

Okanagan Lake Second Crossing Project

Welcome Public Open House



Central Okanagan Planning Study



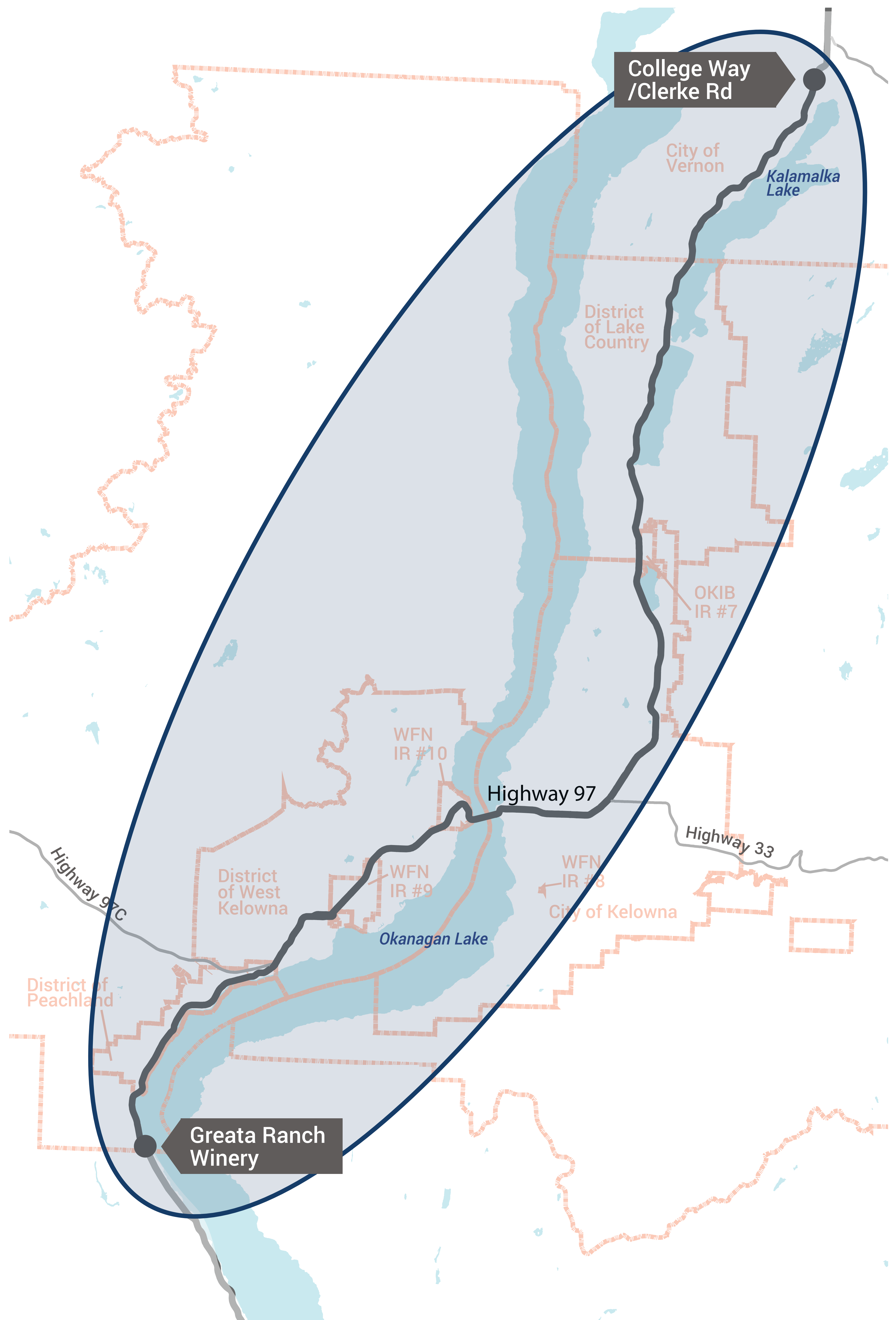
Ministry of
Transportation
and Infrastructure

Central Okanagan Planning Study

Open House Objectives

Provide information on project background, objectives, status and schedule.

Review your input on mobility and safety problem areas in the Central Okanagan transportation corridor.



Central Okanagan Planning Study

Background, Goals & Outcomes

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.



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Where We Are in the Process

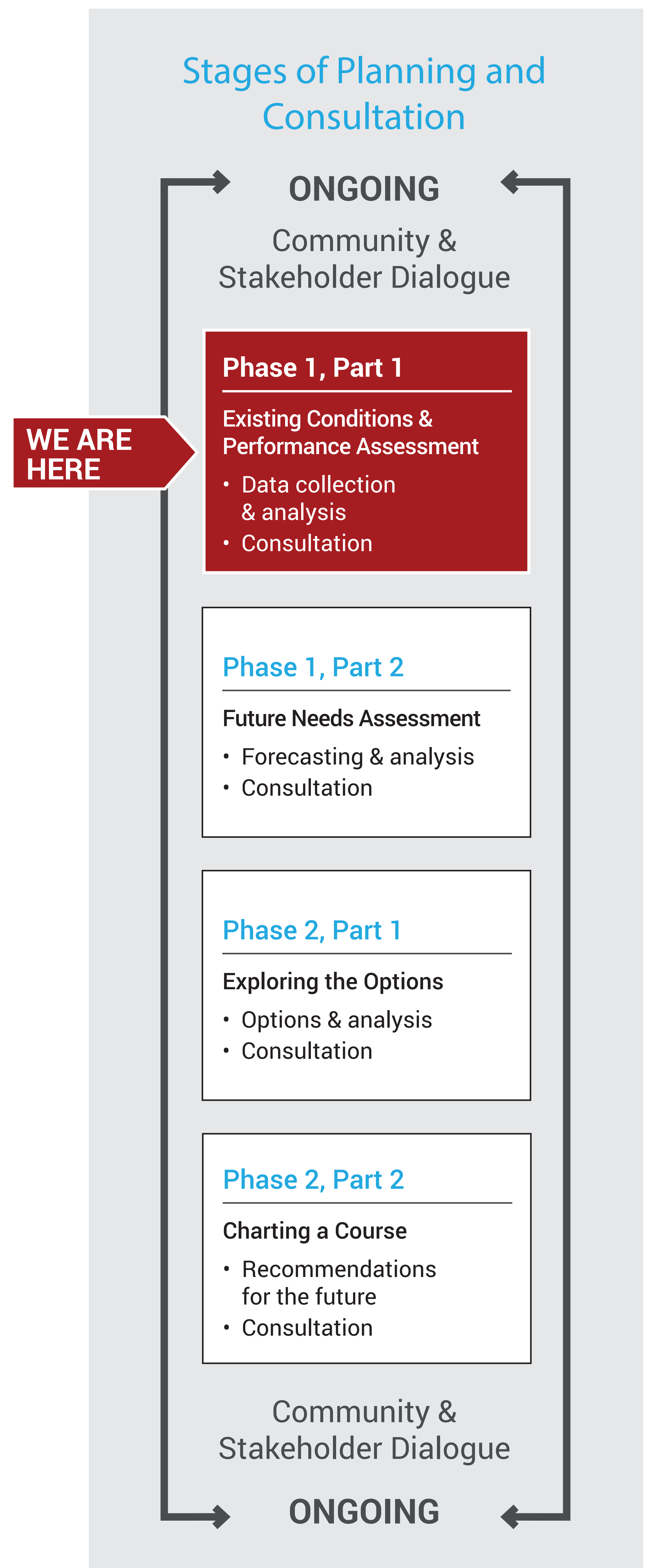
The corridor has been studied extensively in the past, resulting in the identification of route improvements, many of which have been completed. These include the W. R. Bennett Bridge, the Westside Road Interchange, Highway 97 six-laning from Water St to Edwards Rd, four-laning from Winfield to Oyama and from Bentley Rd to Okanagan Lake Park, HOV lanes in Kelowna, and numerous intersection upgrades.

This study draws on the previous studies and current work, while taking into account changes that have occurred or are anticipated in local, regional and provincial infrastructure and travel patterns.

We begin with a look at existing conditions and corridor performance: where we live, work and go, and our travel experience along the way... confirming in scientific fashion what users already know from experience.

We will combine this information with information from official community plans, local transportation master plans, local planners, engineers, citizens and many other sources to come up with a realistic idea of when future improvements are needed, including a second crossing of Okanagan Lake.

This process will also enable us to identify interim improvements to deal with more immediate problems and plan for future transportation needs.



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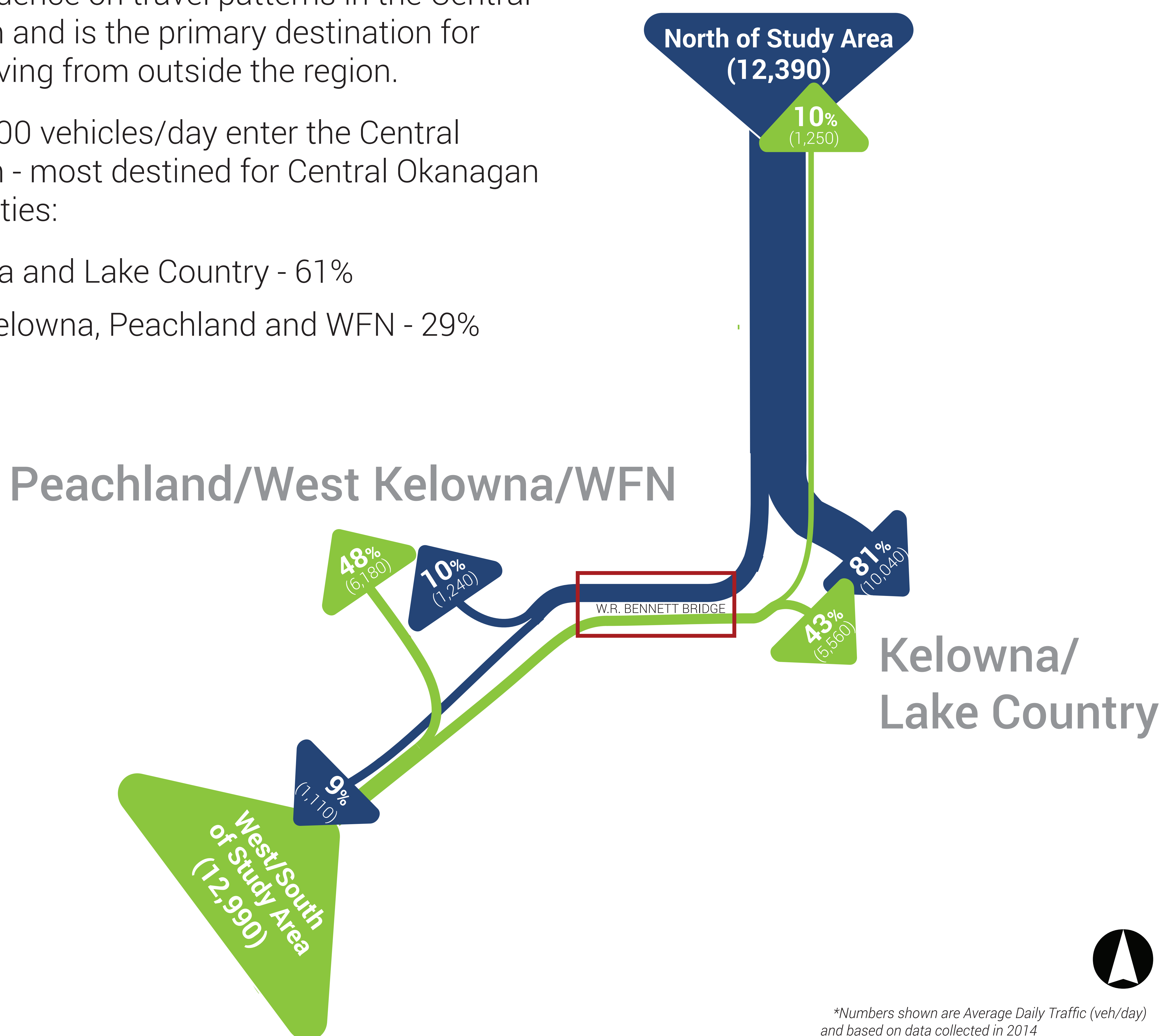
Regional Travel Patterns in the Central Okanagan

External Trips to the Region - How They're Distributed

As the largest concentration of population and employment in the region, Kelowna has a major influence on travel patterns in the Central Okanagan and is the primary destination for those arriving from outside the region.

Over 25,000 vehicles/day enter the Central Okanagan - most destined for Central Okanagan Communities:

- Kelowna and Lake Country - 61%
- West Kelowna, Peachland and WFN - 29%

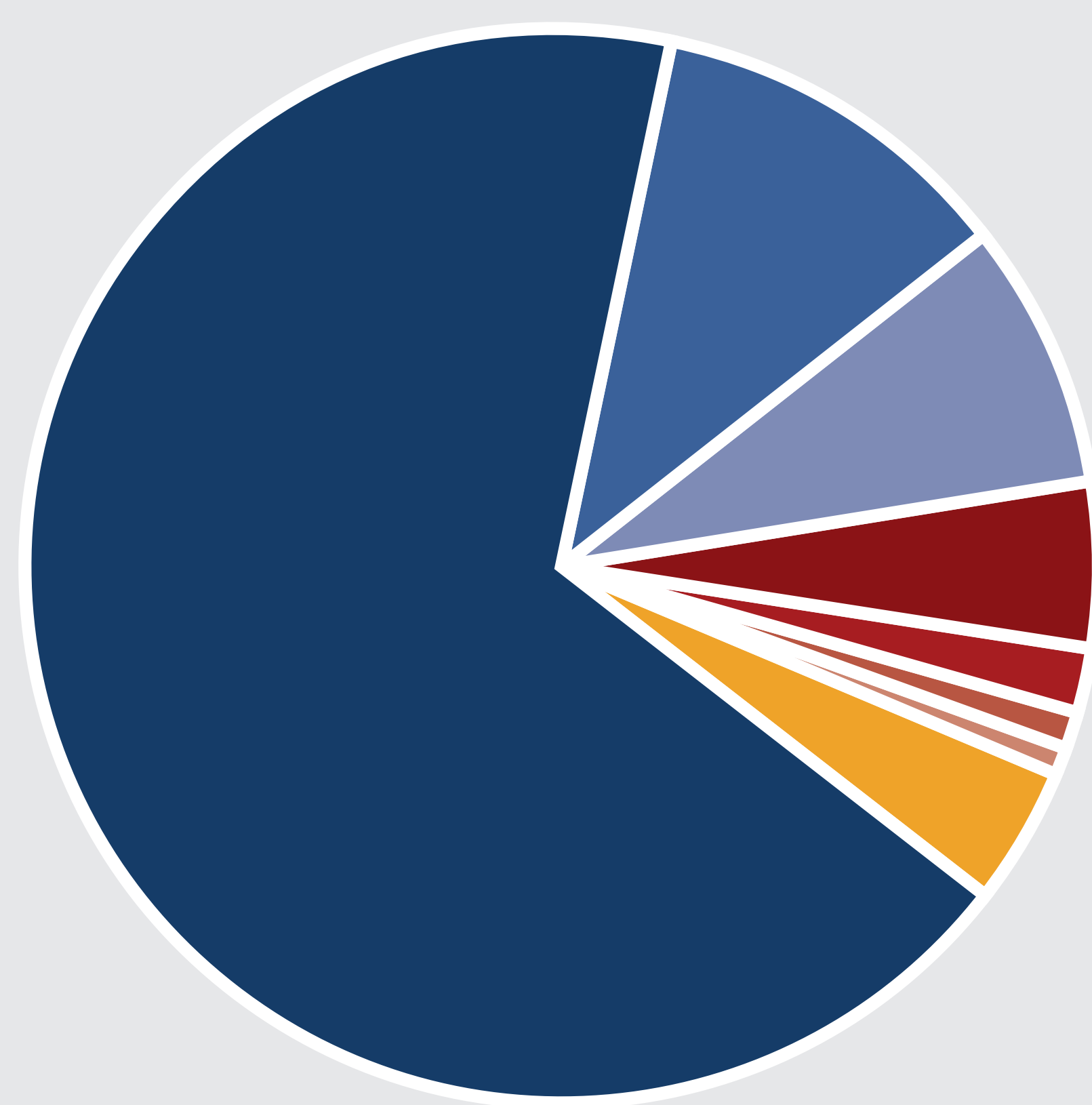


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Existing Traffic on the W.R. Bennett Bridge

A very small portion of traffic crossing the W.R. Bennett Bridge is simply passing through. The bridge primarily serves local, short distance trips, most of which are between Kelowna, Westbank First Nation, West Kelowna and Peachland.

Where are the trips between?



68% are between the City of Kelowna and Peachland/West Kelowna/WFN

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 RDCO

2% are between Peachland/West Kelowna/WFN and other Central Okanagan locations

1% are between Hwy 97C and other Central Okanagan locations

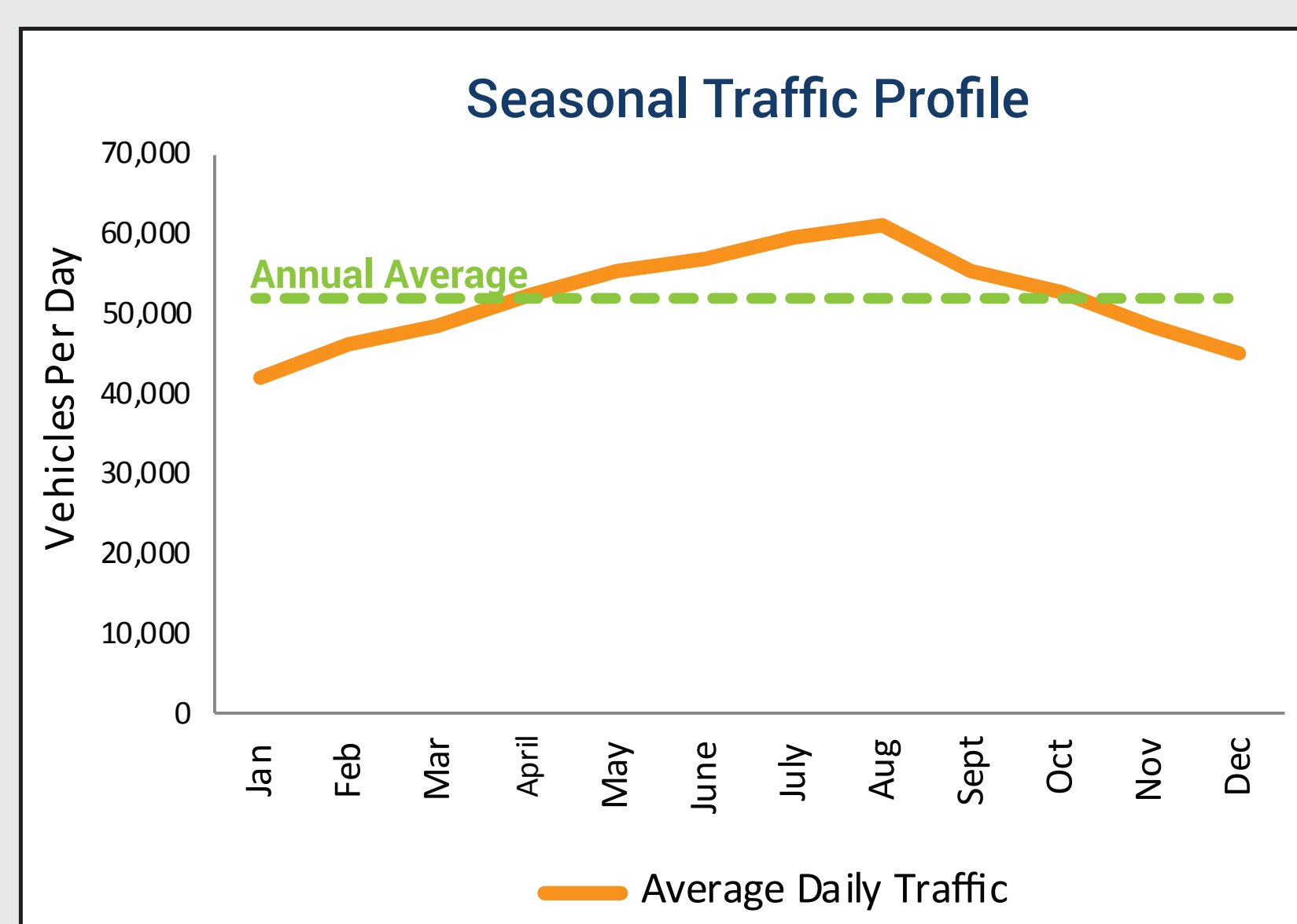
1% are between south of Peachland and other Central Okanagan locations

4% pass through the Central Okanagan

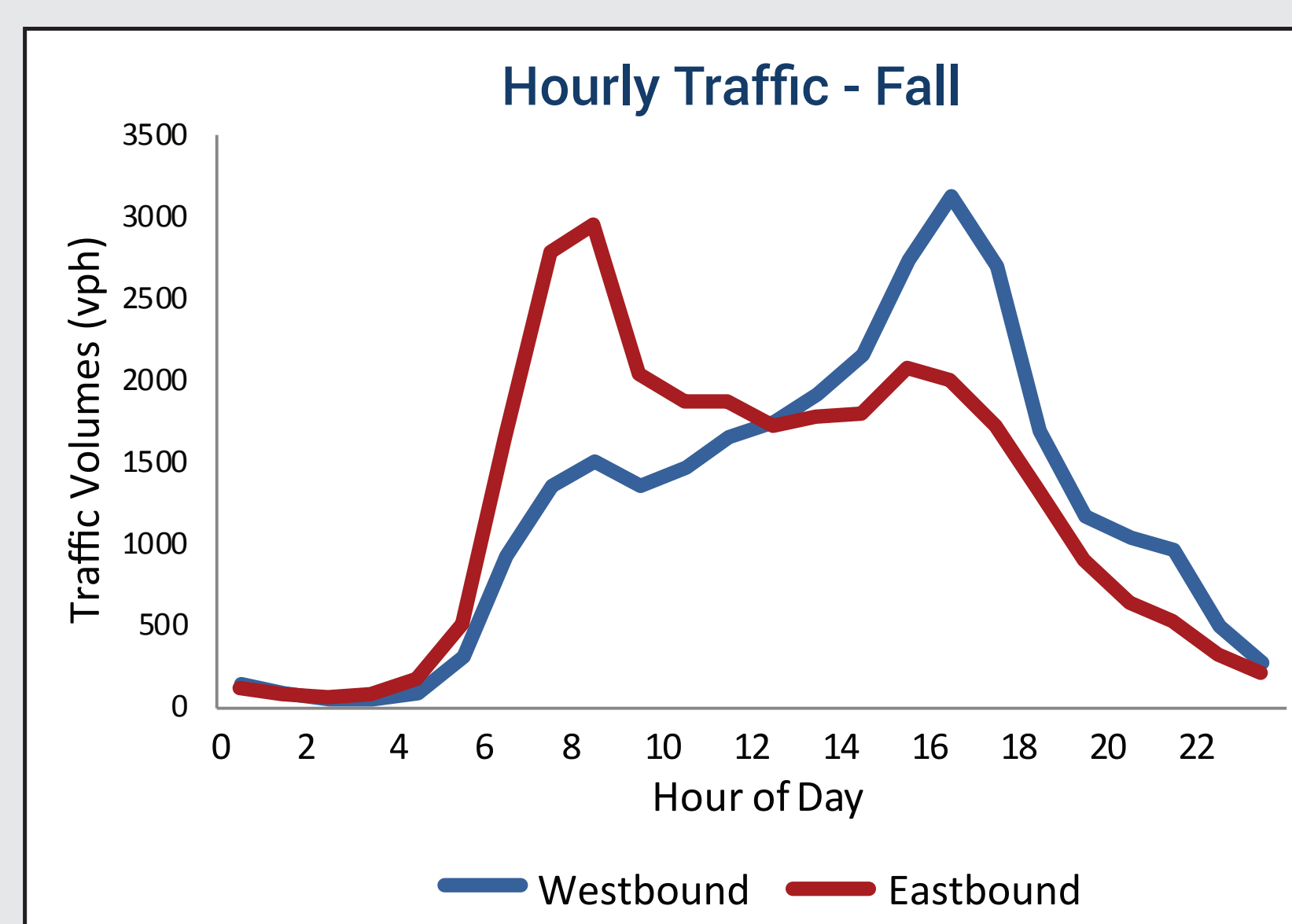
87%

13%

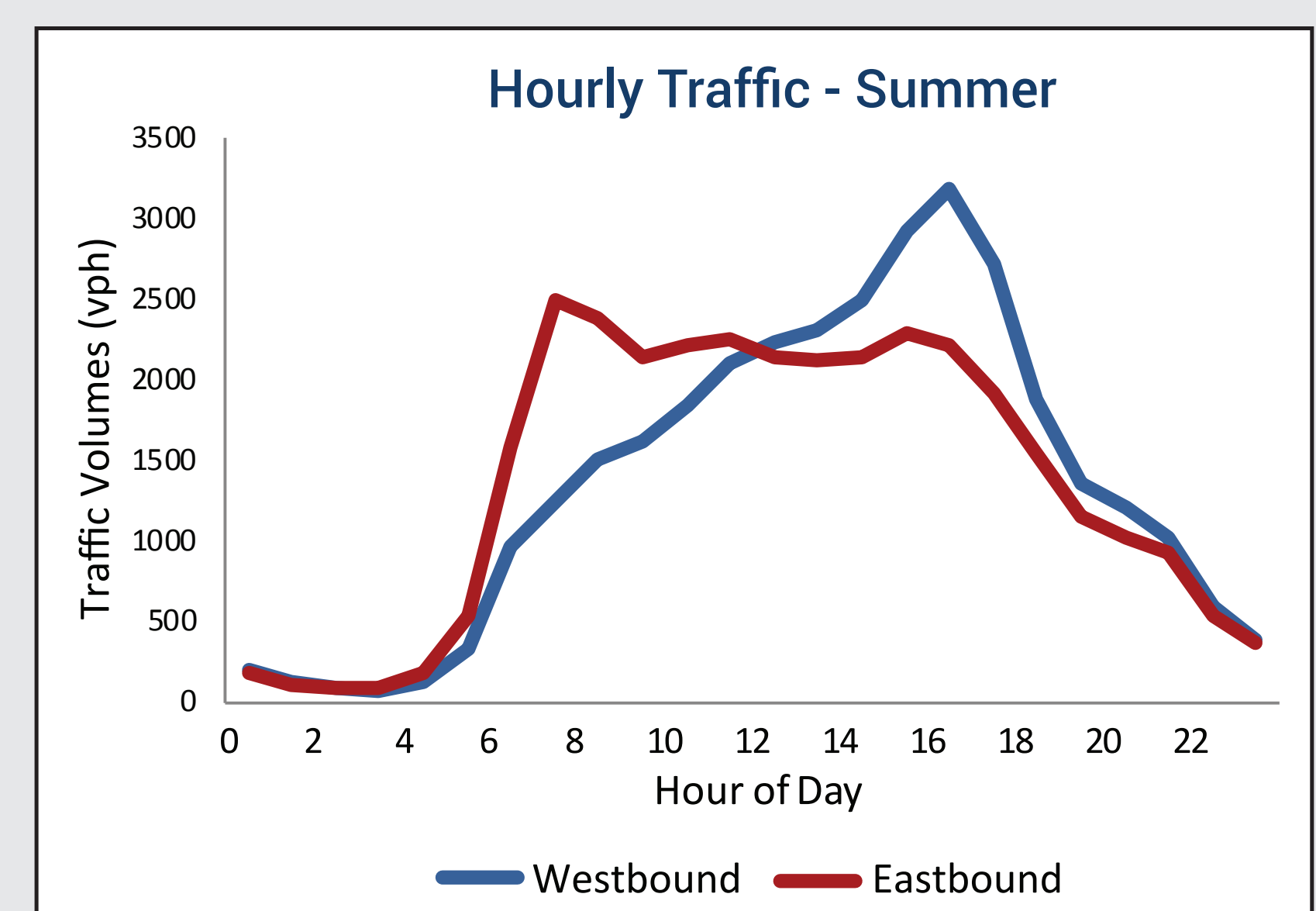
96% of the trips on the Bridge start or end in the Central Okanagan; up from 85% in 1994



Daily traffic in August is 17% higher than the annual average of approximately 53,000.



The hourly traffic reflects commuter travel patterns, with high morning and afternoon peak hours.



Summer traffic stays higher during the day than in the rest of the year.

Existing Conditions – Our Findings So Far

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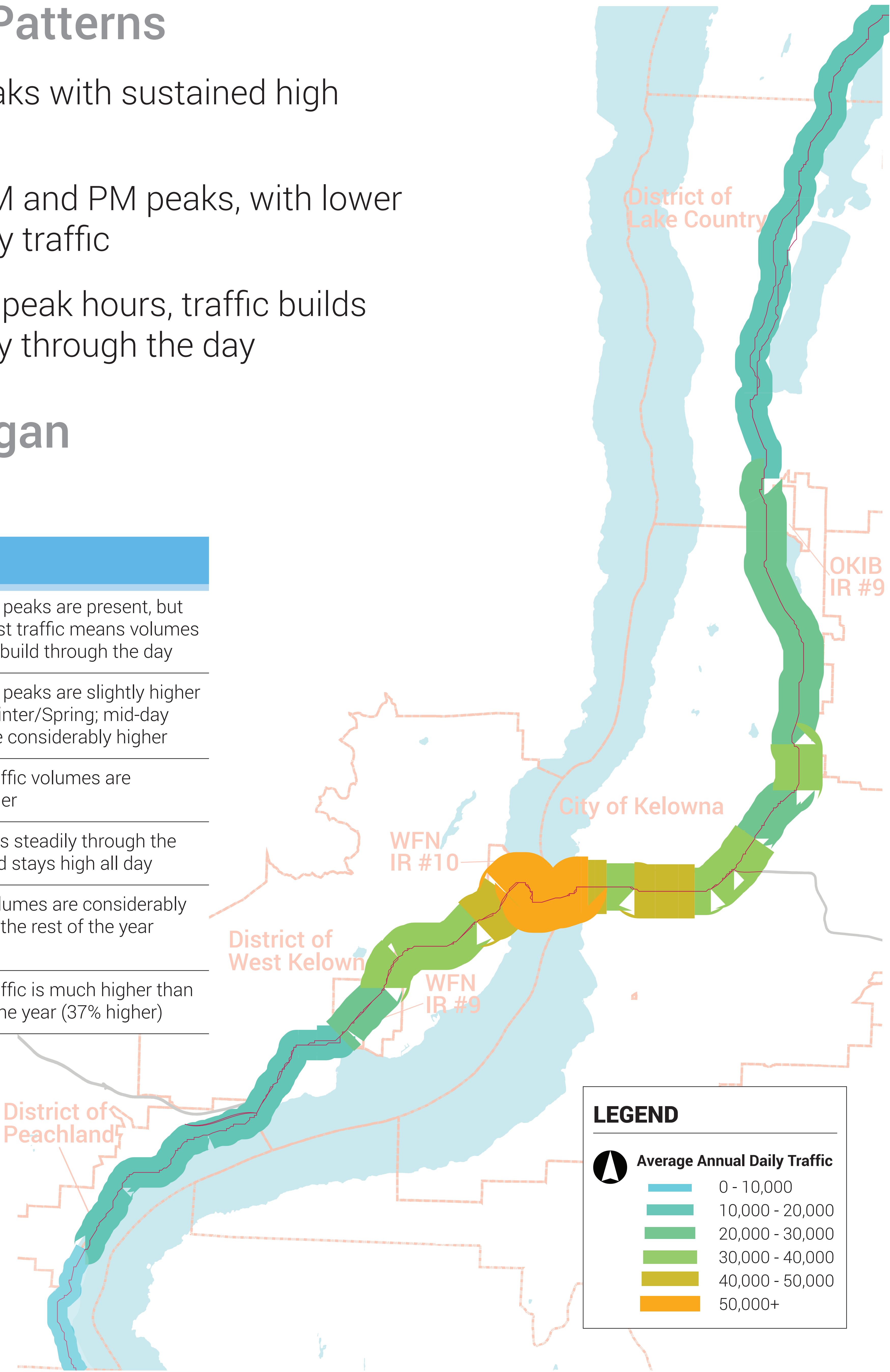
Existing Traffic Characteristics

Typical Hourly Traffic Patterns

- Urban** – notable AM and PM peaks with sustained high traffic volumes during the day
- Suburban** – very pronounced AM and PM peaks, with lower traffic mid-day and high Saturday traffic
- Non-Urban / Rural** – no notable peak hours, traffic builds in the morning, then stays steady through the day

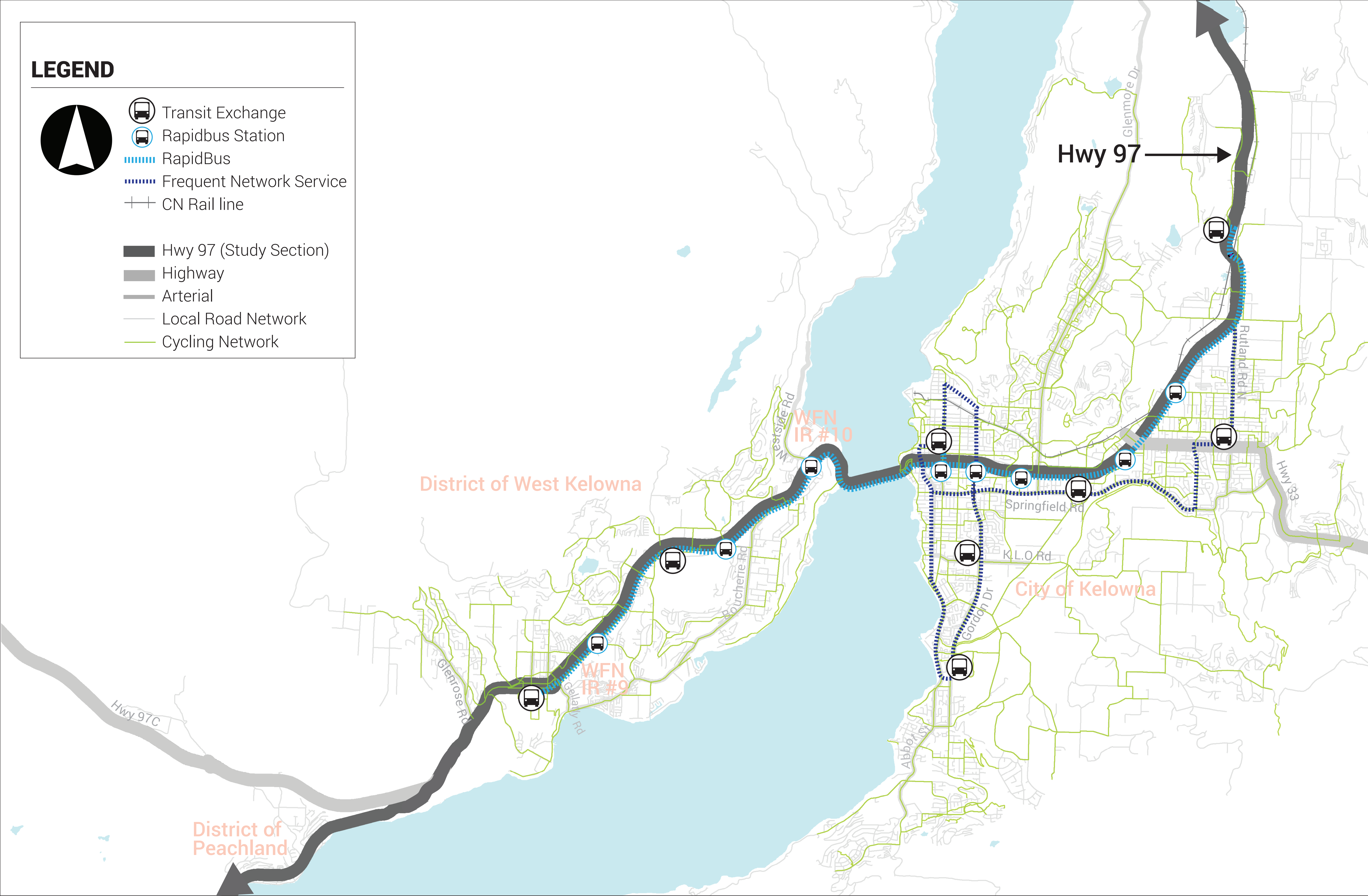
Hwy 97 Central Okanagan Traffic Characteristics

Section	Fall/Winter/Spring	Summer
South of Vernon	Typical suburban pattern, indicating importance of commuting	AM and PM peaks are present, but higher tourist traffic means volumes continue to build through the day
Lake Country	Typical suburban pattern; peak volumes are about half of Kelowna	AM and PM peaks are slightly higher than Fall/Winter/Spring; mid-day volumes are considerably higher
Kelowna	Typical urban pattern, high commuter influence	Summer traffic volumes are slightly higher
West Kelowna / WFN	Typical suburban pattern	Traffic builds steadily through the morning and stays high all day
Peachland	Peak hours are later in the AM and earlier in the PM than most urban areas	Summer volumes are considerably higher than the rest of the year
South of Peachland	Typical non-urban patterns	Summer traffic is much higher than the rest of the year (37% higher)



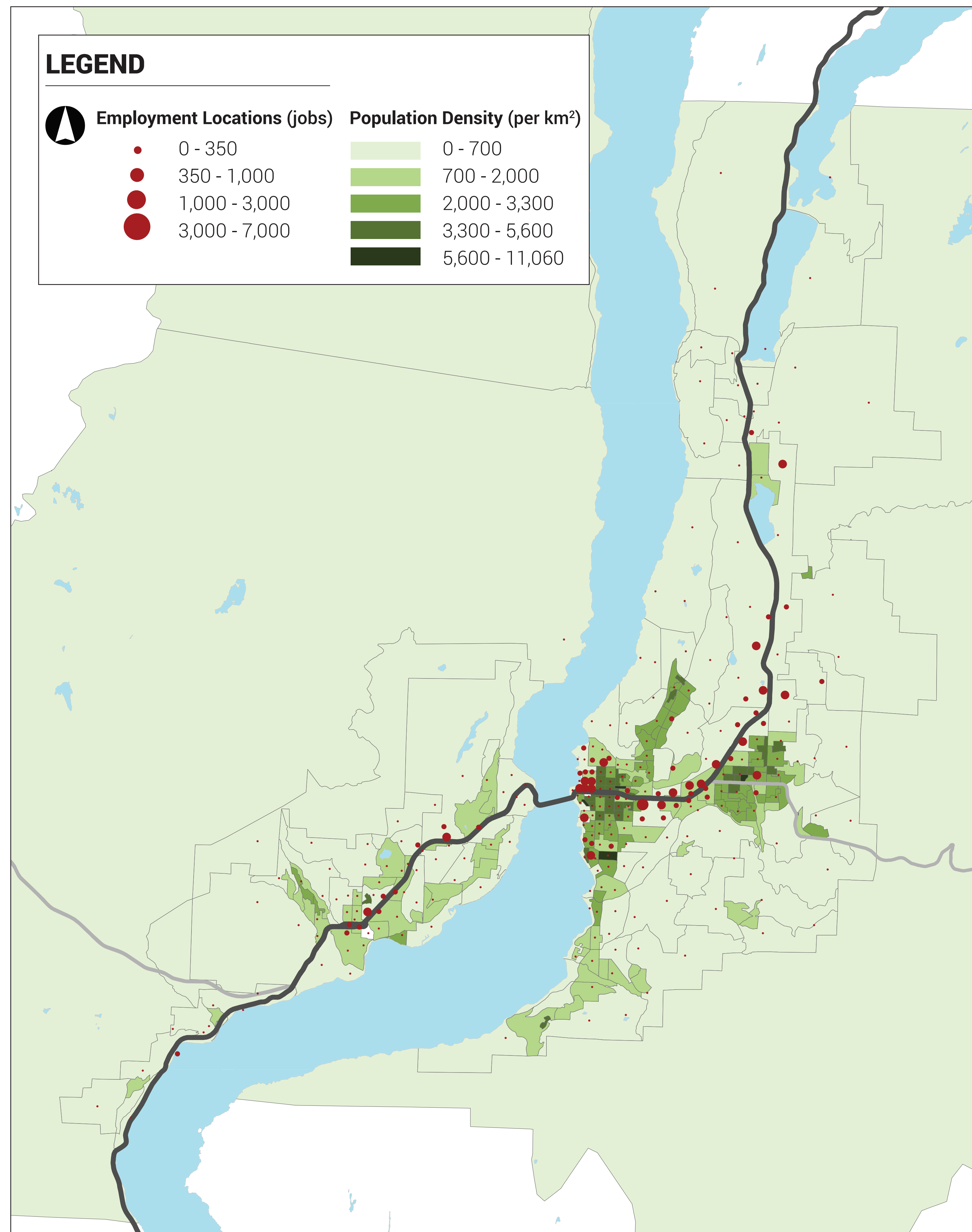
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Existing Multi-Modal Transportation Network



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Population & Demographics



Population

Major populations are distributed over five geographic areas: Kelowna, West Kelowna, WFN, Lake Country and Peachland.

Kelowna and West Kelowna make up approximately 82% of the region's population.

With a 20% increase in population from 2001-2013, the Central Okanagan region has been growing faster than the rest of the Province, which experienced an increase of 12%.

Since the bridge opening, West Kelowna's annual average population growth rate has significantly increased, while others have decreased.

Demographics

The Central Okanagan has an aging population. 19.2% of residents are aged 65 and older, compared to 15.7% across the province.

The percentage of people aged 15-64 years old, which includes the commuting population, is 66.2%, compared to 69% for the province.

The median age in the region is 44.2, compared to 41.9 for the Province. Within the region, the median age is lowest in West Kelowna, Kelowna and Lake Country (approx. 43 years).

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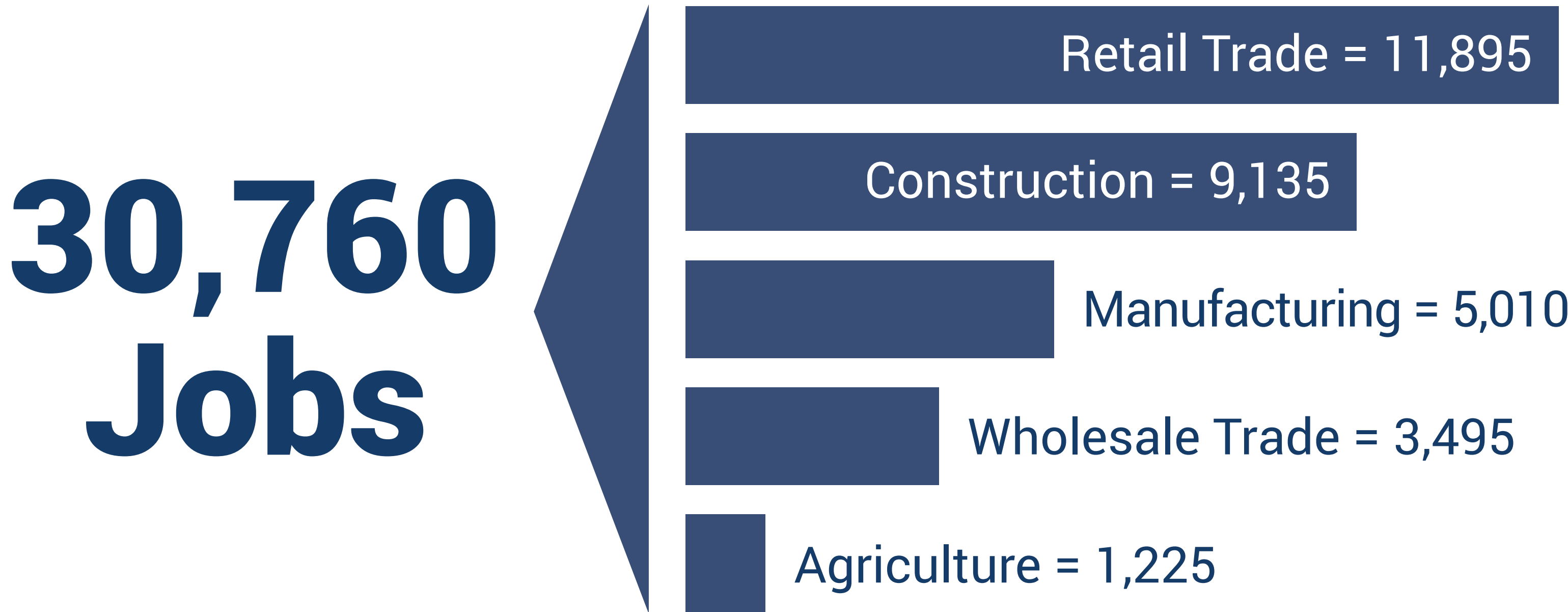
Economy & Land Use

The Okanagan Valley is within reach of a regional market that exceeds nine million consumers within a range of 600 km, equivalent to a one-day trip by road, and more than 56 million consumers within 2,500 km by road, less than 3 hours by air.

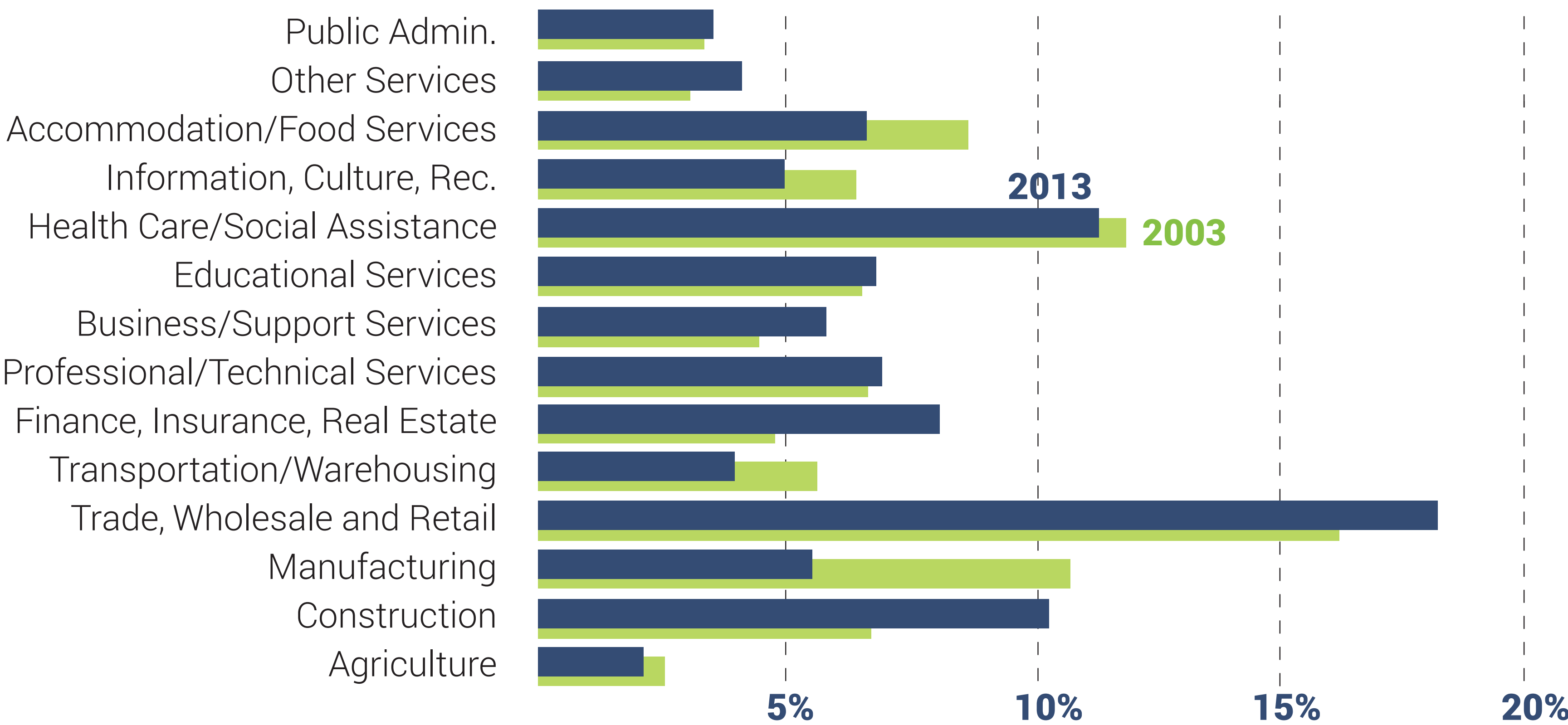


Key Industries in Kelowna

30,760 jobs within Kelowna are in industries that are highly dependent on the transportation network.



Employment Distribution Trends in Kelowna

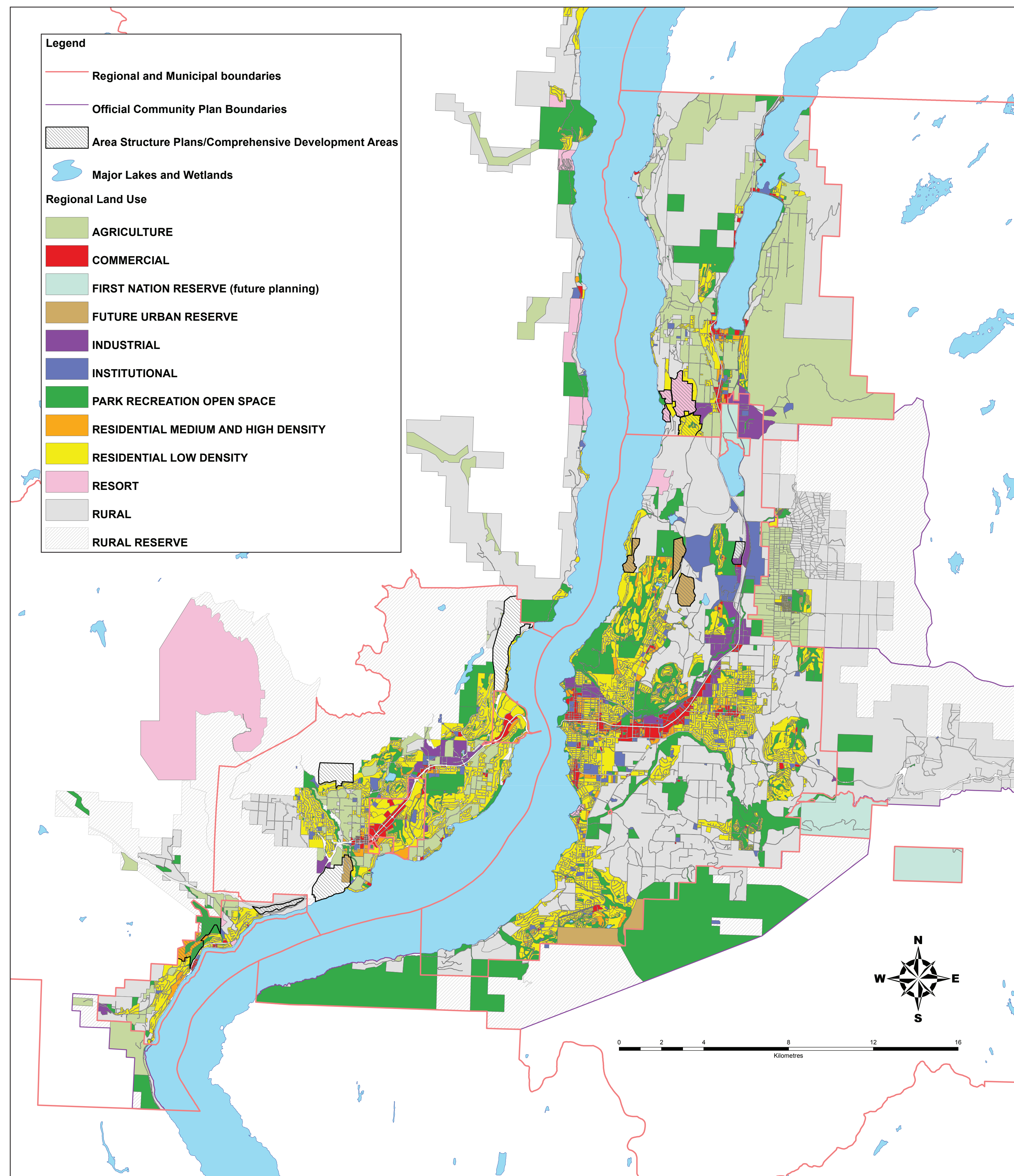


Existing Conditions – Our Findings So Far

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Land Use and Transportation



Land Use Map – Regional District of Central Okanagan

Corridor Connections

The Highway 97 corridor provides connections to:

- Regional employment and service centres such as the university, airport, hospital, industrial and commercial areas;
- Outlying areas such as Peachland and Lake Country, which are dominated by single family residences. Residents travel to the larger centres for employment, shopping, education and entertainment;
- Dispersed development, influenced by topography and historical settlement patterns which creates challenges for service by public transit.

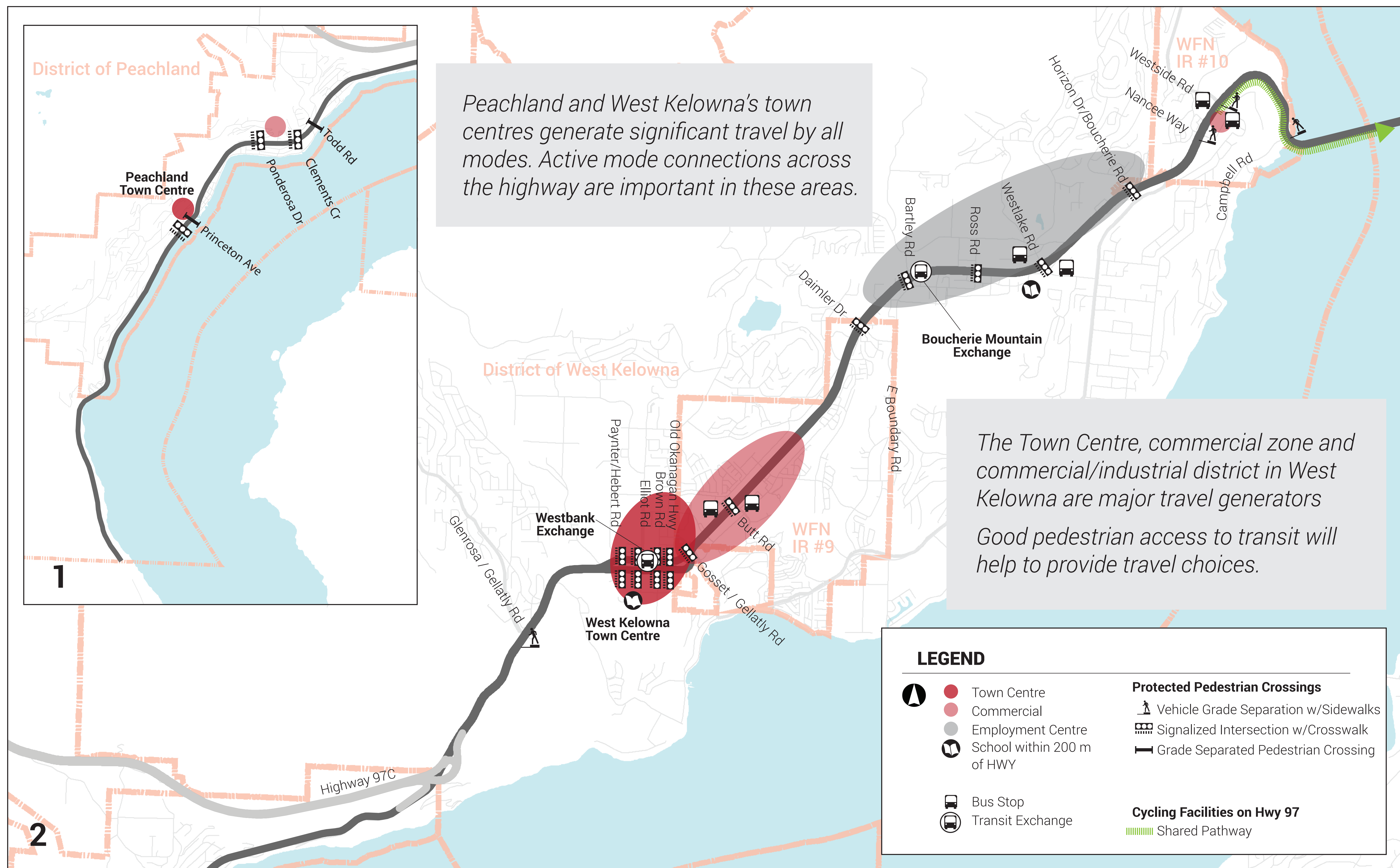
For many sections of the corridor, the Highway is the only available direct route, used by both local and through traffic.

Looking Ahead

Land use and transportation patterns are slow to change. Municipal official community plans look ahead 20 years, and planning for major transportation facilities generally begins at least 20 years before implementation. For transportation planning purposes, we can expect that residential areas will tend to remain residential and that commercial and employment centres will largely remain in their current locations. As the region grows, more efficient land use by way of infilling and higher density development will be encouraged. However, urban densification, live/work developments and similar initiatives create new transportation network demands.

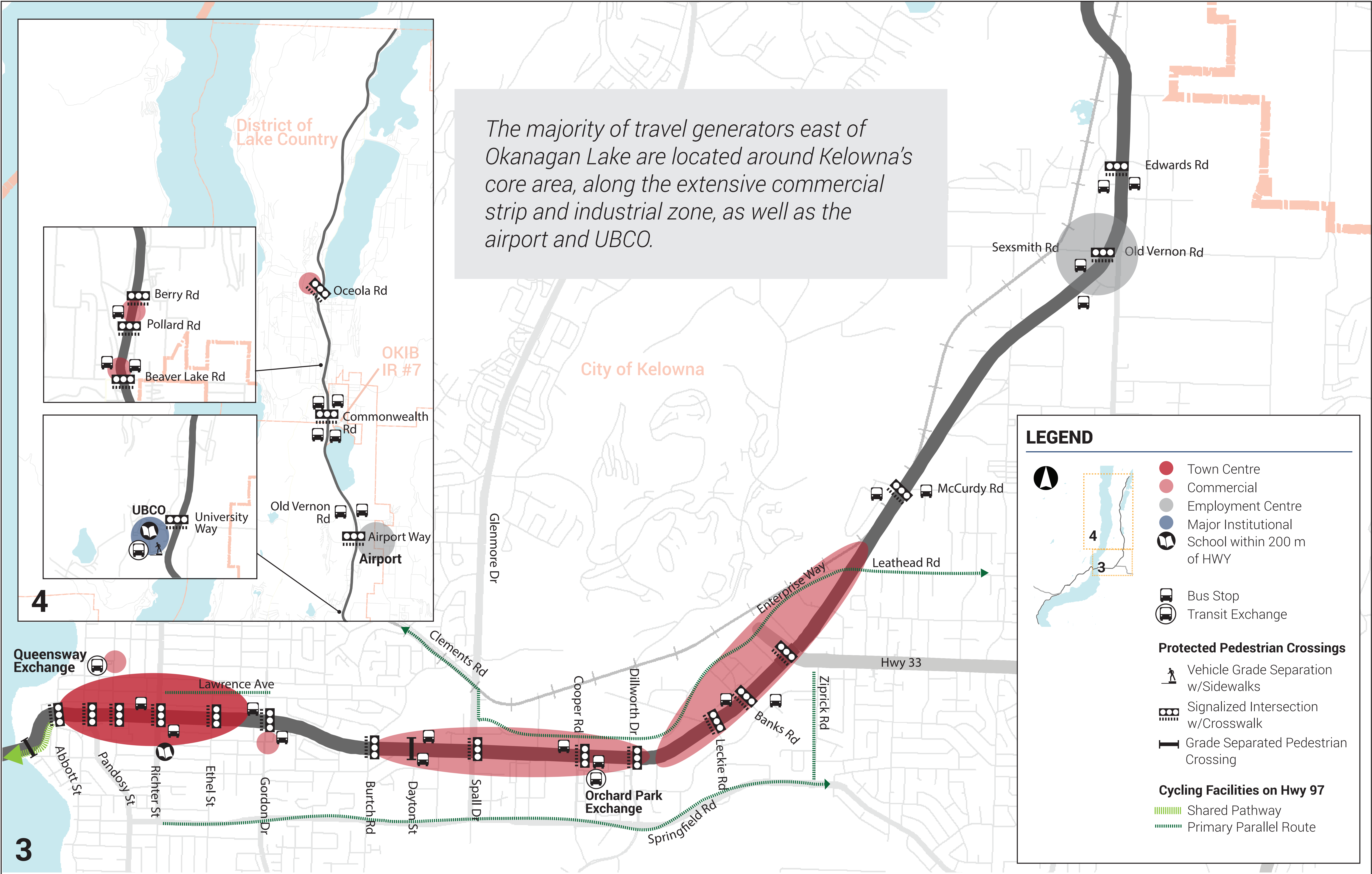
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Key Activity Centres and Pedestrian Connectors (South/West)



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Key Activity Centres and Pedestrian Connectors (North/East)

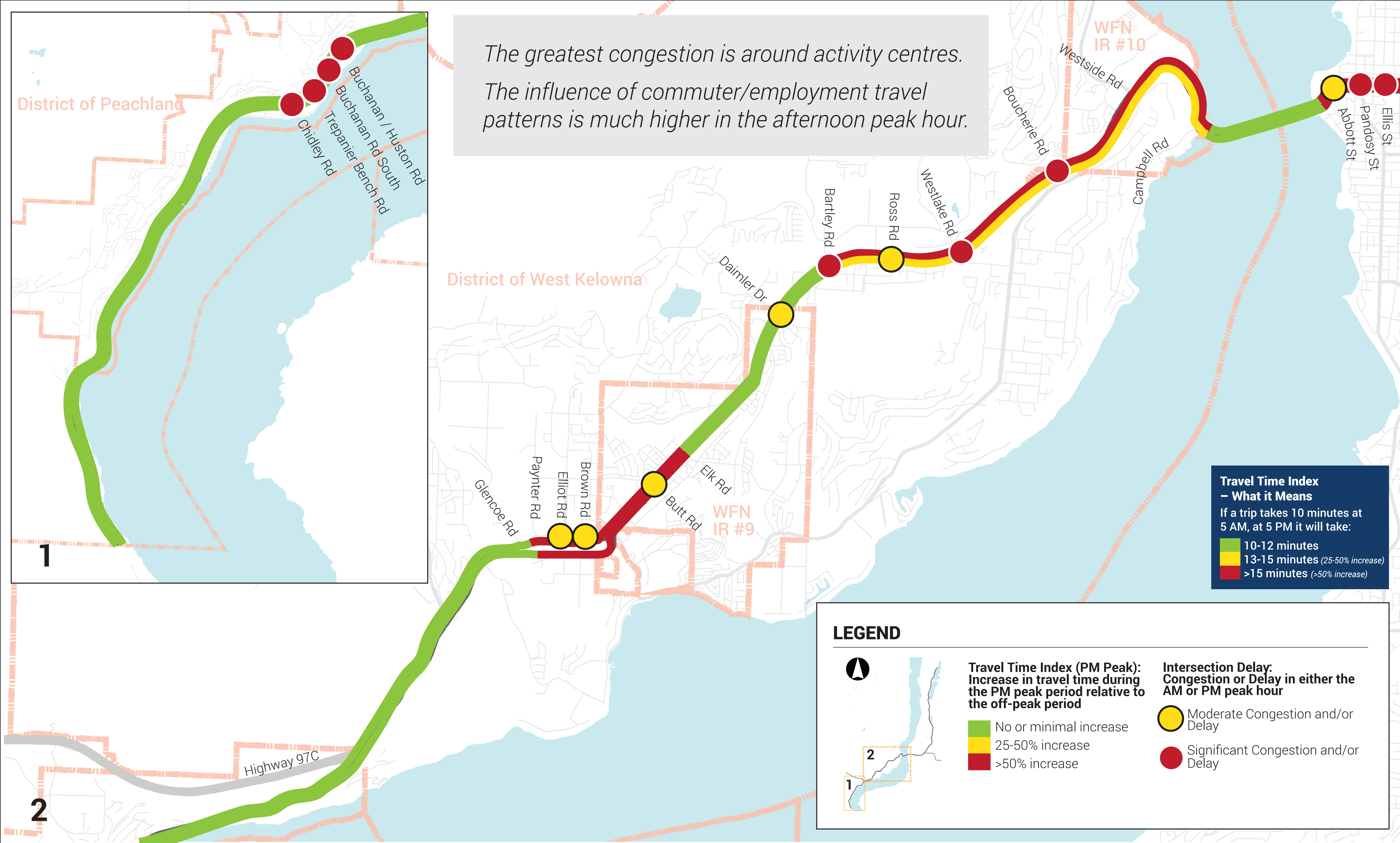


Existing Conditions – Our Findings So Far

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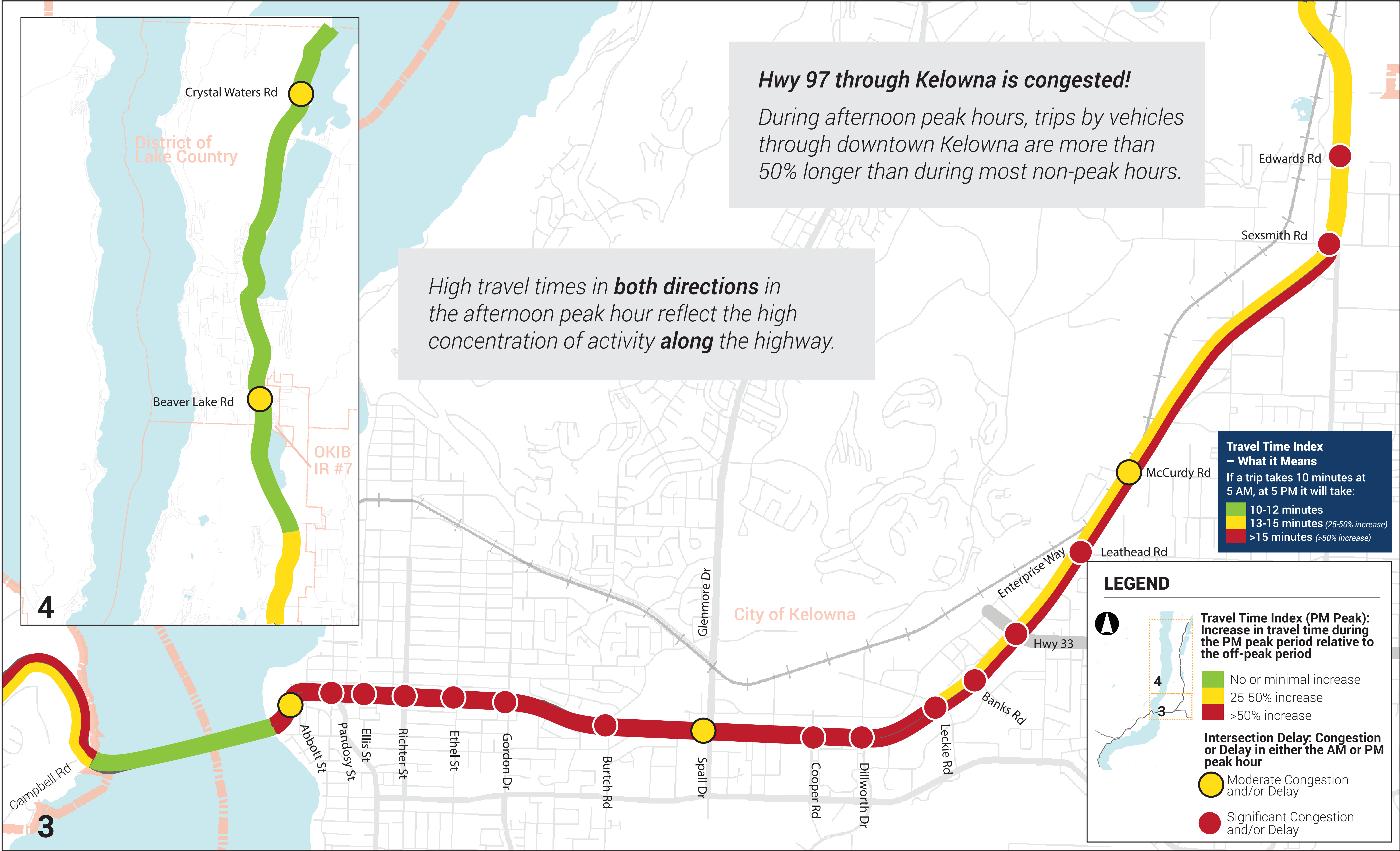
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Traffic Congestion (South/West)



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Traffic Congestion (North/East)



Existing Conditions – Our Findings So Far
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Traffic Safety

Top Collision Locations – 2009 to 2013

The highest concentration of collisions is at intersections.

The frequency of collisions is highest in urbanized, low speed sections. The severity of collisions is highest in non-urban, high-speed areas.

Based on a combination of the number and severity of collisions, intersections that require closer examination include those shown on the map.



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Community Engagement

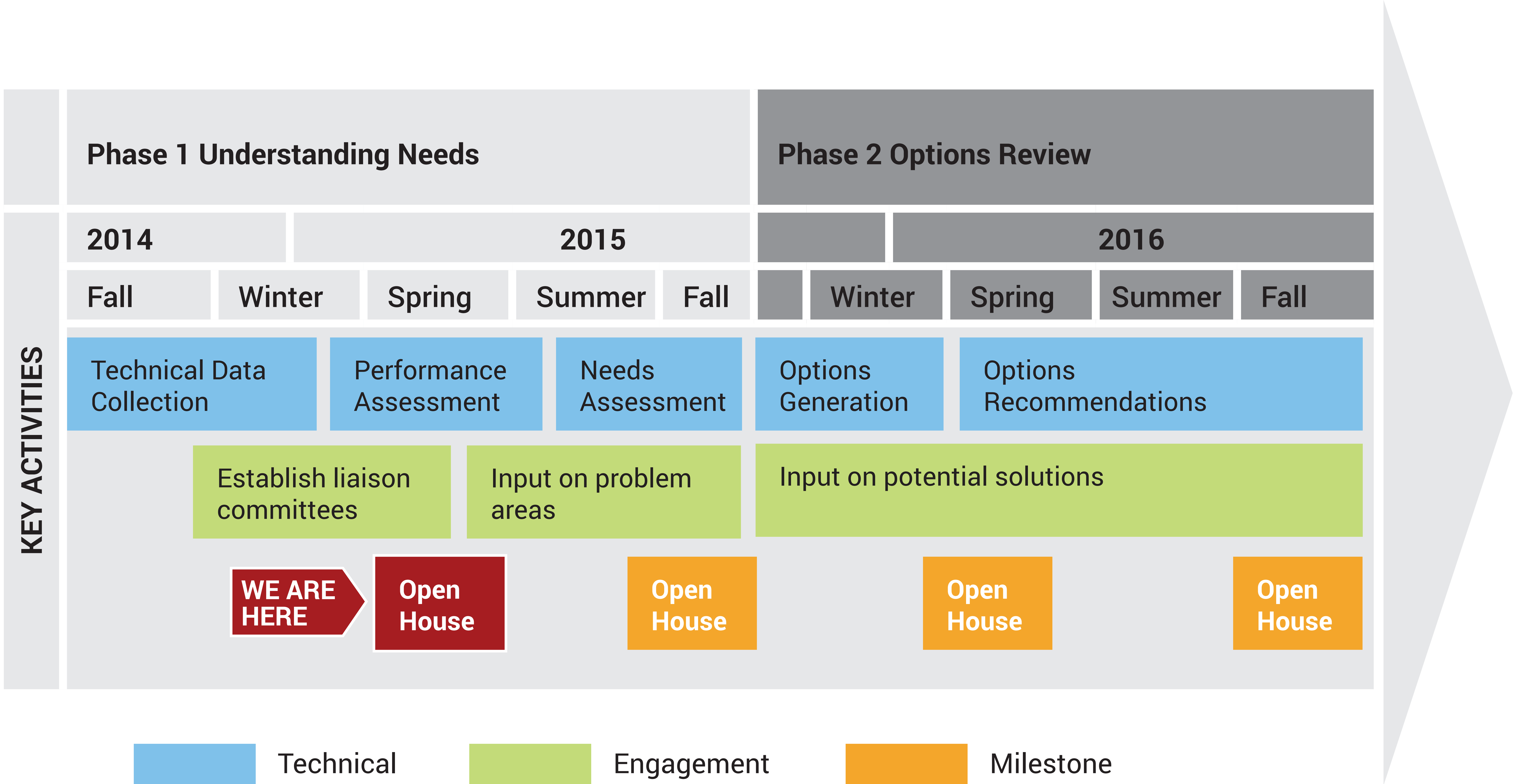
- Public and stakeholder engagement are essential to the success of this study, which benefits from the knowledge and experience of those who travel in and through the Central Okanagan.
- The project team is already working with local governments, including First Nations.
- A Technical Advisory Committee is providing expert information and feedback.
- We are also developing a Community Working Group with representation from major stakeholder groups.



For ongoing information about this project, visit
engage.gov.bc.ca/okanagansecondcrossing

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Next Steps



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Comments, please...

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



Send us an email at
okanagansecondcrossing@gov.bc.ca