

# Okanagan Lake Second Crossing Project

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## Welcome Public Open House



Central Okanagan Planning Study



Ministry of  
Transportation  
and Infrastructure

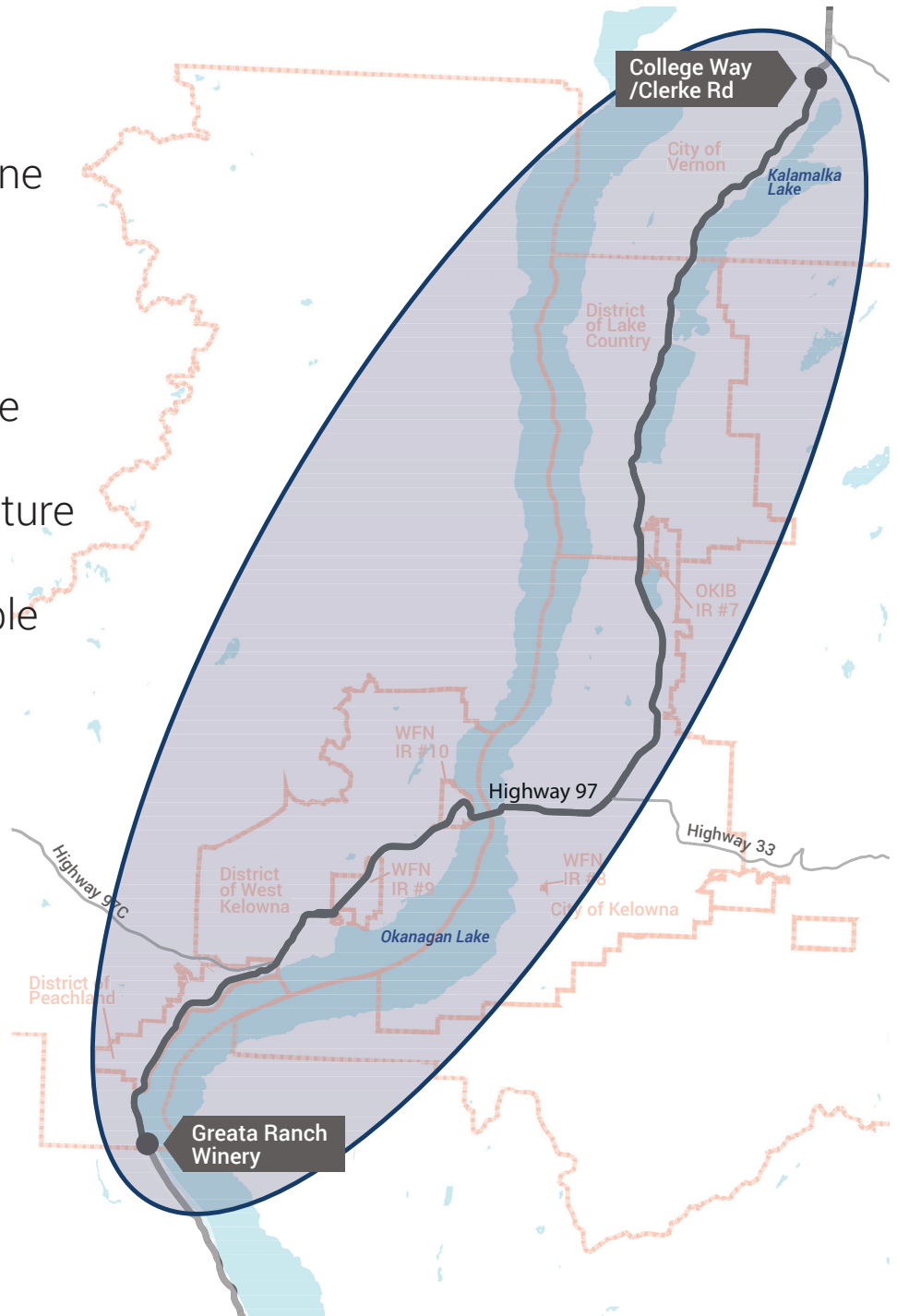
# Central Okanagan Planning Study

## Open House Objectives

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Report on estimated future travel demand, which will help determine future transportation infrastructure requirements.

Obtain your input on the role of the Highway 97 corridor, solutions to future traffic congestion and the location of a possible second crossing of Okanagan Lake.





# Central Okanagan Planning Study

## Background, Goals & Outcomes

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**The Ministry of Transportation and Infrastructure has initiated the Central Okanagan Planning Study to understand the future transportation needs of the area.**

**It will ultimately develop potential route proposals to address future mobility, including preferred locations and timing for a possible alternative crossing of Okanagan Lake.**



When the William R. Bennett Bridge opened to traffic in 2008, it was estimated the bridge would serve the region's traffic needs for 25 years, based on extensive traffic analysis. While traffic counts on the bridge continue to support this estimate, starting the planning process now will ensure the government can move forward when necessary.

Covering the corridor from Peachland to Lake Country, the study considers public needs, community plans and provincial transportation priorities. It takes into account recent transportation improvements, as well as those that are already lined up for implementation.

While the emphasis is on long-term planning, it will also identify possible additional near-to-intermediate term improvements to address more immediate safety and mobility concerns.



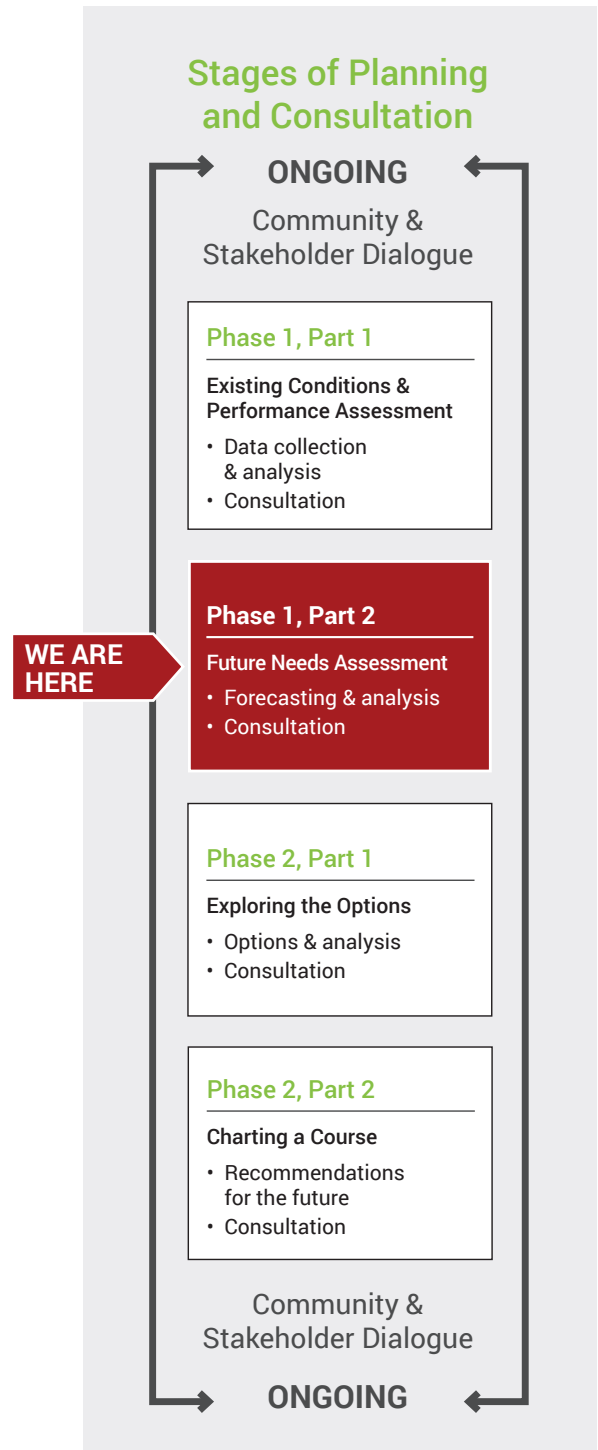
# Central Okanagan Planning Study

## Where We Are in the Process

The study began in late 2014, with a review and analysis of the existing conditions and performance of the corridor. The results were shared with the public for feedback in May 2015, and are briefly summarized again at this open house.

The follow-up to that work, which is the main focus of this open house, involves forecasting future conditions to assess the future transportation needs of the Highway 97 corridor.

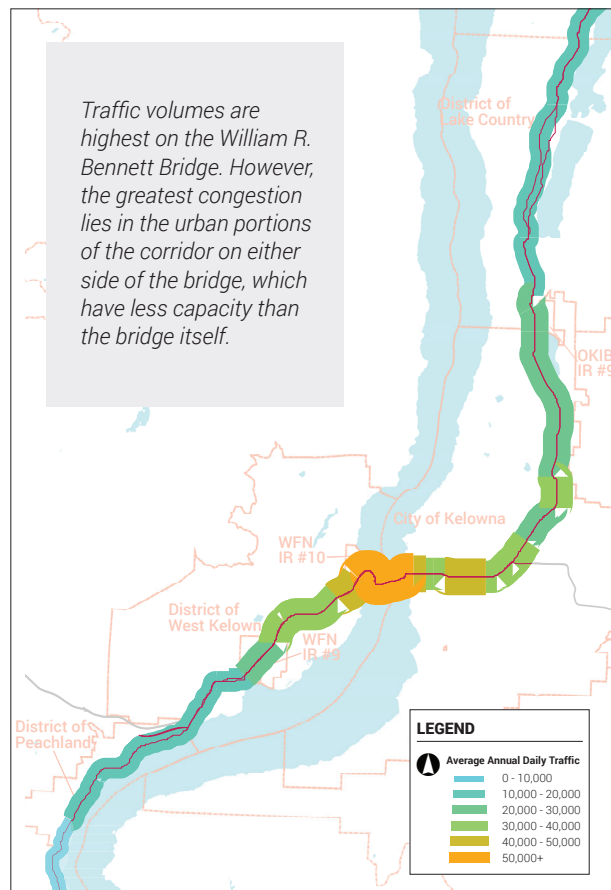
This work will eventually lead to the examination of options for meeting those needs, including preferred locations and timing for a possible second crossing of Okanagan Lake.



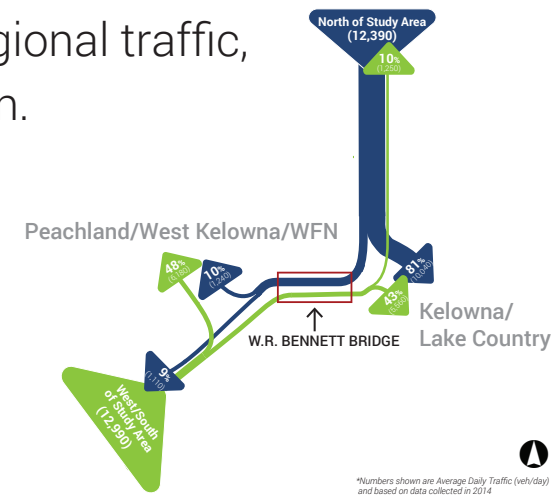
## Central Okanagan Planning Study

# Recap of Existing Conditions Assessment (May 2015)

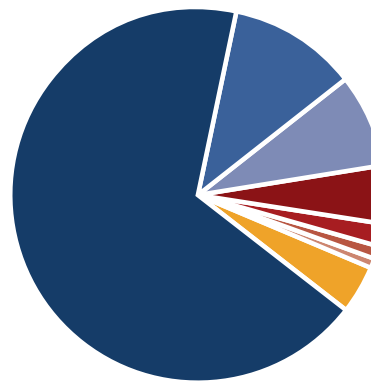
Congestion on the corridor is primarily the result of local/regional traffic, not inter-regional traffic, or traffic passing through the region.



Over 25,000 vehicles enter the Central Okanagan daily. Only 1/3 of these external vehicles actually cross the W.R. Bennett Bridge.



### Where are the trips between?

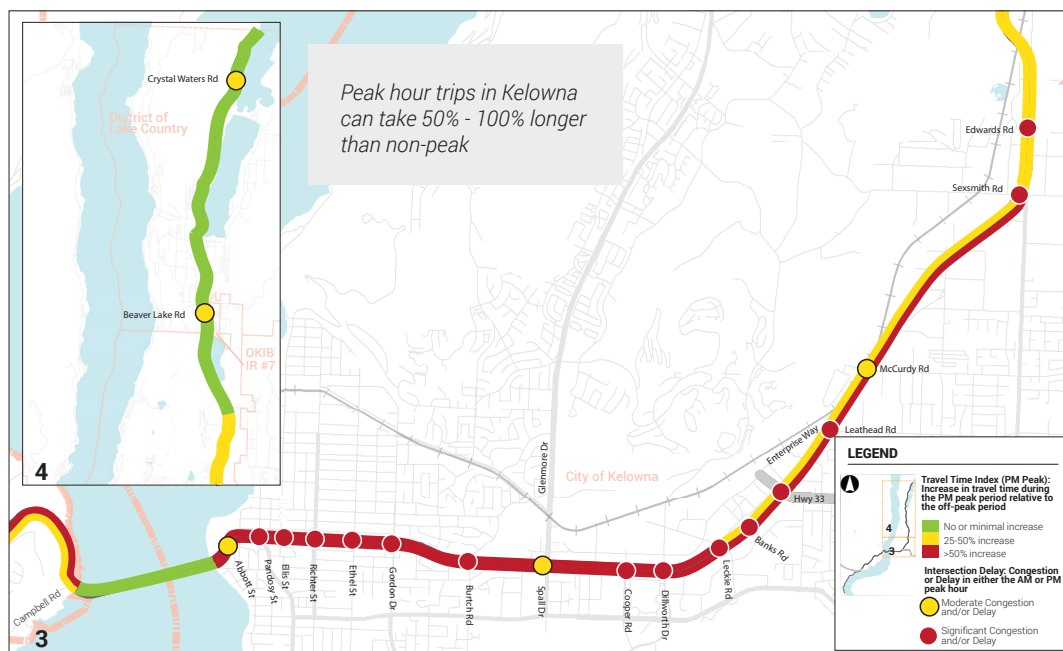
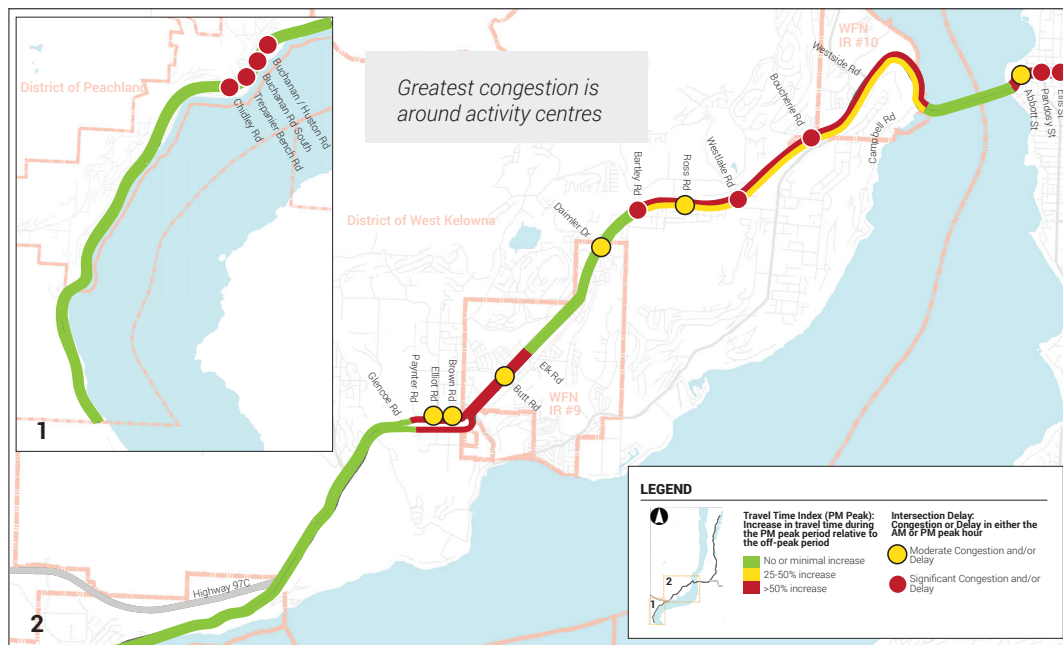


68%	are between the City of Kelowna and Peachland/West Kelowna/WFN	87%
11%	are between the City of Kelowna and south of Peachland	
8%	are between the City of Kelowna and Hwy 97C	
5%	are between Peachland/West Kelowna/WFN and north of RDCCO	13%
2%	are between Peachland/West Kelowna/WFN and other Central Okanagan locations	
1%	are between Hwy 97C and other Central Okanagan locations	
1%	are between south of Peachland and other Central Okanagan locations	
4%	pass through the Central Okanagan	

# Central Okanagan Planning Study

## Recap of Existing Conditions Assessment (May 2015)

Peak hour trips over certain portions of the corridor can take up to twice as long as those taken off-peak.



## Central Okanagan Planning Study

# Engagement on Existing Conditions Assessment

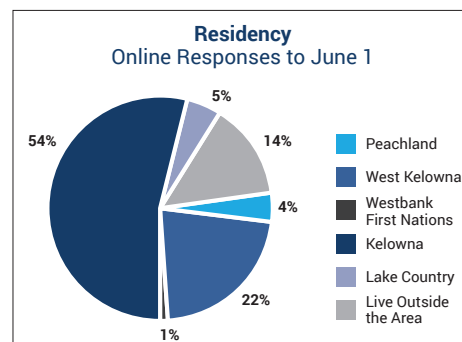
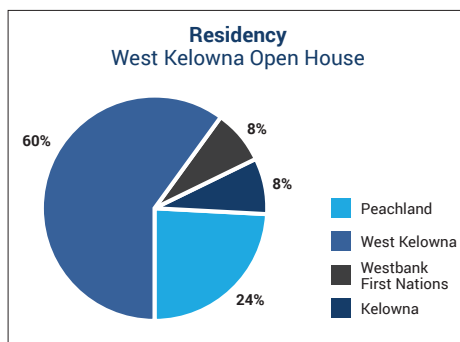
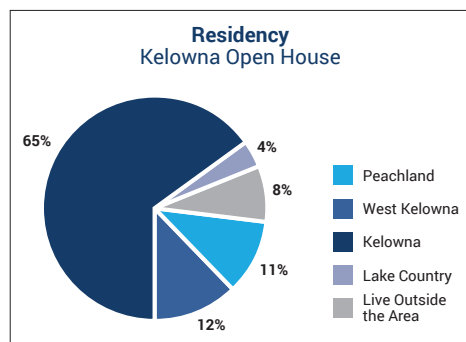
## What We Heard

The study's first major public engagement milestone was marked with public open houses in May 2015 in Kelowna and West Kelowna, accompanied by online consultation via [engage.gov.bc.ca/okanagansecondcrossing](http://engage.gov.bc.ca/okanagansecondcrossing). As shown in the table below, the sessions were fairly well-attended. While the public input only reflects the views of those who participated and completed the questionnaire, the feedback is extremely valuable to the project.

### Attendance / Participation and Written Feedback Summary

Session	Attendees / Visits	Feedback Forms	Feedback %
May 19 (Kelowna)	95	26	27
May 20 (West Kelowna)	102	52	51
Online to June 1	1,692 (including repeat visitors)	145	9
<b>Total</b>	<b>1,889</b>	<b>223</b>	<b>12%</b>

Attendance at the Kelowna open house was dominated by residents from the east side of Okanagan Lake, the majority of attendees at the West Kelowna open house were from the west side of the lake, and the online visitors were almost evenly divided.



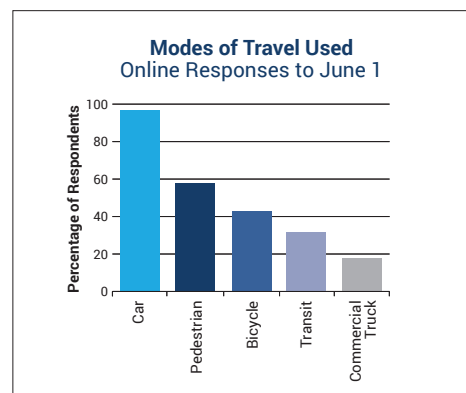
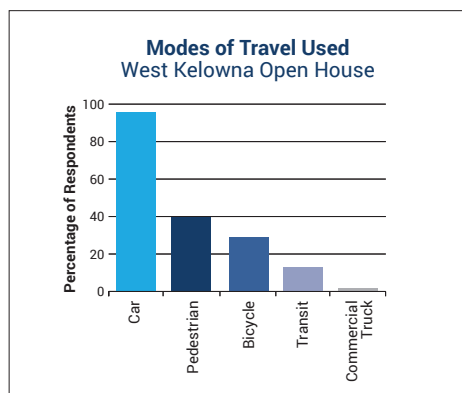
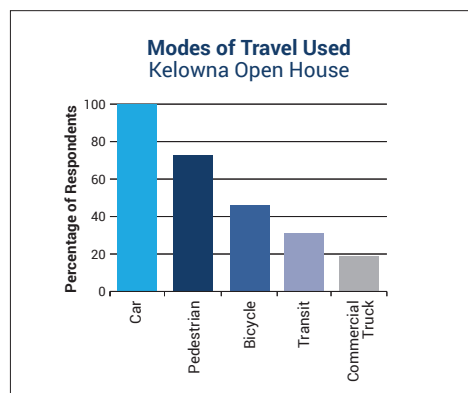


## Central Okanagan Planning Study

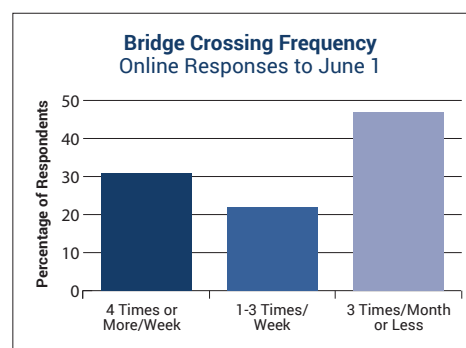
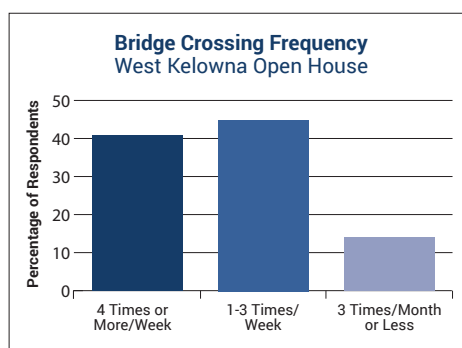
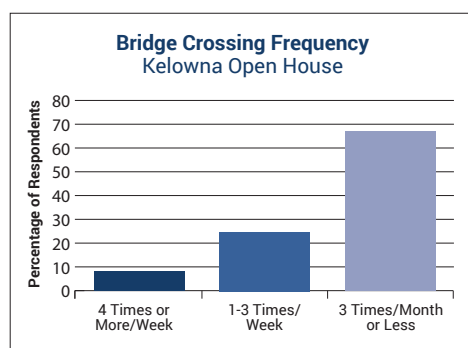
# Engagement on Existing Conditions Assessment

## What We Heard

Not surprisingly given the subject matter, most participants use the Highway 97 corridor regularly. The preferred mode of travel for respondents from all areas is overwhelmingly the automobile. While transit was the second or third choice for many, there were more respondents who choose to cycle as their second or third choice. Total respondents riding bicycles outnumbered those who use transit.



Respondents at the session in West Kelowna used the W.R. Bennett Bridge much more frequently than those attending the Kelowna session.



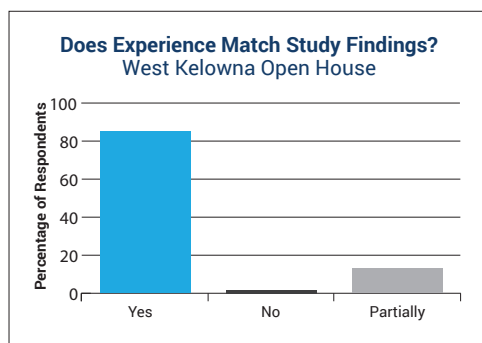
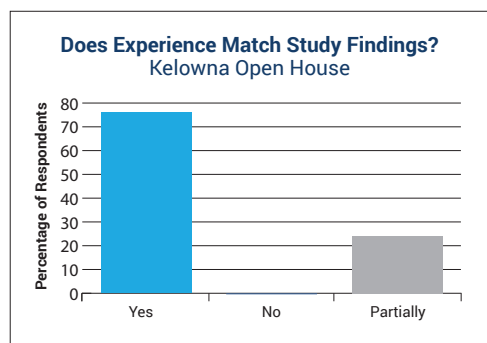


## Central Okanagan Planning Study

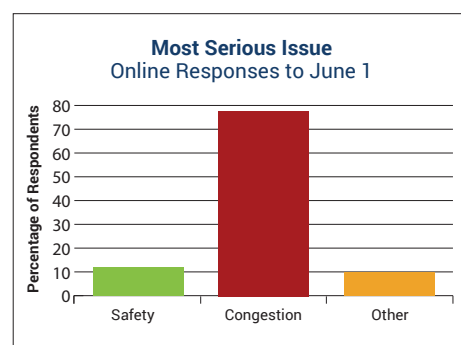
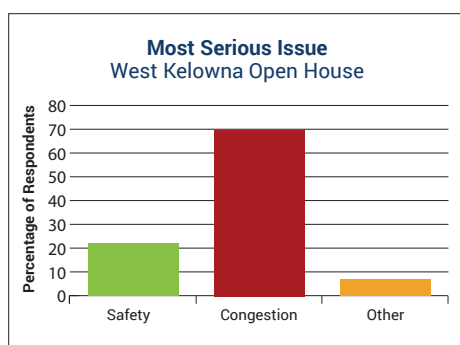
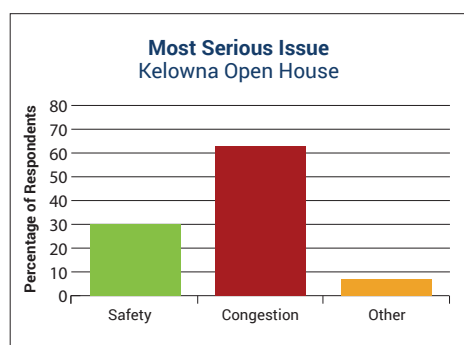
# Engagement on Existing Conditions Assessment

## What We Heard

Respondents overwhelmingly indicated that the results of the corridor performance assessment matched their own experience, and felt that congestion is the most serious issue on the corridor, with safety a somewhat distant second.



Many expressed the view that the current situation is obvious and were eager to proceed to solutions. The feedback from the first milestone in May 2015, together with ongoing input from local municipalities, First Nations and area stakeholders through the Community Working Group, have helped in shaping forecasts of future conditions that will be used to identify solutions that will actually address the future needs.



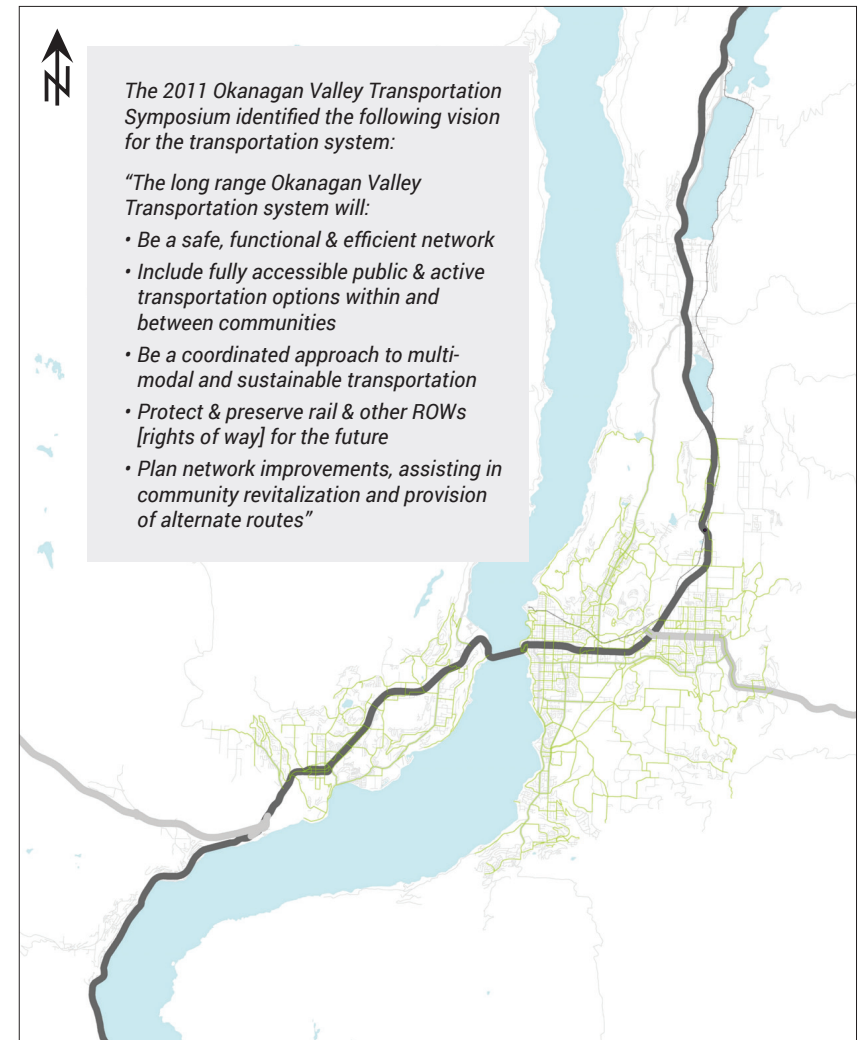
# Central Okanagan Planning Study

## Role of the Highway 97 Corridor

### The Vision for the Okanagan Valley Transportation System

#### Visualizing the Future Corridor – What do you think?

Within the overall transportation system in the Okanagan Valley, what is the appropriate role of the provincial highway facility in the future? What should its characteristics be? Should access points be restricted to allow longer-distance traffic to move more freely? Should the alignment of the provincial highway be moved? Should the highway bypass the region? What would happen to the existing facility? These are among the many questions the Ministry must consider in the development of future options. We have reserved a major section of the Feedback Form to obtain your views of the future role of the highway.



# Central Okanagan Planning Study

## Establishing the Future Baseline

### Population / Employment Growth and Land Use / Distribution

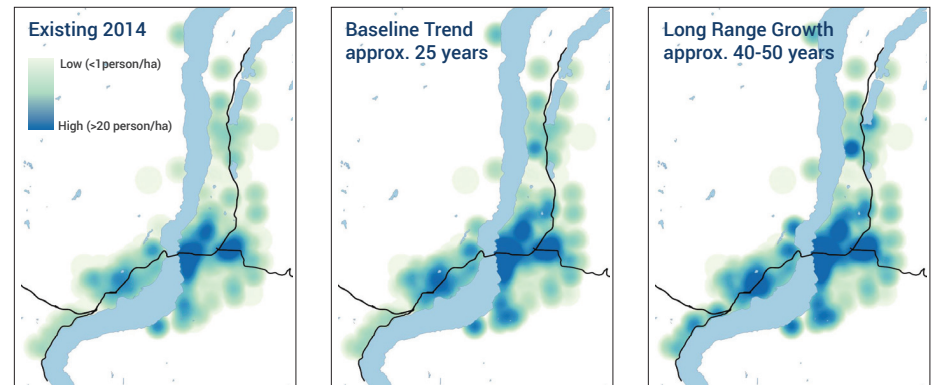
The population of the Central Okanagan area has been growing much faster than the provincial average and will continue to grow strongly in the future, with employment keeping pace.

### Baseline Trend and Long Range Growth

For corridor planning purposes, we are applying a 25-year growth scenario as a baseline. It assumes that past growth trends and patterns will continue, based on reviews of official community plans (OCPs), BC Stats forecasts (which form the basis for the Regional Growth Strategy) and recent growth trends in the communities of the Central Okanagan.

The Long Range (40-50 years) Growth scenario represents full development of the land inventory as currently identified in the Regional District of Central Okanagan Regional Growth Strategy.

### Population Density Changes



### *The Future Baseline - A Summary*

#### Existing

- Today's conditions
- 192,000 population
- 450 jobs/1,000 population

#### Baseline Trend

- Approx. 25-year horizon
- 275,000 population
- 482 jobs/1,000 population

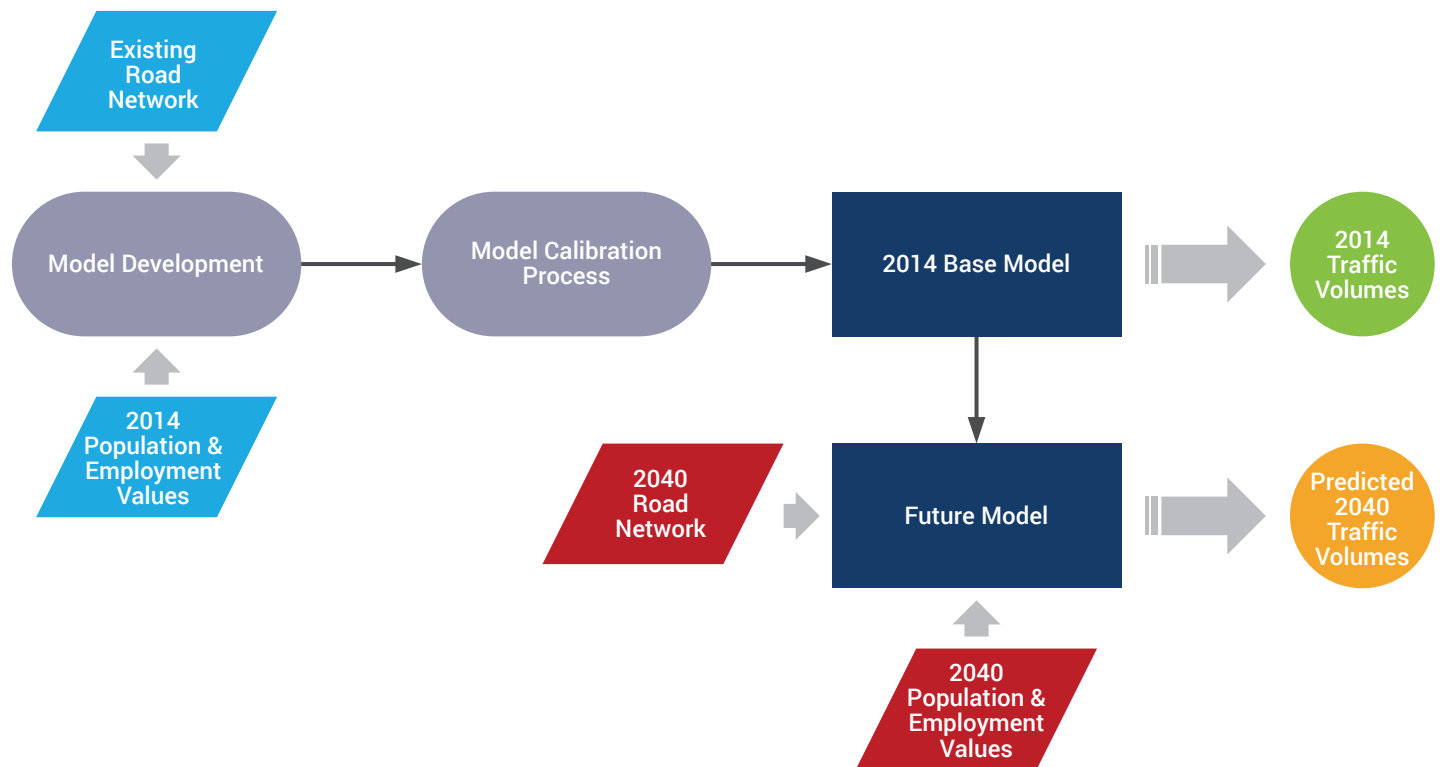
### *Beyond the Future Baseline*

#### Long Range Growth

- Approx. 40-50 year horizon
- 325,000 population
- 474 jobs/1,000 population

## Central Okanagan Planning Study

### Transportation Modelling: How Future Growth is Predicted

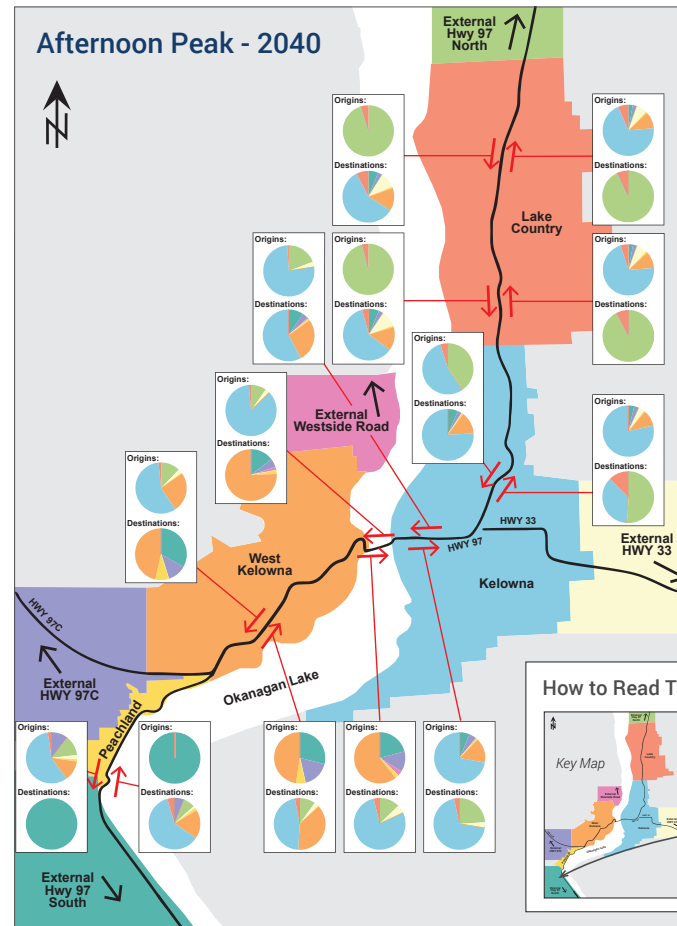
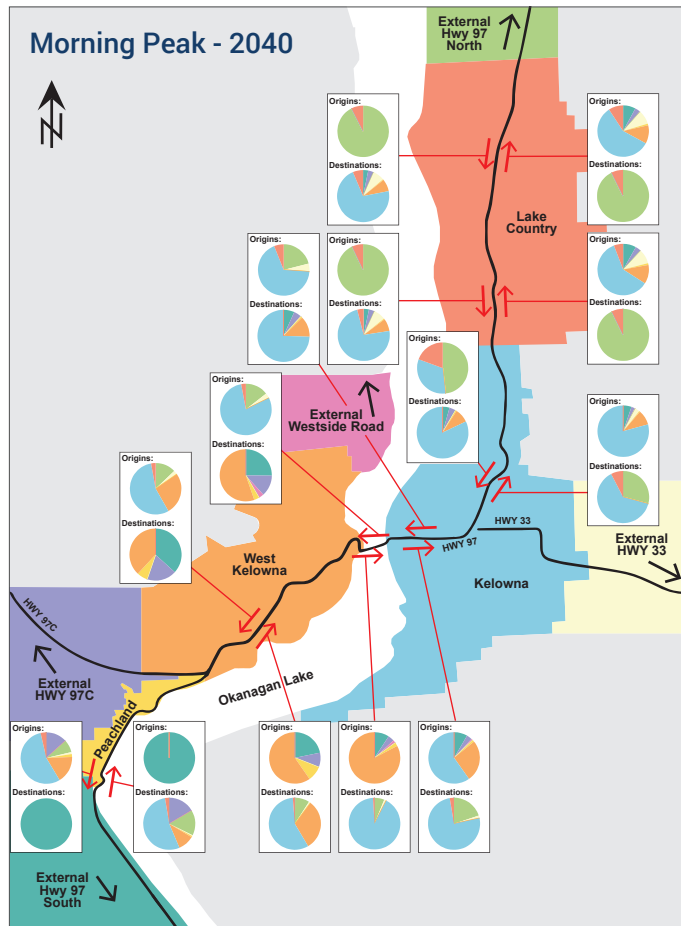


Future traffic volumes for the Highway 97 corridor and the adjacent road network are predicted using a complex model that considers where people live and work, how they travel, where they start and finish their trips, and the most likely route they will use. The model was first tested against actual traffic counts and household travel surveys.

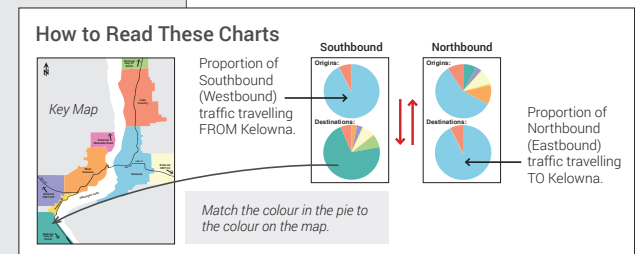
It was then adjusted to take into account planned changes to the road network, along with trends in population and employment growth to generate estimates of future traffic volumes within the regional road network.



## Who Will Be Using the Highway in 2040?



The pie charts generated by the transportation model provide insight into future trip origins and destinations at given locations along the corridor. They illustrate how the vast majority of the traffic in the most heavily congested areas (i.e. in the zones approaching the bridge) will continue to be locally-generated.



# Traffic Volume Growth 2014 – 2040

### AM Peak Hour Highlights

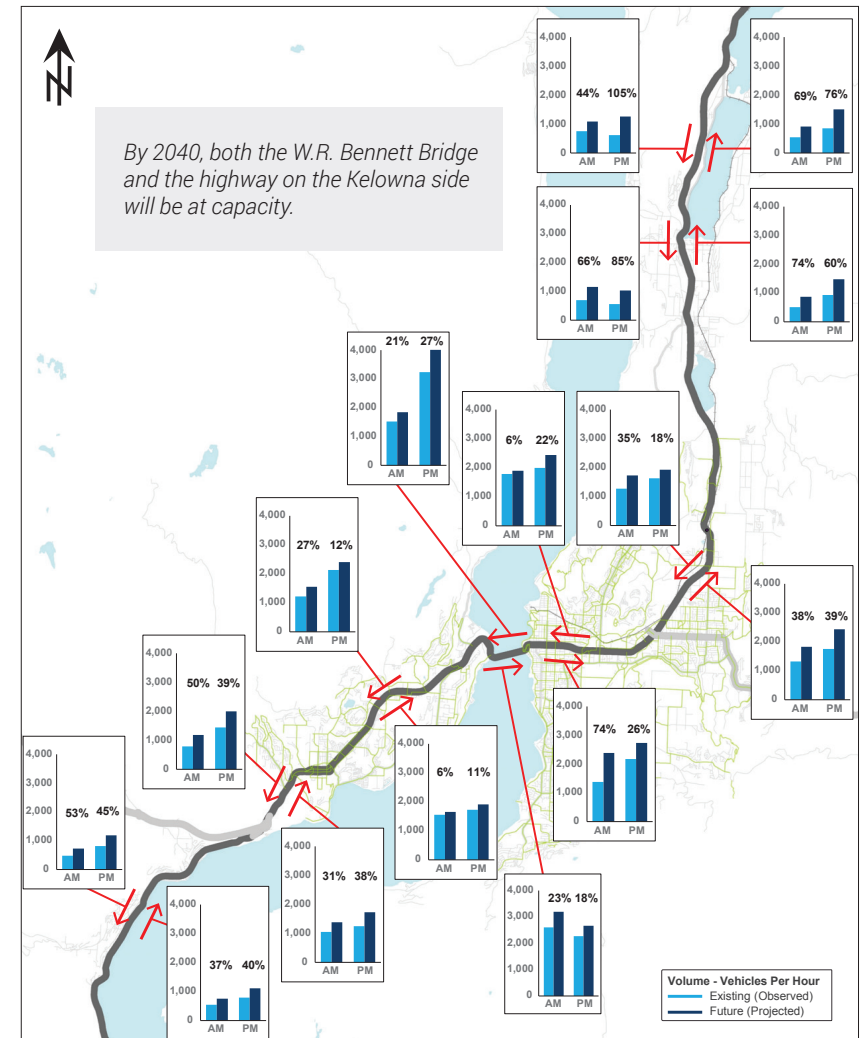
At the W.R. Bennett Bridge, current traffic volumes are forecasted to grow by approximately 23% in the northbound direction and by 21% in the southbound direction.

High growth, where current traffic volumes are forecast to increase by over 50%, is anticipated on segments of Highway 97 north of the airport in both directions of travel.

### PM Peak Hour Highlights

At the W.R. Bennett Bridge, current traffic volumes are forecasted to grow by approximately 18% in the northbound direction and by 27% in the southbound direction.

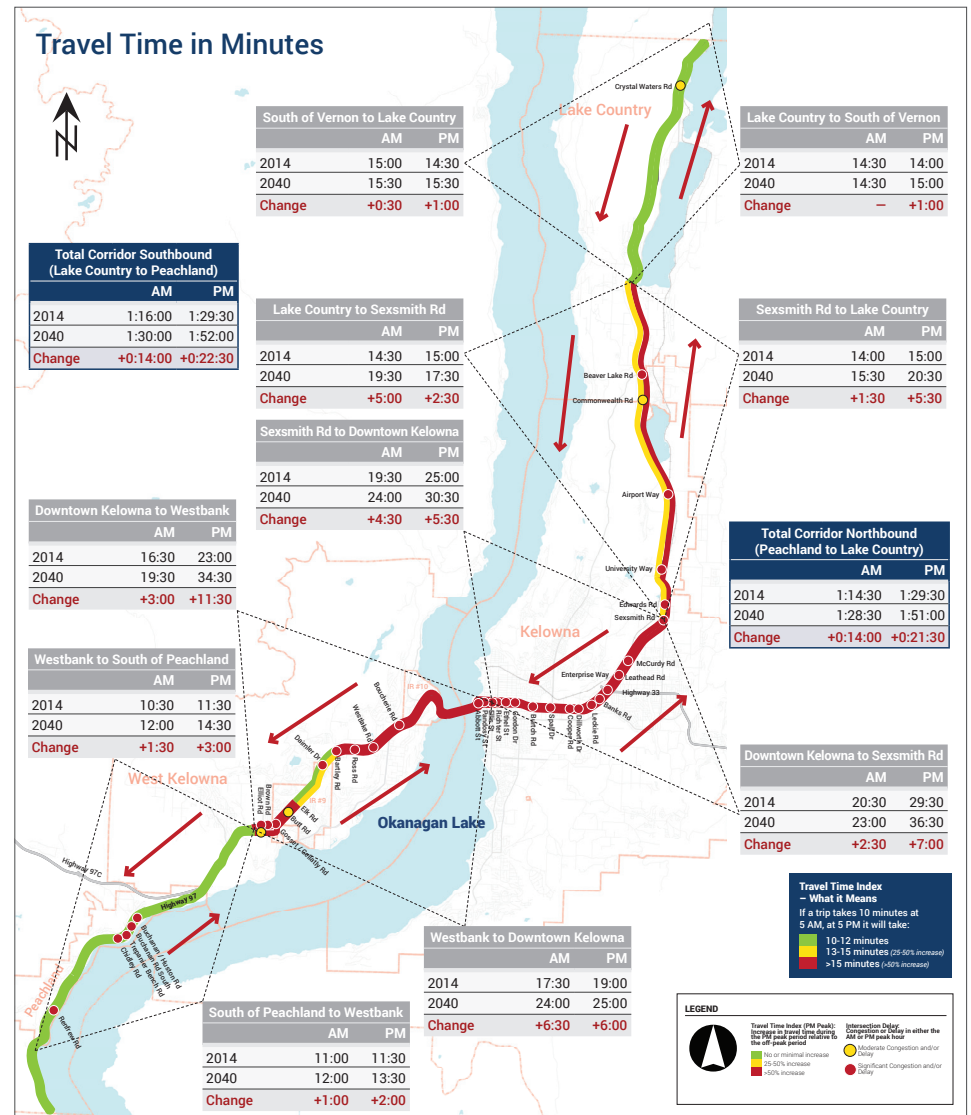
High growth, near or exceeding a 50% increase on current traffic volumes, is anticipated on segments of Highway 97 south of Highway 97C and north of the airport.



## The Impact of Growth on Travel Time

Even with currently-planned improvements such as widening Highway 97 to six lanes between Highway 33 and Edwards Road, peak hour congestion will increase greatly by 2040, leading to ever-longer travel times. An afternoon trip from Lake Country to Peachland, for example, will take about 25% longer than the hour-and-a-half it takes today.

Almost all of the congestion will continue to be the result of local and regional trips.



# Key Findings / Input Requested

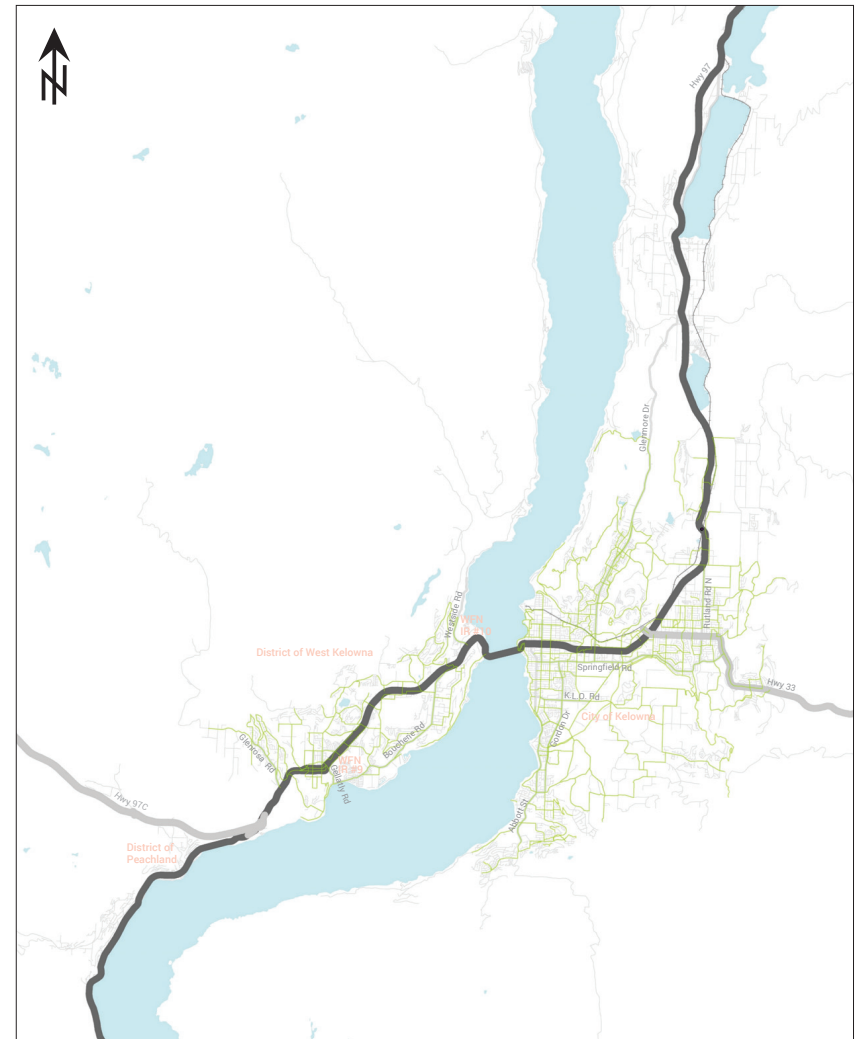
### Summary of Key Findings

- *By 2040, the W.R. Bennett Bridge will reach capacity in its current configuration; the approaches on the Kelowna side will reach capacity before then.*
- *A trip along the full length of the corridor (between Peachland and Lake Country) will take almost 15 minutes longer in the AM peak hour and up to 24 minutes longer in the PM peak hour.*
- *Almost all signalized intersections within developed areas will have significant congestion and delay.*

### We Want Your Input

While the process of generating long-term options to improve future mobility in the Central Okanagan has not yet begun, the Ministry wants to hear from you. What do you think should be done to deal with congestion along the Highway 97 corridor?

Use a marker on the map provided with the Feedback Form to show us where you would make improvements or add a second crossing. Tell us the problem your suggestion would solve and how.





## Central Okanagan Planning Study

# Community Engagement

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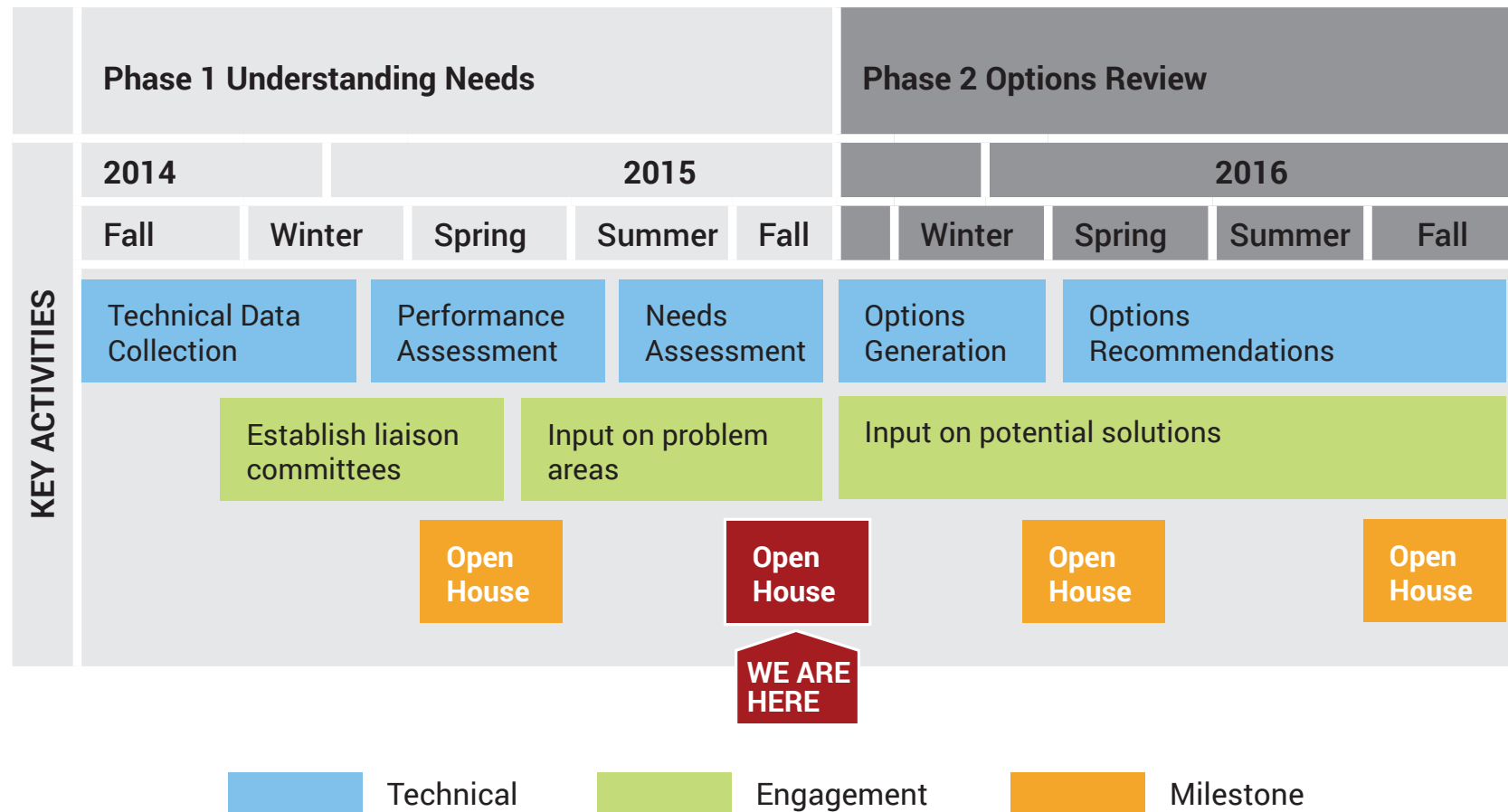
- The project team continues to tap into the knowledge and experience of those who live, work and travel in and through the Central Okanagan.
- There is regular engagement with local governments, including First Nations, as well as a Technical Advisory Committee and a Community Working Group.
- The Technical Advisory Committee is a forum for technical-level dialogue with the local authorities. It includes transportation/engineering staff representatives from local governments, First Nations and BC Transit.
- The Community Working Group contains representation from various community interests within the Central Okanagan and is the primary source of community input and dialogue. It includes members recommended or assigned by local governments, the Central Okanagan Economic Development Commission, the RDCO Environmental Advisory Commission, the Kelowna Area Cycling Coalition, local emergency services, the Chamber of Commerce and the trucking industry.
- The project team meets frequently with both groups, which function as sounding boards and are valuable sources of information and insight.
- The team also meets with other local groups and organizations to share information and obtain input.



For ongoing information about this project, visit  
**[engage.gov.bc.ca/okanagansecondcrossing](https://engage.gov.bc.ca/okanagansecondcrossing)**

# Central Okanagan Planning Study

## Next Steps



## Central Okanagan Planning Study

# Comments, please...

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### Thank you for your participation!

We welcome your comments and input for consideration in completing the performance assessment.



We want your feedback!

**Take a moment to fill out the form provided**



For ongoing information about this project, visit  
**[engage.gov.bc.ca/okanagansecondcrossing](https://engage.gov.bc.ca/okanagansecondcrossing)**



Send us an email at  
**[okanagansecondcrossing@gov.bc.ca](mailto:okanagansecondcrossing@gov.bc.ca)**