



What We Heard

October 2019 Open House and Online Feedback Summary

Background

The Ministry of Transportation and Infrastructure (MOTI) is developing a comprehensive transportation plan that will identify and evaluate potential options to improve safety and traffic flow on the Highway 97A corridor, from the Highway 97A/97B junction to Stepney Cross Road. The planning process was initiated in 2018 and recommended options for improvement will be brought forward in early 2020.

The purpose of the open house and online engagement was to provide information about the study and gather feedback on the short list of options for improving safety and traffic flow along the highway corridor. The short list of options was presented in the following study area segments:

- **North** - from the Highway 97A / Highway 97B junction to Bass Avenue in Enderby;
- **Central** – from Bass Avenue in Enderby to the southern Enderby city limits;
- **Transition** – from the southern Enderby city limits to south of Canyon Road; and
- **South** – from south of Canyon Road to Stepney Cross Road.

The information gathered at the open house and online will be reviewed by members of the project team. The feedback will be shared with the Technical Advisory and Community Liaison Committees (TAC and CLC). The feedback gathered will inform the Multiple Account Evaluation (MAE) process to determine the preferred solutions.

Open House

The open house was held at the Enderby Senior's Centre from 5:00 pm to 7:30 pm on Wednesday, October 23, 2019. Over the course of the evening, approximately 250 people attended the open house. Project team members from the Ministry, HDR (the technical consultant), Stites (the project management consultant) and Golder (the technical sub-consultant) were on hand to greet attendees, explain the information presented, answer questions, and collect feedback.

Online Engagement

On October 23, the open house display boards (see Appendix A) and feedback form were made available on the project webpage for a three week period, until November 15, 2019.

What We Heard

A total of 114 responses were collected. Of those responses, 49 were provided in-person, by mail, or fax, and 65 were provided through the online form. The following sections provide a summary of the feedback collected for each segment and associated options.

North Study Area

Two options were presented for the Highway 97A / Highway 97B intersection:

- Highway 97A / Highway 97B Intersection At-grade Intersection Improvements
- Highway 97A / Highway 97B Intersection Grade Separation



One option was presented for the highway between the Highway 97A/Highway 97B intersection and Bass Avenue in Enderby:

- Widen the Highway to 4 Lanes

Of those that provided responses, their preferences are shown in the graph below.

Figure 1: North Study Area Option Responses



A total of 61 comments were received for the north study segment options. Of those comments, 13% (7 responses) indicated that a bypass was preferred altogether for this segment.

When asked to explain their preference, the following themes emerged for each option:

HIGHWAY 97A / HIGHWAY 97B AT-GRADE IMPROVEMENTS

- Several respondents that selected to 'continue to explore this option' said that it should improve safety at this intersection.
- A few respondents that selected to 'stop exploring this option' listed grade separation as preferred.

HIGHWAY 97A / HIGHWAY 97B GRADE SEPARATION

- Several of those selecting to 'continue to explore this option' cited improved safety as a result of this option.

WIDEN THE HIGHWAY TO 4 LANES

- The majority that chose to 'continue exploring this option' indicated this option addresses congestion, lack of a passing lane, and safety issues.
- A small number of responses mentioned concerns for agricultural operations along this section of highway.

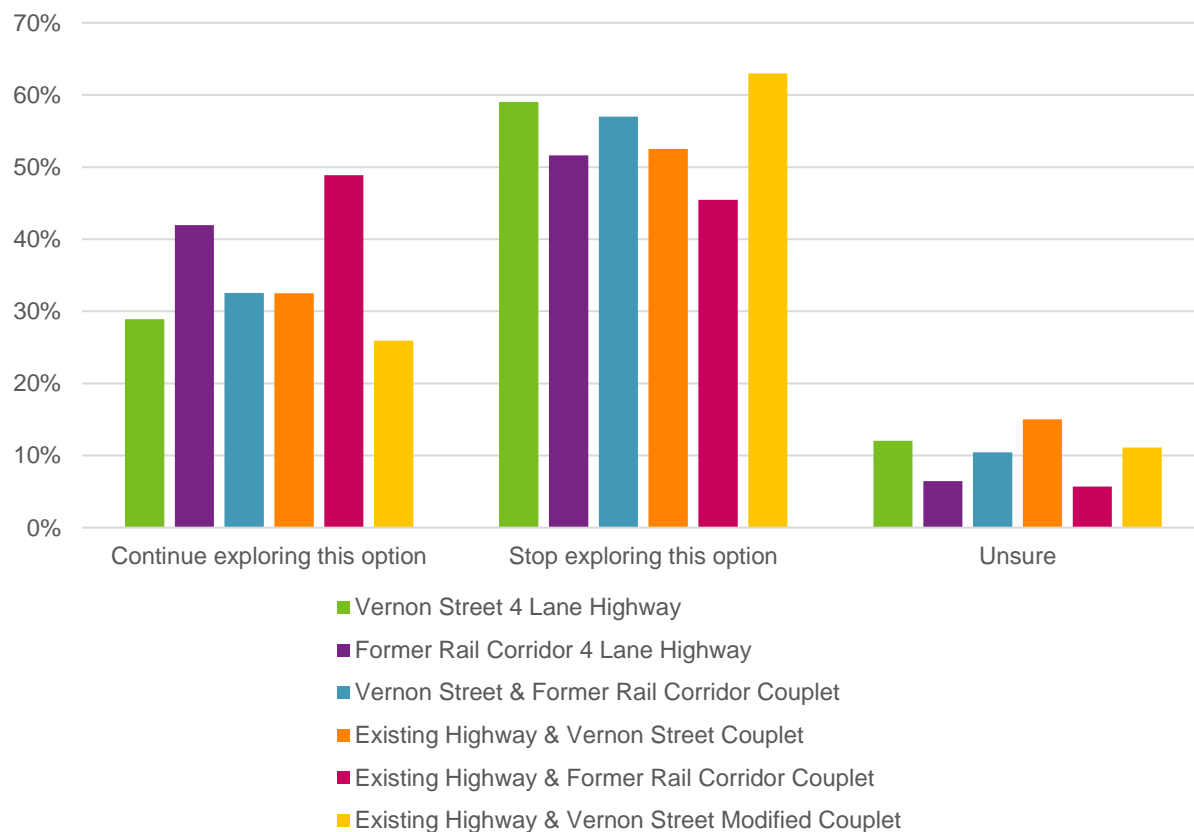
Central Study Area

Six options were presented for the central study area:

- Vernon Street 4 Lane Highway
- Former Rail Corridor 4 Lane Highway
- Vernon Street & Former Rail Corridor Couplet
- Existing Highway & Vernon Street Couplet
- Existing Highway & Former Rail Corridor Couplet
- Existing Highway & Vernon Street Modified Couplet

Of those that provided responses, preferences are shown in the graph below:

Figure 2. Central Study Area Option Responses



A total of 65 comments were received for the central study segment options. Of those comments, 9% (6 responses) indicated that a bypass was preferred altogether for this segment.

When asked to explain their preference, the following themes emerged for each option:

VERNON STREET 4 LANE HIGHWAY

- Some of the common responses for continuing to explore this option include:
 - The preservation of river access and the rail corridor for non-motorized use;
 - Reducing Vernon Street congestion; and
 - Repurposing the existing highway for local use.
- Some of the common responses related to 'stop exploring this option' are as follows:

- Disruption and impacts to existing businesses;
- That the rail corridor was better suited for a four-lane highway; or
- That a bypass is preferred.

FORMER RAIL CORRIDOR 4 LANE HIGHWAY

- Common responses to 'continue exploring this option' include:
 - Potential/opportunity to share costs to build the rail trail;
 - Potential to improve the streetscape and user experience;
 - Sufficient right of way along the rail corridor as compared to other options;
 - Returns the highway corridor for local traffic use; and
 - Less disruption to residents and businesses than the other options.
- Common responses to 'stop exploring this option' are as follows:
 - Impacts to existing residences bordering the rail corridor (i.e. noise, visual, pollution...etc.),

VERNON STREET & FORMER RAIL CORRIDOR COUPLET

- Some of the common responses to 'continue exploring this option' are as follows:
 - Potential/opportunity to share costs to build the rail trail;
 - Potential for landscaping along the corridor to improve the user experience;
 - Less disruptions to businesses and residences than other options;
 - Return the existing highway for local traffic purposes; and
 - Maintains traffic through Enderby to support local businesses.
- Common reasons to 'stop exploring this option' include:
 - Impacts to the future rail trail and river access;
 - Impacts to residential areas and businesses along the Vernon Street;
 - Risk of emulating Westbank Town Centre couplet;
 - A couplet along the highway and rail corridor is more logical; or

EXISTING HIGHWAY & VERNON STREET COUPLET

- Common reasons to 'continue exploring this option' include:
 - The potential to improve the streetscape and user experience;
 - Greater efficiency and safety by separating traffic into one-ways;
 - Preservation of the rail trail for the exclusive use of non-motorized travel; and
 - Less disruption to existing buildings along both corridors.
- Some of the common reasons to 'stop exploring this option' are as follows:
 - That a modified couplet using the existing highway and rail corridor is better;
 - The risk of emulating the Westbank Town Centre couplet; or

EXISTING HIGHWAY & FORMER RAIL CORRIDOR COUPLET

- Common feedback for continuing to explore this option include:
 - Less invasive than using Vernon Street;
 - Less disruptive to existing buildings;
 - Keeps traffic through town to support local businesses;
 - Greater efficiency and safety by separating traffic into one-ways;
 - Allows Vernon Street to maintain commercial/industrial access.
- Common reasons to 'stop exploring this option' include:
 - Safe crossings for school children;
 - Impacts to the potential rail trail and/or quality of a the potential rail trail; and
 - Impacts to quality of life including traffic, noise, visual and pollution impacts to adjacent residences that border the rail corridor.

EXISTING HIGHWAY & VERNON STREET MODIFIED COUPLET

- Common reasons to ‘continue exploring this option’ include:
 - Addresses summer time congestion along Vernon Street;
 - Keeps traffic in town to support local businesses and commercial/industrial access;
 - Makes use of the existing highway;
 - Cost effective since it repurposes existing roadways;
 - The potential to improve landscaping along both corridors; and
 - Preserved the rail corridor for the rail trail;
- Common reasons to ‘stop exploring this option’ are as follows:
 - Use of the existing highway and rail trail for a modified couplet makes more sense;
 - Impacts to existing residential or commercial areas (i.e. increased traffic, pollution and noise);
 - Safe crossing for pedestrians.

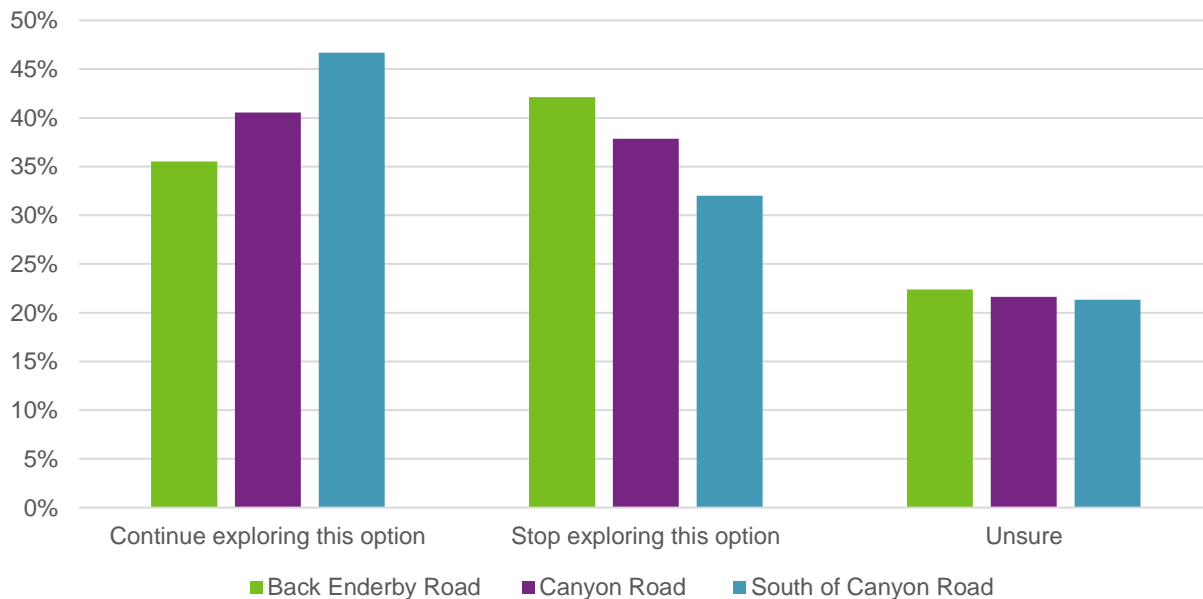
Vernon Street / Rail Corridor Transition

Any Central Study Area option that uses either Vernon Street and/or the rail corridor requires a transition back to the existing highway through Splat sin IR #2. Three possible transitions were presented:

- Back Enderby Road
- Canyon Road
- South of Canyon Road

Of those that provided responses, their preference is shown in the graph on the following page.

Figure 3. Transition Option Responses



A total of 42 comments were received for the transition options. Of those comments, 5% (2 responses) indicated that a bypass was preferred altogether for this segment.

When asked to explain their preference, the following themes emerged for each option.

BACK ENDERBY ROAD

- Some of the reasons to ‘continue exploring this option’ include:
 - Does not address issues at Canyon Road;
- Some of the reasons to ‘stop exploring this option’ include:
 - Too close to the Splat sin Centre; and
 - Potential impacts to rare native plants.

CANYON ROAD

- Reasons to ‘continue exploring this option’ include:
 - Addresses issues at the Canyon Road intersection; and
 - Could benefit the business community at this intersection;
- Reasons to ‘stop exploring this option’ are as follows:
 - Sharp curves;
 - Impacts to rare native plants.
 - That a protected ‘T’ intersection might be suitable;

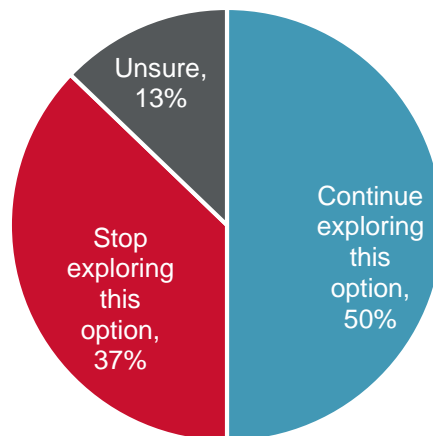
SOUTH OF CANYON ROAD

- Some of the reasons to ‘continue exploring this option’:
 - Less sharp curves;
 - Avoids Canyon Road and the volume of traffic (motorized and non-motorized) at that intersection;
- Reasons to ‘stop exploring this option’ include:
 - Potential impacts to rare native plants.

South Study Area

One option was presented for the South Study Area, which is to widen the highway to four lanes. Of those that provided responses, their preference is shown in the graph below:

Figure 4. South Study Area Options





A total of 41 comments were received for the south segment options. Of those comments, 5% (2 responses) indicated that a bypass was preferred altogether for this segment.

When asked to explain their preference, the following themes emerged:

- Responses to 'continue exploring this option' include:
 - Allows passing of slower moving vehicles;
 - Addresses increases in traffic volumes and improves traffic flow; and
 - Consistent highway in Armstrong.
- Reasons to 'stop exploring this option' include:
 - The existing highway is good as-is;
 - Limited right of way;
 - Impacts to agricultural operations and agricultural needs to cross the highway;
 - Using the rail corridor instead of widening; or

Summary

North Segment

Options were generally well received. The preferred options include grade separation at the intersection of Highway 97A / 97B junction and widening of the highway to 4 lanes.

Central Segment

Through Enderby, 4-laning of the rail corridor or the couplet using the existing highway and the rail corridor were well received, as compared to the other options presented.

An additional option emerged that may warrant further exploration in detail: a modified couplet that uses the existing highway and rail corridor. Currently the only modified couplet presented uses the existing highway and Vernon Street.

There are concerns with a highway using the rail corridor for two main reasons: impacts to residences that border the corridor and negative implications for the quality and viability of the future rail trail. Moving forward, cross-sections would be helpful in illustrating concepts.

Transition Segment

Generally, a transition at Back Enderby Road is not well supported. A transition at either Canyon Road or South of Canyon Road is generally preferred. Based on the feedback received (for example, the number of those that selected 'unsure' as their response) indicate that more information about the transition options was required.

South Segment

The south segment 4-laning was generally well received. Considerations moving forward should include agricultural crossing needs along this section.

Other

A bypass in lieu of any option was mentioned by several respondents. This option was previously screened out due to cost and challenges. Additional communication about why this option is no longer effective or feasible is likely required moving forward.

In contrast to the bypass, several respondents were concerned that diverting traffic away from Enderby or Splatins may negatively affect existing businesses.

Appendix A: Open House Display Boards

Welcome

Thank you for attending!

Highway 97A - Enderby-Splatsin Transportation Study
Community Engagement October 2019

We want to hear from you

You can provide us feedback by:

- ✓ Completing a feedback form and leaving it with a member of the project team
- ✓ Filling out a feedback form online at:
gov.bc.ca/highway97a-enderby-splastin-study
- ✓ Sending a completed feedback form to:
97AStudy@gov.bc.ca
- ✓ Mailing a completed feedback form to:
**Ministry of Transportation and Infrastructure
ATTN: Highway 97A Transportation Study
447 Columbia Street, Kamloops BC, V2C 2T3**

Please provide us with
your feedback by
November 15, 2019

How your feedback will be considered

Community feedback will be considered, along with engineering, environmental and financial information, and feedback from local government, First Nations, the Technical Advisory and Community Liaison Committees, in selecting a preferred solution.

1. Study Purpose and Background



Highway 97A is part of the national highway system that connects communities and markets in the north and central Okanagan.

Study Purpose

This study will update previous studies to inform short, medium and long-term traffic flow and safety solutions over a 25 year period. The study spans the Highway 97A corridor from the Highway 97A / 97B junction (north end) to Stepney Cross Road (south end).

The study is part of the Ministry of Transportation and Infrastructure's (MoTI) planning process. Once this study is complete, recommendations will be brought forward for further funding for detailed design and construction.

Engagement To Date

- Public workshops in Enderby and Splatsin
- Technical Advisory Committee (TAC)
- Community Liaison Committee (CLC)
- Project web page
- Direct feedback

Guiding Principles

1. Safe
2. Efficient mobility
3. Multi-modal corridor
4. Economic Development
5. Local Connectivity

2. Mobility and Safety

Traffic Volumes

- Currently, traffic volumes are about 17,000 vehicles per day in the summer.
- By 2043 summer traffic volumes will increase to 25,000 vehicles per day. This is similar to current volumes on Highway 97 in Vernon or Highway 1 in Salmon Arm today.

Travel Time

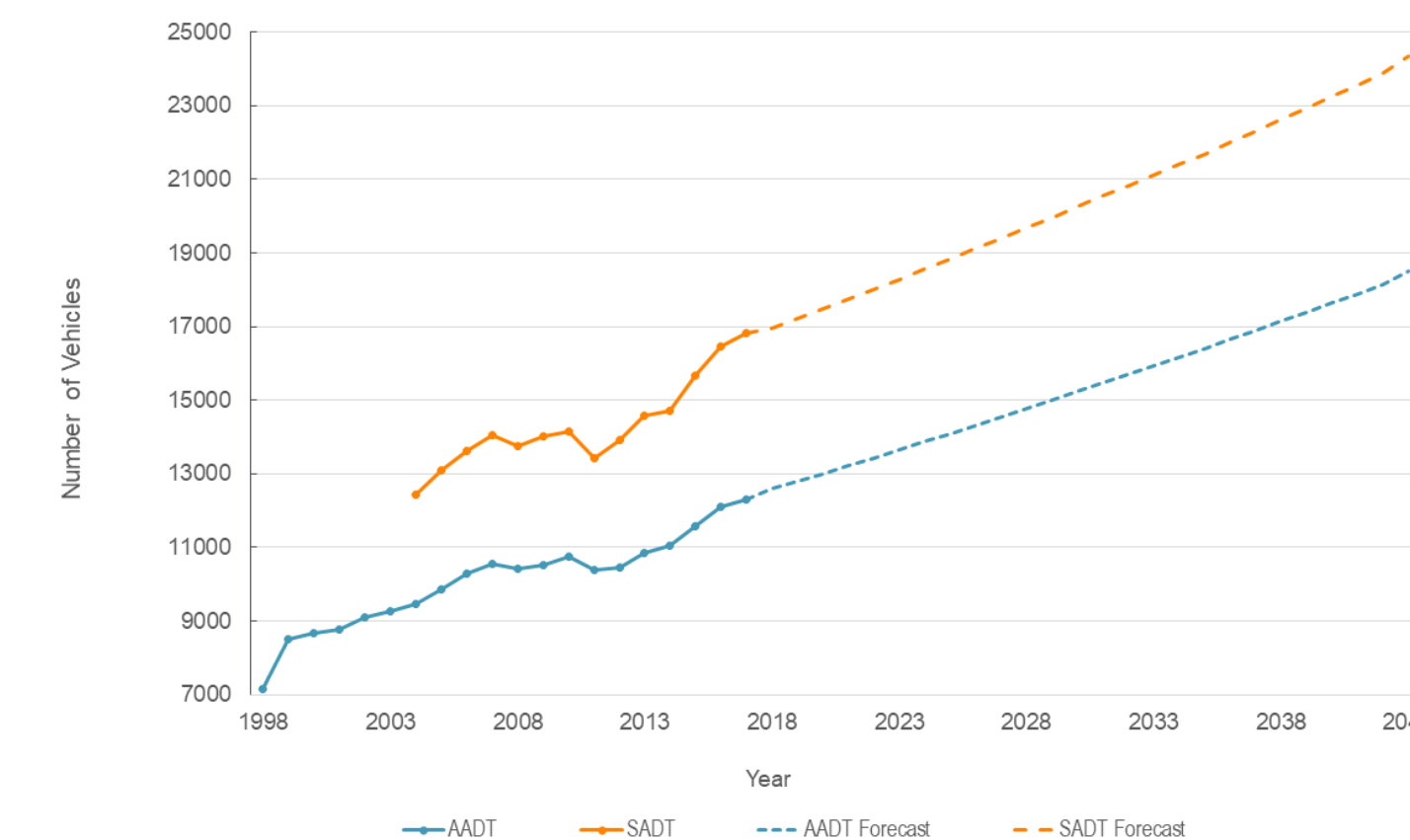
- It currently takes roughly 9 ½ minutes to travel through the study area.
- By 2043, it will take up to almost 1 extra minute to travel the same distance.

Highway Capacity

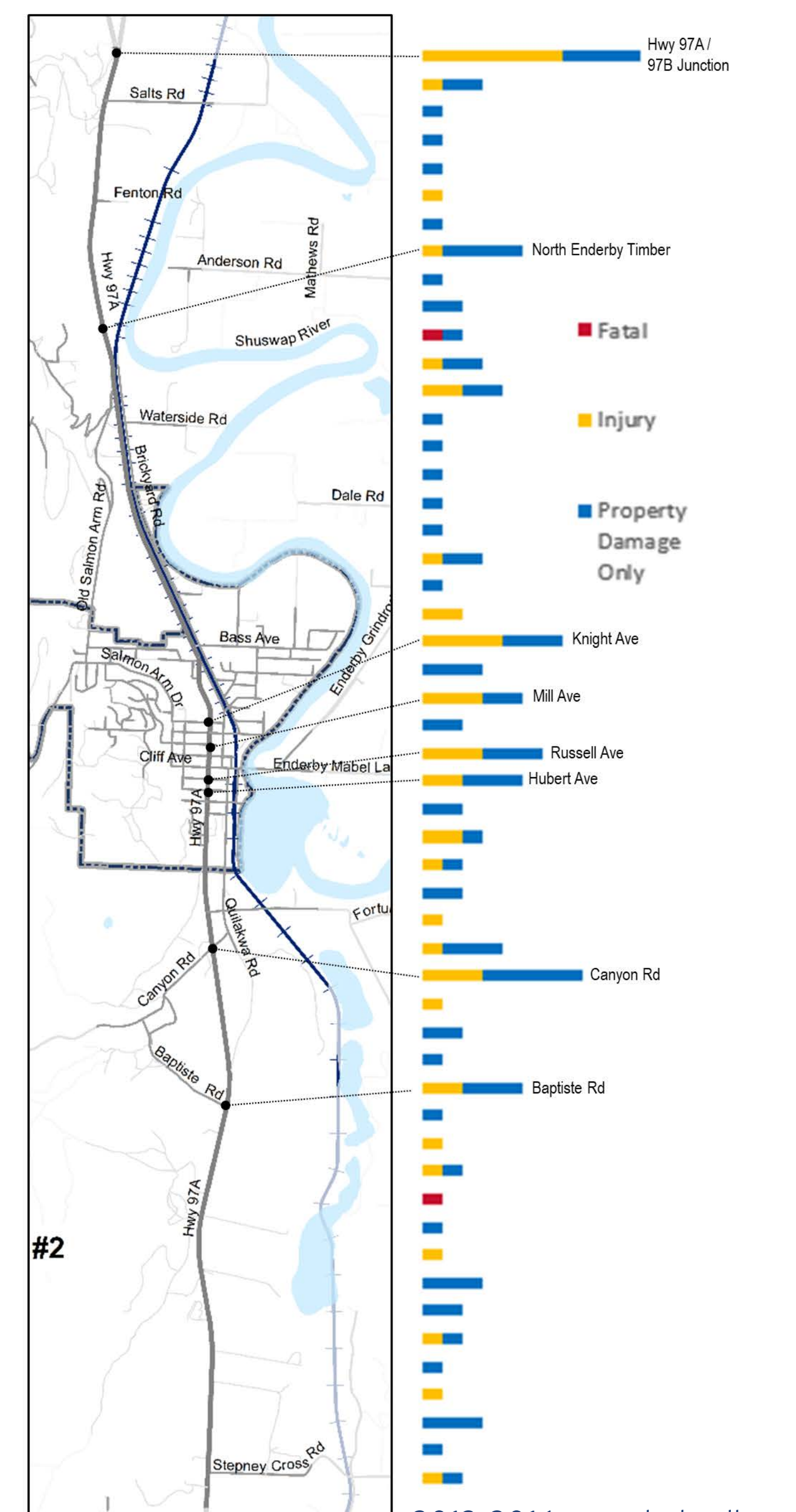
- While busy, the highway currently operates within capacity.
- By 2043 it will reach capacity, requiring a minimum of two lanes in each direction.

Safety

- The existing collision rates are moderately higher than the provincial average on similar highways.



Historical and forecasted Annual Average Daily Traffic (AADT) and Summer Average Daily Traffic (SADT) 1998 to 2043



2012-2016 recorded collisions

What We Have Heard

- Poor speed compliance
- Queues & delays at intersections
- Poor sightlines
- Difficulties turning on/off highway
- Congestion
- Wildlife frequently crossing highway

3. Walking and Cycling

The Ministry recognizes the importance of improved mobility for vehicles, but also for pedestrian and bicycle travel along and across the highway. The preferred option will include active transportation improvements along or parallel to the highway corridor through the central segment (Bass Avenue to Canyon Road).

Rail Trail

A multi-use pathway is being planned for the former CP Rail corridor. Any highway option that considers use of the former rail right of way will either incorporate a separated multi-use pathway in the design or will relocate the pathway to another location, where it could take a different form, depending on the routing. Some examples of multi-use pathway designs are shown below:



Rail Trail (packed aggregate) between Oyama and Vernon. Image: kelownahomes.ca



Pelmewash Parkway (paved multi-use path) in Lake Country. Image from: kelownadailycourier.ca

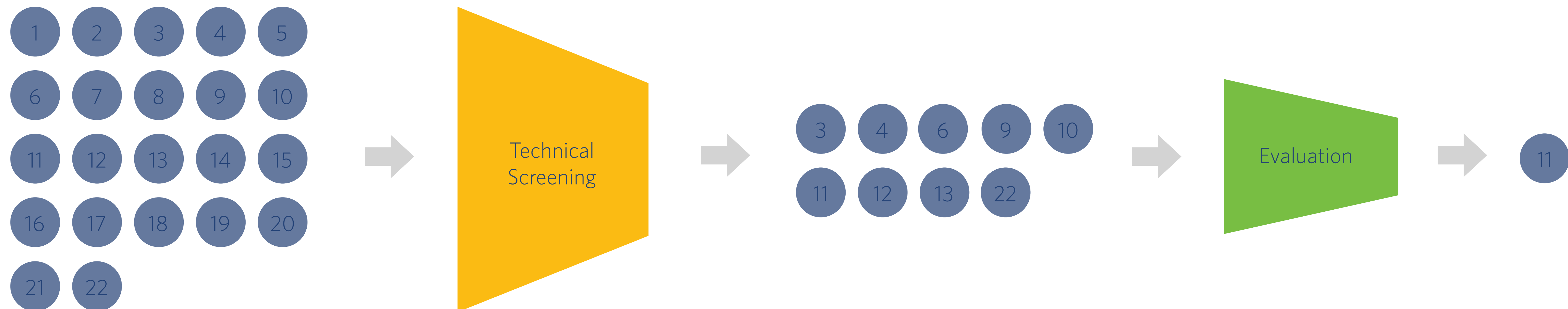


Separated bike lane on Banff Avenue in Banff. Image from: cbc.ca

What We Have Heard

- Walking and cycling are important forms of transportation for many residents
- It can be difficult to safely cross the highway at several locations, including Canyon Road
- Pedestrians crossings do not always align with pedestrian desire lines
- The Rail Trail is important to the community and provides key links to the region

4. Option Generation and Evaluation Process



Option Generation

A long list of options was compiled from a wide range of sources including:

- Historic options or ideas
- TAC & CLC
- Public workshops
- Project Team technical evaluation

Technical Screening

Each option was technically addressed. Options were removed from further consideration in the study if they were deemed not feasible, out of scale with the identified future problems or unlikely to achieve the highway mobility or safety goals.

Short-List of Options & Evaluation

The short-list of options will be evaluated through a detailed Multiple Account Evaluation (MAE). Your feedback will help inform the MAE.

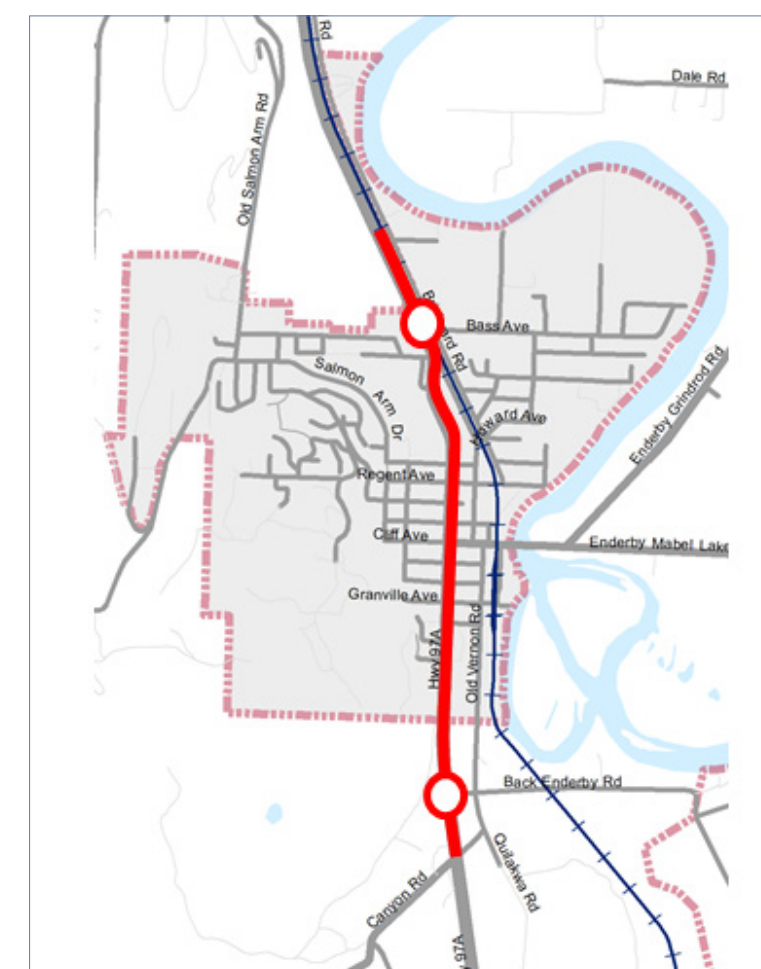
Preferred Option

The preferred option will be identified and further refined.

5. Option Overview - Central

The next three boards show the long list of options generated and the outcome of the short-listing process. Advanced options will be further evaluated to determine which options are the best at resolving short, medium and long-term transportation needs (5, 10, 25-year period).

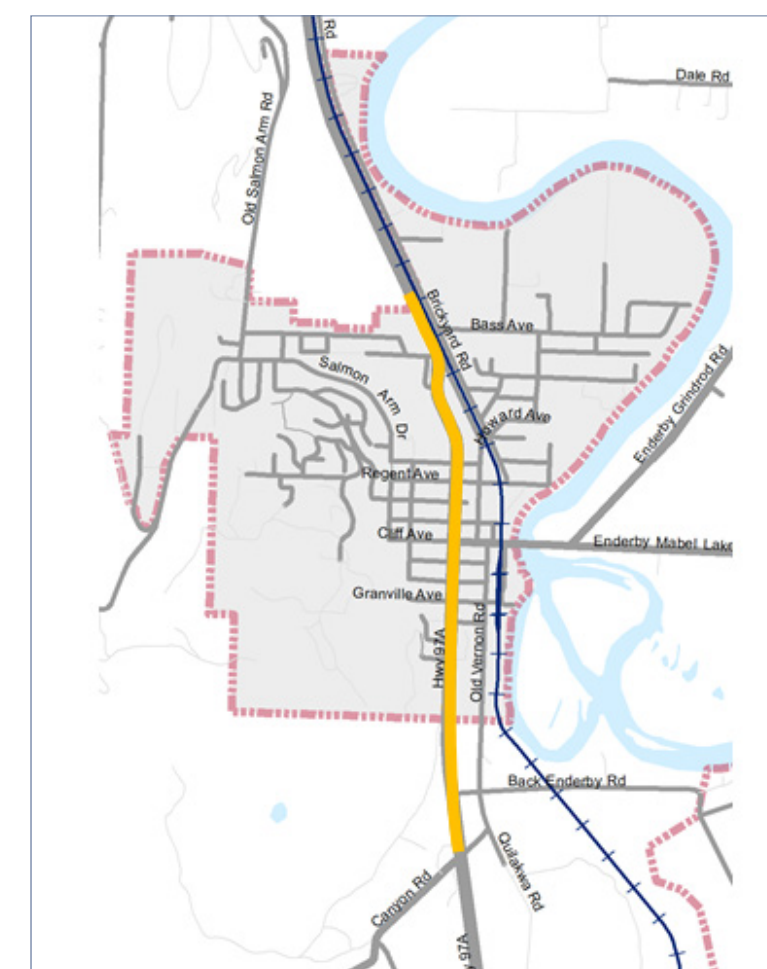
Central Options (between Bass Avenue and Canyon Road)



Existing Corridor At-Grade with Interchanges



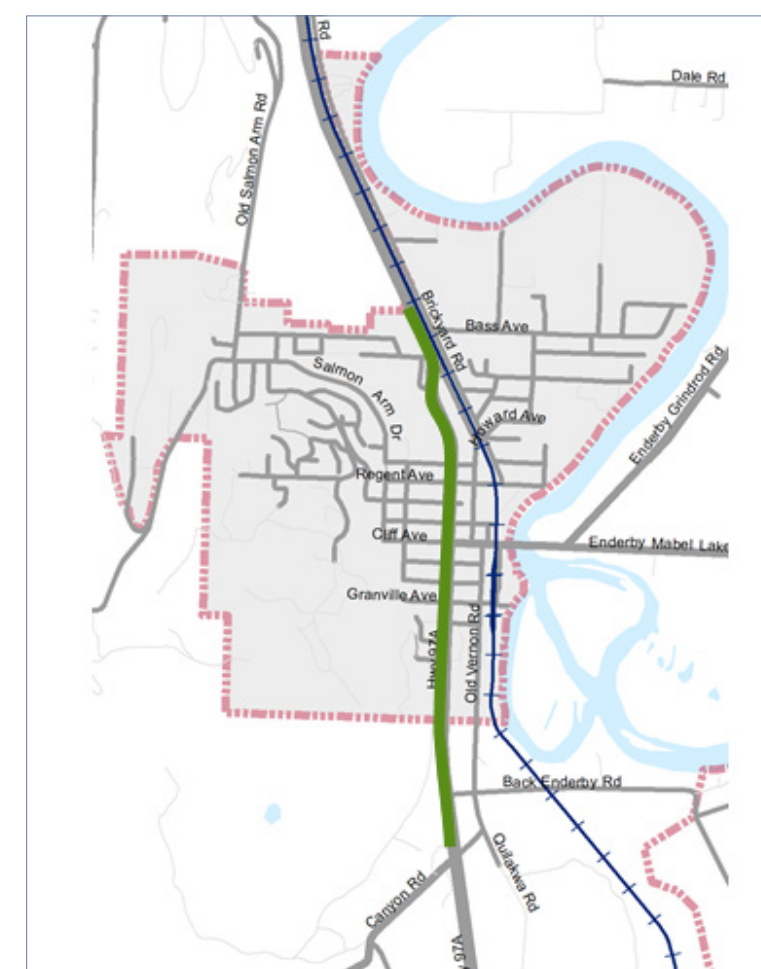
- Community severance effects
- Higher cost than other options with similar benefits



Existing Corridor Elevated Through Lanes



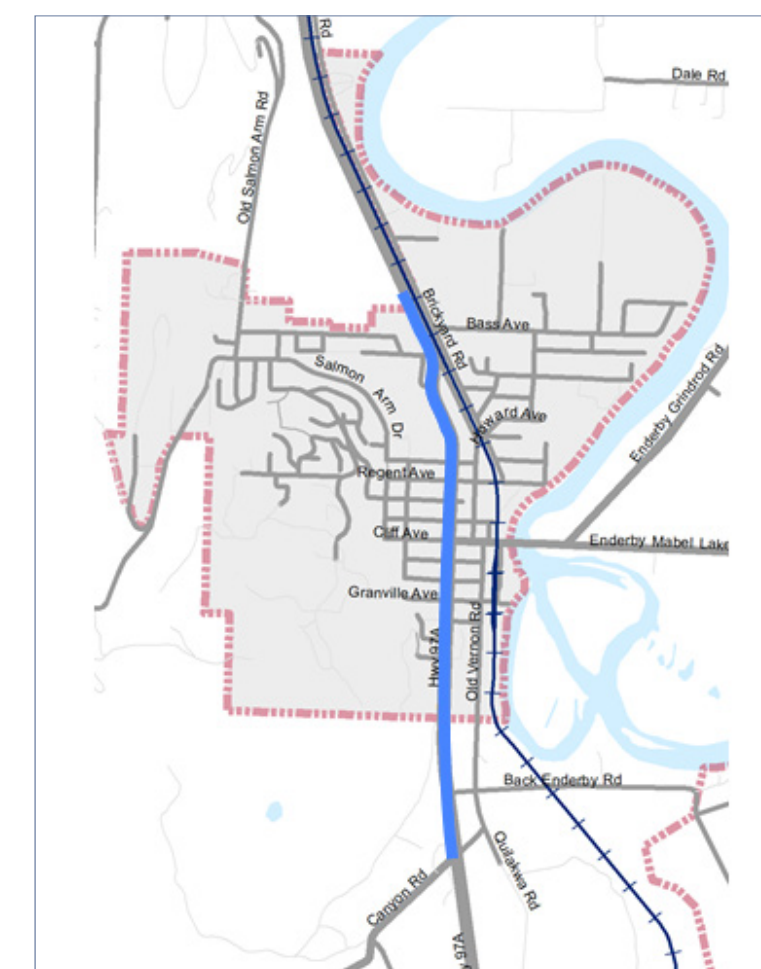
- Higher cost than other options with similar benefits



Existing Corridor Trench with Local Street Overpasses



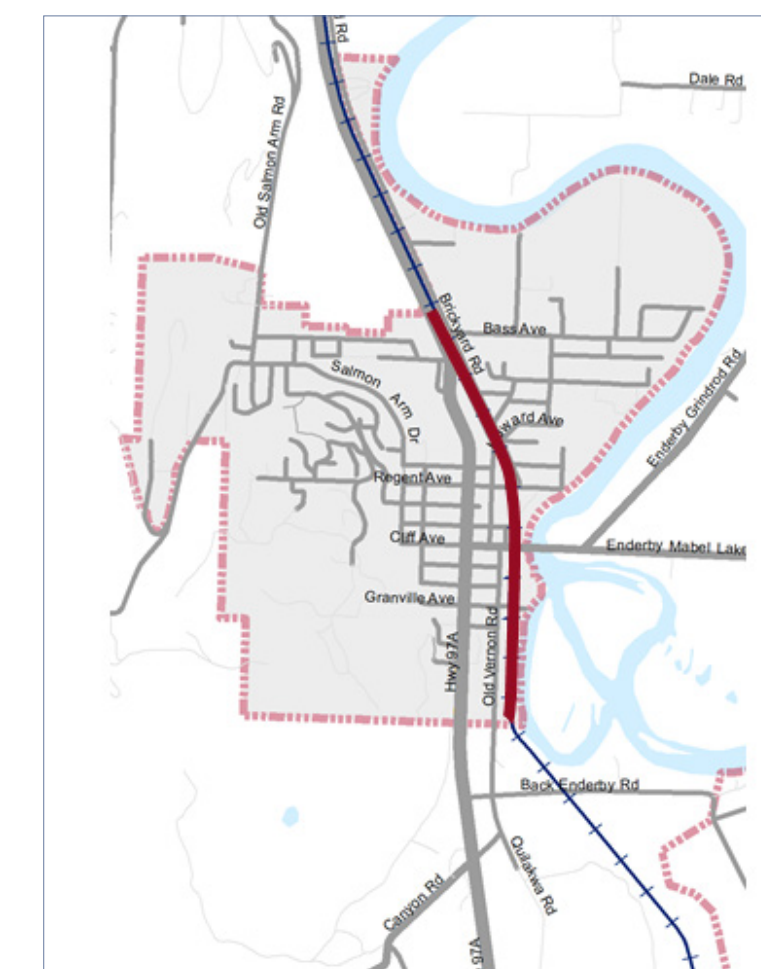
- Community severance effects
- Higher cost than other options with similar benefits



Existing Corridor Cut & Cover Tunnel



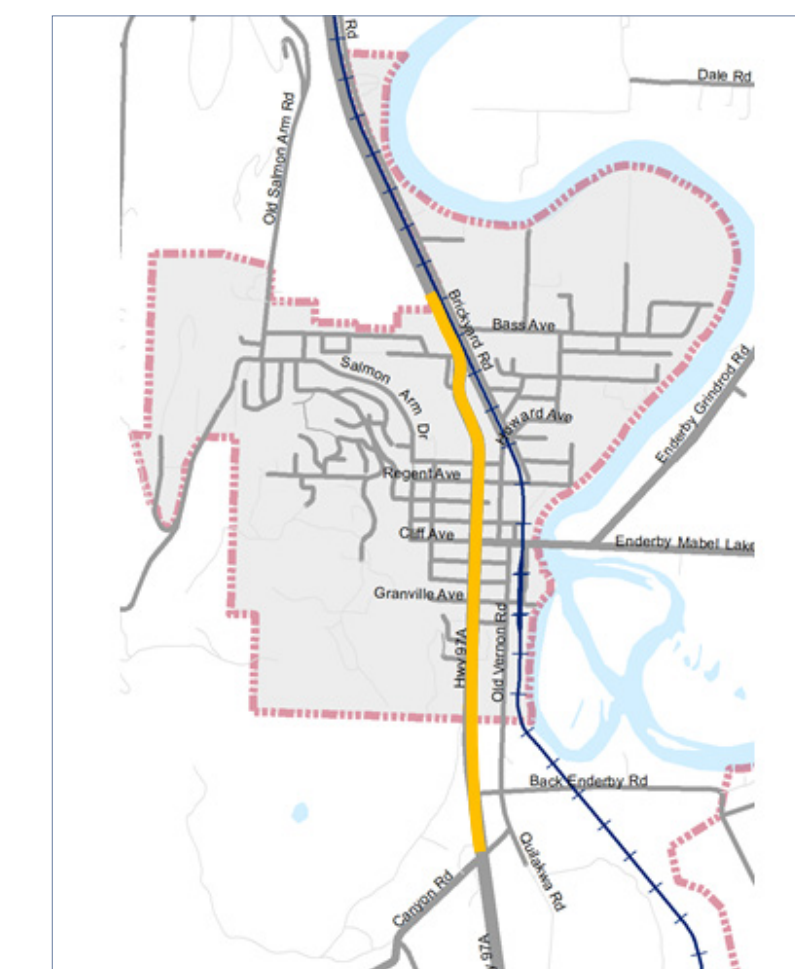
- Community impacts during construction
- Higher cost than other options with similar benefits



Rail Corridor Cut & Cover Tunnel



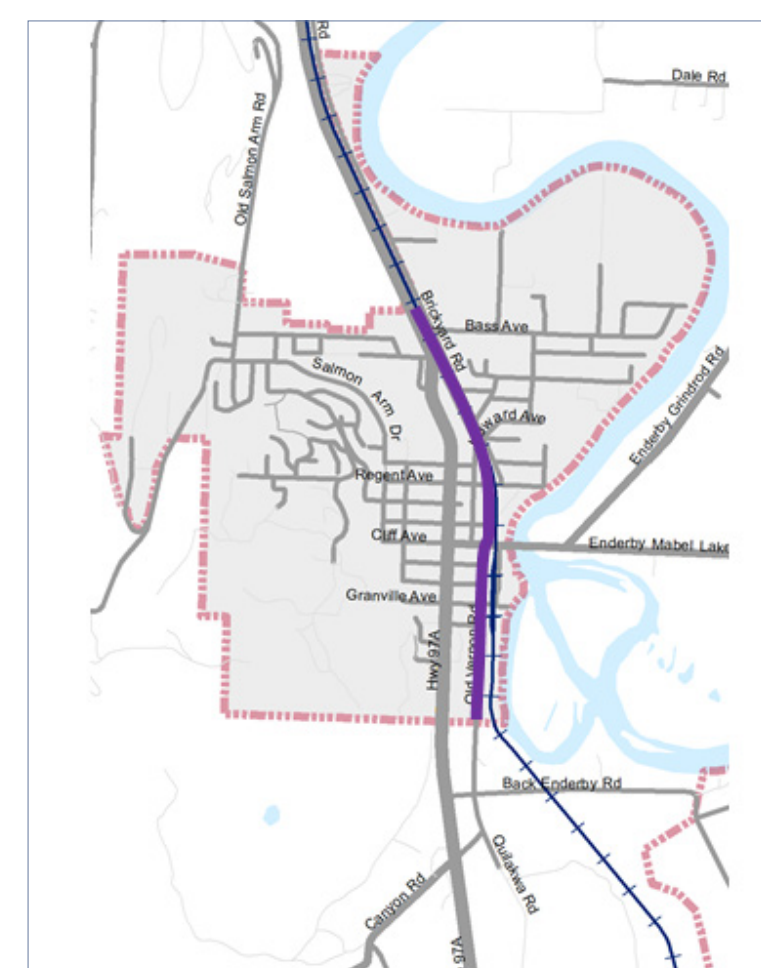
- River proximity increases risk
- Higher cost than other options with similar benefits



Existing Corridor 4-Lane



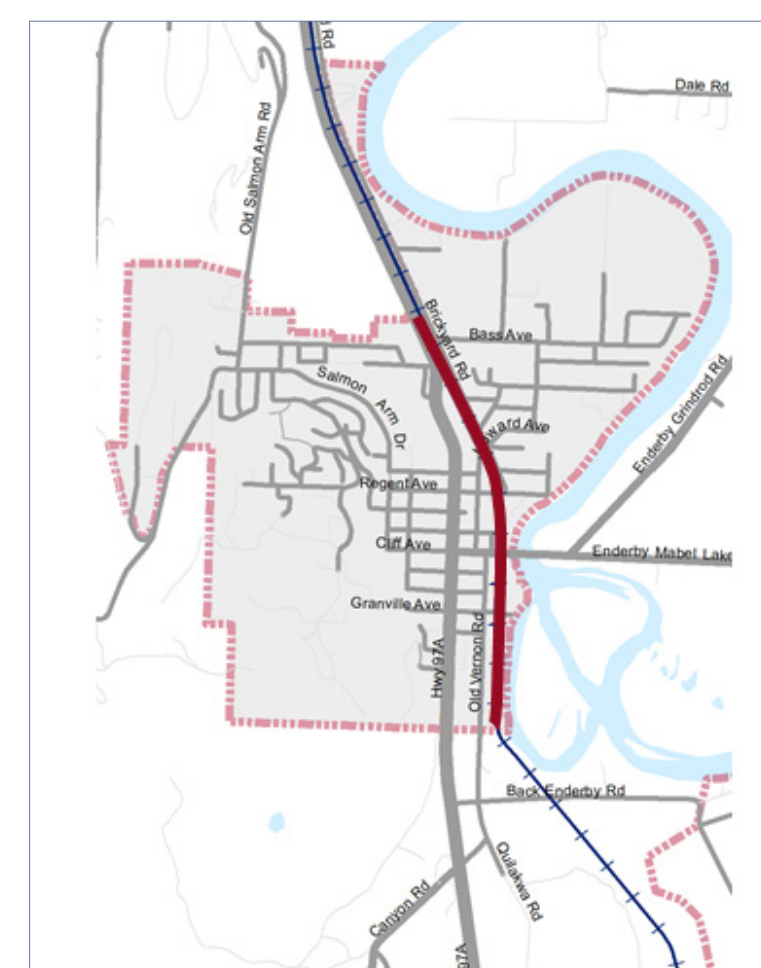
- Property acquisition required
- Higher cost than other options with similar benefits



Vernon Street 4-Lane



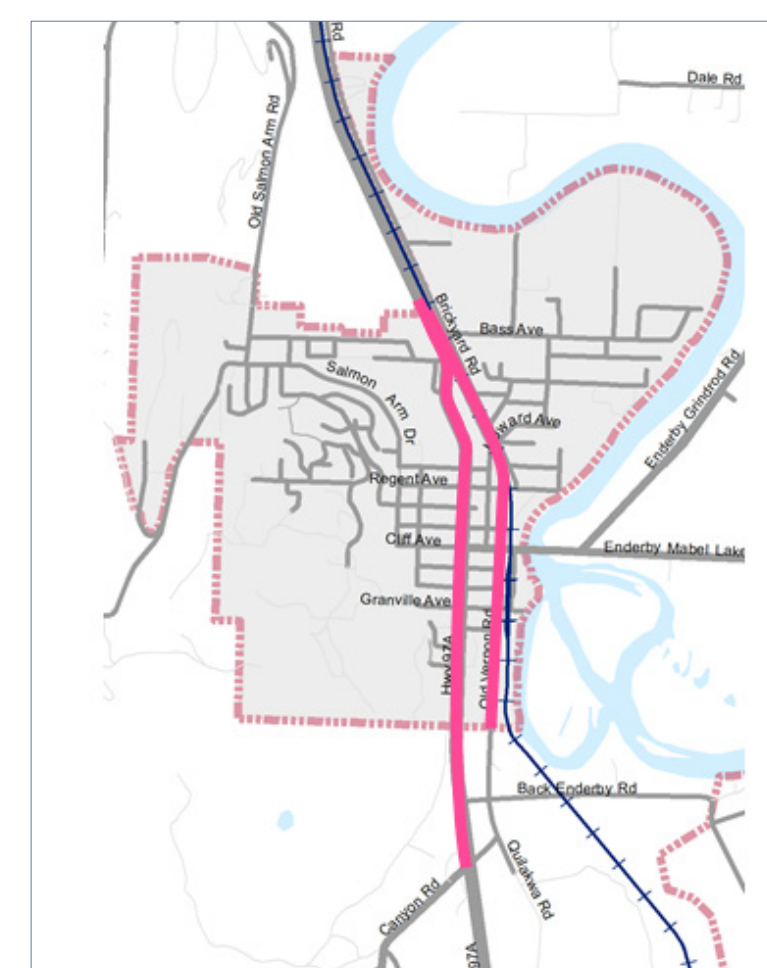
- Retained for detailed evaluation



Rail Corridor 4-Lane



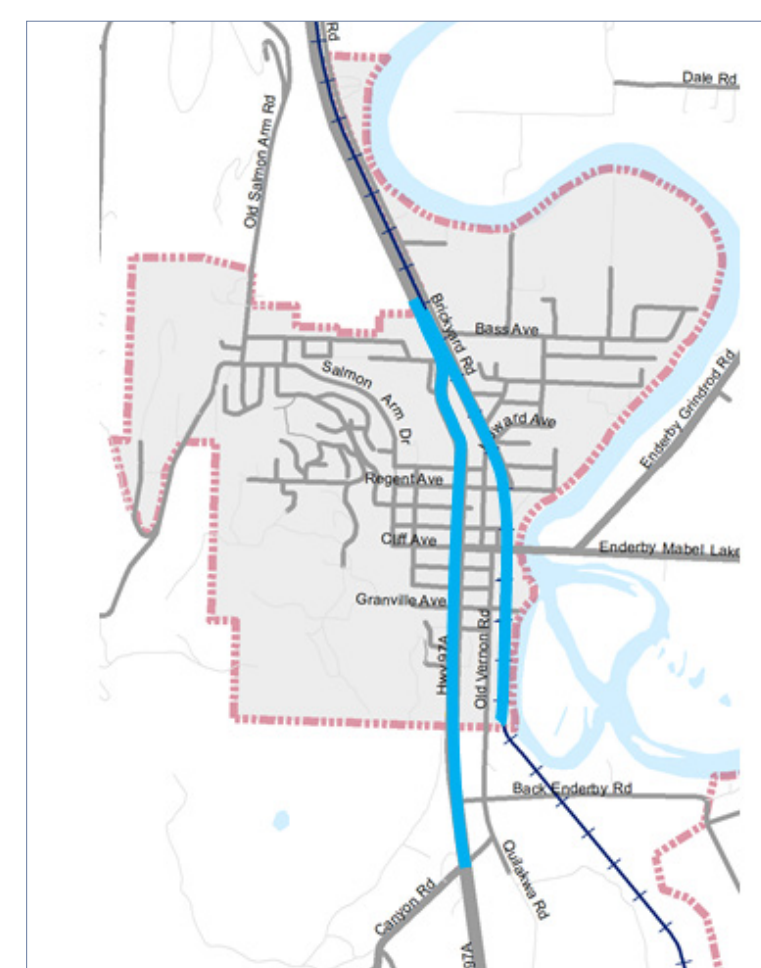
- Retained for detailed evaluation



Existing Corridor & Vernon Street Couplet



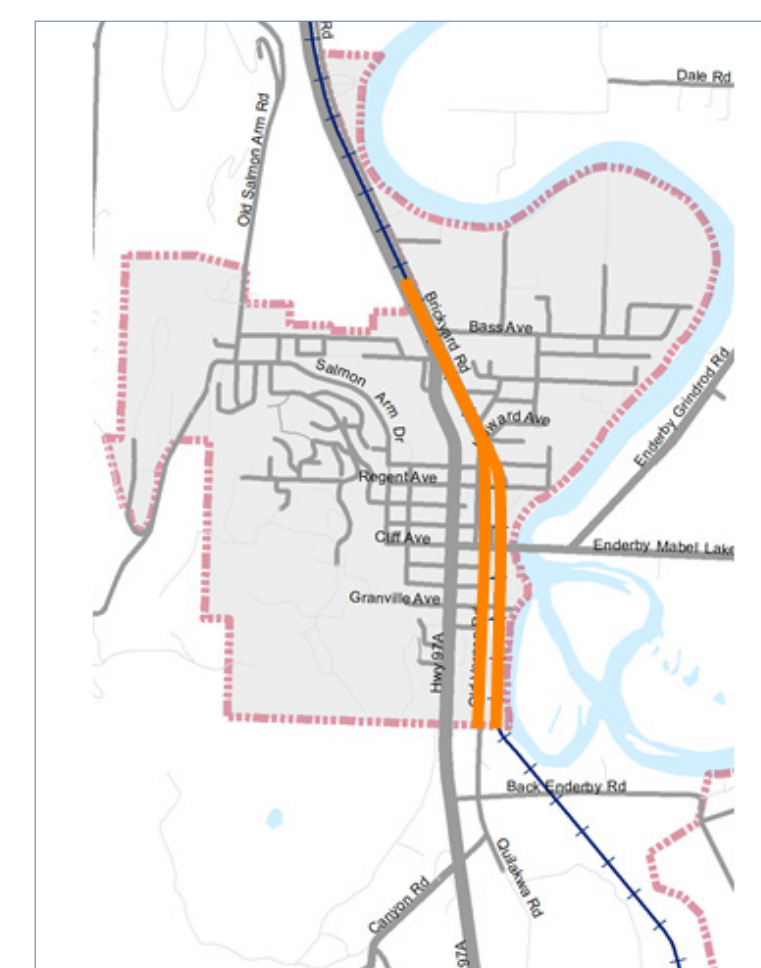
- Retained for detailed evaluation



Existing & Rail Corridor Couplet



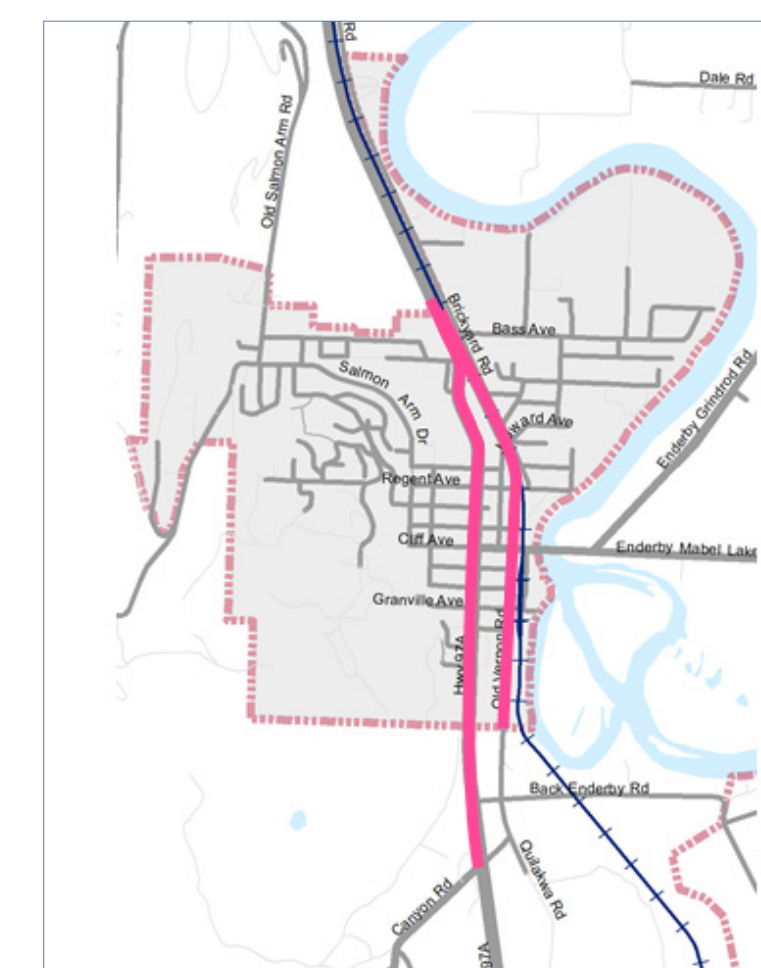
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Vernon Street & Rail Corridor Couplet



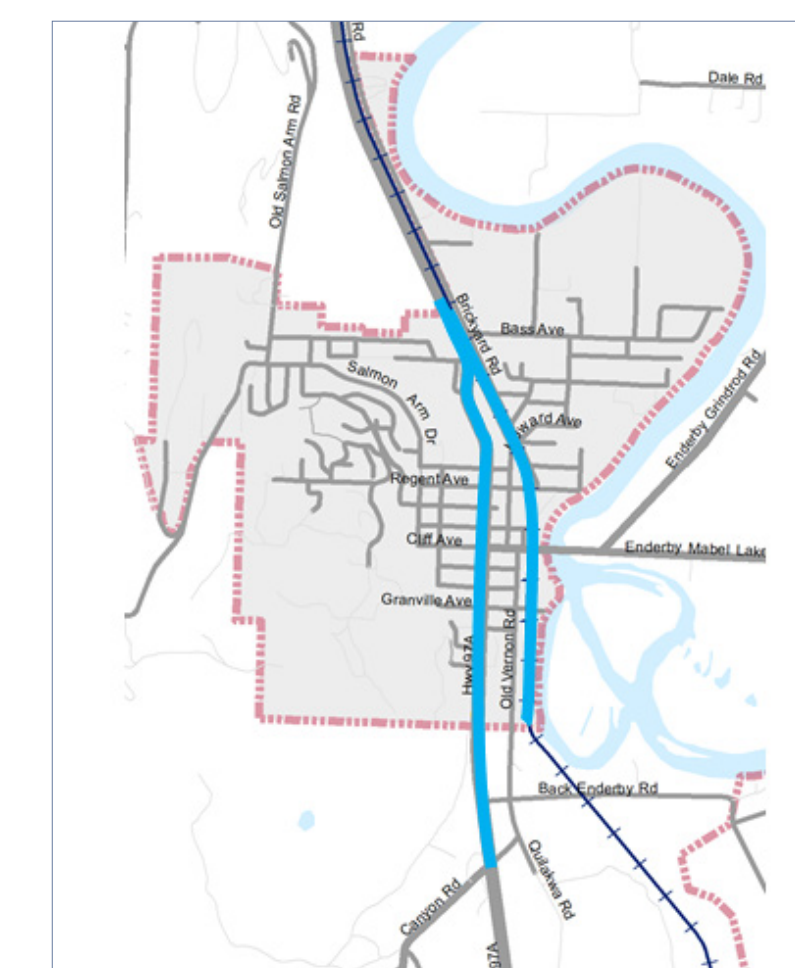
- Retained for detailed evaluation



Existing Corridor & Vernon Street Modified Couplet



- Retained for detailed evaluation



Existing Corridor & Rail Corridor Modified Couplet

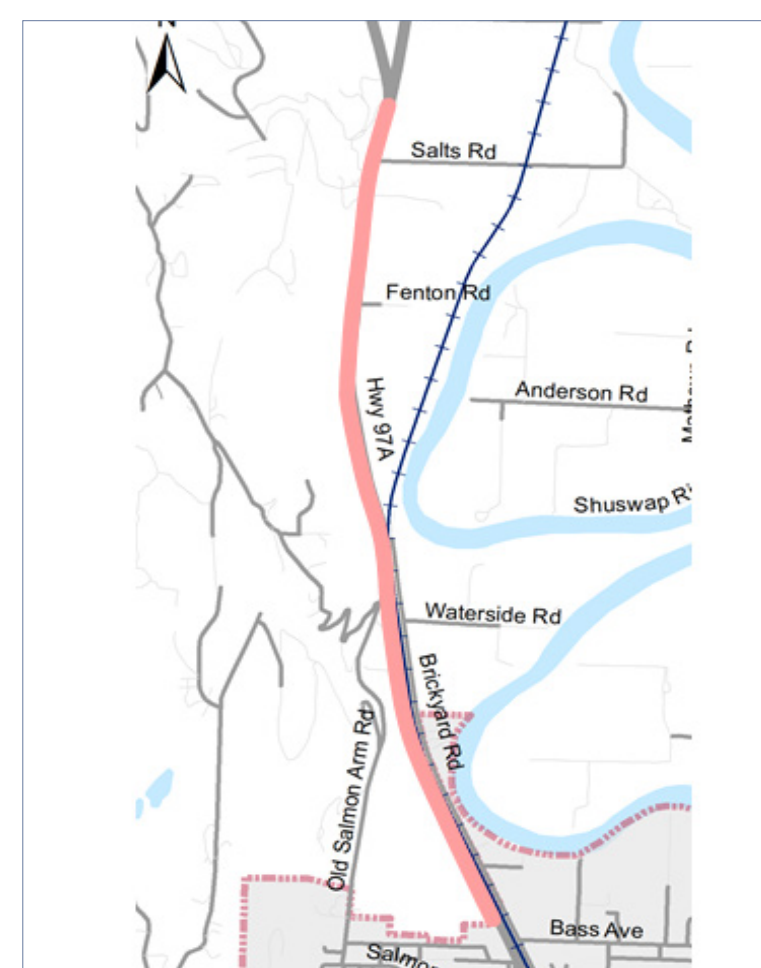


- Retained for detailed evaluation

6. Option Overview - North, South & Alternate Corridor

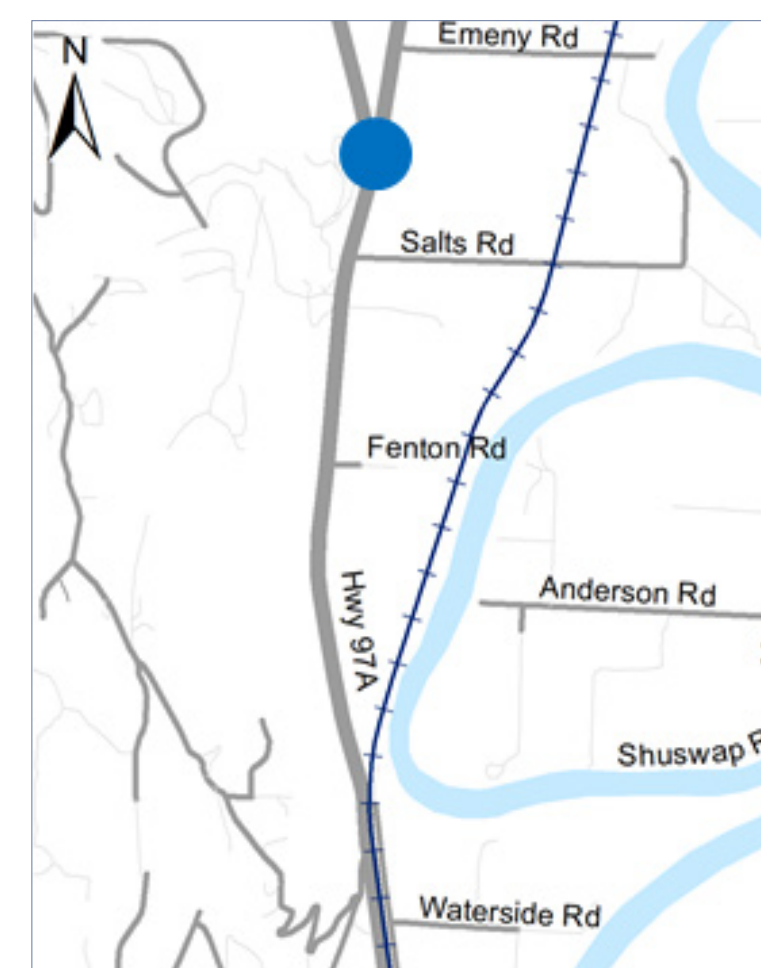
North Options

(Highway 97A/B Junction to Bass Avenue)



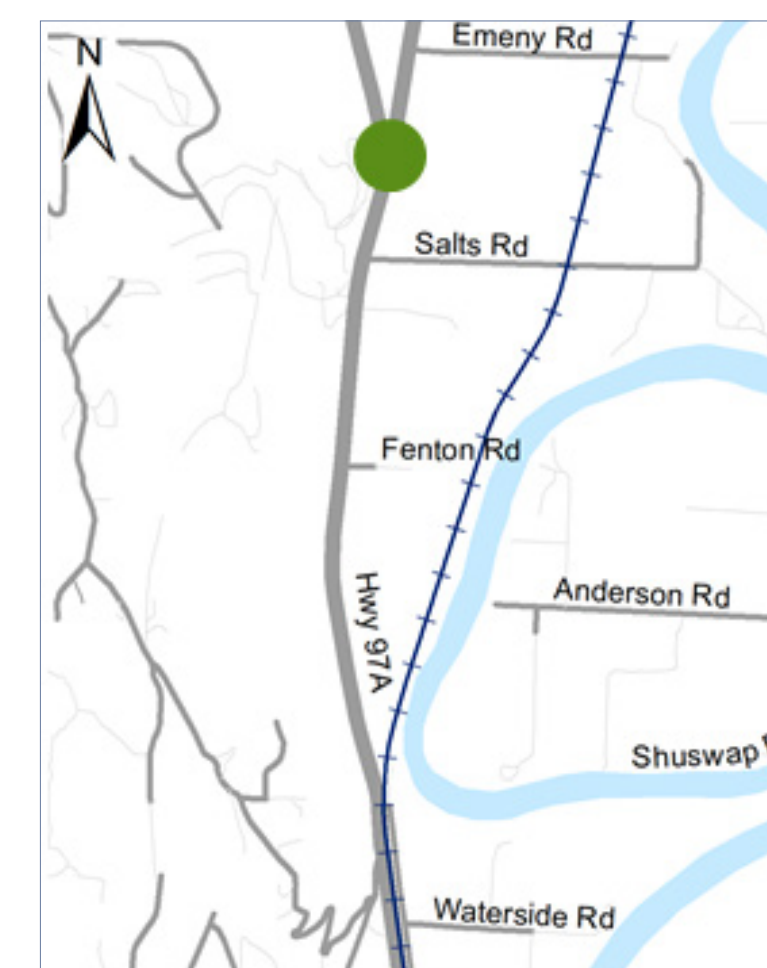
Four Lanes with Access Management

- Retained for detailed evaluation



Highway 97A/B At-Grade Intersection Improvements

- Retained for detailed evaluation

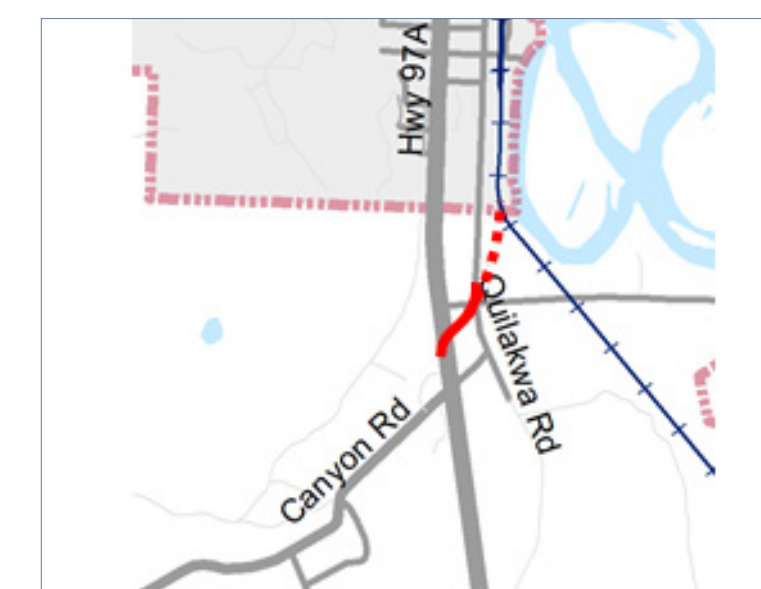


Highway 97A/B Grade Separation

- Retained for detailed evaluation

Transition & South

(South of Canyon Road to Stepney Cross Road)



Transition at Back Enderby Road

- Retained for detailed evaluation



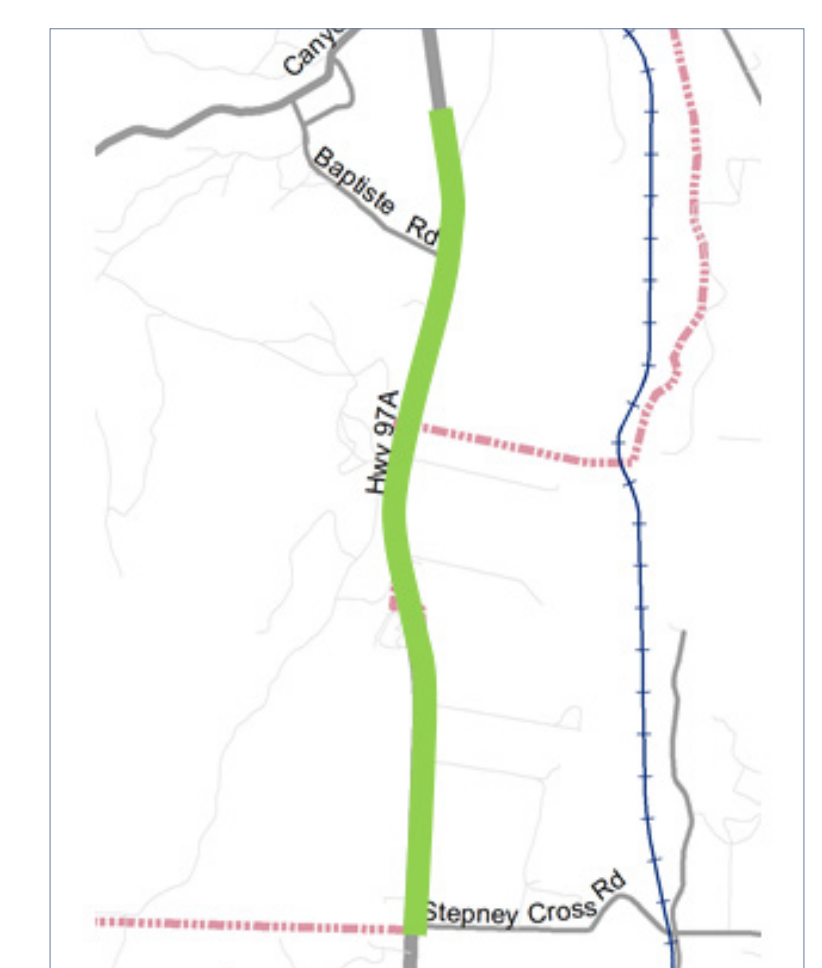
Transition at Canyon Road

- Retained for detailed evaluation



Transition South of Canyon Road

- Retained for detailed evaluation

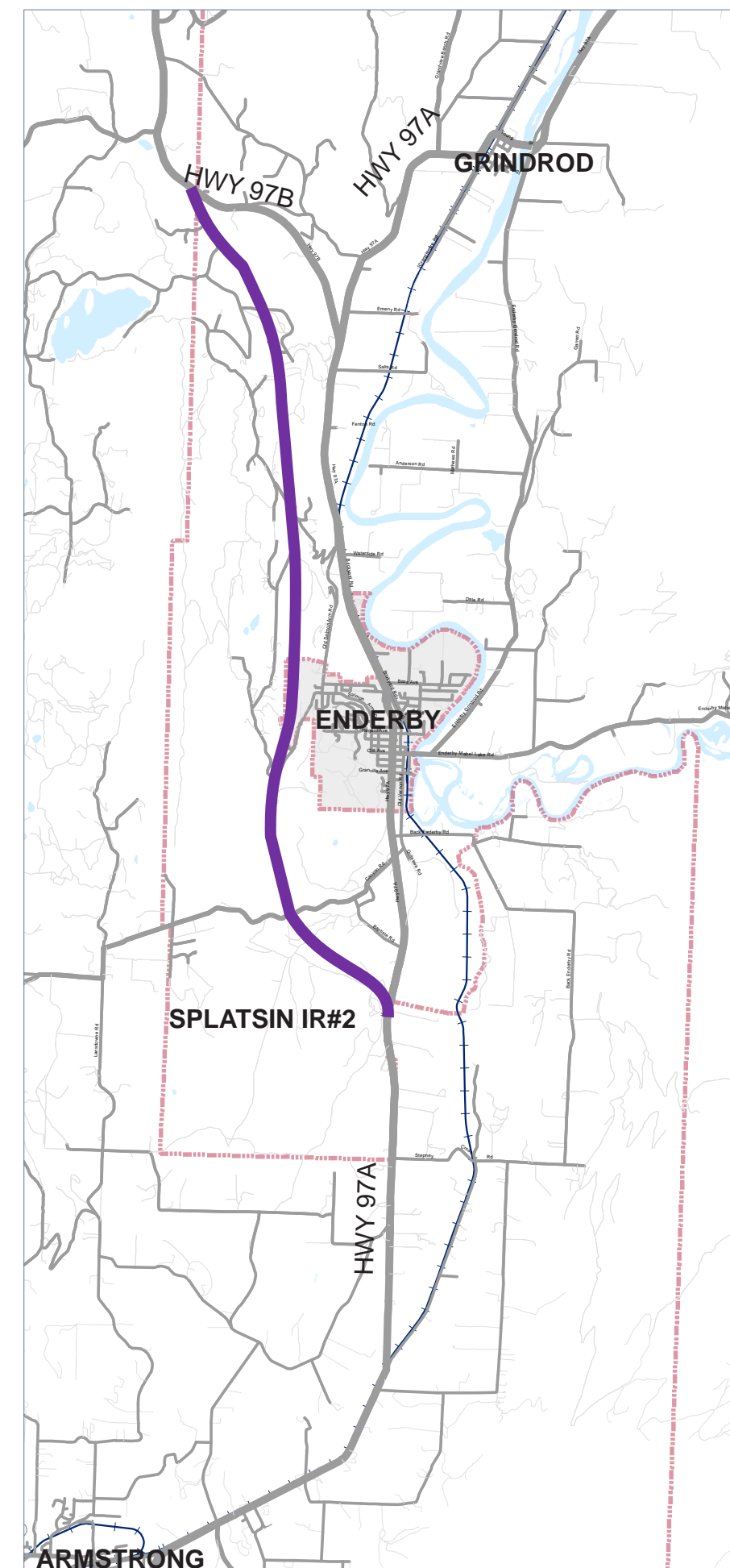


Four Lane with Access Management

- Retained for detailed evaluation

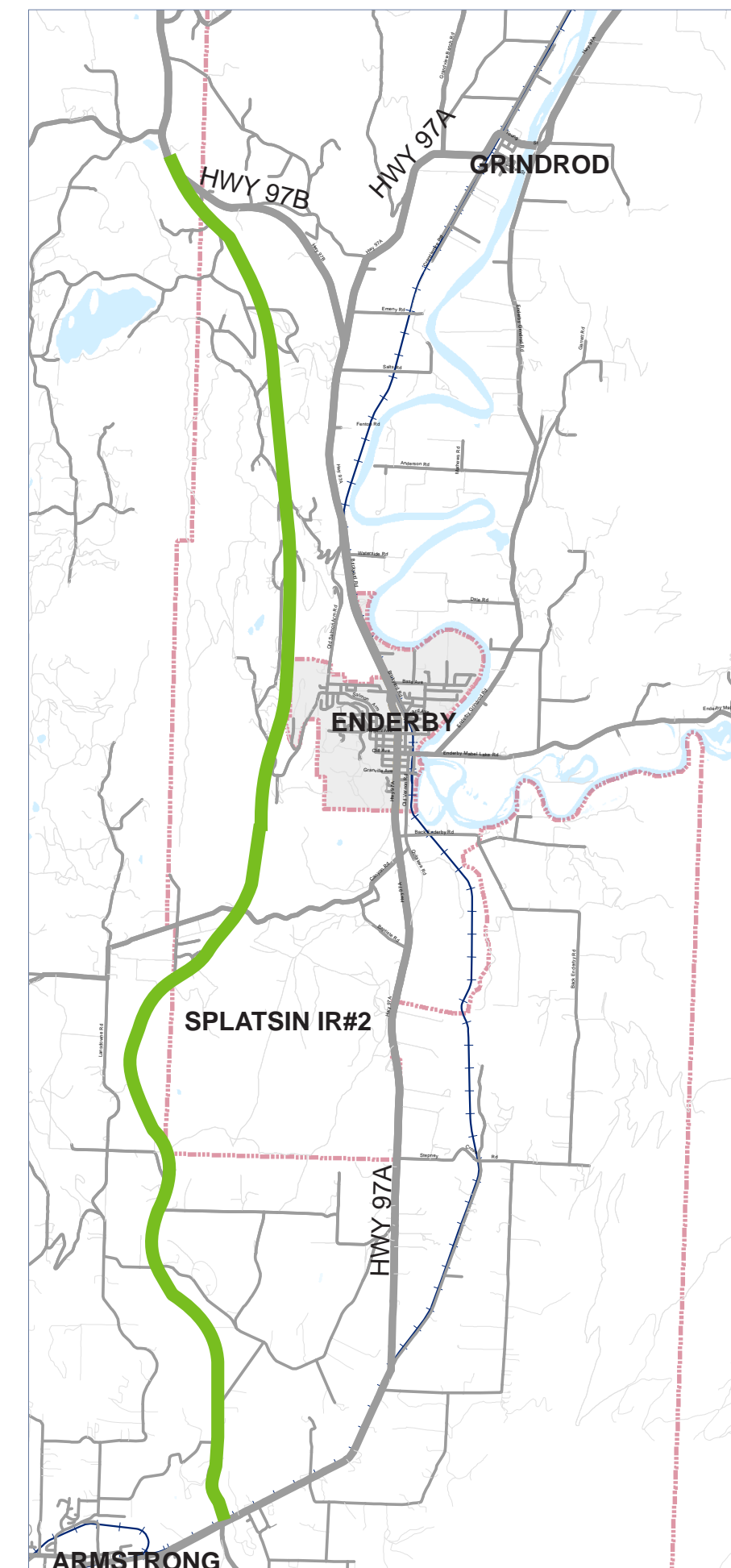
7. Option Overview - North, South & Alternate Corridor

Alternate Corridor



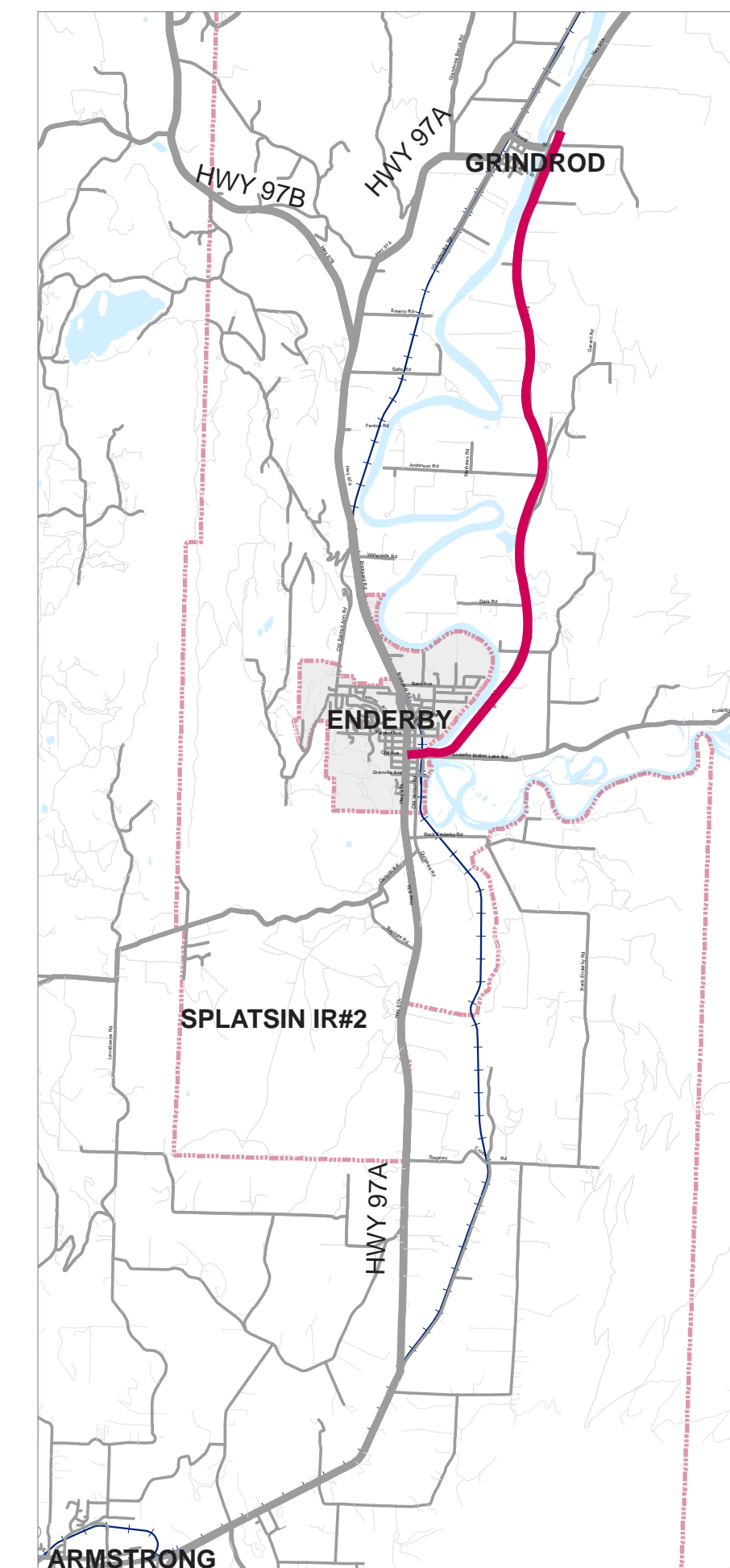
Highway 97B Extension to Starlight Drive-In
X

- Roughly 3 minutes in highway travel time savings
- High cost, land acquisition and disruption
- Challenging terrain



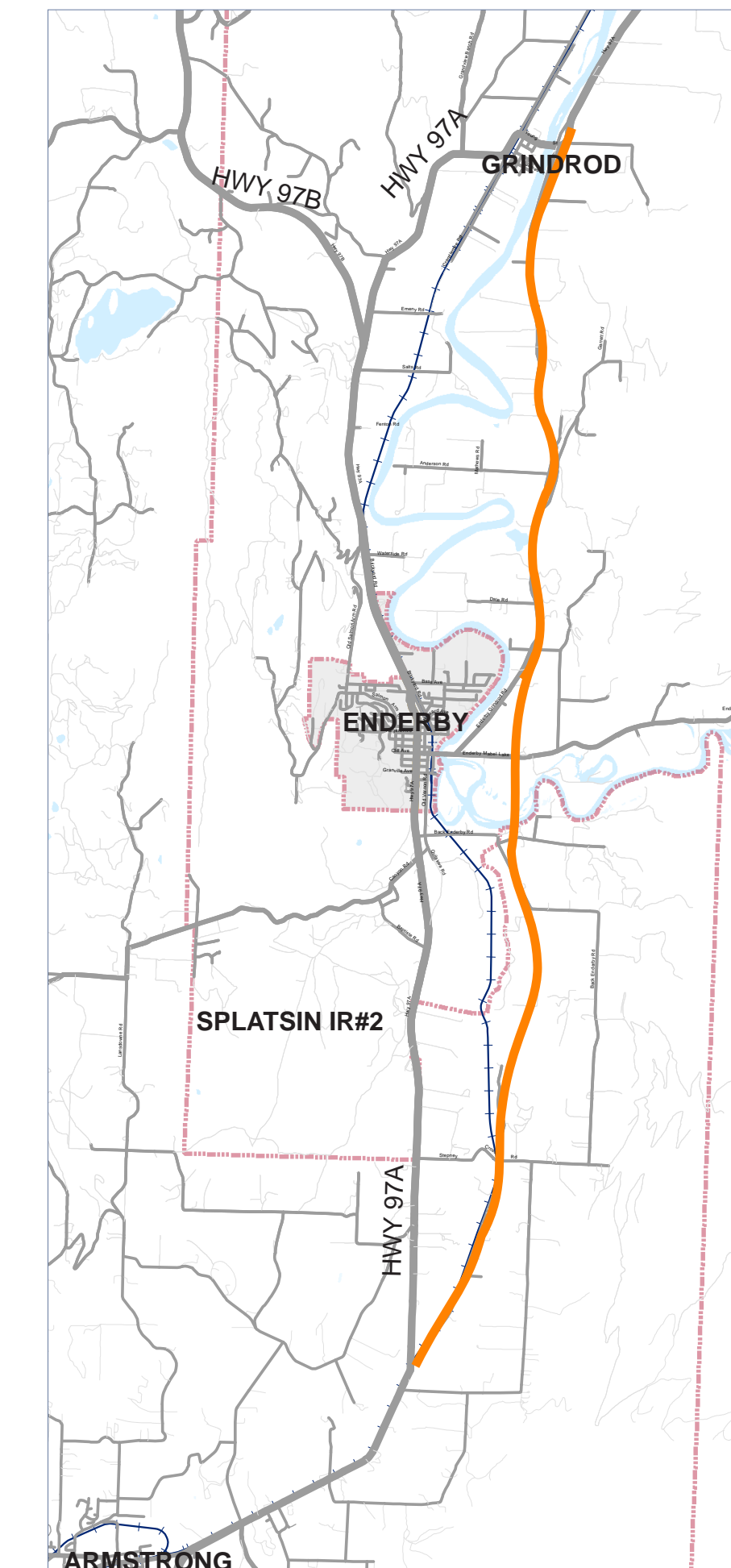
Highway 97B Extension to Landsdowne Road
X

- Approximately 5 minutes in highway travel time savings
- High cost, land acquisition and disruption
- Challenging terrain



Highway 97A Extension to Enderby
X

- High cost, land acquisition and community disruption both within and north of Enderby
- River proximity presents risks



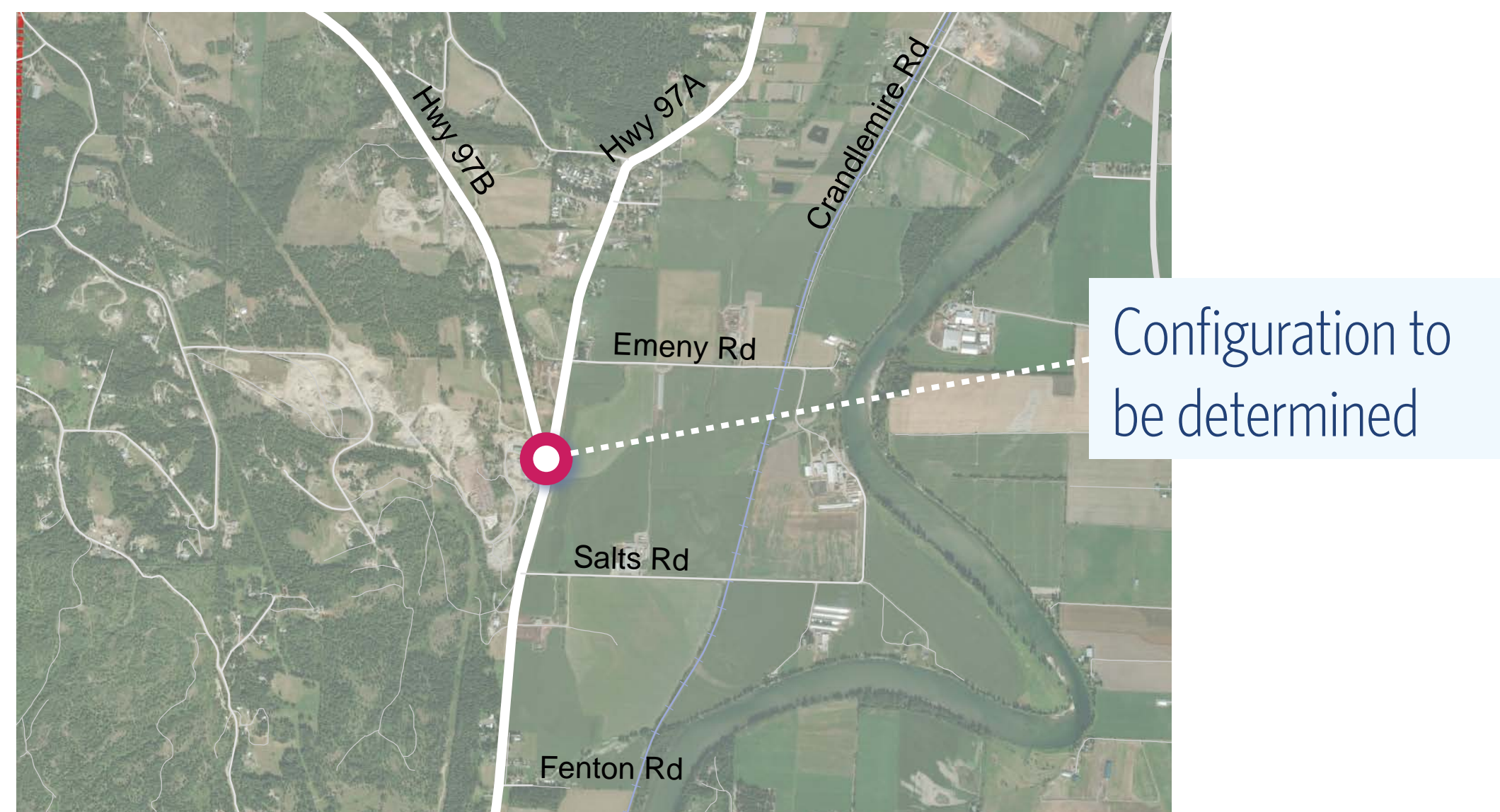
Highway 97A Extension to Stepney Cross Road
X

- High cost, land acquisition and community disruption for the residents along the route
- River proximity, archaeological and wildlife present risks.

8. Short-Listed Options: North

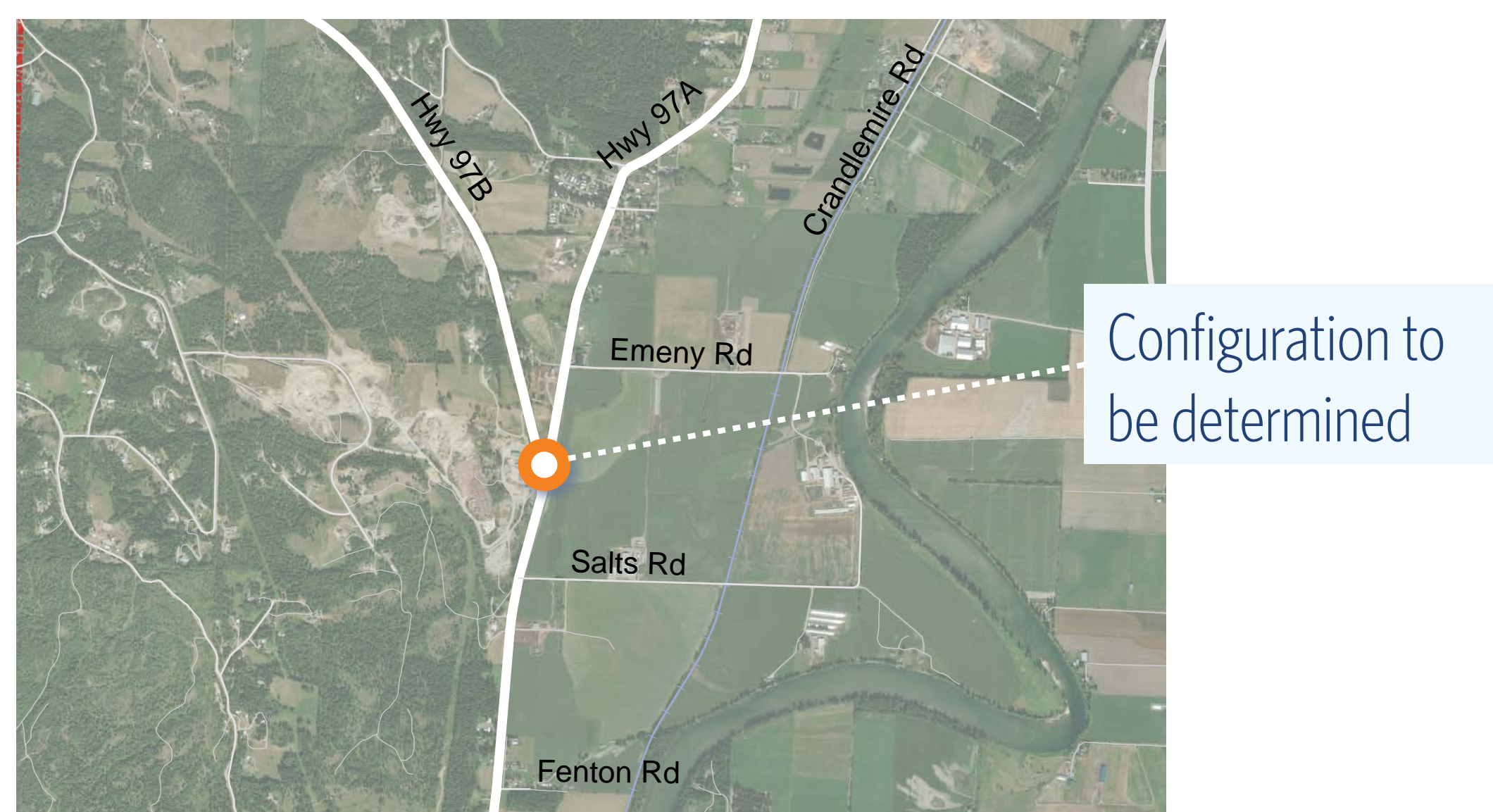
At-Grade Intersection Improvements

Addresses existing sight distance and merge length issues.



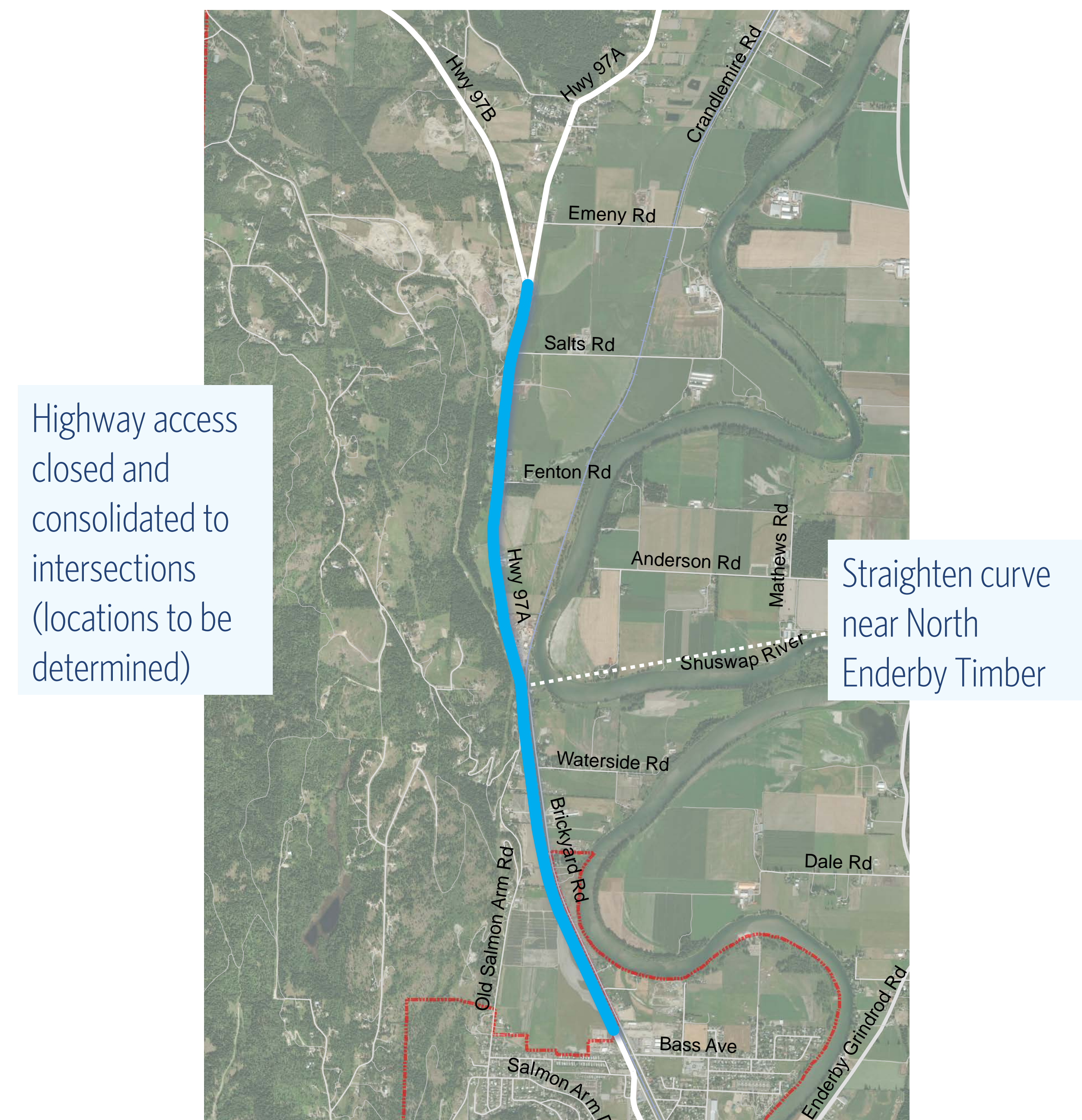
Grade Separation (Overpass)

Reduces turning conflicts by using an overpass.



Widen Highway to 4 Lanes

The highway would be widened in its existing location, and accesses would be consolidated using frontage and backage roads to two or three intersections.

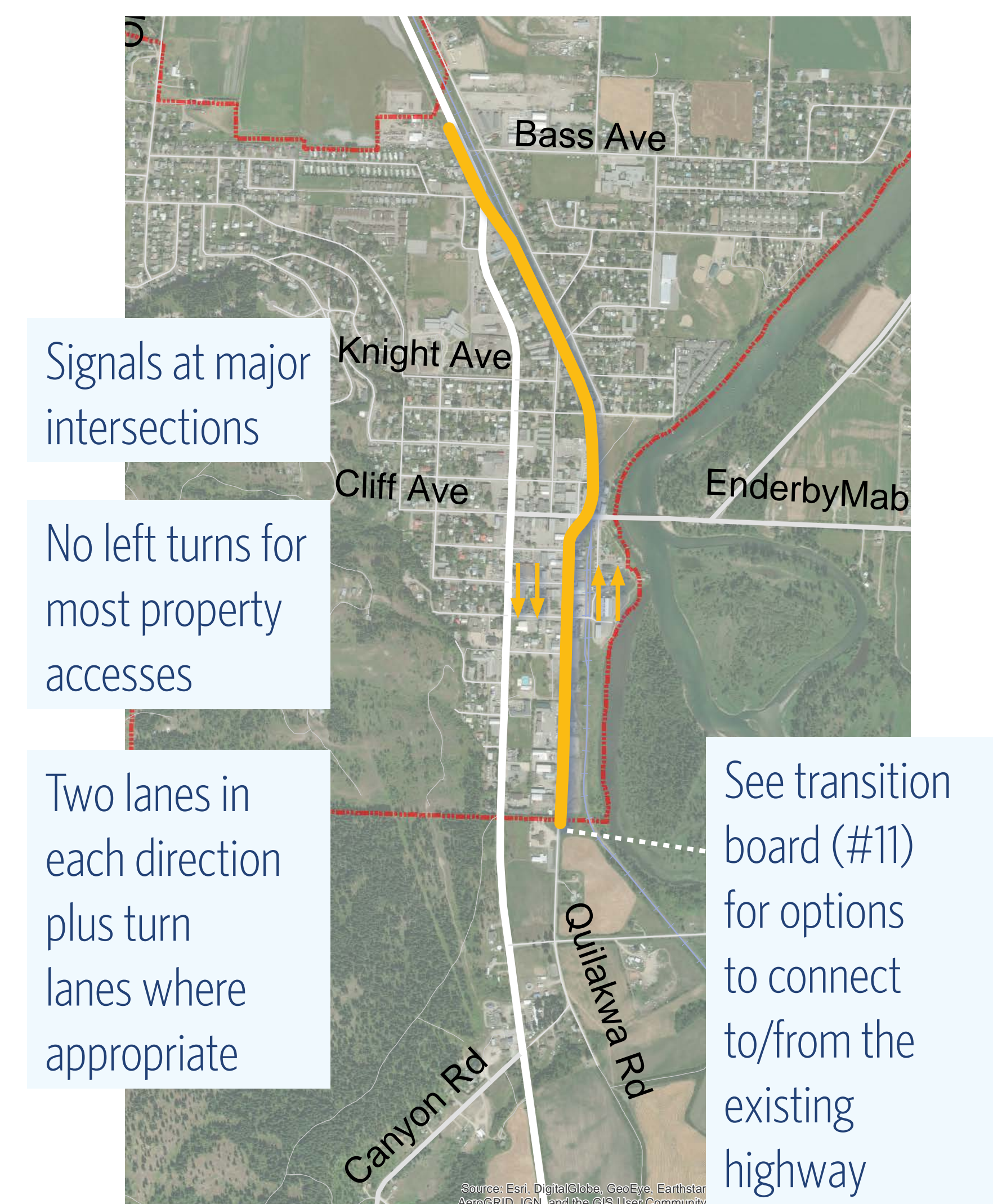


Notes: aerial imagery may not be current. Alignments are preliminary and require further engineering, analysis and refinement.

9. Short-Listed Options: Central

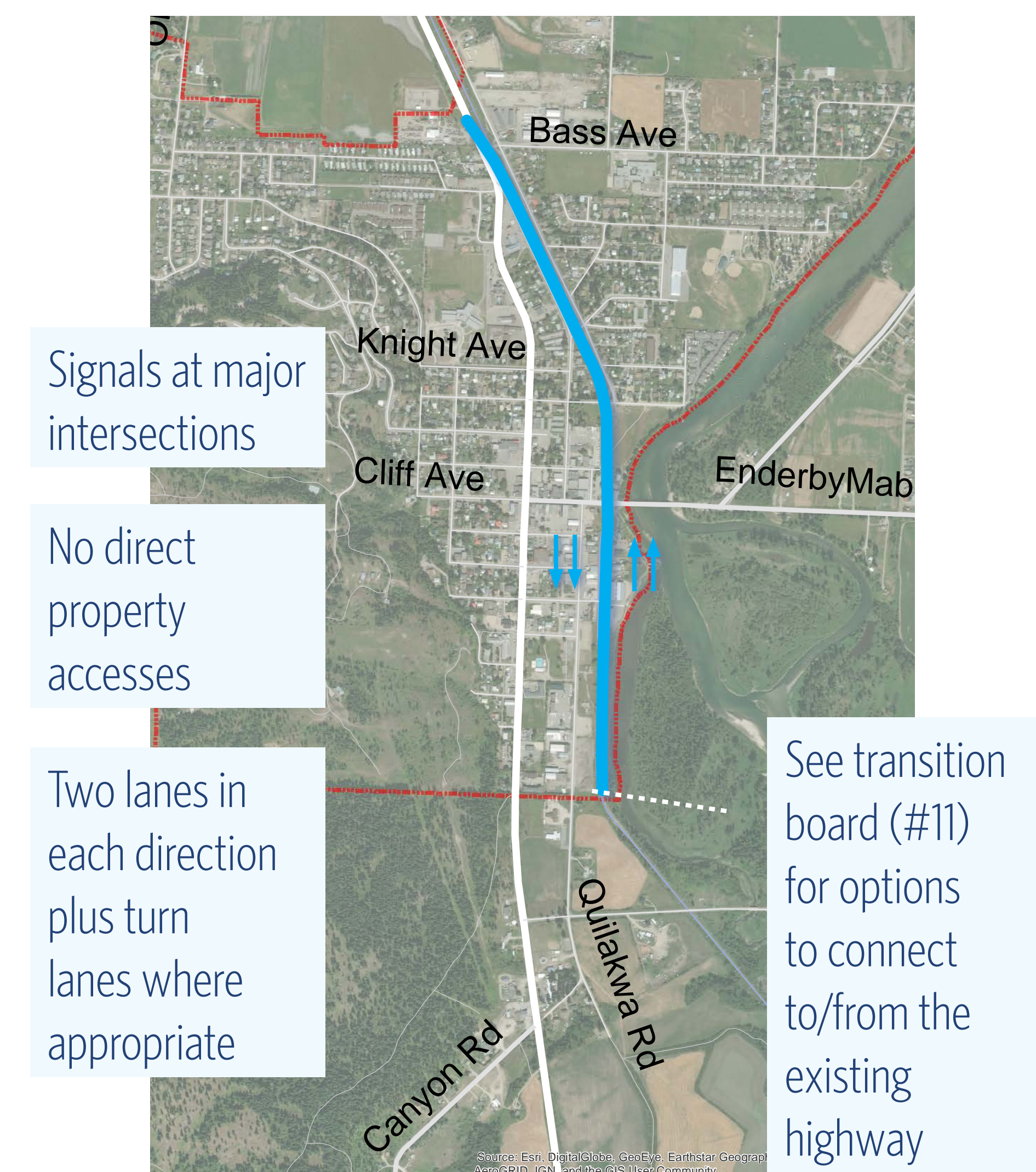
Vernon Street 4-Lane Highway

The highway would move to Vernon Street and the rail corridor north of Cliff Avenue. Some property acquisition may be required. Accesses will be defined through concept refinement. The existing highway would become a local street.



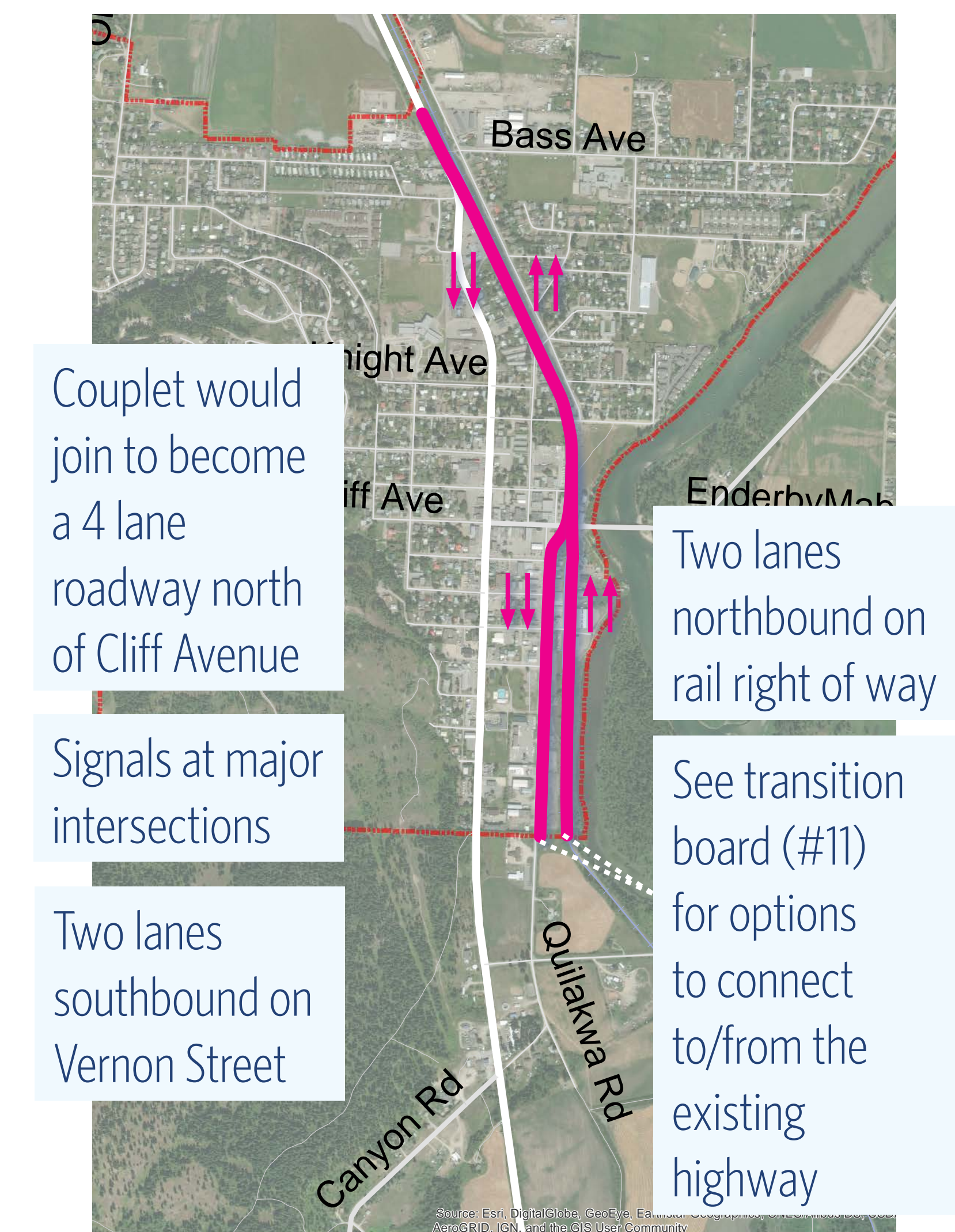
Rail Corridor 4-Lane Highway

The former rail right-of-way would be used for the highway and the existing highway would become a local street. This option would accommodate the Rail Trail either within the right of way or via another route. All property access would be via the local street network.



Vernon Street & Rail Corridor Couplet

The highway forms a couplet south of Cliff Avenue with two lanes northbound on the former rail right-of-way and two lanes southbound on Vernon Street. North of Cliff Avenue the highway would be a 4-lane roadway on the rail corridor. The existing highway would become a local street.

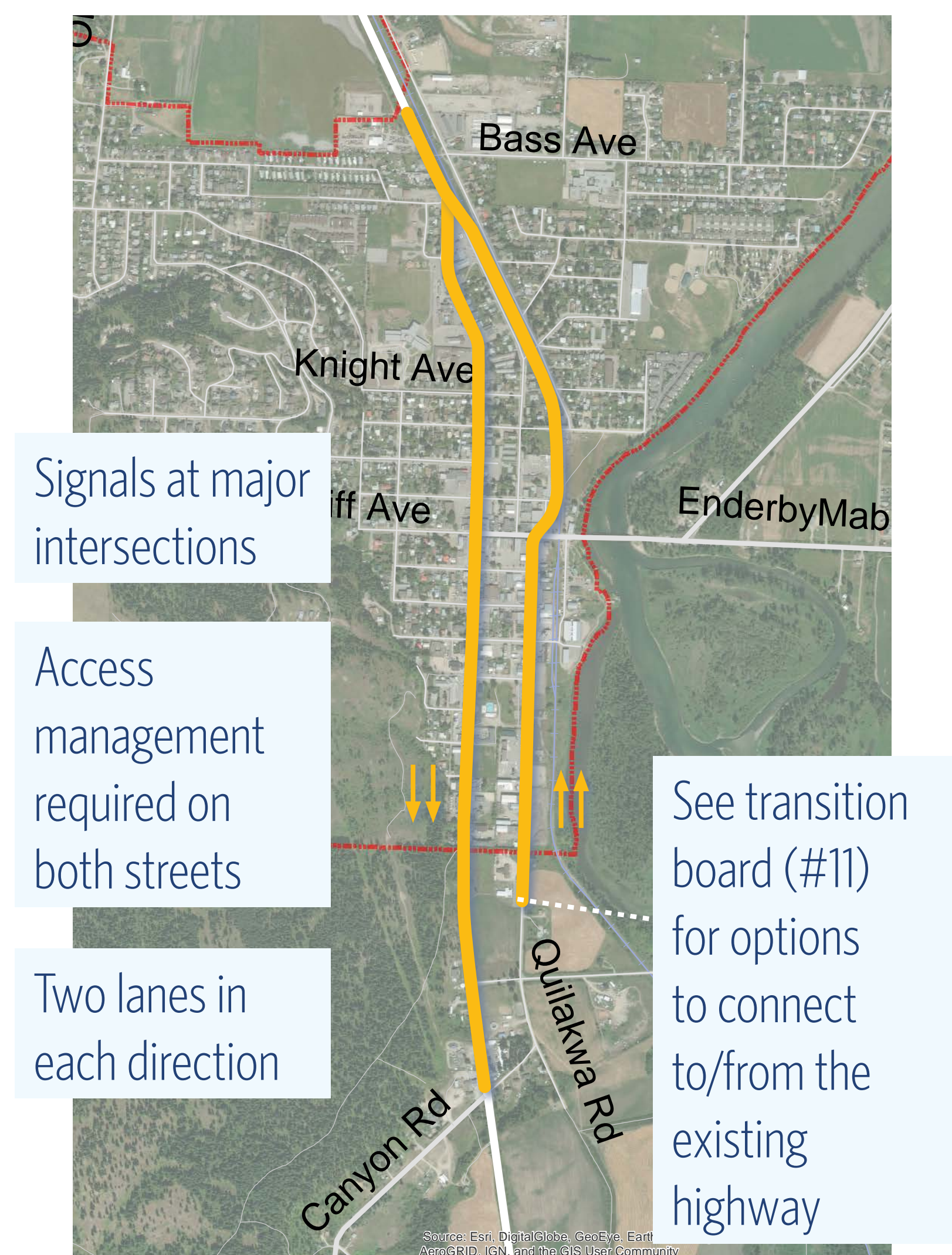


Notes: aerial imagery may not be current. Alignments are preliminary and require further engineering, analysis and refinement.

10. Short-Listed Options: Central (cont'd)

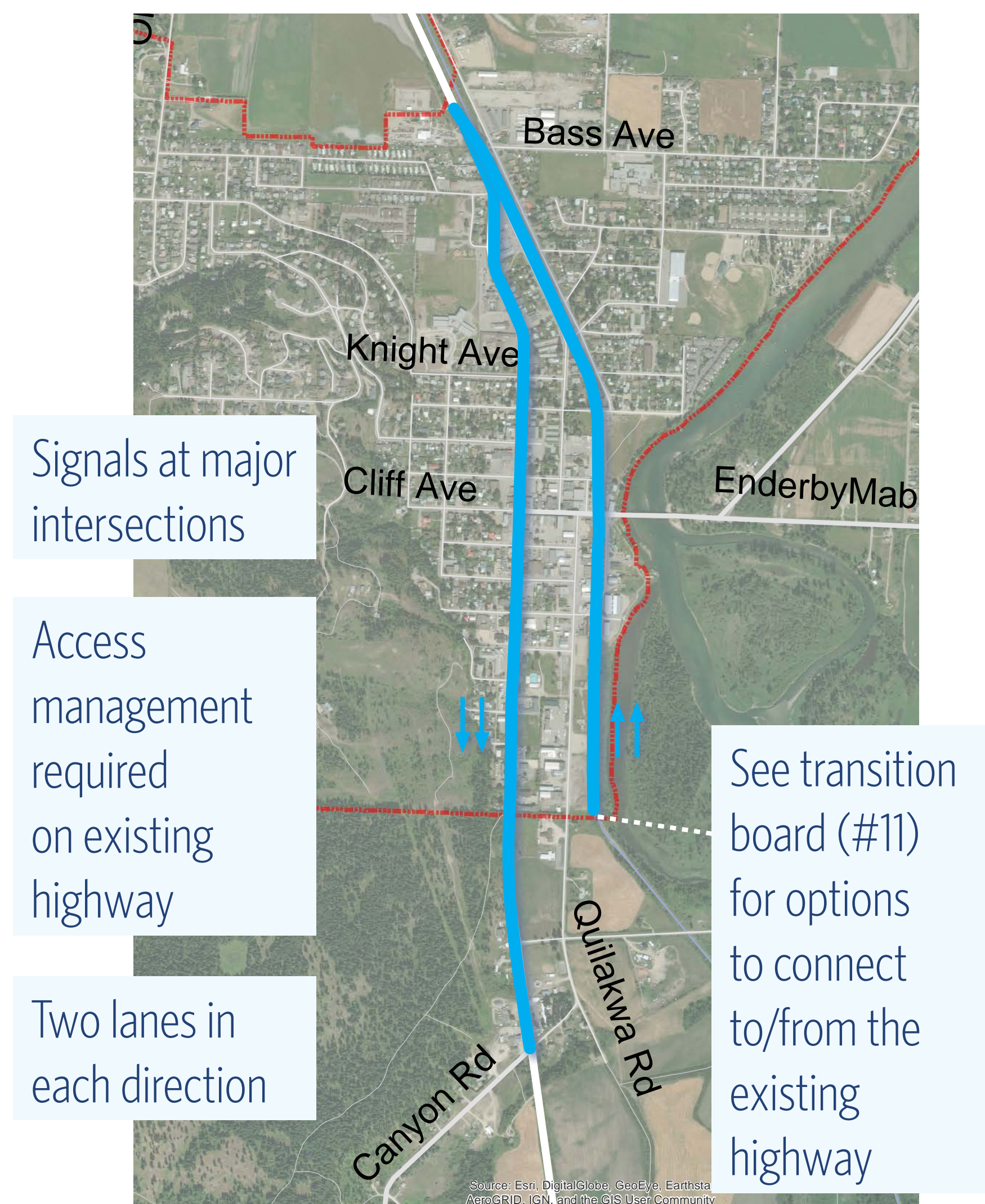
Existing Highway & Vernon Street Couplet

The highway forms a couplet by re-purposing the existing highway corridor for southbound travel only (two travel lanes) and modifying Vernon Street to accommodate northbound travel (two travel lanes).



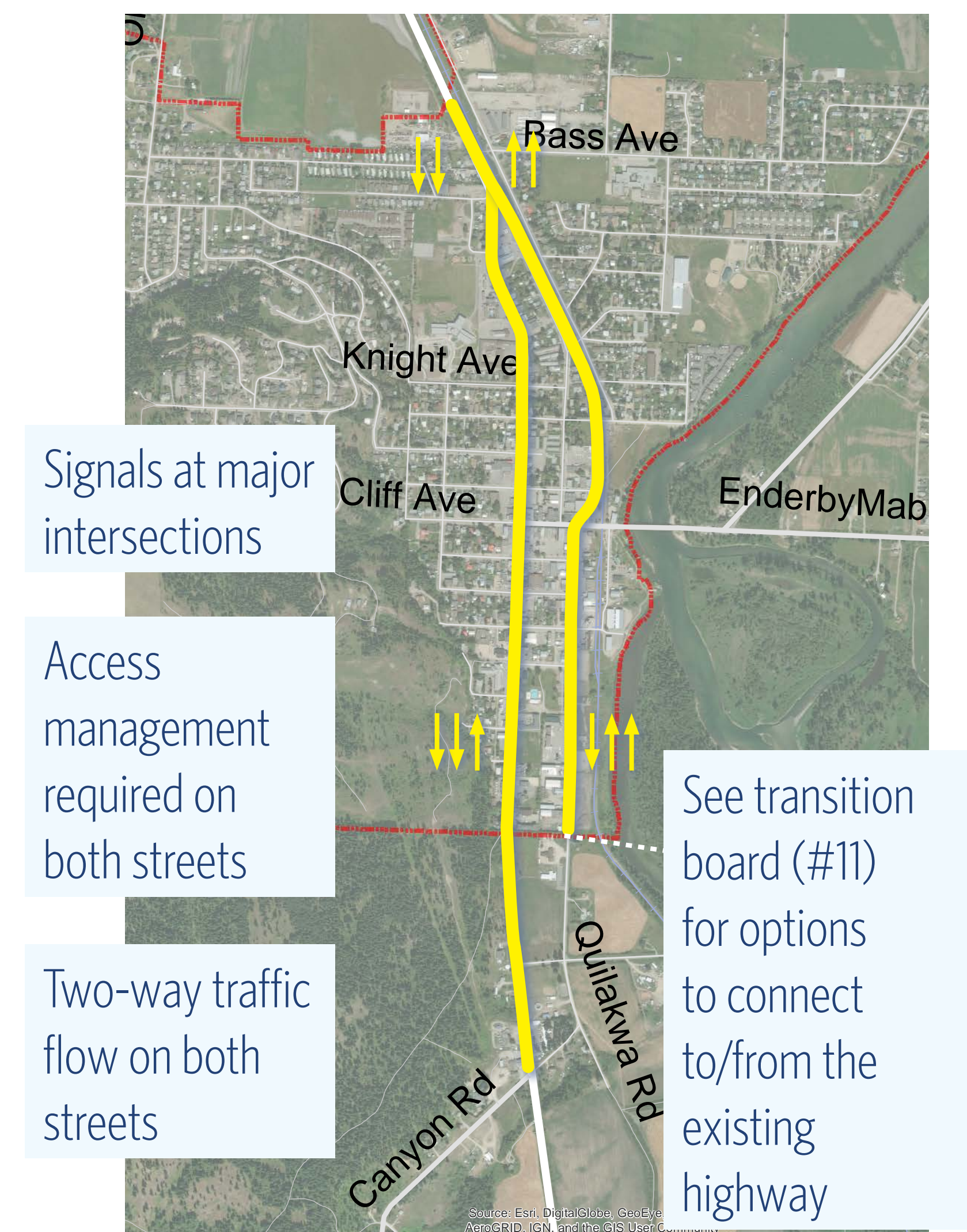
Existing Highway & Rail Corridor Couplet

The highway forms a couplet by re-purposing the existing highway corridor for southbound travel only (two travel lanes) and modifying the Rail Corridor to accommodate northbound travel (two travel lanes). This option would accommodate the Rail Trail either within the right of way or via another route.



Existing Highway & Vernon Street Modified Couplet

This option is similar to the couplet except it allows for two way travel on each street with a single lane in the opposite direction. The existing highway would accommodate two southbound lanes and one northbound lane. Vernon Street would have two northbound lanes and one southbound lane.



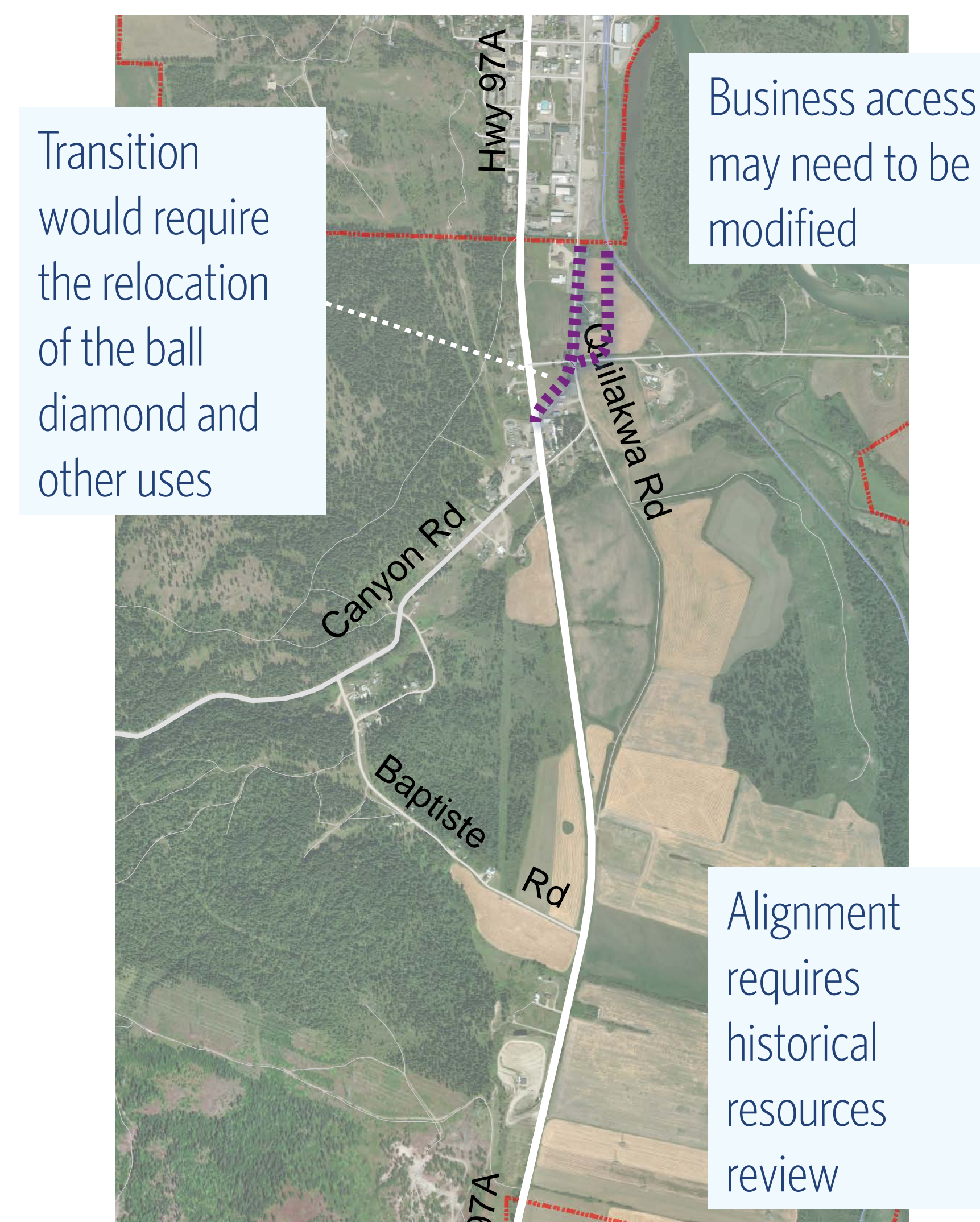
Notes: aerial imagery may not be current. Alignments are preliminary and require further engineering, analysis and refinement.

11. Short-Listed Options: Transitions

Any option that involves the use of Vernon Street and/or the Rail Corridor will involve a transition from the existing highway alignment.

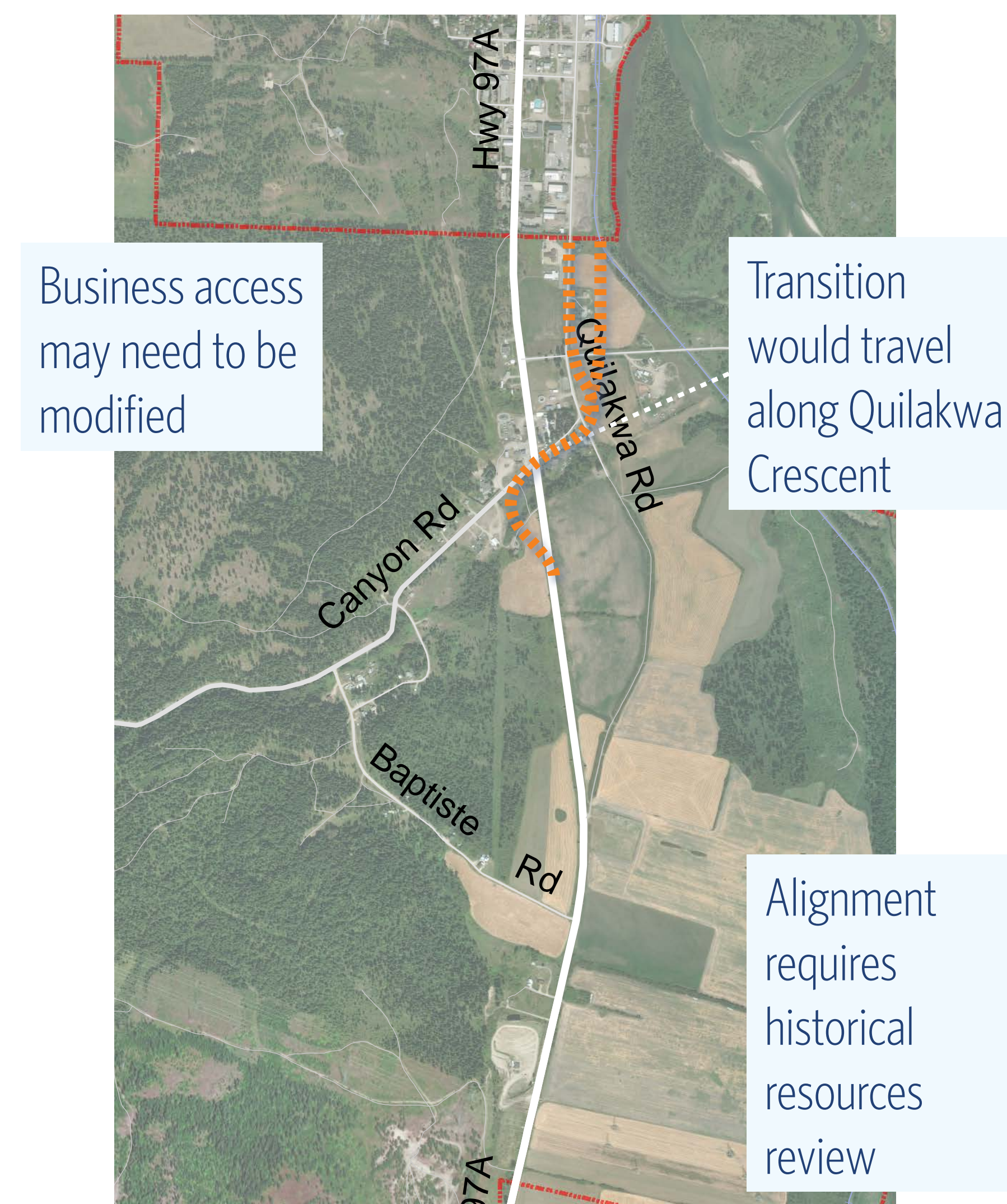
Back Enderby Road Transition

This transition occurs north of Canyon Road, passing through the existing ball diamond and other uses (which would be relocated), but avoids the future development site next to the community centre on the north side of Back Enderby Road.



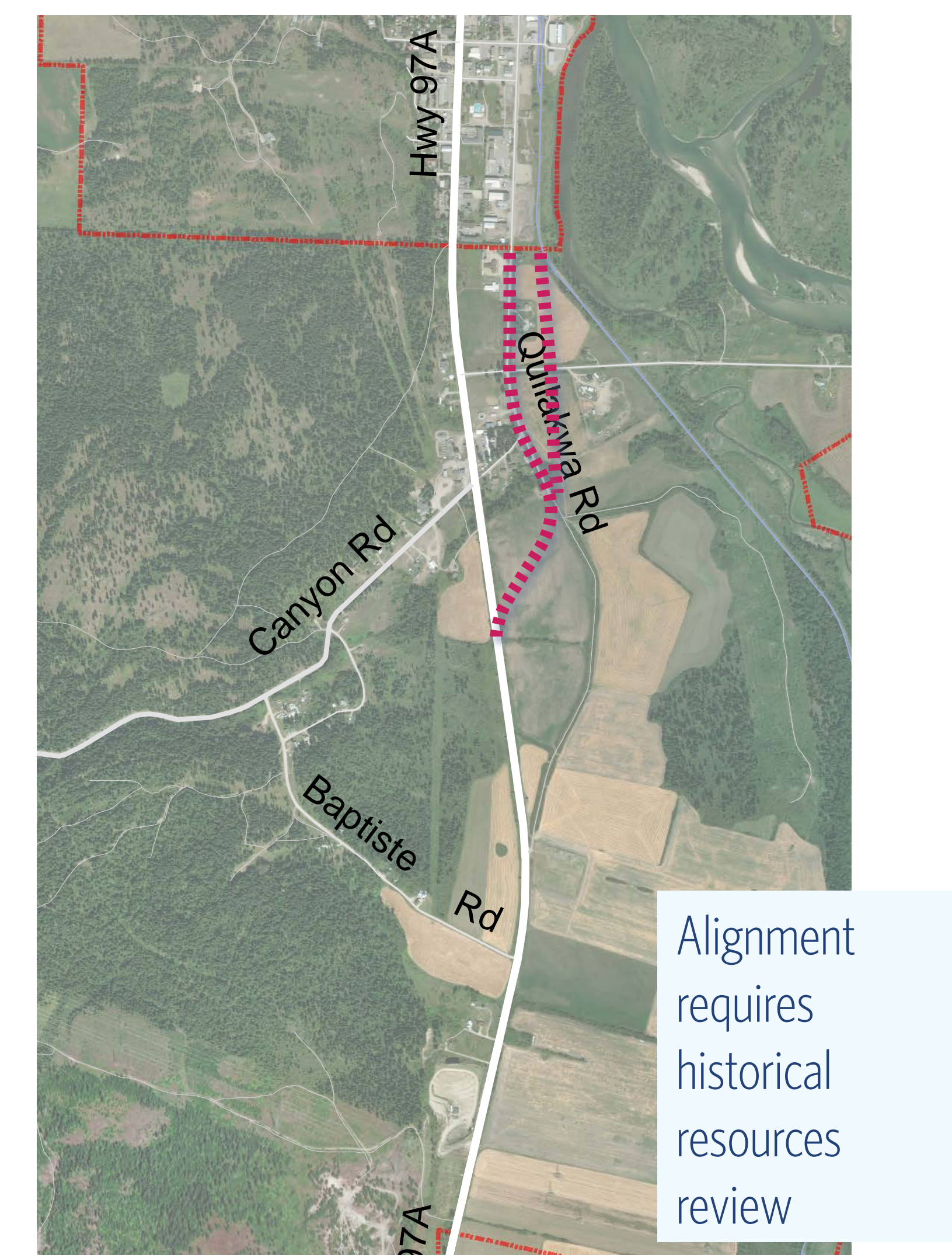
Canyon Road Transition

This option uses Quilakwa Crescent to transition between Quilakwa Road (Old Vernon Road) or the Rail Corridor and the highway. The transition requires land at either end of Quilakwa Crescent to create a proper alignment.



South of Canyon Road Transition

This transition uses connections to Quilakwa Road south of Canyon Road to transition from the existing highway to Old Vernon Road or the Rail Corridor.

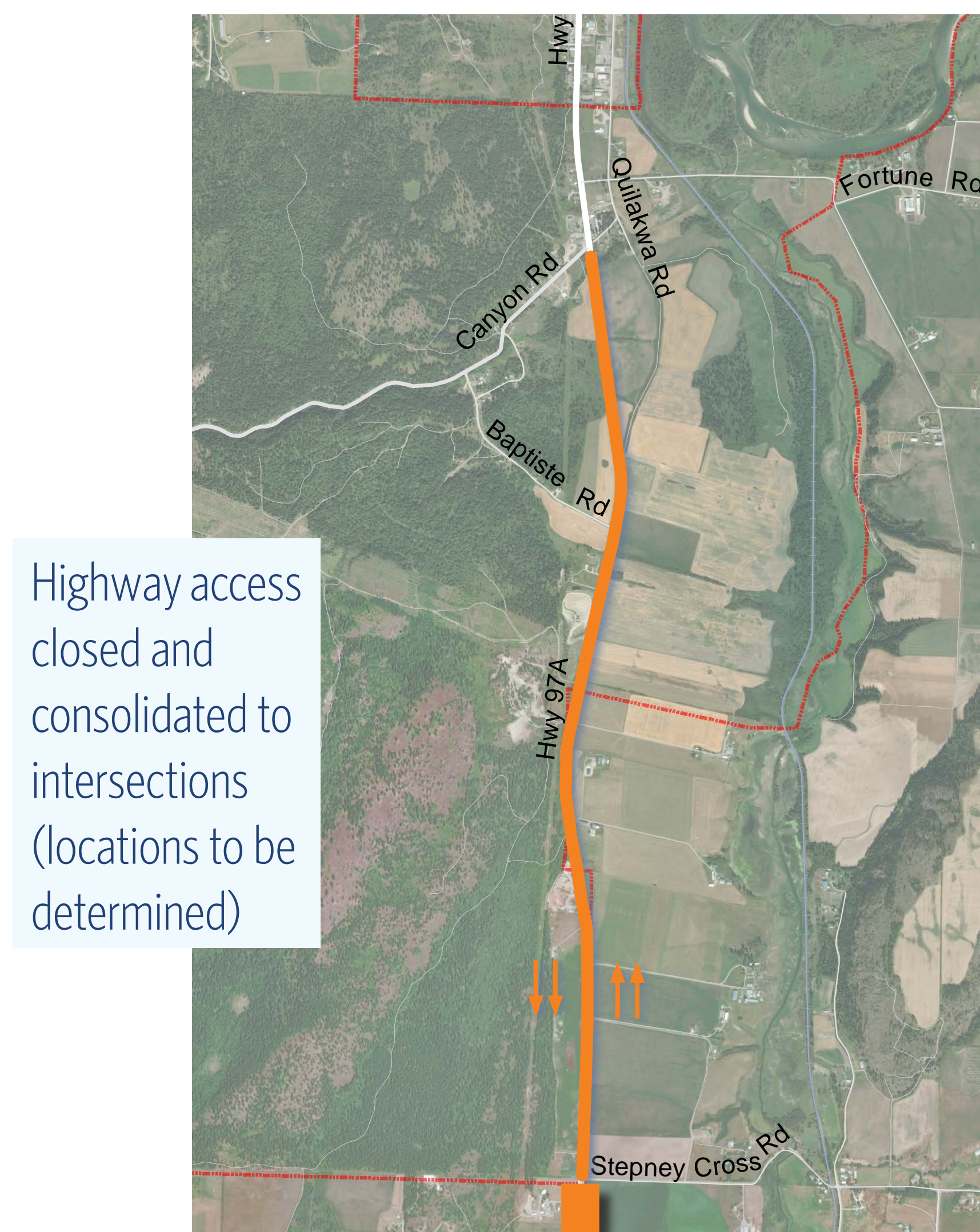


Notes: aerial imagery may not be current. Alignments are preliminary and require further engineering, analysis and refinement.

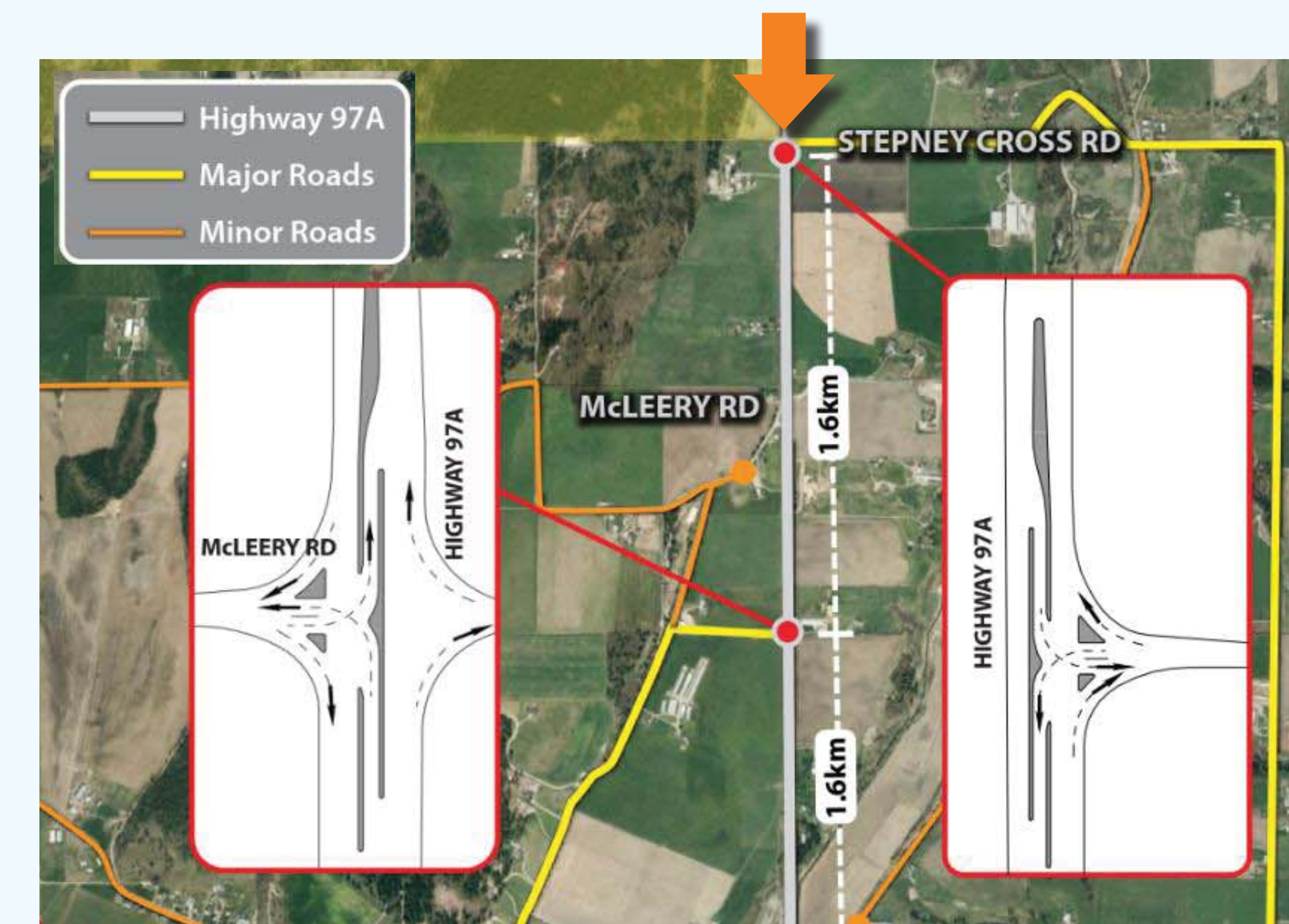
12. Short-Listed Options: South

Widen Highway to 4 Lanes

The highway would be widened in its existing location, and accesses would be consolidated using frontage and backage roads to two or three intersections.



The preferred option for this segment will be consistent with and connect to the recently completed **Highway 97A Landsdowne to Stepney Cross Road Planning & Preliminary Engineering Study** (MoTI).



Recommended access management strategy. Source: Highway 97A - Landsdowne Road to Stepney Cross Road Planning & Preliminary Engineering Study Final Report (May 2019)

Notes: aerial imagery may not be current. Alignments are preliminary and require further engineering, analysis and refinement.

13. Next Steps

What's Next?

The next steps in the study process are to review feedback and refine the options so that a detailed evaluation can occur. The detailed evaluation will identify the preferred solution. Based on the preferred solution, an implementation strategy will then be developed.



For more project information:



Project website: gov.bc.ca/highway97a-enderby-splastin-study



Email: 97AStudy@gov.bc.ca

**Thank you for
your time and
for sharing your
feedback with us!**