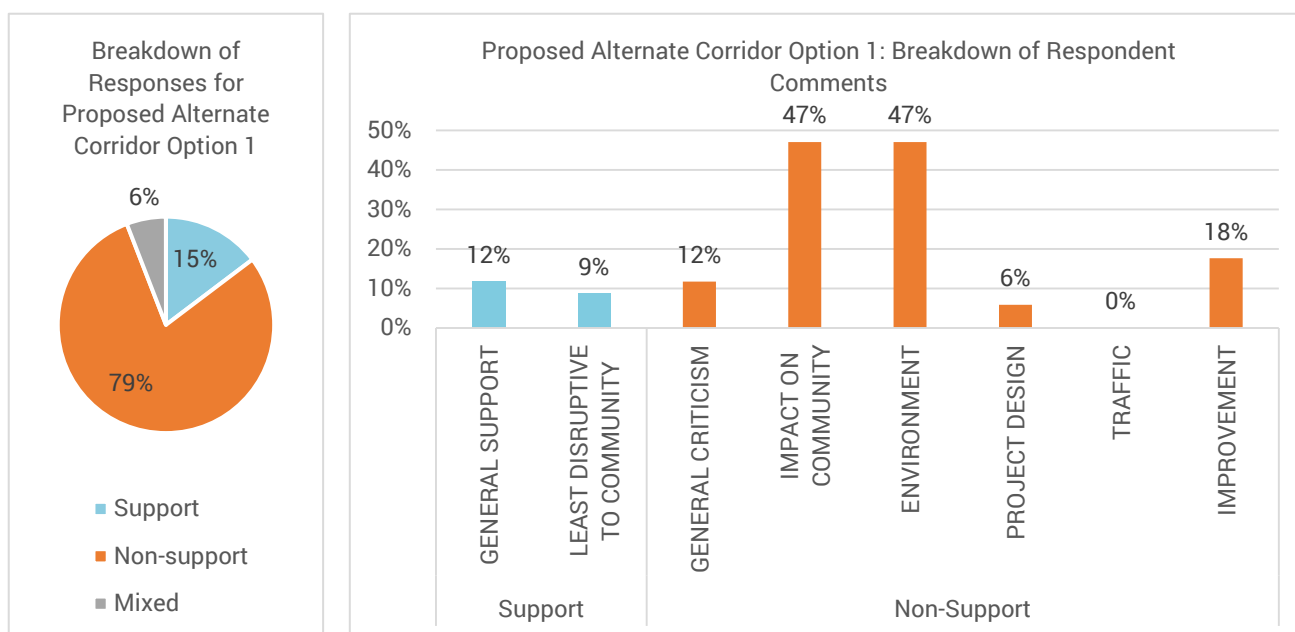
This map illustrates three proposed interchange options for Highway 97 in the area of Vancouver, British Columbia. The map shows the highway running diagonally from the top left towards the bottom right, with various local streets crossing it. The options are color-coded: Option 1 is shown in red, Option 2A in blue, Option 2B in purple, and Option 2C in green. Key features include:

- Interchange - Richter Street (Option 2A, 2B and 2C):** Indicated by a black box and arrows pointing to a red dot on the highway near Richter Street.
- Interchange - Gordon Drive:** Indicated by two black boxes. One points to a red dot on the highway near Gordon Drive, and the other points to a red dot further south near Gordon Drive.
- Geographical Features:** Knox Mountain Park is located to the north of the highway, and Waterfront Park is to the south.
- Local Streets:** Numerous streets are labeled, including Broadway Ave, Cambridge Ave, Central Ave, Oxford Ave, Kingsway, Roanoke Ave, Bay Ave, Woodland Pl, Crowley Ave, Balise Ave, Gaston Ave, Clomont Ave, Coronation Ave, Caveston Ave, Fuller Ave, Doyle Ave, Lawrence Ave, Bernard Ave, Bertram St, St Paul St, Queenway, Mill St, Abbott St, Riverside Ave, Rosemead Ave, Saucier Ave, Leon Ave, Martin Ave, Fuller Ave, Alder C, Flemish St, Lombardy Sq, Lawson Ave, Richmond St, High Rd, Brant Ave, Wades Crt, Church Hill Rd, Eaglecrest Rd, Pinchewat Crt, Rockcliffe Pl, and Royal View Dr.
- Highway 97:** Shown as a thick orange line at the bottom of the map.

corridors) and residential areas.

Option 1 – DNE – Connection Near Poplar Point

Synopsis: Option 1 would cross Knox Mountain Drive and connect to Gordon Drive with an interchange. This option assumes a new bridge landing south of Poplar Point, and continuing along the base of Knox Mountain. Option 1 would have noise and visual impacts for the North End neighbourhood and Poplar Point Road. It may require additional structures to deal with slope stability issues along the base of Knox Mountain and would have some industrial property impacts.



Refer to page 29 of this report for a map illustrating the option.

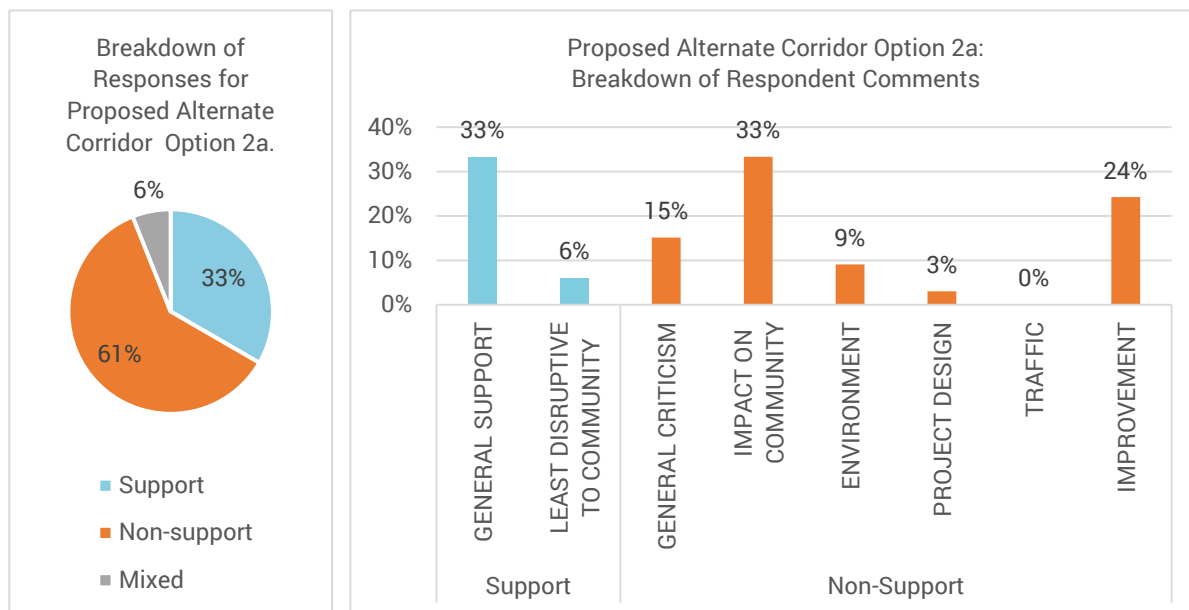
Analysis: Respondents were overwhelmingly opposed to this option, with 44 comments of non-support, and seven comments in support. Cited concerns included the environmental impact on Knox Mountain and recreation areas (16 comments), and the impact on public and community use of these areas (16 comments).

Comments in favour of a second crossing suggested a crossing connection point adjacent to the current bridge.

Option 2a – DNE – Connection Near Manhattan Point Through Mill

Synopsis: Option 2a would cross Ellis Street with no connections. It would have interchanges at Richter Street and Gordon Drive. It would have noise and visual impacts for the North End neighbourhood. In addition, this option would require the closure of the mill and would have some commercial/industrial and residential property impacts along Ellis Street.

Refer to page 29 of this report for a map illustrating the option.



Analysis: Although respondents preferred this to Option 1 (Poplar Point connection), overall it was generally unfavourable. There were several concerns about the option's impact on the mill, and therefore on the economy and employment.

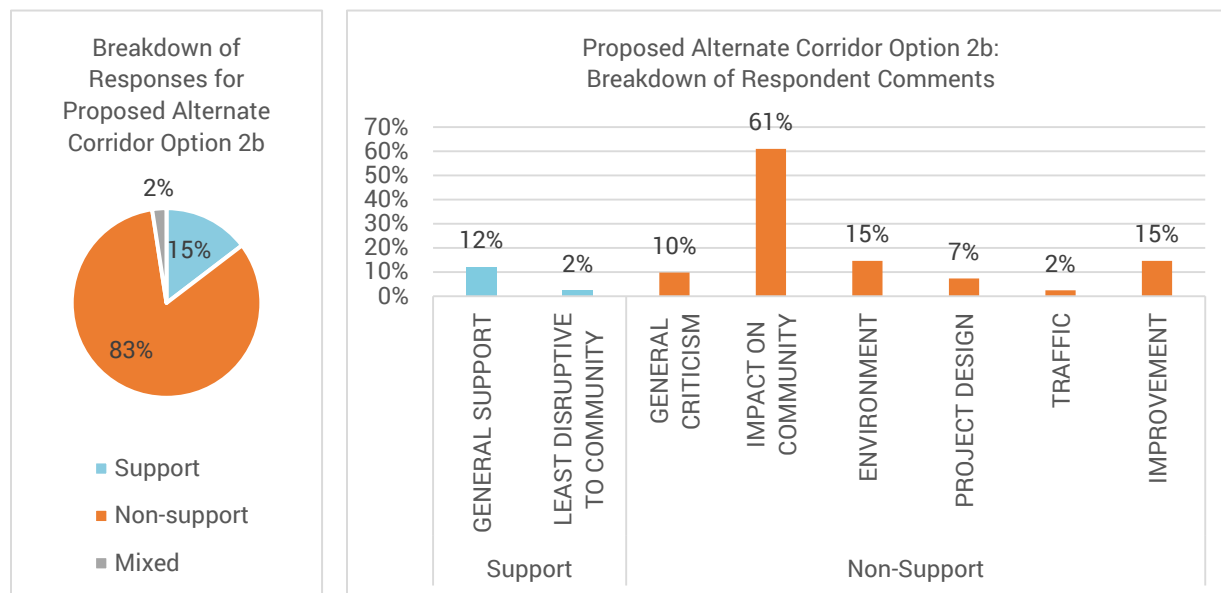
Of those who supported this option, many people did so with a caveat of aligning its development with the mill closure or another form of accommodation.

A number of people suggested improvements, many of which focused on long-term and progressive city planning. These suggestions included further development of active transportation and transit infrastructure in lieu of more car traffic, and using the land for public space and housing.

Option 2b – DNE – Connection Near Manhattan Point to Bay Avenue

Synopsis: Option 2b shares many of the same characteristics with Option 2a (crossing Ellis Street with no connections, interchanges at Richter Street and Gordon Drive, noise/visual impacts for the North End neighbourhood, and property impacts along Ellis Street). There are two main characteristics that distinguish Option 2b. First, Option 2b would affect mill operations, but would not necessarily close the mill down (like Option 2a). Second, this option would require acquisition of residential properties at Manhattan Point.

Refer to page 29 of this report for a map illustrating the option.



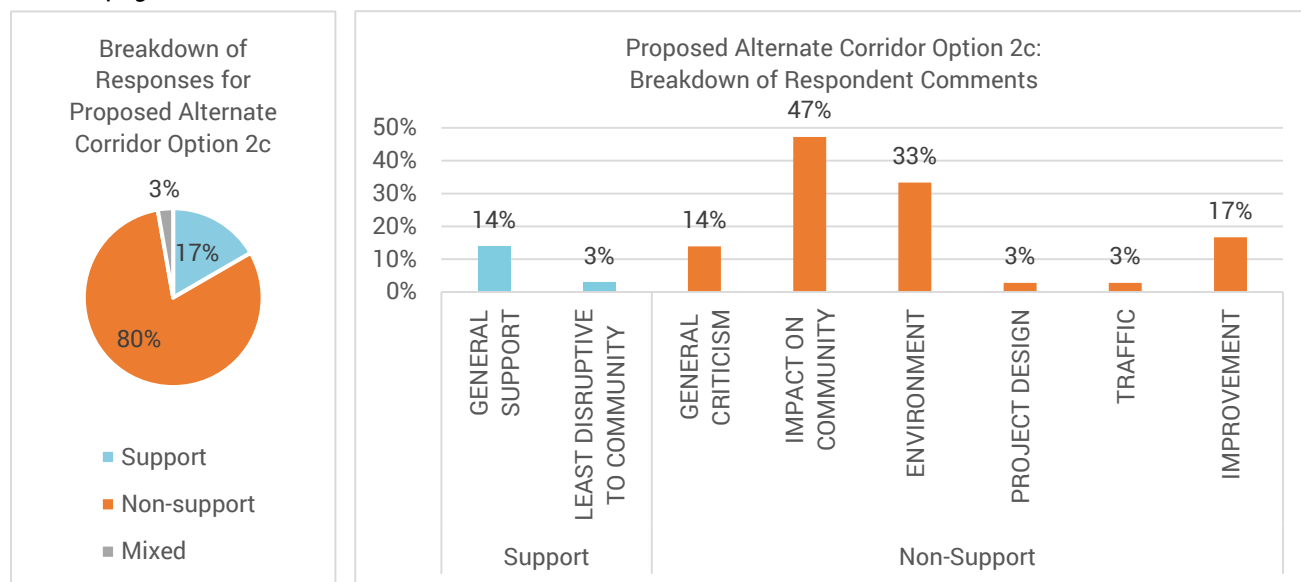
Analysis: This option was generally not supported. There were 45 comments of non-support, primarily referencing community impacts. These concerns spoke to the disruption to residential areas and property values, dividing a family-oriented community, the impact on businesses, and impact and costs associated with the impact to the mill.

In terms of support for the second crossing, comments expressed a preference to build outside residential areas, and to prioritize active transportation and transit infrastructure as a more progressive planning option to reduce car traffic and pollution.

Option 2c – DNE – Connection Near Manhattan Point to Manhattan Drive

Synopsis: Option 2c shares a few characteristics with Options 2a and 2b (crossing Ellis Street with no connections, interchanges at Richter Street and Gordon Drive, and noise/visual impacts for the North End neighbourhood). There are three main characteristics that distinguish Option 2c. First, this option would avoid impacts to mill operations. Second, it would impact some residential properties in the Manhattan Point neighbourhood. Third, it would impact some industrial properties along Recreation Avenue.

Refer to page 29 of this



report for a map illustrating the option.

Analysis: Respondents did not support this option. Overall there were 42 comments voicing non-support. Almost half of all responses were concerned about the disruptive impacts on the community and residential neighbourhood, and a third of responses were concerned about impacts to the environment, particularly to the bird sanctuary and marshland. Respondents preferred Option 2a over this option.

Alternate Corridor Options – Central Okanagan Multi-Modal Corridor (COMMC)

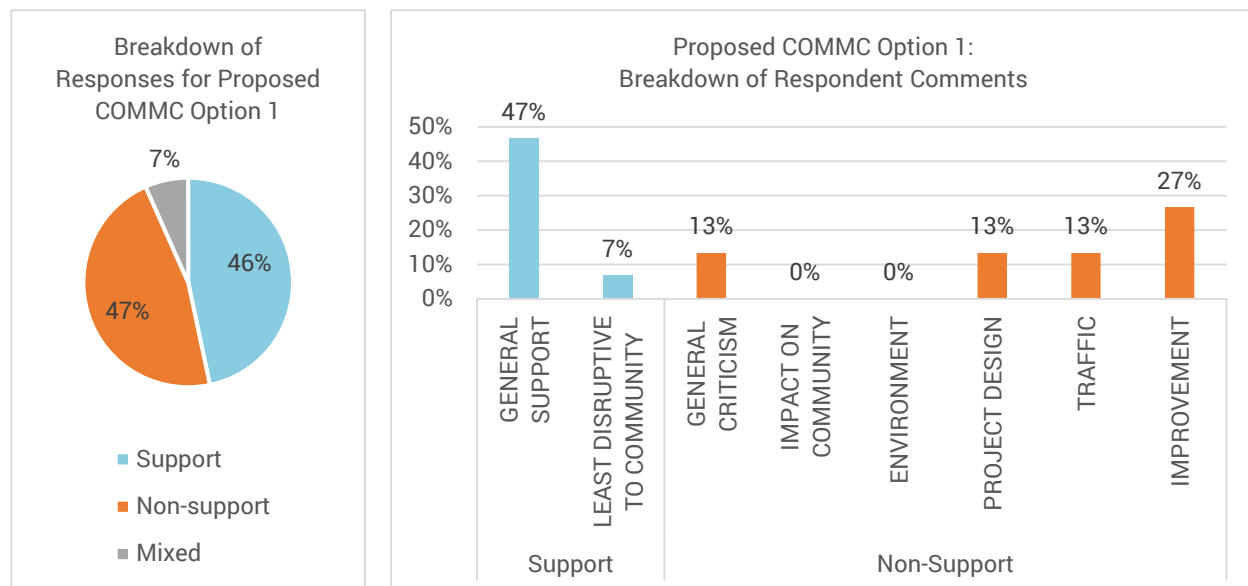


Alternate corridor options designed within the Central Okanagan Multi-Modal Corridor (COMMC) were assessed in regard to how well they could alleviate congestion, and opportunities for active transportation and rapid transit. Based on those criteria, respondents were the most supportive of Option 3. Respondents did not support Option 1, fearing that it would lead to increased congestion. Option 2 garnered the most varied responses, with differing views on whether it would ease or increase congestion.

Option 1 – COMMC – Spall Road to Highway 33

Synopsis: Option 1 would follow the COMMC from Spall Road to Highway 33. It would include an overpass across Enterprise Way and a full interchange to connect to Highway 97. This option would divert traffic from the existing Highway 97 corridor, but much of the extra capacity would be utilized by new trips, creating little overall change in traffic volumes on Highway 97. This option would provide an efficient route for longer distance trips between Highway 33 and downtown Kelowna. There may be noise and/or visual impacts.

Refer to page 34 of this report for a map illustrating the option.



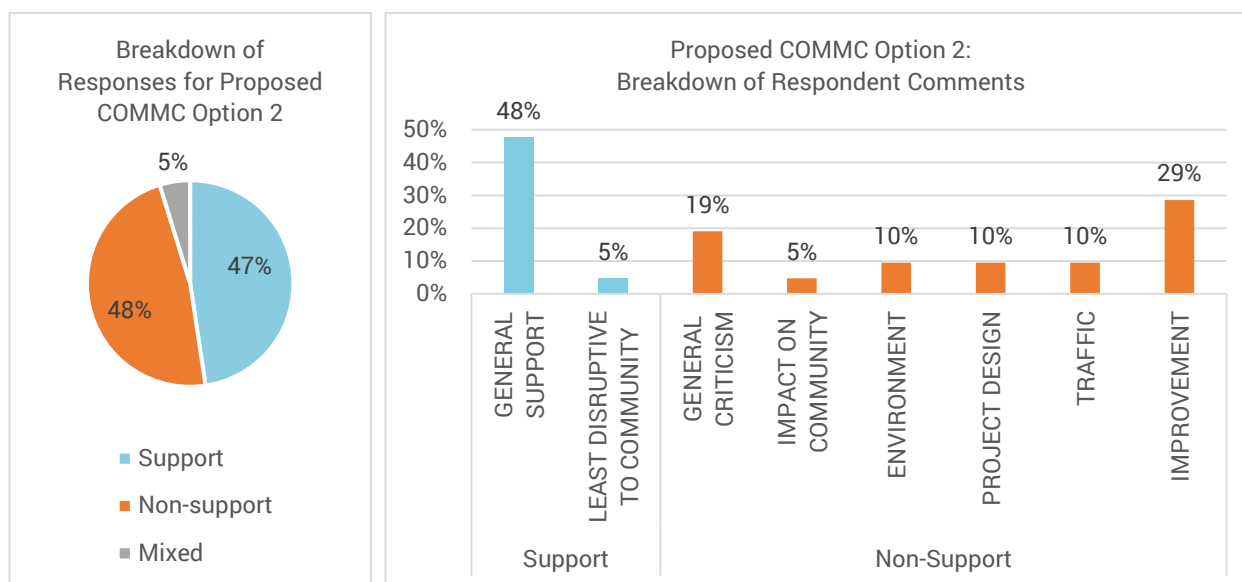
Analysis: There were fewer responses for Option 1 than the following two COMMC options, and these responses were quite mixed. Respondents cited concerns of increased congestion and pollution and 24 per cent of responses expressed the need for rapid transit and active transportation. Some comments stated that the project design was not a long-term solution, and some believed the option would increase bottlenecks.

Support for this option was based on the staged development of the option, and its potential to relieve congestion from the highway. Further, respondents believe it could lead to future public transit.

Option 2 – COMMC – Spall Road to McCurdy Road

Synopsis: Option 2 would follow the COMMC from Spall Road to north of McCurdy Road. It would introduce a half interchange at Highway 97 and a full interchange between COMMC and Highway 33. This option would divert traffic from the existing Highway 97 corridor. However, it is anticipated that much of the extra capacity created would be utilized by new trips, creating little overall change in traffic volumes on the existing Highway 97 corridor. It would provide an efficient route for longer distance trips between McCurdy Road and downtown Kelowna, however, it would attract more traffic than Option 1. Option 2 would maintain the pathway along the former rail corridor and transit along the existing Highway 97 corridor.

Refer to page 34 of this report for a map illustrating the option.

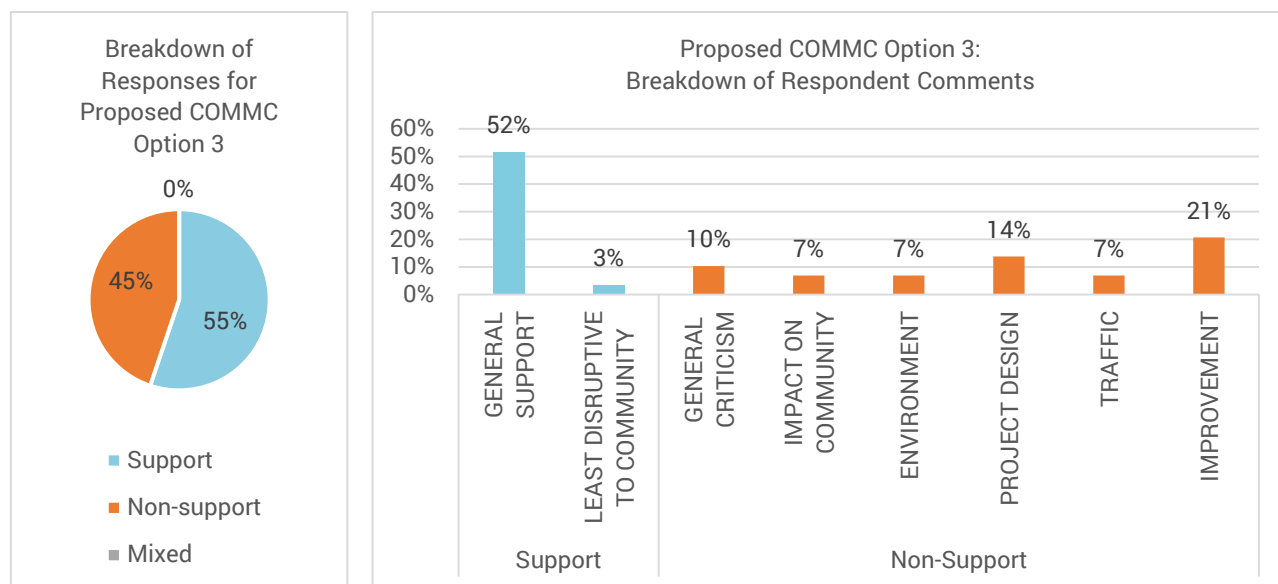


Analysis: This option was more favourable among respondents than COMMC Option 1, however, it garnered varied levels of support overall.

Those who saw this as an acceptable option believed it would relieve traffic from Highway 97, particularly between downtown and the airport. Of the non-supportive comments, there was concern that it would increase congestion, and that it would not provide a long-term benefit. Approximately a quarter of respondents suggested improving public and active transportation infrastructure. Other suggestions included a bypass at McCurdy or Highway 33.

Option 3 – COMMC – Spall Road to UBCO

Synopsis: Option 3 would follow the COMMC from Spall Road to UBCO. It would connect to the existing highway north of John Hindle Drive with a half interchange providing connections to and from the north. This option would divert some traffic from the Highway 97, but much of the extra capacity the option would create would be utilised by new trips, creating little overall change in traffic volumes on the existing Highway 97 corridor. It would provide an efficient route for longer distance trips between UBCO and downtown Kelowna, however, it would attract more traffic than Options 1 and 2. Option 3 would maintain the pathway along the former rail corridor and maintain transit along the existing Highway 97 corridor.



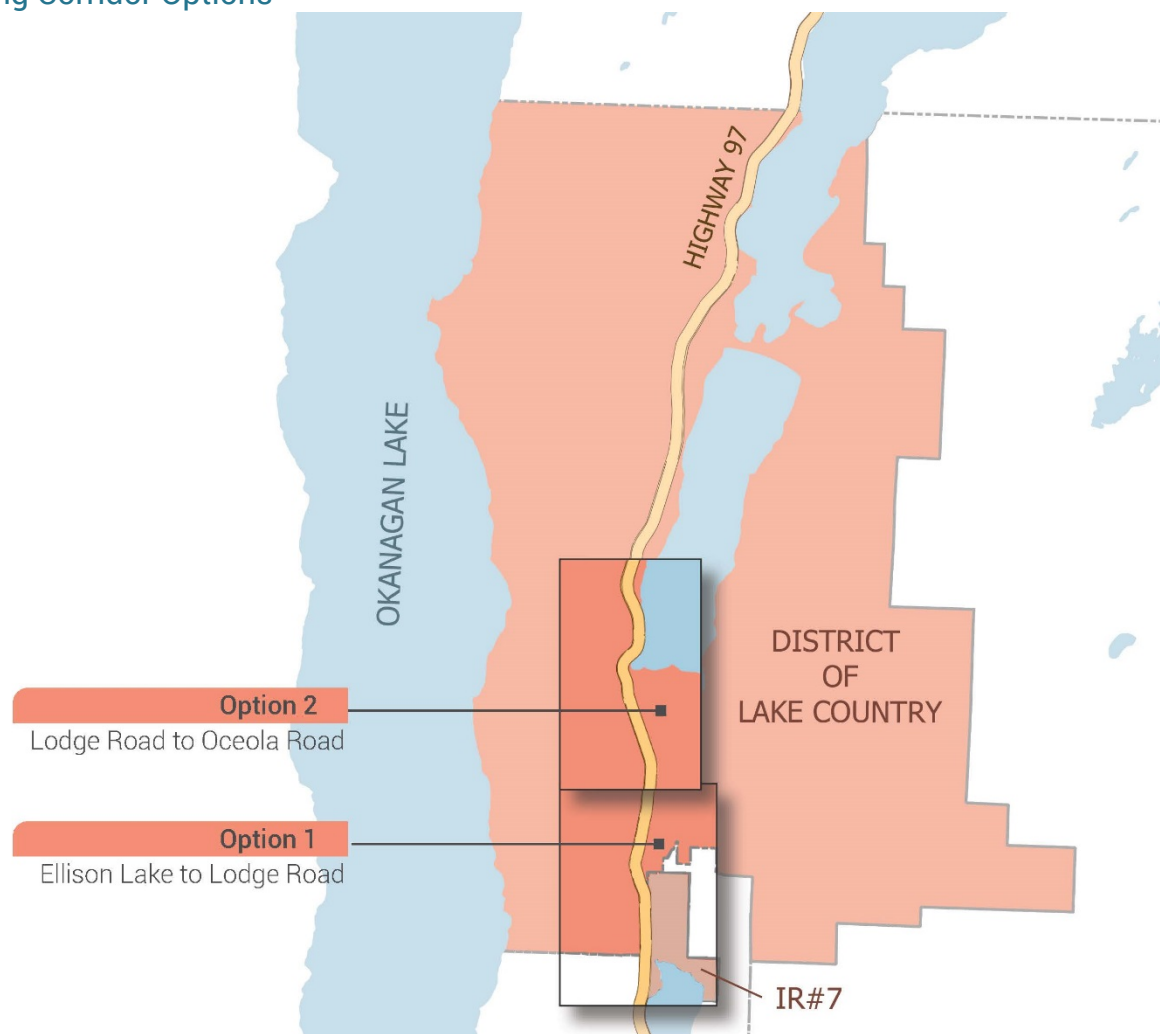
Refer to page 34 of this report for a map illustrating the option.

Analysis: Option 3 was the most preferred COMMC option among respondents. Those who considered this the best option noted that it would be most beneficial in easing congestion, and that it held potential as a corridor for rapid transit and active transportation to and from the UBCO campus in the future.

Those who were opposed to Option 3 felt that the project design did not properly solve congestion issues. There was also mention of, and opposition to, the expropriation of agricultural land that would take place as a result of this option.

Lake Country and Duck Lake I.R. No. 7

Existing Corridor Options



The area of Highway 97 between Lake Country and Duck Lake Indian Reserve No. 7 is defined by transitions between low-speed urban sections and high-speed rural sections. Key challenges include safety issues and delays due to turning vehicles, higher collision rates, and delays at certain intersections. The options attempt to address these key challenges by easing congestion and increasing the safety of key intersections.

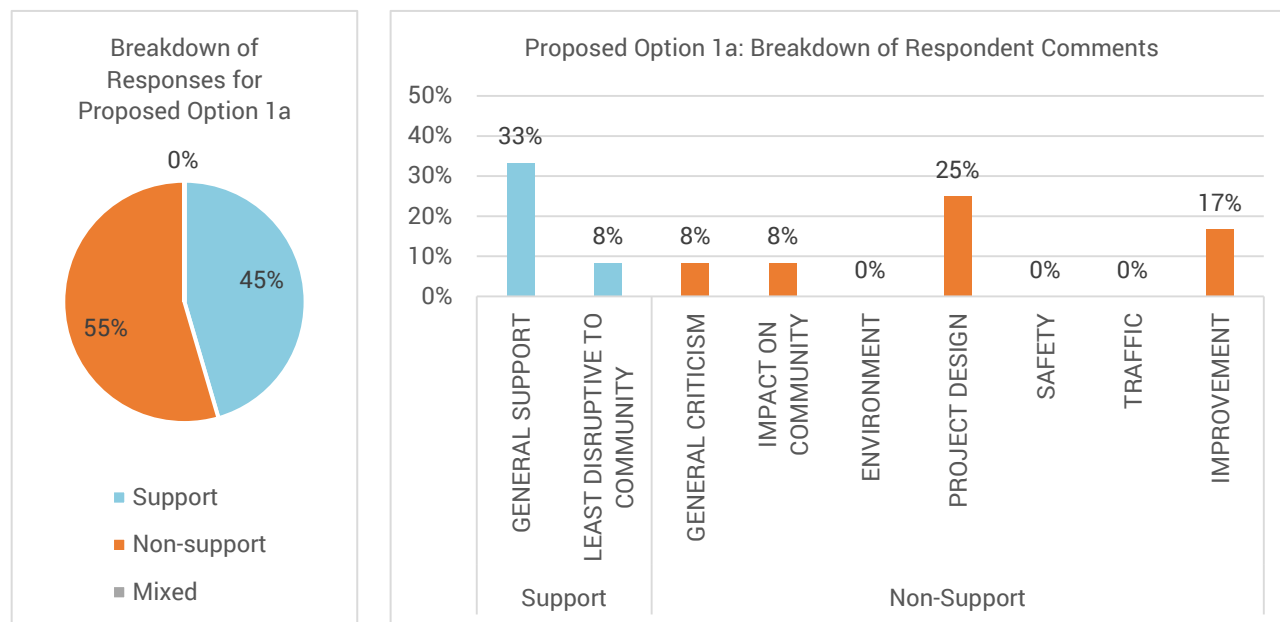
There was a small sample size of respondents who provided feedback on the Lake Country and Duck Lake I.R. No. 7 options. Feedback on these options should be considered with that information in mind. There were 16 responses each from the West Kelowna and the Westbank First Nation open house and Kelowna open house. Comments remained fairly general, with support expressed for improvements, particularly increasing safety measures and curbing speeding in problematic and dangerous areas along the corridor. From the limited input, Option 1b was preferred. There was little support for Option 1a because respondents did not

like the proposed connection points. Respondents also responded favourably to Option 1c and Option 2.

Option 1a – Interchanges at Commonwealth Road and Janet Road

Synopsis: Option Group 1 between Ellison Lake and Lodge Road (including Option 1a, 1b, and 1c) would incorporate interchanges and overpasses to provide access and connections across the highway and would close other existing highway access points. Option 1a would create connections across the Highway 97 for all modes of transportation using grade-separated crossings at Berry Road and Lodge Road. It would improve access to Main Street and to the Jim Bailey industrial area, and would be consistent with Lake Country's road network plans. It would also create a more direct connection between Glenmore Road and Highway 97. It would, however, require significant local road construction through the agricultural land reserve, and have property and environmental impacts along frontage roads and on Janet Road. It would also increase traffic on Commonwealth Road, and it requires development of a supporting local road network.

Refer to page 29 of the Consultation Companion for a detailed map illustrating the option.



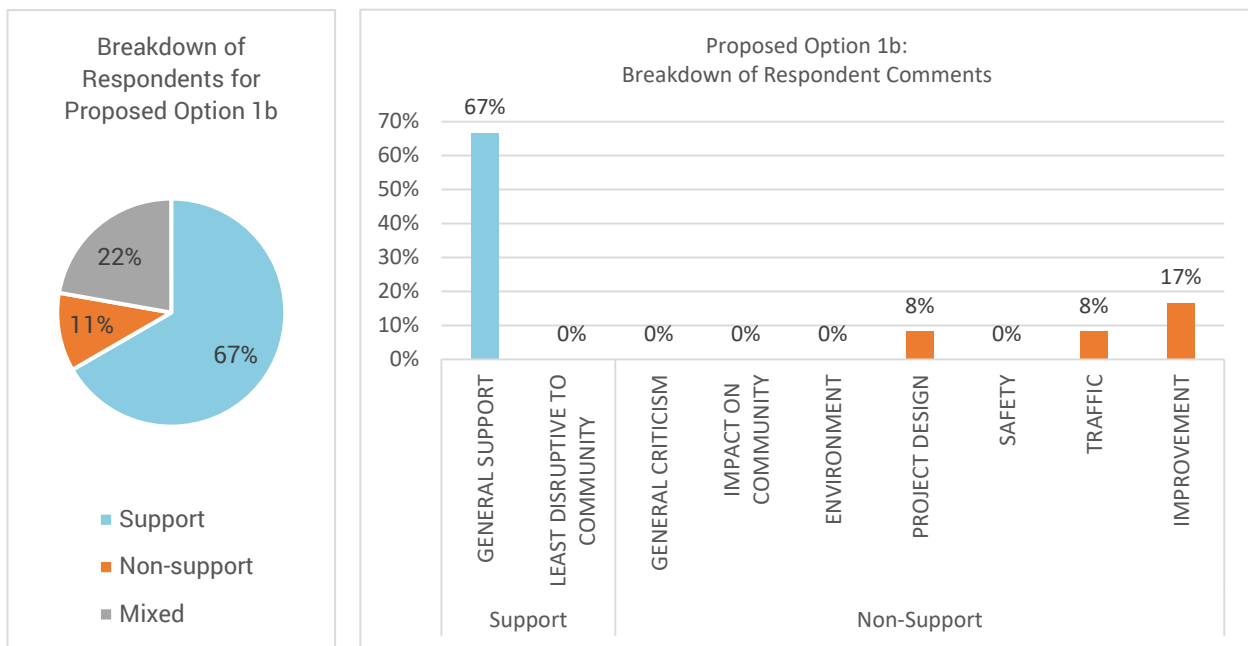
Analysis: Support for this option was varied. Respondents cited various concerns about the option, including impact to travel time, congestion, and impact to property values. Some respondents suggested modifications to help improve safety by minimizing stop lights and removing a particularly dangerous corner at Seaton and Glenmore.

Option 1b – Interchanges at Commonwealth Road and Okanagan Centre Road East

Synopsis: As mentioned above, Option Group 1 between Ellison Lake and Lodge Road (including Option 1a, 1b, and 1c) would incorporate interchanges and overpasses to provide access and connections across the highway and would close other existing highway access points. Option 1b would create connections across the highway using grade separated crossings at Janet Road and Lodge Road. It would reduce traffic on Commonwealth Road, provide local connections to Main Street, and provide more direct connections between Glenmore Road and Highway 97. It would improve access to the Jim Bailey industrial area.

This option would also require significant local road construction through the agricultural land reserve. It would have property and environmental impacts along frontage roads, and may have property impacts at Hill Road/Okanagan Centre Road East. It would require the use of the local road network to access the interchange at Hill Road/Okanagan Centre Road East, and would require the development of a supporting local road network.

Refer to page 30 of the Consultation Companion for a detailed map illustrating the option.

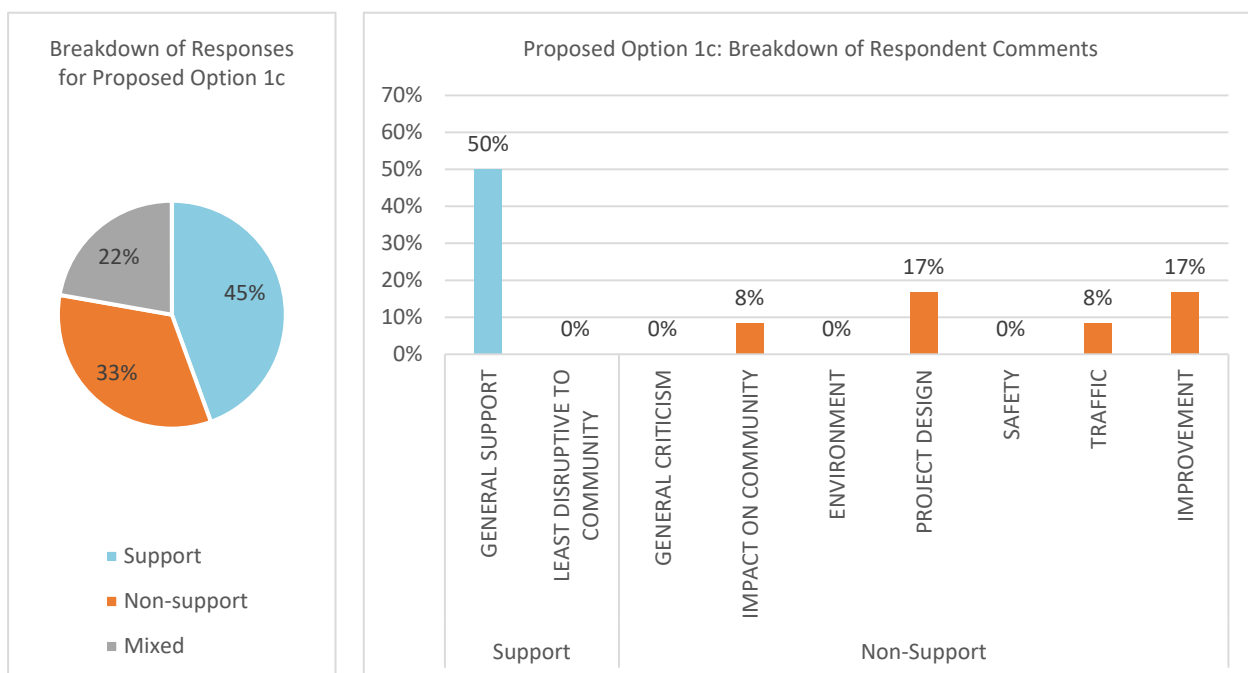


Analysis: This option had the most support. Of these options, it also had the most comments expressing that it was the 'best option.' Concurrently, some respondents expressed concerns regarding traffic congestion. A small number of respondents suggested modifications such as adding an interchange at Highway 97 and Okanagan Center Road. Two comments requested that Glenmore not be connected to Read Road due to increased congestion.

Option 1c – Interchanges north of Commonwealth Road and Half Interchanges at Janet Road and Pollard Road

Synopsis: As noted, Option Group 1 between Ellison Lake and Lodge Road (including Option 1a, 1b, and 1c) would incorporate interchanges and overpasses to provide access and connections across the highway and would close other existing highway access points. Option 1c would create connections across the highway using grade-separated crossing at Lodge Road. It would create direct connections between Glenmore Road and Highway 97, and easier crossings for pedestrians and cyclists than full interchanges. It would also provide better local access through the commercial area of Winfield than other options. This option would have fewer property impacts than other options.

Concurrently, it would require improvements to the local road network as this option would increase the use of local roads to access the half interchanges. It would also require local road construction through the agricultural land reserve. It would have property and environmental impacts along frontage roads. Increased traffic on Commonwealth Road is also anticipated.



Refer to page 31 of the Consultation Companion for a detailed map illustrating the option.

Analysis: Many respondents found Option 1c to be an acceptable option. Similar to Option 1b, some respondents expressed this was the 'best option.' Those who expressed concerns about this option referenced congestion, travel and commute times, and property values near interchanges. Some respondents mentioned slight modifications to help with the reduction of congestion, such as improvements along Glenmore Road. Respondents requested design options to alleviate intersections at Okanagan Centre Road W and Seaton Road and at Okanagan Centre Road and Oceola Road.

Option 2 – Lodge Road to Oceola Road

Synopsis: Option 2 would introduce an interchange at Oceola Road and would close the existing Robinson Road access. It would also remove left turns at Robinson Road, reducing access but improving safety. This option has property and other impacts at Oceola Road/Woodsdale Road. The form of the interchange will determine the impacts.

Refer to page 32 of the Consultation Companion for a detailed map illustrating the option.

Graph: Due to a very small sample size of comments regarding this option, there is no graph representing support/non-support.

Analysis: There was 100 per cent support for Option 2 out of eight total responses, with many mentioning that this was a needed upgrade to the corridor. Those who suggested modifications brought up the necessity for improvement to traffic flow on Glenmore Road. One respondent mentioned that Read Road should not be connected to Glenmore Road.

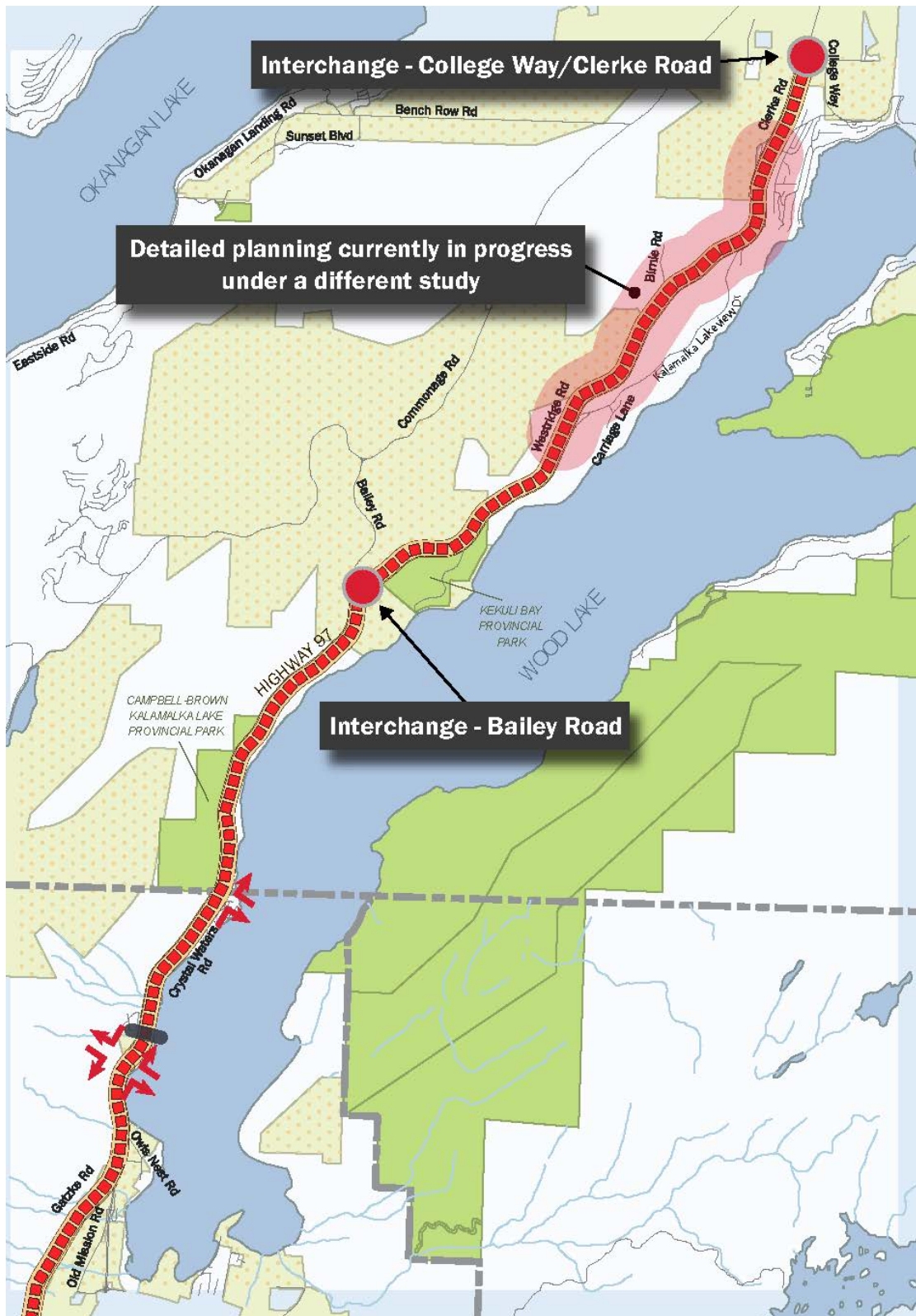
Additional Comments

Respondents view a long-term transportation vision as a necessity. Some respondents expressed their disdain for road construction at a time when the city should be focused on alternative transit methods such as buses, rapid transit, bicycles, and walking.

However, respondents also expressed concern for the project timeline, wanting the project to begin as soon as possible. They cited the negative impact of congestion on tourism and business. Concurrently, respondents recommended keeping a long-term vision in mind in order to avoid infrastructure issues that could be caused by population growth in the future.

From Kelowna input, the options were generally supported and comments identified an urgency for these improvements, noting specific problematic or dangerous areas in this region.

Crystal Waters to Coldstream



Synopsis: Highway 97 is a high-speed, rural four-lane highway from Oyama to the College/Clerke intersection in Coldstream. Although there are relatively few intersections in this area, they are prone to collisions. The proposed plan for this section would remove all left turns in the long-term. These would be replaced with a combination of right-on/right-off access points, local road connections, overpasses/underpasses and interchanges that would allow for access and highway crossing. The Crystal Waters to Coldstream option would have a right-in, right-out at Crystal Waters Road, a grade-separated crossing north of Crystal Waters Road, an interchange at Bailey Road, and an interchange at College Way and Clerke Road.

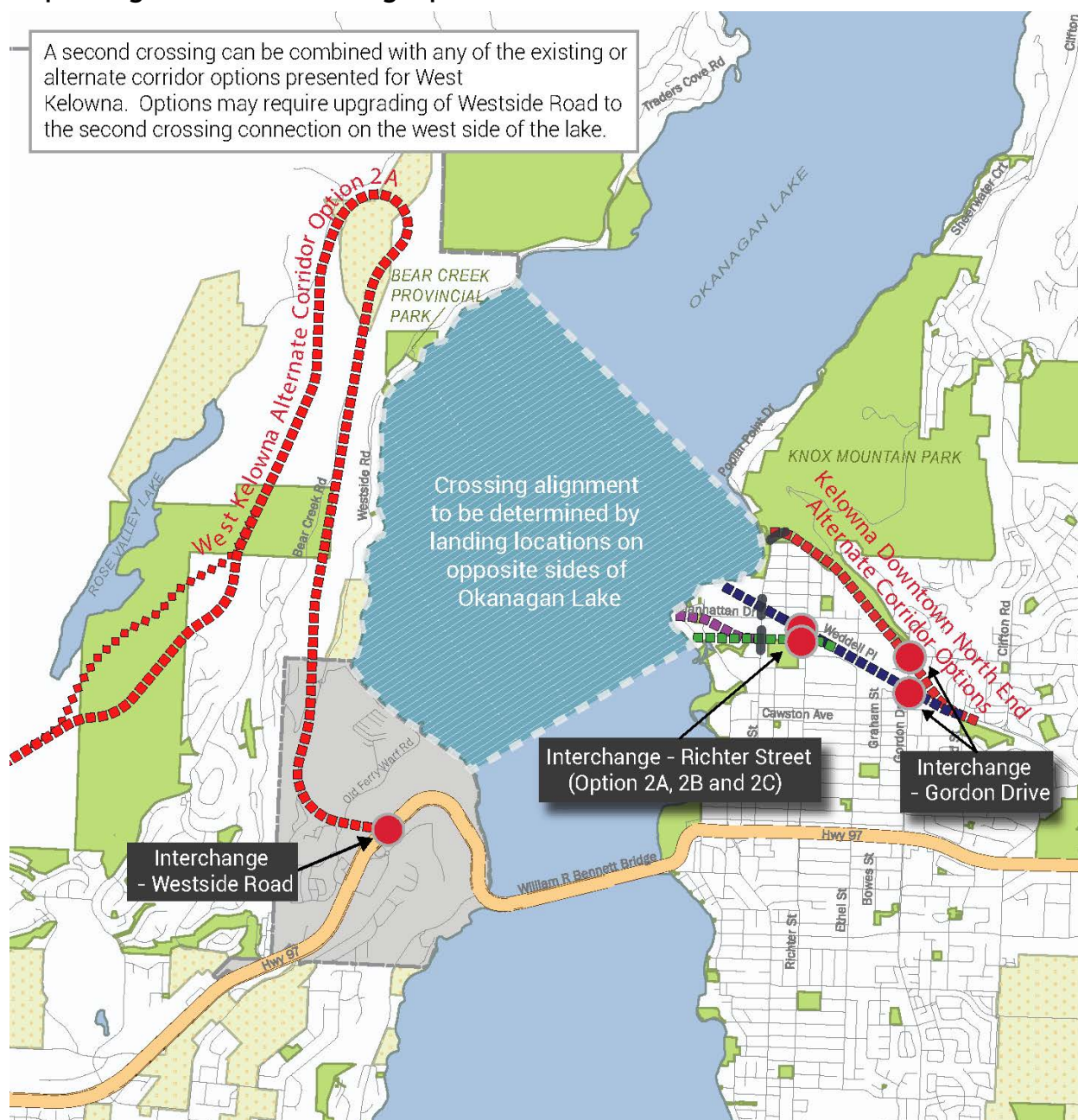
Graph: Due to a small sample size of comments regarding this option, there is no graph representing support/non-support.

Analysis: Respondents were less polarized in commenting about this stretch of the corridor, and were generally supportive. There was a relatively smaller sample size of respondents who answered this question - 35 respondents across the three open houses. Respondents from West Kelowna and Westbank, as well as Kelowna, felt that it was important for locals from the Crystal Waters/Coldstream community to make the decision.

There was full support for providing safety improvements, such as lowering the speed limit and adding lanes, as comments spoke to the perceived level of danger along this corridor. Other safety concerns related to winter road conditions and hydroplaning, as well as left-turning difficulty.

A small number of respondents expressed a desire for alternate transit options, such as rail or active transportation. Some pointed to the need for on-and-off access points for both cars and bikes. From the Kelowna open house, out of 12 responses, two comments identified considerations for cycling access off the highway, noting the future Kelowna to Coldstream Bike Trail.

Exploring Second Crossing Options

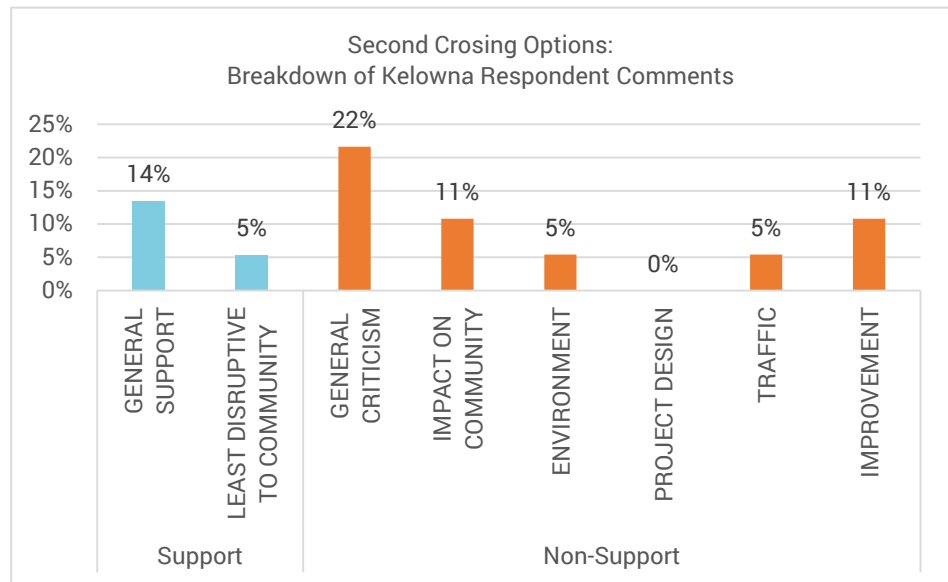
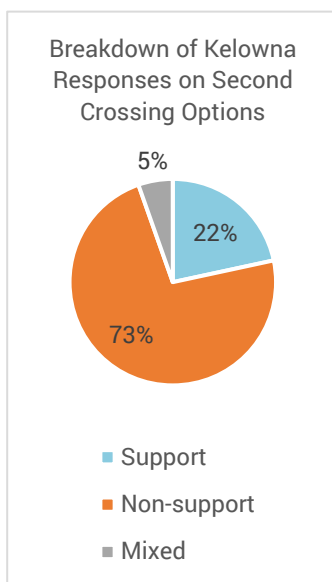
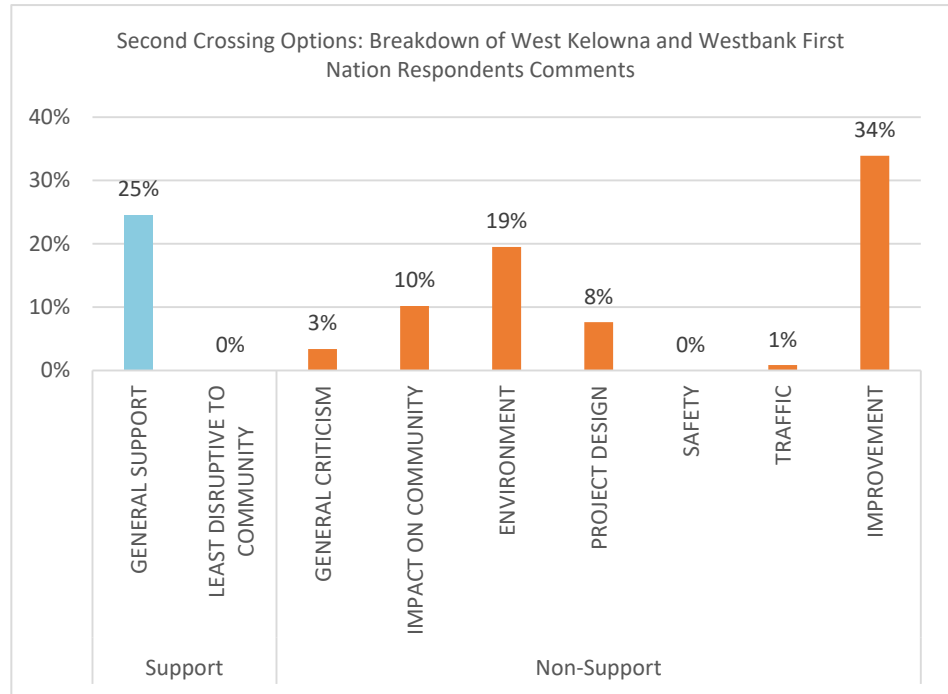
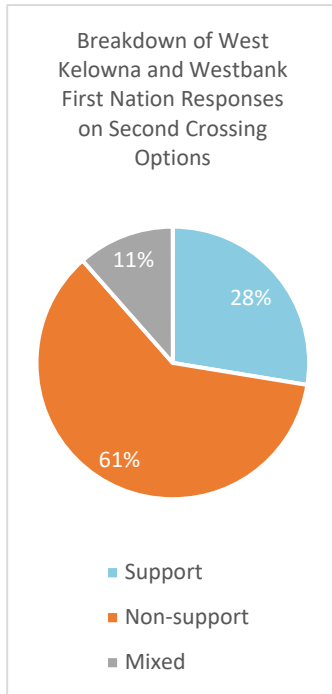


Synopsis: A key component of the Central Okanagan Planning Study (COPS) is the consideration of a second crossing of Lake Okanagan. The future conditions assessment determined that the capacity of the existing 5-lane bridge will be reached in about 25 years, with the capacity on the Kelowna side reached before then. As a result of detailed evaluation, previous studies, and an in-depth understanding of travel patterns, the potential east and west landing points for a second crossing were narrowed to include:

- West Side (south of Old Ferry Wharf Road to south of Bear Creek Provincial Park)
- East Side (south of Poplar Point to south of Manhattan Point)
- Existing Location (expansion of capacity)

Options to add capacity to the existing crossing through modification to the existing structure or a new bridge parallel to the W.R. Bennett Bridge are also being considered, along with the options to expand capacity on Highway 97 in Kelowna. Specific crossing locations will be examined throughout the next stage of the Central Okanagan Planning Study.

The following graphs delineate respondent feedback by location: West Kelowna/Westbank First Nation, and Kelowna. There is no graph representing the feedback from the Lake Country



open house because of the very small sample size of comments regarding a second crossing.

Analysis: The majority of respondents across the three open houses did not approve of a second crossing. These respondents cited concerns about the environment, the disruption of residences and communities, the perceived costs, and increases in car usage and congestion.

Most respondents preferred options that improved the existing highway – expanding the highway, and widening the existing bridge – to building a second crossing. Suggested improvements included removing stop lights and upgrading secondary roads, investing in rapid transit, and utilizing the infrastructure that is already in place to design something more efficient. Respondents commented on the lack of long-term planning with these options, expressing a strong desire for alternate transit options (LRT) rather than focusing on building more roads and increasing car capacity. Some respondents mentioned the need for a park-and-ride to increase bus ridership and other forms of public transport.

From the Kelowna open house, many respondents expressed concerns about the environmental impacts to Knox Mountain, and impacts to surrounding recreation areas, communities, and residential areas. Respondents also noted that the trade-off of funding a costly second crossing was not worth the time savings, and the various community and environmental impacts. Among the feedback from Kelowna, respondents preferred the second crossing connection at Mill Avenue.

Respondents who supported a second crossing did so based on the need to alleviate traffic, the potential to provide a corridor for transit, and introducing an alternative crossing for emergency vehicles. Of the small sample size from Lake Country and Duck Lake I.R. No. 7, comments supporting a second crossing offered modifications such as other proposed connection points and routes (linking the second crossing at Glenmore, routing the second crossing along Knox Mountain, connecting at a point further north) or adding overpass interchanges to ease congestion on Highway 97.

Online Discussion Board and Email Feedback

As noted earlier, in addition to the feedback forms, comments were collected through an online discussion board and via email. Of the 139 discussion board comments and 24 emails received, a number of common themes emerged to support and corroborate the public input received and analyzed from the feedback forms. These themes are described in the sections below.

The online discussion board contained six discussion questions. The first set of discussion board questions opened in 2015, relating to congestion, corridor performance, and the most serious issues along the corridor. Those discussion board comments are not analyzed here. The second set of discussion board questions opened in March of 2017, corresponding with the open houses in Kelowna, West Kelowna, and Lake Country. These three open-ended discussion questions explored considerations for each region and a second crossing. These comments are analyzed here.

Disapproval of Alternate Corridor Options

There was nearly a unanimous lack of support for the proposed alternate corridor options. Residents cited that alternate corridor options would be disruptive and would increase traffic, noise, and pollution. Many residents had concerns about the impact of the options to the north end of Kelowna, particularly Knox Mountain Park and the cultural, historical, and natural expansion of the city's downtown. Residents also cited concerns of the alternate routes doubling the travel distance through West Kelowna to the bridge, and their unwillingness to double their commute.

Preference to Expand Existing Corridor Options

Many respondents supported expanding the existing corridor options. Some made suggestions to improve traffic flow on the existing Highway 97 by reducing traffic lights, adding interchanges and trenching, and widening the current highway route to six lanes. Respondents also wanted to establish a strategy to maintain and upgrade the existing lake crossing, and expand the bridge to the six-lane capacity it was designed to carry. Respondents also cited that existing corridor options also likely had lower associated costs.

Opposition to a Second Crossing

There was strong opposition to the creation of a second crossing. With the proposed alternate route options and connection points, respondents said that a second crossing would negatively impact downtown Kelowna, with significant consequences to the surrounding neighbourhoods, natural environment, and wildlife. Respondents cited Rose Valley Regional Park as a major destination for recreation (hiking and biking) for locals and tourists.

As mentioned above, residents preferred the expansion and upgrading of existing corridor options, to the creation of a second crossing.

Desire for Long-Term Planning

A large number of respondents referenced a desire for long-term, holistic planning – particularly in expanding alternate modes of transportation – in order to enhance the well-being and livability of the city. Respondents requested to “move people, not vehicles”, proposing rapid public transit and active transportation including light rail (LRT), along with improvements to bike lanes and pedestrian walkways, park-and-rides, and bus system enhancements.

Respondents commented that they chose to settle in Kelowna primarily because of the beauty of the natural environment and the serenity of the neighbourhoods. Many respondents brought up the noise and visual impacts that would damage the beauty of the region as consequences of moving forward with alternate corridor options. They expressed a strong desire to preserve the natural integrity and wildlife of the region.

A detailed list of comments from the online discussion board and emails is located in the appendix

Appendix A - Verbatim Comments

Kelowna

Question 1: What important considerations do you see for each existing corridor option?

Option 1a: W. R. Bennett Bridge to Spall Road – Six lanes with grade-separated interchanges

- terrible for community, poor aesthetic
- Not sure about pedestrian overpasses being in convenient locations. Limited access to Hwy 97 for short trips. May be inconvenient for residents
- Looks interesting - interchange at Gordon - good
- Maintaining the urban character of the neighborhoods
- Visually unappealing
- current curb HOV lanes area disaster!
- Great option
- We do not want more hways we want more transit and E-rail consider MAE. \$50-100 million/mile too expensive! Noise! Air pollution! Aesthetics! Go electric passenger - RAIL at grade (not light rail) \$10 million/mile
- Could probably do over a longer time span but see improvements in traffic immediately right after each interchange is done. The other 2 options need to be constructed to completion before positive traffic changes are realigned
- Best choice cheaper than new roads and bridges
- I think this is probably the best option regarding flow and has the least impact on commercial businesses on those interchange corners - less footprint to implement
- It seems this would take up the least land
- Like this very much
- Land acquisition at interchanges
- Like in a trench
- Neither
- Pretty good solution
- moves the traffic - no traffic lights - 3 lanes each direction
- Decent solution
- Not in favour of anything elevated. Pedestrian and cycling infrastructure is key
- How will property access or alternatively side street access to businesses be addressed? Local traffic will be concentrated on same side streets
- Future-proofing the problem. How long will this solution work for?
- Impact on existing infrastructure/businesses
- Good option but eats up a lot of land for interchange
- I don't see there being enough space for interchanges in enough locations
- Ensure grade separated bikeways at junctions with City's Primary Active Transport Network. Any at grade must ensure continuity of facility type
- Short trips not able to access hwy 97
- traffic volume, speed - easy access to downtown and hospital
- Not required if 2nd bridge property located
- Too ugly
- i feel this is one of the best options. grade separation will increase flow of through traffic on the highway and decrease easterly congestion. PEDESTRIAN overpass at abbot and a merge or dedicated lane to gain access to the bridge. I feel the ellis, Ethel lights should disappear. and have an interchange at water/pandosy, richter, gordon etc
- Land acquisition as the corridor width may not be wide enough right now.
- This is a terrible idea that will carve away at one of the most popular municipal parks in the Okanagan. Knox mountain park protects several endangered ecosystems, is home to Kelowna's official flower (balsam root) and is used by hordes of people year round for mountain biking, hiking, tennis, and frisbee golf. Furthermore, Kelowna's North End is a vibrant, family filled neighbourhood. Developing an enormous highway through this up and coming neighbourhood would be simply ridiculous.
- This makes the most sense if you need to build a freeway through Kelowna, best is to trench / tunnel it for minimal disruption.
- most practical and probably affordable solution.
- Remove the lights, limit turning

- Agree with planning option, however, my concern is the loss of vegetation and trees along the middle of the highway. Please take this into consideration.
- This option would be sustainable with continued growth in the region, creating a highway through the city that moves traffic quickly and removes bottlenecks in traffic. As a resident of West Kelowna traveling through Kelowna on a regular basis, there is not a need for a second bridge, just improve the traffic flow particularly on the Kelowna side so that the bridge no longer becomes a parking lot during high volume traffic times. And please remove the dangerous bottleneck at the bottom of bridge hill where the Sneena feeder lane joins the bridge by opening the eastbound 3rd lane of the bridge, restricting Sneena traffic to the 3rd lane until well onto the bridge (50m?) before allowing it to merge into the other two lanes.
- In all / most of these options the ability to cross Hwy 97 is reduced and commercial / business / industrial access is forced to the local network, which at certain times of the day / week / year are already heavily congested. Grade separation will significantly impact existing development and will likely be an unsightly wasteland. Grade separation and closure of access across Hwy 97 or to existing businesses along Hwy 97 will significantly impact downtown Kelowna.
- Dear Idiots, Build the bridge OUTSIDE of town!!!
- "Good option. Traffic on 97 already separates north from south. Facilitating easier north-south flow with overpass or underpass. My preference would be to sink 97 to reduce the area impacted by noise from the highway, particularly if speeds are to increase with grade separated interchanges."
- "Focusing on creating a ""freeway"" with interchanges at as many spots as possible, I feel would be the most beneficial. From Abbott to Richter, highway in a tunnel is a great option as it would allow the land above to be a local road with lots of pedestrian friendly attributes/bike lanes/shops. It would also allow the hwy to bypass a significant chunk of downtown

traffic. Would like to see a full interchange at Richter as well as Gordon."

- "The options do not address THE BOTTLENECKS. It does not matter where you put the crossing if you haven't provided a way for traffic to completely avoid Kelowna/West Kelowna and get directly to the Connector or 97 South. ""Capacity"" of the Bennett bridge is irrelevant - the problem is volume flow through the bottlenecks before, and at the entrance/exits of the bridge(s). Enterprise and Springfield are already jamming at peak hours with people trying to avoid 97 through town."
- "still the same amount of traffic; Change the location of the HOV lane to the centre lane and allow commercial vehicles in it. Keep buses in the right lane."

Option 1b: W. R. Bennett Bridge to Spall Road – Median Express Lanes

- improved esthetic focus on rapid transit, maintains quieter side streets
- Like option 1b
- I like this option best - functionally, and likely well priced
- Best option re visual appeal
- best option
- \$50-100 million/mile too expensive! Noise! Air pollution! Aesthetics! Go electric passenger - RAIL at grade (not light rail) \$10 million/mile
- less disruptive to residents
- "Could put train in a lane - future consideration
- What about ground water - is this option reasonable? What about utilities?"
- Best choice
- just OK second choice
- I like this option
- Best option
- OK
- OK
- Not in favour of anything elevated. Pedestrian and cycling infrastructure is key
- Same question as above. What is the impact of traffic flow on side streets to/from the highway?
- Should this not extend beyond Spall?

- Great idea! (less impact on existing infrastructure/businesses)
- Really like this idea! Perhaps this with a few overpasses
- I like this idea - less intrusive to visual
- Medium express line use by Rapid transit. Convertible in future to transit only if required/feasible
- North south traffic constrained
- Cost, traffic flow (traffic arrows like Seattle??)
- Not required if 2nd bridge property located
- Improves traffic flow through town. Less local street network. Construction in stages.
- Support using existing corridor options! Option 1b allows for express lanes, along with local lanes. Please explore transit options more fully eg. LRT!
- with all the lights in place I find an express lane wouldn't be a great option?
- Stormwater management.
- Seems like a temporary solution, but if traffic volumes can be decreased this may work well.
- Limit the lights, build over passes, and limit turning
- "Agree with planning option, my concern still lies with loss of vegetation surrounding highway and in-between lanes. Reducing the number of stop lights in the downtown core is essential to the traffic problems."
- "Somewhat better as it provides more access across Hwy 97 to maintain local connectivity. It is not clear if the express lanes will replace the HOV lanes?"
- "Dear Idiots, Build the bridge OUTSIDE of town!!!"
- "Again, this seems like a very expensive and infrastructure-heavy solution. I am slightly more supportive of this option, but it still seems like an answer to the wrong question. If express lanes were to be created, wouldn't it be best to prioritize their use for rapid transit? When driving down Georgia Street in downtown Vancouver, there is no option for grade-separated interchanges or buried median express

lanes. In fact, they're phasing out the viaducts. The controlled intersections, traffic lights, and congestion are just the cost of taking a private automobile into the downtown core of a city, and what's wrong with that?"

- Best option.
- Nice idea. Toll lanes would be a good option.
- "I feel that only having 2 express lanes as shown would be insufficient. In the case of an accident or one slow vehicle, the express lanes would be backed up rather quickly."
- "The options do not address THE BOTTLENECKS. It does not matter where you put the crossing if you haven't provided a way for traffic to completely avoid Kelowna/West Kelowna and get directly to the Connector or 97 South. ""Capacity"" of the Bennett bridge is irrelevant - the problem is volume flow through the bottlenecks before, and at the entrance/exits of the bridge(s).
- Enterprise and Springfield are already jamming at peak hours with people trying to avoid 97 through town."
- I always wondered why that wasn't already done.

Option 1c: W. R. Bennett Bridge to Spall Road: Elevated Express Lanes

- Unfriendly. Aren't these being removed in Vancouver? (eg. Seattle)
- Like - fast travel. Dislikes - high cost and constant construction "all at once"
- Too expensive and ugly
- visual unappealing
- Seems unsightly. I guess I might get used to in 50 years
- \$50-100 million/mile too expensive! Noise! Air pollution! Aesthetics! Go electric passenger - RAIL at grade (not light rail) \$10 million/mile
- "Could put train in a lane - future consideration I have assumed this is less disruptive during construction than 1b"
- No elevated express lane

- Visually unattractive
- NO!!
- Will look ugly
- ugly ugly ugly! Do not elevate
- good
- By far the best option - works all over the world
- This seems like the smartest option - no disruption to established residential neighborhoods and parks
- Not in favour of anything elevated. Pedestrian and cycling infrastructure is key
- Has traffic analysis been done near ramps east of Spall? Remainder of access to/from hwy looks comparable to existing conditions
- See above
- Ugly!
- Expense and visual intrusion. Snow considerations (plowing in winter). Increased noise
- Could provide more traffic lanes through city than median lanes
- Terrible option - have you not learned from other cities?
- issues with noise pollution
- Cost, air pollution
- Not required if 2nd bridge property located
- Ugly - noise
- "yes I like this idea to bypass major areas of congestion. how many spots would you get off? or would this completely bypass kelowna?"
- Preferred, though likely the most expensive.
- "Elevated freeways, well recognized as the ultimate urban blight. Just look underneath any elevated freeway in the world to see what nobody wants in Kelowna."
- Neat idea, but we might regret it future.
- "Disagree with this option completely. It might reduce traffic in the summertime when travellers want to bypass the city, however, most tourists stop in Kelowna and this also does not get rid of the issue of all the stop lights along highway 97."
- "Expensive to build to service the smaller amount of traffic that actually travels

external to external. In addition to noise and visual

- impacts, there could also be wind tunnel and litter impacts."
- "Dear Idiots, Build the bridge OUTSIDE of town!!!"
- "Ridiculously expensive and out of proportion. Elevated express lanes are a large city solution that would be inappropriate for Kelowna - the equivalent of swatting a fly with a wrecking ball. The image shown in the booklet is misleading, as this is a photo of the elevated skytrain line - not the same scale at all. I'm surprised that you'd suggest building this scale of infrastructure for private automobiles in Kelowna, but claim that light rail or other public transit improvements are too costly."
- Expensive, unsightly, and noisy.
- Not very attractive, but I can see this being a possibility for future skytrain.
- "The options do not address THE BOTTLENECKS. It does not matter where you put the crossing if you haven't provided a way for traffic to completely avoid Kelowna/West Kelowna and get directly to the Connector or 97 South. ""Capacity"" of the Bennett bridge is irrelevant - the problem is volume flow through the bottlenecks before, and at the entrance/exits of the bridge(s). Enterprise and Springfield are already jamming at peak hours with people trying to avoid 97 through town."
- YES!!

Option 2a: Spall Road to Highway 33 - Six lanes with grade-separated interchanges

- Need cross streets trenched
- The existing local floods parallel to Hwy 97 are insufficient for local traffic to avoid hwy 97
- \$50-100 million/mile too expensive! Noise! Air pollution! Aesthetics! Go electric passenger - RAIL at grade (not light rail) \$10 million/mile
- Best choice
- Like much

- Will just transfer congestion to Enterprise and Springfield which are already too busy
- good
- Not in favour of anything elevated. Pedestrian and cycling infrastructure is key
- Closure of key intersections will likely cause considerable congestion other (Dilworth) side streets. Seems to be key missing piece of info.
- Impact on existing infrastructure/businesses
- Good option but eats up a lot of land for interchange
- Same comments as 1a above. How to integrate hwy based transit with the other services at Orchard Park Exchange
- Difficulty crossing 97
- Is there room to do this?
- Remove left turn into the mall in front of Ramada
- Ugly - noise
- "again i like the idea of having no lights on the highway with just grade separated interchanges, the parallel arteries are in place. and may have to be beefed up. This is my first choice."
- "Again, the most logical way to build a freeway through Kelowna; uses the existing highway 97 ROW and increases its capacity. Interchanges below ground level avoid destroying the surrounding city."
- Remove lights, build overpasses
- Agree with this option, no further considerations necessary. This option would work well in the area.
- "This is the most pro-active long-term option to improve Hwy 97 to a real highway for consistent traffic flow even with community growth, only allowing traffic on/off at major interchanges accessed via on/off ramps."
- "Not clear if access to retail commercial / business along Hwy 97 will be maintained. Will likely be resisted by business community."
- "Dear Idiots, Build the bridge OUTSIDE of town!!!"

- "I support eliminating some of the small feeder road access points to the highway, but in general find that this is a massive solution to a moderately small problem. Interchanges are not appropriate for Kelowna."
- "You do not close a vital Kelowna industry to save motorists 5 minutes!!! Clement Avenue is a local connector for the benefit of Kelowna residents, not a potential freeway."
- Good idea. As for other part, sink the highway and use berms or walls to contain noise.
- "My favourite option still at this point along the hwy. I like the interchanges at Dilworth and highway 33 but would like to also see a half interchange at Cooper to allow orchard park/plaza traffic access to the highway (at least northbound)."
- "The options do not address THE BOTTLENECKS. It does not matter where you put the crossing if you haven't provided a way for traffic to completely avoid Kelowna/West Kelowna and get directly to the Connector or 97 South. ""Capacity"" of the Bennett bridge is irrelevant - the problem is volume flow through the bottlenecks before, and at the entrance/exits of the bridge(s)."
- Enterprise and Springfield are already jamming at peak hours with people trying to avoid 97 through town."
- As long as no homes were displaced

Option 2b: Spall Road to Highway 33 - Median Express Lanes

- yes
- I prefer this option over 2a
- Better than 2a. The maps show Baron Rd continuing through the shopping centre. This route can avoid Howe/Hwy 97, however, it is very congested, especially at Christmas time
- Good option
- \$50-100 million/mile too expensive! Noise! Air pollution! Aesthetics! Go electric

passenger - RAIL at grade (not light rail) \$10 million/mile

- Just OK second choice
- Best option
- Like this option
- OK but may not have xxxx
- possible
- Not in favour of anything elevated. Pedestrian and cycling infrastructure is key
- Less impact than 2a. However, closing Leckie seems significant from traffic congestion on side street and business access perspective
- Why leave one light?
- Great idea! (less impact on existing infrastructure/businesses)
- Really like this idea! Perhaps this with a few overpasses
- Same as 1b above comments and respect City's Primary AT network and desire for new grade separated bike/ped only crossings
- Comments are same as 1b above
- Not required if 2nd bridge property located
- Improves traffic flow through town. Less local street network. Construction in stages.
- As for further West, this seems inadequate and would likely need replacement with a freeway.
- Remove lights, build over passes
- This option seems more complicated than option 2a, otherwise, no comment.
- In favour of this approach
- "Not clear if access to retail commercial / business along Hwy 97 will be maintained. Will likely be resisted by business community."
- "Dear Idiots, Build the bridge OUTSIDE of town!!!"
- "Again, this seems like a very expensive and infrastructure-heavy solution. Why is the focus on improving traffic flow instead of improving public transit access, or improving community walkability?"
- Make it a toll expressway.

- "This option could solve some access issues for shopping centres as mentioned above, but again, only 2 express lanes is worrisome."
- "The options do not address THE BOTTLENECKS. It does not matter where you put the crossing if you haven't provided a way for traffic to completely avoid Kelowna/West Kelowna and get directly to the Connector or 97 South. ""Capacity"" of the Bennett bridge is irrelevant - the problem is volume flow through the bottlenecks before, and at the entrance/exits of the bridge(s). Enterprise and Springfield are already jamming at peak hours with people trying to avoid 97 through town."
- yes

Option 3: Highway 33 to UBSCO - Six lanes with grade-separated interchanges

- Not familiar o/w these areas
- Good
- Make sure that any new overpasses have more than adequate room for active transportation - pedestrians and bicycles. The existing o/p needs this added
- \$50-100 million/mile too expensive! Noise! Air pollution! Aesthetics! Go electric passenger - RAIL at grade (not light rail) \$10 million/mile
- like - straightforward
- Looks good
- very much in favour of removing all signals
- no
- good
- possibly a solution
- Not in favour of anything elevated. Pedestrian and cycling infrastructure is key
- Has same potential because there isn't much development yet along this phase. Still full closure at Enterprise/xxxx could be significant impact
- Excellent solution
- Good option but eats up a lot of land for interchange
- Interchanges will be helpful at Leathxxd, McCurdy, Hwy 33

- Need to decrease volumes with Dilworth Mtn bypass
- Not required if 2nd bridge properly located
- Agreeable
- yes
- Cycling routes/lanes.
- Makes sense. But must create enough pedestrian / bike crossings.
- Over passes are needed
- Preferred option to create a real highway with traffic flow.
- "Dear Idiots, Build the bridge OUTSIDE of town!!!"
- Good idea.
- Looks great!

Option 4: UBSCO to Ellison Lake - Six lanes with grade-separated interchanges

- Not familiar o/w these areas
- Good
- OK
- \$50-100 million/mile too expensive! Noise! Air pollution! Aesthetics! Go electric passenger - RAIL at grade (not light rail) \$10 million/mile
- like - straight forward, good to move traffic
- Looks good
- no
- good
- possibly a solution
- Not in favour of anything elevated. Pedestrian and cycling infrastructure is key
- Only if we are getting some side street access to local airport related land use
- Excellent solution
- Same as 1a. Real need to limit # of lights and on/off points on Hwy. Encourage use of Enterprise/Clement and Springfield. Pedestrian crossings an issue
- Interchange at airport will be beneficial
- Airport interchange needs to be built now!!
- this makes sense
- Agreeable
- yes, no lights
- Cycling routes/lanes must be provided.
- Makes sense.
- "Dear Idiots, Build the bridge OUTSIDE of town!!!"

- "The options do not address THE BOTTLENECKS. It does not matter where you put the crossing if you haven't provided a way
- for traffic to completely avoid Kelowna/West Kelowna and get directly to the Connector or 97 South. ""Capacity"" of the Bennett
- bridge is irrelevant - the problem is volume flow through the bottlenecks before, and at the entrance/exits of the bridge(s).
- Enterprise and Springfield are already jamming at peak hours with people trying to avoid 97 through town."
- Good idea.
- Looks good.
- "The options do not address THE BOTTLENECKS. It does not matter where you put the crossing if you haven't provided a way for traffic to completely avoid Kelowna/West Kelowna and get directly to the Connector or 97 South. ""Capacity"" of the Bennett
- bridge is irrelevant - the problem is volume flow through the bottlenecks before, and at the entrance/exits of the bridge(s).
- Enterprise and Springfield are already jamming at peak hours with people trying to avoid 97 through town

Question 2: What important considerations do you see for the Downtown North End alternate corridor options?

Option 1: DNE - Connection near Poplar Point

- this option destroys important park use which has been growing in the last few years. It also risks stopping gentrification of an up and coming north end
- Best option #1
- no
- This is a terrible option - Knox Mtn park is the gem of Kelowna and to put a busy

throughway right at its base is the worst idea!

- I am strongly opposed to any 'second crossing' particularly one that skirts Poplar pt and Knox Mtn Park. This will destroy the unique beauty of this peaceful park. Kelowna needs to realize that having a mountain park in a quiet downtown neighborhood is unique. Canada - Montreal is the only other city with this kind of gem. Putting a second crossing in this part of town is extraordinarily short-sighted. investment should be into the corridor already marred by a high traffic route, not destroying a quiet cherished part of the city
- Whichever option is most feasible. Must preserve Rail Trail
- Least impact because topography lends itself to a hwy. Doesn't create a new barrier
- awkward routing
- Destroy existing housing/park and lakeshore
- A major detriment to the North End and Knox Mtn Park. Too much traffic and noise added to quiet, tranquil community
- Will destroy Knox Park - our premier nature park that is currently easily accessible from downtown
- best option
- To take volumes off existing traffic to WR Bennett Bridge nonresidential, best route away more from 2a, 2b, 2c
- Wrong place for additional crossing
- This one would destroy the appeal of Knox Mt. All these corridors are for second crossing potential - idiotic - rapid transit more important. Get cars off the road!
- Strongly disagree with any of these options! They all use lakeshore that, once taken over by a bridge, cannot ever be recovered! Think of future generations! If and when the mill leaves, that area has potential for beautiful park land & public beaches. Perhaps a linking of Waterfront Park & Sutherland Park. Do not give away this precious downtown lakefront only to promote more

cars, noise & pollution. Please be a positive visionary!

- "this is my least favourite. I feel Knox mnt park will be negatively affected. trails/park access is VERY high on my priority list and having a highway or bypass at the base of Knox mnt park is not ideal. I do not live in the north end But I feel this is a great neighbourhood and one that is close to the city centre and desirable, why wreck that with a highway? I see great growth and potential in the north end community"
- Too many impacts on Knox mountain and the north end neighbourhood.
- "This is a terrible idea that will carve away at one of the most popular municipal parks in the Okanagan. Knox mountain park protects several endangered ecosystems, is home to Kelowna's official flower (balsam root) and is used by hordes of people year round for mountain biking, hiking, tennis, and Frisbee golf. Furthermore, Kelowna's North End is a vibrant, family filled neighbourhood. Developing an enormous highway through this up and coming neighbourhood would be simply ridiculous."
- NO!
- "If the highway 97 corridor can be improved, then there should be no need for a north Kelowna freeway. If the WRBennet bridge is inadequate for the volumes that the improved highway 97 can handle then the logical thing is a second bridge right beside the current one, not a second crossing elsewhere. This location infringes onto Know Mountain Park (Kelowna's largest public park) and the Mount Royal Open Space." This option is not a good option as it takes away a lot of our parkland, and would destroy Knox mountain.
- "This option worries me tremendously. Placing a bridge connection near an extremely environmentally sensitive urban park, near
- an important Kokanee spawning zone, and directly beside a beautiful downtown neighbourhood is not the answer. Knox

- Mountain park would be ruined for the thousands of park users that enjoy escaping from the city for a moment to enjoy the trails.
- This option seems thoughtless and careless."
- "Not in favour of any new bridge connection in the North End. The proposed lake crossing at this location does not make any sense! Looking at an aerial view of the lake at this point and you will see it is nearly the widest crossing possible. If there is a warranted future demand for a second crossing, the best place is adjacent to the current bridge, feeding into an
- elevated road system that allows traffic to move freely through the Kelowna congestion."
- "It makes no sense! Don't mess with the crown jewel of the okanagan! We all love Knox mountain so much. It is such a special piece of peace in our city."
- "This should be the preferred option. Keeps neighbourhood connectivity with the rest of the city to the south, especially downtown. Will need an elevated portion at Ellis to maintain community access to Know Mountain Park. There should be an elevated section of the lake crossing that continues over Poplar Point and Ellis Street access to Knox Mountain Park and the
- new road could gradually drop down to the existing elevation near Gordon Drive."
- "Dear Idiots, Build the bridge OUTSIDE of town!!!"
- "This is a beautiful area that would be destroyed by plowing a four-lane route through a historic neighbourhood and park. Separating Kelowna from Knox Mountain Park would be a huge mistake, grade-separated crossings or no."
- "Knox Mountain is our crown jewel and a sensitive ecosystem in the heart of Kelowna. Previous landslides show the entire area is not stable and can not be disturbed in any way. Clement Avenue is a

local connector for the benefit of Kelowna residents, not a potential freeway."

- No
- "Obviously this is the longest potential connection point, however, this spot provides the least amount of disturbance to housing/businesses."
- I honestly can't believe anyone that is a resident of Kelowna for more than a year or two would seriously be contemplating a plan that puts a highway through the only access point to the most important and valued park in Kelowna. Putting infrastructure of this magnitude in by default implies that the intention is for a high volume of use, a major highway corridor. Practically speaking that would of course destroy the residential life for all those in the north end for all those that live there, that's a given. Don't forgot the north end is no longer a lower end residential neighborhood, look at house pricing, look at the investment people are making in building and renovating homes, extrapolate that out 10 - 15 years. Further to that you also destroy access and use and enjoyment of Knox Mountain for the thousands of people throughout Kelowna that use the park on daily basis, I am sure that from an engineering perspective it's possible to put elevate overpasses in etc. so it's technically feasible however anyone that thinks about it quickly would recognize that it would destroy the experience of the park. There is already a huge lack of parking there today, let alone when the population doubles, the City should be continuing it's good work of improving this extremely important feature of Kelowna, not planning it's effective destruction by running a major highway through it. Has the City or related parties spent any time in this area on the weekend, all year round but most importantly April - October, ask a few people you see there what they think about a highway going through the only access point to this park. Ask any of the hundreds of visitors to

Kelowna that make a daily stop there as part of their vacation - also also any of the hundreds of professional tax paying residents that come from all areas of Kelowna to enjoy this park what they think.

- The options do not address THE BOTTLENECKS. It does not matter where you put the crossing if you haven't provided a way for traffic to completely avoid Kelowna/West Kelowna and get directly to the Connector or 97 South. "Capacity" of the Bennett bridge is irrelevant - the problem is volume flow through the bottlenecks before, and at the entrance/exits of the bridge(s). Enterprise and Springfield are already jamming at peak hours with people trying to avoid 97 through town.
- the loss of an entire recreational hub of Kelowna? NO! nevermind the fact that it would destroy an entire neighbourhood and would require the loss of hundreds of people's homes and lives; the animals that are already displaced due to over building on Knox Mtn and Poplar Point. Wrecking even more accessible waterfront that there is already so little of. No one who lives there now lives there because a bridge was going to be built beside them or through them.

Option 2a: DNE - Connection near Manhattan Point through Mill

Timing of mill closure

- Most logical option. Just need to acquire mill property
- Best option #2
- no
- In general, a second crossing is not needed add lanes to the existing scar of a bridge and elevate some lanes through town and use interchanges. Or better yet LRT alone bridge and through town to provide public transport for the long term
- Whichever option is most feasible. Must preserve Rail Trail
- Creates a major road divide through existing area. Becomes a barrier for pedestrians and cyclists

- Seems the best of the options - least effect on park land
- Best idea. Use existing rail right of way. Least effect on residential (removal)
- All in favour of removing mill. Is it possible? Would be best alignment
- Same as above and will destroy this unique downtown neighborhood
- Too close to residential
- This is an OK option if you must route traffic through Kelowna
- This one would destroy the appeal of Knox Mt. All these corridors are for second crossing potential - idiotic - rapid transit more important. Get cars off the road!
- Strongly disagree with any of these options! They all use lakeshore that, once taken over by a bridge, cannot ever be recovered! Think of future generations! If and when the mill leaves, that area has potential for beautiful park land & public beaches. Perhaps a linking of Waterfront Park & Sutherland Park. Do not give away this precious downtown lakefront only to promote more cars, noise & pollution. Please be a positive visionary!
- Better option, but will still have large impacts on the north end neighbourhood.
- I am not sure that we need a second crossing. Getting rid of the mill and having some kind of mixed use high density housing and public space there (a la Granville Island) makes far more sense in a growing city. If I had to pick I think this is the lesser of three evils.
- NO!
- "Plowing freeway through residential neighbourhoods was popular in the 1950s (see Robert Moses), and was stopped by most cities in the 1960s and 1970s.
- In the 21st century, putting a freeway through a vibrant residential and mixed use neighbourhood (North Kelowna) is regressive planning."
- interesting how this would play out with the Mill. again a visual eyesore for the Okanagan.

- "This is a better option, there might be an option to elevate the bridge over the mill. But regardless this is one of the better
- options as it would connect with the previous rail bed."
- This option involves closing the Tolko Mill. That means hundreds of people will lose their jobs, Kelowna will lose this industry and I worry for what type of corporate forestry companies will come in and take over. This is not the answer for the bridge crossing. This jeopardizes the downtown area and suffocates our downtown city area with bridges. Please consider the workers at the Tolko Mill, the adjacent bird sanctuary and those who live in the area. This will severely and negatively impact the area.
- "Not in favour of any new bridge connection in the North End. The proposed lake crossing at this location does not make any sense! Looking at an aerial view of the lake at this point and you will see it is nearly the widest crossing possible.
- If there is a warranted future demand for a second crossing, the best place is adjacent to the current bridge, feeding into an elevated road system that allows traffic to move freely through the Kelowna congestion."
- All the other options sever the connectivity of these neighbourhoods from the remainder of the city to the south and will likely impact the quality of the urban experience along the waterfront as the existing pedestrian / cycling corridors near downtown are extended to Knox Mountain.
- "Dear Idiots,
- Build the bridge OUTSIDE of town!!!"
- "If I'm not mistaken, was this corridor not prioritized for multi-modal transportation through the Okanagan Rail Trail Initiative? I
- think that expropriating it for 1950s-style transportation solutions is a terrible idea. I would, however, completely support its use
- for light rail, bus, and pedestrian-oriented use."

- "You do not close a vital Kelowna industry to save motorists 5 minutes!!! Clement Avenue is a local connector for the benefit of
- Kelowna residents, not a potential freeway."
- No
- A good option if the mill land could be obtained, however, this is also extremely valuable land for future waterfront development. Also, many homes along Bay Avenue and Roanoke Ave would have to be removed. Costly and unfortunate!
- "This will cut off accessibility and diminish the beauty of the truly unique park that is Knox mountain as well as setting back all the
- progress that the north end of kelowna has made."
- The obvious choice if the Mill was closed and/or could accommodate.
- The options do not address THE BOTTLENECKS. It does not matter where you put the crossing if you haven't provided a way for traffic to completely avoid Kelowna/West Kelowna and get directly to the Connector or 97 South. "Capacity" of the Bennett bridge is irrelevant - the problem is volume flow through the bottlenecks before, and at the entrance/exits of the bridge(s). Enterprise and Springfield are already jamming at peak hours with people trying to avoid 97 through town.
- "again, the loss of an entire new area (homes) of Kelowna the loss; animal's, natural habitat, etc. Wrecking even more accessible
- waterfront that there is already so little of. No one who lives there now lives there because a bridge was going to be built beside
- them or through them."

Option 2b: DNE - Connection near Manhattan Point to Bay Ave

- OK option if 2nd crossing a go ahead
- How do these affect cycling on rail trail corridor? Negatively impacts Manhattan

Park neighborhood and impacts sanctuary with noise/pollution

- Nice area of Kelowna so not the best choice to impact this community
- Disruption to public pier and beach, neighborhood
- Divides a family oriented quiet neighborhood. Significant air/noise pollution
- All of these options would congest the downtown core
- No - use existing alignments. Community impacts are too high!
- disrupting to houses
- Seems crazy. People are building million + houses here. Is this option here as a filler?
- Interesting that their destruction of North End is a fait accompli
- What does the mill say about this? All indications point to another 25-30 years of productivity from the saw mill
- this goes through a quiet residential area - not preferable at all!
- mill closure and land acquisition
- second best option
- impacts new high-density residential developments - strongly opposed to this option - will negatively affect property values
- no
- Whichever option is most feasible. Must preserve Rail Trail
- Same as 2a but too much impact (Manhattan Point) or too close to downtown Kelowna
- Goes right through houses and prime , multi-family land
- Seems less intrusive than 2b
- Slightly better than 2a and option 1. At least away with the mill site
- Too close to residential
- This is extremely high cost property
- This one would destroy the appeal of Knox Mt. All these corridors are for second crossing potential - idiotic - rapid transit more important. Get cars off the road!

- Strongly disagree with any of these options! They all use lakeshore that, once taken over by a bridge, cannot ever be recovered! Think of future generations! If and when the mill leaves, that area has potential for beautiful park land & public beaches. Perhaps a linking of Waterfront Park & Sutherland Park. Do not give away this precious downtown lakefront only to promote more cars, noise & pollution. Please be a positive visionary!
- Impacts on the north end community.
- NO!
- "If the highway 97 corridor can be improved, then there should be no need for a north Kelowna freeway. If the WRBennet bridge is inadequate for the volumes that the improved highway 97 can handle then the logical thing is a second bridge right beside the current one, not a second crossing elsewhere.
- This location infringes onto Know Mountain Park (Kelowna's largest public park) and the Mount Royal Open Space. Plowing freeway through residential neighbourhoods was popular in the 1950s (see Robert Moses), and was stopped by most cities in the 1960s and 1970s. In the 21st century, putting a freeway through a vibrant residential and mixed use neighbourhood (North Kelowna) is regressive planning."
- This option impacts businesses along Ellis street. As a manager of a business that is located on Ellis street. This type of infrastructure is unwanted and would be an absolute loss to the booming cultural district on Ellis street.
- Not in favour of any new bridge connection in the North End. The proposed lake crossing at this location does not make any sense! Looking at an aerial view of the lake at this point and you will see it is nearly the widest crossing possible. If there is a warranted future demand for a second crossing, the best place is adjacent to the current bridge, feeding into an elevated road

system that allows traffic to move freely through the Kelowna congestion.

- Alright I guess. Just don't mess with Knox!
- All the other options sever the connectivity of these neighbourhoods from the remainder of the city to the south and will likely impact the quality of the urban experience along the waterfront as the existing pedestrian / cycling corridors near downtown are extended to Knox Mountain.
- "Dear Idiots,
- Build the bridge OUTSIDE of town!!!"
- This is laughable - dressing up the same "option" four ways doesn't make it a better solution. Nope, no one in the North End or Downtown areas wants a second highway bisecting our community. The second crossing is a malformed idea, and with it, all of the second crossing connection options.
- Requires land acquisition on Kelowna's Manhattan Point. Not an option. Clement Avenue is a local connector for the benefit of Kelowna residents, not a potential freeway.
- No
- Too many valuable lakefront properties affected!
- "This will cut off accessibility and diminish the beauty of the truly unique park that is Knox mountain as well as setting back all the
- progress that the north end of kelowna has made. Also this option will displace many families."
- I am not sure what logistically impacts property owners less, 2b or 2c however once you're at Ellis Street moving east you're going through a relatively run down industrial area all the way to where Gordon meets Clement. If there must be a second crossing connecting in this general area, something very few people I talk to understand (long time resident, professionals) then taking this route offers the opportunity to clean this area up in general and practically speaking doesn't not impact an entire residential portion of

Kelowna (Kelowna North) and the gem that is Knox Mountain Park.

- "The options do not address THE BOTTLENECKS. It does not matter where you put the crossing if you haven't provided a way for traffic to completely avoid Kelowna/West Kelowna and get directly to the Connector or 97 South. ""Capacity"" of the Bennett bridge is irrelevant - the problem is volume flow through the bottlenecks before, and at the entrance/exits of the bridge(s).
- Enterprise and Springfield are already jamming at peak hours with people trying to avoid 97 through town."
- "same - that would destroy an entire neighbourhood. Wrecking even more accessible waterfront that there is already so little of.
- No one who lives there now lives there because a bridge was going to be built beside them or through them."

Option 2c: DNE - Connection near Manhattan to Manhattan DriveOK option if a 2nd crossing

- How do these affect cycling on rail trail corridor?
- Possible choice
- Wetland impact, neighborhood disruption
- All of these options would congest the downtown core
- No - use existing alignments. Community impacts are too high!
- Better than others but will affect wild spaces where ospreys nest
- What about the bird sanctuary?
- Interesting that their destruction of North End is a fait accompli
- There are A LOT of new properties that would be affected by this route, as well as the Marsh/start at the boardwalk. This is such a quiet, residential, pedestrian area, it does not make sense to destroy it for the crossing. Worst option!
- probably best option of the four

- too near bird sanctuary and tugboat beach, would ruin apple triathlon, dragon boat festival
- impacts marshland - environmental concerns for wildlife and greenspace; impacts high density residential developments
- no
- Whichever option is most feasible. Must preserve Rail Trail
- worse than either 2a or 2b
- Too close to Rotary Marsh
- Too close to Rotary Marsh - will destroy it. Too close to downtown and Lakefront vacation/hotel properties
- Too close to residential
- High cost properties
- This one would destroy the appeal of Knox Mt. All these corridors are for second crossing potential - idiotic - rapid transit more important. Get cars off the road!
- Strongly disagree with any of these options! They all use lakeshore that, once taken over by a bridge, cannot ever be recovered! Think of future generations! If and when the mill leaves, that area has potential for beautiful park land & public beaches. Perhaps a linking of Waterfront Park & Sutherland Park. Do not give away this precious downtown lakefront only to promote more cars, noise & pollution. Please be a positive visionary!
- Best option.
- NO!
- "If the highway 97 corridor can be improved, then there should be no need for a north Kelowna freeway. If the WRBennet bridge is inadequate for the volumes that the improved highway 97 can handle then the logical thing is a second bridge right beside the current one, not a second crossing elsewhere.
- This location infringes onto Know Mountain Park (Kelowna's largest public park) and the Mount Royal Open Space. Plowing freeway through residential neighbourhoods was popular in the 1950s (see Robert Moses),

and was stopped by most cities in the 1960s and 1970s. In the 21st century, putting a freeway through a vibrant residential and mixed use neighbourhood (North Kelowna) is regressive planning."

- Funnelling more people directly into the downtown core is not the answer. This will severely impact the businesses in the area and cause more traffic.
- "Not in favour of any new bridge connection in the North End. The proposed lake crossing at this location does not make any sense! Looking at an aerial view of the lake at this point and you will see it is nearly the widest crossing possible.
- If there is a warranted future demand for a second crossing, the best place is adjacent to the current bridge, feeding into an elevated road system that allows traffic to move freely through the Kelowna congestion."
- Alright I guess. Just don't mess with Knox!
- All the other options sever the connectivity of these neighbourhoods from the remainder of the city to the south and will likely impact the quality of the urban experience along the waterfront as the existing pedestrian / cycling corridors near downtown are extended to Knox Mountain.
- "Dear Idiots,
- Build the bridge OUTSIDE of town!!!"
- This is laughable - dressing up the same "option" four ways doesn't make it a better solution. Nope, no one in the North End or Downtown areas wants a second highway bisecting our community. The second crossing is a malformed idea, and with it, all of the second crossing connection options.
- Impacts Manhattan Point residents and industries on Recreation Avenue. Clement Avenue is a local connector for the benefit of Kelowna residents, not a potential freeway.
- No
- Too many valuable lakefront properties affected!

- "The options do not address THE BOTTLENECKS. It does not matter where you put the crossing if you haven't provided a way for traffic to completely avoid Kelowna/West Kelowna and get directly to the Connector or 97 South. ""Capacity"" of the Bennett bridge is irrelevant - the problem is volume flow through the bottlenecks before, and at the entrance/exits of the bridge(s).
- Enterprise and Springfield are already jamming at peak hours with people trying to avoid 97 through town."
- "the loss of an entire recreational hub of Kelowna? NO! nevermind the fact that it would destroy an entire neighbourhood and would require the loss of hundreds of people's homes and lives; the animals that are already displaced due to over building on Knox Mtn and Poplar Point. Wrecking even more accessible waterfront that there is already so little of. No one who lives there now lives there because a bridge was going to be built beside them or through them."

Question 3: What important considerations do you see for the Central Okanagan Multi-Modal Corridor alternate corridor options?

Option 1 - COMMC - Spall Road to Highway 33 Use the existing Harvey Ave at integrated elevated sections and widening of the existing. Adding mere roads not a good idea

- I cannot say strongly enough - a solution to intense traffic should not be putting high speed traffic in another part of town. If need be put public transit in other parts of town or put a Metro/trans route between West and Central Kelowna. Building more bridges and more highways just leads to more congestion and more pollution
- Provide a reasonable option to create a higher capacity/speed corridor with little

- access requirements (city land and transit a problem). Likely needs overpass at Dilworth
- Not sufficient to solve bottlenecks
- I am in favour of keeping the corridor as a future road. (but would really like to see a rapid public transport as part of this) If the road went in I would like to see it end at McCurdy
- Transit and AT investment should be significantly increased to reduce xxx demand prior to any road capacity increases!!
- This route will help lower the volumes off of Hwy 97 and give better tunnel times and less volumes to residents who are getting to and from longer drives within the city
- OK
- I am opposed to any second crossing. The downtown will have ugly noisy bridges on both sides of it. Increasing traffic capacity will just result in more building by people to use it for years later whatever you build will not be enough. Work on improving public transportation, it is the only long term solution.
- Useful to divert in town traffic from highway 97 and Enterprise.
- The advantage to these options is that they could be built in stages.
- "Dear Idiots,
- Build the bridge OUTSIDE of town!!!"
- "Induced demand: these options aren't going to solve or reduce traffic problems, they're going to attract more traffic.
- Transportation and planning studies all over North America have proven this to be the case, so how would it be different in Kelowna?"
- "Would prefer to see the Glenmore Drive turned into the remainder of the Corridor with interchanges at Summit/High, Kane, Union, and John Hindle.
- 2nd crossing-->clement ave-->large interchange at Spall/Bernard/Clement-->Glenmore Dr to Winfield."
- "The options do not address THE BOTTLENECKS. It does not matter where

you put the crossing if you haven't provided a way

- for traffic to completely avoid Kelowna/West Kelowna and get directly to the Connector or 97 South. ""Capacity"" of the Bennett
- bridge is irrelevant - the problem is volume flow through the bottlenecks before, and at the entrance/exits of the bridge(s).
- Enterprise and Springfield are already jamming at peak hours with people trying to avoid 97 through town."

Option 2 - COMMC - Spall Road to McCurdy Road Maintain cycle/parks area

- Appears to be good options as long as cycling/rail trail infrastructure is not negatively affected. Please also limit or prohibit businesses or strip malls from operating alongside the new road. if combined this would alleviate traffic from commuters from Lake Country/YBCO/airport to downtown who currently use Hwy 97
- These 2 options should be explored. This option is needed to relieve traffic at Hwy 97 and Enterprise
- This is my preferred option
- Go at grade e-rail using on-board fuel cell/battery hybrid. High cost/env impact social/comm impact
- no point to another opp at McCurdy
- no
- Use the existing Harvey Ave at integrated elevated sections and widening of the existing. Adding mere roads not a good idea
- I cannot say strongly enough - a solution to intense traffic should not be putting high speed traffic in another part of town. If need be put public transit in other parts of town or put a Metro/trans route between West and Central Kelowna. Building more bridges and more highways just leads to more congestion and more pollution
- Similar comments to option 1. Great opportunity for bypass at Hwy 33 or McCurdy

- I am in favour of keeping the corridor as a future road. (but would really like to see a rapid public transport as part of this) If the road went in I would like to see it end at McCurdy
- All/any option should consider future land use xxxx transit preferential measures
- This route will help lower the volumes off of Hwy 97 and give better tunnel times and less volumes to residents who are getting to and from longer drives within the city
- OK
- I am opposed to any second crossing. The downtown will have ugly noisy bridges on both sides of it. Increasing traffic capacity will just result in more building by people to use it for years later whatever you build will not be enough. Work on improving public transportation, it is the only long term solution.
- Useful to divert in town traffic from highway 97 and Enterprise.
- The advantage to these options is that they could be built in stages.
- "Dear Idiots,
- Build the bridge OUTSIDE of town!!!"
- "Induced demand: these options aren't going to solve or reduce traffic problems, they're going to attract more traffic.
- Transportation and planning studies all over North America have proven this to be the case, so how would it be different in Kelowna?"
- Corridor down Glenmore Dr. instead of so close to hwy 97 seems to make more sense to me.
- "The options do not address THE BOTTLENECKS. It does not matter where you put the crossing if you haven't provided a way
- for traffic to completely avoid Kelowna/West Kelowna and get directly to the Connector or 97 South. ""Capacity"" of the Bennett
- bridge is irrelevant - the problem is volume flow through the bottlenecks before, and at the entrance/exits of the bridge(s).

- Enterprise and Springfield are already jamming at peak hours with people trying to avoid 97 through town."Option 3 - COMMC - Spall Road to UBCO
- Maintain cycle/parks area
- Appears to be good options as long as cycling/rail trail infrastructure is not negatively affected. Please also limit or prohibit businesses or strip malls from operating alongside the new road. if combined this would alleviate traffic from commuters from Lake Country/YBCO/airport to downtown who currently use Hwy 97
- These 2 options should be explored. This option is needed to relieve traffic at Hwy 97 and Enterprise
- Good w/ interchanges. Option 3 - best
- Disruption to University grounds
- I like this option best
- Go at grade e-rail using on-board fuel cell/battery hybrid. High cost/env impact social/comm impact
- Re-allocated natural/ALR land that gets unxxx. And not some shady room greasy handshake with someone's friends friend
- best choice! Should do this ASAP!
- Don't see the cost/benefit
- best option
- no
- Use the existing Harvey Ave at integrated elevated sections and widening of the existing. Adding mere roads not a good idea
- I cannot say strongly enough - a solution to intense traffic should not be putting high speed traffic in another part of town. If need be put public transit in other parts of town or put a Metro/trans route between West and Central Kelowna. Building more bridges and more highways just leads to more congestion and more pollution
- Go with this option
- Same comments as 2 sections above but likely isn't going to be warranted for some time with the recent/current widening of Hwy 97
- Most effective solution
- I am in favour of keeping the corridor as a future road. (but would really like to see a rapid public transport as part of this) If the road went in I would like to see it end at McCurdy
- Best option diverts most traffic
- This route will help lower the volumes off of Hwy 97 and give better tunnel times and less volumes to residents who are getting to and from longer drives within the city
- OK
- I am opposed to any second crossing. The downtown will have ugly noisy bridges on both sides of it. Increasing traffic capacity will just result in more building by people to use it for years later whatever you build will not be enough. Work on improving public transportation, it is the only long term solution.
- Useful to divert in town traffic from highway 97.
- "Support this option provided it has dedicated bike/pedestrian (shared lanes) the full distance. Need to support the growing
- population at UBCO and the growing trend towards biking."
- The advantage to these options is that they could be built in stages.
- "Dear Idiots,
- Build the bridge OUTSIDE of town!!!"
- "I object to the route expropriating agricultural land. Induced demand: these options aren't going to solve or reduce traffic
- problems, they're going to attract more traffic. Transportation and planning studies all over North America have proven this to be
- the case, so how would it be different in Kelowna?"
- Corridor down Glenmore Dr.
- "The options do not address THE BOTTLENECKS. It does not matter where you put the crossing if you haven't provided a way

- for traffic to completely avoid Kelowna/West Kelowna and get directly to the Connector or 97 South. ""Capacity"" of the Bennett
- bridge is irrelevant - the problem is volume flow through the bottlenecks before, and at the entrance/exits of the bridge(s).
- Enterprise and Springfield are already jamming at peak hours with people trying to avoid 97 through town."

Question 4: What important considerations do you see for the Second Crossing Option?

Express way through Kelowna is good idea. The people of Kelowna would like to maintain their present standard of living conditions. They should decide.

- The people of Kelowna would like to maintain their present standard of living conditions should decide.
- Addressing the constant traffic stops (lights) that back the traffic up so quickly.
- I really like the idea of keeping the existing corridor, no second crossing. I like option 1B the best "median express lanes", least impact on Kelowna property.
- No opinion.
- Ask Lake Country people.
- This Provincial Highway should avoid existing city streets but provide strategically placed exit and entry locations to facilitate easy access.
- Create a dual function corridor that allows local crossings but maintains express route functionality. Need to ensure options that allow through traffic to the airport area of Kelowna as there will be significant commercial/industrial growth=destination traffic.
- A via duct for through traffic is the best option with current row. Grade separation beyond the appropriate end of a viaduct will move the rest of through traffic through the median express lane with one lane each way will not have enough capacity.
- Median express lane, trench Hwy 97
- I don't live in Lake Country but my belief is that highways should not have lights period! They are too dangerous and cause congestion. Let highways do their job and move people quickly longer distances.
- N/C
- This area is growing much faster than earlier predictions - must bypass Harvey Avenue as it is far too busy with heavy trucks.
- No opinion.
- Use ONE option 2A (p.25) and Spall Rd to John Hindle Drive. Why not put present route in a trench (at least at intersections)?
- Elevated lanes seems 'too big city'. People move here to be away from the city.
- Good options. No further comments. Good options. Option 1 Best but still needs new bridge.
- None - don't do it! It would degrade our beautiful lake.
- Please use existing bridge modifications instead of defacing & destroying forever lakefront area between Know Mountain & Rotary Marsh area. Surely the Mill will not be here forever and all that Sutherland Park and South could be reclaimed for city dwellers to use again!
- "I think with better traffic flow we could avoid another crossing. a 5 lane bridge seems good enough for this community. I'm a user of all park land and trail corridors in kelowna and west kelowna and feel a second crossing would destroy some of this land"
- "Impacts on neighbourhoods and the downtown core. The last thing the city needs is another highway through downtown. They have finally started to make it an attractive and walkable space down there. Don't ruin it with another highway through the centre of it."
- "A second crossing is completely unnecessary. The problem is not that there is one bridge. The problem is that poor light timings and too many turnoffs create

backups on either side of the bridge particularly on the Westside. Improve the flow of traffic in West Kelowna with the addition of a passover especially at main points like Boucherie and non-residential areas fronting Harvey in Kelowna to eliminate lights and turning lanes."

- "Planning needs to be for the 21st century. Putting new freeways through existing neighbourhoods is 1950s planning. Taking advantage of the existing highway 97 corridor and maximizing its potential is the only logical thing to do. I am surprised that there has been no mention of tolls and road pricing. The most effective way of reducing congestion and maximizing the capacity of existing roads is simple financial incentives such as tolls, and even better road pricing. The other glaring omission in the planning process is the assumption that traffic will simply increase as population does, and that technology such as self-driving cars will not dramatically alter things like road congestion. Lastly, the increased role of transit (bus, rapid bus, other rapid transit), and active transportation are given only cursory mention; everything is focussed on commuters in cars. The best way to change congestion is to provide incentives not to drive (tolls, road pricing) and provide alternatives (good fast transit, safe easy walking and biking options). A few dollars spent on this can save billions spent on new freeways. Finally, as building more roads and bridges is never the long term solution to congestion. As every traffic engineer knows, "built it and they will come"."
- "We need to stop putting lights on the highway, and start building over passes. Also, limit the amount of turning off and on the highway. As for the second crossing, it should connect with the old rail bed and not run through the bottom of Knox mountain. This will likely require the mill to close, however that would be better for the city than taking over park land."
- I am deeply, deeply disheartened by several of the bypassing and crossing options proposed, and I know that I am not alone in feeling this way. I have lived in the Okanagan my whole life with my family. I am a young professional, an environmental scientist and an aspiring urban planner. In my opinion, it is important that the City of West Kelowna, the City of Kelowna and the Government of British Columbia sincerely research and extensively discuss these options, as many of them will negatively impact thousands of people and future generations.
- "Not in favour of any new bridge connection in the North End. The proposed lake crossing at this location does not make any sense! Looking at an aerial view of the lake at this point and you will see it is nearly the widest crossing possible. If there is a warranted future demand for a second crossing, the best place is adjacent to the current bridge, feeding into an elevated road system that allows traffic to move freely through the Kelowna congestion. Also, the proposed access points to the bridge on either side of the length have significant impact to well established and much loved park lands."
- "A second crossing will not fix the traffic problems that Kelowna has. Kelowna's infrastructure and the road engineering is absolutely horrible. It would also cost millions to fix these issues. Instead we should be investing in better transit systems, getting cars off of the road. 80 per cent of the people I know would use transit if they could rely on it. Spend your money on a skytrain like in the lower-mainland. It would fix nearly all of the transportation problems while still working towards a more sustainable future."
- "No need for this, way too much expense plus destroying parks and natural environments to build it; instead, address the traffic issues by making Hwy 97 a true highway with on/off ramps to access and

remove all the stoplights from West Kelowna to Lake Country."

- Just don't come near Knox mountain!
- "Given the low percentage of external to external traffic it is clear that the destination for most trips is to downtown Kelowna and other commercial, industrial and residential sites in other areas of the city. Access to the local network at a number of locations would be desirable."
- "Dear Idiots, Build the bridge OUTSIDE of town!!!"
- "I can't emphasize too strongly my disagreement with the logic for the Second Crossing. First, why should all taxpayers have to subsidize suburbanites' decisions to buy cheaper homes and encourage urban sprawl? Your study has shown that the majority of bridge users are local commuters. So let's address that problem without going down the induced-demand road that only results in the same congestion issues thirty years from now. Second, why has no cost-analysis been done into the value of a second crossing or changes to Highway 97? I'd really like to see figures showing that it's worth our collective tax money to spend billions of dollars on this infrastructure just to reduce a 2040 automobile commute by 5 or 10 minutes. Would it not be better to spend those billions on an effective public transit system? Thirdly, the second crossing is a solution in search of a problem. I find no evidence that traffic delays and congestion are the problem they're purported to be. Why should free-flowing traffic be the goal? That never made communities liveable and economically-viable in and of itself. Is a five- or ten-minute traffic delay so bad? Is it worth billions? Cities have traffic. If Kelowna is so desperate to attract developers and grow up into a Vancouver-sized city, then it better be prepared to have the big-city transportation and social issues that come along with it. Sure, build a second crossing, but only if it is used for light rail and busses

only. And then toll the WR Bennett bridge so that people will have a great incentive for using the second crossing. Now that would be progressive transportation planning. And don't tell me that it would be too expensive, because I've seen all of the overpasses, underpasses, trenched roads, and elevated lanes you're suggesting between Westbank Town Centre and the airport: nothing could be more expensive than that."

- "None of the DNE options are acceptable. The quality of life of thousands of Kelowna residents would be sacrificed in the name of saving motorists from the west side 5 minutes on their commute. Upgrade Highway 97 with the most efficient, liveable option that will solve the Bennett Bridge congestion. Improve transit, provide park and ride sites on the west side. NO SECOND CROSSING THROUGH DOWNTOWN NORTH END!!!!"
- "I think that the most important consideration is the fact that building capacity releases pent up demand, and leads to modal change that favors single vehicle travel. Congestion is an effective way to get people to use alternative modes. Providing effective cycling infrastructure, and transit with priority lanes and/or separated system (e.g. rail) enables transit to be an alternative to private vehicles that is not itself stuck in the congestion that vehicles are stuck in. I.e., the bridge hitting capacity is not, IMO, in itself a reason to expand options for private vehicles. The date at which capacity is reached can also be achieved by diverting people from private vehicles. Express lanes that are tolled are a good approach. People who are willing to pay to travel faster should have the option to do so. More effective than HOV lanes which are difficult to enforce and routinely ignored. The visual impact of a second crossing does not seem to be considered. I do not think that Kelowna's waterfront will visually benefit from a second crossing. If more capacity is needed, parallel and

adjacent to the existing bridge would have the least visual impact."

- "Try to disturb residences and valuable lakefront property as least as possible. Is a tunnel crossing possible?"
- "Minimizing the effect of such a project on the residents of Kelowna. Some of the proposals here would destroy neighbourhoods not build them."
- "The options do not address THE BOTTLENECKS. It does not matter where you put the crossing if you haven't provided a way for traffic to completely avoid Kelowna/West Kelowna and get directly to the Connector or 97 South. ""Capacity"" of the Bennett bridge is irrelevant - the problem is volume flow through the bottlenecks before, and at the entrance/exits of the bridge(s). Enterprise and Springfield are already jamming at peak hours with people trying to avoid 97 through town."

Question 5: What important considerations do you see for the West Kelowna and Westbank First Nation options?

- If the highway must proceed thru Rose Valley Park, please consider the recreational and water issues there
- To avoid more "roundabouts"
- Grade separated crossings or trenches
- Maintaining (or rebuilding) urban character of downtown West Kelowna
- Don't give away land
- Go at grade e-rail using on-board fuel cell/battery hybrid. High cost/env impact social/comm impact
- Decision is made in best interest of all BC's/Okanagans and less influence to satisfy positive WBDN group
- It is up to them
- Move north, get all traffic possible on at Main St
- not familiar with West Kelowna

- option 1b is best. Alternative corridors would all be too expensive
- Avoid all First Nations land
- All these areas need rapid transit that is useable with incentives to leave cars/trucks at home
- Put 97 under along Dobbin...love it. Westside Rd to Bear Creek seems very redundant
- I believe an option is missing. It would be a fourth leg at a hwy 97/Boucherie interchange linking with 2nd crossing
- 1a and 2b make sense if Peachland Bypass goes ahead 16 to 26 otherwise. (see comments on 2a above)
- Really up to Lake Country
- Help them improve their land use and transit first. Kelowna's traffic problem is in part due to issues on the West Side
- option 2a bypass First Nations land
- Easy driving and faster access (I like the Dobbins Rd Trench)
- This is not necessary once 97C bridge built. Lower speed limit through Westside.
- Please consider LRT for West Kelowna coming into Kelowna.
- Improve the existing corridor and stay off the hillside and out of the parks.
- "I'm not sure what the best way to move traffic efficiently is, but the emphasis should be on minimizing disruption to existing neighbourhoods. Using the existing highway 97 corridor with a trenched section on Dobbin seems best."
- "In particular, the most absurd option is the West Kelowna Alternate Corridor option 2A. This drives people directly through beautiful neighbourhoods with hundred of families, elementary schools, hiking trails, TWO PROVINCIAL/REGIONAL PARKS .. the list goes on. Putting a bypass through this area would absolutely destroy the beauty and environmental sensitivity of rose valley and bear creek. There is absolutely no need to put a bypass through this area. It is environmentally sensitive and houses two of West Kelowna's most beautiful regional

and provincial parks. Please consider removing this as an option at all."

- "Westbank Town Centre plans look excellent. As for the new corridor, I prefer Option 1B as it provides convenient access to corridor for traffic from South hwy 97(penticton/peachland). Only Concern is it may disturb many large Glenrosa Rural properties."
- "The options do not address THE BOTTLENECKS. It does not matter where you put the crossing if you haven't provided a way for traffic to completely avoid Kelowna/West Kelowna and get directly to the Connector or 97 South. ""Capacity"" of the Bennett
- bridge is irrelevant - the problem is volume flow through the bottlenecks before, and at the entrance/exits of the bridge(s). Enterprise and Springfield are already jamming at peak hours with people trying to avoid 97 through town."

Question 6: What important considerations do you see for the Lake Country and Duck Lake I.R. No. 7 options?

- Not familiar with this area
- Interchanges at Janet and Commonwealth rd
- Please do this now :-). Glenmore connection to highway is a disaster. Great idea!
- Go at grade e-rail using on-board fuel cell/battery hybrid. High cost/env impact social/comm impact
- not familiar with West Kelowna
- Leave this area alone
- No comment
- We need an interchange now at the southend (Glenmore/Commonwealth) 1b is very awkward in its routing. Prefer 1a then 1c
- Fix hwy/Beaver Lake intersection - dangerous
- Make access for locals easy

- This will be an improvement. Glenmore needs to be improved from Union to the new interchange
- Cycling access off the highway.
- much simpler, not sure how to get traffic through Winfield is. But again, minimizing disruption of the town is important.
- "Dear Idiots, Build the bridge OUTSIDE of town!!!"
- Could probably use an interchange of some sort at Lodge Road.
- "The options do not address THE BOTTLENECKS. It does not matter where you put the crossing if you haven't provided a way
- for traffic to completely avoid Kelowna/West Kelowna and get directly to the Connector or 97 South. ""Capacity"" of the Bennett bridge is irrelevant - the problem is volume flow through the bottlenecks before, and at the entrance/exits of the bridge(s). Enterprise and Springfield are already jamming at peak hours with people trying to avoid 97 through town."

Question 7: What important considerations do you see for the Crystal Waters to Coldstream existing corridor concept?

- No comment - not familiar
- Right on/right off access points
- Good safety improvements
- Go at grade e-rail using on-board fuel cell/battery hybrid. High cost/env impact social/comm impact
- not familiar with West Kelowna
- Wouldn't think of it
- No comment
- Cycling access off the highway.
- "Funny how there is no mention of ""North"". Even if highway 97 through the central okanagan was perfect, it would still be stuck with going slowly right through the centre of Vernon"
- "Dear Idiots, Build the bridge OUTSIDE of town!!!"

- Be mindful of the future "kelowna to coldstream bike trail". That is going to be an awesome thing.
- "The options do not address THE BOTTLENECKS. It does not matter where you put the crossing if you haven't provided a way for traffic to completely avoid Kelowna/West Kelowna and get directly to the Connector or 97 South. ""Capacity"" of the Bennett bridge is irrelevant - the problem is volume flow through the bottlenecks before, and at the entrance/exits of the bridge(s). Enterprise and Springfield are already jamming at peak hours with people trying to avoid 97 through town."

Any additional comments?

- I am adamantly opposed to option 4 doe a Second Crossing option and my KIDKM Neighborhood Association will strongly oppose and petition against this option for a future Second Crossing. There are too many NEGATIVE impacts on such a highly used green space.
- Should focus more on making it easier and faster to move around city using transit. If we build more and bigger roads, people will just drive more. More housing infrastructure downtown, make things more walkable
- It seems that the north end second crossing options (all of them) would be so extremely costly that they are not truly viable. Best to invest that money in a more forward thinking model of investing in rapid transit and carpooling and cycling infrastructure. The least long term bridge option would be twinning the current bridge with the community effects
- Thanks for the presentation and the presenters (very helpful)
- Need - parking lots - from where commuters can connect with busses
- Great presentation and ideas. Let's move these ideas forward!!
- Park and ride in West Kelowna. Best solution re traffic is to get people out of

their cars. Air pollution is already impacting our valley and quality of life

- I think Lake on page 33 is actual Kalamalka Lake
- We do not need a second bridge. Better public transportation better use of the existing bridge and making 97 into a freeway
- More roads mean more degradation to health (noise, obesity) and safety. Let think longer term - electric rail hybrid on board fuel cell/battery can handle all the growth - use our system more efficiently
- Only heard of it this morning from front page news. Not much notice
- The option that goes past/through Rose Valley Park: What's the point of a park if it's bisected 3 times by a major highway? And a highway through within drinking water reservoir? Call the MOE and ask them about water source protection. This route is Water Source Russian Roulette
- Either remove the HOV lane entirely or move it to the inside lane. The HOV lane is actually the slowest with people entering and exiting the highway. The Highway through Kelowna from the bridge to Hwy 33 needs repaving. It is broken up through this entire distance. This also need to happen on 33 through Rutland. Both areas mass of cracks and patched potholes
- The WR Bennett Bridge didn't get full consideration before it was constructed. It should have been built as 6 lanes AND designed to allow one more lane each direction
- The North End does not need a freeway jammed through it!! I'll be selling and moving
- Spending billions on grade separations, trenches, a second crossing etc. to pacify the spoiled population in the Okanagan is insane. Automobiles are a dead end transportation medium.
- If you get the North End connection done it would ease traffic flow off 97 and

Enterprise. Should have been done years ago!

- I hope improving flow along Hwy 97 and possibly addressing that way to see if that's all is needed is done before considering a second crossing
- Think longer term. Move right out of existing on both ends
- We already have a bridge. If the mill becomes available a second crossing makes sense, otherwise just expand current crossing please
- Please protect the Rotary Marsh! Vital interchanges could/should be started today - they are necessary regardless of decisions around the bridge itself
- Remove all through traffic by dedicating lanes in a trench
- 2nd crossing; is south of Bennett Bridge an option?
- Who in their right mind would want to live in this area 20 years from now?
- Improve West Road to Vernon and build a tunnel farther north past Knox Mtn
- Please consider the long term negative effect of the impact on Knox Mtn and quality of living with xxx to a park. Use of existing corridors and expanding of public transport to get people out of single use vehicles should be the priority
- I think it would be a good idea to stop left turns onto Pandosy from Hwy 97. there is no left turn light and it takes me 2 or 3 lights to make it even with 2 cars in front of me.
- Please don't make a new highway through Kelowna. Every major city that has done this has gutted that part of their city and increased congestion not alleviated it. Please have some vision spare Knox Mtn and preserve this great legacy in our city.
- Need to flesh out local government interests and policy to consider demand management and land use strategies. There will no doubt be more complication but increasing through capacity can be counterproductive or destructive of local social and economic interests.

- Glenmore/Beaver Lake/97 must be fixed now. Unsafe bottleneck the grade separated crossings are an excellent component. Yes, we need to reduce the highway access pts - too many. West Kelowna and Lake Country/Commonwealth/Airport need interchanges now
- 1. Would really like to see the connection/corridor between Mission Creek Greenway and the rail trail corridor as part of this planning 2. REALLY like to see more to encourage the use of transit (reduce single occupancy cars) as a big first step
- Do not destroy Kelowna's North End and Knox park! Try first investing in AT and Transit and allow congestion. Give real competitive options to auto dependence and sticks to excessive auto use. Defer these future costs (or eliminate them)
- It would be nice to have all this expedited, but we are all more in anticipation of the future. In 1974, I printed a city road planning map. When I worked at Finlay Printing on Ellis St. There were a lot of street and road expansions, and one that stood out was the Clement-Dilworth-Reid's Corner bypass which has never been completed?
- The 2nd crossing should be from the end of the connector to Okanagan Park with a new highway connecting to Hwy 33 and the Hwy 97 North of the airport. This will provide a bypass for both Hwy 97/connector and Hwy 33 traffic
- Thinking ahead - why are we encouraging more cars to travel our roads. Make rapid transit from West Kelowna to airport. Make transit option easier so we get out of our cars!
- You have an opportunity to be a positive force for many years into the future! Do not dismiss LRT as being not possible. Anything is possible if the right people are promoting it eg. MOT! Thank you for holding Open Houses! Now please listen to the local people!
- No To Bridge in Kelowna North-all Location! Do not destroy the "jewel" of Kelowna!

- "For all these options, the main consideration for me is how to encourage more use of public transit, walking and cycling. Given the topography and climate in Kelowna, along with the public health benefits, I encourage governments to lead a conversation and dis-incentivize single occupant vehicle trips. Regarding design, this corridor through Kelowna already occupies too much land and creates a disconnect between neighbourhoods. I do agree that a boulevard style road design with express lanes in the centre, separate from local traffic lanes is a necessary feature to a re-developed highway corridor. Rather than spend a staggering amount on a second crossing, I'd prefer to see the various levels of government commit to a increasing bus service between West Kelowna and Kelowna. There should be buses (perhaps of various sizes) running at least every five minutes. If a second crossing needs to be built, I'd prefer that it be for light rail, rather than for vehicle use."
- "has Highways had any studies done on how self driving vehicles will impact vehicle flows and volumes. I assume from a newspaper article that a new crossing or upgrades to the existing corridor will not be actually in use until about 2040. at that time there will be huge numbers of self driving cars which will, from all the information I have read over the last year, remove huge amounts of cars and congestion from the highways both by vehicles that drive closer together, are routed to the fastest routes and around accidents and construction and are generally just much better at getting from A to B faster and more efficiently with less traffic congestion. they will also park themselves wherever directed to and eliminate much of the street (and apartment) parking needed presently that maybe could be used for more lanes of traffic if needed. all major manufacturers plan on have their first fully autonomous vehicles on the road within 5-7 years so 20+ years from now self driving will probably be the majority of vehicles on the road. people claim they would never have a self driving cars but back about 110 years ago people indicated the same attitude towards changing from the horse and buggy to 'those smoke belching fire traps'. Hmmm."
- Once you impact our parks, we can't get them back. A highway through our parkland is not a good idea.
- "The proposed bridge crossing is unwanted and unwarranted, we are not yet at capacity for our current bridge, and I feel redeveloping current highway infrastructure is FAR more important than building a bridge to try and solve the problem. It simply will not work unless other traffic issues are first resolved. The bridge is not the issue, the highway infrastructure and amount of stoplights and intersections is. I would like to see the Government of BC consider improving the existing highways, offering incentives for people to drive less, car pool more or even consider a rail line system to transport commuters in and out of the city. We are a big city, but not a big enough city to warrant two bridges. Lets fix what we have in this beautiful city and not destroy it with what we do not need."
- Please ensure the process stays very public and that the input from the public is the key driver to the final, successful solution.
- "Save the enormous cost of building a second crossing of Okanagan Lake by fixing what we already have. 1. Improve Hwy 97 in Kelowna by making it 6 lanes from Bennett Bridge to McCurdy, removing all business frontage access and
- stoplights, and adding grade-separated interchanges - like a real highway (ie Deerfoot in Calgary). 2. Open Bennett Bridge to all 6 lanes (3 west, 3 east) and allow the 3rd eastbound lane to be restricted to Sneena Road merge traffic until at least 50m onto the bridge so that nightmare spot is improved - it is a dangerous bottleneck right now. 3. Remove all Hwy 97 stoplights

in West Kelowna, replacing with grade-separated interchanges. 4. Upgrade Dobbin Road in the West Kelowna business district to become the Hwy 97 corridor, with 4 lanes and no stoplights."

- "Do not sacrifice the parkland in West Kelowna to add another route through the community - improve the one we already have and save both money and the environment. Using Calgary as a comparison, our Hwy 97 is as dysfunctional as Hwy #1 in Calgary that most local drivers avoid because it is too slow due to all the lights; if we remove all stop lights from the Connector to UBC, our Hwy 97 becomes like the Deerfoot or even the newer Stoney Trail ring road around the city."
- "I'm disappointed that a more progressive approach wasn't taken to the issue of Central Okanagan land use and transportation planning. The solutions presented here seem far removed from any principles of Smart Growth or contemporary urban planning; in fact, they seem straight out of the 1950s. We can't simply build our way out of transportation issues, as studies across North America have proven again and again. More roads, lake crossings, interchanges, and highways are not the answer."
- No DNE Second Crossing!!!
- "I really appreciate the community input that is being asked of for this project. Having the forethought to get started on planning these things NOW is critical to the future transportation success of Kelowna and area. So, thank you. It's an exciting time to be in the Okanagan."
- If there's any further way I could assist in the planning/volunteering aspects of the project, I would love to help. These projects
- and city development in general is a passion of mine."
- "I feel that there already is an existing corridor through the city. Instead of creating a new high traffic area in our community we

should upgrade the existing corridor to accommodate future traffic volumes."

- "I have not seen a proposal for any light rapid transit that may eliminate the need for a second vehicle crossing. I think we need to include a plan for mass transit in Kelowna to plan for the future."
- "The options do not address THE BOTTLENECKS. It does not matter where you put the crossing if you haven't provided a way for traffic to completely avoid Kelowna/West Kelowna and get directly to the Connector or 97 South. ""Capacity"" of the Bennett bridge is irrelevant - the problem is volume flow through the bottlenecks before, and at the entrance/exits of the bridge(s). Enterprise and Springfield are already jamming at peak hours with people trying to avoid 97 through town."
- "Any additions or additional crossings across the lake should be in an area where there is the least amount of disturbance to EXISTING people and animals already living there. The second crossing only serves people travelling through Kelowna or people on the West Kelowna getting to their destinations faster; it does not serve a single person on the Kelowna side already. The reason it is so busy is because of the mass amounts of people moving here."

Lake Country and Duck Lake I.R. No. 7

Question 1: What important considerations do you see for each existing corridor option?

Option 1a: Interchanges at Commonwealth Road and Janet Road

- I commute from Vernon to work in Kelowna - I want an option that minimizes travel time.
- Any special design options required for intersections @ O.K Centre Road W. & Seaton Road to prevent congestion? Glenmore Rd. will require improvements for

traffic flow as it is presently becoming congested.

- Read Rd. is rural. Do not connect to Glenmore. As to date, we need speed bumps on read. It's becoming dangerous.
- Will allow faster access to lakes etc. with heavy traffic down Read. Do not connect Glenmore to Read rather than Hwy. 97.
- Janet Rd. is lined by family homes with a street just wide enough for 2 lanes currently my concern for this plan is what happens to the values of the homes on and nearby the interchange.
- Minimize stop lights.
- Remove deadlly corner @ Seaton & Glenmore.
- Local traffic stays on feeder roads for longer. Less access to highway in center of town.
- Don't do it (overpass at Berry Rd. seems unnecessary).
- Will Janet Rd become a major connector to Main and for the new subdivision going in along Glenmore Rd.? Will this take congestion off the Beaver Lake Rd. intersection?
- No opinion other than to say 1a and 1b are good options if 1b doesn't work out
- This makes sense. It is essential to keep Berry Rd open as a way for locals to cross the highway. Most housing is on the west of #97 and the high school, new middle school, town hall, library, theatre and memorial hall are all at the foot of berry Rd on the east of #97

Option 1b: Interchanges at Commonwealth Road and Okanagan Centre Road East

- I commute from Vernon to work in Kelowna - I want an option that minimizes travel time.
- Any special design options required for intersections @ O.K Centre Road W. & Seaton Road to prevent congestion? Any special design options required @ Glenmore Road to prevent congestion? Glenmore Rd. will require improvements for traffic flow as it is presently becoming congested.

- Looks good.
- Like this better but do not connect Glenmore to Read. This will encourage traffic to the lakes and Carrs Lamain C. Add an interchange at 97 and Okanagan Center Rd.
- Needed options although between the airport and commonwealth its already like a mini autobahn.
- I prefer this option with links East and West.
- Good highway access in centre of town, might make for too much congestion there however.
- Looks alright.
- Both make sense to cut down traffic interruptions on Hwy 97.
- Achieving the support and cooperation of the Duck Lake IR#7. This interchange appears to be the most logical

Option 1c: Interchanges north of Commonwealth Road and Half Interchanges at Janet Road & Pollard Roads

- This one makes the most sense.
- I commute from Vernon to work in Kelowna - I want an option that minimizes travel time.
- Any special design options required for intersections @ O.K Centre Road W. & Seaton Road to prevent congestion? Any special design options required @ Glenmore Road to prevent congestion? O.K Rd. & Oceola Rd.? Glenmore Rd. will require improvements for traffic flow as it is presently becoming congested.
- Again provides faster route to lakes and Carrs Landing rather than taking hwy. 97. Do not connect Read Rd. to Glenmore.
- Some concerns: my concern for this plan is what happens to the values of the homes on and nearby the interchange.
- Don't like 1/2 interchanges.
- Best option in my opinion. Allows central access while splitting congestion.
- This seems to be the best option to relieve rush hour congestion through Lake Country. Either way, it will go through the Orchard-land that is currently there.

- Looks alright (I think I prefer this option).
- No opinion other than to say 1a and 1b are good options if 1b doesn't work out

Option 2: Lodge Road to Oceola Road

- I commute from Vernon to work in Kelowna - I want an option that minimizes travel time.
- Needed option due to the little zig in the road.
- I like this option. Is needed. Thank you!
- Needed upgrade, agreed.
- Yes- good idea.
- Looks alright.
- I use the Robinson Road turn off a lot and would having that access.
- Something will need to be done here. I'm surprised an interchange was not placed before the Turtle Bay Mill was built. This intersection is going to cause problems!

Question 2: What important considerations do you see for the Crystal Waters to Coldstream existing corridor concept?

- Eliminating the left turns is a must.
- Safety (winter conditions, freeze/thaw + icy sections here)
- Needed option along with trying to straighten it out a bit. Water drainage across the highway between here and Bailey Rd. even with moderate rain/melting cause big flow points which cause hydroplaning.
- This is a dangerous intersection. I like the proposed option.
- Would make the intersections much safer.
- Yes, a friend of mine was killed at this intersection. Please save lives and implement this! It's very difficult to make a left-turn here!
- Looks alright.
- An interchange at Bailey is ideal but there needs to be a way to access Kekuli Bay Provincial Park and boat launch off it. Otherwise there needs to be an interchange or something at Kalawalka Lakeview Dr. turnoff.

- I believe my concerns have been addressed in the concept of xxx?xxx

Question 3: What important considerations do you see for the Second Crossings Options?

- Crossing needs to be reasonably direct and ideally join back onto 97 @ far enough point through West Kelowna.
- Get the traffic out of the city. OUT. No traffic lights - frontage roads for residences.
- Significant challenges through Kelowna for 2nd Bridge. Is there the possibility of putting it further North? Linking @ Glenmore?
- Second crossing still feeds into Hwy 97 on both sides; 8 or 10 lanes for current corridor in busiest areas may be best. If making second crossing, Weddel Place connection looks best.
- Upgrade the current crossing? Route along Knox mountain looks best, if current bridge is not feasible.
- Manhattan Point would be the best landing location, the roadway can follow the old railway row.
- A second option for a bridge is preferable but I don't believe a new West Kelowna alternate corridor would be an option. Adding overpass interchanges to ease congestion on Hwy 97 is preferable.
- I think they need to get a lot of the traffic off Hwy 97 through Kelowna. Too congested. And there is a cheaper way than another bridge while not affecting the community too much. I think they should have another Hwy take off down Benvolin road and cutover to lakeshore road and go down the other side of the lake to Naramada and Penticton. Since the fire a lot of the trees have been burnt and it would be cheaper to build a Hwy then another bridge and also solves the issue of all the traffic going through town.
- I have no issues with the second crossing as shown. I am concerned about the traffic

flow on Hwy 97 to access the route to the second crossing

- "We own CENTRE 97, a shopping centre located at 1455 Harvey Avenue, Kelowna (Harvey & Burtch), Aberdeen Place, an office/retail complex located at 1660 – 1698 Powick Road, Kelowna (Hwy 33, Enterprise Way & Powick Road) and Village Centre, a grocery anchored shopping centre located at 9522 Main Street, Lake Country (Hwy 97, Beaver Lake Road & Main Street). All three of these properties are negatively affected by all of the proposed options in each of the areas the properties are located.
- There are several major components that make a commercial property successful. They include location, access and egress and parking. If a property is not in the right location or hard to access or there is insufficient parking, customers will go elsewhere, these are hard and fast rules about retail and service commercial and are religiously followed by retail tenants when looking for a location.
- We own eight retail shopping centres and each one was chosen based on the following criteria, the property is located in community where the population is growing, the property is located on a busy street, has sufficient parking and is easily accessible. This is the case for our three properties introduced above, accordingly we are strongly opposed to any current access or egress to our properties being taken away or altered.
- We recognize that Hwy 97 has issues with the volume of traffic, the number of traffic lights and the time it takes to travel on this Highway. We think the timing of the study does not let the traveling public fully understand how Hwy 97 will work once the six lane expansion is completed between Highway 33 and Edwards Road, nor the bypass from Glenmore Road to Hwy 97 via the John Hindle Drive extension. These particular changes will have a positive

effect on the travel time for both Hwy 97 and Glenmore Road.

- The changes proposed in the study, including interchanges, half interchanges and trenching are very expensive when implemented on existing highways, unlike when built as part of a new highway system like the Coquihalla Highway. The problems with Hwy 97 were created tens of years ago and are common mistakes made when not building in a significant road allowance to allow for expansion of significant road systems. There are clearly intersections where an interchange could be implemented much easier than others, including the intersection at the Kelowna Airport, which would be one of the easiest to eliminate through an interchange. When you compare the travel times on Hwy 97 to other congested road systems in the Province like the Cut on Hwy 1 in North Vancouver or Hwy 99 through the Dease Island Tunnel, or Hwy 1 from Vancouver to Abbotsford, which was just widened, one has a better appreciation that Hwy 97 is not as bad as people think. There is always room for improvement, we understand that and maybe it starts with synchronizing the lights on Hwy 97. An example of this are traffic lights on Hwy 111 in California, going through the Desert towns of Palm Springs, Rancho Mirage and Palm Desert, which are synchronized when traveling at 45 MPH and traffic moves steady. Another option to consider, is to enhance arterial routes that do or can run parallel to Hwy 97 like Enterprise Way, Springfield, Rutland Road, Ackland Road and Bulman Road. Recognizing that this is a very challenging task and nice to see the Province is thinking 40 years out but it will be interesting to see what realistic solutions are brought forward once the costing component of the study is completed. "

Question 4: What important considerations do you see for the

West Kelowna and Westbank First Nation options?

- Lights are what cause the congestion. Eliminate them and flow should improve.
- Some alternate connection for Campbell Rd → Reddick Rd linking with Thacker or Boucharie Rd. Campbell Rd to link Boucharie Rd?
- Alternate routes only required if second crossing happens. Otherwise interchange upgrades and cleanup through Westbank town centre only required.
- I like the idea of a trench through downtown (Option 1B). The alternate options seem like overkill at this point, but can be considered in the future.
- Need to get rid of all the traffic on Hwy 97
- 1. Dealing with traffic flow along Hwy 97 from Vernon to West Kelowna 2. Developing other routes into Kelowna inc. Glenmore Road and Old Vernon Road

Question 5: What important considerations do you see for the Kelowna Options?

- Avoidance of local traffic for my work commute from Vernon - minimize travel time from Vernon and Richter.
- We live in a beautiful area, let's try to keep it from becoming a concrete jungle with elevated roads.
- Half interchanges of different intersections may spread out congestion. Don't like the idea of elevated lanes.
- Elevated lanes are too ugly for our beautiful city.
- the current alignment options have too many property constraints. The alternate corridor options should be preferred.
- Fewer lights - more interchanges at key intersections and limited on and off streets would definitely improve traffic flow.
- 1. Dealing with traffic flow along Hwy 97 from Vernon to West Kelowna 2. Developing

other routes into Kelowna inc. Glenmore Road and Old Vernon Road

Any additional comments?

- Move buses - rapid transit - bicycles walking. We cannot expand the roads forever. There has to be a sunset clause on automobiles. We cannot keep expanding forever, we are wasting too much land.
- Good work! Would like to see a timeline for projects. Interchange in LC (Glenmore & Hwy 97) is needed today!
- I like that you're fully engaging the public in the process.
- It would be nice to start moving in some options much sooner than 20 years from now. The congestion is already a deterrent to our tourist traffic that directly affects our business.
- This long-term planning is desperately needed if we are to avoid the infrastructure issues faced by other Western Canadian cities facing rapid population growth

West Kelowna and Westbank First Nation

Question 1: What important considerations do you see for each existing corridor option?

Option 1a: Westbank Town Centre - Dobbin Road - Grade-separated Crossings

- Further development for town centre plan, help identify community identity.
- Overpasses good, avoid as many traffic lights as possible.
- All Westbank Town Centre options would facilitate tourist businesses in Westbank.
- West Kelowna bypass 'needed.' Good as noted.
- West Kelowna is very ugly - these options ensure it remains industrial looking and unpleasant.
- Flow + not getting stopped at each light. Access to George Pringle School off of

Elliott - it is a French Immersion School - many using Hwy to get to it.

- Should take road out of Westbank (bypass).
- The best option is south realignment through Glen Canyon.
- No - Bypass.
- Definite improvement over existing which creates congestion + long wait times because lights aren't coordinated. Gets rid of lights and less pollution.
- Save the neighbourhoods. Create overpasses, or trench through downtown.
- Excellent option! Westbank Centre is not huge. Put an interchange at each end and overpasses - easy to navigate.
- This is my preferred option. Access will be needed off Elliott to City Hall that may be on the WEST HALF OF THE ELLIOT-BROWN BLOCK.
- Concerned with the barrier this would create within the community, not in support of this option.
- I would like to see the same speed limit from bridge to Peachland.
- Overpasses do help maintain traffic flow - especially in peak hour.
- Property development beside Doblin Rd. is ongoing - property acquisition would be difficult. Get the three traffic off this city street.
- No too close to shopping + residential.
- This option will not improve the aesthetics of Westbank in ____ it will make it worse than what it is now.
- Looks ok, might have more foot print than 1B.
- I prefer the look and feel of this option. Will remove the "busy feel" from West Kelowna Streets.
- Impact on businesses along the route.
- This would keep the businesses away from the crossings for people walking, cycling and driving locally.
- No.
- Provides better possibilities for entering + exiting the highway.
- Seems to be the least intrusive.

- We do not need a second lake crossing.
- "This is the best option for Westbank town center as it keeps through traffic flowing, and maintains local access for residents. Would have less impact during construction than the trench."
- "Westbank downtown should have grade separations. This part of the plan makes sense. If boucherie and westlake road were overpasses, people would be happier. It's a shame this didn't happen because the mayor and council shot it down. If you took a vote from residents, they would want this."
- "Westbank Town Centre should be designed with a rail stop and PUBLIC SQUARE. It could have a ""central station"" where the town could foster a public square where the roads currently divide. This could solve the cities problems with a lack of a ""core""."
- The existing highway to Kelowna, through the WFN could house a train as well as weave to the other hubs (shannon lake, glenrosa, rose valley, etc.). Fast and slow rail systems (think transportation web) should be of utmost consideration for improving traffic in and around central okanagan. See Dom Luis Bridge in Porto, Portugal as precedent for a new improved bridge for walking tourists and commuting trains together. A public train and rail SYSTEM needs to be studied and implemented NOT simply another highway. An aging population along with a tourism industry needs other ways to transport and engage in our environment rather than cars/trucks. This is not simply a ""highways"" solution. It must include all jurisdictions. Think about future planning of trains from Vancouver to the Valley as well. Perhaps a fast boat from Peachland etc. Creative Solutions that don't cut through mountainsides should be our aim." free traffic lights through westbank or local bypass around the town
- Good Idea

- "Upgrading the existing corridor is a priority -and improving traffic flow. After the bridge reduce traffic lights between Harvey and Sexsmith."
- Widen highway and add interchanges remove traffic lights.
- "I think it's a great idea to use the existing highways and revise the infrastructure to deal with more traffic. Lowering the highway and creating over passes at the current elevation I believe is the best way to deal with the traffic issues. We need to eliminate the lights on the highway and I feel this is the best way to do so with the least impact on the community and parks."
- Grade separations like hyway 97 and westside road take too much land for the town center. There might not be much town left.
- "This seems like a valid option to improve flow and make downtown Westbank more appealing. Option 1b is slightly more appealing than 1a but they are both good options."
- "I think this is the best option but please try to create a liveable downtown that is friendly to pedestrians, bicyclists and will make people want to live and visit the city centre. This needs enough resources for careful extensive planning and putting a liveable downtown as a top priority equal to moving traffic efficiently."
- A tunnel completely underground will keep noise & pollution out of the downtown area.
- No, too much congestion into Kelowna
- This is a reasonable idea. I would like to see cost projections.
- "It would be nice to have a proper West Bank Centre as opposed to the highway running through it. I think overpasses would be the most effective way of dealing with the traffic."
- Considerations to existing roads needs to be explored
- Either 1a or 1b are fine options. I would go with the cheaper one here.
- "Grade-separated crossing would not improve the community feeling of WK, visually in particular. I would imagine that highway noise would also be significant with this option. As for eliminating access to some roads, we will all adjust to these minor changes. It is much more important to move traffic efficiently."
- "Bypassing main street in an already urbanized area is a good idea. You aren't disturbing nature or displacing animals. The sewers for drainage and other infrastructure is already there. The construction of this is less intrusive than 1B."
- "Give Westbank a ""down-town"" quiet road, and move the HWY 97 traffic to the Dobbin side of the road. Have less traffic lights for Dobbin Road and add in some over passes/dead ends to have less lights on that side."
- "Best option is to expand the current highway to 6 lanes, and install elevated, or lowered interchanges where all traffic lights are on the existing route. Also, max out the current bridge capacity to the 6 lanes that it was designed to carry."
- None of these options are overly appealing but of the 3, this would be the "best of the worst."
- Simple - widen the existing highway, and create better interchanges (instead of traffic lights).
- "Not as friendly to bicycles and pedestrian since they need to use an overpass to get across new highway. Seniors with mobility scooters may not get around as easy."
- "Any projects that can bring attention to the Westbank Town Centre are beneficial. The downtown core has to be revitalized in ways to bring tourists and locals to that area."
- I prefer the trench option.
- This would be an improvement, but trench is best!
- "This would be an extremely great option when compared to the current situation. However, I believe the trench is better as it

does not so greatly disrupt the flow and pattern of pedestrians and cyclists."

- "It makes the most sense to establish over/underpasses rather than lights along the highway as this has the largest impact on the flow of traffic. I support this option wherever it's possible."
- "this option is okay but it seems like it would still feel like a highway going through ""downtown"". removing traffic lights seems like a good option though."
- this option seems to make this area more of a 'highway' feeling and less about a downtown community

Option 1b: Westbank Town Centre - Dobbin Road - Trench

- I approve.
- Best option.
- West Kelowna bypass 'needed.' Good as noted.
- What a terrible disruptive option. Limits the opportunity for development of the City of West Kelowna.
- For but 1a + 1b - access to pool + Memorial Park - Tourists go there for Music in the Park + Westside Days - need easy access or good signage.
- This is the best option if highway left in downtown Westbank.
- No - Bypass.
- 1A + 1B are both better than existing - cost would probably be determining factor.
- Yes better option.
- Not necessary. You don't need that many crossings. Especially w/ overpasses X2 in option 1a.
- Makes the most sense. No stop lights. Good flow.
- Same as above for access to the west half of the Elliot Brown block. If a property consolidation is done with the WD property and THREE TITLES ON ELLIOT AND MAIN.
- Prefer this option due to the number of crossings. Need to ensure existing businesses have access roads. This is preferred to Alt. Route.

- OK - but doesn't address the many lights from the bridge to Gossett Road.
- This option is appealing because the project would all be done at once, instead of a separate project at each junction.
- Also a workable solution.
- I feel that this option 1b is the one to pursue for ease of construction (cement walls and lowest cost.) Also it returns Main Street to the City of West Kelowna and development of Westbank Town Centre.
- I like it.
- No.
- Tunnel. There should be a tunnel from S. of Paynter's market to I.R. #9 (MacDonald's).
- Best option.
- I like this option, makes good sense to me.
- Best option, least amount of hold ups with one interchange at either end.
- This is less appealing.
- Preferred option, against concern re: impact on businesses along the route however, the trenching is great as it reduces noise impact + allows for easy crossing.
- I prefer the trench option but a 3D Model would have made these options easier to understand (if this is a trench that goes the entire length of downtown Westbank (it's a no).
- Like this idea most.
- Sounds expensive.
- We do not need a second lake crossing.
- This option seems like it would be disruptive during construction, and be far more expensive than option 1a.
- "This option would be much cleaner looking than having multiple overpasses. It would allow businesses along the existing cross routes to continue and keep traffic noise down as well."
- My preferred way of dealing with this issue
- "Upgrading the existing corridor is a priority -and improving traffic flow. After the bridge reduce traffic lights between Harvey and Sexsmith. This a better option as it would be less of an eyesore and less environmental impact"

- This would be ideal
- "A trench would take less land. Less buildings would need to be demolished. Possibly there would be less traffic noise in Westbank, the walls of the trench might absorb the sound."
- Seems has least impact on community. Best option
- I like this idea better than 1a but will likely cost more.
- "This is a terrible option. I lived in Montreal where they have a trench and it served to physically divide the community even with the presence of overpasses. The trench was noisier and very imposing so that pedestrians stayed away and would not walk nearby. For Westbank I think this will kill any small amount of walkability that has been created recently. It will also be very difficult to develop the main st side as a liveable downtown with that trench located so close."
- A tunnel is far superior to a trench.
- Do not understand.
- This is a reasonable idea. I would like to see cost projections.
- "I think like above, that the main street being a local street would be beneficial to the local community so this seems the best option"
- "This option is optimal in my opinion. With family living here since 1976, this maintains the forests and appeal of west kelowna, while providing a through traffic ""Highway"" option. It allows local traffic to cross the highway and pedestrians to cross the highway with safety (overpasses)."
- This looks like a great option.
- Considerations to existing roads needs to be explored
- Either 1a or 1b are fine options. I would go with the cheaper one here.
- "The significantly less visual and audible impacts are a huge consideration in building the community of WK while at the same time managing traffic flow."

- Option 1a would be a more cost effective and be able to be carried out in phases.
- The Trench sounds like an similar idea, but I wonder how safe we could make it.
- "Best option is to expand the current highway to 6 lanes, and install elevated, or lowered interchanges where all traffic lights are on the existing route. Also, max out the current bridge capacity to the 6 lanes that it was designed to carry."
- Simple - widen the existing highway, and create better interchanges (instead of traffic lights).
- Less Noise, may look better than overpasses, easy crossing of highway.
- This option would be great for traffic, pedestrians, and cyclists.
- This is the best option to respect pedestrians and cyclists.
- "I find this to be more desirable than the grade separated crossing as it does not so greatly disrupt the flow and pattern of pedestrians and cyclists."
- this seems like a better option as you would have a bit of separation between the highways and businesses
- "this option feels better as you can still have a community feeling with shopping and (hopefully) mixed use buildings. Maybe this option would even allow for downtown Westbank to be a place where people want to be"
- Despite the additional delays, this option is ideal from a community appearance perspective.

Option 2: Westbank Town Centre to W. R. Bennett Bridge - Grade Separation

- Good.
- West Kelowna bypass 'needed.' Good as noted.
- Not as much required as bypass is the best option.
- Removing light, using interchanges + overpasses. The new overpass has helped

w/ flow. Need good signage to direct people to amenities, wireless, athletics.

- No underpass at Bartley?
- No - Bypass.
- Get rid of lights resulting in less accidents and pollution.
- Yes agree.
- Excellent option! The westside Rd. interchange was a huge improvement. With no lights on this stretch I believe traffic would flow very well for a long time.
- Need proper frontage road from Nanter to Westlake/Hudson.
- This is the best option for West Kelowna. Would be a significant improvement with minimal/neg. impact on existing business/residents. Most likely least cost option, too.
- This is best because it removes the lights at Boucherie & Westlake.
- I do not want 10-20 years of construction delays. If projects in Westbank and near the bridge began together it would help reduce years of work.
- I like it.
- Good idea but traffic needs to be reduced by development of an alternate route (by-pass).
- No.
- Most logical which will immediately improve traffic flow.
- Love it. The more removal of lights and integration of interchanges, the better!
- Another good option to improve flow, current signals that close together on a highway not realistic.
- Costs of interchanges is expensive and the connections are suspect (Horizon Drive/Boucherie). What happened to the Sneeu Road underpass?
- No.
- Won't need all those upgrades if 2nd crossing is between South Mission & Gellatly - also having a South Crossing would take some traffic off 97 in Kelowna and move it to KLO Rd. or Lakeshore.
- We do not need a second lake crossing.

- "A much needed improvement to highway 97. This route makes the most sense as traffic funnels in/out from both sides to/from Kelowna. Improving the flow along this existing corridor makes the most sense, environmentally and economically. Why not have a full interchange at Bartley Road and none at Dailmer? The Bartley intersection is far busier, and improvements could be made to the frontage roads to accommodate the industrial/school traffic?"
- "This option is by far better than the alternate corridor options. Well thought out interchanges along the existing route would be considerably less cost to adding 14 km of new highway through steep and difficult terrain. Changes that have already been made at Westside road and the roundabout on Westlake road are great improvements already. This work should continue with interchanges as laid out in the Option 2. Some improvements to parallel routes would also go a long ways to improving traffic flow."
- Westbank downtown should have grade separations. This part of the plan makes sense.
- "Westbank Town Centre should be designed with a rail stop and PUBLIC SQUARE. It could have a ""central station"" where the town could foster a public square where the roads currently divide. This could solve the cities problems with a lack of a ""core"". The existing highway to Kelowna, through the WFN could house a train as well as weave to the other hubs (Shannon Lake, Glenrosa, Rose Valley, etc.). Fast and slow rail systems (think transportation web) should be of utmost consideration for improving traffic in and around central Okanagan. See Dom Luis Bridge in Porto, Portugal as precedent for a new improved bridge for walking tourists and commuting trains together. A public train and rail SYSTEM needs to be studied and implemented NOT simply another highway. An aging population along with a tourism industry needs other ways to

transport and engage in our environment rather than cars/trucks. This is not simply a ""highways"" solution. It must include all jurisdictions. Think about future planning of trains from Vancouver to the Valley as well. Perhaps a fast boat from Peachland etc. Creative Solutions that don't cut through mountainsides should be our aim." Use overpasses, and remove the lights. Widen highway add interchanges Remove traffic lights and dangerous crossings to keep traffic moving. We should start soon. Deals directly with the issue of congestion. Corrects the problems of multiple intersections.

- "Turning the current traffic flights to exits with overpass/underpass will help traffic backup immensely and will reduce accidents. The intersection at Boucherie Rd and Hwy 97 is a frequent accident area. Having a proper on/off ramp with an overpass should eliminate the accidents. There should be a full interchange between Butt Rd and Westlake otherwise businesses near Bartley/Ross Rd will be affected negatively."
- "This is a feasible option as long as the interchanges are designed logically. Please focus on using this option and carefully consider all possibilities in making this work. I would also like to see more consideration for making this work beyond 2040 when the Transport Minister said is when we may need a second crossing. Please use this option as much as possible in the long term and avoid the alternate corridors options."
- We should move people not more cars. Rapid Transit is a better option.
- Do not understand.
- THIS IS THE BEST OPTION. BY FAR.
- This option seems that it could be very expensive but impacts less property, but yet some people will be affected considerably.
- "As long as the local traffic is protected and pedestrians are considered the highway should be enhanced in a way that moves

traffic through with ease but allows visitors to reach west kelowna."

- "This looks like a really good idea. I think this should be combined with light rapid transit to reduce the car volume into Kelowna. Currently the transit available from West Kelowna to Kelowna and around West Kelowna is not really viable for most commuters. If there was a fast reliable transit option into Kelowna and back I think many would use it."
- "Overpasses really are all we need to solve the traffic problem. A bypass won't help residents get to the other side of the bridge faster than the existing beefed up corridor would. Housing and commercial properties are still around the existing highway. We need to get there. All of the infrastructure for road s and road building is here already, not out on the what should be protected forest.
- A Second crossing is a crazy idea. Vancouver has so many more people and only 3 bridges. If anything, make the bridge into a double decker bridge, or widen it."
- Good idea
- Yes
- "Overpasses are all West Kelowna needs. An alternate corridor that ruins the forrest won't help the traffic we face day to day. Rush hours will still be slow through west Kelowna. Connector traffic is not the problem. West Kelowna has housing and amenities that people need to access. This won't change. Overpasses are needed and WAY more cost effective than destroying the forest, displacing animals and devaluing real estate in the affected neighborhoods."
- "I like this idea and feel that the majority of the congestion along Hwy 97 is due to the traffic lights. I drive this highway every day and there seem to be so many lights along this corridor. Having the thru traffic at a different level than the lights/ vehicles turning makes sense to me."
- "I think you should continue with removing lights on hwy 97 and adding in overpasses. I

do NOT want a higher level highway, by passing all of Westbank and cutting through our Rec Areas and parks."

- "Best option is to expand the current highway to 6 lanes, and install elevated, or lowered interchanges where all traffic lights are on the existing route. Also, max out the current bridge capacity to the 6 lanes that it was designed to carry."
- Simple - widen the existing highway, and create better interchanges (instead of traffic lights).
- Sounds like the best solution to allow traffic flow to Kelowna without making high mountain detours over a new connector road.
- I would need more information to consider this option.
- "this seems like the best option. we have an existing highway that does not function well due to the traffic lights. removing the lights and creating the grade separation overpasses makes sense. I note that the overpass at Westside Road now has eased the congestion around that area. It makes sense that if all of the lights were removed from the highway, it would function more efficiently and ease congestion."
- "this is the best option as it makes the most sense. use existing highway, take out the lights and ease congestion without disrupting residential neighbourhoods, parks, streams, etc.."
- "This is ideal and should have been started years ago to prevent the development that now encroaches on many of the intersections. Regardless of the through traffic there will be increased commuter traffic into Kelowna and the City/Province have known for years that these intersections are grossly inadequate for the traffic volumes. Before another decade passes without taking action and further development reduces options this plan should be put in place."
- "There are several concerns with this route, most importantly that it would take away

valuable park land in an area where residents have purchased property with the intent of living near such a remarkable regional park. Placing the highway near the reservoir runs the risk of vehicle fluids/spills/accidents contaminating the water supply which is intended to be cross-connected into the West Kelowna system in the future."

Question 2: What important considerations do you see for each alternate corridor option?

Option 1a: Trepanier Road to Smith Creek Road

- This would be a more considered option if Peachland follows through on its plan to bypass the town from the current 4 lands South of Peachland. I prefer a Westside/Westbank bypass to relieve a lot of the congestion from downtown Westbank and because I believe during AM/PM & seasonal peak times traffic is not stopping in town anyway, it is transiting through. Not bypassing Peachland is not much of an option due to bottleneck.
- Best option.
- Not good.
- All these options would take business (tourist type) away from local businesses. Probably send it to Penticton and Kelowna. Very costly; once started committed to entire project.
- Option 1A Best. But needs second bridge.
- Best choice + allows great development of West Kelowna in terms of housing + commerce.
- Costs of maintenance in winter.
- Better than going through Westbank and option 1b.
- We don't need this.
- Only if 1B is not used.
- These options won't benefit most westsiders.

- Affects one of our beautiful neighbourhoods. Improvements could be made elsewhere.
- All of these alternate corridors are CRAZY TOWN bad ideas!! They impact too many people and parks negatively.
- Doesn't make sense when Peachland bypass goes there.
- Not needed. If alt. route is decided, this option is preferred between 1a/1b.
- Good second outlet potential for Glenrosa Area. Best remoteness from urban area.
- No.
- Move people with transit not cars.
- I don't agree with these options in any form. Very expensive to construct and detriment to existing neighbourhood, especially Tallus Ridge and Shannon Heights.
- Prefer 1B to tie in with Peachland and south traffic (unless a Peachland bypass is constructed as well to tie into).
- Improve the existing highway with the interchanges and none of these are necessary.
- No! Too expensive destroys West Kelowna. Too many environmental consequences.
- I do not see how this option helps traffic whatsoever over option 1b.
- Getting a 2nd bypass away from population is a must... for future growth. Anything built through populated areas will conflict to create bottlenecks.
- This will be the least impact to the existing residential area (Glenrosa).
- Grade, impacts on existing neighbourhoods, parks, trails.
- Environmental destruction.
- "This route should not be considered as along with impacting the powers creek park and watershed, it requires extensive
- blasting through bedrock."
- Opposed to alternate routes
- "Please take a look at this petition and read the comments.
<http://www.thepetitionsite.com/512/484/701/stop-the-destruction-of-our-urban-parks-in-the-central-okanagan.-say-quotnoquotto->

the-bypass./ People want to keep the parks. We are planning for 30 to 40 years out according to your engineers. That is a big number technologically and ecologically speaking. in 40 years some parts of the world will be off gasoline vehicles. Maybe we have powered roadways with magnets or static , maybe there are only self driving cars... deciding to build a huge road through parks is irresponsible and though the City of West Kelowna will argue they are planning for the future, I'd argue they are planning in a short sighted way. The ""easiest"" solution theoretically is to create an alternate bypass. This bypass will be utterly useless without a second crossing and even if there is a second crossing you need to look at where the bulk of the residents live - most people will continue to use 97 instead of heading way out to an alternate bypass with nothing on it. The province gave a 40+ million dollar grant to upgrade the water treatment plant at Rose Valley and now the city of west kelowna asks to cut a road through it and endanger all the animals and water supply. The forest needs those animals and trees to keep that reservoir in working order. Car exhaust, risk of spills and human litter is the last thing that area needs! Please make the right choice for the community and our future. Everyone wants to come to BC for it's beauty and green spaces. Don't get rid of them. Upgrade the current corridor and make plan for the future with high speed rail and self driving cars in the plan."

- "Westbank Town Centre should be designed with a rail stop and PUBLIC SQUARE. It could have a ""central station"" where the town could foster a public square where the roads currently divide. This could solve the cities problems with a lack of a ""core"". The existing highway to Kelowna, through the WFN could house a train as well as weave to the other hubs (shannon lake, glenrosa, rose valley, etc.). Fast and slow rail systems (think transportation web) should be of

utmost consideration for improving traffic in and around central okanagan. See Dom Luis Bridge in Porto, Portugal as precedent for a new improved bridge for walking tourists and commuting trains together. A public train and rail SYSTEM needs to be studied and implemented NOT simply another highway. An aging population along with a tourism industry needs other ways to transport and engage in our environment rather than cars/trucks. This is not simply a ""highways"" solution. It must include all jurisdictions. Think about future planning of trains from Vancouver to the Valley as well. Perhaps a fast boat from Peachland etc. Creative Solutions that don't cut through mountainsides should be our aim."

- Cuts through major wintering grounds for deer and moose
- This is a better option as it is further from residential areas and less disruptive.
- "The alternate corridor is completely unacceptable due to the high cost, lengthy travel time and impact on the environmental. If the Alternate corridor option is considered - the government will need to be transparent in the costs and provide thorough evidence of a full environmental impact analysis. If there is evidence of harm to our regions wildlife and any endangered or at risk species - this will lead to very strong community opposition and negative reaction across the province. The costs of the alternative corridor would be astronomical redistributing money to the Okanagan with a real but relatively small traffic issue in comparison to Vancouver in it's region. The situation in the Vancouver region is much worse and funds need to be allocated appropriately to that region and then invest proportionately in the okanagan. This real issue here is primarily in providing more rapid travel on Harvey after to bridge to Sex smith. This is what is clogging our roads and is the route of the congestion. The alternate corridor will not address the primary issue (slow traffic due to multiple

intersections along Harvey to Sex smith). The alternate corridor will be useless to reduce traffic as it will lead back to the original bridge which is at the start of the primary problem causing slow traffic through Harvey. It will accomplish nothing except ruin sensitive parkland and wildlife costing massive amount of funds. It will force the need to build another lake crossing to address the unresolved congestion issue costing taxpayers even more money on a much more expensive bridge than our current re built bridge and forcing commuters to travel large distances out of the way- eliminate any chance of encouraging bicyclists to travel that route due to the long distance and height elevation. Residents in our region are appalled at this plan. We believe it is heavily influenced by West Kelowna council which is wanting the province to pay this bill and and are against expanding the current main corridor. We question their and the mayor's motives and wonder if their decision is being influenced by a small group of influential well moneyed individuals who would are concerned about their own financial interests . expanding the making corridor with its interchanges and addressing the primary problem (speeding up traffic after the bridge to Sexsmith by creating fewer lights and fewer point of entry onto Harvey allowing downtown Kelowna roads to either tunnel under or overpass Harvey is the most fiscally responsible solution with the least impact on the environment."

- "This could be good if Peachland bypass is created. Not sure how much this road will be used as it connects to Glenrosa and Smith Cr. Please consider the rural residents in this area and their values." All bypass options are not necessary, mass transit needs to be the focus, as fossil fuels are replaced.
- Good route, bypass Westbank.
- No

- Do not want bypass
- "I just do not think an alternate corridor should be considered at all, we should work with what we have and focus on better transit. This is what the future should be, not a legacy of destroying local regional parks. The area we live, in whilst growing is not suffering that much congestion to warrant a second bridge or another highway, the costs would be tremendous to the taxpayer and the outcome would be the loss of beautiful green space"
- "This would cut off many visitors from coming into West Kelowna and would destroy the livelihood of many small businesses in the heart of West Kelowna."
- "I like the existing highway upgrades, this is an unnecessary build based on a community plan that is not viable. If the West Kelowna council did not have the idea to add another access road behind the community, I don't think anyone would even be considering these options. Anyone who has looked at the terrain in this area can see that building a road to connect highway 97c to Westside Road in Bear Creek is ridiculous."
- "All of the Alternate corridor options are terrible and ill thought out. Wildlife and parkland is too important. You put one road in and then housing and destruction of the forest will follow. The trail systems are used daily by residents and visitors. In all of this analysis that the province has done I'm betting there was no study on current park usage. I see kids exercising and enjoying nature daily in these parks. We don't want kids inside playing video games. Our province and city should want us to be happy and healthy. We need these parks for that. Housing that is affected by this roadway will be depleted in value. You are taking monetary value out of resident's personal wealth. We've worked hard for years for what we have. You have NO right to change this! Please stay to the existing corridor."
- "Ridiculous idea! Removing a large wildlife area, filling a residential area full of noise and pollution, effectively shutting down a well used recreational area damaging an environmentally sensitive area, cutting through a regional park. So much wrong with this idea only the government would come up with it."
- This option is the best of 1a or b for the simple fact that it impacts less neighborhoods.
- "The construction expense and long-term maintenance of TWO main corridors! Keep Hwy 97 as the main corridor with changes to enable efficient thru-traffic flow and access to main intersections with a wide ROW on either side for even further expansion wayyyy in the future."
- "An alternate corridor in the proposed locations are ridiculous and short sighted. Big cities, which the West Kelowna council wants so badly to become, put in bypasses away from housing and parks - NOT THROUGH THEM!!!"
- No high line Hwy, thru Peachland, widen Hwy 97 in place
- "This is a highly used recreation area for various groups. The sound alone from a new highway that would come down from there would echo over all of Westbank. The ugly eye sore of having a road cut through the hillside/forest would be extremely negative for our city."
- "All of these proposed alternate corridors are a disgusting travesty and mis-use of recreational and residential lands ! Anyone who honestly believes that there is any real benefit to these terrible options, is a complete idiot ! Most of the residents who live in West Kelowna, do so because they value and enjoy their proximity to the many recreational areas and green spaces that will be destroyed by these proposed routes. How many of us will be forced out of our homes for this ugly project ? If a route MUST be explored to get to a second crossing point, it should be sourced MUCH

further north, clearly to the north of Glenrosa, Smith Creek, and to the north side of the Rose Valley reservoir. Destroying parks and recreational land is never a fair trade for some stinking highway !!!"

- "Completely opposed to the Bypass option. Not sure why for the purposes of this open house it is broken up into options within the Alternate Corridor option but the entire bypass route is ill conceived and will have so much negative impact on West Kelowna. Too close to neighbourhoods, destroys greenspace, impacts watershed, doubles the distance from town centre to bridge, steep grades. Since no one at the open house could give a cost, I imagine it would be in the billions of dollars given the topography. West Kelowna Council is pushing the bypass option but the residents of west kelowna DON'T WANT IT!"
- "Terrible idea !!! This will destroy recreation areas and access to highly beloved green spaces, which also are the source of much tourism in West Kelowna. These recreation areas are much of the reason that residents love to live in West Kelowna. We are disgusted to hear that these proposals are even being considered, either by local government, or by the province. There is already a highway corridor that can be expanded to meet an increase in traffic. There should also be an option of a route that skirts far to the north of all of the proposed routes (and Rose Valley Reservoir), and comes back to the proposed crossing spot at Bear Creek Rd."
- "May be an easy route coming from Trepanier or Top of Glenrosa and Upper Smith Creek but is higher and nobody from the lower area will move up to a connector road when the lower road is shorter and no snow on it."
- "I believe the road through here would be treacherous in the winter and involve way too much building on slopes involving many bridges."

- "Building a highway on this land will ruin neighbourhoods, block access to parks, cut away parts of the natural forest, ruin trail networks, and jeopardize ecosystems and water supplies. Instead, please focus on improving the EXISTING road and removing lights along the highway."
- "not a good option. I don't believe that any of the options presented that will cut through existing neighbourhoods, parks and forest is a good idea. The existing highway 97 will function properly if the lights are replaced with overpasses. I don't like the idea of creating such a huge impact on our wilderness areas. Any of the options presented here will have to cut through forests, over creeks and come very close to already established neighbourhoods. This will cut off use of the existing and popular hiking trails, biking trails and wilderness that many of the residents of West Kelowna have come to enjoy. This would make living in West Kelowna very undesirable to many if it is literally a town that is surrounded by highways with no easy access to all of the surrounding wilderness beauty. As I said before I don't believe that any of the following options are good idea....I will cut and paste these comments below."
- "this does not seem like a good option. why not use and improve the existing highway. possibly improve the road access to the highway but there is no need to create more roads - especially through already established neighbourhoods"
- "I think this would be a waste of time, money and energy spent due to the amount of traffic that will utilize this, both present and future"
- No. Do not destroy our nature.
- Fails to accommodate traffic on Highway 97.
- No.

Option 1b: Highway 97/ 97C Junction to Smith Creek Road

- Second best.

- Preferred bypass downtown, exit - escape for Glenrosa residents.
- The connector area is too congested now due to mountains + mill. Best solution is the connection to the 97C Connector providing best flow through - south + west.
- Impact on Glenrosa neighbourhood. Acquisition of rural property - what if people don't want to sell?
- We don't need this.
- Yes makes sense. Bypass West Kelowna. Free up existing Hwy 97 to local West Kelowna use to the existing bridge.
- These options won't benefit most westsiders.
- This is okay.
- We need a Smith Creek crossing for Glenrosa Egress. Even with a Peachland Bypass local Peachland traffic will use 1B.
- Not needed.
- Good second outlet potential for Glenrosa Area.
- Yes.
- Move people with transit not cars.
- I don't agree with these options in any form. Very expensive to construct and detriment to existing neighbourhood, especially Tallus Ridge and Shannon Heights.
- Makes sense to me.
- Improve the existing highway with the interchanges and none of these are necessary.
- No! Too expensive destroys West Kelowna. Too many environmental consequences.
- Provides a secondary route for Glenrosa residents but again not going to help ease or improve general traffic along the highway.
- This is a horrible proposal.
- Environmental destruction.
- "This route should not be considered as along with impacting the powers creek park and watershed, it will have a huge impact on the quality of life for Glenrosa and Smith creek residents."
- Opposed to alternate routes
- I like this option better than option 1a as I could go to either Peachland or up the connector when driving through West Kelowna.
- "Please take a look at this petition and read the comments.
<http://www.thepetitionsite.com/512/484/701/stop-the-destruction-of-our-urban-parks-in-the-central-okanagan.-say-quotnoquotto-the-bypass/> People want to keep the parks. We are planning for 30 to 40 years out according to your engineers. That is a big number technologically and ecologically speaking. in 40 years some parts of the world will be off gasoline vehicles. Maybe we have powered roadways with magnets or static , maybe there are only self driving cars... deciding to build a huge road through parks is irresponsible and though the City of West Kelowna will argue they are planning for the future, I'd argue they are planning in a short sighted way. The ""easiest"" solution theoretically is to create an alternate bypass. This bypass will be utterly useless without a second crossing and even if there is a second crossing you need to look at where the bulk of the residents live - most people will continue to use 97 instead of heading way out to an alternate bypass with nothing on it. The province gave a 40+ million dollar grant to upgrade the water treatment plant at Rose Valley and now the city of west kelowna asks to cut a road through it and endanger all the animals and water supply. The forest needs those animals and trees to keep that reservoir in working order. Car exhaust, risk of spills and human litter is the last thing that area needs! Please make the right choice for the community and our future. Everyone wants to come to BC for it's beauty and green spaces. Don't get rid of them. Upgrade the current corridor and make plan for the future with high speed rail and self driving cars in the plan."
- "Westbank Town Centre should be designed with a rail stop and PUBLIC SQUARE. It

could have a "central station" where the town could foster a public square where the roads currently divide. This could solve the cities problems with a lack of a "core". The existing highway to Kelowna, through the WFN could house a train as well as weave to the other hubs (shannon lake, glenrosa, rose valley, etc.). Fast and slow rail systems (think transportation web) should be of utmost consideration for improving traffic in and around central okanagan. See Dom Luis Bridge in Porto, Portugal as precedent for a new improved bridge for walking tourists and commuting trains together. A public train and rail SYSTEM needs to be studied and implemented NOT simply another highway. An aging population along with a tourism industry needs other ways to transport and engage in our environment rather than cars/trucks. This is not simply a "highways" solution. It must include all jurisdictions. Think about future planning of trains from Vancouver to the Valley as well. Perhaps a fast boat from Peachland etc. Creative Solutions that don't cut through mountainsides should be our aim."

- "seriously, are we going to cut through the Trepanier creek interrupting a major mule deer wintering area?
- NO NO NO"
- Not a good option. It will negatively impact more residential areas and residents.
- Unacceptable due to environmental, health and safety impact , costs and high cost relative to spending on the existing corridor.
- All bypass options are not necessary, mass transit needs to be the focus, as fossil fuels are replaced.
- Prefer 1a
- "I just do not think an alternate corridor should be considered at all, we should work with what we have and focus on better transit. This is what the future should be, not a legacy of destroying local regional parks. The area we live, in whilst growing is not suffering that much congestion to warrant a second bridge or another highway,

the costs would be tremendous to the taxpayer and the outcome would be the loss of beautiful green space"

- "These options destroy the heart of many beautifully built up communities in West Kelowna. We have been living in Tallus Ridge for 10 years - since the beginning. We moved to this city from Calgary for reasons of living in nature and NOT hearing highway noise. We have 3 young children who we want to grow up and be a part of our community of West Kelowna. We have great jobs and would love to stay, but building a highway would be DEFINITIVE for us to move into Kelowna or elsewhere. I will not live where I can see and hear a highway and have our forest, water, and communities ruined by physical construction, damage to natural ecosystems and noise/visual impact. There are many less expensive options to upgrade the existing highway."
- "I like the existing highway upgrades, this is an unnecessary build based on a community plan that is not viable. If the West Kelowna council did not have the idea to add another access road behind the community, I don't think anyone would even be considering these options. Anyone who has looked at the terrain in this area can see that building a road to connect highway 97c to Westside Road in Bear Creek is ridiculous."
- "All of the Alternate corridor options are terrible and ill thought out. Wildlife and parkland is too important. You put one road in and then housing and destruction of the forest will follow. The trail systems are used daily by residents and visitors. In all of this analysis that the province has done I'm betting there was no study on current park usage. I see kids exercising and enjoying nature daily in these parks. We don't want kids inside playing video games. Our province and city should want us to be happy and healthy. We need these parks for that. Housing that is affected by this roadway will be depleted in value. You are

taking monetary value out of resident's personal wealth. We've worked hard for years for what we have. You have NO right to change this! Please stay to the existing corridor."

- This option seems more logical in that it doesn't leave Peachland out of the loop...
- "The construction expense and long-term maintenance of TWO main corridors! Keep Hwy 97 as the main corridor with changes to enable efficient thru-traffic flow and access to main intersections with a wide ROW on either side for even further expansion wayyyy in the future."
- "Again, destroying forest when all of the infrastructure already exist on highway 97 makes no sense. Whomever devised this whole alternate corridor does not live in the community or take part in the glorious quiet nature that the residents truly treasure. It is literally the reason I moved here. If you destroy that, we have nothing special over those other centres."
- No high line Hwy, thru Peachland, widen Hwy 97 in place
- "This is a highly used recreation area for various groups. The sound alone from a ne highway that would come down from there would echo over all of Westbank. The ugly eye sore of having a road cut through the hillside/forest would be extremely negative for our city. Plus this is encroaching on residential areas and farmland."
- "All of these proposed alternate corridors are a disgusting travesty and mis-use of recreational and residential lands ! Anyone who honestly believes that there is any real benefit to these terrible options, is a complete idiot ! Most of the residents who live in West Kelowna, do so because they value and enjoy their proximity to the many recreational areas and green spaces that will be destroyed by these proposed routes. How many of us will be forced out of our homes for this ugly project ? If a route MUST be explored to get to a second crossing point, it should be sourced MUCH

further north, clearly to the north of Glenrosa, Smith Creek, and to the north side of the Rose Valley reservoir. Destroying parks and recreational land is never a fair trade for some

- stinking highway !!!"
- "Completely opposed to the Bypass option. Not sure why for the purposes of this open house it is broken up into options within the Alternate Corridor option but the entire bypass route is ill conceived and will have so much negative impact on West Kelowna. Too close to neighbourhoods, destroys greenspace, impacts watershed, doubles the distance from town centre to bridge, steep grades. Since no one at the open house could give a cost, I imagine it would be in the billions of dollars given the topography. West Kelowna Council is pushing the bypass option but the residents of west kelowna DON""T WANT IT!"
- "Terrible idea !!! This will destroy recreation areas and access to highly beloved green spaces, which also are the source of much tourism in West Kelowna. These recreation areas are much of the reason that residents love to live in West Kelowna. We are disgusted to hear that these proposals are even being considered, either by local government, or by the province. There is already a highway corridor that can be expanded to meet an increase in traffic. There should also be an option of a route that skirts far to the north of all of the proposed routes (and Rose Valley Reservoir), and comes back to the proposed crossing spot at Bear Creek Rd."
- Only good for traffic from south of Westbank, way too long to use the connector & Option 2a
- Too much farmland/acreages and steep slopes.
- "Building a highway on this land will ruin neighbourhoods, block access to parks, cut away parts of the natural forest, ruin trail networks, and jeopardize ecosystems and water supplies. Instead, please focus on

improving the EXISTING road and removing lights along the highway."

- "not a good option. I don't believe that any of the options presented that will cut through existing neighbourhoods, parks and forest is a good idea. The existing highway 97 will function properly if the lights are replaced with overpasses. I don't like the idea of creating such a huge impact on our wilderness areas. Any of the options presented here will have to cut through forests, over creeks and come very close to already established neighbourhoods. This will cut off use of the existing and popular hiking trails, biking trails and wilderness that many of the residents of West Kelowna have come to enjoy. This would make living in West Kelowna very undesirable to many if it is literally a town that is surrounded by highways with no easy access to all of the surrounding wilderness beauty. As I said before I don't believe that any of the following options are good idea....I will cut and paste these comments below."
- "this is NOT a good option. why not use and improve the existing highway. possibly improve the road access to the highway but there is no need to create more roads - especially through already established neighbourhoods"
- "this doesn't make sense either - 1A and 1B shouldn't even be on the table - these options make the commute times longer and disturbing the natural areas and watersheds to make a longer drive do not make sense at all"
- "Absolutely NO. The smith Creek recreational area is a world class park. It is used by many people for all sorts of activities. As a mountain biker who frequents Smith Creek, I come along many people who come from many other parts of BC and the US to use this trail system. It pumps money into our economy. Please do not destroy it."
- No.

- Good for second crossing bypass of downtown West Kelowna and preserving downtown character. Accommodates Highway 97 + 97C traffic.

Connector: Smith Creek to Bartley Road

- Best way to go without doubt.
- Ok. Fine route.
- Very expensive - drilling and blasting steep topography.
- Good.
- Not in favour. Too close to houses. Scarring of hillsides. Important wildlife corridors disrupted. Weather, snow + ice when the rest of West Kelowna has rain top streets in Smith Creek has snow. Cost of winter snow removal. Disruption to neighbouring community.
- Good.
- We don't need this.
- Absolutely yes to this connector would take a lot of traffic of existing Hwy 97 from residents living in Glenrosa + Smith Creek.
- These options won't benefit most westsiders.
- Terrible idea, it will ruin the best neighbourhood on the westside, Jallus Ridge. People will move, we will not buy. Better to disrupt downtown small businesses than people that live in West Kelowna.
- I feel this option doesn't make sense - including all Alternate Corridor Options - would devalue all property south of the connector. Cost value of constructing this option would cost the province more than the existing corridor options.
- Visual scarring across hill. Behind S. Harrison ____ Road. Doesn't seem time effective for locals to drive up and then back down from.
- Horrible option. Significant impact on existing developments. Not needed! Existing corridor improvements address all issues!
- Probably the best option.

- I think it would make more sense to use Shannon Lake Road or at least give it serious consideration.
- All is ok with this.
- Yes needed to connect options.
- Move people with transit not cars.
- I don't agree with these options in any form. Very expensive to construct and detriment to existing neighbourhood, especially Tallus Ridge and Shannon Heights.
- Very steep slope between Tallus Ridge houses and the adjacent hillside - I have a hard time seeing how a highway can be cut into such a steep slope behind Paramount Drive.
- Improve the existing highway with the interchanges and none of these are necessary. This seems like a very expensive road to build on this steep rocky hillside.
- No! Too expensive destroys West Kelowna. Too many environmental consequences.
- This entire bypass route serves a limited purpose to the West Kelowna community. Allows non-residents to go around (hurts local businesses) is not helpful to commuters at all, and is very close to existing communities + sensitive environmental areas.
- Can it go higher? It still impacts on green space but not as much as option 2A. Necessary to make the bypass option 1A possible.
- This is a horrible proposal.
- Environmental destruction.
- "This route should not be considered as it will impact wildlife, and take away the possibility of future residential development. Can you say tax base?"
- Opposed to alternate routes
- "Please take a look at this petition and read the comments.
<http://www.thepetitionsite.com/512/484/701/stop-the-destruction-of-our-urban-parks-in-the-central-okanagan.-say-quotnoquotto-the-bypass./> People want to keep the parks. We are planning for 30 to 40 years out according to your engineers. That is a big

number technologically and ecologically speaking. in 40 years some parts of the world will be off gasoline vehicles. Maybe we have powered roadways with magnets or static , maybe there are only self driving cars... deciding to build a huge road through parks is irresponsible and though the City of West Kelowna will argue they are planning for the future, I'd argue they are planning in a short sighted way. The ""easiest"" solution theoretically is to create an alternate bypass. This bypass will be utterly useless without a second crossing and even if there is a second crossing you need to look at where the bulk of the residents live - most people will continue to use 97 instead of heading way out to an alternate bypass with nothing on it. The province gave a 40+ million dollar grant to upgrade the water treatment plant at Rose Valley and now the city of west kelowna asks to cut a road through it and endanger all the animals and water supply. The forest needs those animals and trees to keep that reservoir in working order. Car exhaust, risk of spills and human litter is the last thing that area needs! Please make the right choice for the community and our future. Everyone wants to come to BC for it's beauty and green spaces. Don't get rid of them. Upgrade the current corridor and make plan for the future with high speed rail and self driving cars in the plan."

- "Westbank Town Centre should be designed with a rail stop and PUBLIC SQUARE. It could have a ""central station"" where the town could foster a public square where the roads currently divide. This could solve the cities problems with a lack of a ""core"". The existing highway to Kelowna, through the WFN could house a train as well as weave to the other hubs (shannon lake, glenrosa, rose valley, etc.). Fast and slow rail systems (think transportation web) should be of utmost consideration for improving traffic in and around central okanagan. See Dom Luis Bridge in Porto, Portugal as precedent for a

new improved bridge for walking tourists and commuting trains together. A public train and rail SYSTEM needs to be studied and implemented NOT simply another highway. An aging population along with a tourism industry needs other ways to transport and engage in our environment rather than cars/trucks. This is not simply a ""highways"" solution. It must include all jurisdictions. Think about future planning of trains from Vancouver to the Valley as well. Perhaps a fast boat from Peachland etc. Creative Solutions that don't cut through mountainsides should be our aim."

- This is a bad idea, do not run a highway through our parks, such as Rose Valley.
- Disruptive but would be necessary if option 1A or 1B were in place.
- Unacceptable due to environmental, health and safety impact , costs and high cost relative to spending on the existing corridor.
- "This option would destroy many quiet, peaceful residential neighbourhoods. In the process, ruin precious green space, hiking trails and many of the attributes that make West Kelowna a desirable place to live."
- "I would like the close vicinity to residences and removal of park space to be given strong consideration. Please consider how this will impact Shannon Lk and Smith Cr communities in terms of their living space. Consider noise, pollution, safety, aesthetics in having a highway so close to those residences."
- All bypass options are not necessary, mass transit needs to be the focus, as fossil fuels are replaced.
- Good route, bypass Westbank.
- "Destroys more green space and trail systems used daily by residents and tourists. We encourage youth to get outside and be active. Friends from out of town marvel at the beauty we have in West Kelowna just outside our homes. Other cities in Canada only wish they had such incredible spaces. And here we consider

clear cutting and paving over these jewels. This is a really bad idea!!!"

- "I strongly prefer using the existing 97 alignment rather than a high level connector. A bridge over Powers Creek would be the only plus associated with this option. This would provide egress for both Glenrosa and Smith Creek and a secondary highway route. It is beyond the ability of the city to build such a bridge. Would the province consider building such a bridge as a backup route to highway 97. Currently whenever highway 97 is closed for emergencies, highway traffic is diverted where possible onto municipal roads. I have seen this many times. I think it is appropriate for the province to assist the city in this particular case with a high level bridge over Powers Creek. Such a bridge may also help ease traffic while hwy 97 is rebuilt through Westbank town centre and Dobbin road is realigned."
- "I just do not think an alternate corridor should be considered at all, we should work with what we have and focus on better transit. This is what the future should be, not a legacy of destroying local regional parks. The area we live, in whilst growing is not suffering that much congestion to warrant a second bridge or another highway, the costs would be tremendous to the taxpayer and the outcome would be the loss of beautiful green space"
- "These options destroy the heart of many beautifully built up communities in West Kelowna. We have been living in Tallus Ridge for 10 years - since the beginning. We moved to this city from Calgary for reasons of living in nature and NOT hearing highway noise. We have 3 young children who we want to grow up and be a part of our community of West Kelowna. We have great jobs and would love to stay, but building a highway would be DEFINITIVE for us to move into Kelowna or elsewhere. I will not live where I can see and hear a highway and have our forest, water, and communities

ruined by physical construction, damage to natural ecosystems and noise/visual impact. There are many less expensive options to upgrade the existing highway."

- "The old Okanagan Highway which goes from Westbank behind Shannon Lake is an excellent alternative to any build higher up in Smith Creek and Shannon Lake. It links Smith Creek to Bartley road and is used as an alternative for many local people going from the Bartley Road area to Westbank. This existing road could be expanded if necessary."
- "Premier Clark, Mayor Findlater and council members, There has been a lot of churn on this subject since the meetings held a couple of weeks ago. It is not entirely clear where community member comments/sentiments are to be addressed other than the questionnaire that is on the City website. I felt it would be more appropriate to write you directly. My family has been a member of the West Kelowna community for approximately 13 years. We specifically chose to settle here because of the beauty of the environment and the serenity that our neighbourhood provides. It's been a wonderful experience which we appreciate on a daily basis. You can imagine our 'horror' (and I don't use that word lightly) when I heard that there was a proposal to build a freeway 'through our backyard'. In my opinion, this is a completely insensitive and irresponsible proposal - insensitive to the environment, in the first instance, and completely insensitive to the investment made by thousands of families who live in the Smith Creek, Talus Ridge, Shannon Lake and Rose Valley neighbourhoods; significant communities which make up the bulk of West Kelowna. The concept of having a 'low lying' freeway literally running through the backyards of some homes is outrageous and incredibly destructive. I find it disappointing that out of all potential options, it was deemed one to include on a top 2 list. Having said that, I do appreciate

that more and more people are travelling through the Okanagan (not to mention choosing to live/retire here) and that we need a solution; however, the proposal on the table must be reconsidered. Based on the available options, I wanted to communicate that my family supports the proposal to upgrade the existing highway 97 corridor. It is antiquated and requires a overhaul. Certainly, on all accounts, it appears to be the most prudent, less costly and less disruptive option. Please be sensitive to the members of this community that have elected you to make responsible decisions - all with a view of protecting the environment and our neighbourhoods. We trust that you are empathetic to all our concerns and will do what is right for this community"

- "All of the Alternate corridor options are terrible and ill thought out. Wildlife and parkland is too important. You put one road in and then housing and destruction of the forest will follow. The trail systems are used daily by residents and visitors. In all of this analysis that the province has done I'm betting there was no study on current park usage. I see kids exercising and enjoying nature daily in these parks. We don't want kids inside playing video games. Our province and city should want us to be happy and healthy. We need these parks for that. Housing that is affected by this roadway will be depleted in value. You are taking monetary value out of resident's personal wealth. We've worked hard for years for what we have. You have NO right to change this! Please stay to the existing corridor."
- "Ridiculous idea! Removing a large wildlife area, filling a residential area full of noise and pollution, effectively shutting down a well used recreational area damaging a environmentally sensitive area, cutting through a regional park. So much wrong with this idea only the government would come up with it."

- "This goes directly above our house. It is unfathomable the disturbance it would cause this quiet family friendly neighbourhood. We bought in a cul de sac to avoid noise and traffic and now this proposed bypass is a stone's throw from our front door??! Despite the noise, the increased damage to forests and wildlife that will be caused are unethical. The wildlife in this area have already been so displaced with the subdivision ever increasing in size at rates I wasn't aware of when we bought this home. We get bears, coyotes, deer, mice roaming around all the time. Please please please reconsider this route. We don't need a bypass, we need better flow into the city itself, most people want to get into the city, not past it."
- "The construction expense and long-term maintenance of TWO main corridors! Keep Hwy 97 as the main corridor with changes to enable efficient thru-traffic flow and access to main intersections with a wide ROW on either side for even further expansion wayyyy in the future."
- We need to lessen our footprint on the earth and not expand it for no good reason.
- No high line Hwy, thru Peachland, widen Hwy 97 in place
- Encroaching on residential areas, watersheds and rec areas.
- "All of these proposed alternate corridors are a disgusting travesty and mis-use of recreational and residential lands ! Anyone who honestly believes that there is any real benefit to these terrible options, is a complete idiot ! Most of the residents who live in West Kelowna, do so because they value and enjoy their proximity to the many recreational areas and green spaces that will be destroyed by these proposed routes. How many of us will be forced out of our homes for this ugly project ? If a route MUST be explored to get to a second crossing point, it should be sourced MUCH further north, clearly to the north of Glenrosa, Smith Creek, and to the north side of the Rose Valley reservoir. Destroying parks and recreational land is never a fair trade for some stinking highway !!!"
- "Completely opposed to the Bypass option. Not sure why for the purposes of this open house it is broken up into options within the Alternate Corridor option but the entire bypass route is ill conceived and will have so much negative impact on West Kelowna. Too close to neighbourhoods, destroys greenspace, impacts watershed, doubles the distance from town centre to bridge, steep grades. Since no one at the open house could give a cost, I imagine it would be in the billions of dollars given the topography. West Kelowna Council is pushing the bypass option but the residents of west kelowna DON'T WANT IT!"
- "Terrible idea !!! This will destroy recreation areas and access to highly beloved green spaces, which also are the source of much tourism in West Kelowna. These recreation areas are much of the reason that residents love to live in West Kelowna. We are disgusted to hear that these proposals are even being considered, either by local government, or by the province. There is already a highway corridor that can be expanded to meet an increase in traffic. There should also be an option of a route that skirts far to the north of all of the proposed routes (and Rose Valley Reservoir), and comes back to the proposed crossing spot at Bear Creek Rd."
- Good from upper smith Creek & maybe Talus Ridge and connect to Option 2 B, Option 2 a is way off and a detour.
- "I live in Crystal Springs on Shannon Lake Rd. I currently deal with far too many helicopters flying far too low over the park. These helicopters are extremely noisy and can be up to 6 or 7 times a day. Quality of life is already affected as the helicopter companies and frequency have increased greatly in 2 years since I lived here. To build a highway over Stevens Road and area is going to add to the disruption of quality of

living in the great Okanagan. quality of life is being affected."

- "This is crazy, this is a residential neighborhood. You are taking a pristine area to develop a highway. People are paying millions of dollars to live along the mountainside. New homes are being built all along that path. Your option does not make sense just to tie it all back to the same area to cross."
- "Building a highway on this land will ruin neighbourhoods, block access to parks, cut away parts of the natural forest, ruin trail networks, and jeopardize ecosystems and water supplies. Instead, please focus on improving the EXISTING road and removing lights along the highway."
- "I strongly oppose this connector option. Buying a home up in Tallus Ridge, my family has made the conscious choice to live away from main thoroughfares. To establish a connector in our backyard would completely counter our decision after the fact. I support upgrading the existing configuration rather than creating a new one that no one has chosen."
- "This is an absurd idea... look at the impact for all the existing residents... that's too much guys. If anything, take it up and over (north side of the mountain)..."
- "I am not for this. Tallus is a Family area, and having a major road steps away from our quiet family neighbourhood would not be in my family's favour!!! We are not happy to hear of this proposed idea, and are no way for it!"
- "not a good option. I don't believe that any of the options presented that will cut through existing neighbourhoods, parks and forest is a good idea. The existing highway 97 will function properly if the lights are replaced with overpasses. I don't like the idea of creating such a huge impact on our wilderness areas. Any of the options presented here will have to cut through forests, over creeks and come very close to already established neighbourhoods. This

will cut off use of the existing and popular hiking trails, biking trails and wilderness that many of the residents of West Kelowna have come to enjoy. This would make living in West Kelowna very undesirable to many if it is literally a town that is surrounded by highways with no easy access to all of the surrounding wilderness beauty. As I said before I don't believe that any of the following options are good idea....I will cut and paste these comments below."

- "How can you destroy miles of beautified park land and hiking trails to create a new highway, when you can widen main street or create a 2nd lake crossing. You would be decimating two of west kelowna's most beautiful fast growing neighborhoods. Property values will plummet. And so much park land will be destroyed. This will cause the rovince millions for what 4 per cent of traffic??"
- "this is NOT a good option. please do not cut through this forested land and build a highway on top of existing subdivisions. In addition, you are also cutting off access to land that many people enjoy. you are taking away all the reasons why people want to live over here. people would not chose to live in these areas if they knew this was happening. it was never in any future land use plan. why not use and improve the existing highway. possibly improve the road access to the highway from these areas but there is no need to create more roads - especially through already established neighbourhoods. please consider the impact to the environment, animals, housing, views, noise etc.. this is not a good option."
- I think this is needed and would be utilized
- "It is insane that someone would want to put a highway here. This would destroy some of the best and quietest neighborhoods in the Okanagan. No!!"
- No.
- This route using the second crossing provides a good way for people in West Kelowna and North Kelowna to bypass

congested Harvey Ave. in downtown

Kelowna.

Option 2a: Bartley Road to Bear Creek/ Westside Road

- Best option.
- This idea is not feasible. A 14 km + "bypass" going through an environmental area - regional park is not recommended. Also through a watershed. Extra km=extra emissions=extra cost.
- Not a good option!
- Good.
- Cost of maintenance. Cost to build. Going through park land is concern. Scarring of hillsides. Visual impact on area. We are tourist destination + rely on our natural environment.
- We don't need this.
- Absolutely yes - need this to connect to a new second crossing either into Kelowna or bypassing kelowna to the airport area. Do not double back to the existing bridge.
- These options won't benefit most westsiders.
- This will ruin some of the beautiful country we have. Hiking trails, mountain biking trails, water supply. Terrible idea.
- OMFG are you kidding me!?? Through one of the busiest and most beautiful parks in the area and right next to my water supply. You will find me chained to a tree before this happens.
- This alternate corridor option will ruin West Kelowna.
- Far too long of a drive around over and back. What are the preparations and studies taken for rider quality in _____ valley reservoir.
- Not needed.
- This will only make sense if the second crossing is near or in Bear Creek Park.
- I strongly disapprove of this option as there is so much wildlife in this area that would be negatively impacted. It's also 14km of extremely difficult terrain which would be cost prohibitive. NOT a very green solution.
- This will destroy a heavily used park (Rose Valley Regional). It will also affect Knox Mtn Park and residents.
- This is the best option to create a logical and smooth flowing traffic route. Can link to a second crossing with the most efficiency.
- Too long unless second crossing near Bear Creek Park.
- Move people with transit not cars.
- I don't agree with these options in any form. Very expensive to construct and detriment to existing neighbourhood, especially Tallus Ridge and Shannon Heights.
- This option only makes sense to me if there is a second bridge constructed. Otherwise it will take much longer to drive along than the 97 Hwy. Also there is a large drop and rise to cross over Rose valley where bypass is currently proposed.
- Improve the existing highway with the interchanges and none of these are necessary. This is an unnecessary 14km loop through a regional park only to meet up with the existing highway.
- No! Too expensive destroys West Kelowna. Too many environmental consequences.
- Useless without a second crossing, will not help local traffic at all.
- It goes through Regional Park - NO WAY!!! Take it higher! Will the residents be given land in exchange to create park elsewhere?
- Environmental impact on Parkland @ Rose Valley Regional Park and Bear Creek provincial park + wildlife (sheep + deer). Concerned as we live on Westside Road (decreased house value, increased noise, increased dust/dirt) safety for children in traffic
- This adds too many kms for the average person to use on a daily basis, this only becomes viable if there is a 2nd crossing.

- No - Westside Rd. is narrow and scenic. It also has big horns. There is little development there and it would be nice to keep it that way. Also, it looks unnecessarily long.
- This is a horrible proposal.
- Environmental destruction.
- This option will destroy beautiful park lands that thousands enjoy. Plummeting values of nearby will decrease tax revenues.
- "I am against the alternate corridor options identified for West Kelowna. These options will severely impact park land and existing properties and I am sure that the construction costs would be considerably higher than upgrading the existing route and adding some sort of rapid transit. In particular, the route above my home in West Kelowna Estates (Rose Valley) would devastate the atmosphere of the neighborhood and destroy valuable park land, water reservoir and wildlife habitat. I, along with many others use this park regularly for hiking and cycling and we love to live here because we have this literally in our backyard. It would be devastating to have this replaced with a highway or road of any sort. The extra distance and elevation changes required for this route will result in it being used very little and the existing corridor will still need to be upgraded. Upgrading the existing route with well thought out interchanges and improvement to some of the parallel routes seems to me to be the only reasonable option for the existing crossing and for any future crossings to the north. The addition of some sort of rapid transit system along the highway and parallel to the existing bridge would also greatly improve the congestion."
- "I am totally against this! You would destroy Rose Valley Parks ambience! Not to mention it's a watershed and our drinking water. Hundreds of people every week mountain bike, hike, run and walk these trails which includes the Smith Creek trail system. Green space is precious and needs to be preserved to maintain the quality of our West Kelowna community. I AM COMPLETELY IN FAVOUR OF UNDER PASSES AND OVER PASSES ALONG HWY 97 THROUGH WEST KELOWNA AND KELOWNA TO SOLVE TRAFFIC CONGESTION PROBLEMS. DON'T DESTROY OUR WEST KELOWNA NEIGHBORHOODS OF ROSE VALLEY, TALLUS RIDGE AND SMITH CREEK!!!"
- "I don't want a highway through Rosevalley Park. There are many biking and hiking trails there. People need places to recreate close to town. I would rather see highway improvements along the existing highway. Perhaps use option 2b and add an overpass at the more congested intersections between Bartley Road and the Bridge."
- "Please take a look at this petition and read the comments.
<http://www.thepetitionsite.com/512/484/701/stop-the-destruction-of-our-urban-parks-in-the-central-okanagan.-say-quotnoquotto-the-bypass/> People want to keep the parks. We are planning for 30 to 40 years out according to your engineers. That is a big number technologically and ecologically speaking. in 40 years some parts of the world will be off gasoline vehicles. Maybe we have powered roadways with magnets or static , maybe there are only self driving cars... deciding to build a huge road through parks is irresponsible and though the City of West Kelowna will argue they are planning for the future, I'd argue they are planning in a short sighted way. The ""easiest"" solution theoretically is to create an alternate bypass. This bypass will be utterly useless without a second crossing and even if there is a second crossing you need to look at where the bulk of the residents live - most people will continue to use 97 instead of heading way out to an alternate bypass with nothing on it. The province gave a 40+ million dollar grant to upgrade the water treatment plant at Rose Valley and now the city of west kelowna asks to cut a road through it and endanger all the animals and water supply. The forest needs those animals and trees to keep that reservoir in working order. Car exhaust, risk of spills and human litter is the last thing that area needs! Please make the right choice for the community and our future. Everyone wants to come to BC for it's beauty and green spaces. Don't get rid of them. Upgrade the current corridor and make plan for the future with high speed rail and self driving cars in the plan."

- "Westbank Town Centre should be designed with a rail stop and PUBLIC SQUARE. It could have a ""central station"" where the town could foster a public square where the roads currently divide. This could solve the cities problems with a lack of a ""core"". The existing highway to Kelowna, through the WFN could house a train as well as weave to the other hubs (shannon lake, glenrosa, rose valley, etc.). Fast and slow rail systems (think transportation web) should be of utmost consideration for improving traffic in and around central okanagan. See Dom Luis Bridge in Porto, Portugal as precedent for a new improved bridge for walking tourists and commuting trains together. A public train and rail SYSTEM needs to be studied and implemented NOT simply another highway. An aging population along with a tourism industry needs other ways to transport and engage in our environment rather than cars/trucks. This is not simply a ""highways"" solution. It must include all jurisdictions. Think about future planning of trains from Vancouver to the Valley as well. Perhaps a fast boat from Peachland etc. Creative Solutions that don't cut through mountainsides should be our aim."
- "As residents of Westbank - Rose Valley neighborhood our family of four strongly object to the proposed route through Rose Valley Regional Park. The road would be destroy this important resource. We will actively work to oppose this plan. Most, if not all of our neighbors feel the same way. This plan is not feasible given the strength and vehemence of local opposition."
- "This should not be considered either, do not go through Rose valley park, and look at options instead to improve the existing corridor."
- "cuts through major walking trail area, used extensively by local and distant residents tries to solve a problem that doesn't exist- 20 minutes from connector to bridge- big deal! Doesn't consult with ministry of environment on environmental issues (ministry of environment must be consulted for everything from now on in this province- refer to BC Wildlife Federation petition on funding issues and decrease of wildlife Affects homes that have existed for years in the area
- No way. This is really wrong- who would suggest such a thing?"
- "Definitely not. This is a very extensive and disruptive option and should not be pursued. Rose Valley park and reservoir will be destroyed and many residents and their homes will be impacted. This road would be an eyesore when looking across the lake from Kelowna."
- "This route takes you though residential areas, many who already have to deal with the traffic noise from Hwy 97. It also essentially destroys one of the best parks in the valley. Rose Valley is very much used and enjoyed by the residents of both West Kelowna and Kelowna and it should be maintained for future generations."
- "This option is absolutely unacceptable as it will mean going through sensitive wildlife and forested areas and be a serious to the Rose Valley reservoir potentially affecting the majority of West Kelowna residents. There is serious risk to local housing. There is already problems with water run off down the hill toward the lake impacting housing currently. This option would risk worsening this. There is mention of the need to appropriate some private owned property/residential housings. Rose Valley residents are up on arms that this could potentially happen ruining beautiful park land which is used daily by children and adults and to walk our dogs. The cost of this bypass proposal will not be fiscally responsible for any potential gains . Unless it is connected to a 2nd bridge it would not be used going 14 km out of the way adding daily time to commute, fuel costs and a financial burden to commuters. It would mandate building a 2nd bridge at some point and there is no commitment to this meaning we would be building a white elephant - which would be an eyesore to all those living in the area and would not be used because of the extra costly commute over and additional 14 km. The response amongst my neighbours who would be next to this road is a mixture of shock and disbelief as it is environmentally damaging, potentially puts watershed areas for west Kelowna drinking water at risk and is fiscally irresponsible. Rose Valley residents are uniting to oppose and fight this option. Vancouver has serious traffic and road issues. Why would the M of T allocate such massive funds disproportionately to this proposal which would allow fewer initiatives in the lower mainland which

has far worse traffic concerns affecting many more BC residents? It is blatantly unfair and financially irresponsible to build this in the Okanagan which has a much smaller population knowing the lower mainland is in dire straights with far longer commuter travel time due to congested traffic and desperately needs Ministry investment to improve its road and transport. Why would the Okanagan be given so much extra funds to address transport needs when the Vancouver and their surrounding area is growing faster and will require far more investment to address the transport needs. Limited government money should not be spent on Option 2a and b (and the bypass option in general) which will not resolve the congestion issue, ruin the pristine environment in the park regions (including Bear Creek if the bridge is built) and risk creating community hostility. It is our tax payers money you are spending. Please use it wisely, the alternate option to upgrade the existing corridor would have far less impact and costs involved. Option 2a will not solve the root of the problem which are the traffic lights after going over the bridge and dozens of stop and go points. If we want to address the problem the majority of money should be allocated to Harvey to provide a thoroughfare through downtown with a few access points. This would speed flow of traffic and significantly improve congestion on small streets which now all must wait to get on to Harvey. This will only get worse and Option 2a will not address this much more serious issue which is exponentially getting worse each year. We don't have time to wait and hope that possibly a 2nd costly crossing would be built while Harvey traffic becomes a gridlock with all the building going on downtown and making Option 2a and 2b and the entire bypass the white elephant of the Okanagan infuriating not just residents near the bypass but Kelowna residents as well as the proposals in that region don't provide rapid transit from the bridge to Sexsmith."

- "All the bypass routes through the park spaces should be taken away as options. Seeing as there are options available that will meet the requirements of the traffic using the existing highway it's ludicrous to consider wrecking so many beautiful parks and impacting so many neighbourhood that many people including myself have moved to specifically to get away from the noise and be close to green space. It's our haven, please don't destroy my home."
- "We are open to either Option 2a or 2b. DEFINITELY one of these routes should be considered to bypass traffic around West Kelowna. We live in West Kelowna and presently it is difficult to cross the highway at ALL the traffic lights. Traffic backs up past the traffic circle at Butt Road constantly because of the short distance to the lights, plus the other direction from Canadian Tire. This highway is ""rush hour"" all the time now, not just in the morning and the evening. You have the stats of people who commute through here daily from the south. The second bridge crossing should not go beside the present bridge. We need to get people away from the small ""city centre"". Thank you. Dixie and Jim Russell"
- "This is a serious concern! This proposal will take a 4 lane highway through the Rose Valley park and destroy the watershed there, along with the established neighborhoods, environment and wildlife. This option was explored many years ago and rejected, why is it being explored again? If the government has such little regard for the people that live in these areas, then this election will hopefully replace this government with one that is more for the people and their concerns."
- "Totally wrong for community. Destroys what most residents want to live with, easy rural access, cohesion of the community. Not solving the problems of 97. Destroys the Rose Valley Park."
- "Rose valley regional park is a huge draw for many residents and for visitors alike. These precious parks and green spaces are what make West Kelowna and the Okanagan a desirable place to live and visit. There is no need to destroy such beautiful neighbourhoods and parks when you can just improve the existing infrastructure. It would be a real travesty to see this option be approved."
- "This goes past a number of established neighbourhoods and cuts through a very popular hiking area (Rose Valley Park). There will be a lot of very upset people if this plan goes through. It also will not solve bridge traffic as it links back on to the current bridge while taking a very inefficient route. Could they not put a new highway in Northwest of the Rose Valley Reservoir so that the back was not affected?"

- "I can only echo the many legitimate concerns expressed by the other responders. My son and his family live in the Rose Valley area. We visit often from North Vancouver - our two grandkids being the main attraction! While I suppose all feasible transportation options eventually need to be explored, if only to have the least supportable ones ruled out in the end, it clearly took more than a little courage for the Ministry officials to put forward this unreasonable proposal with a straight face. I hope they are listening!"
- "I cannot emphasize how terrible this option is. The division of Rose Valley park, close vicinity to residents and a drinking reservoir make this option unattainable. Please remove this option from the study. I appreciate the difficulty in locating a route for a second crossing but this option puts too many other values at risk and will make West Kelowna unlivable. These other values need to be given top priority in planning an alternate route but this option puts traffic flow as the top priority and the other values as non-existent."
- All bypass options are not necessary, mass transit needs to be the focus, as fossil fuels are replaced.
- Good route,
- "I am opposed to any bypass option. I would rather see the existing corridor be updated to accommodate traffic. However, this particular bypass option is a terrible idea. Not only does it impact parks and wildlife, but disrupts a watershed and residential neighborhoods. The entire bypass will destroy what makes West Kelowna unique. People choose to live and visit West Kelowna because it is removed from the hustle and bustle of a big city, away from noise pollution, light pollution and close to nature. We chose to live in West Kelowna because it had a rural charm and beautiful parks. Running another highway along the multiple communities and parkland just sickens me. If you want tourism and you want West Kelowna to be unique, save and protect what beauty it has to offer. We don't want a concrete jungle. We moved here to get away from that! People visit and recreate in Rose Valley and Smith Creek to get away from that! Dynamite and construction in this valley is destructive to the landscape, habitat, the water shed and our homes. We already have groundwater seepage causing sinkholes in parts of our neighborhoods. It is a delicate area that can't handle and shouldn't have this type of damage bestowed on it. Creating a bypass does not address the safety issues of the highway. If the intersections remain as lighted intersections, accidents will still happen at high speeds. The cost: I'm disappointed that cost projections weren't shared at meetings. We were told that cost projections haven't even been done. How can we as taxpayers even consider projects of this magnitude without figures attached? However, even IF the existing corridor cost more than a bypass, I would be in favor of expanding the existing corridor and saving precious lands and homes of West Kelowna residents. Option 2A makes no sense at all unless you are building a connector. Building a connector is unnecessary and a huge cost when we have a perfectly viable bridge that could be widened when the time comes. The bridge is not the problem, the intersections are. If a second connector is not going in, it makes NO sense to drive the additional 14km up through Rose Valley and the backyard of residents only to hairpin down back to the existing bridge. Elevation and grade changes in winter would also be dangerous. I'm having a tough time trying to understand WHO supports a bypass and what benefits it even has. Read your own "Consultation Companion"" brochure. On page 14, the characteristics of OPTION 2A have nothing but cons mentioned. QUOTE: ""It is considerably longer than the existing highway, it has visual and noise effects on the West Kelowna Estates/ Rose Valley neighborhoods, Impacts some properties on McPhail Court, and passes through Rose Valley Regional Park"". This seems like a long list of negatives. Not one positive listed!! It negatively affects so many taxpaying residents of West Kelowna. We do not want a bypass! We particular DO NOT want OPTION 2A." "Please consider alternative to 2a for the following reasons: 1. automated vehicular options may be available and assist in reducing daytime congestion 2. Many people move here for recreational purposes, please reinforce this lifestyle by eliminating the Opt. 2a 3. This road will only encourage future development, ie: subdivisions, access roads into specific communities. 4. Although the idea of future tax base is appealing for economic reasons, the environmental price is too high 5. In a year where Canada celebrates 150 years of Parklands,

this is not consistent with Federal policy on Parks 6. Sacrificing a Regional Park that many use and future generations will enjoy sends the wrong message! Thank you for your consideration of my shared opinion."

- "While technically possible this option should be eliminated for the following reasons: Water supply impact of alternate routing being immediately above the water intake of the terminal reservoir that supplies many residents. It adds many kilometers and significant elevation change in both directions, so apart from the construction costing, the sustainability impact of long term additional energy use should also be considered. Because of the high elevation the visual and noise impacts of this route will be far reaching."
- "I just do not think an alternate corridor should be considered at all, we should work with what we have and focus on better transit. This is what the future should be, not a legacy of destroying local regional parks. The area we live in, whilst growing is not suffering that much congestion to warrant a second bridge or another highway, the costs would be tremendous to the tax payer and the outcome would be the loss of beautiful green space"
- "These options destroy the heart of many beautifully built up communities in West Kelowna. We have been living in Tallus Ridge for 10 years - since the beginning. We moved to this city from Calgary for reasons of living in nature and NOT hearing highway noise. We have 3 young children who we want to grow up and be a part of our community of West Kelowna. We have great jobs and would love to stay, but building a highway would be DEFINITIVE for us to move into Kelowna or elsewhere. I will not live where I can see and hear a highway and have our forest, water, and communities ruined by physical construction, damage to natural ecosystems and noise/visual impact. There are many less expensive options to upgrade the existing highway."
- "This is the worst option on the table. The idea of putting a highway through Rose Valley Park and water reservoir is bad. The terrain alone makes this option untenable. But even without the considerations of the topography, the damage to the ecosystem and potential destruction of our drinking water makes this a dangerous choice. Not to mention the damage to the neighbourhood which would be encircled by the hair pin turn of this highway." "Option 2A is not an option that needs to be pursued or that would be acceptable to the communities that it affects. The impact on the environment, wildlife, communities and costs is not reasonable at all. This option is so obviously wrong I can hardly believe that it is being presented to the public. The impact on residents so far has been very negative and would be devastation to those that have settled into these areas for the lifestyle that offers quiet, wildlife exposure, recreation areas to enjoy etc. Park areas that would be destroyed with this option would be ridiculous to pursue. PLEASE DO NOT CONSIDER this 2A option at all."
- "Option 2a is a terrible idea, based on the geography, topography, cost, ecological ramifications, health of drinking water, community displacement and extreme disruption. In the meeting on April 10-2017 at Mount Boucherie High School The ministry made it clear that the mandate is politically driven by the campaign promises of Christy Clark and not by the need for such a drastic road. As I stated to Steve, project manager, in order for someone to want to take a 14 km bypass through that mountain pass it would mean that the WR Bennett bridge corridor would need to OVER capacity continually. The elevation that this pass must achieve in such a short distance would certainly make many motorists, especially in winter , reluctant. The devastation it would cause to the reservoir and multiple communities is not even close to its benefits. Please do not even think that this is an option because it is not."
- "All of the Alternate corridor options are terrible and ill thought out. Wildlife and parkland is too important. You put one road in and then housing and destruction of the forrest will follow. The trail systems are used daily by residents and visitors. In all of this analysis that the province has done I'm betting there was no study on current park usage. I see kids exercising and enjoying nature daily in these parks. We don't want kids inside playing video games. Our province and city should want us to be happy and healthy. We need these parks for that. Housing that is affected by this roadway will be depleted in value. You are taking

monetary value out of resident's personal wealth. We've worked hard for years for what we have. You have NO right to change this! Please stay to the existing corridor."

- "This makes no sense to me tearing through parks to construct an extra 15km trip to the existing bridge?! I am adamantly against the destruction of parkland and neighborhoods when it seems unnecessary."
- "The Rose valley park is a beautiful area with nature and hiking trails for residents to enjoy. Please don't destroy everything beautiful that makes it enjoyable to live on the west side!!"
- "The construction expense and long-term maintenance of TWO main corridors! Keep Hwy 97 as the main corridor with changes to enable efficient thru-traffic flow and access to main intersections with a wide ROW on either side for even further expansion wayyyy in the future."
- "This one must be a joke. The cost monetarily should be enough reason to scrap this idea completely not to mention the deforestation of the route plus the destruction of habitat for the bears, cougars, lynx, blue herons, bald eagles, snowy owls etc, etc. What should be more safe from destruction than our regional parks???? Seriously! I would like to see the study on recreation site usage. Those lots are full on weekends and I know people that travel to these destinations. Locals use the trail system every day. This option cannot be entertained with a clear conscious."
- "This would cut through one of the most natural and beautiful areas in all of BC. Not to mention hiking trails that the community uses and near the main reservoir for the city of west kelowna. This option shouldn't even be an idea. Just ridiculous planning"
- "This is a terrible solution in my opinion. Having a highway running through the nicest regional park in the area, a park that I go into daily is something I disagree with. We moved to West Kelowna to be near Rose Valley regional park and would move if this option is approved. Access to untampered recreation sites/parks in West Kelowna is such an important part of what makes this region a great place to live. Having vehicles drive up and down over this long of a distance seems to be excessive as well. There must be a better way! It doesn't benefit me in any way as a resident here since I would have to back track anyways and might as well just go the regular route."
- "Destroys parks (rose valley) and the bear creek watershed, which are vital to both the community and the environment and local ecosystem."
- "We live in the Rose Valley neighborhood and we hike the Rose Valley Regional Park trails all the time. We do not want a highway going through there. Our kids go to Rose Valley Elementary and we do not want a highway near the school. The kids from Rose Valley Elementary hike these trails as well. This will cause such great destruction to the environment and wildlife. We bought our house in Rose Valley as it is a distance from the noisy highway so we definitely do not want this in our neighborhood. Nobody wants to go hiking or sit out on their decks and patios with a busy highway going through this area. And furthermore, it is such a long ways out of the way to drive if it was a highway. Keep the existing corridor, get rid of the lights on the highway and add some interchanges on the existing highway!!!!"
- "No high line Hwy, thru Peachland, widen Hwy 97 in place "EXTREMELY disappointed that the government is even considering going through Rose Valley regional park/watershed. This shows little foresight and understanding of why people want to live around these areas!!"
- "This option would bisect Rose Valley Regional Park and would destroy the delicate ecosystems of the park. Many individuals use this park to walk, bike and enjoy nature; as probably the largest park, as well as one of the most scenic natural parks, in the
- Central Okanagan district, a highway would damage the environment irreparably and cause much noise and pollution. A consideration needs to be made as to the spread of invasive species via a transportation corridor that would destroy the habitat of many resident wildlife species in Rose Valley. The road would prevent natural movement of wildlife. This park needs to be protected for the future generations to enjoy forever, and taking it away would be shortsighted and highly irresponsible. Lastly, as wildfire is a major issue in this park, and with cigarettes thrown from cars being a major cause of wildfires, the cost to the

Province in wildfire management would be astronomical and a death sentence to the entire area. An option for this corridor to not impact a regional park must be prioritized."

- "All of these proposed alternate corridors are a disgusting travesty and mis-use of recreational and residential lands ! Anyone who honestly believes that there is any real benefit to these terrible options, is a complete idiot ! Most of the residents who live in West Kelowna, do so because they value and enjoy their proximity to the many recreational areas and green spaces that will be destroyed by these proposed routes. How many of us will be forced out of our homes for this ugly project ? If a route MUST be explored to get to a second crossing point, it should be sourced MUCH further north, clearly to the north of Glenrosa, Smith Creek, and to the north side of the Rose Valley reservoir. Destroying parks and recreational land is never a fair trade for some stinking highway !!!"
- "Completely opposed to the Bypass option. Not sure why for the purposes of this open house it is broken up into options within the Alternate Corridor option but the entire bypass route is ill conceived and will have so much negative impact on West Kelowna. Too close to neighbourhoods, destroys greenspace, impacts watershed, doubles the distance from town centre to bridge, steep grades. Since no one at the open house could give a cost, I imagine it would be in the billions of dollars given the topography.
- West Kelowna Council is pushing the bypass option but the residents of west kelowna DON'T WANT IT!"
- "Terrible idea !!! This will destroy recreation areas and access to highly beloved greenspaces, which also are the source of much tourism in West Kelowna. These recreation areas are much of the reason that residents love to live in West Kelowna. We are disgusted to hear that these proposals are even being considered, either by local government, or by the province. There is already a highway corridor that can be expanded to meet an increase in traffic. There should also be an option of a route that skirts far to the north of all of the proposed routes (and Rose Valley Reservoir), and comes back to the proposed crossing spot at Bear Creek Rd."
- Big Detour
- "Because several housing projects have been developed in the area; ie. Tallus Ridge, Smith Creek, Heights off Shannon Lake, Rose Valley Heights - just to name a few - there is an increased disruption and reduction of habitat to wildlife in the area resulting coyotes and bear strolling down the streets in my park this winter. To build a highway through Rose Valley and to diminish the habitat of wildlife further, as well as greatly affect the numerous recreation activities (hiking, biking, walking, snowshoeing) in the park is not an option."
- "This option is not good because it cuts through a park/water shed and the land is mostly steep grades. The impacts to the neighbourhood, the loss of park space, as well as concerns for the watershed would be large negatives for this stretch. Also the elevation down to westside rd would be tough driving in the winter."
- "Building a highway on this land will ruin neighbourhoods, block access to parks, cut away parts of the natural forest, ruin trail networks, and jeopardize ecosystems and water supplies. Instead, please focus on improving the EXISTING road and removing lights along the highway."
- "not a good option. I don't believe that any of the options presented that will cut through existing neighbourhoods, parks and forest is a good idea. The existing highway 97 will function properly if the lights are replaced with overpasses. I don't like the idea of creating such a huge impact on our wilderness areas. Any of the options presented here will have to cut through forests, over creeks and come very close to already established neighbourhoods. This will cut off use of the existing and popular hiking trails, biking trails and wilderness that many of the residents of West Kelowna have come to enjoy. This would make living in West Kelowna very undesirable to many if it is literally a town that is surrounded by highways with no easy access to all of the surrounding wilderness beauty. As I said before I don't believe that any of the following options are good idea....I will cut and paste these comments below."

- "this is NOT a good option. why not use and improve the existing highway. possibly improve the road access to the highway but there is no need to create more roads - especially through already established neighbourhoods. Why make the highway longer, through mountain terrain and disrupt neighbourhoods. its ridiculous"
- "this is really not smart - no one will drive an extra 14 km of road. this is a huge waste of taxpayer dollars to blast through environmentally sensitive areas and disturb important watersheds. There will be huge loss of wildlife due to destruction of habitat and vehicle collisions. this is a horrible idea"
- Stay away from Rose Valley Regional Park. It is one of the gems of the westside. Do not destroy it please.
- "This alignment should be to the north of the Rose Valley Park and McDougall Rim area allowing for a buffer from any populated area."
- No.
- Good bypass of West Kelowna and works well for a second crossing. Has potential for a future major Okanagan "autobahn" highway with 3rd north crossing at McKinley Landing- Trader Cove area.

Option 2b: Bartley Road Extensions

- Second best option.
- Preferred, no lops. Need access here for 2nd Crossing.
- Better than 2a - that is a not feasible option (2a).
- Only as a small connector road. 2A is best long term answer.
- Environmental impacts. Agriculture in the area.
- Better than 2A.
- We don't need this.
- Yes for South Boucherie residents wishing to bypass Kelowna.
- These options won't benefit most westsiders.
- No point as it just ruins the community.
- Why pursue these options when you have a perfectly good highway that needs overpasses/ interchanges/ instead of lights.
- Short drive up to the connector for a long drive around _____.
- Not needed. This is the worse between 2a/2b.
- Not good. Keeps the heavy traffic on Hwy 97 through West Kelowna.
- Move people with transit not cars.
- I don't agree with these options in any form. Very expensive to construct and detriment to existing neighbourhood, especially Tallus Ridge and Shannon Heights.
- Looks good - it could put additional traffic pressure on Hwy 97 from entry to Kelowna.
- Improve the existing highway with the interchanges and none of these are necessary.
- No! Too expensive destroys West Kelowna. Too many environmental consequences.
- Better than 2A but of limited/no help to locals.
- Preferable to above as it does not go through a Regional Park.
- Looks like the best plan.
- This is a horrible proposal.
- Environmental destruction.
- Opposed to alternate route options
- Please take a look at this petition and read the comments.
- <http://www.thepetitionsite.com/512/484/701/stop-the-destruction-of-our-urban-parks-in-the-central-okanagan.-say-quotnoquotto->
- The-bypass. People want to keep the parks. We are planning for 30 to 40 years out according to your engineers. That is a big number technologically and ecologically speaking. in 40 years some parts of the

world will be off gasoline vehicles. Maybe we have powered roadways with magnets or static, maybe there are only self driving cars... deciding to build a huge road through parks is irresponsible and though the City of West Kelowna will argue they are planning for the future, I'd argue they are planning in a short sighted way. The "easiest" solution theoretically is to create an alternate bypass. This bypass will be utterly useless without a second crossing and even if there is a second crossing you need to look at where the bulk of the residents live - most people will continue to use 97 instead of heading way out to an alternate bypass with nothing on it. The province gave a 40+ million dollar grant to upgrade the water treatment plant at Rose Valley and now the city of West Kelowna asks to cut a road through it and endanger all the animals and water supply. The forest needs those animals and trees to keep that reservoir in working order. Car exhaust, risk of spills and human litter is the last thing that area needs! Please make the right choice for the community and our future. Everyone wants to come to BC for its beauty and green spaces. Don't get rid of them. Upgrade the current corridor and make plan for the future with high speed rail and self driving cars in the plan.

- "Westbank Town Centre should be designed with a rail stop and PUBLIC SQUARE. It could have a ""central station"" where the town could foster a public square where the roads currently divide. This could solve the cities problems with a lack of a ""core"". The existing highway to Kelowna, through the WFN could house a train as well as weave to the other hubs (Shannon Lake, Glenrosa, Rose Valley, etc.). Fast and slow rail systems (think transportation web) should be of utmost consideration for improving traffic in and around central Okanagan. See Dom Luis Bridge in Porto, Portugal as precedent for a new improved bridge for walking tourists and commuting trains together. A public train and rail SYSTEM needs to be studied and implemented NOT simply another highway. An aging population along with a tourism industry needs other ways to transport and engage in our environment rather than cars/trucks. This is not simply a ""highways"" solution. It must include all jurisdictions. Think about future planning of trains from Vancouver to the Valley as well. Perhaps a fast boat from Peachland etc. Creative Solutions that don't cut through mountainsides should be our aim."
- Totally useless and cuts off McDougal ridge no way this is wrong
- If a connector from Smith Creek is necessary, this would be a better option than 2A.
- "If not improving the existing corridor then I feel this is by far the preferred route. It is mostly industrial (not heavily residential) and only 2 km long verse the 14 km involved in Option 2a both have difficult terrain but surely the cost difference should make Option 2b the better choice."
- "This option is absolutely unacceptable as it will mean going through sensitive wildlife and forested areas and be a serious threat to the Rose Valley reservoir potentially affecting the majority of West Kelowna residents. There is serious risk to local housing. There are already problems with water run off down the hill toward the lake impacting housing currently. This option would risk worsening this. There is mention of the need to appropriate some private owned property/residential housings. Rose Valley residents are up on arms that this could potentially happen ruining beautiful park land which is used daily by children and adults and to walk our dogs. The cost of this bypass proposal will not be fiscally responsible for any potential gains. Unless it is connected to a 2nd bridge it would not be used going 14 km out of the way adding daily time to commute, fuel costs and a financial burden to commuters. It would mandate building a 2nd bridge at some point and there is no commitment to this meaning we would be building a white elephant - which would be an eyesore to all those living in the area and would not be used because of the extra costly commute over and additional 14 km. The response amongst my neighbours who would be next to this road is a mixture of shock and disbelief as it is environmentally damaging, potentially puts watershed areas for West Kelowna drinking water at risk and is fiscally irresponsible. Rose Valley residents are uniting to oppose and fight this option. Vancouver has serious traffic and road issues. Why would the M of T allocate such massive funds disproportionately to this proposal which would allow fewer initiatives in the lower mainland which has far worse traffic concerns affecting many more BC residents? It is blatantly unfair and financially

irresponsible to build this in the Okanagan which has a much smaller population knowing the lower mainland is in dire straights with far longer commuter travel time due to congested traffic and desperately needs Ministry investment to improve its road and transport. Why would the Okanagan be given so much extra funds to address transport needs when the Vancouver and their surrounding area is growing faster and will require far more investment to address the transport needs. Limited government money should not be spent on Option 2a and b (and the bypass option in general) which will not resolve the congestion issue, ruin the pristine environment in the park regions (including Bear Creek if the bridge is built) and risk creating community hostility. It is our tax payers money you are spending. Please use it wisely, the alternate option to upgrade the existing corridor would have far less impact and costs involved. Option 2a will not solve the root of the problem which are the traffic lights after going over the bridge and dozens of stop and go points. If we want to address the problem the majority of money should be allocated to Harvey to provide a thoroughfare through down town with a few access points. This would speed flow of traffic and significantly improve congestion on small streets which now all must wait to get on to Harvey. This will only get worse and Option 2a will not address this much more serious issue which is exponentially getting worse each year. We don't have time to wait and hope that possibly a 2nd costly crossing would be built while Harvey traffic becomes a gridlock with all the building going on downtown and making Option 2a and 2b and the entire bypass the white elephant of the Okanagan infuriating not just residents near the bypass but Kelowna residents as well as the proposals in that region don't provide rapid transit from the bridge to Sexsmith."

- "We are open to either Option 2a or 2b. DEFINITELY one of these routes should be considered to bypass traffic around West Kelowna. We live in West Kelowna and presently it is difficult to cross the highway at ALL the traffic lights. Traffic backs up past the traffic circle at Butt Road constantly because of the short distance to the lights, plus the other direction from Canadian Tire. This highway is ""rush hour"" all the time now, not just in the morning and the evening. You have the stats of people who commute through here daily from the south. The second bridge crossing should not go beside the present bridge. We need to get people away from the small ""city centre"". Thank you. Dixie and Jim Russell"
- This could be feasible but only if the connector option is better planned and the same considerations are prioritized
- All bypass options are not necessary, mass transit needs to be the focus, as fossil fuels are replaced.
- Good option, depending on depth of lake crossing, and distance.
- The bypass in general is unnecessary and destructive.
- "I just do not think an alternate corridor should be considered at all, we should work with what we have and focus on better transit. This is what the future should be, not a legacy of destroying local regional parks. The area we live in whilst growing is not suffering that much congestion to warrant a second bridge or another highway, the costs would be tremendous to the tax payer and the outcome would be the loss of beautiful green space"
- "These options destroy the heart of many beautifully built up communities in West Kelowna. We have been living in Tallus Ridge for 10 years - since the beginning. We moved to this city from Calgary for reasons of living in nature and NOT hearing highway noise. We have 3 young children who we want to grow up and be a part of our community of West Kelowna. We have great jobs and would love to stay, but building a highway would be DEFINITIVE for us to move into Kelowna or elsewhere. I will not live where I can see and hear a highway and have our forest, water, and communities ruined by physical construction, damage to natural ecosystems and noise/visual impact. There are many less expensive options to upgrade the existing highway."
- "This is the worst option on the table. The idea of putting a highway through Rose Valley Park and water reservoir is bad. The terrain alone makes this option untenable. But even without the considerations of the topography, the damage to the ecosystem and potential destruction of our drinking water makes this a

dangerous choice. Not to mention the damage to the neighbourhood which would be encircled by the hair pin turn of this highway."

- Possible Consideration
- "All of the Alternate corridor options are terrible and ill thought out. Wildlife and parkland is too important. You put one road in and then housing and destruction of the forest will follow. The trail systems are used daily by residents and visitors. In all of this analysis that the province has done I'm betting there was no study on current park usage. I see kids exercising and enjoying nature daily in these parks. We don't want kids inside playing video games. Our province and city should want us to be happy and healthy. We need these parks for that. Housing that is affected by this roadway will be depleted in value. You are taking monetary value out of resident's personal wealth. We've worked hard for years for what we have. You have NO right to change this! Please stay to the existing corridor."
- "IF, if the new highway would have to be constructed, this seems like the most sensible consideration over destroying Rose Valley Reservoir and Park."
- "The construction expense and long-term maintenance of TWO main corridors! Keep Hwy 97 as the main corridor with changes to enable efficient thru-traffic flow and access to main intersections with a wide ROW on either side for even further expansion wayyyy in the future."
- "Ok, this road runs through an already scarred gravel pit. This is the only part that makes sense. Put a road where we have already ruined the natural landscape. Good."
- "I think this is a better option than 2A. The land in this area is already a scar and does not require all of the extra travel that is needed for the Rose Valley option 2A. My only concern is it is not clear how this would connect to a second crossing if that does go forward. It looks like in the plans that it just brings vehicles back to the existing highway. It would be good to know how this traffic would be separated and directed once it leaves Bartley."
- No high line Hwy, thru Peachland, widen Hwy 97 in place
- "Connecting Bartley Road to Shannon Lake Road might be an alternative traffic idea that might help residents, pedestrians, commuters and bikers but I don't think this should be a high priority."
- "All of these proposed alternate corridors are a disgusting travesty and mis-use of recreational and residential lands ! Anyone who honestly believes that there is any real benefit to these terrible options, is a complete idiot ! Most of the residents who live in West Kelowna, do so because they value and enjoy their proximity to the many recreational areas and green spaces that will be destroyed by these proposed routes. How many of us will be forced out of our homes for this ugly project ? If a route MUST be explored to get to a second crossing point, it should be sourced MUCH further north, clearly to the north of Glenrosa, Smith Creek, and to the north side of the Rose Valley reservoir. Destroying parks and recreational land is never a fair trade for some stinking highway !!!"
- "Terrible idea !!! This will destroy recreation areas and access to highly beloved green spaces, which also are the source of much tourism in West Kelowna. These recreation areas are much of the reason that residents love to live in West Kelowna. We are disgusted to hear that these proposals are even being considered, either by local government, or by the province. There is already a highway corridor that can be expanded to meet an increase in traffic. There should also be an option of a route that skirts far to the north of all of the proposed routes (and Rose Valley Reservoir), and comes back to the proposed crossing spot at Bear Creek Rd."
- Good from upper Smith Creek & maybe Talus Ridge and connect to Option 2 B, How many people will live there?
- This is irrelevant without the other damaging sections proposed for a corridor. Moot point.
- "This would be a good spot to improve traffic flow from the residential neighbourhoods onto the highway, but should not be a part of any corridor."

- "not a good option. I don't believe that any of the options presented that will cut through existing neighbourhoods, parks and forest is a good idea. The existing highway 97 will function properly if the lights are replaced with overpasses. I don't like the idea of creating such a huge impact on our wilderness areas. Any of the options presented here will have to cut through forests, over creeks and come very close to already established neighbourhoods. This will cut off use of the existing and popular hiking trails, biking trails and wilderness that many of the residents of West Kelowna have come to enjoy. This would make living in West Kelowna very undesirable to many if it is literally a town that is surrounded by highways with no easy access to all of the surrounding wilderness beauty. As I said before I don't believe that any of the following options are good idea....I will cut and paste these comments below."
- "this is NOT a good option. why not use and improve the existing highway. possibly improve the road access to the highway but there is no need to create more roads - especially through already established neighbourhoods"
- this makes sense - I think this is a good idea - but option 2 A is ridiculous
- No
- No. A bypass should not be considered. It would negatively impact a residential area and affect the quality of life.
- Needed in 50 years due to rapid growth of Okanagan. The key is to reserve as much land as possible now.

Question 3: What important considerations do you see for the Second Crossings Options?

- 2nd Crossing only helps if Hwy 97 thru West Kelowna is widened from 2 lanes each way or the connector around is built. Otherwise the same volume of cars is still traveling the stretch from Westside to Gellatly.
- Quick (express) access to University (John Hindle Drive) and airport from West Kelowna.
- Poor Flow into an area of town that has no services. *Considering an alternating lane changing program during high traffic times.
- Put it on public land NOT Indian or First Nations Land as they put to high a price on their land. Have you considered taking it further down Westside Rd. connecting with Clifton Road as a bypass or in Peachland over to the Mission (Antlers Beach).
- I have been told that the current crossing has lots of capacity (told by representatives here tonight). If that is true the crossing is not the issue at all. The bottleneck on either end is the problem. Move traffic onto + off of the bridge better.
- Please! NO! Too much property damage. Too many environmental factors.
- With improvements to existing highway and investments in public transit and alternative transport options the need for a second bridge is removed for a century.
- I don't see the value in it if Hwy 97 improvements are made (ie make it a true freeway) - at least not for 50 years or so. If the bypass route is much longer than Hwy 97 route, I am doubtful people will use it.
- Wherever the crossing is made Option 2A should not be considered.
- Mass transit please.
- A second crossing should happen to make the stress and congestion from the highway + side + cross streets.
- False assumption that the options will attract very little traffic. People using a sensible bypass route will use that route til they arrive at the most convenient exit point to leave the highway and enter the business/urban area.
- I would prefer an adjoining second bridge followed by either a trench or overhead route on Hwy 97.
- Widen the existing Hwy 97 from connector to the bridge with more interchanges - there is room for 6 lanes!! Don't impact wildlife corridors or green space.

- A second crossing is necessary. It should connect to Clement as soon as possible, and continue through Glenmore Road. This would be the best use of our existing infrastructure.
- Add capacity to the existing bridge. In looking at the proposed bypass routes, I would not use them. Too high an elevation & too many extra kms. & not taking me to where I want to go.
- Chose a second crossing that utilizes the existing corridor. The communities have developed and zoned what suites the existing corridor. Choosing another alignment would have a negative impact on areas that were developed with the intent that a highway would not be there.
- Least impact and expense is to expand current capacity in current location.
- Twin the bridge. Twin the bridge. Twin the bridge.
- I believe that if you fix Hwy 97 through Kelowna (no lights) you have a far better system than considering another crossing. Taking out lights will not impact business. People will still go downtown and to the mall via interchange.
- Redundant crossing provides options if issue on one bridge, main Hwy current should be expanded rather than by people's homes.
- Yes we need a second crossing from approximately Bear Creek to Knox Mountain and follow the Kelowna downtown north end alternate corridor preferably past the Gordon Interchange and closer to the Okanagan College area.
- This is a waste of money.
- Expense of new bridge, should be connecting through or near Tolko site.
- Work with city to upgrade secondary roads to access secondary crossing try not to have a bottleneck at the Westside interchange.
- Keep traffic out of city centre to create a flow of traffic this also would allow West Kelowna the most commercial + retail + housing development.
- Needs second bridge. We need a way to cross when Bennett Bridge is impassable - how hard is that to understand?
- The shortest crossing option probably the least expensive.
- Option 1, need to start _____ lands.
- Totally different route needed. Construction nightmare otherwise.
- Traffic flow, movement from Westside to Kelowna - better, faster. The highest use would be crossing to tie in at Westside Rd. But a bridge that ties in closer to Bear Creek would create real good feng-shui.
- Regardless of whether a new crossing is built, traffic needs to flow more efficiently and effectively through the entire area. As indicated on page 13 while planning goes on and nothing happens development does move forward. Land is lost and unless something is solidified more planning and inaction will result in no place for a new lake crossing, bypasses, or any future road development without enormous cost. No matter what decision is made, people will be unhappy.
- Accessibility to existing road network to draw traffic from the Hwy to the bypass and bridge.
- Most practical for future needs which is taking cars off 97 and reducing travel time through Kelowna. Makes most sense to have people from Mission area to access Westbank, 97 South and 97C.
- "Impacts to neighbourhoods, parks, trails, hillsides. Improve the existing highway and stop wasting energy on options that are not
- viable financially or would ever get community support."
- "We do not need another major highway through this area. We already kowtow enough to the car drivers, we have plans in the works for new roundabouts at Boucherie. Creating a new bypass and second crossing will cost millions (billions?), destroy nature, kill wildlife. We do not need another bridge."
- "A second crossing will do nothing to ease the 96 per cent of traffic that stays in the valley. The existing route is more central, shorter, and has more services(gas stations, tim hortons, etc) so the majority of

commuters will continue to use 97. Unless you are commuting from upper rose valley to the north end of Kelowna it won't make sense to use the second crossing."

- I don't see the need for a second crossing for many, many years, if ever. While it does make sense to have a plan in mind, I believe technology changes will likely begin to reduce highway requirements in the future rather than increase them. With improvements to the traffic flow on both sides of the existing bridge, I believe that we will survive without a second crossing. I have lived on the Westside for over 30 years and commuted into Kelowna for work on a daily basis. While there have been times that I was stuck in traffic for a few extra minutes, it was nothing like the traffic congestion in the Lower Mainland where I came from.
- There is already a road on the west side through to Vernon. Wouldn't it be prudent to widen the existing road so traffic can bypass Kelowna and continue on if there is no intention of stopping in Kelowna? One would think the cost would be less than having to build a second crossing and deal with the bottleneck on the other side such as we are experiencing with the existing crossing now.
- The general consensus among anyone I have talked to as a complete second crossing is not required. Widening the current bridge is way more cost effective. Places like Vancouver have way more people to bridge ratio. This makes no sense to add a second crossing over a huge lake.
- The plan to go through our regional parks is unacceptable. One of the primary reasons we choose to live in West Kelowna are the regional parks. My wife and I are in them every day.
- "Westbank Town Centre should be designed with a rail stop and PUBLIC SQUARE. It could have a ""central station"" where the town could foster a public square where the roads currently divide. This could solve the cities problems with a lack of a ""core"". The existing highway to Kelowna, through the WFN could house a train as well as weave to the other hubs (shannon lake, glenrosa, rose valley, etc.). Fast and slow rail systems (think transportation web) should be of utmost consideration for improving traffic in and around central okanagan. See Dom Luis Bridge in Porto, Portugal as precedent for a new improved bridge for walking tourists and commuting trains together. A public train and rail SYSTEM needs to be studied and implemented NOT simply another highway. An aging population along with a tourism industry needs other ways to transport and engage in our environment rather than cars/trucks. This is not simply a ""highways"" solution. It must include all jurisdictions. Think about future planning of trains from Vancouver to the Valley as well. Perhaps a fast boat from Peachland etc. Creative Solutions that don't cut through mountainsides should be our aim."
- This should not impact park land, or the natural environment. Use previous industrial sites, such as connecting with the old railway.
- "We should not be looking at adding another highway to the west side, you can use the existing corridor. Remove the lights, and build some overpasses. Also consider expanding from a 4 lane to a 6-8 lane highway. We do not want an additional highway through our park land. The second crossing can run up to the old rail bed, it might require a change of the mill operations, but it is a better option than running a highway at the base of Knox mountain, which is a park the entire city enjoys."
- If a bypass of West Kelowna is needed it should be built north of the entire area, branching off of the connector and joining Bear main then to Westside road. Otherwise, option 1A and 2B are the only options that should be considered.
- Expanding the existing bridge makes the most sense unless you are willing to go much further south along Okanagan provincial park and cross near Westbank/Peachland.
- "Environmental impact, costs, public outrage again the bypass option. To be clear - upgrades to the existing corridor are essential and will need to be done even if a bypass were considered . This balloons the budget to cover both projects and would allow less money to address the downtown West Kelowna main corridor issue. So we'd have an unsatisfactory solution to the existing corridor and a bypass that would fail to address the traffic congestion unless a costly 2nd lake crossing occurs which would be years away. Choosing a second crossing either the massive costs to build it and the horrendous implications of

building a bypass to reach it is unfathomable and would mean decades of worsening congestion until it is built. The second crossing may mean going through Bear Creek ruining another Park and the up by Knox Mountain taking away another iconic area that the public relies on for recreation and values for the pristine beauty and safe environment protecting our wildlife. We strongly oppose this proposal and it's unacceptable costs disproportionate to the size of this city even as it grows over the next decades. The cost of the second crossing and bypass leading to it should be spent in urban areas around Vancouver where more people are affected by much worse traffic congestion. Focus needs to be on improving the existing corridor and the limiting traffic lights between the current bridge and Sexsmith."

- Having an alternate route through rose valley park would destroy pristine wildlife habitat and negatively impact the environment and take away from the peace and quiet of the neighborhood. It would be less desirable for families of the 2 elementary schools in this area.
- A second crossing is a waste of time energy and money. It will disrupt residential areas. People have spent their lives acquiring their homes in these beautiful areas why destroy them for a highway. The city of Kelowna has only 2 main roads carrying traffic towards Vernon so all traffic has to funnel onto highway 97. If the city of Kelowna would have more through streets relieving highway 97 of its burden and reduce traffic lights with trenches ,grade separations and roundabouts there would be no need of a second crossing.
- Does it solve the problem of getting through kelowna easily. How big an impact does it have on the community. Is it really necessary. The congestion occurs on either side of the bridge. Fix that first. The alternative options of upgrading the current bridge or building in the near area much better option.
- We need to preserve our parks. Therefore, having the crossing go through Knox Mountain or too close to waterfront park will significantly hurt our appeal. However, having a crossing go through the mill is a great idea (option 2a). This will not affect the visual appearance of Knox Mountain or downtown Kelowna. The mill is already an eyesore and I do not think many would be upset to see it close (other than the employees of course!).
- "Consideration should be given to estimating the cost for a second lake cross compared to the cost of initiating a fleet of smaller commuter buses that would have either a central terminal pickup location or multiple pickup locations in West Kelowna coupled with a very large number of bus drop locations in the City of Kelowna. This public transit service would ideally be very frequent (only a few minutes wait at any given location) and regularly scheduled. Developing an efficient public transport service would reduce travel time back and forth across the lake, reduce traffic congestion, reduce exhaust pollution from cars (especially if buses were electric), create employment as many drives would be required along with service staff to keep the buses running and negate the need for a second lake crossing while at the same time reducing traffic congestion and air pollution through the greater Kelowna and West Kelowna area."
- Please please do not take away our parks! This park is like the Knox Mnt. Of Kelowna. A growing community needs raw green space. I find it ridiculous that a second crossing is being discussed, when the "new" bridge is less than 10 years old. Way to plan for the future.....And the second crossing should be built far away from Kelowna.
- Maintain our natural environment. Do not turn West Kelowna into a series of highways making the community unlivable. This is a top priority. The current option 2a and connector will likely detract people from moving into this area as the natural beauty and recreation will be degraded as well as property values.
- We can have 6 lanes on the present bridge by hanging the bike/ pedestrian lane off the bridge. It is very unwise to build this wasteful 2nd crossing period. Move people by mass transit not obsolete cars.
- Need a second crossing that passes on the mountain edge of Kelowna. One or two turn offs into Kelowna, is adequate.
- Not necessary. Too costly too damaging. Affects four parks to do so!!! Crazy.

- As a frequent sailor in the area identified for an alternate second crossing, the impacts on boating off the Kelowna foreshore will be significant. Expansion of the current bridge or a second bridge at the same location would be the best from a boating perspective. It would also provide the least noise impact for both sides of the lake.
- We do not live in metro Vancouver, the population is not there to justify another bridge and the cost would be too much for the taxpayer.
- It should use the existing highway system in West Kelowna and do as little damage on the Kelowna side as possible. Until the decision on where to put it in Kelowna is made the only upgrades should be to the existing highway in West Kelowna/
- A second bridge crossing for the future would need to have less impact to existing communities an option that makes common sense. Can the existing Hwy 97 and it's many many lights be designed to allow better traffic flow thru Kelowna as the existing lights compound the traffic flow problems further down Hwy 97 towards West Kelowna. I wish the engineering teams much luck in the future progress of the traffic planning for the amazing Okanagan area.
- A second crossing is not required. The engineers at the meetings acknowledge this. The traffic around it can be changed with overpasses and grade changes. There would be no issue after this. Someday the bridge may need some widening but that is it.
- Not needed.
- I believe that it is in the Okanagan's best interests to preserve its valuable parkland. Rose Valley regional park is not only an important ecosystem, but also a draw for residents and tourists alike.
- Needs to consider established neighbourhoods and be built away from them and avoid damaging anymore nature and wildlife.
- "Disruption to large residential areas that have already interfered with wildlife habitat, further destructive interference with wildlife habitat and their travel corridors. Not to mention the massive expense. A second crossing seems excessive when there are realistic options to work with our current infrastructure to allow for thru-traffic by eliminating traffic lights and possibly one day expanding or adapting the bridge. Re: WK residents placing a higher priority on a second crossing, presumably this finding is a reflection of WK residents who commute to Kelowna to work. IMO, one day WK will have a hospital and other major employers. At that point, crossings will have less to do with need (i.e. work) that causes congestion ... and more to do with wants (i.e. social, entertainment, etc.) that don't have a set time that causes congestion."
- Honestly, I don't feel like we need a second bridge. Bridge traffic is never the problem. It's the intersections on the other sides of the bridge. Mainly the Kelowna side. The overpass at west side road has improved traffic immensely. Adding Boucherie and West Lake road would only make this even better. Get rid of the lights all the way to Peachland and people will be happy and safe.
- I honestly think creating overpasses (pedestrian and traffic) throughout downtown Kelowna and West Kelowna would suffice and a second crossing may not be necessary for a significant period of time. Almost every day I crash the bridge smoothly and see 50-60 cars back up as one person crosses at a pedestrian light on Abbott or one vehicle turns left. Fix the lights and the congestion will decrease significantly.
- Don't destroy the Rose Valley park. No amount of traffic relief is worth losing such a beautiful, well used green space.
- I feel option 1 will cause a lot of chaos due to the fact it is right beside Knox Mountain and having a busy highway beside the trails will not go well. These trails are very busy and there is hardly enough parking nearby as it is. The highway noise will be horrible to listen to while trying to enjoy the trails and being outdoors.
- We don't need a second crossing. Put the focus on a better transit system thru the Okanagan. What we have in Peachland isn't good enough. No service up Trepanier. Encourage people to take the bus and

carpool rather than another bridge and more roads. Waste of taxpayers money and bad for the environment , bad for the lake, fish , wildlife , air quality, etc. Time to put those things ahead of more traffic and roads, thank you,

- We should not be considering a second crossing. Rather we should be considering how to make the current infrastructure more useful to commuters with overpasses, better bussing, getting people to ride their bikes and car pool. We need to make fast and reliable transit to get people taking the bus.
- Surely the money that is planned to be spent on this crossing which must be millions could be put to use by updating and improving the crossing that we already have. There is enough disruption of habitat and wildlife in West Kelowna with the continuing development that is already happening here.
- Do not destroy parks and recreational lands. Do not force residents from their homes to build a highway. Maximize and exhaust all current route options and capacities.
- Expand the existing bridge. There is no viable second crossing location that won't have excessive costs due to WFN. The bridge is not the problem -- the issue is the traffic configuration in Kelowna.
- Do not interfere with any recreational areas, and do not push residents out of their homes !!!
- A connection to a freeway on the Kelowna side makes most sense. Do not build a bridge that will ice up and needs special maintenance like some bridges in Vancouver area . We have Ice & Snow here we need not ice bombs from above in winter. :)
- Think about the further reduction of wildlife habitat, think about the daily recreation activities in Rose Valley Regional Park, think about diminished quality of life for residents, think about another option for 2nd crossing rather than through Rose Valley area.
- Why not ditch the second crossing which would make the lake look worse and three lane the westside sections of highway, build the interchanges and grade separated crossings, add a lane to the bridge by taking out the pedestrian section, and fix the lights on the Kelowna side which is the main problem. 2 bridges won't solve the flow problems of existing lights and intersections. I live in West Kelowna Estates and when the westside road interchange was put in, it was a huge help for the flow of traffic.
- For Eastbound traffic, the light patterns at Pandosy, Abbot, Hudson, and Boucherie need some serious consideration. Pedestrians at Abbot should be required to use the pedestrian underpass to cross the highway. West bound, the light pattern at Hudson and Boucherie needs to be addressed. Until these issues are addressed, a corridor and/or second crossing are irrelevant discussion points.
- "During peak travel hours, light patterns on the East side of the WRB bridge (East bound) and between Hudson and Boucherie (East Bound) and the proximity of the Abbot and Pandosy intersections at the East end of the WRB bridge cause the congestion. Pedestrians have an underpass at Abbott therefore should not be able to stop traffic to cross the highway. West bound, the light pattern at Hudson and Boucherie needs to be addressed. Until these issues are rectified, we cannot even look at what traffic flows like to determine necessity for any additional crossing."
- Improve the existing bridge and Harvey ave beyond the bridge and a second car crossing does not seem necessary. Perhaps look at options for a second crossing for pedestrian or public transit/emergency use only. This makes more sense to create a function all second crossing. All big cities have more than one lake crossing to accommodate growth. Create new interchanges to speed up flow. And make it so west kelowna and kelowna don't come to a stand still when there is an incident on our current bridge.
- the most important consideration is to ease congestion on Harvey and not bottle neck at spall/springfield as that won't help much. I don't think we need a second bridge for cars - maybe for transit and pedestrians -emergency vehicles if needed?
- Widen the existing bridge. Have a 6 or 8 lane highway from 97 and 97c to north end of Kelowna. No lights. On and off ramps every few KMs.
- Why not add the sixth lane on the bridge and reduce the lights on each side of the bridge

- I don't think the volume of people driving to from Westbank to Kelowna would ever suffice having a second crossing going through West Kelowna Estates/Rose Valley, Smith Creek, etc. We need to work with and improve what we already have by removing the lights on both the kelowna side of the bridge and the west kelowna side to help the traffic move. The answer to this is NOT a second crossing, but creating better flow on each side. Congestion on the bridge every day is only hampered by the amount of traffic lights, not the route of traffic. Do not make the poor planning of Kelowna the problem of West Kelowna's rural residents
- A second crossing is needed now with a bypass of West Kelowna to accommodate traffic from rapid, relentless, uncontrolled growth.

Question 4: What important considerations do you see for the Kelowna Options? 27

- Express way through Kelowna is good idea. The people of Kelowna would like to maintain their present standard of living conditions. They should decide.
- The people of Kelowna would like to maintain their present standard of living conditions should decide.
- Addressing the constant traffic stops (lights) that back the traffic up so quickly.
- I really like the idea of keeping the existing corridor, no second crossing. I like option 1B the best "median express lanes", least impact on Kelowna property.
- No opinion.
- Ask Lake Country people.
- This Provincial Highway should avoid existing city streets but provide strategically placed exit and entry locations to facilitate easy access.
- Create a dual function corridor that allows local crossings but maintains express route functionality. Need to ensure options that allow through traffic to the airport area of Kelowna as there will be significant commercial/industrial growth=destination traffic.
- A via duct for through traffic is the best option with current row. Grade separation beyond the appropriate end of a viaduct will move the rest of through traffic through the median express lane with one lane each way will not have enough capacity.
- Median express lane, trench Hwy 97
- I don't live in Lake Country but my belief is that highways should not have lights period! They are too dangerous and cause congestion. Let highways do their job and move people quickly longer distances.
- N/C
- This area is growing much faster than earlier predictions - must bypass Harvey Avenue as it is far too busy with heavy trucks.
- No opinion.
- Use ONE option 2A (p.25) and Spall Rd to John Hindle Drive. Why not put present route in a trench (at least at intersections)?
- Elevated lanes seems 'too big city'. People move here to be away from the city.
- Good options. No further comments. Good options. Option 1 Best but still needs new bridge.
- "Don't ruin downtown kelowna in the same way that downtown Westbank was ruined in the 80's. The last thing they need is two highways through the middle of downtown."
- Options 1a and 2a seem to make the most sense for long term.
- "The traffic flow through Kelowna needs to be improved significantly. Although the options presented would help, I am not sure that they provide enough lanes to do the job. My preference would be median express lanes over elevated express lanes but I would like to see 4 express lanes in addition to the existing 6 lanes."

- "I honestly think the old rail line is a perfect location for a fast rail to connect the entire valley for business and tourism purposes. We have tonnes of parks and nature to PRESERVE! Let's use the rail line that was already built to actually BE A RAIL SYSTEM. Let's consider our aging population, our tourism industry and our future and BUILD A RAIL SYSTEM. On the rail lines as well as through our cities so that we don't have to DRIVE so much. We would even have less car accidents. Imagine. :)"
- "A second crossing is a waste of time energy and money. It will disrupt residential areas. People have spent their lives acquiring their homes in these beautiful areas why destroy them for a hyway. The city of Kelowna has only 2 main roads carrying traffic towards Vernon so all traffic has to funnel onto hyway 97. If the city of Kelowna would have more through streets relieving hyway 97 of its burden and reduce traffic lights with trenches ,grade separations and roundabouts there would be no need of a second crossing."
- "Access to Knox Mtn., impacts on downtown residences, traffic flow through downtown. The congestion will occur in this area as it is currently occurring along Harvey."
- "Do not need more traffic into the City of Kelowna."
- "Need a bypass around Kelowna, a 4 lane system, similar to US interstate system with no intersections, or stop lights."
- "No bypass on this side either. Don't destroy the beauty Knox mountain with a crossing."
- "Where is the majority of the traffic coming from and heading to? Alternative access is more important to consider than alternative routes. People will still require access into the main centres of West Kelowna, and Kelowna, a bypass is not practical and will not be used. Definitely more money to build than it is worth. Better flow and improved side roads throughout Kelowna (blocking a number of crossings across Kelowna Hwy 97) would be incredibly beneficial."
- "Lights need to come off of 97. It should be a freeway with intermittent exits"
- "COMMC Options 1-3 ... The construction expense and long-term maintenance of TWO main corridors! Keep Hwy 97 as the main corridor with changes to enable efficient thru-traffic flow and access to main intersections with a wide ROW on either side for even further expansion wayyyy in the future. Bridge to Spall Option 1b ... Most importantly this option maintains traffic flow for thru-traffic through Kelowna while allowing for easy access to downtown. Other considerations would be visual and audible, therefore a trench would be preferable over a tunnel (expensive), Option 1c or Option 1a. Spall to Hwy 33 Option 2b ... Most importantly this option maintains traffic flow for thru-traffic through Kelowna while allowing for easy access to downtown. Other considerations would be visual and audible, therefore a trench would be preferable over an elevated road, tunnel (expensive), or Option 2a."
- "The traffic lights on the Kelowna side cause slow down on the bridge during peak hours and only during those peak hours."
- "Other times of the day are fine."
- "Kelowna should have a Option 1a (Grade separated) or Option 1b now from the Bridge to Spall. Build a Spall interchange to a new hookup to COMMC3 asap. Do not build all kinds of interchanges along the old HWY 97 in Kelowna use COOMC3 instead.Open House"
- "add some lanes"
- "ease congestion on Harvey - improve alternate road ways around Harvey. Explore improved public transportation options."

Question 5: What important considerations do you see for the Lake Country and Duck Lake I.R. No. 7 options?

- "Again the locals should decide."
- "No opinion."
- "Ask the residents of this area."

- As much as possible to be safe and sensible, the new highway should avoid heavy local traffic situations.
- All are good ideas because they get traffic through Wenfield _____ road improvements are required to keep traffic of _____ between overpasses.
- N/C
- Lake Country is growing much faster than previous predictions - recent report is 16 per cent in one year.
- No opinion.
- Looks good.
- No comments.
- Again Option 1 VG.
- No matter what decision is made, people will be unhappy.
- "I honestly think the old rail line is a perfect location for a fast rail to connect the entire valley for business and tourism purposes. We have tonnes of parks and nature to PRESERVE! Let's use the rail line that was already built to actually BE A RAIL SYSTEM. Let's consider our aging population, our tourism industry and our future and BUILD A RAIL SYSTEM. On the rail lines as well as through our cities so that we don't have to DRIVE so much. We would even have less car accidents. Imagine. :)"
- Lake country just needs speed control. Photo radar.
- Lake country had a speeding problem. Put in photo radar. That will slow people down. The road itself is fine.
- add some lanes

Question 6: What important considerations do you see for the Crystal Waters to Coldstream existing corridor concept?

- Sounds like our problems... lower speed limit and let the locals decide.
- No opinion.
- No comments - area not familiar to me.
- As much as possible to be safe and sensible, the new highway should avoid heavy local traffic situations.
- Interchange is needed at that Vailey Rd dangerous intersection.
- N/C
- No comment.
- No opinion.
- Looks okay.
- No comments.
- VG.
- "I honestly think the old rail line is a perfect location for a fast rail to connect the entire valley for business and tourism purposes.
- We have tonnes of parks and nature to PRESERVE! Let's use the rail line that was already built to actually BE A RAIL SYSTEM. Let's consider our aging population, our tourism industry and our future and BUILD A RAIL SYSTEM. On the rail lines as well as through our cities so that we don't have to DRIVE so much. We would even have less car accidents. Imagine. :)"
- add some lanes
- add lanes

Any additional comments?

- I don't like the bypass idea when it comes to cost we could add enough interchanges along existing 97 for much less.

- We should be looking at a rapid transit alternative. Skytrain, monorail, subways etc. Cost of these vs. cost of building MORE super highways when the car is becoming obsolete
- The bypass (connector) option is not helpful to the people in the West Kelowna community. It is passing through sensitive habitat, environmentally damaging, not useful to the locals, and moving tourists (our primary industry) around the town completely. A very poor option. Please focus on the flow of traffic on the current highway. The interchanges coupled with the Dobbin trench and Kelowna express lanes look great.
- No second crossing. No West Kelowna Bypass. Too much damage to look and feel of the area.
- It is good to see there is long term planning occurring. There is a misconception that Kelowna/West Kelowna traffic is very bad, which it is not. These options would cost a massive amount of money which could be better spent on other projects.
- Love the idea of creating a true freeway for Hwy 97 and removing the lights along it. It hope this is where infrastructure improvements are focused at first.
- It is imperative the road through Westbank be _____ ASAP. The _____ couple system is unacceptable. Limited development and improvement in downtown core by Westbank.
- The bypass route should cross the lake further to the north and avoid city traffic. This route should be viewed as a Provincial Hwy not the City street.
- Open the HOV lane for all traffic.
- Thank you for having this open house. Good information for today and year end 2017. Good attendance. Good staff.
- I only found out about this today. This is spring break. Many young families are away which is NOT fair in terms of getting feedback.
- Get rid of the lights on the highway.
- Transit options only work if the destinations align with the user's destination. We need to accommodate/enhance the bicycle/transit user. So that a rider can use the bus for a portion and then bike the remainder to the destination off the main transit route.
- I still don't understand why a _____ Road - BUTT Road connection is not _____ and _____ viable option than all the others. We need the _____ in a near term plan before any intersections are built at Boucherie and Hudson!! Give vs. Main Street Back.
- I think it is great that we have the opportunity to comment. Hwy 97 should have been fixed a long time ago (read 20 years).
- Please don't ruin our neighbourhoods/community/green space.
- Alternate corridor options would impact Smithweek Trail System + Rosevally. These parks + trails are important to our tourism economy as well as quality of life. Environmental + neighbourhood impacts need to be _____ considered. Option 1 a - grade separated crossings - lets people see the reality of the area better than trenched roadways (also seen 'too big city').
- Details of nature of second crossing bridge missing. Concepts should include option of placing the second crossing at end of connect so a new route carries traffic on east side of lake, bypassing main urban areas.
- The bypass is the best long term solution for citizens of West Kelowna + for people passing through. The existing corridor options will make West Kelowna even uglier than it is today + will require other improvements within 10-15 years.
- Based on proposed options and tin frames there should be no more building _____ in West Kelowna. Unsafe road conditions. Too little too late. No option to help in the near future.
- The best proposal is to upgrade and remove signal lights on present Hwy 9 - bridge to each and - can be built in stages - as need - staged budget.
- Do second crossing north on both sides and finish Aspen Grove cutoff, trucks going to Vernon would be able to get there this way or take Kamloops route depending on Hwy conditions.
- Possibility of a road on the other side of the lake before it becomes too developed to build.

- Please do not put 2nd crossing near Bear Creek Park. Bridge noise will ruin the tranquility and there is no need for traffic to go there. Makes more sense to put bridge from South Mission to Gellatly area. I know it's 3km but think about the future.
- "A bypass/second bridge will destroy watersheds, parkland, property, and quality of life for thousands of local residents. I live in Glenrosa and it takes me 45 minutes in heavy traffic to get to the airport, totally acceptable. I'm sure with some improvements to the existing corridor (eliminate traffic lights, add interchanges, improve frontage roads) it will still take me 45 minutes 20 years from now, still totally acceptable."
- "The parkland, including the Smith Creek and Rose Valley areas should be protected for recreational use, they are some of the best mountain biking area in the Okanagan"
- "Please talk to the community. The City of West Kelowna has other motives. They want to be responsible for ""change"" and have no regard for the people in our city and ""leave their mark"". We use these parks daily - that's why we moved here and paid a premium for homes near green spaces. You will be cutting into the home values and that should be illegal quite frankly. Please have a heart."
- "I Rail system I believe is the smartest and most forward thinking approach to density, development and traffic problems in the Valley. Please respect our community by considering other options than more highways."
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- "This entire project should be built further away from West Kelowna. If it is truly a bypass then it should actually do that and it should have as little impact on the city and its residence as possible."
- "Please make and publish your preferred routes ASAP . The Rose Valley ""threat"" especially has many people very upset and worried, if it is not your preferred route please let people know."
- Having the 30 march open house during spring break was terrible as so many young families didn't know about it
- "There are many alternatives, just upgrade the existing corridor and leave the beauty of Kelowna and West Kelowna alone for future generations."
- "I see the vast majority of vehicles on the roads have only one occupant. If we could somehow get them on motor scooters, bicycles, buses or even walking it would reduce the need for more roads. The city of Kelowna many miles of beautiful sidewalks. And they are almost always empty. No one uses them."
- "We are adjusting to the life of big city living. The increase in congestion is a given. Fast commuter bus service with park and board options would decrease the single vehicle numbers. An alternate route would be nice but we have little choice because of topography. Destroying the community to create options is a very bad idea."
- "Please give the community more ability to provide input. Better advertising of the process is needed with much more communication with the public and input by the public. Perhaps consider a different engineering company to provide more modern options that emphasize livable communities as top priority. These options should have integrated other solutions like light rapid rail transit."
- "Need a bypass around West Kelowna, and Kelowna immediately. Vehicle volume movement on Hwy 97 would be the lowest, and slowest, movement of traffic compared to any US city I have travelled. You can travel from Las Vegas to Kennewick WA, 4 lanes, not one stop sign, or traffic light, average speed 75 to 80 Mph. That is how to move vehicle, and truck traffic volume."
- "This is a terrible plan. To cut through West Kelowna's major hiking areas and watershed, and displacing rural homes. The existing highway should be upgraded with overpasses to accommodate the extra traffic."
- Please listen to the people. We are West Kelowna.

- "Yes I am shocked at how this is just not in the public domain, thankfully a few residents in the area did their best to get the news out and so at the Mount Boucherie meeting there was a great deal of people in attendance. Yet only today I spoke to a neighbor and they knew nothing about it, I am disappointed with my local West Kelowna Council and I will be making my feeling known to them as well as my local MLA Christie Clark."
- "These events for input were not publicized and input was not requested through regular social means. The only way a number of people have even heard about this possible 'bypass' alternative highway construction was through neighbours. There needs to be more public consultation and people need to be made more aware."
- "This is the second time the provincial hwy department and West Kelowna Council have tried to bargain away Rose Valley Park for highway improvements. About 2 years ago they made a secret deal with the Westbank First Nation to trade the land for the land used for the new bridge. Park land should stay wild and not be traded away when it is politically expedient like at election time when promising a new bridge could get the sitting MLA and Premier of our Province more votes. Take the second option off the table it is a bad and costly idea that no one in this community wants other than politicians."
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- "This alternate route will destroy what makes Kelowna and West Kelowna great. Striving to be different and forward thinking is what we need to do. Not to have our city councils jealous of bigger centers, trying to be big time. We are a close knit community and it all revolves around the nature here. It's why so many people have moved to the valley. Don't mess with that! Our formula works. Respect nature, enjoy nature and be a happy, well adjusted, active person."
- "Improve the existing highway corridor AND add a second crossing off Westside Road. There is no need to tear up through several parks and neighborhoods, when people could simply travel faster and more efficiently through West Kelowna and simply choose one crossing or the other off the Westside Road interchange that was ALREADY BUILT"
- "A viable option that has not been proposed is to improve Westside Rd. from West Kelowna to Vernon. This would reduce congestion in Kelowna and enable travellers an alternative route to the North Okanagan. Kelowna is a well-known tourist hotspot; as such, I do not believe that city planners should concern themselves with getting as much traffic into Kelowna as possible. If people want to come here, they will. If they don't, it's far better to have access to a safe alternative route than to cram them into an already highly congested Kelowna."
- "Please consider adding overpasses through the city and get rid of the traffic lights at every block. It is not west kelowna that is congested, it is Kelowna!!!" "None of these options for the Kelowna/West Kelowna expansions are going to solve the current issue, as the majority of traffic on our bridge and through our corridor is local. Considering the economic and environmental costs of these options (while also considering the overpass/tunnel highway options for Kelowna) as well as the detrimental impact on our tourist industry, it appears evident that this is an illogical solution. Bypassing any part of Kelowna or West Kelowna with a highway only diverts what small portion of tourists we have traveling through away from our tourist town, a major part of our economy. It also does very little to ease congestion, as we know the majority of the traffic is local; it simply provides more road for more cars. What seems to be the most logical solution is a sky train or some type of rail system crossing the lake and traveling the length of Hwy 97 through Kelowna. If you're planning a second crossing or infrastructure above the highway anyways, it

seems much more logical to build it with rails for mass transportation than for more cars that will simply clog somewhere else in town at the end of the expansion (ie: the proposed tunnel plan ending at Spall). A sky train would be extremely beneficial for locals (provided park and ride locations were included) and would also be an excellent selling point for tourists who wish to enjoy what Kelowna has to offer, while providing a safe, quick, and cheap method of travel. This option is the only one that directly addresses our issue of excess local traffic, while also providing an invaluable source of transport for our tourists, who may not have a vehicle, may be drinking, or engaging in other activities where it is illogical to drive (such as trying to park downtown). Considering also that our bus system is barely functional due to the excess in traffic, this is the only solution that will actually ease congestion on our streets while also appealing to our tourists, locals, and students. Provided it is planned correctly, many locals would likely take the opportunity to ride the rails instead of facing bridge traffic - I know I would. Finally, this is also the only true course to take for long term sustainability. More roads bring more cars, and simply by observing other larger/growing cities makes it obvious that Kelowna needs to be looking at longer term solutions to its problems before major highways bypass Kelowna entirely and it is no longer a central stop, among many other concerns for the future. If a rail system is in the future eventually (and looking at every major city and seeing a rail or subway system - it is) then it's something that should happen now, while we're considering spending millions on infrastructure. Plan for the future, don't spend millions to act retroactively."

- "I don't think that the people who devised this plan had enough information on how the citizens use the area. West Kelowna traffic will still be busy in rush hour. People need to get home. The homes and everything else in West Kelowna are around highway 97. Bringing highway noise and big truck brake sounds into our peaceful residential areas cannot happen. We live in nature because we chose to. You can't undo that. It's not fair. You are devaluing our property and robbing us of our parks with for some are their livelihoods. Kids need nature in these technological age. I came from a city where I only saw kids playing video games or causing trouble. Here, I always see kids biking and hiking in the woods. Don't change that."
- "Please do not destroy Rose Valley Regional Park or Knox Mountain!!!! This is why we moved to this area is because of all the hiking trails. Hiking is so peaceful but when you add a highway, it will completely destroy a lot of hiking aspects!!"
- "I am completely GUTTED by these alternate route proposals, and the negative impact that these will have on the quality of life we enjoy as residents of West Kelowna. Maybe it's time to get out of dodge, and take my tax dollars to another province (one that cares)!"
- "The public notification for this open house (West Kelowna) was very disappointing. I saw one road sign, placed on the highway going up Bridge Hill. Impossible to read properly as traffic is generally travelling fast. There should have been radio ads for all 3 open houses, targeted Facebook ads, Westside Weekly, Castanet. If you're going to use road signs, use more than just one! Put 4 or 5 throughout the community in visible locations. I was only made aware because a friend did his research and published the date on Facebook. Castanet did an article on the 1st open house but got the date wrong for the West Kelowna open house. It would appear by the lack of public notification that MOTI doesn't want public feedback."
- "Do not interfere with any recreational areas, and do not push residents out of their homes !!! Anyone who believes that these are good plans, is greatly out of touch with reality."
- You really need to find another area where there is little or no in pack on residential neighborhoods.
- "It is extremely important that you hear the sentiment of the local residents. Please do not put a corridor through the Rose Valley, Smith Creek, or Shannon Lake neighbourhoods. Please exhaust all other options including improvement of the existing highway, adding the trench, addressing light patterns, and eliminating lights before even considering other options."
- Keep our park land behind our Tallus heights community!!!

- "With the exception of improving on our existing infrastructure, all of the other options here seem very short sighted. Why are not discussing what can be done to remove cars from the roads by investing in public transit? It's true that our population is growing which is even more reason to invest in a reliable public transit solution. More highways that simply ""go around"" West Kelowna is not the solution here."
- "The thought of a new highway running through the backyard of my brand new home just sickens me!! I bought and built my house in the neighbourhood of Tallus Ridge to raise my son surrounded by park land and hiking trails. If I wanted to raise him surrounded by highways and listening to road noise I would have moved to Vancouver"
- "this seems to be a very short sighted solution. for a few reasons. 1. why would we add more roads/highway instead of improving existing roads/highways? i.e.: the connector along Smith Creek to Bartley. There is room for improvement on these highways that would make them run more efficiently and ease congestion without disrupting the existing neighbourhoods and the environment. 2. the problem is 'too many cars' so why are the only solutions being presented allowing for more cars to be on the road. improving public transit needs to be a serious consideration."
- "To run a highway from the 97&97c interchange through Smith Creek, Tallus Ridge, Shannon Lake, Rose valley, and the related parks is the worst idea ever. Can not believe this is even an option. There is plenty of room to widen or life the jigheay adding more lanes. Please leave what makes our neighborhoods so desirable."
- There are many tough decisions to be made, but to decimate a Regional Park is political suicide for any politician that makes it.
- "This is absolutely ridiculous that you are going to cut up downtown westbank and cut through neighbourhoods and a regional park. There has to be better options that leave westbank out of the equation and don't put a major freeway through are beautiful town. I have lived in Westbank my entire life and you plan to run a freeway and interchanges right through it."

Emailed Comments

- When I saw the alternate corridor options, I was appalled. Bringing traffic, noise, and pollution to this area seems inconceivable to me.
- Kelowna is not the little city it used to be. 10 years from now we mayu have almost 500,000 people here. Erect the suggested raised highway through Kelowna/Harvey Avenue. We must not erect a new bridge which will intrude on the north end of Kelowna.
- Option 1a makes sense. It is essential to keep Berry Road open as a way for locals to cross the highway. Most housing is on the west of Highway 97 and the high school, new middle school, town hall, library, theatre and memorial hall are all at the foot of Berry Road on the east of #97.
- We own eight retail shopping centres and each one was chosen based on the following criteria, the property is located in a community where the population is growing, the property is located on a busy street, has sufficient parking and is easily accessible. This is the case for our three properties introduced above, accordingly we are strongly opposed to any current access or egress to our properties being taken away or altered.
- The problems with Highway 97 were created tens of years ago and are common mistakes made when not building in a significant road allowance to allow for expansion of significant road systems. There are clearly intersections where an interchange could be implemented much easier than others, including the intersection at the Kelowna Airport, which would be one of the easiest to eliminate through an interchange.
- When you compare the travel times on Highway 97 to other congested road systems in the Province like the Cut on Highway 1 in North Vancouver or Highway 99 through the Dease Island Tunnel, or Highway 1 from Vancouver to Abbotsford, which was just widened, one has a better appreciation that Highway 97 is not as bad as people think.

- There are many examples around the world where urban areas have had to develop plans for future growth of population and use of transportation infrastructure. The best options for the health and wellbeing of the residents rarely include increasing capacity for the use of the automobile. Rapid public transportation and active transportation both add much more value to people's lives, people's businesses, and people's real estate.
- I have spent time in both Copenhagen and Amsterdam. The culture of active transportation there is amazingly unbelievably awesome. Kelowna has the climate, and the excitement of growth. Now is the time to strive to follow the positive things our European neighbours have already done.
- This is an upgrade that is supplemental to options proposed, but necessary in order for proposed options to succeed in reducing congestion East and West of the bridge. Since the construction of the new bridge there has been something constricting the flow of traffic into Kelowna. With the old bridge the traffic was usually backed up on the hill on the west side, but flowed decently on the bridge itself. One area where bridge traffic flow in both directions is being limited the crossing at Abbott Street.
- I would like to see a second crossing far away from the existing crossing.
- I see so much traffic congested on the highway everyday and I think it could all be solved by connecting Highway 33 up through Glenmore and across the lake to Westside Road. It would allow for additional growth in those areas and create a bypass for truck traffic heading in from that area as well as many of the trucking companies in the north end of town.
- In Kelowna the first 3 or 4 sets of lights need to go. And ofcourse the Banks Road intersection. The only trouble with this plan is that we seem to take forever to build the overpasses.
- I have heard LRT brought up a few times I like the idea of LRT from Penticton to Vernon (better yet to Vancouver) but I doubt we would have the number of passengers to pay for it unless it was as incorporated in with a Vancouver run.
- It seems very strange to me that ANY second crossing options are being considered so close together with the existing bridge. I strongly suggest that any new crossing must require the very least possible amount of expropriation of existing developed properties and simultaneously be able to route traffic entirely AWAY from currently congested areas. To me this means a second crossing must entirely avoid downtown Kelowna (and ideally downtown West Kelowna as well).
- I strongly feel that a second crossing should bypass the City of Kelowna entirely. There is too much congestion on Highway 97 already and other east west routes are too small to handle more traffic. A second bridge feeding traffic into the downtown is a bad idea. Many people want to head north through the Okanagan without having to drive through the congestion in Kelowna.
- The existing highway needs upgrades - the majority of traffic congestion is from commuters. I commute and wouldn't use a less direct route over the lake (like the proposed route is) - I don't believe it would make much of a difference and the highway would still be terrible. Anyway I would like to add a resounding NO to building a second highway and crossing. The existing road should be modernized and upgraded instead.
- I live in the north end and therefore as you can well imagine, do not want a second crossing to pass through our somewhat quiet neighbourhood. The DNE options are all the most indirect options, taking the traffic further from where it needs to go while greatly affecting a mostly residential area. It will have an impact on the bird estuary which has a popular linear park which also doubles as a buffer from traffic for the adjoining townhomes if option 2 is chosen.
- If only 4 per cent of the traffic really needs to bypass Kelowna, then this seems to be a huge amount of money to spend for so few.
- It is extremely important that you hear the sentiment of the local residents. Please do not put a corridor through the Rose Valley, Smith Creek, or Shannon Lake neighbourhoods. Please exhaust all other options including improvement of the existing highway, adding the trench, and eliminating lights before even

considering other options. Please do not ruin the beauty of the Central Okanagan to build a highway. The "corridor" options should not be considered. Please put resources and energy towards improving the existing highway, poor light patterns, excessive lights, etc.

- We chose Tallus Ridge due to its many attractive characteristics. Some of these being a family neighbourhood, safe streets for children to play on, and an almost rustic feel (compared to the lower mainland) with living literally on the edge of forest. We love living here and fear the devastation that would be caused by a highway running through our beloved neighbourhood. On our daily walks we see birds, eagles, woodpeckers, our resident owls in our trees, bears, marmots, and coyotes. It is actually amazing to list off the wildlife we have the privilege of seeing and cohabiting with. My strong opinion is not to run a bypass highway through any of the above neighbourhoods as the environmental and lifestyle impact would be absolute devastation. We moved away from the lower mainland to get away from highways, please don't make us relocate away from this beautiful area once again.
- I am writing to express my concerns about the proposal. This option will cut through our forests, over creeks and cut off access to the existing hiking and biking trails and the animals living in these areas. I moved to West Kelowna for all of these reasons and now you are considering removing it!! To me, improve the existing roadway-NOT destroy our natural environment. The impact, not only on the environment but also the established communities of Glenrosa, Smith Creek, Shannon Lake and Rose Valley is unacceptable. I sincerely hope that our concerns are going to be taken into account.
- The environmental impact of putting a road through these forested communities and what should be a protected regional park is quite frankly ludicrous and had to have been created by someone who has never been in the community. People live here for the natural beauty and tranquility that the West Side of Kelowna provides. People come from all over the country and even the world to hike and mountain bike in the Rose Valley Regional Park. It is home to bears, cougars, wolves, coyotes, lynx, bald eagles, snowy owls and other countless species of birds. Running the road so close to the reservoir itself also puts the water supply in harm's way. We live in these communities to be closer to nature, to stay active and healthy. Let's minimize scarring of the land and find a plan that makes use of existing infrastructure as a starting point. That has to be more financially and environmentally viable than destroying the forest and depleting the property values of the people who live in the affected communities.
- The only option is upgrading the existing corridor, but it sounds like the MOTI was mandated to explore a bypass, by the district. This is the root of the problem, since a bypass is illogical, and these options are the resulting symptoms. Moving forward through "Phase 2, Part 2", MOTI's recommendations should consist of: upgrading the existing corridor with interchanges/trenching, establishing a roadmap for maintenance and upgrades to our existing lake crossing, evaluating more invasive changes to traffic infrastructure Main Street/Dobbin Road, proposing more forward-thinking options, such as light rail and improvements to public transit to move people (not vehicles) through Kelowna. It's clear a negligible amount of congestion is imposed by commuters just passing through, and you should be presenting modern solutions looking forward to 2040. A bypass is not an option. It's akin to consciously choosing to inflict more devastation than the wildfires we've experienced, or inevitably will experience in the future. It's time for this 40+ year discussion to course correct.
- You can imagine our 'horror' (and I don't use that word lightly) when I heard that there was a proposal to build a freeway 'through our backyard'. In my opinion, this is a completely insensitive and irresponsible proposal - insensitive to the environment, in the first instance, and completely insensitive to the investment made by thousands of families who live in the Smith Creek, Talus Ridge, Shannon Lake and Rose Valley neighbourhoods...The concept of having a 'low lying' freeway literally running through the backyards of some homes is outrageous and incredibly destructive. I find it disappointing that out of all potential options, it was deemed one to include on a top 2 list.

- My family supports the proposal to upgrade the existing highway 97 corridor. It is antiquated and requires an overhaul. Certainly on all accounts, it appears to be the most prudent, less costly and least disruptive option.
- Please consider what is right for the residents and the future of our planet. I've never lived somewhere where kids are out playing in the forest instead of sitting inside playing video games. These type of intangibles are not measured in your analysis.
- The bridge is fast moving and more than adequate. Removing lights on both sides of the bridge really is the only thing that is required to make things better. If West Kelowna wants to be responsible and become more "big city" as they desperately seem to want, put in some fast public transit on the existing corridor. This could never happen if the bypass is selected.
- As a resident of West Kelowna and Rose Valley, my neighbours and I are currently in a grave state of crisis. We have recently been informed that there is a heinous proposal being tabled, which places in jeopardy many of the reasons that we became residents of West Kelowna in the first place - for the love of this area! We have been made aware that a proposed alternate highway route (to a second lake crossing), is being contemplated. This proposed route will single-handedly destroy many of the recreational places and parks that we all hold very dear, and consider a necessary part of our existence here. One of the optional corridors (2a) will destroy Rose Valley Regional Park! This is a complete travesty! It is impossible to believe that anyone, or any organization, could consider such a plan to be the best interests of anyone - certainly not anyone who calls West Kelowna home. This can only be the plan of MONSTERS!
- Many people, not just those that live in the Rose Valley area, use this park and a highway going through the middle of it is a HUGE mistake. This would be the same for the Smith Creek and Shannon Lake area. We would like to see you upgrade the existing highway and work with the Ministry of Transportation in providing more transit/rapid transit to move more people not just more vehicles.
- Please upgrade the Abbott Street/Highway 97 intersection by at least removing the pedestrian control activation signal, especially during the busy summer months when there are more vehicles on the road and move people activating the Highway 97 red lights continuously throughout the peak periods.
- I am thoroughly opposed to creating another corridor thru the west Kelowna area. The existing highway 97 strip is sufficient, but the format of traffic lights is the problem. Constant stopping of traffic flow is the cause of congestion, not the size of the highway, or the bridge across the lake. If the number of intersections with the highway were reduced, and the remaining ones were set up as over or underpass configuration, the traffic would flow smoothly.
- Most importantly, I am opposed to disrupting park land in the Rose Valley area. It would be a travesty to degrade a beautiful area like the park with another monument to the vehicle. This area is a spectacular asset to the communities in the central Okanagan, and a road or highway goes against all of the reasons that society values park land and open space.
- As a resident of Rose Valley in West Kelowna I am deeply confused and concerned about the proposed highway and bypass changes...I fail to see how construction of a four lane highway through the various parks and green spaces between Glenrosa and West Lake Road is considered a reasonable option for resolving these issues. Particularly when you consider that the proposed bypass will route all traffic to the existing bridge and will still push the northbound traffic through Kelowna and the very many traffic lights there.
- I am very concerned about the disruption to wildlife. We live on Horizon Drive, an urban area in "old" Rose Valley.

Considerations for Kelowna

- There is a very short period in the day in which congestion is an issue, making the cost of a second crossing completely unjustified to deal with the situation. People choose to live in West Kelowna and commute to Kelowna because of lower house prices. A bridge toll would be an excellent tool to impact this choice. Use this money to increase the 97 Rapid Transit to run at a minimum every 15 minutes. Give the toll and transit improvements enough time to see if there is a measurable impact in reducing single occupancy vehicles, increasing transit use, or (best of all) encouraging people to live closer to where they work. There is no logic in spending billions of dollars for something that may have a simple solution.
- If the bridge is going to be maxed out by the year 2040, what would be best for Kelowna? A second highway going right through the center of the City within 2 blocks of the existing highway with a massive 2nd bridge off Manhattan point costing in the billions of dollars due to its sheer length? This seems to be what the Province and City have always wanted and are pushing for in spite of many very intelligent people on this site advising otherwise. With all due respect to the people living in West Kelowna and on WFN lands that commute into Kelowna, in my opinion (shared by many others) a second crossing into Central Kelowna as proposed is not a good idea. It would make the Central corridor area of the City even more unusable by making the traffic between the two (very close) highways a gridlock nightmare, effectively and permanently cutting Kelowna in 2 halves with a no-man's land in between. A much more sane idea would be to work with the current corridor while seeking methods to reduce the need for vehicle traffic across the bridge in the future. Many improvements can be made to the existing corridor (including improving connectivity within the City from N to S) without committing to the outrageous expense of a new highway and bridge (across a very wide part of the lake). By-passes can be improved around the Lake. And, if needed, and ONLY if needed, the existing bridge can be replaced with a bigger one in the future. Hope you are listening... knock, knock...
- Can someone tell me why the option of a bypass highway from West Kelowna to Vernon not been considered been built on the west side of Okanagan Lake. Road already there; so it should work. Yeah I know, traffic would not come into downtown Kelowna, people will loose their jobs. Penticton has a bypass and the locals are all dying off due to no traffic jams. Vernon, now, might be a sample of what Kelowna will be like in twenty years. Trust me, no one than will be thinking about stopping to shop, just get me by this total mess. And folks in Kelowna will be coming downtown to shop once a month. My wife and I come into town "once" a week now to shop. And that is a traffic hassle, and we live out near the airport. Of course it's all politics and big money, so the bridge comes through Kelowna. So that folks and truckers can see the Kelowna joke. Sure hope I'm dead by then. My father told me when I finished school at Kelowna Junior High back in 1959 I could be what ever I wanted. But would disown me if I went into politics. I have passed that onto my Sons, only because no politician to this day has shown concern for intelligence to improve folks concerns. It's always how much money can "I" make off of this, or that.
- I'm wondering why Peachland is not included in this discussssion , a bypass from south of peachland to a second crossing via the connector is the only logical long term solution . why bother with decongesting west kelowna only to get backed up again in Peachland .
- The impact downtown Kelowna does not justify the impact that a second bridge crossing would have on the downtown core or Central Kelowna. MOTI seems to be coming up with 1950's solutions to fix a 2017 issue. I would say it's debatable if there is even an issue. Can't we explore tolling the current bridge ? How about rapid transit options? The impacts of cutting off Knox Mtn park, ruining Kelowna's North End or decking the existing Hwy corridor aren't acceptable solutions.

- While dealing with Hwy 97 congestion, Springfield Road congestion, from Ziprick to Richter, should also be considered. Congestion/gridlock is already significant during work hours Monday to Saturday. Thank you for this opportunity to comment.
- i think there should be a dam south of kelowna and a second one north of kelowna. once the dams are complete start filling the the space inbetween the two dams with rocks and whatever to the level of kelowna itself. the resould will be a lots land to play with, streets, houses whatever needs to be build.
- A decision to have a second crossing into downtown Kelowna is nothing short of asinine. Who dreams up this garbage and who's pockets are being filled. Either bypass Kelowna completely or fix the mess you created with the existing bridge!
- We live downtown Kelowna, towards the north end. We live downtown because we walk to work, restaurants, entertainment, the lake and Knox Mountain. Over the past 10 years the area continues to improve with upgrades to homes, more store fronts opening in the industrial area, and walking and biking paths being added. I don't understand how adding a bridge at the base of Knox with a new highway leading to it is going to help improve downtown Kelowna. The difficulty seems not to be the bridge itself, but the bottle neck of traffic on either side. The solution needs to be directing through traffic around Kelowna, not into it. Something needs to change with the way traffic comes in and out of the city, reducing the amount of traffic lights by creating over or underpasses perhaps? What about some type of rapid transit? If there was a subway or skytrain that ran up and down Harvey ave from over the bridge it could be an environmentally friendly alternative to single passenger traffic clogging up the roads at rush hour. Please reconsider bringing traffic to the currently traffic calm base of Knox Mountain where so many people get to enjoy nature to close to downtown.
- Kelowna has one thing to offer and that is a wonderful lake resource in the centre of town. It makes no sense to plan to clutter this large Lake Bay with bridges and the resulting noise and visual pollution. We can then plan to have balconies and waterfront restaurants over looking bridge ramps and exposed to road noise. Transportation is undergoing its biggest transformation since Henry Ford. Autonomous cars and trucks will radically alter road use and required number of cars to service a population. Why own a car if you can call one up 24 hours a day. These autonomous cars will move about the roadways in a more efficient fashion at a uniform pace. Combine this with LRT systems for growing city populations and increasing densities means we will look to have fewer roads and parking lots, even restrictions on vehicular use in cities. Clearly there is a need to have a major transport corridor (bypass) around Kelowna to the south or to the north for transport traffic as well as traffic not intending to stop in the city. This highway should not even cross the lake or need a bridge. Alternatively and In the short term (2040 to 2060) this bypass concept could be accommodated by twining the existing bridge to an elevated highway over the existing highway corridor. Kelowna should be concerned about the best use of our Lake and internal transport efficiencies in the limited space available not solving Provincial transportation corridor needs by cutting up our city core with highways.
- The plan to run a full speed highway very close to the heart of downtown Kelowna is problematic. Noise pollution as well as the visual impacts of an urban highway are not particularly attractive to people who might consider living downtown in the future. Cities depend on vibrant downtown areas so it is important to make sure that downtown Kelowna will always be a desirable area to live for posterity. To this end, I propose that if the highway is placed on the north side of downtown that all efforts are made to reduce its aesthetic impact. The design team should consider options like trenching and possibly even capping the highway. I understand that trenching is difficult due to the ground level not being much higher than the lake, however, a combination of semi-trenching and capping a small 1km section that is closest to downtown could make all the difference. This option could also be used for a small section of the Westbank downtown. If you want to tear down buildings beside the police station for a highway, at least cap it and give us a park in place of buildings. Highway capping projects:

<https://archpaper.com/2015/01/hamburg-kick-off-major-highway-capping-project/http://gizmodo.com/five-cities-turning-ugly-overpasses-into-vibrant-parks-1259568561>

- I think the proposed option near Poplar Point will have a negative impact on the access and current enjoyment level of many citizens who use Knox Mountain Park. Knox Mountain is the jewel park of our city. Have a large major highway artery at this location would be most unfortunate.
- An option for a Kelowna bypass from Aspen Grove to Vernon, or redesigning Westside Road, would create jobs and reduce congestion through Kelowna for transport trucks and travellers that don't have Kelowna as their destination. I don't believe businesses in Kelowna and West Kelowna will suffer with less traffic in our growing community. Only having a second crossing, with the same amount of traffic meeting further up Hwy 97 will just create a new set of problems and won't be a long term solution.
- Bypass West Kelowna use an upper bench paralleling Westside Rd. to Vernon.
- Obviously, avoiding Kelowna altogether for a bypass road, would go a long way to resolving the traffic problem. Peachland to Hwy33 crossing would take trucks, and people who have a destination other than Kelowna, airport bound people, people going north. The Westside road option however, a road that cuts through wildlife habitat and residential areas, before getting to the most dangerous road in Canada, Westside road, is a very bad and not well thought out option. The Bear Creek Provincial Park camping makes this road very busy, bumper to bumper, with RV's, trucks and campers during summer months. In the meantime, Reduce the # of traffic lights on the 97. Change the number of lanes going south in the evening and north in the morning.
- I have lived in Kelowna since 1966. I grew up on the west side and now live in Kelowna. I am not satisfied with the outlined bridge proposals. Moving the highway north of Clement towards Knox Mtn. is not a good idea at all - it will create noise and destroy the relationship people have with Knox Mountain Park. Transport trucks should find an alternative route, one that does not even go through downtown Kelowna or West Kelowna. The current bridge could last many more years if over and underpasses are utilized.
- Build for way in the future. Have the crossing out near cars landing.
- Building roads through parks and neighbourhoods is not a sustainable or rationale solution to congestion. I agree with comment below re 1950 thinking to a 2017 to 2030 problem. Think outside the box re helping move people from point A to point B with transit, park and ride, cycling options and providing the necessary amenities on both sides of the lake. More bridges and roads will increase pollution and noise which is already impacting quality of life in the Okanagan Valley.
- Save the enormous cost of building a second crossing of Okanagan Lake and destroying parkland as well as the north end of downtown Kelowna by fixing what we already have. Do it with future capabilities in mind rather than short-term planning that is outgrown too quickly (think Deerfoot instead of 16th/Hwy#1 in Calgary):
 1. Improve Hwy 97 in Kelowna by making it 6 lanes non-stop from Bennett Bridge to McCurdy, removing all business frontage access and stoplights through to UBCO, and adding grade-separated interchanges at major spots - like a real highway (ie Deerfoot in Calgary).
 2. Open Bennett Bridge to all 6 lanes (3 west, 3 east) and allow the 3rd eastbound lane to be restricted to Sneena Road merge traffic until at least 50m onto the bridge so that nightmare spot is improved - it is a dangerous bottleneck right now.
 3. Remove all Hwy 97 stoplights in West Kelowna, replacing with fewer grade-separated interchanges for local traffic access.
 4. Make Dobbin Road in West Kelowna business district the Hwy 97 corridor, with 4 lanes and a few elevated interchanges for local access instead of the many stoplights.
- In line with most of the commentators, I don't think the capacity of Hwy 97 is causing traffic issues in Kelowna and West Kelowna. Every regular user knows that the main problem is the queuing due to very bad traffic management on this road. So yes, like JRD proposed, lowering the highway as I already proposed in the discussion here <https://www.castanet.net/news/West-Kelowna/183440/Tunnel-under-downtown> (see image in the latest comment which depicts the intersection Harvey-Spall) and getting rid of

traffic lights would probably allow a much higher traffic bandwidth than two badly managed, parallel highways, one of them literally destroying anything that is attractive about Kelowna downtown.

- I agree with those comments below regarding the NEED for a SkyTrain model of transportation - elevated rapid transit - from Westbank to Lake Country. Adding increased capacity for motor vehicles will only attract more vehicles and, within a decade or two, we will be in the same difficulty or worse.
- Please remove any option that will impact our existing park space and natural recreational & wildlife areas! Improve the existing corridor & look into better options for rapid transit. Demolishing the natural beauty and recreational use of our park land and natural surroundings is a HORRIBLE idea that will only negatively impact this city and the whole Okanagan Valley. It shouldn't even be an option!! The Okanagan Valley is a paradise because of its amazing and easily accessible natural surroundings. If you ruin the amazing natural surroundings, you will ruin the majority of the reason anyone desires to visit or live here. Think forward! Once natural beautiful land is gone, it's gone forever and there isn't any more being made!
- Bringing traffic through the North End of Kelowna brings disturbing noise, visual and physical pollution to the valuable green space users and residence. The lower area of Knox Mountain Park is a multiuse park including the only two public tennis courts in North Kelowna. People gather for community concerts, community events, family and private functions and access to the hiking trails and lake. Parking is already at capacity with overflow into surrounding streets. The existing slopes along the park have a history of instability that may be exacerbated by heavy traffic. A second crossing results in detrimental environmental effects to fish, wildlife and the foreshore of Okanagan Lake.
- Bypass, rapid transit, anything but a bridge. I used to live just off Clement and could not use my deck due to road noise. They have a great walking, rollerblading, and bike path that runs adjacent Clement and is well used. If traffic were to be funnelled here I wonder how pleasureable that would be.
- Building a second bridge in Kelowna North Location, by the Knox Mountain, is a horrific idea!!!! It is a crime !!! That is the PRIME recreational, cultural and residential area !!!! Beaches and parks in Kelowna are already heavily taken away from the public. Instead of shrinking beaches and parks, allow for more parks, walkways and beach accesses! Kelowna South, Downtown and Kelowna North (and all other beaches) are the jewels of the town and the main reason why majority of people decide to move or spend their vacation here (and bring tons of money!). Reducing the area and ruining it by traffic, noise and pollution will only decrease economic development not to mention right of people to enjoy beautiful natural resources. Hopefully, if Tolko and other industry find another location (in 10 years?) that area should be prime residential area with hopefully more parks, beaches, walkways, restaurants and little shops. The traffic should in any case be diverted from the downtown and bridge built away from the best Kelowna can offer ! Trucks shouldn't go through existing bridge anyways. There are better location for heavy traffic which might bring economic growth to the areas like Peachland or Vernon.
- The alternative corridor planned through the heart of Kelowna's downtown core will only further islandize a downtown core that already has one highway running through it. Look to history and see the many examples of major cities across the world now removing highways through their core and do not repeat the same mistakes of the past. Actually invest in transit for once with a proper Skytrain or Subway and a large portion of commuter traffic would be reduced, however, if the minimum amount is invested in transit and the vehicles are of poor quality, good luck getting people out of their cars. Include wifi, USB ports, comfy seating, etc. to turn the morning/afternoon commute into a positive experience and make transit desirable. With that being said, I live in the Knox area and for me to take the bus downtown costs \$5, to park and drive my own vehicle downtown costs \$6 so there is zero incentive to take transit. Why wait in the cold for a dilapidated bus when I can drive for a dollar more? Most days I walk but regardless there is no incentive to ride transit at the current transit ticket prices. The solution to this issue is pretty simple and it comes in the form of a complete bypass of the City. Kelowna will easily stand on its own two feet

without an additional highway through its core. It's 2017, that the ministry took two years to develop a single idea that are all the exact same solution tells you where this is headed so please speak up!

- I recently learned the proposed second bridge location was Kelowna North !? I was truly shocked that in 21st century they would think to built major highway , which would serve heavy trucks in the best parks/recreational ,residential downtown core. What a backward thinking! That would permanently ruin the area with visible, noise and air pollution. There are so many other better locations to bypass the City.
- NO to bridge in Knox Mountain/Manhattan point/Kelowna North!
- Proposing a bridge/highway on the base of Knox Mountain or Manhattan point makes me seriously question the qualifications and intentions of people employed by Planning Department/ MOTI BC ! It is 21st century! Wake up and plan for a solution that would not permanently destroy the best Kelowna has to offer! Thanks
- This is bang on so people can bypass Kelowna to he airport not to mention Lake country is the fastest growing area!
- Kelowna North is the WORST place for the second bridge . This should not be allowed ! To ruin Knox Mountain park , park and beach on Ellis and Manhattan Point park , future walkways (I hope City will make them when Tolko is gone) is not acceptable!
- It's hard to believe this proposal is actually real. Why not consider simple approaches to the commuter traffic such as: a) time the lights on 97 all the way through Kelowna so if you're going the speed limit you only stop once; or b) reward and encourage existing public transit use (how many FREE bus passes could you give with a fraction of the money you would spend building a whole bridge?). If we want to think long-term, we are going to have to address the underlying cause of the commuter traffic unless we want to end up like so many other cities where much of the workforce can't afford to buy a house on the right side of the lake/river/border...It is our chance to be better than all those other places. Consider working on making surrounding communities more attractive places to live AND do business, so people don't have to make this choice.
- As a rsident of the North End for more than 35 years,cl would like to share the following.It would be a very poor and sad decission to ruin Knox Mountain area with a big highway and bridge. This is an area where retirement homes were just built for the pioneers of Kelowna. These people made Kelowna what it is now. Young families are building houses and renovating the older ones. Knox Mountain is the end of the Sonora Dessert and has special species of plants. Wild life is abundant, in this area , this is a very special part of town. The parks in this neighbourhood are used by many many people. All kinds of sports are played for young and older people, kids can play and ride their bikes safely in the parks and the elderly can walk here without fear and noise.I can not believe that any person with any feeling and appritiation for the above would think of building a highway and bridge near Knox Mountain and Poplar point, deliberately destroying parks, plants animal life and poluting our neighbourhoods.
- As a previous Knox Mountain resident, the idea of having a second lake crossing at the Knox Mtn/Poplar Point area is a terrible idea and I believe will impact the north end of the downtown core in negative way. The beautiful park lands now located in the Knox area will be disrupted with noise and traffic congestion, and all the toxins and air quality issues that go with that type of infrastructure introduction into that environment. I would think that an environmental impact assessment is absolutely necessary (if not performed already) to determine what impact on water quality, wildlife, air etc that this kind of proposed project would have. the amount of traffic congestion that would introduce into the north core is ludicrous. Perhaps revising the current infrastructure in place now can be performed by expanding the bridge and roadways. Many metropolitan cities across the world have proved that raised roadways to accommodate traffic by-passes can move large volumes of vehicles through a similar footprint of infrastructure as is already in place. Perhaps a raised, true highway thoroughfare should be considered above the road and bridge via West Kelowna/Downtown and through to Lake country.

- SHAME! SHAME! SHAME! Bridge in any of the proposed Kelowna North location would be a major mistake!
1. Why deliberately ruining the best parks, historic and cultural site of Kelowna? 2. Kelowna North is rapidly changing. There is a total turn over of who lives and works there .Demographically it is becoming much younger, more educated, higher income ! It is almost impossible to buy a house in Kelowna North today, due to very high demand for that area and bidding wars! All these buyers are paying high prices for small , old houses just because they want to live and work in that area. There will be a major opposition from public once they start real planing. Why waste time and money now? In 10-20 years properties will be so expensive that it would be way too expensive to buy them of, or ruin them and build a bridge and highway on top of that.3. Clement Rd. (proposed as connecting road) , or any other road they intend to build, is becoming more and more congested due to lots of new, high density new residential and commercial buildings. In 10years , it will be quite congested. In 20 years (when they plan to build a bridge) it will be just a local road serving residents and businesses in that area. So why planing something so major and expensive when it is already doomed ?!
- So far there are 234 comments on this site-May3/2017 . NONE OF THEM IS IN FAVOR OF BUILDING A BRIDGE IN ANT OF KELOWNA NORTH LOCATION !!! Yet on March 29 ,2017 , both Kelowna Now and Castanet published an article stating the Ministry is going ahead with plans to build a bridge there. So what is the purpose of these survey? They don't listen to very wise and logical solutions public proposes but for the reasons only known to them are going ahead with plans that are going to ruin the best parks in town and that will not solve any problem but just bring more traffic and congestion into area that is already congested and due to lots of residential and commercial developments continues to rapidly grow .
- Harvey ave through Kelowna should not be double tiered similar to the Gardiner expressway in Toronto. It will divide the city. Better to trench or tunnel the highway if the existing bridge is expanded. However, the bridge itself could be double tiered if this is technically feasible The best approach though is a second crossing tying into Clement
- NO to bridge in Kelowna North!
- It seems that MOTI can't be trusted! First they spend millions of dollars in 2008 for a 5 lane bridge and announce at the very opening ceremony that this is not sufficient and that they will need to build another bridge !? Like, nobody knew that 5 lane (1 lane more than the old bridge) will not be sufficient ! Now they want to spend many more millions of our money and build a bridge in Kelown North, location that is already becoming congested by itself by residents and employees who live and work in downtown, plus the visitors.... And above all they want to permanently ruin Knox Mountain, parks and beaches!!! Who can trust them??? I know... Big construction companies who lobby for big projects so they can profit on taxpayers money. I wouldn't be surprised if there were "little gifts of appreciation" given to MOTI people by those companies. Isn't it obvious, or am I missing something ?Do not build bridge in Kelowna North !
- We completely agree with you. The second bridge would destroy the north end, and connecting roads to get to it, create more noise, affect house prices, look terrible, cost an absolute fortune, most certainly would have environmental impacts and quite frankly think would be under utilized especially if highway 97 is reworked with six lanes with grade-separated interchanges. Once the Tolko mill is gone, having a hotel or residential development combined with parkland along the waterfront would be such a better option for this beautiful land vs a second bridge.
- A second bridge would destroy the north end and connecting roads to get to it, also it would affect westside Rd to Hwy 97, create more noise, affect house prices, look absolutely terrible, cost a fortune, most certainly would have environmental impacts and quite frankly think would be under utilized (relative to the cost) especially if highway 97 is reworked with six lanes with grade-separated interchanges. Once the Tolko mill is gone, having a hotel or residential development combined with parkland along the waterfront would be such a better option for this land. A second bridge just simply does not make sense now or into the future.

- We don't think that the second crossing is a done deal and hope it never happens. It seems outrageous now and going forward. Our understanding is that the current bridge would reach max capacity by 2040 if nothing is done. However; if Hwy 97 is reconfigured to better flow traffic through Kelowna and west Kelowna using grade separated interchanges then the current bridge can't possibly reach capacity by 2040. We don't think people understand this and should!! It's too bad the current bridge is not 6 lanes but even 5 lanes with consistent traffic flow and no lights bottle necking the bridge will solve the problem. The issue is that there are traffic lights and if they are gone then problem solved. No second bridge needed. Pretty simple. Least amount of impact and also likely the most cost effective solution too.
- Bringing more traffic through the centre of Kelowna makes no sense. Especially to bring semi's and people travelling on North (or South) and clog up the secondary (Clement) road with people not planning on stopping. The north end is a beautiful area that is an extension of the downtown area - is all flat land and can support a huge population should Kelowna continue to grow. Knox Mountain is a park that supports outside games as well as walkers and hikers - which to me would be spoiled by mega traffic barreling through the area. Manhattan Point and Poplar Point are very quiet neighborhoods that would definitely be destroyed by a bridge passing by
- I am opposed to adding a second highway and bridge crossing in the North end of Kelowna downtown. Not only will it deliver significant air, noise and visual pollution, it will also negatively impact a community that is emerging as a cultural, historical and natural expansion of the city's downtown (somewhat akin to the Kensington region in Calgary, but with the added bonus of Knox Mountain park and the lake). A city's downtown is, arguably, one of its most important aspects, and is key to a strong and healthy community in general. While there are many ways to revitalize a City's core and add to its vibrancy, none of the strategies include adding a major vehicle thoroughfare. People opt to live in the downtown region for its walkability, community and interest - all of which would be severely affected by the addition of a major highway and crossing. Aside from the severely negative impacts this proposal would have on Kelowna's core region, it would also likely not solve the problem, replacing one area of congestion with another. I agree with many of the comments on this site - all of which are articulate and none of which support this concept. You've asked for public input...here it is. Please hear what people are saying, not just give it lip service. This concept is not the solution.
- A bridge near Knox Mountain/Manhattan Point is NOT the answer to traffic flow issues in Kelowna! This will only destroy surrounding residential areas and parkland.
- I am not really opposed to a crossing in the north end but like the current feel of the area in its current state. Could stand to see the Tolkien mill out of that area but that is of value to the local economy. There is also a south consideration. Crossing at rattlesnake island to peachland to connect with 97 and the connector. Also chute lake road to penticton then also becomes an option further develop.
- Thank you for seeking our input. The most important considerations for the alternate corridor options are the impacts of these corridors on the communities through which they would be built. This includes the impacts on our parks. Some of the options proposed would have a significant deleterious impact on the access and appearance of the base of Knox Mountain Park, Kelowna's premier and most heavily visited urban park. Although the mountain itself might be spared development, the enjoyment of this quiet and beautiful park would be impacted by the increased traffic flow so close to its base. The options proposed further south would impact Kelowna's growing north end cultural neighbourhood, and be devastating to home owners in the North End.
- We need to take a step back and ask whether a second bridge crossing is even necessary, or if we can alter the current infrastructure in a way to make it work more efficiently. Can we commit to alternative transportation options, and ways of getting people (and not just cars) across the lake? Driverless cars and other technologies may greatly change the way we move around the city. Building highways through cities has fallen out of favour with the realization of their destructive effects on communities and residents. The

approach championed by Robert Moses to favour highways over public transit is outdated and largely abandoned by forward-thinking transportation planners. I hope that those planning this project will see the light.

- I live two blocks from Knox Mountain park. Putting a bridge crossing and highway at the base of Knox Mountain park would be devastating to this neighbourhood. I am against such a plan. The best option would be to cutoff the Coquihalla Highway up where Bear Creek Main road already is in place, following the same route with a new Highway and coming out past Bear Creek campground and continued straight across the lake at that point then over the mountain to Glenmore for a by pass to Winfield or alternative approach to Kelowna. We don't need more congestion and traffic all funnelled into downtown Kelowna directly from the new proposed bridge crossings. That should have been the plan from when they built the Coquihalla. The Bear Creek Main Road is a way lesser grade than Brenda Mines area.
- I am completely against the proposed second crossing in north Kelowna. The city was never developed to support or accomodate such a project through the middle of wildlife habitat both on the waterfront and Knox Mountain Park. Significant migration of wildlife foraging in the north end all year long as a result of residential development of Knox Mountain and north has already resulted in reduced habitat for these creatures.. There is also no significant space available to accommodate a 4 or 6 lane road that is necessary, if a second crossing even gets built, without the destruction of current residences or industry in the north end. The mill is already an huge source of both noise and air pollution that we as the North End Community Association battle with year round. I can only imagine the air and noise pouution from a second crossing in this area, let alone the unpleasant visual issues that a ground level or suspended roadway would create. The city has already increased the density in this area due to R6 zoning and the explosion of carriage housing. It seems contradictory to city planning to increase the residential dwelling capacity of this area, to then allow a major thoroughfare to run through the middle.
- I am not in favor of having the second bridge crossing in the Kelowna center. Already too much congestion in this area. I feel there should be an alternate route for travellers that bypasses Kelowna completely.
- Firstly, let's face it, highway 97 isn't now nor has it ever been a good idea! the original short sighted designers of 97 painted themselves into a corner and then shot themselves in the foot by building a strip mall on either side of the highway and this has resulted in some of, if not the worst traffic in Canada for a city of this size, I'm not referring to population, just square kms. Ask any driver in Kelowna and i will guarantee they tell you that they are lucky to get through two intersections before they hit a series of infuriating red lights. Flow Of Traffic ; there is none of this at any time of the business day. the solution to this problem shouldn't take a team of high priced engineers who don't actually live in the city to come up with designs for a bridge that will effectively destroy what is one of the only original neighbourhoods in the city. The city doesn't need another bridge for junkies and homeless people to live under, not to mention the pollution and the noise that comes with running a major roadway along the base of a mountain where the wind flow will carry all of that pollution and noise right into whatever homes are left between the two bridges. Eyesore is the word that comes to mind when i try to envision this idiotic concept. I grew up in Kelowna and i have always thought of it as a small town with visions of grandeur, there is no physical space left for it to grow into, enter the greedy land developers and the equally greedy realtors and suddenly you've got "a city". These two factions have run rampant and unchecked for about twenty years and clearly they have added to the overgrowth of a city that outgrew its roadway infrastructure by also about twenty years. It is time for a reality check Kelowna, building a second bridge is not a good option, period. here is what i feel is a logical solution to the problem;- build underpasses at every intersection along 97 - pull out the decorative meridians and widen 97 with at least another lane- remove all of the lights from Abbot st to the airport and have actual traffic flow- an elevated highway like the major cities in America would also be ideall would like to think that these are viable options.

- We need to look long term and ironically do something we should have done ages ago like most other cities, and that is build a bypass. We need to get the traffic away from the middle of the city and give people an option to circumvent the most congested corridor of our city. In addition we need to work towards reducing vehicular traffic and ideally develop a LRT option to move people into and through Kelowna from outlying areas. We could expand the LRT as population and economics dictate and provide park and ride options from strategic points. Building a second crossing nearby the current bridge and forcing traffic through the bottleneck transportation network Kelowna currently has is not the answer. Also, building a second crossing to force traffic through close proximity to Knox Mountain Park and other routes through other sensitive areas would be a travesty.

Considerations for West Kelowna

- I can't even imagine a traffic corridor coming through the rose valley regional area! It is an area full of wildlife, people from all over the world hike and bike here. It is a major recreation spot for people of our city. There must be a better idea!
- I saw a proposal that had the second crossing going through an environmentally sensitive area behind Tallus Ridge. I do not believe the second okanagan crossing should be going behind Tallus Ridge. That area is home to a park called Carrot mountain. There are two water reservoirs where the proposal seems to be going. It's steep and mountainous and directly beside a residential community. There is a logging road called Bear Main Rd that would seem more suitable. It's already established and in the right vicinity.
- Please do not build a new highway/roadway and 'connector' through the forested land and residential neighbourhoods of Smith Creek, Tallus Ridge, Shannon Woods and Rose Valley. It seems like a complete disregard for the beautiful wilderness that we know and love as well as the residential neighbourhoods throughout. We have an existing highway that does not function well due to the traffic lights. Removing the lights and creating overpasses makes sense. The overpass at Westside Road has greatly eased congestion in that area. It makes sense that if all the lights were removed from the highway it would function more efficiently and ease congestion.
- I like the route right through the existing downtown along already existing transportation routes and making use of at least some of the infrastructure already in place. The bypass option, around West Kelowna would cause a lot of disruption to otherwise untouched natural areas, and cuts too close to residential properties. Okanagan residents are proud of their natural environment ... let's not just punch a road right through it for convenience sake. Use existing corridors; it'll be the least disruptive to the natural environment and to residents who live on the outskirts of town for a reason. Furthermore, there should be a way to incorporate bike lanes and pedestrian paths easier that it would be for the same 'around the town' route proposed. Think long term ... think future ... through town is the right option. My 2 cents.
- I think it is ridiculous to consider passing a highway through Rose Valley park and the surrounding neighbourhood. It would be a significant loss to park wildlife, irreplaceable forest, and pose a threat to the Rose Valley lake reservoir. The cost of a 14 km extension to the highway would far outweigh the benefit provided to the few drivers who would choose this extended route. This route would also have a negative impact on both Bear Creek Provincial park and Raymer bay regional park. In an era where our natural parklands, forests, and wild animal populations are under constant threat, I feel we need to examine options that are more environmental friendly. I strongly oppose this corridor option.
- Easy access across the highway for those locations where bus rapid transit stops are. Also connectivity for cyclists and pedestrians across the highway so these alternative forms of transportation can be encouraged.
- I understand that West Kelowna city council wanted to have this project identify some possible bypass routes through the hills of West Kelowna. I would just like to point out that I am completely against any such plan. Destroying the beautiful hills surrounding West Kelowna is a terrible idea. Having a highway

above West Kelowna would not only be visually unappealing, but would add to noise pollution, destroy wildlife, and create a physical barrier between the people of West Kelowna and the surrounding wilderness.

- Destroying parkland is a dangerous and outdated solution. Other cities have considered the environment and the long term solution and so should we. Existing bridge is for commuters. Rapid transit needed. Look at other cities around the world. There is no need to re-invent the wheel, look to them.
- The environmental impact of putting a road through these forested communities and what should be a protected regional park is quite frankly ludicrous and had to have been created by someone who has never been in the community. People live here for the natural beauty and tranquility that the West side of Kelowna provides. People come from all over the country and even the world to hike and mountain bike in the Rose Valley Regional Park. It is home to bears, cougars, wolves, coyotes, lynx, eagles, owls and other countless species of birds. Running the road so close to the reservoir itself also puts the water supply in harms way. We live in these communities to be closer to nature, to stay active and healthy. Let's minimize the scarring of the land and find a plan that makes use of existing infrastructure as a starting point. That has to be more financially and environmentally viable than destroying the forest.
- Please do not destroy the beautiful wilderness in Rose Valley, Shannon Lake and Smith Creek. This would put a major negative impact on all of these neighbourhoods.
- I went to the information session at Lions Hall and applaud the Ministry for presenting the information in an orderly fashion. I thought that the majority of considerations for the existing Hwy 97 corridor were considerate of West Kelowna's needs and within reason for longer-term planning and future development. However, the alternate or bypass route I felt was extremely short-sighted and is far from the best solution for West Kelowna and the Valley. First off is the alignment chosen. How can anyone think that running a bypass through our treasured Rose Valley Regional Park, along Carrot Top Mountain and across Powers Canyon be the most appropriate corridor solution. The scar on the hillside (visible to all) would be irreversible and forever be a mark of our lack of consideration for the environment and landscape all in the name of moving more vehicles. The noise that will be broadcast, echoing across the valley will be massive departure from the current serenity I for one move to the Westside for. No amount of noise abatement walls will quell the "jake-brakes" of loaded logging trucks driving at freeway speed behind residential neighborhoods such as Tallus Ridge, Smith Creek, Upper Glenrosa, Rose Valley and West Kelowna Estates. The entire roadway alignment is in bedrock which require millions of cubic meters of blasting, major impacts to groundwater and surface water, migration corridors and wintering grounds for ungulates and other animals. Worse is the simple cost of doing so...which no-one in the open house could tell me. The build-out of this road would be in the billions! Imagine what West Kelowna could do with its entire road network with even a billion dollars...we could have a world-class community instead of one that people will want to bypass in future. I hope Mayor and Council are listening and understand that a bypass is the last thing West Kelowna needs!
- Nearly every option provided impacts ALL out door recreation in West Kelowna. As a land owner in West Kelowna and Peachland I am concerned with my ability to access out door recreation in the area.. why I live in the area!!Why doesn't the province consider going around last mountain from the connector avoiding all established trail networks in the area..
- Since 96 per cent of the traffic across the bridge is local it does not make any sense to create an alternate route to bypass West Kelowna. The alternate route doubles the distance to get through West Kelowna to the bridge, has steep grades as it rises well above the valley floor, comes very close to Shannon Lake and Tallus Ridge neighborhoods and destroys green space along its entire route.
- Rose Valley Park is an asset to the entire region with well used trails and infrastructure. A proposed solution through the park would negatively impact residents, tourism and the region as a whole.
- Improve the existing transportation corridors to high speed design with the overpasses. Residents will fight the ridiculous bypass options. These are our natural outdoor havens that are the reason people live

and love West Kelowna. We will not accept losing these natural areas to make sure everyone's commute to the city doesn't increase by 10 mins.

- Option 2A would damage a well-used regional park and threaten a watershed (used for drinking water). Rose Valley Regional Park is one of the only amenities in the area and draws users from the neighbourhood and throughout the valley... it's used for hiking, dog walking and biking - during all seasons, plus it's a rare wildlife habitat. As a resident of West Kelowna Estates, I am concerned how this would damage the neighbourhood, environment, and, from a financial standpoint, property values.
- Studies have shown that just 4 per cent of traffic heading across the bridge is going through the Okanagan so it makes no sense to create an alternate route to bypass West Kelowna. Who would use this new route??? Work with the existing infrastructure and improve what we already have. The highway already cuts through the city, fix it first. The alternate route not only doubles the distance to get through West Kelowna to the bridge, but it has steep grades, it encroaches on Smith Creek, Shannon Lake, Tallus Ridge and Rose Valley neighborhoods and destroys green space along its entire route. It is incredulous that MOTI would even consider constructing a new highway through a regional park!! Put the millions of dollars that you propose to spend on highway infrastructure into transit – dedicated lanes, park and rides, more buses – and that would help solve the congestion. West Kelowna council may be pushing for this bypass but the people of West Kelowna are saying NO.
- The alternate bypass route is a disgusting, ridiculous solution. Please don't destroy the look and feel of our beloved hillside communities. The impact would forever destroy valuable recreational areas and wildlife habitat. Let's do what we must, to keep the traffic in the existing corridor.
- I am opposed to a road through Rose Valley regional park. Do not destroy the wilderness, do not route highway traffic through quiet neighbourhoods. Do not destroy hiking and biking trails.
- I am shocked that the best plan is to build a highway through a park and beside a drinking water reservoir. The habitats that are preserved in the Rose Valley Regional Park are important to the land. The Park is well used by residents and visitors - somewhere to teach our children about nature. A highway running through the park will completely destroy the ecosystem and also the opportunity for people living in an urban setting to connect with nature. The idea of building a new highway through the park is absolutely absurd.
- I think that the least expensive and disruptive solution would be to make interchanges instead of lights at most intersections along the highway through West Kelowna, and to time the lights better through Kelowna. I believe these changes would make a significant decrease to congestion.
- I am completely opposed to the idea of taking a bypass highway through Rose Valley Regional Park. This is really the gem of the entire parks system in the West Kelowna area. The highway as described would also pass by our water reservoir, and would impact on the wildlife in the area. We are among the hundreds of people who hike in this park every day. It is to West Kelowna what Knox Mountain is to the City of Kelowna, and it's not something that can really be replaced. We in fact moved to the Rose Valley neighbourhood because of Rose Valley Regional Park. It is the best wilderness park in the entire Okanagan that is easily accessible by most people. Running a highway through this park wouldn't just destroy the park itself, it would also destroy the entire neighbourhood, affecting several thousand people. This is just a bad idea that should never see the light of day. In my opinion, if a highway really is needed, the Bear Creek Main is a better route and already has a right of way.
- By even considering putting a highway through our ecological sensitive areas such as Rose Valley, shows the ignorance the government has for its people and the environment. Hundreds of people use Rose Valley Regional Park daily for their recreation. The government should be protecting these parks from further urban development, not paving them. It's an insult to the people who live in the Okanagan for the government to even consider this as an option. We should be increasing rapid transit for our existing corridors as infrastructure is already in place. If a second crossing is added, it should be as close to the current crossing and highway to decrease environmental damage. From the old ferry dock area up to the

existing highway combined with more interchanges along 97 would ease traffic considerably without vast environmental impact.

- I think we should focus on better, fast, more regular bussing systems. If you make it easier for people to drive, more people will drive! If you make it easier to bus or bike, you will increase the bus riders and bikers.
- No roundabouts, cities are getting rid of them and you are thinking of putting some in. The average person does not know how to drive or signal through them.
- I saw a proposal that would take traffic through Rose Valley Regional Park. It takes traffic through a park full of wildlife and trails used by many local people. The route then continues northward for what appears to be 2-3 kms before it cuts back onto Westside Road. The fact that ruining a park is part of the consideration is bad enough. Expecting anyone to drive an extra 5-6 kms makes no sense. There must be something missing as this plan makes no sense. I agree with the need for a second crossing. There has to be a better plan.
- Option 2A will destroy the main reason why we moved to West Kelowna: Rose Valley Regional Park. I am in this park daily walking my dog, hiking, and biking. To have a high speed highway running through a beautiful park, separating hikers from the reservoir, does not seem like a very good option to me. If this option goes through we will move away from West Kelowna unfortunately. I think improving the interchanges along highway 97 as are proposed (overpasses/trenched lanes) will significantly ease congestion. If needed potentially having an option such as 2B through already ugly commercial land, rather than beautiful park and residential land, makes way more sense to me. Please do not ruin my backyard!!
- Please re-consider going through with the bypass options - particularly the Option 2A and City Option, which pass through environmentally sensitive areas of Shannon Lake, Rose Valley, among others. I'm concerned this by-pass will destroy neighborhoods, be a threat to very active wildlife in the area and have potentially significant impacts to the community's domestic water resources. The latter is particularly troubling as various governments have just recently invested millions of dollars upgrading the Rose Valley water treatment plant and would likely now have to invest more to add additional protections to a now vulnerable water source. Option 2A and the City option go right by that isolated water resource - not a reasonable risk to take. West Kelowna's roadways do not appear to have an issue with capacity, but rather flow - frequent and long stoppages at intersections that create back ups. Upgrading the existing Highway 97 corridor to eliminate intersections along the West Kelowna stretch will uncork the bottlenecks and allow for better transportation. It will also facilitate rapid transportation (likely in the form of a bus rapid transit) through the region. The strategy of opening of new by-pass corridors has been done in many municipalities to minimal success (see Kenaston - Bishop Grandin in Winnipeg). Time after time, low density development (such as what we currently see along Highway 97 in West Kelowna and the Westbank First Nation) will follow the by-passes and you start the problem anew. A truly better question, would be to address why people in West Kelowna and Westbank First Nation go to Kelowna? The data shows that most trips start within the region and end in the region. Thus, if we develop the destinations within West Kelowna for entertainment, employment, and overall services, our citizens' need to cross the bridge as frequently will be greatly diminished. Transportation and communities in 2040 will look very different than they do now. Let's not double down on a 1960's solution to a 2040 problem.
- Bypass West Kelowna using an upper bench parallel to Westside Rd. thru to Vernon.
- There is very little volume north of the bridge, a large per cent of the volume comes from Lakeview Hts, why not have the second crossing come from the end of Springfield over to the end of Campbell rd and on into Lakeview hts/Boucherie Rd. Please also consider the electrical cable being proposed by BC Hydro as a back up from Fortis in Kelowna.
- For West Kelowna (and really the whole project) I believe the most important issue here is the continued use of current infrastructure...leaving the roads where they are and upgrading them where they are. It seems a bit ridiculous to blast yet another highway through parks, green areas and protected spaces as

proposed in the Alternate Corridor for West Kelowna. People move, tour, and spend money all because of the beautiful greenery; truly a unique place doesn't need to be destroyed. I am very much opposed to the Alternate Corridor through the neighborhoods of Rose Valley, Shannon Woods, Tallus Ridge, Smith Creek etc. The background to the West Kelowna proposition makes "downtown" West Kelowna sound like a bustling metropolis, when in reality, its barely four blocks long and most retail is found beyond the "downtown" Main Street area. I would also like to comment on the travel time trends on Page 5. First, 15 minutes of congestion isn't a long time, and if you drive to work you have to expect this. Also I don't believe your forecast of 2040 takes into account the trend of "remote" work and working from home. There needs to be consideration for how work-styles will change over time with changing technologies. The office based job is decreasing, especially in an area known for its Tech Industry, an industry that very much can have staff work remotely and not come in to work 9am-5pm. Finally, there have been studies that indicate building larger roads is only a temporary solution to congestion, and the real solution to congestion is developing effective and efficient mass transit systems in urban areas. I am not really "for" any of the options, especially the ones that blast out green areas, but do think we need to think beyond just building Highways to solve this problem. Were alternate options to highway building ever considered?

- The sole reason for purchasing in Rose Valley is because we edge onto Rose Valley nature park. The area offers peacefulness and solace at a days end of working, we enjoy the wildlife and bird life that abound in the area. Rose Valley has hit the news of late with serious concerns of ground water issues that have yet to be explained, thus possibly causing property values to drop. Secondly our drinking water source has had a serious algae bloom issue and our drinking water is at risk.....now you want to blast your way through a nature reserve, causing issues for a wildlife corridor as well as causing possibly more ground water leaks that cannot be handled and putting a highway close to our water source for West Kelowna residents already at risk. I believe a study was done to build overpasses along Hwy 97 and take out the lights where many serious accidents happen.....what happened with that plan and what was the cost to do all of those studies. As West Kelowna residents we see further development around the Westlake turn off has been allowed to go through...this Government needs to take more responsible action and solutions that do not jeopardize nature corridors, peoples home choices and most importantly our water supply. Also at this time our home is not directly affected by the current spring run off issue but I worry for those who are living with this unanswered issue and it could only get worse. We are not impressed with our West Kelowna council and alderman's judgement at this time.....PLEASE DO NOT DESTROY OUR ENVIRONMENT.....allow us to live the lives we chose by purchasing homes in West Kelowna.
- Hi there,I'm a resident in Tallus Ridge and certainly am not pleased about the proposed idea of a crossing that goes through Rose Valley, Tallus Ridge and Smith Creek. We bought our home in Tallus because of the beautiful trail system and wildlife surrounding us. Also because it is a family friendly neighborhood. A major highway running through our backyard would endanger animals, take away our trail systems, create noise, safety hazards for our children and traffic. It would no longer be safe for our kids to ride their bikes, play in the forest and have the opportunity to experience the outdoors right in our neighborhood. There are so many other better options that would alleviate traffic issues. The already planned 2 over/under passes will help. There is room to add one more lane to the hwy and then have it like vancouver where the lane can be used for either direction based on traffic patterns. This option simply can't happen. It would ruin 3 key neighborhoods in west Kelowna and totally contradicts how west Kelowna has positioned itself as area offering real estate that has "living room", "being in nature".Let's not be the community that has many highways running through it disrupting beautiful neighborhoods. If this proposal goes through you can count on these 3 neighborhoods rallying like a bunch of crazy hippies and blocking construction from ever starting. And if all else fails there will be a mass exodus of tax payers in west Kelowna furious at the city looking to move elsewhere.I highly suggest other options be considered.From a tax payers perspective is must be the most expensive and most disruptive option to key communities and species.

- I think this is a terrible idea and that it will completely ruin this beautiful area. Many families have moved to this area for the Rose valley park and trails, for the serenity and scenery. Yes the city is expanding but why ruin what is beautiful about it, if we do not have to. People come to visit these Westside parks from around the world and enjoy hiking, biking, geocaching and more. Environmentally it will also have a very negative impact on the wildlife. I vote NO!!!!
- I appreciate the need to explore options to upgrade our traffic infrastructure, but I think the option of running a highway through parks, environmentally sensitive areas and peaceful, established residential neighbourhoods like Tallus Ridge, Smith Creek and Rose Valley is not the way to go. We already have roadways in place that I think should be improved. I think remodeling Hwy.97 through West Kelowna to reflect the way Hwy.1 is through North Vancouver is a great plan. Replace all the traffic lights with a handful of on/off ramps, and have city access through the side streets after that. This would alleviate most if not all congestion for the through traffic, with the least amount of change for the people and environment in West Kelowna. My family and I just built our "forever house" in Tallus Ridge, and we chose our location largely because of the peace and quiet it gives being so close to the park right out our back door; I don't want to see that morphed into a highway.
- I am just finishing construction of my home at the bottom of Carrot Mountain below the reservoir. From looking at the proposed route they will be driving a highway thru my backyard. I spent 16 months dealing with the District of West Kelowna and Council and not once did they feel it was important to mention to me that they were proposing to build a highway in my backyard. Destroying park land for a useless highway makes no sense at all. As well the costs to build the proposed route will be astronomical due to the terrain and the bedrock. I'm not sure who headed up this plan but they must not have ever enjoyed the beautiful parks that they are thinking of destroying. I am 100 per cent against this proposed route and will do everything I can to stop it.
- Thank you for taking the time to present to our group this evening. That said, not one of your representatives took notes throughout the discussion. In fact, there was zero sincerity for the potential loss of our parks and peaceful neighbourhoods. 2A in Rose Valley is not the best option to alleviate traffic hurdles. People see our parks, especially Rose Valley, as a destination - a lifestyle, a community... this proposal shows a lack of consideration to the beauty of where we live, and why people continue to desire the Okanagan lifestyle. Our community is supportive of growth. But not supportive of taking away our parks to get there.
- this idea is ridiculous if you're gonna add a second crossing why not just put new bridge straight off the end of the connector straight across the lake and run it below the Okanagan Mountain Park across to McCauloch Rd to join with highway 33 and from there a road could also go north towards Vernon which would also help Vernon with their issue of a bypass there's already four roads up there which could easily be made into highway and this would not cause anymore unnecessary damages to forested areas.
- I empathize with the need to evaluate alternate corridors to better transport people through Kelowna and surrounding regions - it's been a topic of discussion for over 40 years - and I appreciate this effort to illustrate technically feasible options and provide a venue to solicit community feedback. Understanding options are very limited, due to geological logistics, it makes sense this consultation explore the concept of gutting Rose Valley, Rose Valley Regional Park, Shannon Woods, Tallus Ridge, Glenrosa, and Smith Creek for a new four-lane, high-speed highway running through West Kelowna. If this option was absent from your investigation, it would offer no options, apart from upgrading the existing corridor. So putting aside the fact that this highway would run through my home, I respect the energy and process in place to explore and present potential solutions. As you move forward into "Phase 2, Part 2" of your consultation, where you make recommendations and have ongoing community and stakeholder dialogue, residents of West Kelowna propose that you explicitly remove the following alternate corridor options from your evaluation:- Option 1A: Trepanier Road to Smith Creek Road- Option 1B: Highway 97/97C Junction to

Smith Creek Road- Connector: Smith Creek to Bartley Road - Option 2A: Bartley Road to Bear Creek / Westside Road- Option 2B: Bartley Road Extension

The impact these options would impose on West Kelowna geologically, to residents, and to the community, would be devastating and irreversible. It would be irresponsible and embarrassing for them to remain in your consultation options through "Phase 2, Part 2". The value West Kelowna offers, is anchored in outdoor recreation, coupled with a quiet, family-oriented lifestyle. Permanently destroying the sensitive natural parkland in this region, completely eliminates the value and appeal West Kelowna has to offer residents or guests. The city of West Kelowna sacrificing its most valuable assets: our parkland, our wildlife, our water supply, our residential neighbourhoods, our bedrock "to save commuters tens of minutes, and introduce "downtown appeal", is short-sighted at best. It's better described above as ridiculous, ludicrous, absurd, shocking, ignorant, and disgusting. The only option is upgrading the existing corridor, but it sounds like the Ministry of Transportation and Infrastructure was mandated to explore a bypass, by the district (?). This is the root of the problem, since a bypass is illogical, and these options are the resulting symptoms. Moving forward through "Phase 2, Part 2", MOTI's recommendations should consist of:- Upgrading the existing corridor with interchanges / trenching- Establishing a roadmap for maintenance and upgrades to our existing lake crossing- Evaluating more invasive changes to traffic infrastructure Main Street / Dobbin Road- Proposing more forward-thinking options, such as light rail and improvements to public transit to move people (not vehicles) through Kelowna. It's clear a negligible amount of congestion is imposed by commuters just passing through, and you should be presenting modern solutions looking forward to 2040. A bypass is not an option. It's akin to consciously choosing to inflict more devastation than the wildfires we've experienced, or inevitably will experience in the future. It's time for this 40+ year discussion to course correct.

- Please do not build a highway through parkland and near residential neighbourhoods. We moved to the West Kelowna decades ago because of the tranquility of the community. We are so lucky to have this beautiful nature right outside our door. Also, the harmful effects a highway like you have proposed would have on our water supply. I commute each day from West Kelowna all the way to Reed's Corner. I truly believe, a new highway would not make much of an impact on the commuter traffic. The answer is to address the issues with the existing corridor. As one man, last night at the meeting held by concerned citizens at MBSS, said the issue is the stop sign at the end of the bridge. That stop sign referring to numerous lights along highway 97 that does not allow the traffic to flow. Some days I hit almost every red light from Abbott St. to Sexsmith. Also, we need to look at investing in rapid transit, to help remove the vehicles from the roads. Move the people, not more cars. In the meantime, can you the Ministry PLEASE REMOVE the pedestrian control device at Abbott Street and Highway 97. During the busiest time on the roads it is also the busiest pedestrian period because of City Park. (Summertime). That pedestrian control signal is activated continuously through out the rush hour period. Traffic is blocked up for blocks on the North side and all the way across the bridge during the morning rush hour. There is a tunnel for the people to use to but it is "inconvenient" for the walkers/runners/bike riders so they cross at Harvey. Can a Pedestrian walk over be put into place in the near future. Thank you!
- This should be put to a vote by West Kelowna residents as it is clear by the majority of respondents on this thread that no one supports the connector. The City needs to listen to their community !
- The impact that would be incurred in West Kelowna geologically, to residents, and to the community, would be devastating and irreversible. The value West Kelowna offers, is anchored in outdoor recreation, coupled with a quiet, family-oriented lifestyle. Permanently destroying the sensitive natural parkland in this region, completely eliminates the value and appeal West Kelowna has to offer residents or guests. The city of West Kelowna risking its most valuable assets: our parkland, our wildlife, our water supply, our residential neighbourhoods, our bedrock "to save commuters tens of minutes " doesn't seem forward-thinking to me. Instead: "upgrade the existing corridor with interchanges / trenching" iterate on the roadmap for

maintenance and upgrades to our existing lake crossingâ€” propose modern options, such as light rail and improvements to public transit to move people (not vehicles) through Kelowna. Itâ€™s clear a negligible amount of congestion is imposed by commuters just passing through. Thank you!

- It makes absolutely no sense to build a 30km long bypass of West Kelowna period. Never mind the fact that they want to go through peopleâ€™s yards, water sheds/reservoirs, and park land. What would happen to all of the businesses in West Kelowna? Is the Ministry saying that the majority of the traffic in West Kelowna just wants to go through to Kelowna? A bypass will not relieve any of the congestion going into Kelowna. There is no need for a second crossing as even their study concludes that the bridge is more than adequate until 2040-2050. The issue is all of the stop lights at the ends of the bridge, in both Kelowna and West Kelowna. I say scrap the second crossing idea and the West Kelowna bypass. Then spend the money on over/under passes on HWY97. Have none of these engineers never driven in high traffic cities that move copious amounts traffic with proper infrastructure...
- I was at the meeting last night and it was obvious that 90 per cent of people there were AGAINST the proposed connector road to alleviate traffic congestion . Option 2A was of major concern with everyone practically. The building of a road through rose valley wildlife habitat, near the drinking water reservoir, and a long road section to Bear Creek provincial park where there is, another wildlife habitat seems incredibly insensitive. Westside road itself is very congested in the summertime and could not handle more traffic. Congestion on the 97 is usually about 10mins duration. Certainly not worth spending billions to excavate a new road through the wildlife territory surrounding the City of Kelowna and West Kelowna. Upgrading what we already have, removing traffic lights, bridges over fast lanes and improving public transportation would be a much better and more acceptable plan.
- Thank you for taking the time to meet with the public on April 10th. I am 100 per cent opposed to an alternate corridor running through Rose Valley, Shannon Woods, Tallus Ridge, Smith Creek, Glenrosa. I do not see any benefit, only irreversible environmental damage and dividing communities to save a few minutes of driving (if any). The existing corridor is aligned with the bridge which sounds like it will have enough capacity until 2040 and could be taken well past that by adding an additional lane, adding lane control and projections for how driving patterns will change with autonomous cars. Let's focus on keeping traffic flowing along our existing corridor. I am concerned that "Jack" from the open house said they were taking notes but I did not see any evidence of this. Is it easier to disregard public feedback if there is no written record? I am also very concerned about the comment made by the engineer presenting on the study that it is easy to build a road through a park. ****To the residents of West Kelowna, users of our hiking trails, mountain biking trails, nature enthusiasts - we have the opportunity NOW to use our voices and shape the future of our city. Let's make a difference and preserve our parks and communities for generations to come. It cannot stop at this forum****
- There has not been sufficient input by the community on this issue. The proposal that appeared in the media recently is not acceptable for a number of reasons. The most significant is that it crosses through parkland that is the habitat of considerable wildlife, and construction of this nature will forever have a negative impact. Building major structures above residential areas has proven to be risky business as far as I know.
- The alternate corridor options go through parkland and communities. Based on that and the difficulty of the terrain, please pull these options off the table. Once the parks are ripped up, they are gone forever. It is too bad past governments did not protect earlier routes that had been considered.
- Please expand the existing highway. If you knew 20 years ago you wanted to run a highway through our wilderness homes why did you allow homes to go within 150 feet of a four lane highway in the middle of 3 watersheds underground springs and a wildlife corridor. This isn't just about rose valley Glen rosa,. Smith creek, Tallis ridge , shannon lake are some of the nicest areas in west Kelowna. I can't believe our mayor would even consider this an option. We say no to the second crossing and alternate highway

- Save the enormous cost of building a second crossing of Okanagan Lake and destroying parkland by fixing what we already have. 1. Improve Hwy 97 in Kelowna by making it 6 lanes from Bennett Bridge to McCurdy, removing all business frontage access and stoplights, and adding grade-separated interchanges - like a real highway (ie Deerfoot in Calgary). 2. Open Bennett Bridge to all 6 lanes (3 west, 3 east) and allow the 3rd eastbound lane to be restricted to Sneena Road merge traffic until at least 50m onto the bridge so that nightmare spot is improved - it is a dangerous bottleneck right now. 3. Remove all Hwy 97 stoplights in West Kelowna, replacing with grade-separated interchanges. 4. Make Dobbin Road in West Kelowna business district the Hwy 97 corridor, with 4 lanes and a few elevated interchanges for local access instead of the many stoplights.
- It must be too late for the proposed route, the former Socred Gov. proposed that route, but the NDP took over and the route was dropped, and now developed. Good luck moving traffic now!
- I am writing to strongly oppose the proposed new highway that is to run behind the existing neighbourhoods of Smith Creek, Tallus Ridge and Rose Valley. We moved to the Westside because of the natural undisturbed beauty of the areas that will be impacted by the proposed new highway. This area is not only a natural gem for all residents and visitors to the area but also for the many species of wildlife that call these forests home. In addition, our local drinking water reservoir would negatively be impacted. A highway intersecting this delicate area will forever destroy this unique area. The noise that would be generated from this highway would be extreme as the sound would hit all the surrounding mountains in the area and be amplified for all the residents that live in these neighbourhoods. The cost to minimize this noise pollution would be astronomical. Please focus your attention on creating a long term environmentally sound decision that preserves this very special area and what makes West Kelowna the best place to live. Sustainability should be the focus not destruction. My opinion would be to upgrading the existing highway to remove all lights so that traffic can flow freely and a special focus should be made on increasing transit and carpooling options. I implore you to make the right decision and save these areas because if the mistake is made to build this highway through these neighbourhoods, they will forever be destroyed.
- Get rid of all traffic lites on #97 and install a few overpasses. Build two frontage roads on each side of #97 from the Sneena area thru to the Greyhound depot/Paynters Fruit stand. This would eliminate a huge amount of local traffic from the highway. Fix the lites in Kelowna and the bridge will be good for 20+ years.
- The problem is in the traffic planning, not the bridge. Coming over the bridge in the morning, you see 2 empty lanes coming to West Kelowna and going to West Kelowna at supper you see very minimal traffic coming to Kelowna. Is it conceivable that a certain part from the Kelowna side of the bridge to say Westlake Road could be 5-6 lanes and utilize a couple lanes to switch directions between 7-9am and then again from 4 - 6pm? From the bridge to Mc Curdy it would make more sense to use the middle lane for thru traffic to avoid stopping and starting, pedestrian crossings, and turning of the highway. If your just going through it makes logical sense. Drivers... take some of the blame. The tailgaters & distracted drivers... who else really creates the accidents during rush hour? Lane hopping... doesn't get you there much faster due to all the lights slowing you down. The care length space between cars is not because you can fit into the space, but rather to give drivers a distance that can be a buffer if one is to jam on the brakes in front of you. I'd love to know where Kelowna rates for accidents per capita... we have to be #1. What about a parking lot at Gelately, Peachland & Penticton for a decent size passenger boat to move people up and down the lake faster like a lake taxi. A highway through Rose Valley, near the drinking water and through a national park and family neighbourhood is seriously an options for planners who can't think logic or into the future. Look at other cities to make notes if you must. Also, think in the future, not in the now as it's how the city got to this point already. I do believe maybe a true by-pass highway to avoid the city if one was going north to South from Peachland to Vernon wouldn't be such a bad idea vs the second crossing.

- Although I read mostly negative comments about the corridor options, I think we need to face the fact that we will have to solve the traffic flow not only for the next 20 years, but for the 20 years after as well. Furthermore, downtown Westbank badly needs a bypass route. I therefore agree that we should start planning and eventually build a corridor that would lead to a second crossing.
- There has to be a better way than putting a highway straight through Rose Valley a beautiful and well used provincial park
- As there are options to use the existing highway you need to stay out of our parks and neighbourhoods. I live in rose valley so that I can get out of the Hussy and bustle and be near green space. Adding a highway above my home will completely wreck our community and home. Please consider this very seriously. You will be destroying many people's place of refuge. I understand there are corridor issues but by pass roads through our parks and neighbourhoods are not the answer. Either the existing highway needs to be updated or a ring road located much further away from the parks and neighbourhoods needs to be review. Please please please don't wreck my home and our beautiful parks. I would rather deal with traffic than have any of our beautiful neighbourhood and green space be ruined.
- Alternative bypass routes through existing established Rose Valley park land and others, is simply unthinkable. Accommodating more cars in this manner repeats the flawed thinking of the last 70 years. Build more roads, and you will have more cars, more cars and you will have worse air quality in the valley - its that simple. There appears to me more consideration given toward peoples' commute time than the air they breathe. Think creatively about public transportation systems for 2040 and we will all be better off.
- I attended the last information session and was truly shocked at the proposal to route an alternate bypass through the Glen Rosa, Smith Creek, Talus Ridge, Shannon Woods and Rose Valley neighbourhoods. This would destroy environmentally sensitive areas as well as have extreme negative impacts on the quality of all these neighbourhoods. Like many people in West Kelowna, we chose to live in the Shannon Woods area due to the interface with the natural wooded areas as well as the quiet and tranquil nature of the neighbourhood and its natural beauty. This would be completely destroyed by a bypass route. As well there is an existing network of community trails which flows up the hillsides and connects to the Smith Creek area which provide outstanding hiking and recreation which would be hard to access, if not ruined, with a bypass cutting through it. At the meeting the MOT officials stated they did not know the exact route this bypass would follow but that due to the steep terrain would have to be at the base of the slope. At this time there are two reservoirs and existing houses at the base of the slope above us. This by pass proposal should be entirely rejected and it has such a detrimental impact on every one of the mentioned neighborhoods in terms of environmental impact, noise/disruption and devaluation of property values. The proposals for development of the existing Highway 97 corridor are well thought out and can make it a good and viable route for use into the future. This existing corridor can and should be the route to be developed without the negative impacts to the existing hillside neighbourhoods.
- I'm disappointed to learn that one of the corridor options include the destruction of green space in Rose Valley, which is used extensively by locals to stay healthy, as well as an important area for wildlife accessing Rose valley reservoir.
- It is particularly difficult to fathom why the West Kelowna municipal government would put forward support for the proposed connector just above the neighbourhoods of Smith Creek, Tallus Ridge, Shannon Woods, and Rose Valley. This highway would destroy the beauty and tranquility of these areas, impact real estate values and most importantly destroy parks, trails and green space. It also contradicts West Kelowna's own "Recreational Trails Master Plan" which states on their website that they recognize the "outstanding trail opportunities" that exist here. Most of the trails identified by the municipal government for upgrade and development would be destroyed or severely impacted by the connector. Improvements to the existing corridor, eliminating signals and installing interchanges, would achieve the same results as an alternate route with much less impact on the environment and probably at a lower cost.

The proposed trench through downtown to remove the couplet, although disruptive to a small area during the construction, would improve traffic flow, and is a much better option. Apparently Mayor Findlater previously expressed concern about West Kelowna “becoming a city of interchanges with a freeway running through the middle of it”. Instead the proposed bypass will direct traffic through numerous residential areas across very challenging terrain, ecologically sensitive areas, near our water reservoir and completely away from the businesses in the town centre. Please eliminate the bypass option.

- West Kelowna traffic would easily be reduced by removing the lights along the existing corridor and instead creating hwy exits and/or over passes. Given the amount of space along side most of the hwy (until you enter the blocks of the current city core), this should not be a challenging feat, rather a no-brainer. Even the lights in the West Kelowna/Westbank city core could be removed, while maintaining the one way directed traffic and redirecting city traffic so that the 5 or 6 lights aren't even necessary. I personally think that West Kelowna is currently an incredibly easy solution - the Kelowna side will take some more creativity. Improve the existing corridor & look into better options for rapid transit. Demolishing the natural beauty and recreational use of our park land and natural surroundings is a HORRIBLE idea that will only negatively impact this city and the whole Okanagan Valley. It shouldn't even be an option!! I am surprised and disappointed that the City of West Kelowna does not see the same. The Okanagan Valley is a paradise because of its amazing and easily accessible natural surroundings. If you ruin the amazing natural surroundings, you will ruin the majority of the reason anyone desires to visit or live here. Remember, a huge part of our economy is tourism and real estate. Think forward! Once natural beautiful land is gone, its gone forever and there isn't any more being made!
- Improve the existing corridor and leave our parks alone.
- There are much better options to explore rather than adding a second crossing through the natural and beautiful area of Rose Valley and the other West Kelowna communities. We don't want to destroy our hiking trails, wildlife, and water sources, they are way too precious. Please work on improving the existing highway! Better to spend the money improving transit options, add park and ride lots to encourage transit use, add lanes to widen the highway, add off ramps to the existing highway to improve the flow of traffic. Add lanes to the bridge or take out the divider and give the extra lane to the rush hour traffic in the morning and end of day. Reduce or remove all the lights on Hwy 97 and use off ramps so traffic can flow in and out of the city. Please explore these other options. It makes no sense in this day and age to destroy our beautiful habitat by adding another crossing.
- One of the main reasons my wife and I live in West Kelowna is our regional parks. We are both in them every day. The new route should not destroy such beautiful West Kelowna assets.
- Directing the traffic away from the Main Street of Westbank to encourage a local downtown community is a positive move. Encouraging growth for employment in West Kelowna so residents do not need to cross the bridge during rush hour would help. Continuous traffic flow for people travelling through the area is necessary. The proposed bypass routes appear to have more detrimental effect on the parks and land than benefits to improving traffic flow.
- Have you ever been up into the plateau country above the Okanagan Valley?! It's nothing but clear cuts. The land has been scarred terribly. What's left isn't a forest, it's a tree farm.
- Clay the vast network of clear-cuts above Okanagan Valley have already destroyed wildlife habitat. Is this a question of "out of sight, out of mind"?
- Rose Valley Park should be tripled in size! Come on RDCO !
- 1. Upgrade the existing corridor with more overpasses and roundabouts (like at westlake) to reduce congestion, it is the constant start/ stop/ start/stop on each end that has the bridge so backed up as once you are free of those lights the traffic is smooth sailing. Try sitting in it in rush hour and you will see what I mean! 2. Destruction of our parks which bring so much joy to locals (and is the reason I moved to Kelowna) and brings so many tourists to the area seems utterly backwards. Let's keep our green spaces and keep

the areas desirable to keep our current families here and especially to grow our city with making the Okanagan desirable for new families who value green spaces and safe neighbourhoods to raise their children. The Okanagan is bleeding all it's young UBCO and OC graduates that need a reason to stay!3. We need those wildlife areas to be protected! For the animals and for us. There are many delicate ecosystems surrounding Rose Valley which help to keep each of those water reservoirs safe! Building a bypass could contaminate our water with runoff!

- A rail system needs to be considered in depth. Keep people, where people are and make more opportunities for density and complexity. I envision the rail system as another layer in the way we navigate this region. If another highway is built, it would take business away from the WFN development. I think the WFN, WK and the province need to be more forward thinking in terms of transportation for tourism, commuting and an aging population. A rail system would also take people out of their cars and into the public sphere, where we engage with our neighbours and our community in a more haptic way. Imagine how empowered an elderly person would be if they could take themselves to the grocery store! Let's be an example for smart growth rather than repeat the mistakes of many broken cities.
- This proposal lacks vision and quite frankly is the biggest slap in the face to the current and next generation of West Kelownians I have ever seen. The fact is in 20 years there will be less traffic on our roads. Why? Have you herd of the web, we will not be driving cars to purchase groceries,electronics,furniture and other items that are easily purchased and delivered to our door. Instead we will bike, walk, ride share or ask our autonomous vehicle to drive to our regional parks and enjoy everything they have to offer. Not to mention the movement of working remotely where companies like Telus and others encourage better work life balance and improved productivity to work from where you want. The person that said you trying to solve a 1960 s problem with a 1960s solution has it right. Shame on our city counsellors and Mayor for not having the vision to see this now and continue to push solutions to meet their own selfish agendas. Get this right and do not build bypasses and infrastructure that will not be needed in the future.
- "We've already damaged the environment, what's the point of stopping now?"Does it not make sense to save the little bit of natural land left from development rather than just say screw it?
- All the proposed routes through Smith Creek, Tallus Ridge, Shannon Woods and Rose Valley are ridiculous. We need better options that don't impact out wildlife and world class parks that locals and tourists come here for! Update existing roads and consider the interchange at boucherie. Seems our council here isn't listening to much of what the people here have to say... so I'll make it simple. Leave our parks, our neighborhoods, our enviroment, and our widlife alone!
- I am adamantly opposed to the construction of a bypass through West Kelowna above Smith Creek, Tallus Ridge, and Rose Valley. This idea is incredibly unpractical and would be an obvious detriment to the fragile ecosystem which is already threatened by rapid development. As long as I live here, I will strenuously oppose this route.
- I am against the alternate corridor options identified for West Kelowna. These options will severely impact park land and existing properties and I am sure that the construction costs would be considerably higher than upgrading the existing route and adding some sort of rapid transit. In particular, the route above my home in West Kelowna Estates (Rose Valley) would devastate the atmosphere of the neighborhood and destroy valuable park land, water reservoir and wildlife habitat. I, along with many others use this park regularly for hiking and cycling and we love to live here because we have this literally in our back yard. It would be devastating to have this replaced with a highway or road of any sort. The extra distance and elevation changes required for this route will result in it being used very little and the existing corridor will still need to be upgraded.Upgrading the existing route with well thought out interchanges and improvement to some of the parallel routes seems to me to be the only reasonable option for the existing

crossing and for any future crossings to the north. The addition of some sort of rapid transit system along the highway and parallel to the existing bridge would also greatly improve the congestion.

- We are residents of Shannon Hills Place, West Kelowna. It is preposterous to hear of the proposed 4 lane highway through Carrot Mtn. This not only seriously impacts our neighbourhood but also Glenrosa, Smith Creek, Tallus Ridge and Rose Valley residents. The other option of using the existing Hwy through Westbank to the bridge will have much less impact on our neighbourhoods, parks, wildlife and water supply. In closing, on a matter this serious, I think more public forums are required involving representation from all impacted neighbourhood associations. Thank you.
- A 4 lane highway blasted through mountains, parks, watersheds, and residential neighborhoods will have an irreversible, permanent, negative impact on the quality of life for thousands of Okanagan residents. A second bridge to more efficiently funnel traffic into the center of Kelowna will only move the bottleneck north a few blocks, and destroy the north end community. I drive from Glenrosa to the airport in heavy traffic and it takes 45 minutes, 50 if I stop for coffee. Smooth sailing most days from Boucherie to Pandosy, the bridge is not slowing me down one bit. The 97 corridor through Kelowna already ties in with major trunk roads to connect with the rest of town, it just needs less lights, a few interchanges and improvements to frontage road flow. Westbank needs the same treatment. Traffic funnels on/off 97 from both sides and across WRB bridge, and will continue to do so new bridge/bypass or not. Let's fix up the highway we have instead of spending billions to divert thundering transport trucks and fifth wheels through parkland and back yards.
- I'm sorry, but this is lunacy. Running a new provincial highway through a number of residential neighborhoods and both municipal and regional parks to a second crossing that does not exist and is not needed for 23 years? How do you people come up with these ideas?
- What does West Kelowna have in common with North and West Vancouver? They are both very desirable places to live and have a highway to feed the cities with beautiful mountains and park lands surrounding their communities. The neighbourhoods of Rose Valley, Shannon Lake and Smith Creek are like a smaller version of Mount Seymour, Grouse and Cypress. These areas are very popular destinations for locals and foreigners that enjoy the hiking and biking trails. While I fully support better traffic flow through the BC interior, West Kelowna doesn't need a second highway going through some of its most important geographical appeal. It needs an updated, modern highway with proper roundabouts including over and underpasses. All the people I've talked to with about this issue support overpasses and we are very frustrated that our Mayor is apposed to them. People sitting in traffic jams is not good for tourism, the environment or bringing value into our community. Both the City of Vancouver and Kelowna have high traffic congestion problems per capita because they are lacking a proper highway through the center of them. West Kelowna is fortunate to already have the base of that infrastructure in place. For the cost associated with constructing a new highway through Smith/Creek/Rose Valley, I believe building a tunnel under the Westbank downtown core from the base of the hill below Gorman's mill to Gellatly Rd near the RCMP building would make a lot more sense. With the through traffic going below Westbank, this would allow for a revitalization of the downtown. It would also allow traffic to flow between the Okanagan Connector, Peachland and Kelowna.
- or is that CORD, whatever, how much are they really doing to protect nature ?
- I've been deeply affected by how we treat our natural environment in BC for so long. So disheartening to lose all the wild places; to cut down all the forests, slash roads and lay pipelines driving animals into extinction. We can't even protect the miniscule remnants of old growth forest we have left. The multinationals are taking that too. Seems it's only when we are directly affected do we act or speak out.
- Please refer to pages 11-15 of the spring 2017 planning study book. Option 2a does not appear to make sense to us. To have to go 14km to get to the Bartley Rd interchange is slower, more invasive with reworking the road, would destroy the hillside which would then be unsightly and noisy disrupting the

neighbourhood than what it would be to just go with Option 2b (page 15). With this option it would only be 1.7km from the westside Rd interchange and then you can hook off at Bartley Rd to a connector to avoid having to go through West Kelowna which is slow and extremely congested. We like the idea of 1b from smith creek interchange to a connection at 97 and 97c as this gives the option to each travel point vs option 1a which would just be to 97c. So with this combination, although about 6km further than just following along 97 from the bridge; people could avoid lights and more efficiently get through the west Kelowna traffic to either 97c to Vancouver or 97 onward to Penticton.

- The simple solution is to make as many lights as possible on the highway into overpasses...stopping 5 times in as many kilometers on a major highway is ridiculous.
- Just became aware of this matter. We are planning to move from Winnipeg to build a retirement home in the Crystal View Development, off Glenrosa Rd, which would come close to the proposed Westside bypass route, but are now reconsidering on whether to go ahead. I share all of the concerns which have been voiced by many already about destruction of the precious ecosystem, park space, justifications of needs, etc. If absolutely necessary in terms of longer range plans, the solution must have minimal if any impact on the residents and community of West Kelowna. Anything less should be recognized as unconscionable. The harm caused by such a bypass in my opinion would far outweigh any perceived or future benefits. Please preserve this precious ecosystem, and have sincere regard for the residents of this community. Thank you.
- Stop the destruction of Rose Valley Park. Remove option 2A from all highway plans. It wasn't a good idea in 1974 and it still not, so stop bringing it up as a possible option. This option is way too long and even though I would live right by it, it would not be a viable option to drive. The road maintenance alone would be horrible in winter. Explore overpasses through the community, keep the traffic in the community so people will use the facilities here and keep the economy going. Listen to the residents who travel the main corridor as the majority would prefer overpasses as a strong population opposes the destruction being proposed to so many neighbourhoods and parks.

Considerations for Lake Country

- Intersection of Beaver Lake/Highway 97/Glenmore is too congested, unsafe, too steep and not a sufficient alternative route enabler for Highway 97 when there are accidents or other closures. All this is the situation before the area explodes with growth. We need an interchange now.
- I would like to comment on the Ellison Lake to Lodge Road Lake Country corridor. I am a resident of the immediate area. This is what I think would work:1)Locate a full interchange at Harwood Rd (not Janet) that would link up to Main street. Straighten Glenmore Rd at Shanks Rd so the Glenmore Rd traffic flows onto Harwood Rd and on to the Highway interchange.2)Extend Reed Rd south from Dick Rd to Glenmore Rd. Extend Chase Rd south from Dick Rd to Okanagan Centre Rd W. Straighten Okanagan Centre Rd W so it merges with Glenmore Rd at the new intersection of Reed Rd and Glenmore Rd. This realignment of Lake Country roads will box in the existing gravel pit and allow it to redevelop into a light industrial park with good highway access via the interchange above (like the Marshall Business Centre at McCurdy Road in Kelowna). I believe this would fit with Lake Country's 25 year plan.3)Highway 97 is at a high point at Beaver Lake Road. Dig the highway down to pass under Beaver Lake Road, making the Beaver Lake Rd crossing a grade separated overpass crossing with a walkway to permit local non trucking traffic on the west side to continue to be able to cross over to the east side for shopping.4)If it is really necessary to make Glenmore Rd a full blown bypass into Kelowna, the Commonwealth Rd interchange options should be pushed further south to go in front of The Jammery restaurant. The connector road running west from Highway 97 to Glenmore Rd would minimize the use of Agricultural Land by running west through one side of The Jammery property (which no longer is used for agriculture) and follow the power line along the foot of the un-named hill along the Kelowna / Lake country border (land which may be designated ALR but has

no value as such). Off highway access to The Jammery would be solved.5)No service roads are needed along on the west side of Highway 97 from Harwood Rd south to The Jammery. All of the farm properties from Harwood Rd south to The Jammery have access from Shanks Rd. A service road for these agricultural properties is an unnecessary cost and a waste of agricultural land.6)A service road would be needed along the east side of Highway 97 from Main Street south to Parkinson Dr (at Turtle Lodges Resort), linked to Highway 97 at the interchanges at Harwood Rd (#1 above) and The Jammery (#4 above). This service road is shown 1c in the Ministries Planning study.