
APPENDIX C

WORKSHOP #2 DOCUMENTATION

Contents:

1. Invitation e-mail to participants from Murray Tekano
 - List of invitees
2. Workshop #2 – Handouts
3. Workshop #2 – Storyboards
4. Workshop #2 - Proceedings

Tim Stevens

Subject: FW: Invitation: Okanagan Valley Transportation Symposium Workshop #2 - September 16, 2011 (RSVP by September 2, 2011)

From: Tekano, Murray M TRAN:EX [\[mailto:Murray.Tekano@gov.bc.ca\]](mailto:Murray.Tekano@gov.bc.ca)

Sent: Tuesday, August 02, 2011 3:51 PM

To: 'herman.halvorson@rdno.ca'

Cc: 'trafford.hall@rdno.ca'

Subject: Invitation: Okanagan Valley Transportation Symposium Workshop #2 - September 16, 2011 (RSVP by September 2, 2011)

Herman Halvorson, Chair
Regional District of North Okanagan

Dear Herman Halvorson,

Re: Okanagan Valley Transportation Symposium, Workshop #2 - September 16, 2011

I am writing to invite you and a senior member of your staff to attend the second workshop in the series working to define the long term vision and strategic priorities for transportation in the Okanagan corridor for the next 20 years. Along with the mayors, chiefs and chairs from all communities, first nations and regional government you will be engaged in creating the final vision of transportation and setting the priorities for future initiatives to address based on the recommendations made by your representatives during Workshop #1 in July.

Below are the details for these sessions:

**Okanagan Valley Transportation Symposium
Workshop #2**

Friday - September 16th, 2011
9:00 am - 3:00 pm

Penticton Trade & Convention Centre
273 Power Street
Penticton, B.C.

Recognizing the time commitment your attendance at a full day event is the workshop is organized to make the most of your time.

The workshop doors will be open at 8:30 am for registration, coffee, juice and muffins. Beginning promptly at 9:00 am the workshop will be managed by a professional facilitator and feature presentations from experts in transit systems, light rail passenger services, cycling & walking, and land use.

Lunch, midmorning and afternoon nutrition breaks will be provided.

To assist us with venue and workshop material preparations, **please confirm your attendance and the name of the senior staff member attending with you by September 2, 2011** by return email to me at murray.tekano@gov.bc.ca or by telephone at 250-712-3629.

We expect this to be a full, engaging day and will make every effort to ensure the comfort of all attendees during the workshop. **If you or your senior staff member have any special dietary or physical needs, please let me know.**

As mentioned above a number of your representatives attended Workshop #1 in July where transportation needs were identified and draft strategic priorities and vision statements were created. Materials summarizing the Workshop #1 results will be sent to them shortly to assist in briefing you prior to Workshop #2. I am also available to meet with you and your senior staff member at any time to assist in your preparations for this upcoming session.

A final agenda and workshop package will be sent to you approximately one week prior to the workshop date.

On behalf of the Okanagan MLAs, thank you very much for your participation and we look forward to working with you to develop the vision for transportation in the Okanagan Valley.

If you have any questions or concerns regarding the workshop or our process, please feel free to contact me directly.

Yours truly,

Murray

W. Murray Tekano

District Manager, Transportation - Okanagan Shuswap District &
Senior Project Director, Kicking Horse Canyon Project
British Columbia Ministry of Transportation and Infrastructure
Phone: (250) 712-3629

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OKVTS - WORKSHOP #2 INVITATION EMAIL ADDRESSES:

CITY/DISTRICT	NAME	EMAIL
RD of Thompson-Nicola	Peter Milobar, Chair	mayor@kamloops.ca
		gtoma@tnrd.bc.ca
RD of Central Okanagan	Robert Hobson, Chair	robert.hobson@cord.bc.ca
		hrey@cocrd.bc.ca
RD of North Okanagan	Herman Halvorson, Chair	herman.halvorson@rdno.ca
	Trafford Hall	trafford.hall@rdno.ca
Columbia-Shuswap RD	Ron Oszust, Chair	rcoszust@persona.ca
		chamilton@csrd.bc.ca
RD of Okanagan-Similkameen	Dan Ashton, Chair	mayor@penticton.ca
		bnewell@rdos.bc.ca
City of Salmon Arm	Mayor Marty Bootsma	mbootsma@salmonarm.ca
	Carl Bannister	cbannister@salmonarm.ca
City of Penticton	Mayor Dan Ashton	mayor@penticton.ca
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City of Enderby	Mayor Dee Wejr	enderbycity@sunwave.net
	Barry Gagnon	bgagnon@sunwave.net
City of Armstrong	Mayor Chris Pieper	mayor@cityofarmstrong.bc.ca
	Patti Ferguson	pferguson@cityofarmstrong.bc.ca
City of Vernon	Mayor Wayne Lippert	mayor@vernon.ca
	Leon Gous	lgous@vernon.ca
City of Kelowna	Mayor Sharon Shepherd	sshepherd@kelowna.ca
	Ron Mattiussi	rmattiussi@kelowna.ca
District of Sicamous	Mayor Malcolm MacLeod	mayor@sicamous.ca
	Alan Harris	aharris@sicamous.ca
District of Coldstream	Mayor Jim Garlick	mayor@district.coldstream.bc.ca
	Michael Stamhuis	mstamhuis@district.coldstream.bc.ca
District of Lake Country	Mayor James Baker	baker@lakecountry.bc.ca
	Alberto DeFeo	adefeo@lakecountry.bc.ca
District of West Kelowna	Mayor Doug Findlater	doug.findlater@districtofwestkelowna.ca
	Jason Johnson	jason.johnson@districtofwestkelowna.ca
District of Peachland	Mayor Keith Fielding	mayor@peachland.ca
	Elsie Lemke	elemke@peachland.ca
District of Summerland	Mayor Janice Perrino	mayor@summerland.ca
		ddegagne@summerland.ca
Town of Oliver	Mayor Pat Hampson	phampson@oliver.ca
	Tom Szalay	tszalay@oliver.ca
Town of Osoyoos	Mayor Stu Wells	swells@osoyoos.ca
	Barry Romanko	bromanko@osoyoos.ca
Township of Spallumcheen	Mayor Will Hansma	mail@spallumcheentwp.bc.ca
	Lynda Shykora	admin@spallumcheentwp.bc.ca
Village of Keremeos	Mayor Walter Despot	town@keremeos.ca
		cao@keremeos.ca
Village of Lumby	Mayor Ken Acton	mayoracton@lumby.ca
		tomk@lumby.ca

CITY/DISTRICT	NAME	EMAIL
BC Transit	Manuel Achadinha, Pres/CEO	manuel_achadinha@bctransit.com
BC Transit	Mike Davis	mike_davis@bctransit.com
BC Transit	Michelle Orfield	michelle_orfield@bctransit.com
FIRST NATIONS		
Westbank First Nation	Chief Robert Louie	cclough@wfn.ca
Westbank First Natino	Pat Fosbery	pfosbery@wfn.ca
Osoyoos Indian Band	Chief Clarence Louie	Chief@oib.ca
Penticton Indian Band	Chief Jonathan Kruger	Chief@pib.ca
Okanagan Indian Band	Chief Byron Louis	okibcouncil@okanagan.org
Splats'in First Nations	Chief Wayne Christian	Chief_wmchristian@spallumcheen.org
Lower Similkameen IB	Chief Robert Edward	execassist@lsib.net



OKANAGAN VALLEY TRANSPORTATION SYMPOSIUM

WORKSHOP #2 HANDOUTS

SEPTEMBER 16, 2011

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AGENDA

1. Opening Remarks – Norm Letnick
2. Call to Order – Bob Vaughan
3. Overview – Tim Stevens
4. Workshop One Recap – Tim Stevens
5. Land Use Presentation – Ed Grifone
- 6. Coffee Break**
7. Breakout Session #1: Ranking Key Strategic Priorities
8. Transit Presentation – Clive Rock
- 9. Lunch**
10. Active Modes Presentation – Brian Patterson
11. Breakout #2 Session: Select key phases for the vision statement
- 12. Coffee Break**
13. Breakout # 3 Session: Create vision statements for each region
14. Group Activity: Develop consensus on one corridor vision statement
15. Summary of Session – Tim Stevens
16. Next Steps – Murray Tekano
17. Closing Comments – Norm Letnick

OKANAGAN VALLEY TRANSPORTATION SYMPOSIUM

WORKSHOP PROCESS

Initial First Nations Meetings / Initial Stakeholders Meetings

Individual meetings to identify priorities and expectations
(late May / early June 2011)

WORKSHOP #1

(July 19 – 20, 2011)

- Senior-staff-level attendees (reports to council)
- Supported by transportation and land use planning experts
- Presentations on transit, active modes and land use
- Summary of initial First Nations meetings
- Summary of initial stakeholder meetings
- Identify needs
- Identify strategic priorities to address needs
- Develop initial vision statements

WORKSHOP #1A

- South Okanagan Municipalities
- First Nations
- Regional District
- Chambers of Commerce

WORKSHOP #1B

- Central Okanagan Municipalities
- First Nations
- Regional District
- Chambers of Commerce

WORKSHOP #1C

- North Okanagan Municipalities
- First Nations
- Regional District
- Chambers of Commerce

Preliminary Reporting and Documentation

WORKSHOP #2

(September 16, 2011)

- Elected officials and senior-staff-level attendees
- Introduction and review of workshop objectives
- Technical presentations
- Review work-to-date
- Identify key strategic priorities
- Develop valley-wide vision statement

Presentation on Bus and Rail Transit Principles

Presentation on Land Use Planning Principles

Presentation on Active Mode Principles

Final Reporting and Documentation

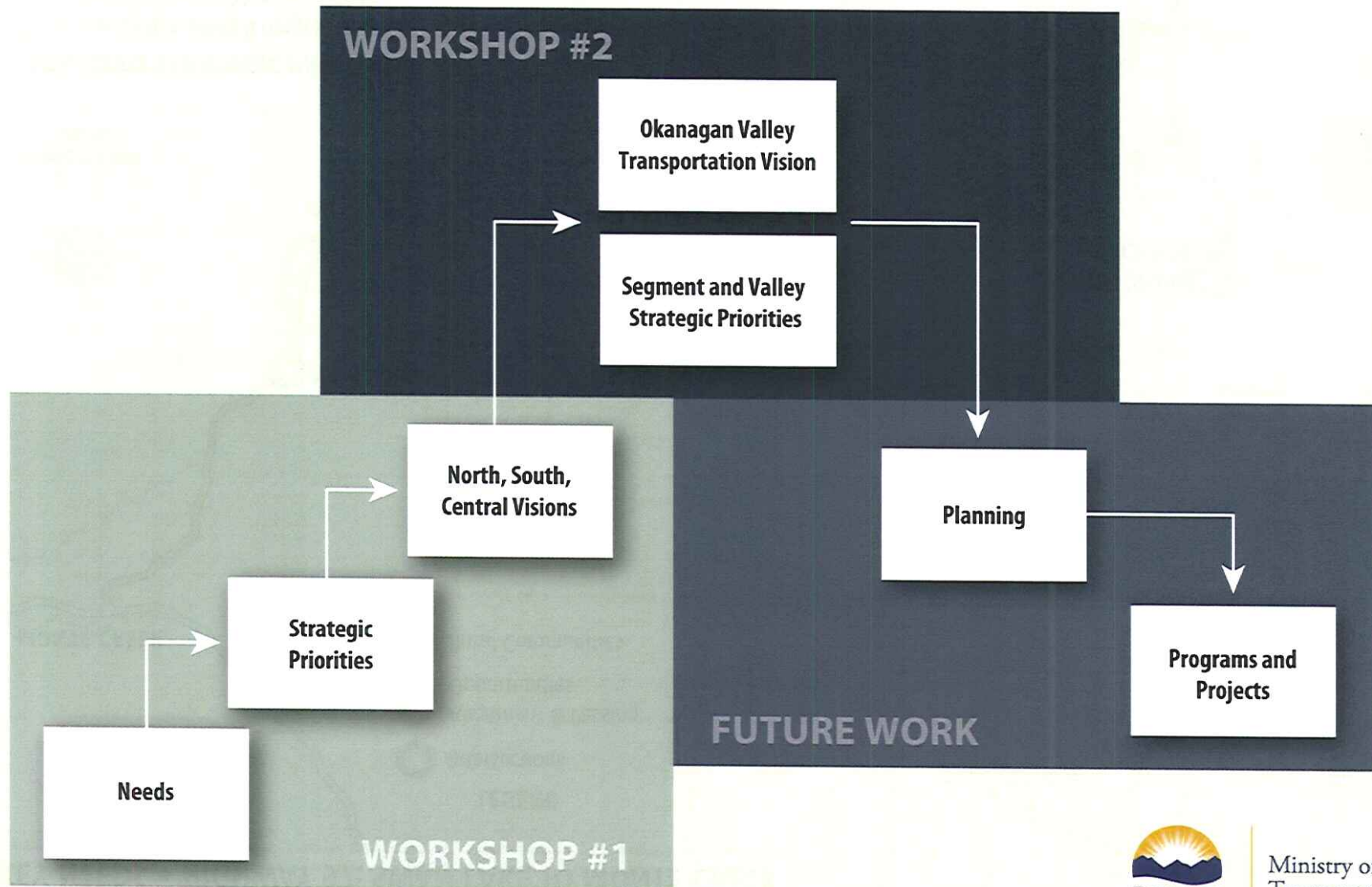
FIGURE 1



Ministry of
Transportation
and Infrastructure

OKANAGAN VALLEY TRANSPORTATION SYMPOSIUM

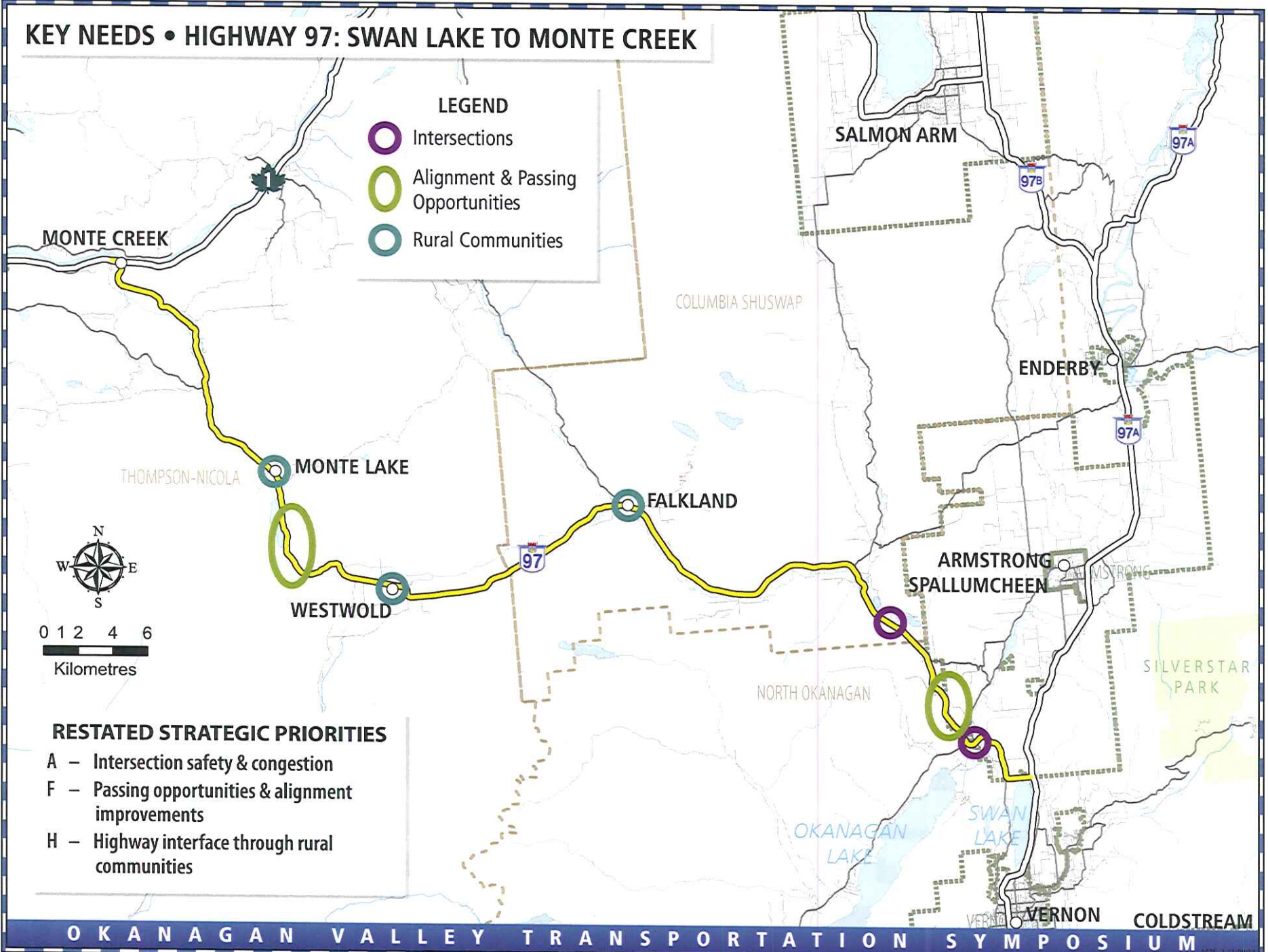
WORKSHOP PROCESS - NEEDS TO PROJECTS



KEY NEEDS • HIGHWAY 97: SWAN LAKE TO MONTE CREEK

LEGEND

- Intersections
- Alignment & Passing Opportunities
- Rural Communities







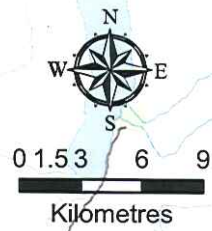
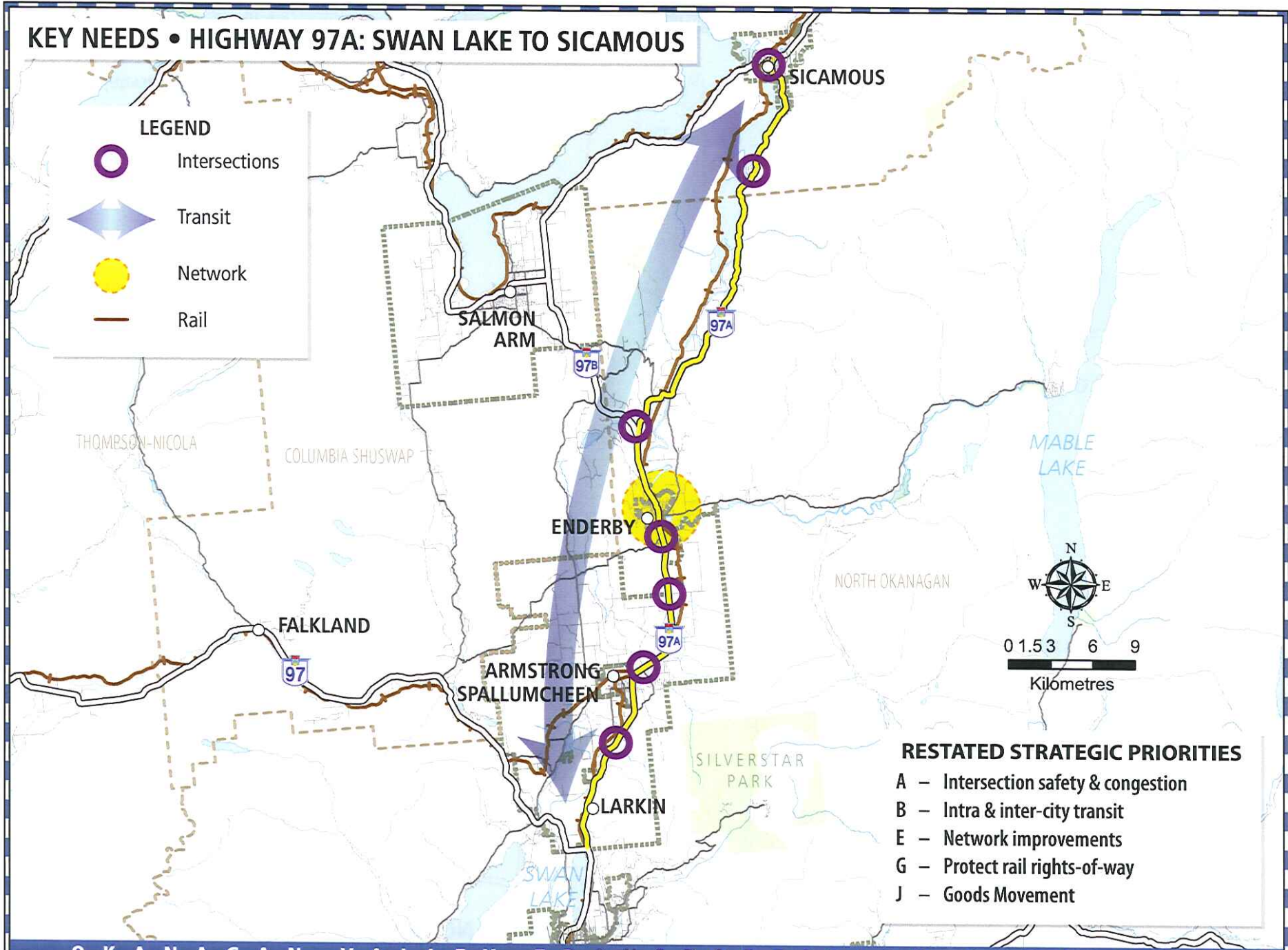
RESTATED STRATEGIC PRIORITIES

- A – Intersection safety & congestion
- F – Passing opportunities & alignment improvements
- H – Highway interface through rural communities

KEY NEEDS • HIGHWAY 97A: SWAN LAKE TO SICAMOUS

LEGEND

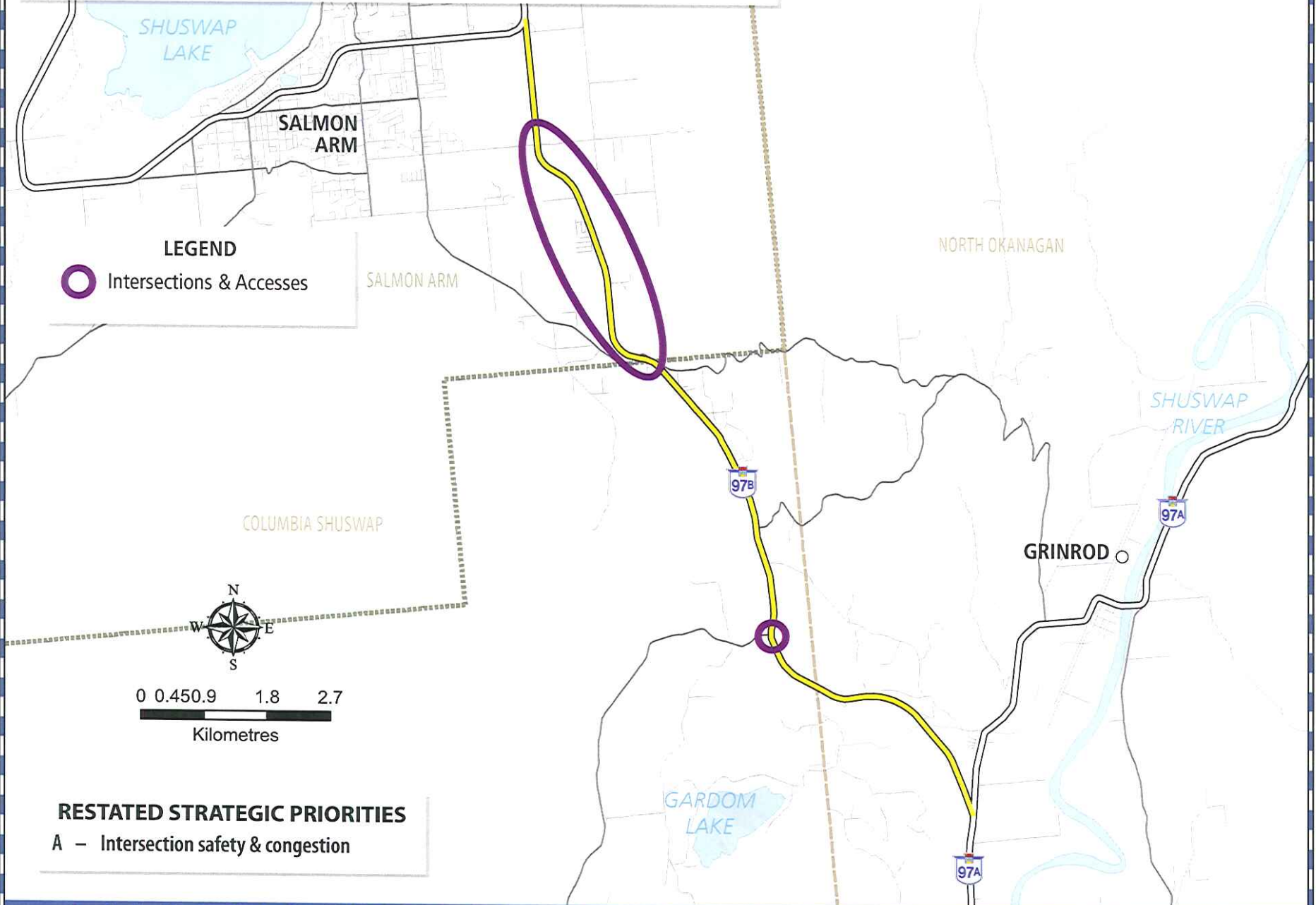
-  Intersections
-  Transit
-  Network
-  Rail



RESTATED STRATEGIC PRIORITIES

- A – Intersection safety & congestion
- B – Intra & inter-city transit
- E – Network improvements
- G – Protect rail rights-of-way
- J – Goods Movement

KEY NEEDS • HIGHWAY 97B: SALMON ARM TO HIGHWAY 97A



LEGEND

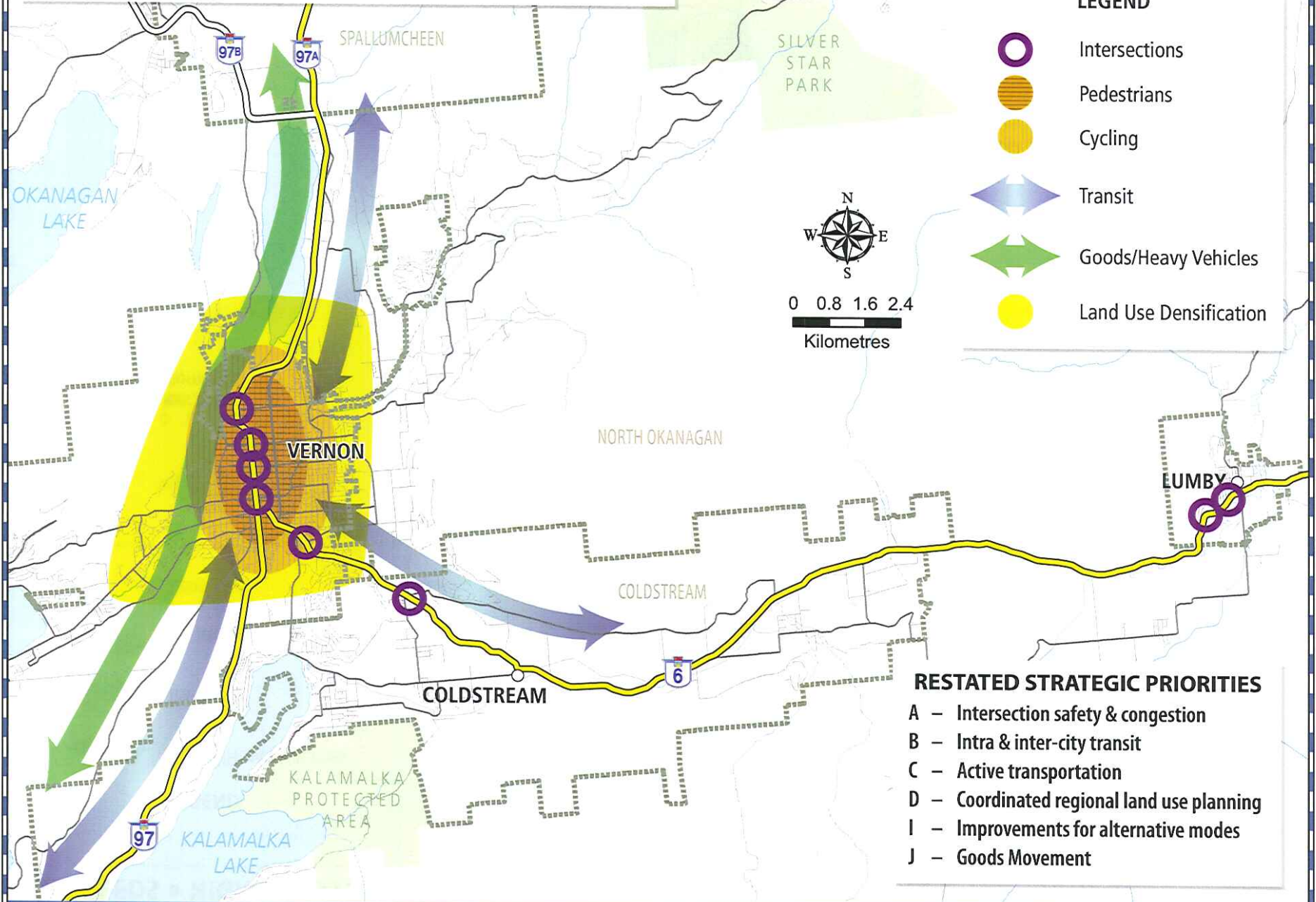
○ Intersections & Accesses

0 0.450.9 1.8 2.7
Kilometres







RESTATED STRATEGIC PRIORITIES

A – Intersection safety & congestion

KEY NEEDS • HIGHWAY 97: VERNON and HIGHWAY 6



LEGEND

-  Intersections
-  Pedestrians
-  Cycling
-  Transit
-  Goods/Heavy Vehicles
-  Land Use Densification

RESTATED STRATEGIC PRIORITIES

- A – Intersection safety & congestion
- B – Intra & inter-city transit
- C – Active transportation
- D – Coordinated regional land use planning
- I – Improvements for alternative modes
- J – Goods Movement

KEY NEEDS • HIGHWAY 97: KELOWNA TO VERNON

LEGEND

- Goods/Heavy Vehicles
- Transit
- All Modes
- Land Use



0 1 2 3
Kilometres

THOMPSON-NICOLA

OKANAGAN LAKE

WOOD LAKE

LAKE COUNTRY

97

VERNON

COLDSTREAM

NORTH OKANAGAN

CENTRAL OKANAGAN

KELOWNA

RESTATED STRATEGIC PRIORITIES

- B – Intra & inter-city transit
- C – Active transportation
- D – Coordinated regional land use planning
- J – Goods Movement

KEY NEEDS • HIGHWAY 97: KELOWNA & HIGHWAY 33

LEGEND



Intersections



Transit

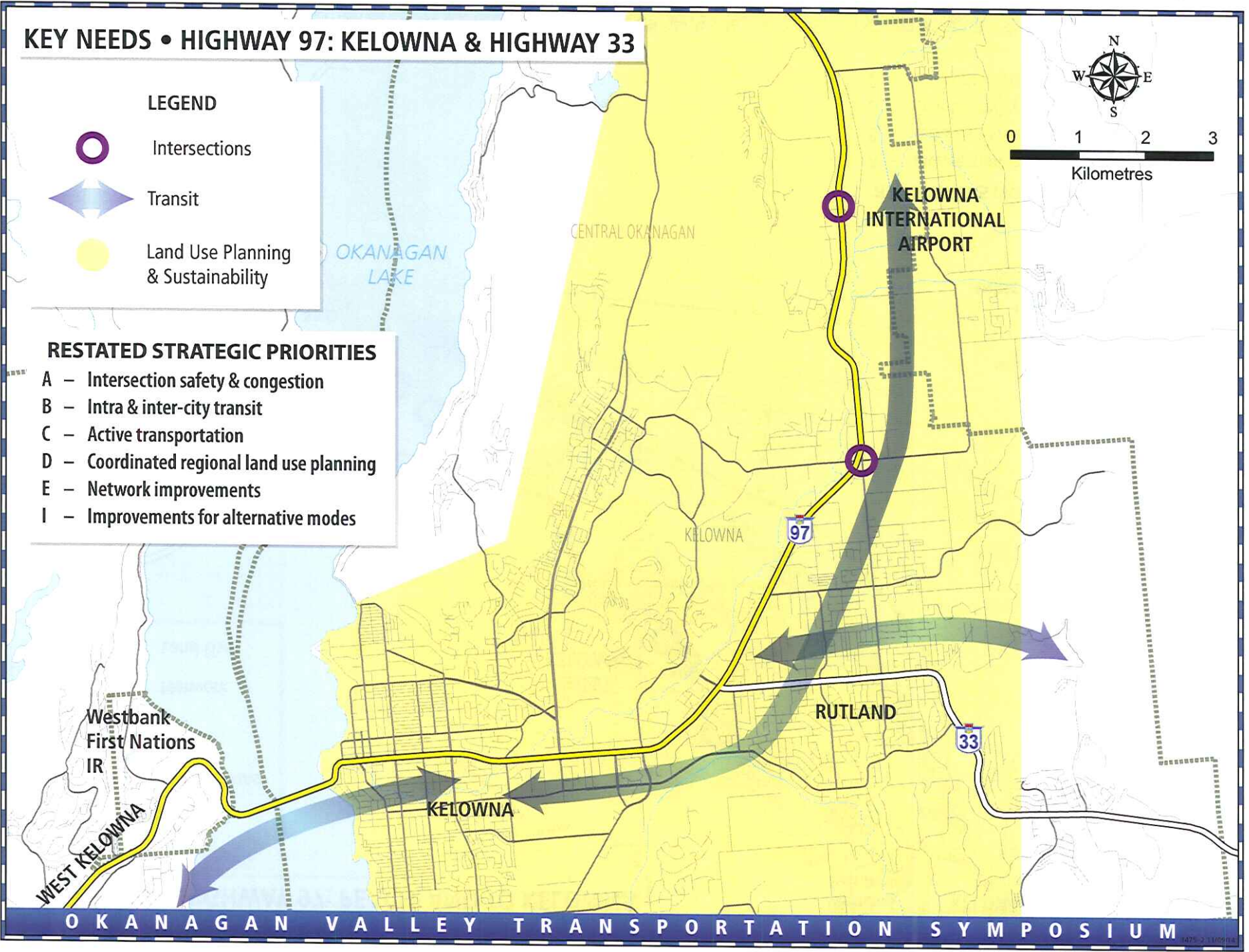


Land Use Planning
& Sustainability







RESTATED STRATEGIC PRIORITIES

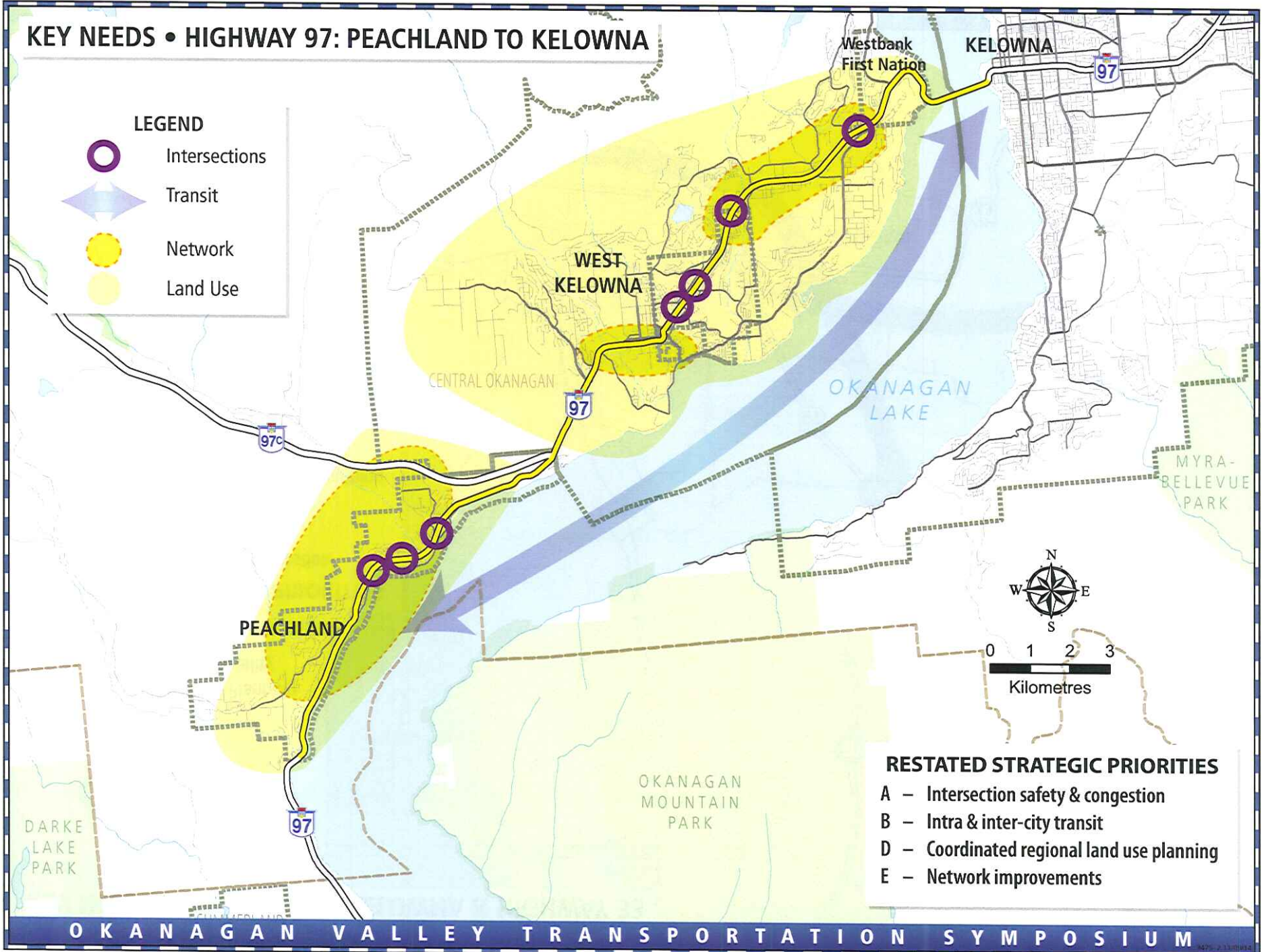
- A – Intersection safety & congestion
- B – Intra & inter-city transit
- C – Active transportation
- D – Coordinated regional land use planning
- E – Network improvements
- I – Improvements for alternative modes



KEY NEEDS • HIGHWAY 97: PEACHLAND TO KELOWNA

LEGEND

-  Intersections
-  Transit
-  Network
-  Land Use







RESTATED STRATEGIC PRIORITIES

- A – Intersection safety & congestion
- B – Intra & inter-city transit
- D – Coordinated regional land use planning
- E – Network improvements

KEY NEEDS • HIGHWAY 97 PENTICTON TO PEACHLAND

LEGEND

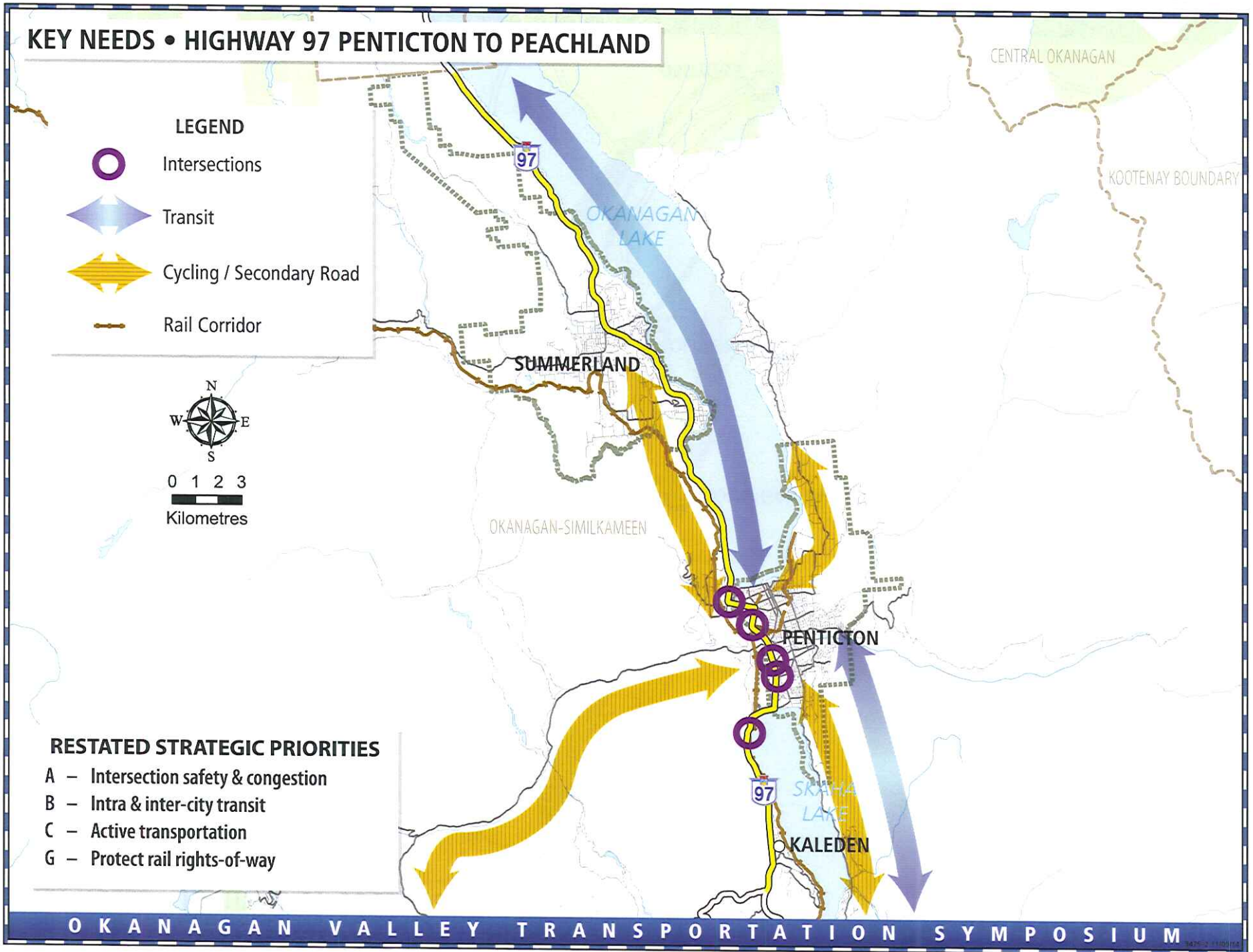
-  Intersections
-  Transit
-  Cycling / Secondary Road
-  Rail Corridor



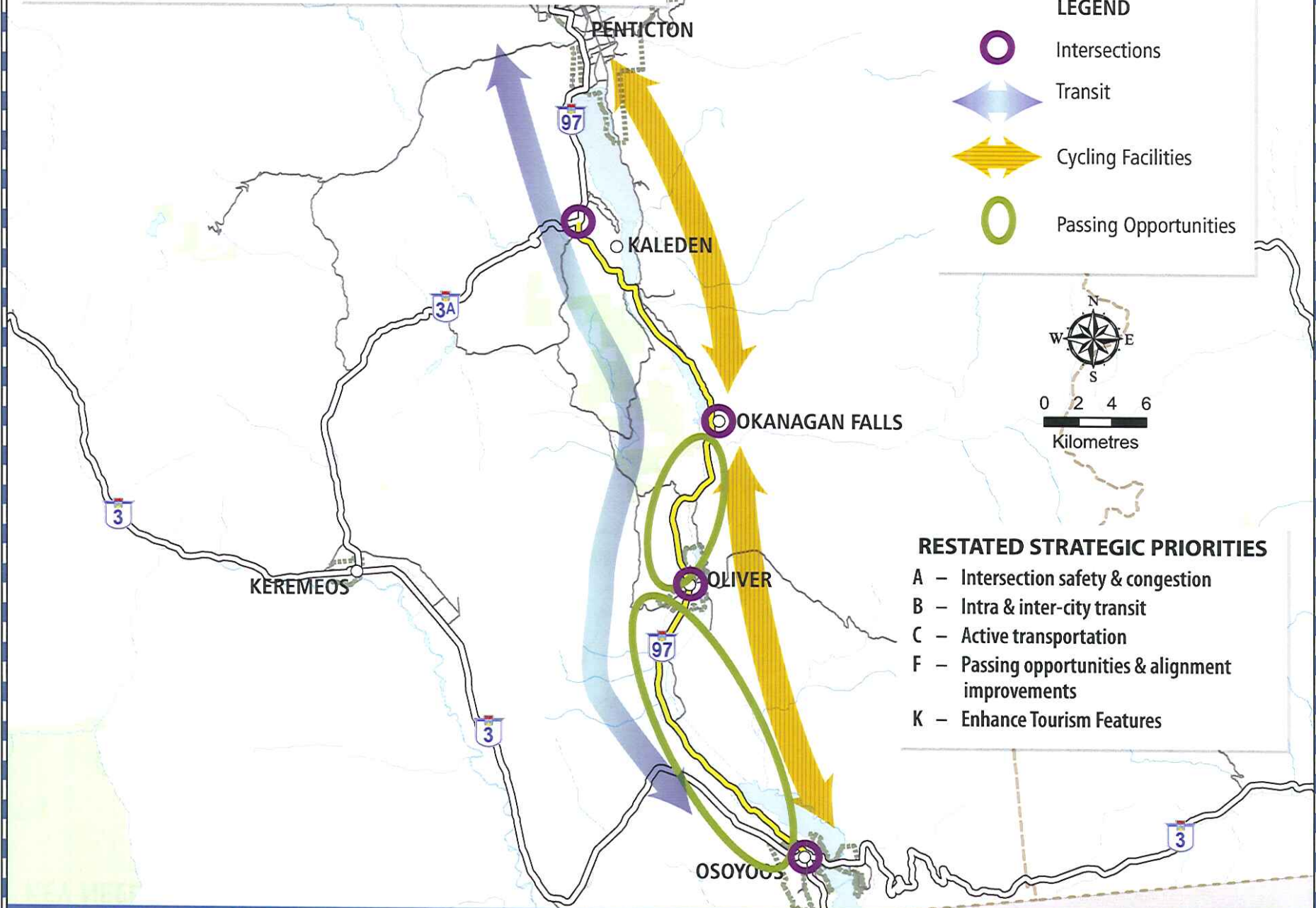
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Kilometres

RESTATED STRATEGIC PRIORITIES

- A – Intersection safety & congestion
- B – Intra & inter-city transit
- C – Active transportation
- G – Protect rail rights-of-way



KEY NEEDS • HIGHWAY 97 OSOYOOS TO PENTICTON



LEGEND

-  Intersections
-  Transit
-  Cycling Facilities
-  Passing Opportunities



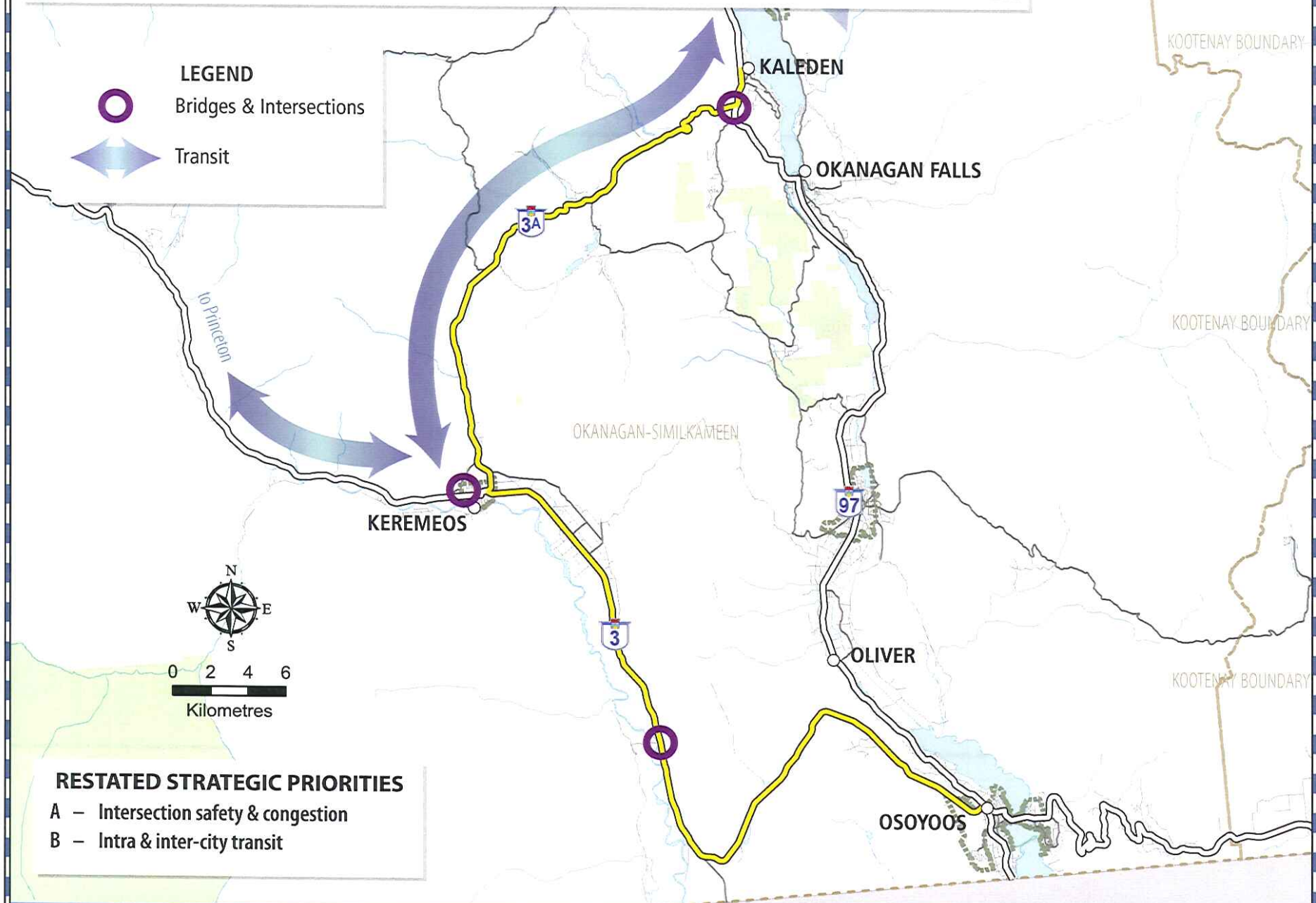
RESTATED STRATEGIC PRIORITIES

- A – Intersection safety & congestion
- B – Intra & inter-city transit
- C – Active transportation
- F – Passing opportunities & alignment improvements
- K – Enhance Tourism Features

KEY NEEDS • HIGHWAY 3 & 3A KEREMEOS TO OSOYOOS / KEREMEOS TO KALEDEN

LEGEND

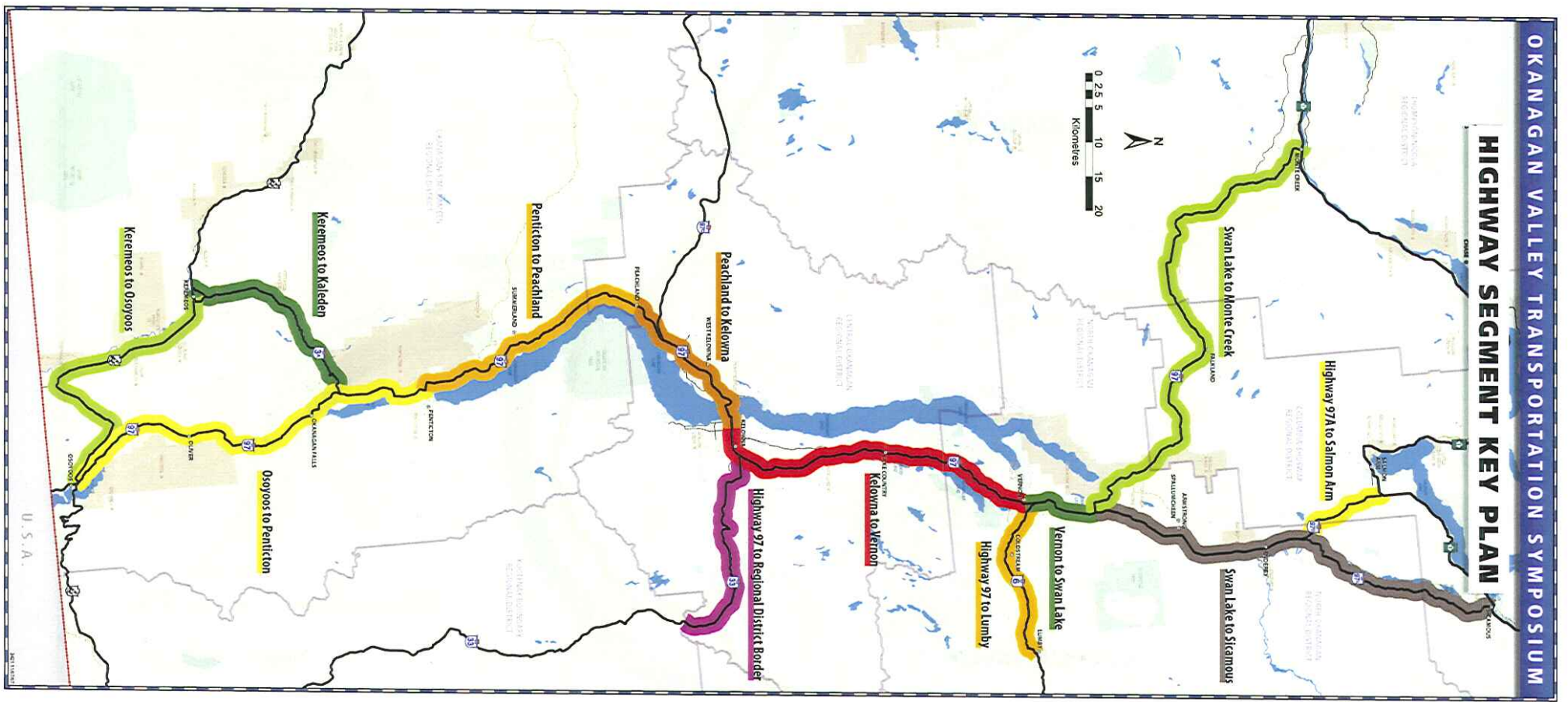
-  Bridges & Intersections
-  Transit



RESTATED STRATEGIC PRIORITIES

- A - Intersection safety & congestion
- B - Intra & inter-city transit

HIGHWAY SEGMENT KEY PLAN



RESTATED STRATEGIC PRIORITIES

Strategic Priority	Restated Strategic Priority
A	Improve rural and urban intersection safety and congestion and provide access for economic development opportunities.
B	Promote inter- and intra-community transit as a valley wide system. Improve transit mode share.
C	Include “active transportation” elements in the planning and implementation of highway improvements.
D	Develop coordinated regional approach to land use and sustainable transportation planning.
E	Planning for network improvements that assist in community revitalization and provide alternate routes for local traffic.
F	Improve safety and reduce travel times on rural highways through provision of passing opportunities and alignment improvements.
G	Protect existing rail rights-of-way for potential future transportation and utility needs.
H	Improve the highway interface through rural communities including provision for active modes and connections across the highway.
I	Improve the ability of alternative modes to compete with the automobile through land use densification, development of a regional TDM strategy and implementation of sustainability planning.
J	Develop a multi-modal transportation network to facilitate the movement of goods throughout the Okanagan valley.
K	Develop the highway corridor and future improvements to enhance the unique tourism features of the area with a goal of creating a unique destination travel experience.

NOTES

NOTES





2 minute warning



Ministry of
Transportation
and Infrastructure

OKANAGAN VALLEY TRANSPORTATION SYMPOSIUM



Welcome to Workshop #2

September 16, 2011



Introduction

MLA Norm Letnick



Attendees

Members of Parliament

- Honourable George Abbott, MLA – Shuswap
- Honourable Bill Barisoff, MLA – Penticton
- Eric Foster, MLA – Vernon – Monashee
- Norm Letnick, MLA – Kelowna – Lake Country
- John Slater, MLA – Boundary – Similkameen
- Ben Stewart, MLA – Westside – Kelowna
- Honourable Steve Thomson, MLA – Kelowna – Mission

First Nations

- Loretta Swite-Ghostkeeper, Councillor, Westbank First Nations
- Chief Johathan Kruger, Penticton Indian Band
- Trudy Peterson, Housing Co-ordinator, Lower Similkameen Indian Band



Attendees

Municipalities

- Mayor Sharon Shepherd, City of Kelowna
- Ron Mattiussi, City Manager, City of Kelowna
- Mayor James Baker, District of Lake Country
- Michael Mercer, Director of Planning, District of Lake Country
- Mayor Chris Pieper, City of Armstrong
- Patti Ferguson, CAO, City of Armstrong
- Mayor Jim Garlick, District of Coldstream
- Mayor Dee Wejr, City of Enderby
- Mayor Walter Despot, Village of Keremeos
- Laurie Taylor, CAO, Village of Keremeos
- Ben Winters, Acting Mayor, Village of Lumby
- Tom Kadla, CAO, Village of Lumby



Attendees

Municipalities

- Mayor Doug Findlater, District of West Kelowna
- Jason Johnson, CAO, District of West Kelowna
- Rob Mueller, Engineering Manager, District of West Kelowna
- Mayor Pat Hampson, Town of Oliver
- Tom Szalay, Municipal Manager, Town of Oliver
- Terry Condon, Acting Mayor, District of Peachland
- Peter Schierbeck, Councillor, District of Peachland
- Dave Smith, Director of Planning, District of Peachland
- Mayor Dan Ashton, City of Penticton
- Mitch Moroziuk, Director of Operations, City of Penticton
- Ian Chapman, City Engineer, City of Penticton
- Mayor Marty Bootsma, City of Salmon Arm
- Carl Bannister, CAO, City of Salmon Arm



Attendees

Municipalities

- Mayor Malcolm MacLeod, District of Sicamous
- Alan Harris, CAO, District of Sicamous
- Mayor Janice Perrino, District of Summerland
- Dave Hill, Operations Manager, District of Summerland
- Mayor Wayne Lippert, City of Vernon
- Amanda Watson, Municipal Transportation Tech.III, City of Vernon
- Mayor Stu Wells, Town of Osoyoos
- Jim Newman, Community Development Manager, Town of Osoyoos
- Mayor Will Hansma, Town of Spallumcheen
- Ed Forslund, Public Works Manager, Town of Spallumcheen



Attendees

Regional Districts

- Rene Talbot, Director, Electoral Area “D”, Columbia-Shuswap RD
- Rhona Martin, Director, Electoral Area “E”, Columbia-Shuswap RD
- Robert Hobson, Chair, RD of Central Okanagan
- Harold Reay, CAO, RD of Central Okanagan
- Dan Plamondon, Director of Development Services, RD of Central Okanagan
- Herman Halvorson, Chair, RD of North Okanagan
- Tom Chapman, Vice-Chair, RD of Okanagan-Similkameen
- Doug French, Manager Public Works, RD of Okanagan-Similkameen
- Regina Sadilkova, Director of Development Services, Thompson-Nicola RD
- John Taylor, Director, Electoral Area “L”, Thompson-Nicola RD



Attendees

BC Ministry of Transportation

- Rick Blixrud
- Dave Duncan
- Shawn Grant
- Norm Parkes
- Jim Richardson
- Murray Tekano
- Kathryn Weicker
- David Retzer

BC Transit

- Tom Day, Director



Attendees

Project Team

- Sandy Forman, Public Transportation Consultant
- Ed Grifone, CTQ Consultants Ltd.
- Marco Guarnaschelli, NovaTrans Consulting Inc.
- John Murray, JJRM Projects Ltd.
- Brian Patterson, Urban Systems
- Clive Rock, Silex Consulting Inc.
- Tim Stevens, IEC Infrastructure Engineering Consultants Ltd.
- Bob Vaughan, Bob Vaughan and Associates



Agenda

- **Morning**
 - Recap Workshop One
 - Strategic Priorities
 - Presentations
- **Afternoon**
 - Presentations
 - Develop Corridor Vision Statement
- **3:00pm end target**



Ground Rules

- Turn off cell phones
- Respect timing
- Only one person speaks at a time
- Speak up while at the same time respect the group's time



Overview

Tim Stevens



Workshop Materials

- **Wall graphics**
- **Table handouts**
- **Workshop one proceedings**



Why are We Here?

- **OVTP has & will provide guidance**
- **Okanagan Valley Transportation Symposium collecting community needs**
- **Outputs will be used by MoT for guidance**

WORKSHOP PROCESS

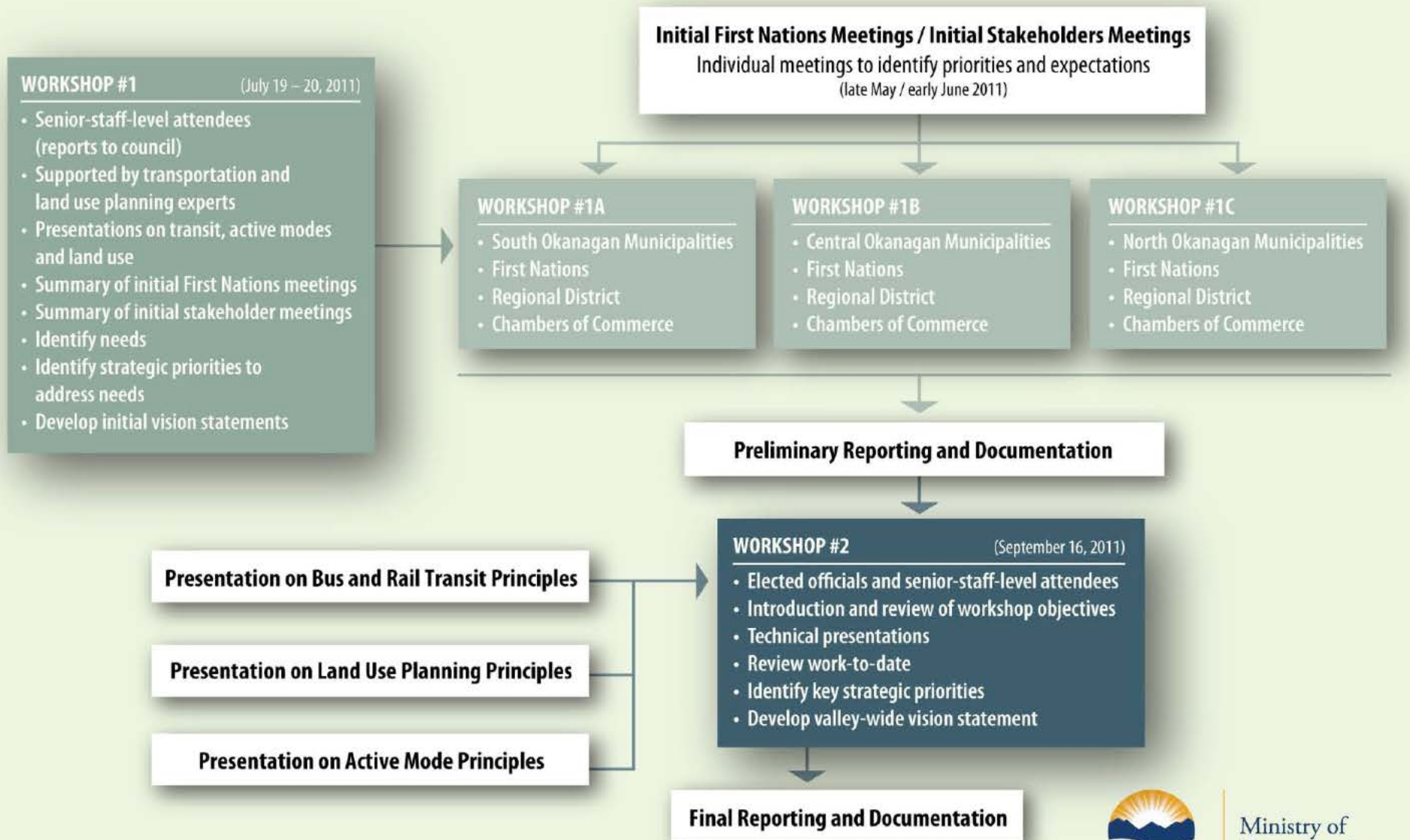


FIGURE 1



Ministry of
Transportation
and Infrastructure

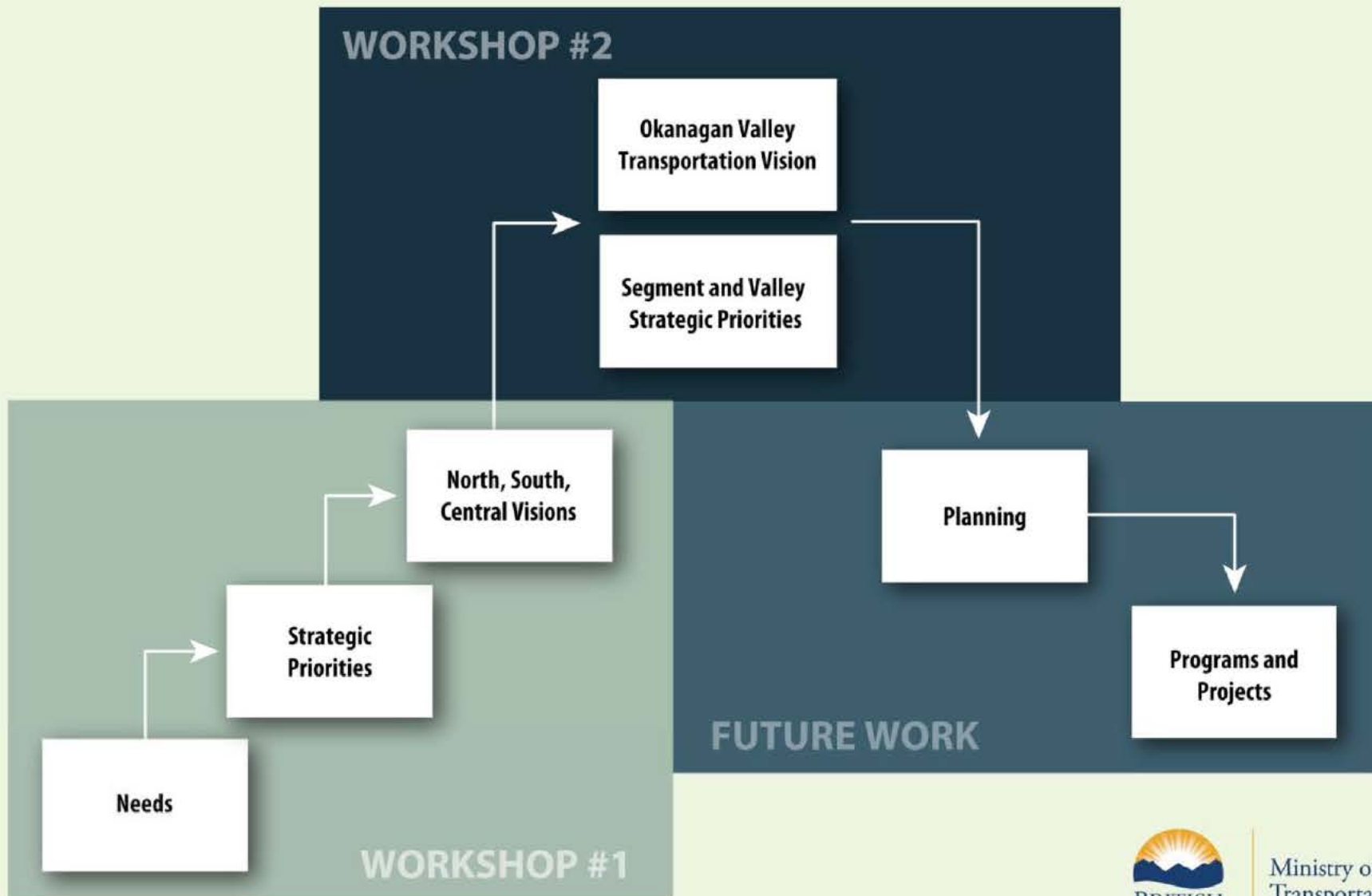
OKANAGAN VALLEY TRANSPORTATION SYMPOSIUM



Workshop One Recap



WORKSHOP PROCESS - NEEDS TO PROJECTS





Workshop One Outputs:

1. Key Needs and Strategic Priorities per Segment



Restated Strategic Priorities

- A.** Improve rural and urban intersection safety and congestion and provide access for economic development opportunities.
- B.** Promote inter- and intra-community transit as a valley wide system. Improve transit mode share.
- C.** Include “active transportation” elements in the planning and implementation of highway improvements.
- D.** Develop coordinated regional approach to land use and sustainable transportation planning.



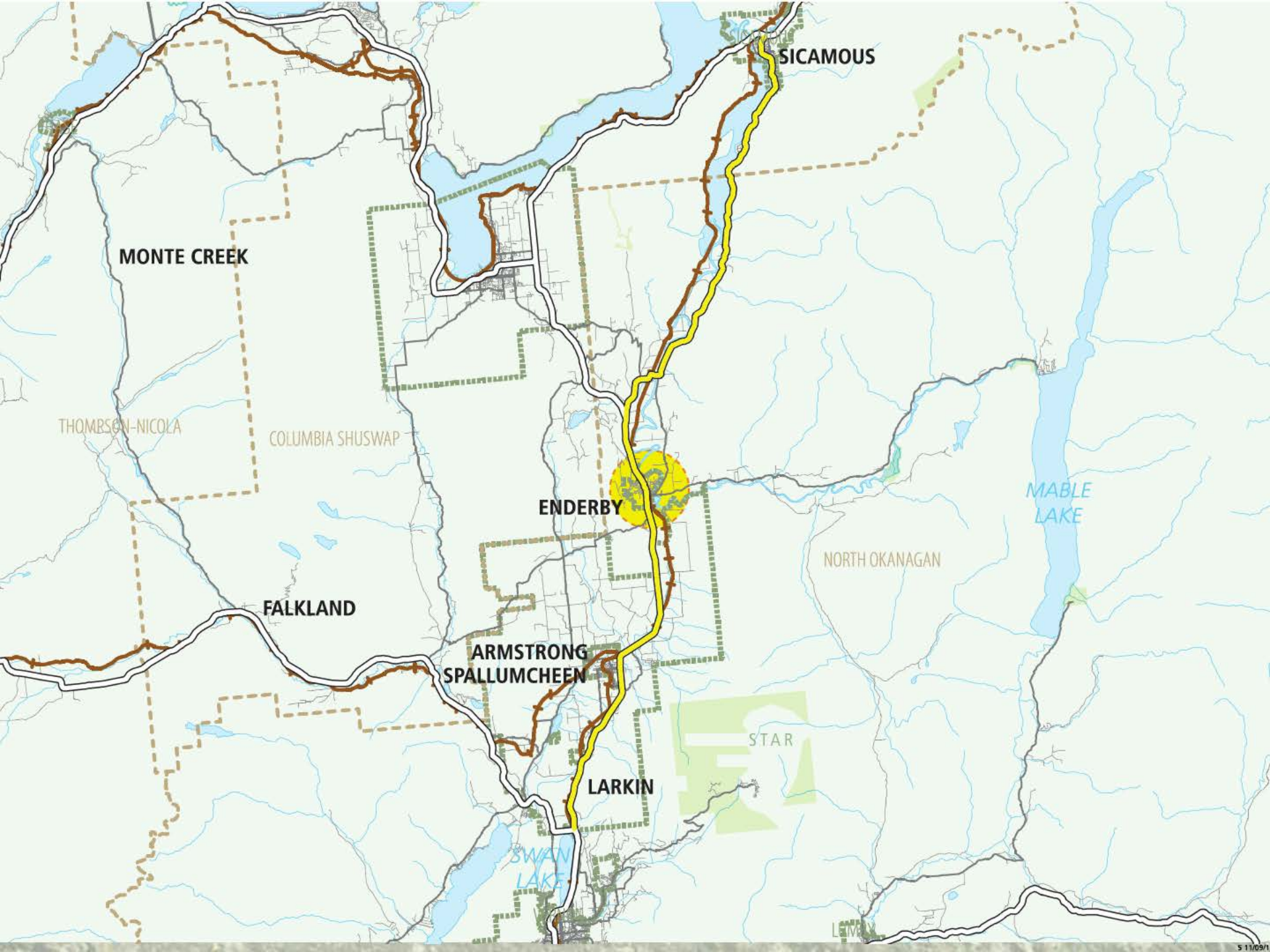
Restated Strategic Priorities

- E.** Planning for network improvements that assist in community revitalization and provide alternate routes for local traffic.
- F.** Improve safety and reduce travel times on rural highways through provision of passing opportunities and alignment improvements.
- G.** Protect existing rail rights-of-way for potential future transportation and utility needs.
- H.** Improve the highway interface through rural communities including provision for active modes and connections across the highway.



Restated Strategic Priorities

- I. Improve the ability of alternative modes to compete with the automobile through land use densification, development of a regional TDM strategy and implementation of sustainability planning.**
- J. Develop a multi-modal transportation network to facilitate the movement of goods throughout the Okanagan valley.**
- K. Develop the highway corridor and future improvements to enhance the unique tourism features of the area with a goal of creating a unique destination travel experience.**



SICAMOUS

MONTE CREEK

ENDERBY

MABLE LAKE

THOMSON-NICOLA

COLUMBIA SHUSWAP

NORTH OKANAGAN

FALKLAND

ARMSTRONG
SPALLUMCHEEN

STAR

LARKIN

SWAN LAKE



Workshop One Outputs:

2. Vision Statements



Sample Vision Statement

To create a safe & efficient transportation corridor in rural and urban areas through developing opportunities for multi-modal transportation and community networks:

- to strive to enhance the balance between highway capacity, safety and travelling options for highway users;*
- safe & efficient intersections*
- enhanced community connectivity through the transportation system;*
- well established safe “active transportation” networks;*
- collaborative and efficient intra- and inter-community transit system.*



Workshop Two:

1. Select Key Strategic Priorities for Each Segment



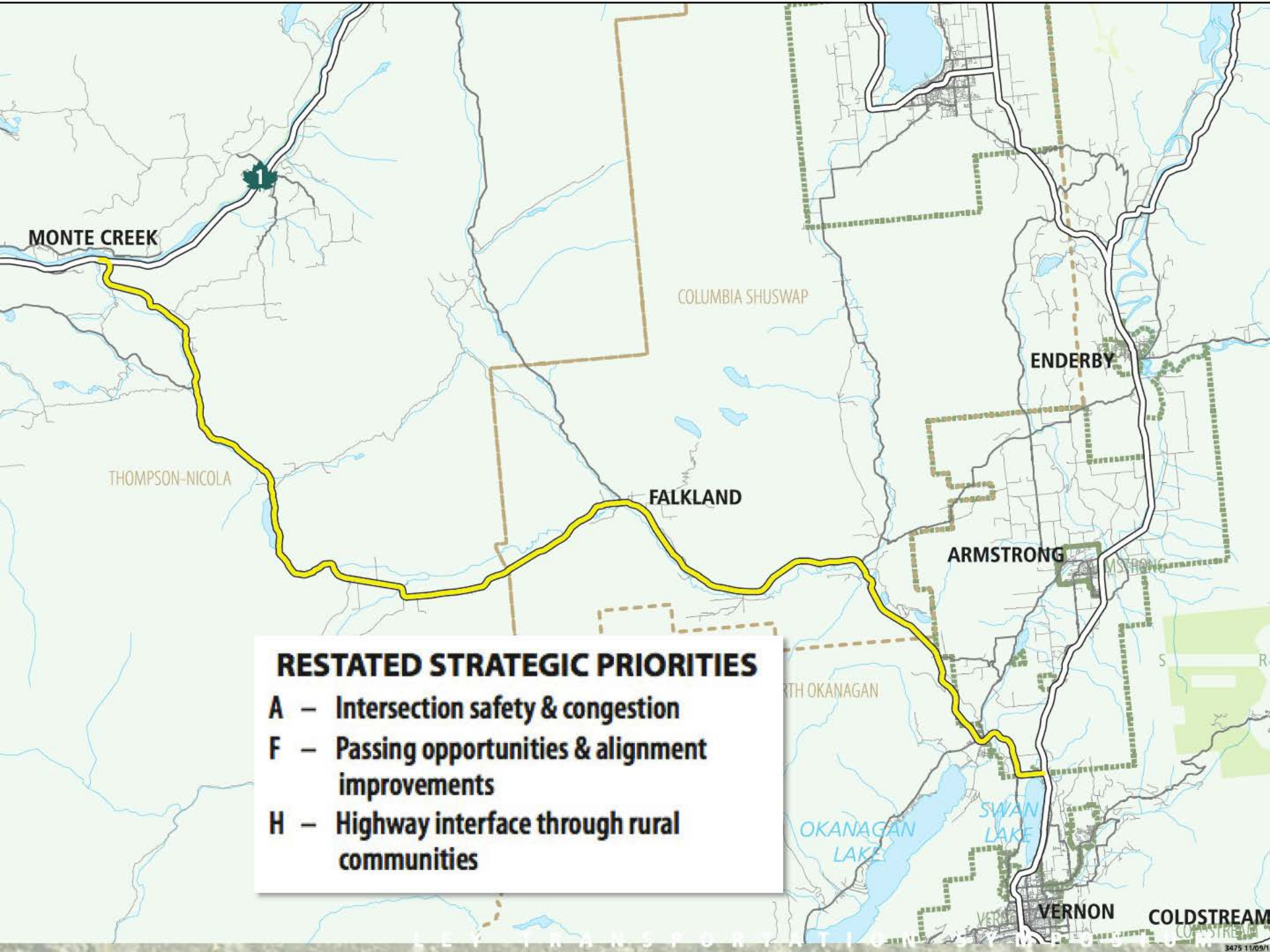
Break Out Session #1

- **Objective:**
 - To determine the most important strategic priorities for each segment
- **Activity:**
 - Each table selects **2** strategic priorities for their **SEGMENT** and explains why
- **Deliverable:**
 - Each table to present their 2 strategic priorities for their segment
- **Time Frame – 30 minutes**



Strategic Priorities for Segments Presentation

- Each table presents their top two strategic priorities for their segment





**Coffee Break
session resumes at
10:40am**



Land Use Presentation

- **Presenter: Ed Grifone**
- **Topic: Land Use**
- **Time frames:**
 - Presentation – 20 minutes
 - Questions – 10 minutes
 - Total time – 30 minutes



LAND USE/COMMUNITY POLICY & TRANSPORTATION INITIATIVES

Presenter:

Ed Grifone, MCIP

CTQ
ENGINEERING PLANNING URBAN DESIGN



Workshop Two:

2. Select Key Strategic Priorities for Corridor



Break Out Session #2

- **Objective:**
 - To determine most important strategic priorities for the overall corridor
- **Activity:**
 - Each table selects and ranks their top 5 strategic priorities for the **CORRIDOR**
- **Deliverable:**
 - Each table selects and ranks their strategic priorities
- **Time Frame – 20 minutes**



Top Strategic Priorities for Corridor

- **Pick the top 5 strategic priorities for the entire corridor**
- **Rank the selected top 5 strategic priorities**



Strategic Priority Scoring

- **Top priority** – scores 5 points
- **Second priority** – scores 4 points
- **Third priority** – scores 3 points
- **Fourth priority** – scores 2 points
- **Fifth priority** – scores 1 point

Corridor Strategic Priorities Rankings

	Strategic Priority	Table Number							Total Score	% Support
		1	2	3	4	5	6	7+ 8		
A+F	Intersection safety and congestion ; Passing opportunities & alignment improvements	5	5	5	5	5	4.5	5	34.5	33%
B+C	Intra & inter city transit; active transportation	2	2	2.5	3	3	4.5	4	21	20%
D	Coordinated regional approach to multi-modal & sustainable transportation planning	3		4	4	2	1	2	17	16%
E	Network improvements		3		2	4		1	10	9%
G+J	Protect rail rights-of-ways; Goods movement	4	4	2.5			2		12.5	12%
H	Highway interface through rural & urban communities	1		1	1			3	6	6%
I	Improvements for alternative modes					1			1	1%
K	Enhance tourism features		1				3		4	4%



Top Strategic Priorities for Corridor

- 1. Intersection safety and congestion; Passing opportunities & alignment improvements**
- 2. Intra & inter city transit; active transportation**
- 3. Coordinated regional approach to multi-modal & sustainable transportation planning**
- 4. Protect rail rights-of-ways; Goods movement**
- 5. Network improvements**



Transit Presentation

- **Presenter: Clive Rock**
- **Topic: Bus/Rail/Transit**
- **Time Frames:**
 - Presentation – 20 minutes
 - Questions – 10 minutes
 - Total time – 30 minutes

Okanagan Valley Transportation Symposium

#2:

Transit Overview

September 16, 2011





Ministry of
Transportation
and Infrastructure

OKANAGAN VALLEY TRANSPORTATION SYMPOSIUM



Lunch
Session Resumes At
12:35pm



Active Modes Presentation

- **Presenter: Brian Patterson**
- **Topic: Cycling/Pedestrian Issues**
- **Time Frames:**
 - Presentation – 20 minutes
 - Questions – 10 minutes
 - Total time – 30 minutes

Okanagan Valley Transportation Symposium

Workshop #2 Active Transportation Overview

Brian Patterson, MCIP
September 16, 2011





Workshop Two:

3. Develop Okanagan Valley Vision Statement



What is a Vision Statement?

- A long-term view, describing how we would like the world to be at a future date
- A source of inspiration
- Provides a high-level decision-making criteria



Features of an Effective Vision Statement

- Vivid and clear picture
- Description of a bright future
- Memorable and engaging wording
- Realistic aspirations
- Alignment with community values and culture



Break Out Session #3

■ Objective

- To write vision statements using the top 5 strategic priorities for the corridor

■ Activity

- Each group uses the top 5 strategic priorities to write a vision statement for the corridor

■ Deliverable

- Each group to present their vision statement

■ Time frame – 30 minutes



Vision Format

The long range Okanagan Valley Transportation system will:

- **First bullet point with specifics from top priority #1**
- **Second bullet point with specifics from top priority #2**
- **Third bullet point with specifics from top priority #3**
- **Fourth bullet point with specifics from top priority #4**
- **Fifth bullet point with specifics from top priority #5**



Break out Groups

Vision Group A - Tables: 1, 2, 3

Vision Group B - Tables: 4, 5

Vision Group C - Tables: 6, 7, 8



Group A Vision Statement

The long range Okanagan Valley Transportation system will:

- Be safe and efficient
- Incorporate intra & inter-city transit and active transportation
- Be developed using a coordinated regional approach to multi-modal and sustainable transportation
- Enhance goods movement & protect rail ROW
- Be planned to promote network improvements with the aim to assist community revitalization & alternate routes for local traffic



Group B Vision Statement

The long range Okanagan Valley Transportation system will:

- Design and build safe, congestion free intersections and adequate passing lanes and alignments
- Increase and improve intra&inter city transit and active transportation opportunities
- Support and encourage coordinated multi modal transportation planning between communities
- Project rights-of-ways for utility corridors and movement of people and goods
- Plan network improvements, assisting community revitalization and provision of alternate routes (includes bypasses)



Group C Vision Statement

The long range Okanagan Valley Transportation system will:

- be a safe, functional and efficient network
- include public and active transportation options
- be committed and coordinated across the region



Group Activity

- **Objective**
 - To write one vision statement for the corridor
- **Activity**
 - To work as a group in real time to combine the 3 vision statements into one vision statement
- **Deliverable**
 - One common Vision Statement
- **Time Frame – 30 minutes**



Okanagan Valley Vision Statement

The long range Okanagan Valley Transportation system will:

- Be a safe, functional & efficient network
- Include fully accessible public & active transportation options within and between communities
- Be a coordinated approach to multi-modal and sustainable transportation
- Protect & preserve rail & other ROWs for the future
- Plan network improvements, assisting in community revitalization and provision of alternate routes



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OKANAGAN VALLEY TRANSPORTATION SYMPOSIUM



Summary

Tim Stevens



Top Strategic Priorities for Corridor

- 1. Intersection safety and congestion; Passing opportunities & alignment improvements**
- 2. Intra & inter city transit; active transportation**
- 3. Coordinated regional approach to multi-modal & sustainable transportation planning**
- 4. Protect rail rights-of-ways; Goods movement**
- 5. Network improvements**



Okanagan Valley Vision Statement

The long range Okanagan Valley Transportation system will:

- Be a safe, functional & efficient network
- Include fully accessible public & active transportation options within and between communities
- Be a coordinated approach to multi-modal and sustainable transportation
- Protect & preserve rail & other ROWs for the future
- Plan network improvements, assisting in community revitalization and provision of alternate routes



Closing Remarks

MLA Norm Letnick



Ministry of
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and Infrastructure

OKANAGAN VALLEY TRANSPORTATION SYMPOSIUM



Thank You for Your Input



OKANAGAN VALLEY TRANSPORTATION SYMPOSIUM

WORKSHOP #2 PROCEEDINGS

DECEMBER 9, 2011

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LIST OF APPENDICES

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1.0 Introduction & Summary

The Okanagan Valley Transportation Symposium (OVTS) was designed to facilitate development of a shared vision for transportation by First Nations and local governments in the Okanagan Valley. The Ministry of Transportation and Infrastructure (BC MoT) sponsored the OVTS in order to better understand key transportation issues and priorities in the Okanagan Valley. **Figure 1** illustrates the workshop process. The process steps shown in Figure 1 were completed as follows:

- From late May to early July a series of individual meetings were held with most First Nations communities and all local governments (municipalities and regional districts). A detailed list of transportation related needs was developed from these meetings.
- Workshop #1 was held July 19, 20 and 22 for the northern, southern and central Okanagan First Nations and local governments respectively. The outcomes of this meeting are described in a document titled “Okanagan Valley Transportation Symposium – Workshop #1 Proceedings – August 19, 2011”. A copy of this document was sent to all Workshop #1 and Workshop #2 participants. The outputs from Workshop #1 were used as inputs to Workshop #2.
- Between Workshops #1 and #2 a series of meetings were held with First Nations and local governments. These meetings were intended to identify any concerns with the Workshop #1 outcomes and to ensure that the planned approach to Workshop #2 would meet the expectations of the First Nations and local governments.
- Workshop #2 was held at the Penticton Trade and Convention Centre on Friday, September 16, 2011.

This document constitutes a summary of the Workshop #2 proceedings. All of the outputs described in this document were developed by the participants or directly from participant input.

Two representatives from each First Nations and local government were invited to attend Workshop #2. One representative was intended to be an elected official and the other representative a senior staff member who, preferably, also attended Workshop #1. A list of Workshop #2 attendees is included in **Appendix A**.

The workshops were facilitated by a consulting group retained by the BC MoT. The BC MoT staff participated as observers.

Highways in the Okanagan Valley were separated into segments as shown in **Appendix B**. Segments were chosen so that First Nations and local government interests could be focused by geographic area. Workshop #2 participants were seated in groups directly associated with highway segments common to their area of interest.

The objectives of Workshop #2 were to:

- Familiarize the participants with the outcomes of Workshop #1;
- Select the most important strategic priorities for each highway segment;
- Select and rank the top five strategic priorities for the entire Okanagan Valley (USA border to Highway 1 at Sicamous and Salmon Arm); and
- Develop a valley-wide vision statement for transportation in the Okanagan Valley.

OKANAGAN VALLEY TRANSPORTATION SYMPOSIUM

WORKSHOP PROCESS

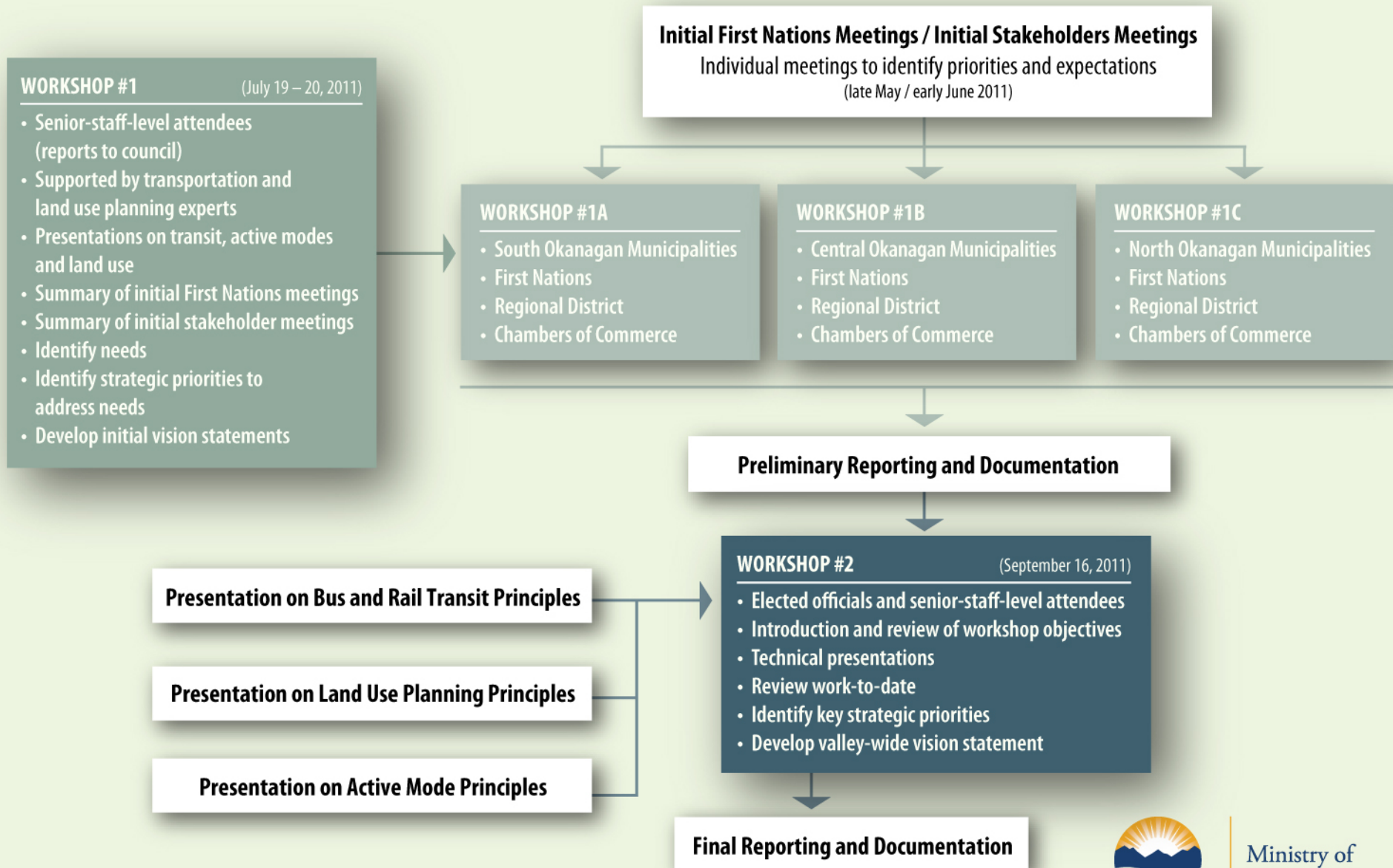


FIGURE 1

All of these objectives were achieved.

Each of the participants were provided with the following reference documents at the start of Workshop #2:

- Workshop #1 proceedings document; and
- A booklet containing the following:
 - Agenda (see **Appendix C**);
 - Workshop Overview (**Figure 1** in this document);
 - Workshop Process – Needs to Projects (**Figure 2** in this document);
 - Segment maps and a highway segment key map (see **Appendix B**); and
 - Restated strategic priorities (see **Section 3** of this document).

In addition a series of explanatory graphics were hung on the walls around the workshop venue, each of which characterize the Okanagan Valley and its transportation system in terms of: traffic volumes; traffic accidents; heavy truck traffic; population and employment; transit service; and bicycle and pedestrian facilities; illustrate specific transportation issues. A copy of these graphics are included in **Appendix D**.

Figure 2 describes the context of Workshops #1 and #2 and how the inputs and process will feed into the planning of future programs and projects.

- In Workshop #1 the participants (north, south and central Okanagan participants separately):
 - Selected the most important needs from the detailed needs listings;
 - Restated the most important needs as strategic priorities and then ranked them; and
 - Utilized the ranked strategic priorities to develop initial vision statements for the north, south and central Okanagan.
- In Workshop #2 the participants (north, south and central Okanagan participants together):
 - Developed a set of strategic priorities for each highway segment separately;
 - Developed a set of strategic priorities for the entire Okanagan Valley; and
 - Utilized the valley-wide strategic priorities to develop a vision statement for transportation in the Okanagan Valley.
- In the future, the BC MoT will use the outputs from Workshops #1 and #2 to assist in planning future projects. The outputs will help the Ministry to understand what transportation issues are most important to the First Nations and local governments on both a valley-wide and individual highway segment basis. Many of the individual needs identified in the detailed lists, developed prior to Workshop #1, were not identified as priority issues by the Workshop #1 participants. However, the detailed needs listings will still be used by the Ministry, First Nations and local governments when planning future projects.

The Okanagan Valley transportation vision and strategic priorities will be used by the Ministry to help guide future transportation planning work in both a valley-wide and local (segment) context. This will ensure that issues important to First Nations and local governments are incorporated into the project development process.

WORKSHOP PROCESS - NEEDS TO PROJECTS

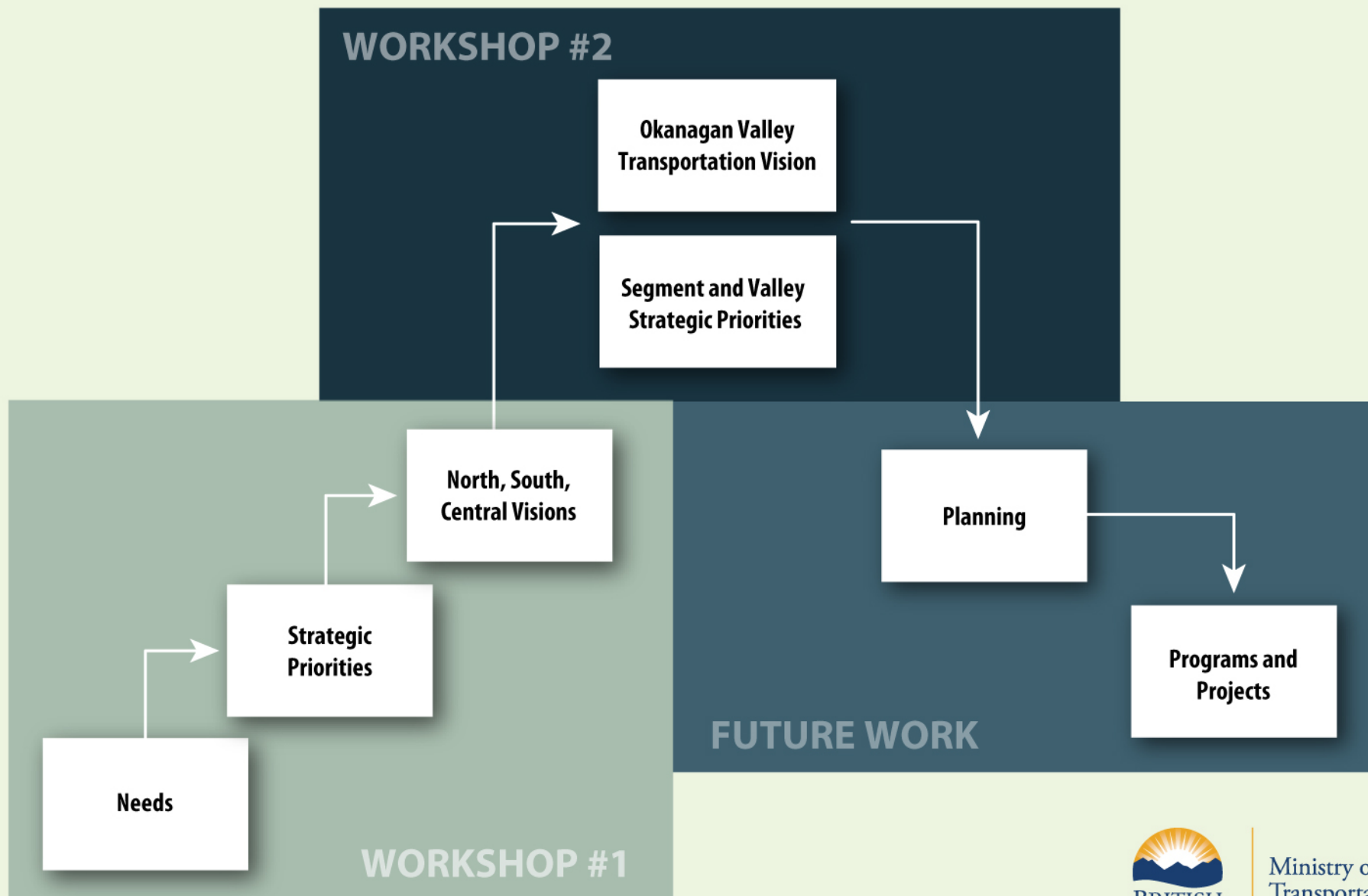


FIGURE 2

Workshop #2 included presentations by experts in the following areas:

- Land use and community policy;
- Transit; and
- Active transportation modes.

The presentations were policy based and provided information relevant to current high profile transportation issues in the Okanagan Valley. A copy of each of these presentations is provided in **Appendix E**. The presentations were also recorded at Workshop #2 and can be viewed at the Okanagan Valley Transportation Symposium website at <http://www.th.gov.bc.ca/OkanaganValley/symposium/presentations.html>

Section 2 of this document describes the segment strategic transportation priorities. The participants were presented with segment plans that pictorially described the strategic priorities as determined by the Workshop #1 participants (see **Appendix B**). The Workshop #2 participants, representing the interests of each highway segment separately, were tasked with selecting the two most important strategic priorities for each highway segment in the Okanagan Valley. The selected strategic priorities for each segment are presented in Section 2 exactly as they were developed by the participants.

Section 3 describes the selection and ranking of the top five strategic transportation priorities for the entire Okanagan Valley. Each group (table) selected their top five strategic priorities. These strategic priorities were then ranked and assigned a relative score. The group rankings were then combined to identify the top five valley-wide strategic priorities. The strategic priorities, ranking and combining is presented in Section 3 exactly as they were developed by the participants.

Section 4 describes the development of the valley-wide vision statement. The groups (tables) were combined so that the participants geographically represented the north, south and central Okanagan areas separately. Each of the north, south and central Okanagan participant groups then independently developed their vision statement for transportation in the entire Okanagan Valley using the top five strategic priorities developed in the previous step. These three individual vision statements were then projected on screens for simultaneous viewing. Participants collaboratively combined the north, south and central vision statements into one transportation vision statement that represents the entire Okanagan Valley. The vision statements provided in Section 4 are exactly as they were developed by the participants.

2.0 Segment Strategic Transportation Priorities

2.1 Outputs from Workshop #1

The Workshop #1 attendees developed prioritized lists of strategic priorities for each of the north, south and central Okanagan respectively. Many of these strategic priorities were similar in content and context and were therefore restated and combined by the facilitators into a valley-wide strategic priority list. The restated and combined strategic priorities were then ranked based on the relative importance put on each by the Workshop #1 attendees.

The following table is the restated strategic priorities from Workshop #1 with slightly simplified language for efficient presentation. This information was provided to the Workshop #2 attendees in a handout document.

Table 2.1 – Restated Strategic Priorities

Strategic Priority	Restated Strategic Priority
A	Improve rural and urban intersection safety and congestion and provide access for economic development opportunities.
B	Promote intra and inter-community transit as a valley wide system. Improve transit mode share.
C	Include “active transportation” elements in the planning and implementation of highway improvements.
D	Develop coordinated regional approach to land use and sustainable transportation planning.
E	Planning for network improvements that assist in community revitalization and provide alternate routes for local traffic.
F	Improve safety and reduce travel times on rural highways through provision of passing opportunities and alignment improvements.
G	Protect existing rail rights-of-way for potential future transportation and utility needs.
H	Improve the highway interface through rural communities including provision for active modes and connections across the highway.
I	Improve the ability of alternative modes to compete with the automobile through land use densification, development of a regional TDM strategy and implementation of sustainability planning.
J	Develop a multi-modal transportation network to facilitate the movement of goods throughout the Okanagan Valley.
K	Develop the highway corridor and future improvements to enhance the unique tourism features of the area with a goal of creating a unique destination travel experience.

The Workshop #2 attendees elected to combine some of the strategic priorities which they felt had similar attributes. The strategic priorities were combined and simplified as follows:

Table 2.2 – Restated and Combined Strategic Priorities

Strategic Priority	Restated Strategic Priority
A + F	Intersection safety and congestion; Passing opportunities and alignment improvements
B + C	Intra and inter-city transit; Active modes
D	Coordinated regional approach to multi-modal & sustainable transportation planning
E	Network improvements
G + J	Protect rail rights-of-ways; Goods movement
I	Improvements for alternative modes
K	Enhance tourism features

2.2 Select Segment Strategic Priorities

The key issues identified for each highway segment were displayed on maps and presented to the participants (see **Appendix B**). Participants also had copies of the segment maps in their handout package.

In breakout session #1, each group (table) was assigned a highway segment relevant to the geographic location of the First Nations or local governments seated in that group. Each group was asked to select the top two strategic priorities, from Table 2.2 above, which best described the issues in their segment. The results are as follows:

Table 2.3 – Strategic Priorities by Highway Segment

Segment	Segment Description	Strategic Priorities
1	Highway 97: Swan Lake to Monte Creek	<ul style="list-style-type: none"> • Intersection safety and congestion • Passing opportunities and alignment improvements • Highway interface through rural communities
2	Highway 97A: Swan Lake to Sicamous	<ul style="list-style-type: none"> • Intersection safety and congestion • Passing opportunities and alignment improvements • Network improvements • Protect rail rights-of-ways • Goods movement
3	Highway 97B: Salmon Arm to Highway 97A	<ul style="list-style-type: none"> • Intersection safety and congestion • Passing opportunities and alignment improvements
4	Highway 97: Vernon and Highway 6	<ul style="list-style-type: none"> • Intersection safety and congestion • Passing opportunities and alignment improvements • Protect rail rights-of-ways • Goods movement
5	Highway 97: Kelowna to Vernon	<ul style="list-style-type: none"> • Intersection safety and congestion • Passing opportunities and alignment improvements • Coordinated regional approach to multi-modal & sustainable transportation planning

Segment	Segment Description	Strategic Priorities
6	Highway 97: Kelowna and Highway 33	<ul style="list-style-type: none"> • Intersection safety and congestion • Passing opportunities and alignment improvements • Coordinated regional approach to multi-modal & sustainable transportation planning
7	Highway 97: Peachland to Kelowna	<ul style="list-style-type: none"> • Intersection safety and congestion • Passing opportunities and alignment improvements • Intra and inter-city transit • Active modes • Network improvements
8	Highway 97: Penticton to Peachland	<ul style="list-style-type: none"> • Intersection safety and congestion • Passing opportunities and alignment improvements • Intra and inter-city transit • Active modes
9	Highway 97: Osoyoos to Penticton	<ul style="list-style-type: none"> • Intersection safety and congestion • Passing opportunities and alignment improvements • Intra and inter-city transit; Active modes
10	Highway 3 & 3A: Keremeos to Osoyoos	<ul style="list-style-type: none"> • Intersection safety and congestion • Passing opportunities and alignment improvements • Intra and inter-city transit; Active modes

3.0 Strategic Transportation Priorities for the Okanagan Valley

The Workshop #2 participants were asked to select and rank the top five strategic transportation priorities for the entire Okanagan Valley from the USA border to Highway 1 at Sicamous and Salmon Arm. The top five strategic priorities were selected from the following list described previously in Section 2.

Table 3.1 – Restated and Combined Strategic Priorities

Strategic Priority	Restated Strategic Priority
A + F	Intersection safety and congestion; Passing opportunities and alignment improvements
B + C	Intra and inter-city transit; Active modes
D	Coordinated regional approach to multi-modal & sustainable transportation planning
E	Network improvements
G + J	Protect rail rights-of-ways; Goods movement
H	Highway interface through rural communities
I	Improvements for alternative modes
K	Enhance tourism features

The selected top five strategic priorities were scored by each group as follows:

- 1st rated strategic priority – 5 points
- 2nd rated strategic priority – 4 points
- 3rd rated strategic priority – 3 points
- 4th rated strategic priority – 2 points
- 5th rated strategic priority – 1 point

The results were tabulated and presented in a table similar to that provided below:

Table 3.2 – Strategic Priorities Scoring

Strategic Priority Number	Strategic Priority	Group							Total Score	% Support
		1	2	3	4	5	6	7 & 8		
A + F	Intersection safety and congestion; Passing opportunities and alignment improvements	5	5	5	5	5	4.5	5	34.5	33%
B + C	Intra and inter-city transit; Active modes	2	2	2.5	3	3	4.5	4	21	20%
D	Coordinated regional approach to multi-modal & sustainable transportation planning	3		4	4	2	1	2	16	12%
E	Network improvements		3		2	4		1	10	10%
G + J	Protect rail rights-of-ways; Goods movement	4	4	2.5			2		12.5	12%
H	Highway interface through rural communities	1		1	1			3	6	6%
I	Improvements for alternative modes					1			1	1%
K	Enhance tourism features		1				3		4	4%

The ranking provided by the participants resulted in the following top five strategic priorities for transportation in the Okanagan Valley:

1. Intersection safety and congestion; Passing opportunities & alignment improvements;
2. Intra & inter-city transit; active transportation;
3. Coordinated regional approach to multi-modal & sustainable transportation planning;
4. Protect rail rights-of-ways; Goods movement; and
5. Network improvements.

4.0 Vision Statements

The Workshop #2 participants were tasked with writing a vision statement for transportation in the Okanagan Valley using the top five strategic priorities as summarized in Section 3. To achieve this, participants were asked to create vision statements that would be:

- A long-term view, describing how we would like the world to be at a future date;
- A source of inspiration; and
- High-level decision-making criteria.

The participants were asked to consider the following attributes of a successful vision statement:

- Vivid and clear picture;
- Description of a bright future;
- Memorable and engaging wording;
- Realistic aspirations; and
- Alignment with community values and culture.

The 8 groups (tables) were merged to represent each of the north, south and central Okanagan areas respectively. Each merged group was tasked with developing independent vision statements for the entire Okanagan Valley. The resulting vision statements developed by the north, south and central Okanagan participants are presented below exactly as written and presented by the participants.

4.1 North Okanagan

The following is the vision statement developed by the north Okanagan group at Workshop #2:

The long range Okanagan Valley Transportation system will:

- *Be safe and efficient.*
- *Incorporate intra and inter-city transit and active transportation.*
- *Be developed using a coordinated regional approach to multi-modal and sustainable transportation.*
- *Enhance goods movement and protect rail rights-of-ways.*
- *Be planned to promote network improvements with the aim to assist community revitalization and alternate routes for local traffic.*

4.2 Central Okanagan

The following is the vision statement developed by the central Okanagan group at Workshop #2:

The long range Okanagan Valley Transportation system will:

- *Design and build safe, congestion free intersections and adequate passing lanes and alignments.*
- *Increase and improve intra and inter-city transit and active transportation opportunities.*
- *Support and encourage coordinated multi-modal transportation planning between communities.*
- *Project rights-of-ways for utility corridors and movement of people and goods.*

- *Plan network improvements, assisting community revitalization and provision of alternate routes (includes bypasses).*

4.3 South Okanagan

The following is the vision statement developed by the south Okanagan group at Workshop #2:

The long range Okanagan Valley Transportation system will:

- *Be a safe, functional and efficient network.*
- *Include public and active transportation options.*
- *Be committed and coordinated across the region.*

4.4 Okanagan Valley Transportation Vision Statement

Each of the north, south and central Okanagan vision statements were projected onto screens simultaneously. A fourth screen was used by all the participants to collaboratively develop a vision statement for the entire Okanagan Valley. The resulting vision statement is:

The long range Okanagan Valley Transportation system will:

- *Be a safe, functional and efficient network.*
- *Include fully accessible public and active transportation options within and between communities.*
- *Be a coordinated approach to multi-modal and sustainable transportation.*
- *Protect and preserve rail & other rights-of-ways for the future.*
- *Plan network improvements, assisting in community revitalization and provision of alternate routes.*

Thank you to all the Workshop #2 participants for working with us to make the Okanagan Valley Transportation Symposium a success.



APPENDIX A

Workshop #2 Attendees

Workshop #2

Penticton Trade & Convention Centre

Attendees (Alphabetical)

	Name	Representing	Position
1	Ashton, Dan	City of Penticton	Mayor
2	Baker, James	District of Lake Country	Mayor
3	Bepple, Keith	Westbank First Nation	Manager of Engineering
4	Bootsma, Marty	City of Salmon Arm	Mayor
5	Broderick, Craig	District of Coldstream	Dir. of Dev. Services
6	Chapman, Ian	City of Penticton	City Engineer
7	Chapman, Tom	RD of Okanagan-Similkameen	Vice-Chair
8	Condon, Terry	District of Peachland	Acting Mayor
9	Day, Tom	BC Transit	Director
10	Despot, Walter	Village of Keremeos	Mayor
11	Ferguson, Patti	City of Armstrong	CAO
12	Findlater, Doug	District of West Kelowna	Mayor
13	Forman, Sandy	Public Transportation Consultant	Facilitator
14	Forslund, Ed	Town of Spallumcheen	Public Works Manager
15	Fraser, Christine	Town of Spallumcheen	Acting Mayor
16	Garlick, Jim	District of Coldstream	Mayor
17	Grant, Shawn	BC Ministry of Transportation & Infrastructure	Observer
18	Grifone, Ed	CTQ Consultants Ltd.	Presenter / Facilitator
19	Guarnaschelli, Marco	NovaTrans Consulting Inc.	Facilitator
20	Halvorson, Herman	RD of North Okanagan	Chair
21	Hampson, Pat	Town of Oliver	Mayor
22	Harris, Alan	District of Sicamous	CAO
23	Hill, Dave	District of Summerland	Operations Manager
24	Jesney, Margo	IEC Infrastructure Engineering Consultants	Project Administrator
25	Johnson, Jason	District of West Kelowna	CAO
26	Kadla, Tom	Village of Lumby	CAO
27	Kittel, Anthony	RD of North Okanagan	Growth Strategy Coordinator
28	Kruger, Jonathan	Penticton Indian Band	Chief
29	Letnick, Norm	MLA – Kelowna/Lake Country	
30	Lippert, Wayne	City of Vernon	Mayor
31	MacLeod, Malcolm	District of Sicamous	Mayor
32	Martin, Rhona	Columbia-Shuswap RD	Dir., Electoral Area E
33	Mattiussi, Ron	City of Kelowna	City Manager
34	McLean, Randy	Town of Princeton	Mayor
35	Mercer, Michael	District of Lake Country	Director of Planning
36	Mueller, Rob	District of West Kelowna	Engineering Manager
37	Murray, John	JRM Projects Ltd.	Facilitator
38	Newell, Bill	RD of Okanagan-Similkameen	CAO
39	Newman, Jim	Town of Osoyoos	Comm. Dev. Manager
40	Parkes, Norm	BC Ministry of Transportation & Infrastructure	Observer
41	Patterson, Brian	Urban Systems	Presenter / Facilitator
42	Perrino, Janice	District of Summerland	Mayor
43	Peterson, Trudy	Lower Similkameen Indian Band	Housing Coordinator
44	Pieper, Chris	City of Armstrong	Mayor
45	Plamondon, Dan	RD of Central Okanagan	Dir. of Dev. Services
46	Reay, Harold	RD of Central Okanagan	CAO
47	Retzer, David	BC Ministry of Transportation & Infrastructure	Photographer

Workshop #2

Penticton Trade & Convention Centre

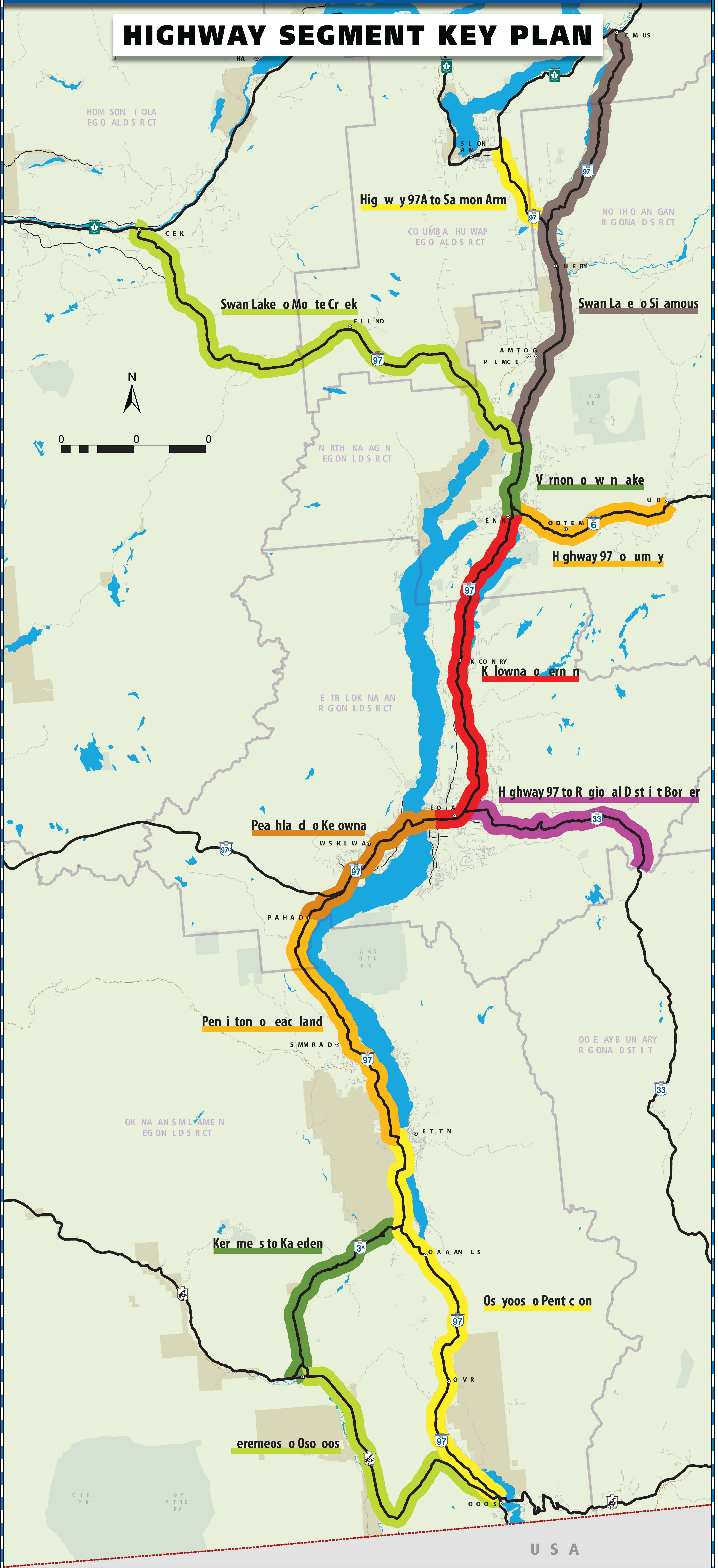
Attendees (Alphabetical)

	Name	Representing	Position
49	Richardson, Jim	BC Ministry of Transportation & Infrastructure	Observer
50	Rock, Clive	Silex Consulting Inc.	Presenter / Facilitator
51	Sadilkova, Regina	Thompson-Nicola Reg. District	Dir. of Dev. Services
52	Schierbeck, Peter	District of Peachland	Councillor
53	Shepherd, Sharon	City of Kelowna	Mayor
54	Smith, Dave	District of Peachland	Director of Planning
55	Stevens, Tim	IEC Infrastructure Engineering Consultants	Facilitator
56	Swite-Ghostkeeper, Loretta	Westbank First Nation	Councillor
57	Szalay, Tom	Town of Oliver	Municipal Manager
58	Talbot, Rene	Columbia-Shuswap RD	Dir., Electoral Area D
59	Taylor, John	Thompson-Nicola Reg. District	Dir., Electoral Area L
60	Tekano, Murray	BC Ministry of Transportation & Infrastructure	Observer
61	Vaughan, Bob	Bob Vaughan & Assoc.	Facilitator
62	Watson, Amanda	City of Vernon	Mun.Trans.Tech.III
63	Weicker, Kathryn	BC Ministry of Transportation & Infrastructure	Observer
64	Wejr, Dee	City of Enderby	Mayor
65	Winters, Ben	Village of Lumby	Acting Mayor

APPENDIX B

Segment Maps

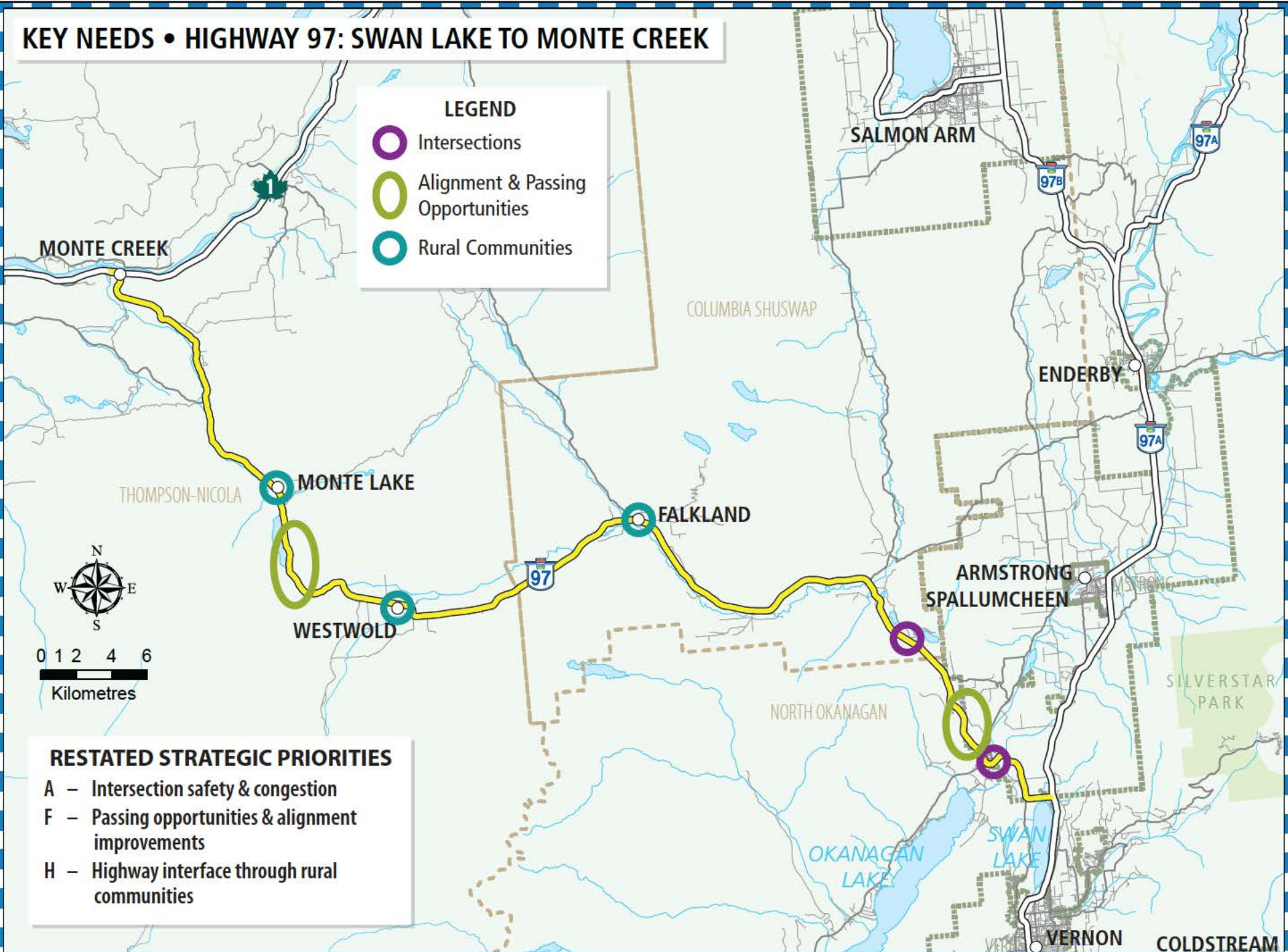
HIGHWAY SEGMENT KEY PLAN



KEY NEEDS • HIGHWAY 97: SWAN LAKE TO MONTE CREEK

LEGEND

- Intersections
- Alignment & Passing Opportunities
- Rural Communities







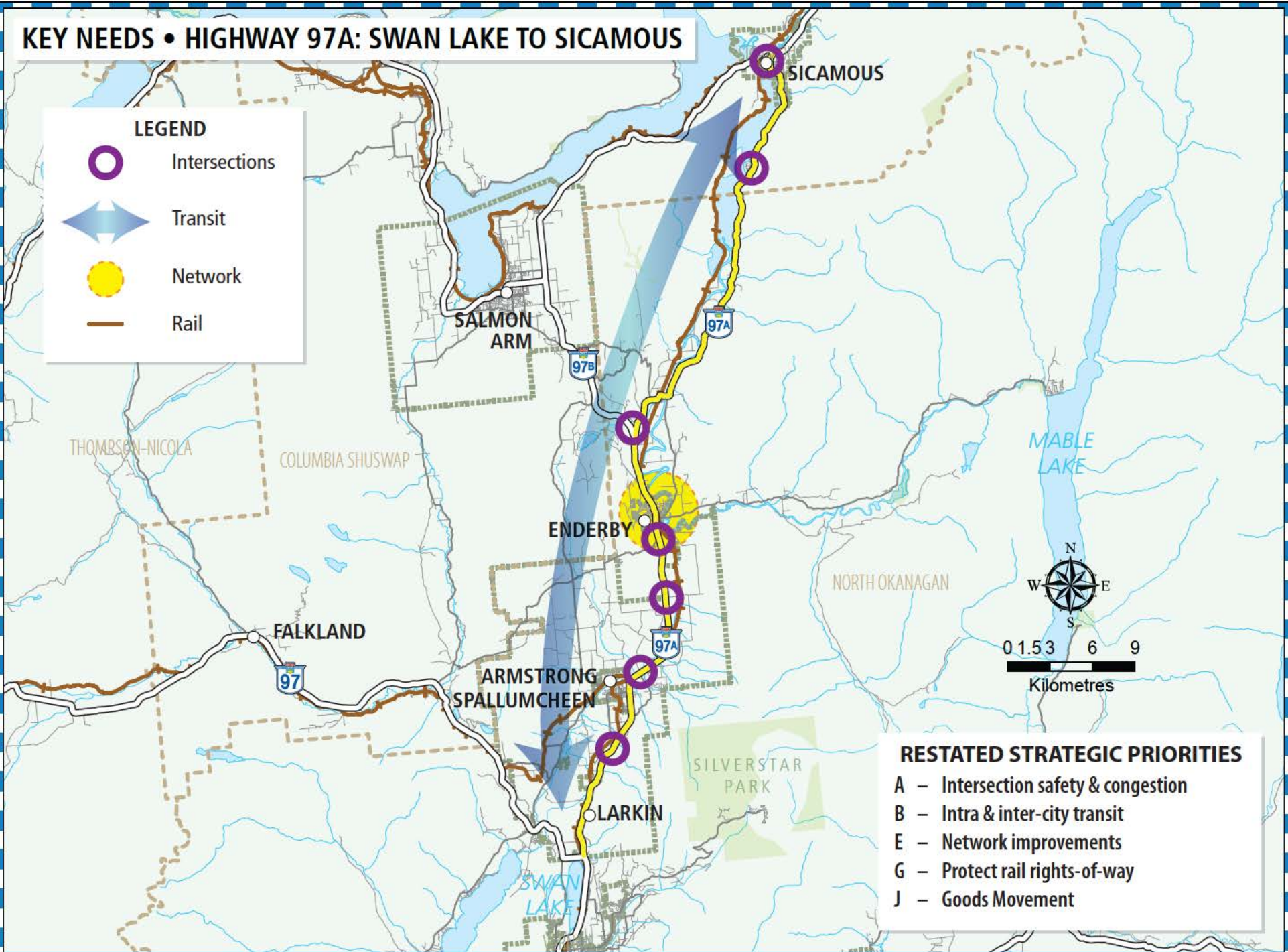
RESTATED STRATEGIC PRIORITIES

- A – Intersection safety & congestion
- F – Passing opportunities & alignment improvements
- H – Highway interface through rural communities

KEY NEEDS • HIGHWAY 97A: SWAN LAKE TO SICAMOUS

LEGEND

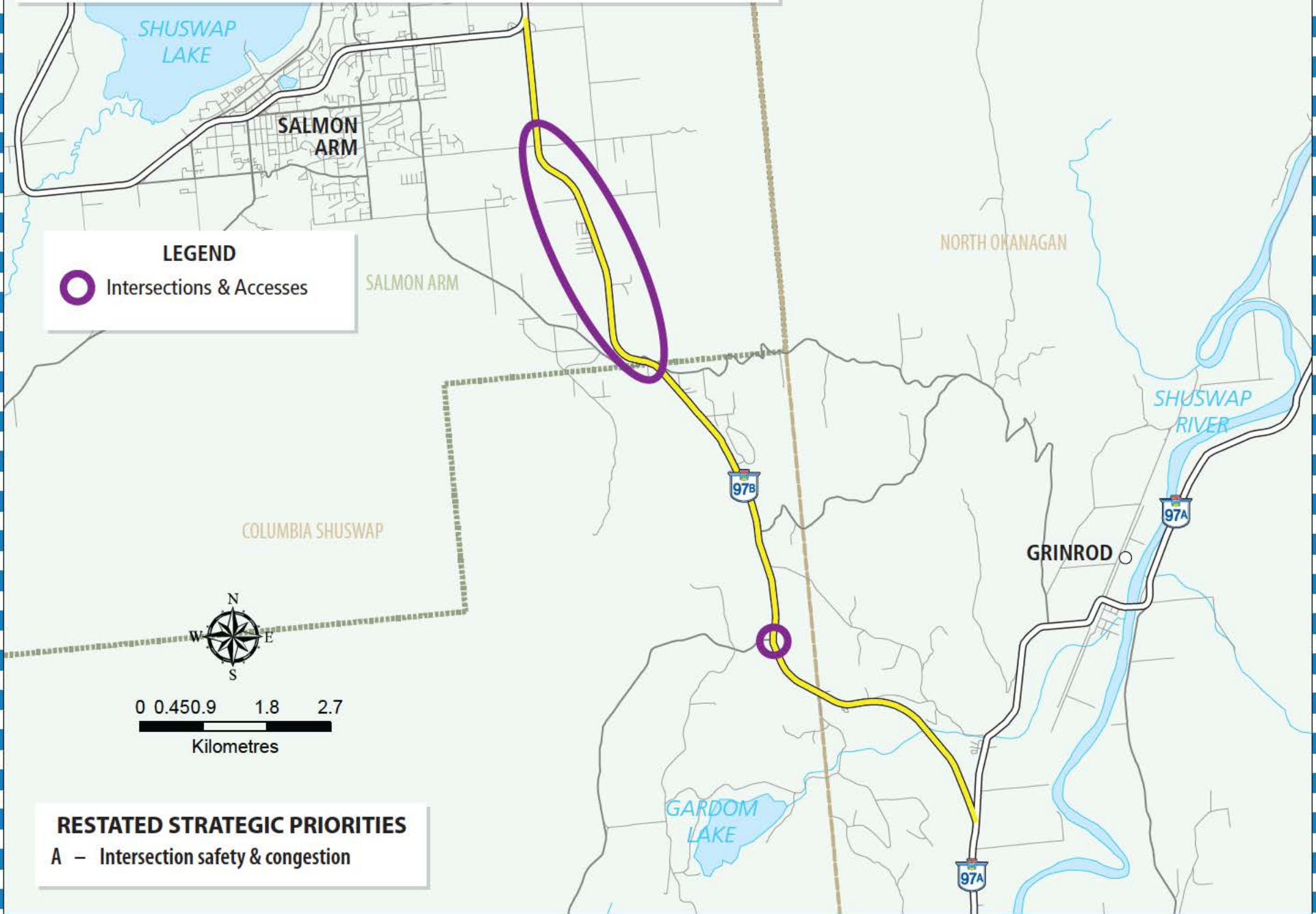
-  Intersections
-  Transit
-  Network
-  Rail



RESTATED STRATEGIC PRIORITIES

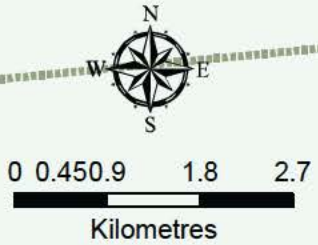
- A – Intersection safety & congestion
- B – Intra & inter-city transit
- E – Network improvements
- G – Protect rail rights-of-way
- J – Goods Movement

KEY NEEDS • HIGHWAY 97B: SALMON ARM TO HIGHWAY 97A



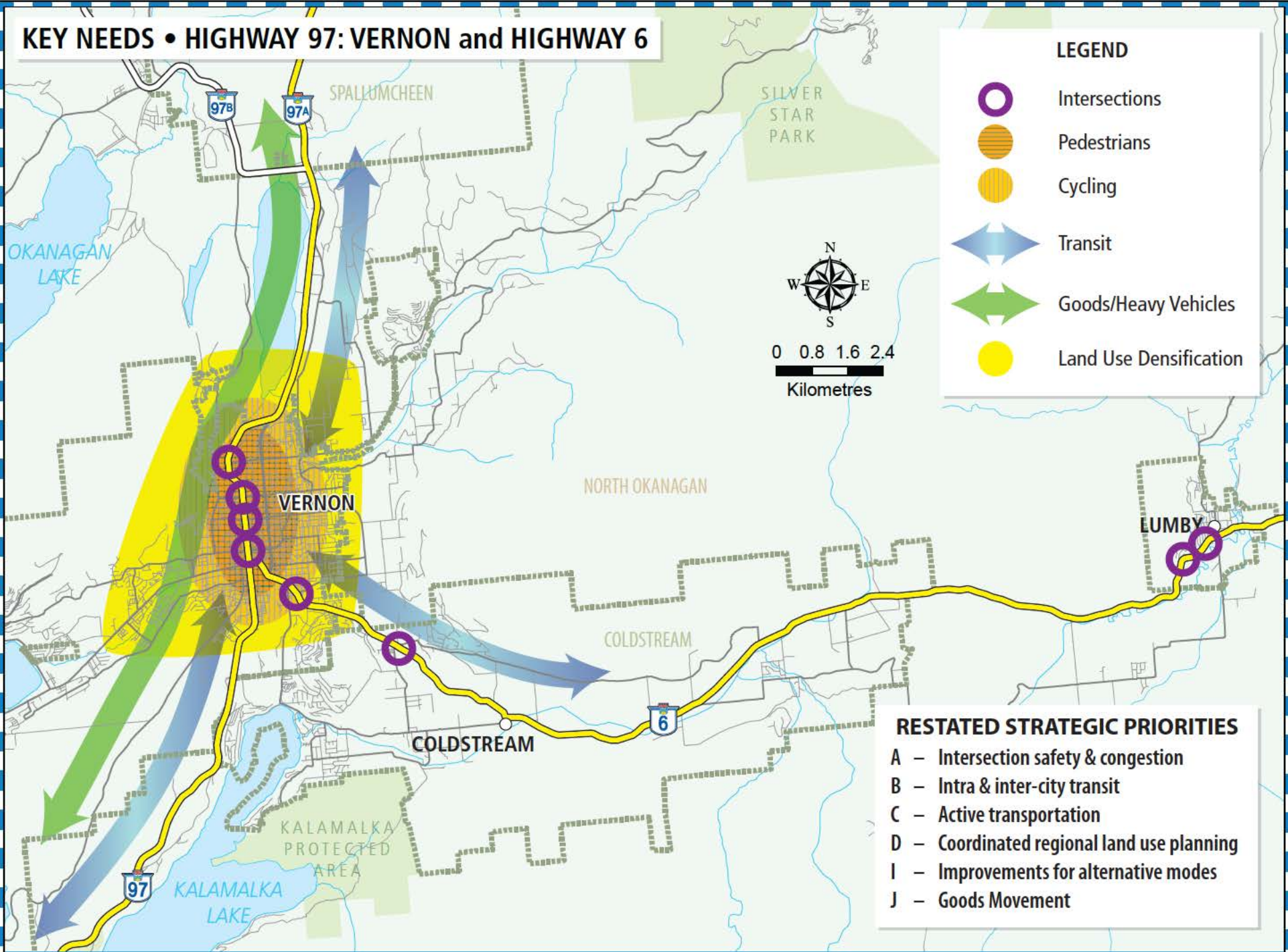
LEGEND

○ Intersections & Accesses



RESTATED STRATEGIC PRIORITIES
A – Intersection safety & congestion

KEY NEEDS • HIGHWAY 97: VERNON and HIGHWAY 6







LEGEND

-  Intersections
-  Pedestrians
-  Cycling
-  Transit
-  Goods/Heavy Vehicles
-  Land Use Density

- RESTATED STRATEGIC PRIORITIES**
- A – Intersection safety & congestion
 - B – Intra & inter-city transit
 - C – Active transportation
 - D – Coordinated regional land use planning
 - I – Improvements for alternative modes
 - J – Goods Movement

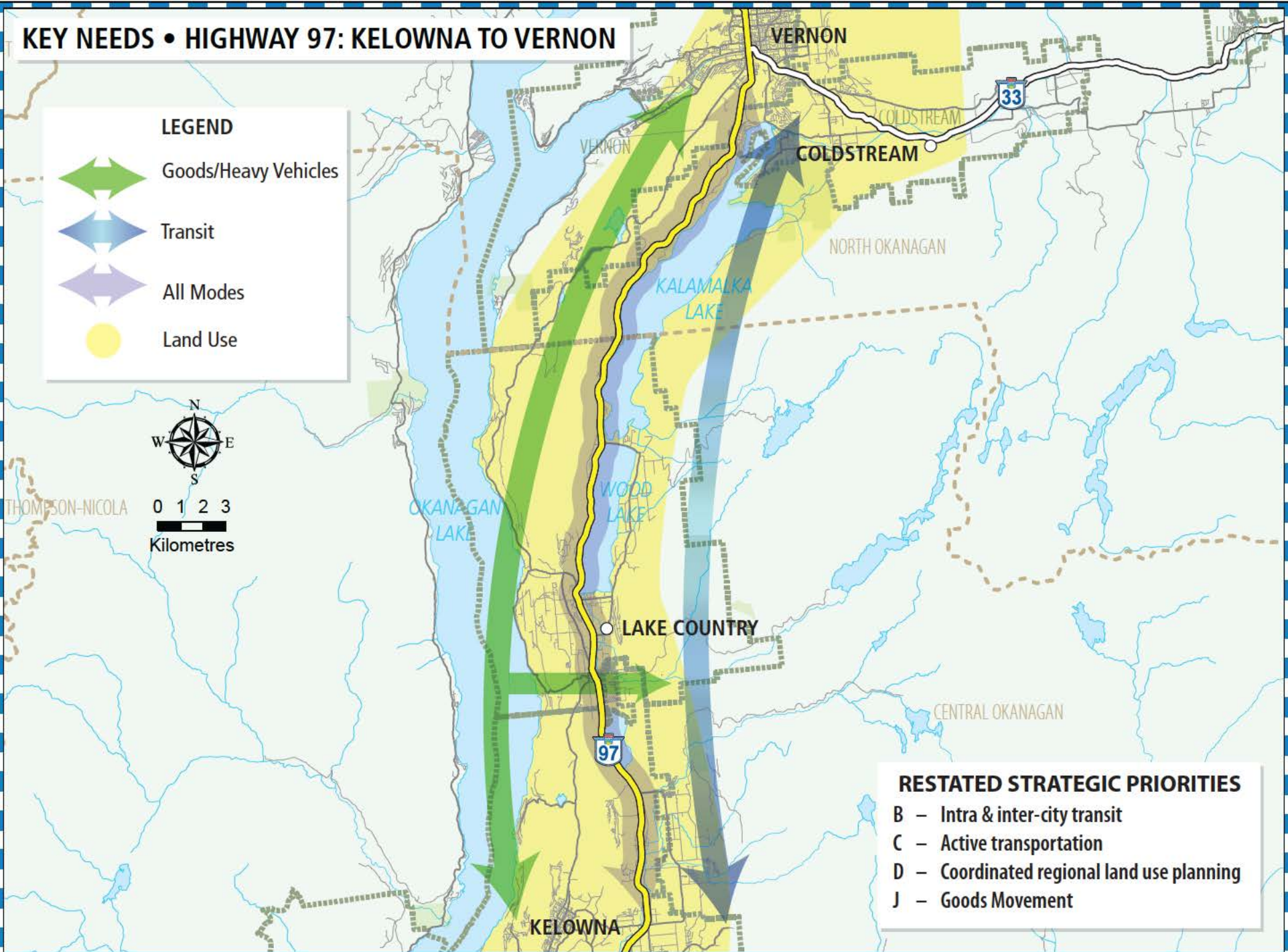
KEY NEEDS • HIGHWAY 97: KELOWNA TO VERNON

LEGEND

-  Goods/Heavy Vehicles
-  Transit
-  All Modes
-  Land Use



0 1 2 3
Kilometres



RESTATED STRATEGIC PRIORITIES

- B – Intra & inter-city transit
- C – Active transportation
- D – Coordinated regional land use planning
- J – Goods Movement

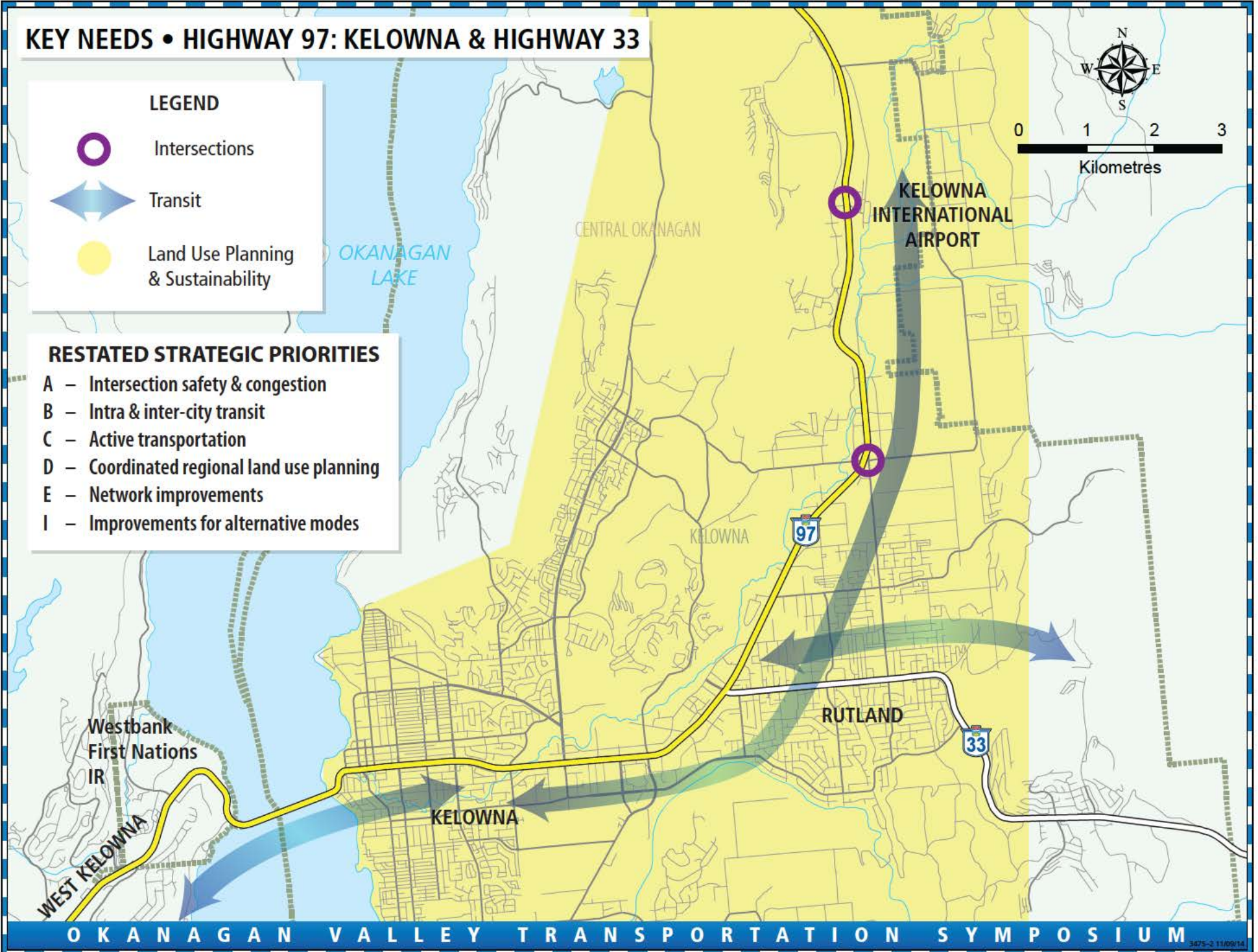
KEY NEEDS • HIGHWAY 97: KELOWNA & HIGHWAY 33

LEGEND

-  Intersections
-  Transit
-  Land Use Planning & Sustainability





RESTATED STRATEGIC PRIORITIES

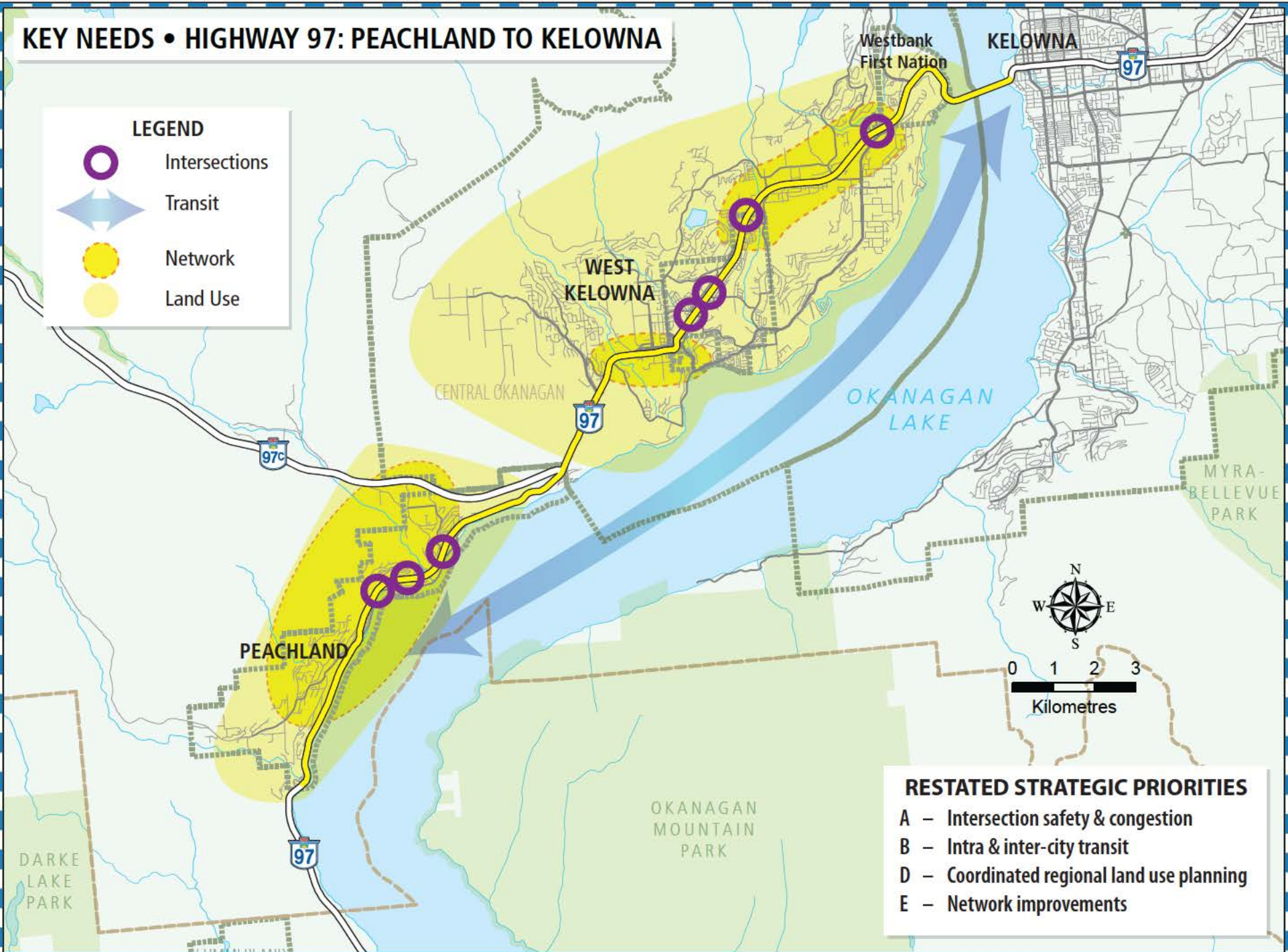
- A – Intersection safety & congestion
- B – Intra & inter-city transit
- C – Active transportation
- D – Coordinated regional land use planning
- E – Network improvements
- I – Improvements for alternative modes



KEY NEEDS • HIGHWAY 97: PEACHLAND TO KELOWNA

LEGEND

-  Intersections
-  Transit
-  Network
-  Land Use



- RESTATED STRATEGIC PRIORITIES**
- A – Intersection safety & congestion
 - B – Intra & inter-city transit
 - D – Coordinated regional land use planning
 - E – Network improvements

KEY NEEDS • HIGHWAY 97 PENTICTON TO PEACHLAND

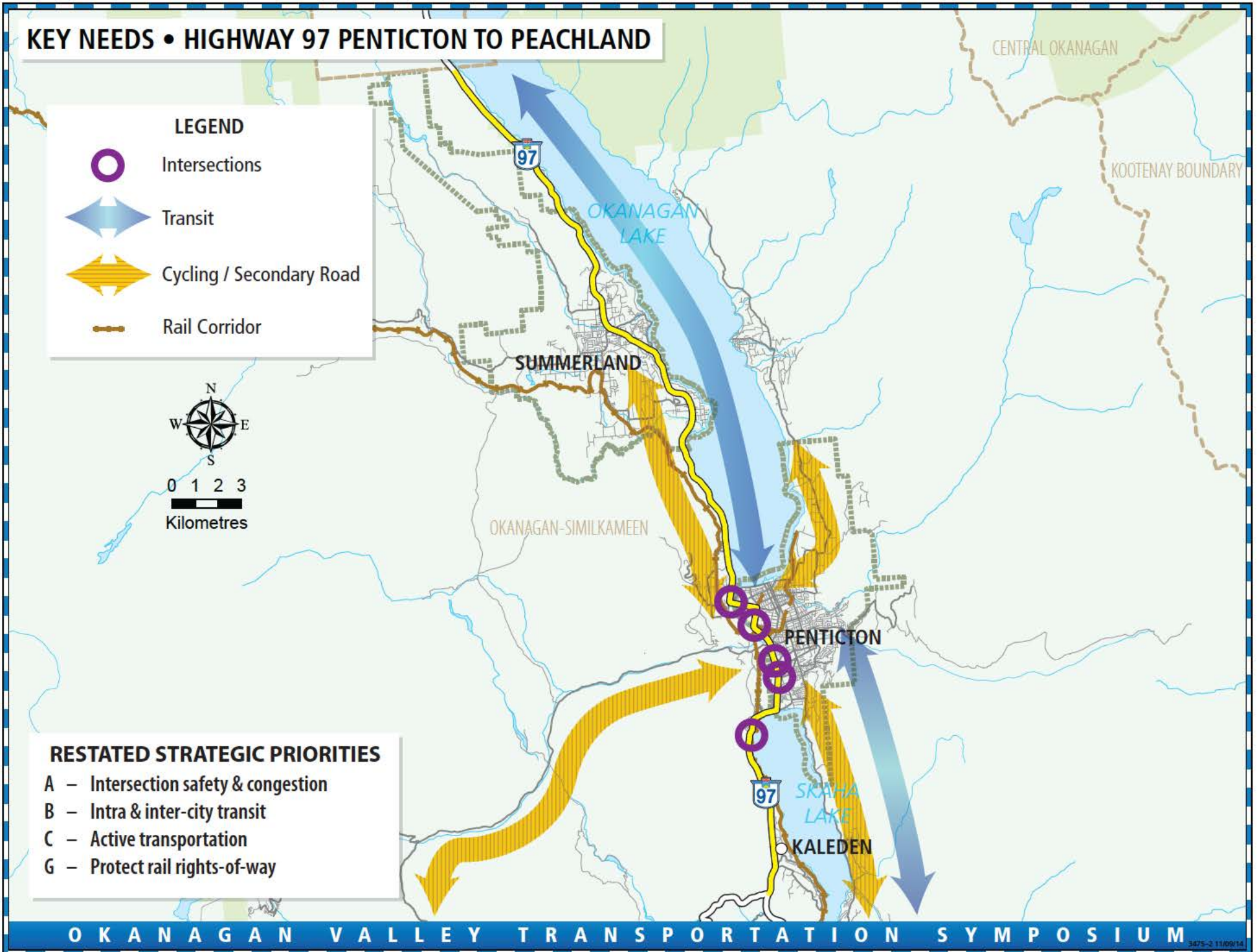
LEGEND

- Intersections
- ↔ Transit
- ↔ Cycling / Secondary Road
- Rail Corridor

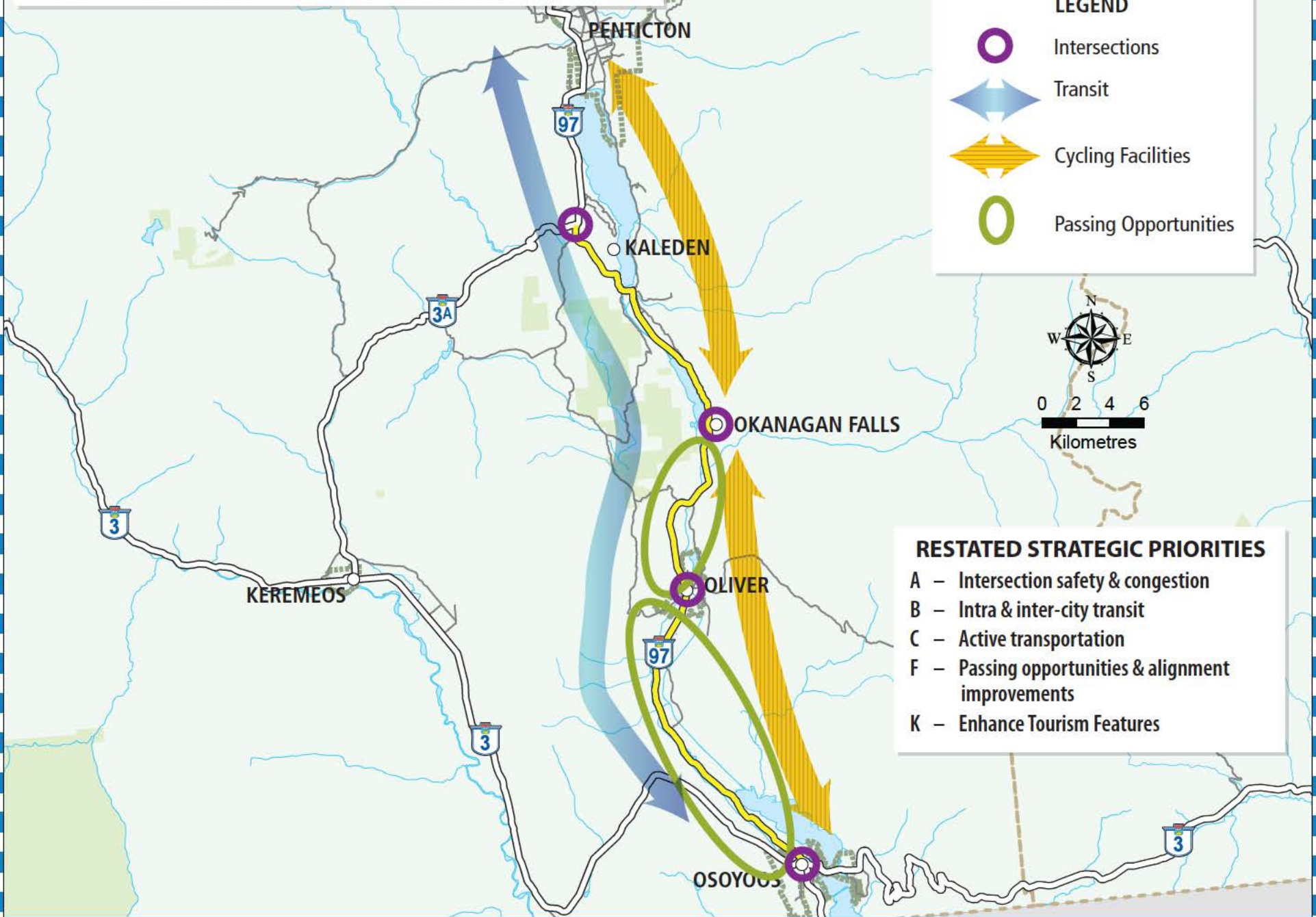


RESTATED STRATEGIC PRIORITIES

- A – Intersection safety & congestion
- B – Intra & inter-city transit
- C – Active transportation
- G – Protect rail rights-of-way



KEY NEEDS • HIGHWAY 97 OSOYOOS TO PENTICTON



LEGEND

-  Intersections
-  Transit
-  Cycling Facilities
-  Passing Opportunities



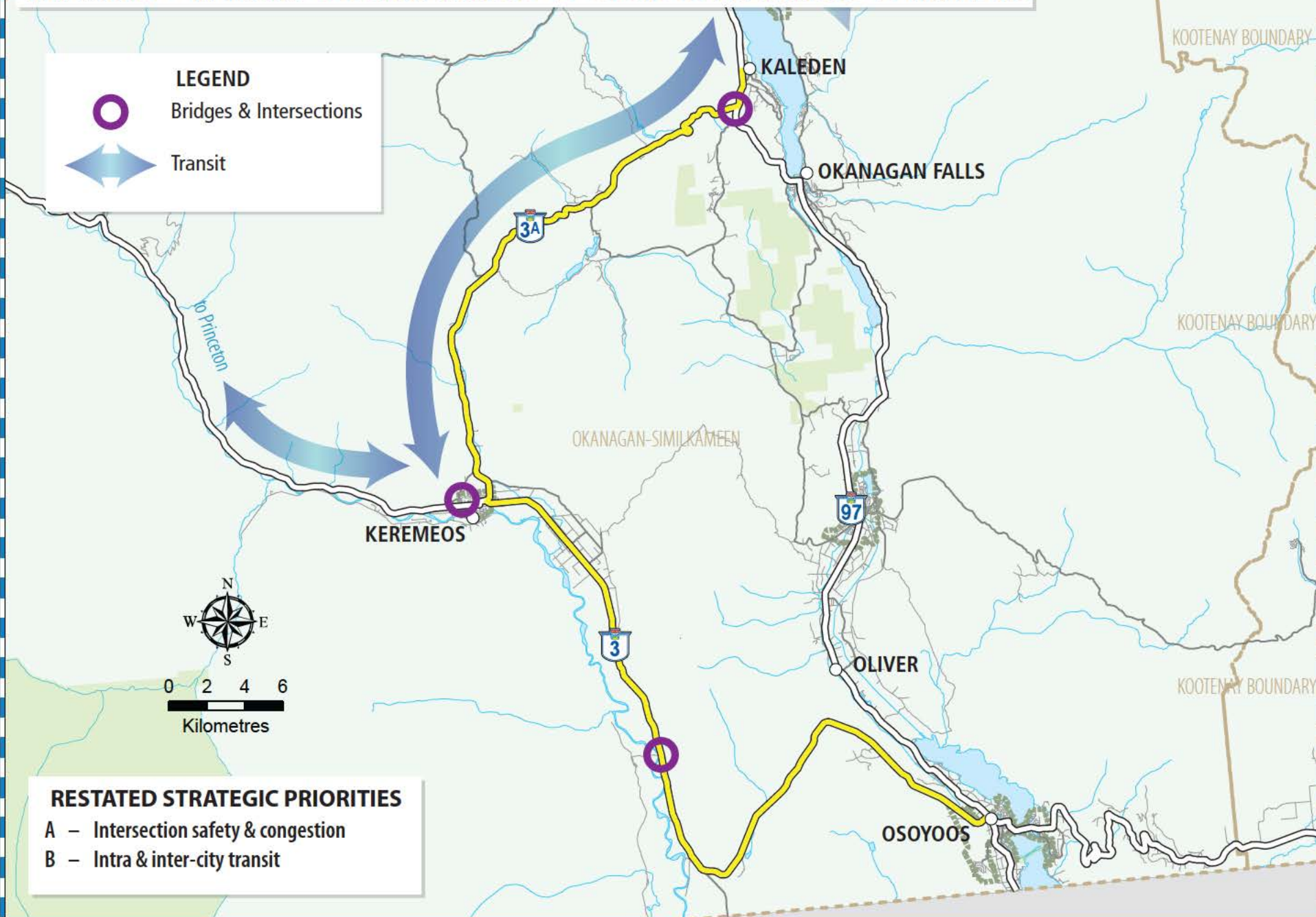
RESTATED STRATEGIC PRIORITIES

- A – Intersection safety & congestion
- B – Intra & inter-city transit
- C – Active transportation
- F – Passing opportunities & alignment improvements
- K – Enhance Tourism Features

KEY NEEDS • HIGHWAY 3 & 3A KEREMEOS TO OSOYOOS / KEREMEOS TO KALEDEN

LEGEND

-  Bridges & Intersections
-  Transit



RESTATED STRATEGIC PRIORITIES

- A – Intersection safety & congestion
- B – Intra & inter-city transit

APPENDIX C

Workshop #2 Agenda

AGENDA

1. Opening Remarks – Norm Letnick
2. Call to Order – Bob Vaughan
3. Overview – Tim Stevens
4. Workshop One Recap – Tim Stevens
5. Land Use Presentation – Ed Grifone
- 6. Coffee Break**
7. Breakout Session #1: Ranking Key Strategic Priorities
8. Transit Presentation – Clive Rock
- 9. Lunch**
10. Active Modes Presentation – Brian Patterson
11. Breakout #2 Session: Select key phases for the vision statement
- 12. Coffee Break**
13. Breakout # 3 Session: Create vision statements for each region
14. Group Activity: Develop consensus on one corridor vision statement
15. Summary of Session – Tim Stevens
16. Next Steps – Murray Tekano
17. Closing Comments – Norm Letnick

APPENDIX D

Wall Graphics

HIGHWAY SEGMENT KEY PLAN














Ministry of Transportation and Infrastructure

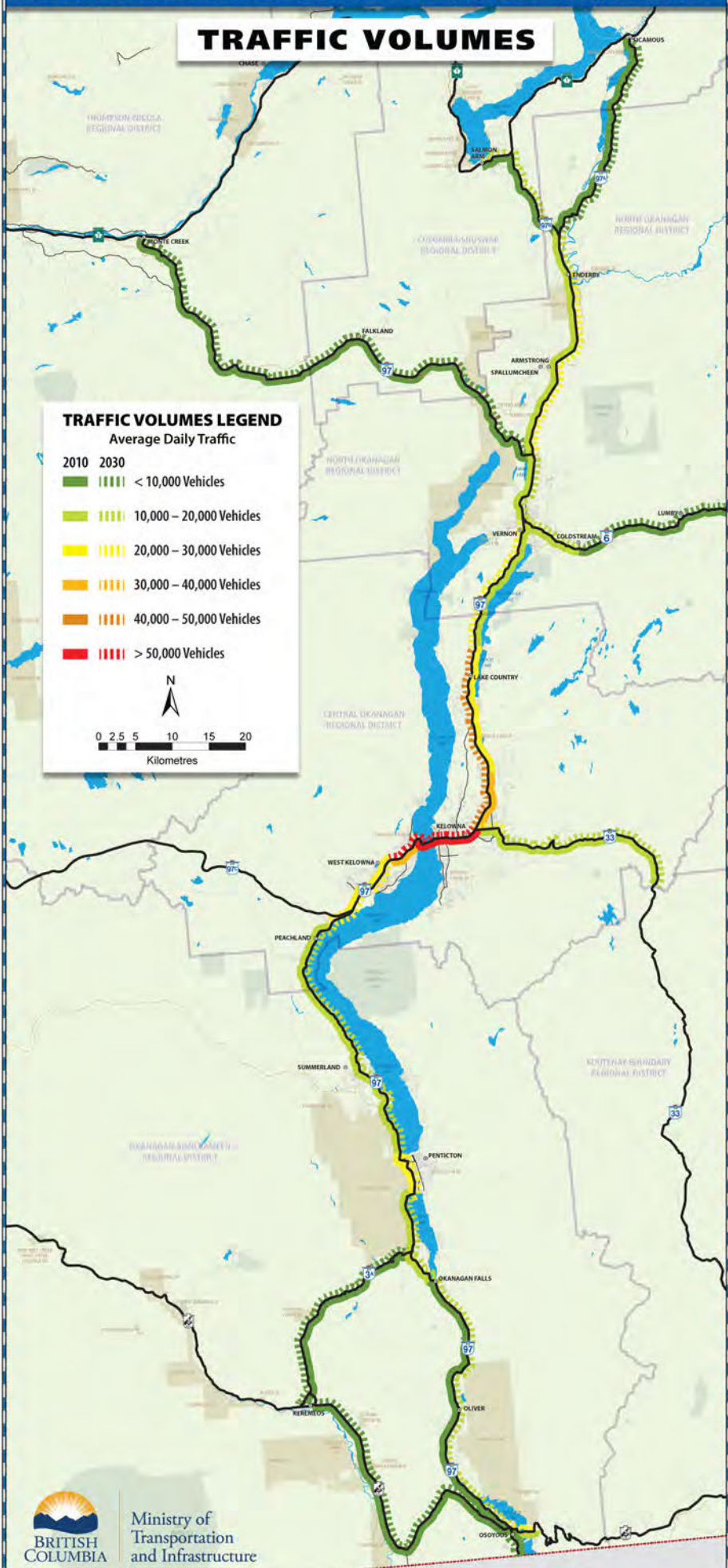
TRAFFIC VOLUMES

TRAFFIC VOLUMES LEGEND

Average Daily Traffic

2010 2030

-   < 10,000 Vehicles
-   10,000 – 20,000 Vehicles
-   20,000 – 30,000 Vehicles
-   30,000 – 40,000 Vehicles
-   40,000 – 50,000 Vehicles
-   > 50,000 Vehicles



Ministry of Transportation and Infrastructure

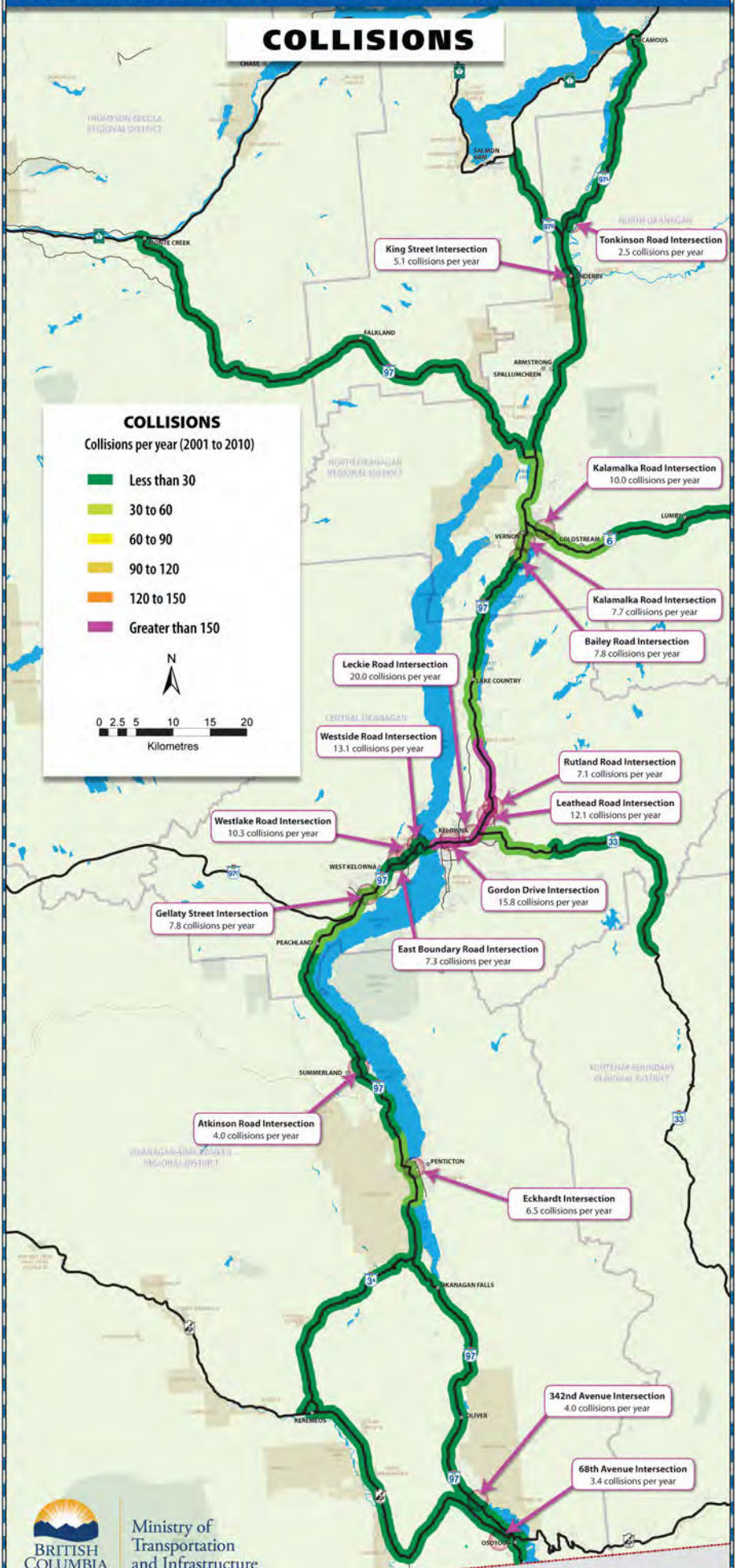
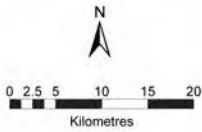
U.S.A.

COLLISIONS

COLLISIONS

Collisions per year (2001 to 2010)

- █ Less than 30
- █ 30 to 60
- █ 60 to 90
- █ 90 to 120
- █ 120 to 150
- █ Greater than 150



Ministry of Transportation and Infrastructure

U.S.A.

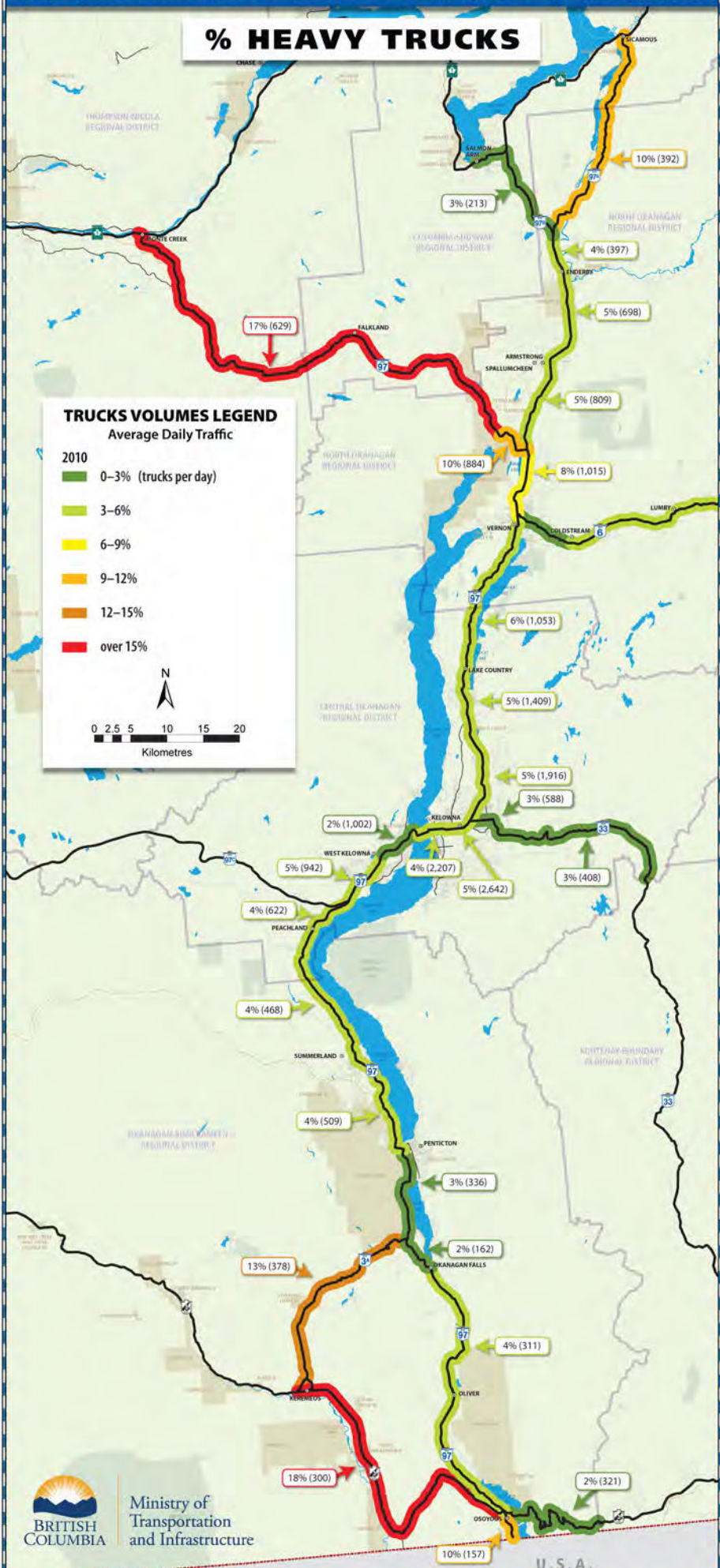
% HEAVY TRUCKS

TRUCKS VOLUMES LEGEND

Average Daily Traffic

2010

- 0-3% (trucks per day)
- 3-6%
- 6-9%
- 9-12%
- 12-15%
- over 15%



Ministry of Transportation and Infrastructure

U.S.A.

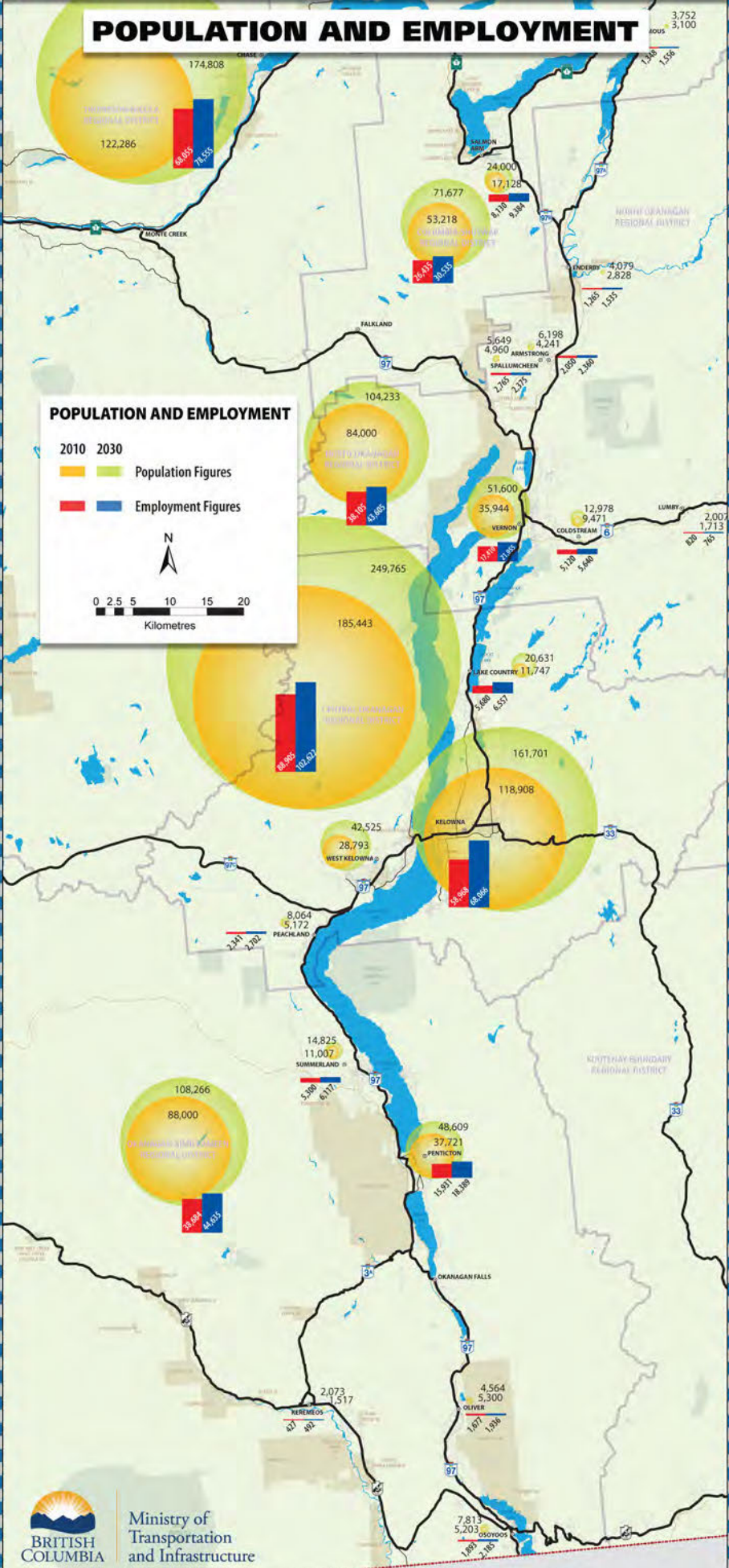
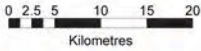
POPULATION AND EMPLOYMENT

POPULATION AND EMPLOYMENT

2010 2030

Population Figures

Employment Figures



Ministry of Transportation and Infrastructure

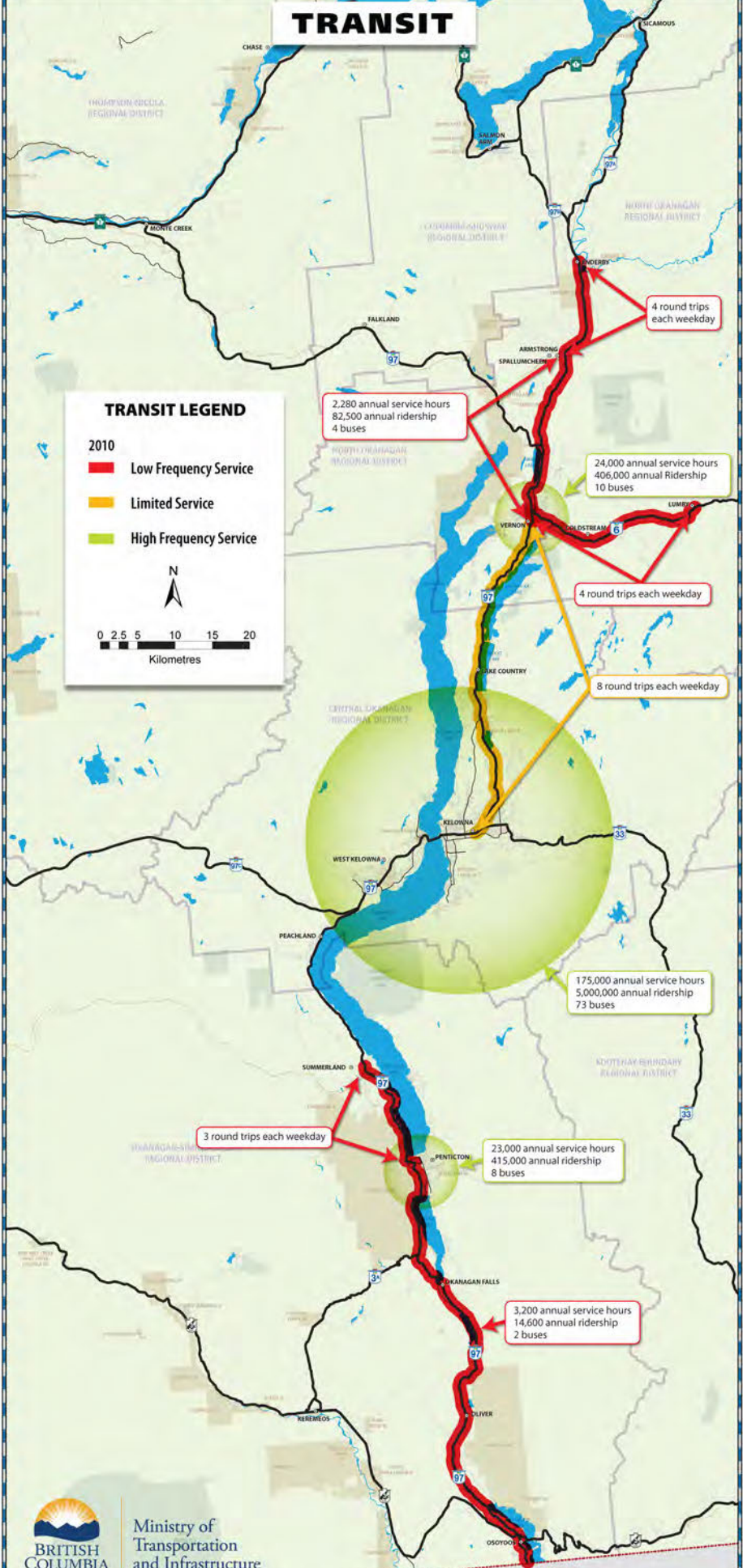
U.S.A.

TRANSIT

TRANSIT LEGEND

2010

- █ Low Frequency Service
- █ Limited Service
- █ High Frequency Service



2,280 annual service hours
82,500 annual ridership
4 buses

4 round trips each weekday

24,000 annual service hours
406,000 annual Ridership
10 buses

4 round trips each weekday

8 round trips each weekday

175,000 annual service hours
5,000,000 annual ridership
73 buses

3 round trips each weekday

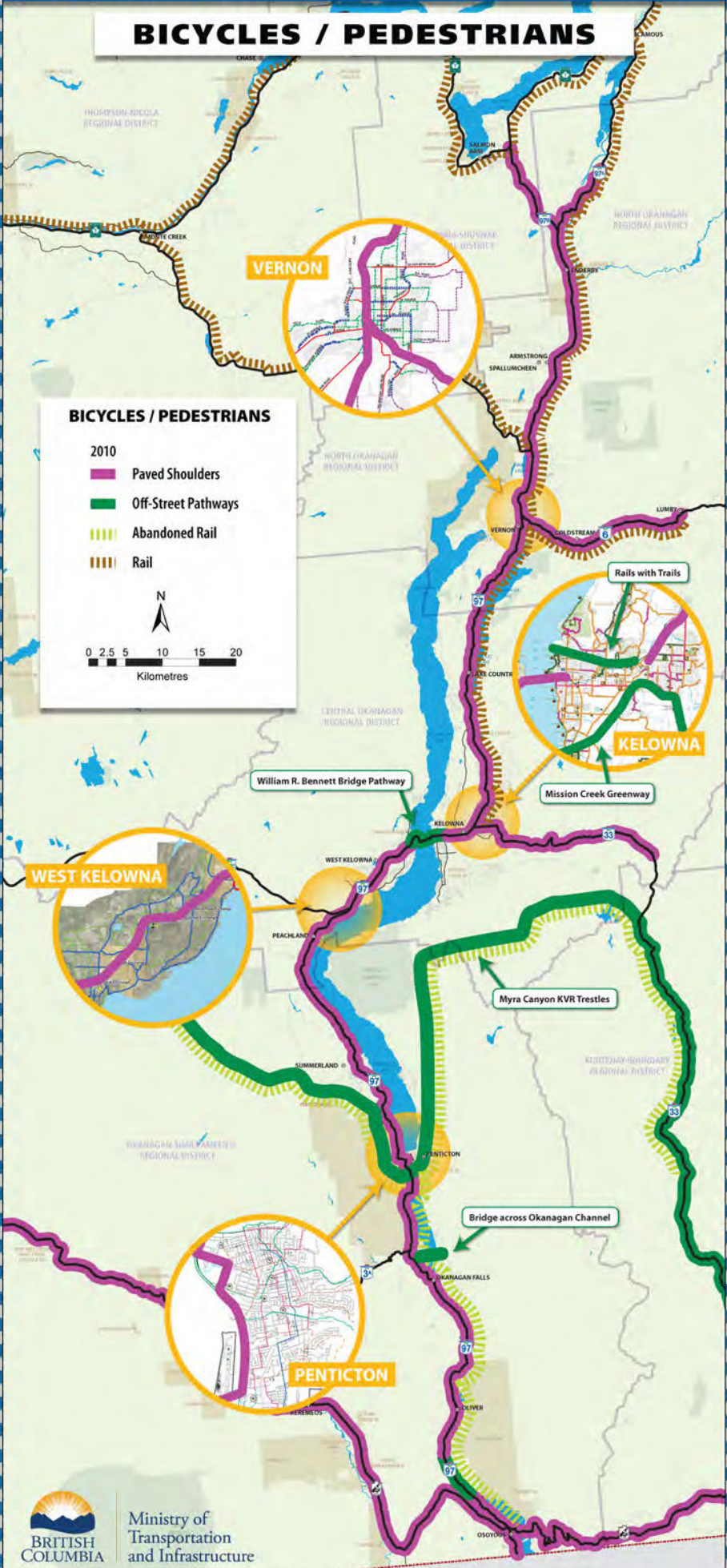
23,000 annual service hours
415,000 annual ridership
8 buses

3,200 annual service hours
14,600 annual ridership
2 buses



Ministry of Transportation and Infrastructure

BICYCLES / PEDESTRIANS



BICYCLES / PEDESTRIANS

2010

- █ Paved Shoulders
- █ Off-Street Pathways
- - - Abandoned Rail
- - - Rail



0 2.5 5 10 15 20
Kilometres

VERNON

Rails with Trails

KELOWNA

William R. Bennett Bridge Pathway

Mission Creek Greenway

WEST KELOWNA

Myra Canyon KVR Trestles

Bridge across Okanagan Channel

PENTICTON

U.S.A.



Ministry of Transportation and Infrastructure

APPENDIX E

Presentations

Okanagan Valley Transportation Symposium

Workshop #2
Active Transportation Overview

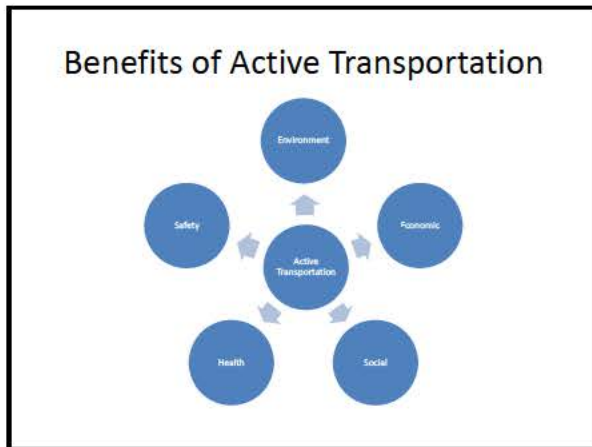
Brian Patterson, MCIP
September 16, 2011



UNIVERSITY SYSTEMS

Agenda

1. Benefits of Active Transportation
2. Roles & Responsibilities
3. Current State of Active Transportation
4. Challenges and Opportunities
5. Ingredients for Success
6. Case Studies
7. Synthesis



Roles & Responsibilities

- Local Governments**
 - Primary Responsibility on Municipal Roads
- Provincial Government**
 - Primary Responsibility on Highways
 - BC MOT Cycling Policy
 - Cost Sharing Opportunities
- Federal Government**
 - Cost Sharing Opportunities

Roles & Responsibilities

BC MOT Cycling Policy

1. Provisions for cyclists are made on all new and upgraded provincial highways
2. BC MOT will involve cyclist interests and local governments in highway planning consultations
3. The Ministry will plan, design, and build for the **appropriate type of cyclist** based on the type of facility
4. Cost will be managed within normal business practices and annual budgets
5. **Uniform signing and marking** will be provided for cyclists on all provincial highways
6. Cycling Policy will be **monitored** on a regular basis

Roles & Responsibilities

BC MOT Cycling Policy

To integrate bicycling by providing safe, accessible and convenient bicycle facilities on the Province's highways and to support and encourage cycling. Cycling supports the Ministry's mandate to provide British Columbians with an integrated multi-modal transportation system



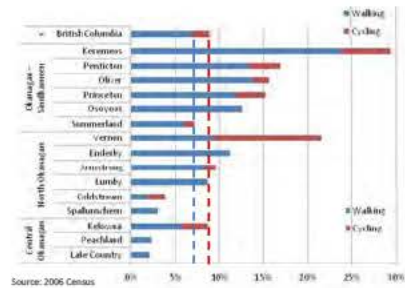
Current State of Active Transportation

- Cycling is permitted on all highways in this corridor
- Lack of facilities for pedestrians and cyclists on shoulders and at crossing points on urban highways
- Narrow or no shoulders for pedestrians and cyclists on rural highways



Current State of Active Transportation

Percentage of trips to work made by walking or cycling



Current State of Active Transportation

Percentage of all trips made by walking or cycling

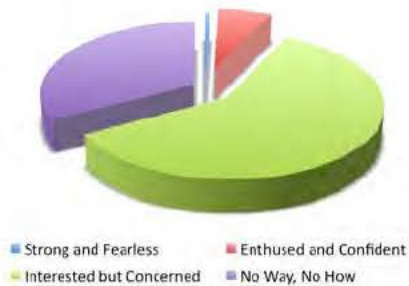
Travel Mode	Travel Mode Percentages					Total (%)	Total Trips
	Night 0000-0559	AM Peak 0600-0859	Midday 0900-1459	PM Peak 1500-1759	Evening 1800-2359		
Auto Driver	83.5%	64.9%	74.1%	68.0%	66.8%	69.8%	825,065
Auto Passenger	8.8%	16.6%	13.6%	19.0%	27.2%	17.6%	132,249
Commercial Vehicle Driver	2.0%	1.2%	0.9%	0.7%	0.2%	0.9%	6,418
Transit Bus	0.5%	1.4%	1.1%	1.2%	0.6%	1.2%	8,717
School Bus	0%	5.2%	1.4%	2.9%	0.2%	2.4%	17,953
Bicycle	2.2%	2.8%	1.0%	2.6%	1.4%	1.7%	13,098
Roller blades/skateboard	0%	0.2%	0.1%	0.1%	0%	-0.1%	628
Walk	2.6%	6.6%	6.2%	4.3%	2.6%	5.2%	38,942
Taxi/airport Shuttle	0%	0%	0%	0.1%	0%	0%	242
Others	0.3%	0.6%	1.0%	0.8%	0.5%	0.8%	5,875
Auto-Combo	0%	0.1%	0.2%	0.2%	0.4%	0.2%	1,566
Driver/Pass	0%	0.4%	0.3%	0.2%	0.1%	0.3%	2,001
Other combo	0%	0.4%	0.3%	0.2%	0.1%	0.3%	2,001
Trip Totals	8,676	146,317	267,057	201,677	114,768	100%	753,720

Source: CORD / BORD Travel Diary Survey

Types of Active Transportation



Types of Cyclists



Challenges and Opportunities

- Improve shoulders
- Develop separated facilities
- Regular maintenance of shoulders and pathways
- Improve pedestrian and cyclist safety at intersections
- Develop parallel alternate routes
- Economic development opportunities



Challenges and Opportunities

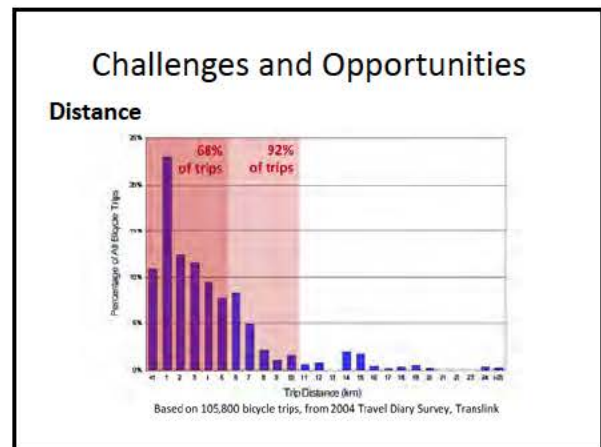
Quality Infrastructure

Challenges and Opportunities

Road Network Patterns

Challenges and Opportunities

Land Use Density and Mix



Challenges and Opportunities

Distance

Mode	Average Trip Time (Minutes)						Total
	Night 18:00-00:00	AM Peak 06:00-09:00	Midday 10:00-14:00	PM Peak 17:00-19:00	Evening 19:00-23:00		
Auto Driver	17.1	15.0	14.2	16.1	14.7	15.2	
Auto Passenger	18.3	12.7	14.1	16.1	13.9	14.8	
Transit Bus	20.1	17.4	16.0	17.2	16.0	17.3	
Subway/Bike	19.4	19.4	19.4	19.4	19.4	19.4	
Bicycle	24.1	17.1	14.9	20.3	16.8	18.0	
Walk	15.0	14.0	14.0	13.0	14.0	14.0	
Skateboard	22.1	17.6	16.8	17.2	16.0	18.4	
Auto-Cyclist Driver/Pass	9	10.4	20.1	13.0	14.7	16.7	
Other Modes	6	12.7	19.2	20.7	20.4	20.1	
Total	17.1	15.0	14.8	16.8	14.7	15.5	

It's not that far!

- Average bicycle trip: 18 minutes = 5-6 km
- Average walking trip: 15 minutes = 1 km



Challenges and Opportunities

Topography

Challenges and Opportunities

Climate

Challenges and Opportunities

Safety

- Perception of lack of safety is a major deterrent to cycling

Motivators	Deterrents
Separated from vehicle noise and pollution	Ice or snow
Beautiful scenery	Lots of car, bus & truck traffic
Separated paths from traffic	Glass or debris
Route is flat	Vehicles drive faster than 50 km/h
Faster than other modes	Motorists driving
Distance less than 5 km	Risk of injury
Trip in daylight hours	Rain
Transit integration	Slick surfaces
Centre line on pathways	Poor lighting
Secure indoor bike storage	Need to carry bulky or heavy items

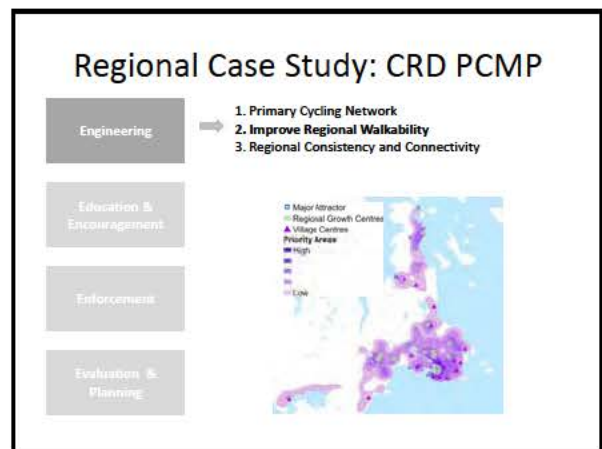
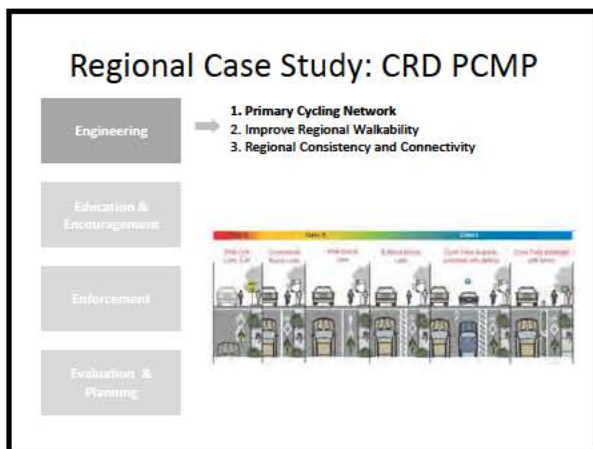
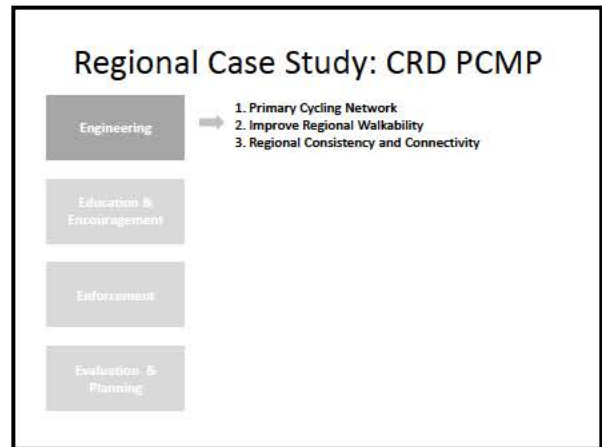
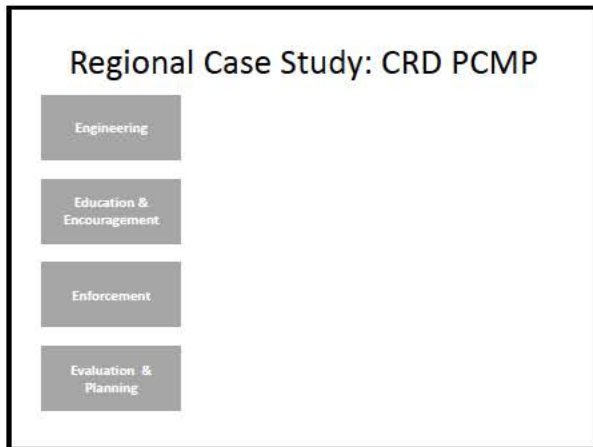
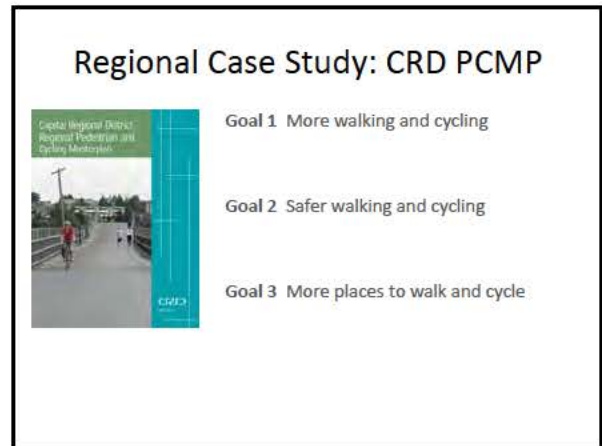
Challenges and Opportunities

Safety

- "Safety in Numbers"
- Communities with higher levels of cycling have fewer fatalities

Ingredients for Success - Corridors

Ingredients for Success - Crossings



Regional Case Study: CRD PCMP


Engineering

Education & Encouragement


Enforcement

Evaluation & Planning


1. Primary Cycling Network
 2. Improve Regional Walkability
 3. Regional Consistency and Connectivity




Provincial Case Study: Route Verte




Provincial Case Study: Route Verte




Paved Shoulders



Bicycle Lanes



Shared Roadways




Off-Street Pathways



Synthesis



1. Building blocks are in place!
2. Coordinated land use and transportation
3. High quality facilities
4. Multi-modal integration
5. Regional consistency and connectivity
6. Improved crossings

	<h2>LAND USE/COMMUNITY POLICY & TRANSPORTATION INITIATIVES</h2> <p>Presenter Ed Grifone, MCIP CTO</p>
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	<h2>The Three Questions</h2>
	<ul style="list-style-type: none"> • What we want? • Where are we going? • How far have we got to go to get what we want?








	<h2>Sustainable Transportation</h2>
	<ul style="list-style-type: none"> • A sustainable transportation system is the vision and main goal • Sustainable transportation requires: <ul style="list-style-type: none"> – a holistic framework – sustainability-based policies – projects that support policy objectives – adequate and appropriate funding – coordination and partnership at all levels
	

	<h2>Triple-Bottom Line</h2>
	<ul style="list-style-type: none"> • A sustainable and holistic framework consists of considerations in these three general areas: <ul style="list-style-type: none"> – Economic – Environmental – Social
	

	<h2>Current Situation</h2>
	<ul style="list-style-type: none"> • Commuting patterns by mode (2006): <ul style="list-style-type: none"> – Automobile: 89.1% – Walking: 4.6% – Transit: 2.7% – Cycling: 2.1% – Other: 1.5%
	
	<ul style="list-style-type: none"> • 45% of trips are less than 5km, however, approx. ¾ of these trips are in the automobile

	<h2>Sustainable Supply <small>[long term thinking]</small></h2>
	<ul style="list-style-type: none"> • Life cycle planning includes impact to all areas of the sustainable transportation system, not just flow of traffic/congestion mitigation.
	

	<h2 style="text-align: center;">Sustainable Demand</h2>
    	 <ul style="list-style-type: none"> • Rate of “consumption” of roads not sustainable • Need to curb demand to match supply and sustainability goals • Need to support Transportation Demand Management (TDM) measures and programs

	<h2 style="text-align: center;">How are we trying to deal with transportation and land use relationships for the future?</h2>
    	<h3>1. Growth Management Trend</h3> 

	<h2 style="text-align: center;">How are we trying to deal with transportation and land use relationships for the future?</h2>
    	<h3>2. Densification Theory</h3> 

	<h2 style="text-align: center;">How are we trying to deal with transportation and land use relationships for the future?</h2>
    	<h3>3. Downtown’s Role is Changing</h3> 

	<h2 style="text-align: center;">How are we trying to deal with transportation and land use relationships for the future?</h2>
    	<h3>4. Highway Commercial Implications</h3> 

	<h2 style="text-align: center;">How are we trying to deal with transportation and land use relationships for the future?</h2>
    	<h3>5. Agricultural Land Reserve (Sprawl Control?)</h3> 

	<p>How are we trying to deal with transportation and land use relationships for the future?</p>
	<p>6. Employment Areas are Changing Hospital Districts University Districts Office Districts</p>








	<p>How are we trying to deal with transportation and land use relationships for the future?</p>
	<p>7. Resort/Recreational Residential Development</p>

	<p>How are we trying to deal with transportation and land use relationships for the future?</p>
	<p>8. Active Transportation (Pedestrian & Bike)</p>

	<p>How are we trying to deal with transportation and land use relationships for the future?</p>
	<p>9. Interest in Transit (How to fill the bus?)</p>

	<p>How are we trying to deal with transportation and land use relationships for the future?</p>
	<p>10. Transit Nodes</p>

	<p>How are we trying to deal with transportation and land use relationships for the future?</p>
	<p>11. Demographic Shift</p>

 	<p>LAND USE/COMMUNITY POLICY & TRANSPORTATION INITIATIVES</p>
   	

Okanagan Valley Transportation Symposium #2:

Transit Overview

September 16, 2011

Presentation Outline

- Travel Patterns and Demographics
- Transit in the Okanagan Today
- Urban Form and Transit
- Transit Mode Characteristics
- Multi-modal Planning & Sustainability
- Synthesis

2007 North and Central Okanagan Household Travel Survey

Travel Mode Percentages by Time of Day

Mode	Travel Mode Percentages					Total (%)	Total Trips
	Night 0000-0559	AM Peak 0600-0859	Midday 0900-1459	PM Peak 1500-1759	Evening 1800-2359		
Auto Driver	83.5%	64.9%	74.1%	68.0%	66.8%	69.6%	525,065
Auto Passenger	8.8%	16.6%	13.6%	19.0%	27.2%	17.6%	132,249
Commercial Vehicle Driver	2.0%	1.2%	0.9%	0.7%	0.2%	0.9%	6,418
Transit Bus	0.5%	1.4%	1.1%	1.2%	0.6%	1.2%	8,717
School Bus	0%	5.2%	1.6%	2.9%	0.2%	2.4%	17,982
Bicycle	2.2%	2.8%	1.0%	2.0%	1.4%	1.7%	13,098
Roller blades/skateboard	0%	0.2%	0.1%	0.1%	0%	0.1%	628
Walk	2.6%	6.6%	6.2%	4.2%	2.6%	5.2%	39,942
Taxi/airport Shuttle	0%	0%	0%	0.1%	0%	0%	242
Others	0.3%	0.6%	1.0%	0.8%	0.5%	0.8%	5,875
Auto-Combo Driver/Pass	0%	0.1%	0.2%	0.2%	0.4%	0.2%	1,566
Other combo	0%	0.4%	0.5%	0.2%	0.1%	0.3%	2,001
Trip Totals	8.67e	148,317	287,057	201,677	114,768	100%	752,726

Average Trip Time By Mode and By Trip Purpose

Mode	Average Trip Time (Minutes)					Total
	Night 0000-0559	AM Peak 0600-0859	Midday 0900-1459	PM Peak 1500-1759	Evening 1800-2359	
Auto Driver	17.8	15.9	14.2	15.5	14.7	15.9
Auto Passenger	16.3	12.7	14.1	15.1	13.9	14.1
Transit Bus	20.9	27.4	25.9	31.3	30.5	27.9
School Bus	0	33.9	21.5	24.8	28.6	23.7
Bicycle	24.4	17.1	14.9	20.3	19.6	18.9
Walk	15.6	14.0	14.5	17.2	14.1	15.0
Others	22.5	21.6	20.8	19.2	18.6	20.4
Auto-Combo Driver/Pass	0	10.4	22.1	13.0	14.7	16.7
Other Combo	0	22.7	19.2	20.7	23.9	20.3
Total	17.8	15.9	14.6	16.8	14.7	15.5

Transit Trips times typically 2x Auto Times

Source Data: 2007 North and Central Okanagan Household Travel Survey

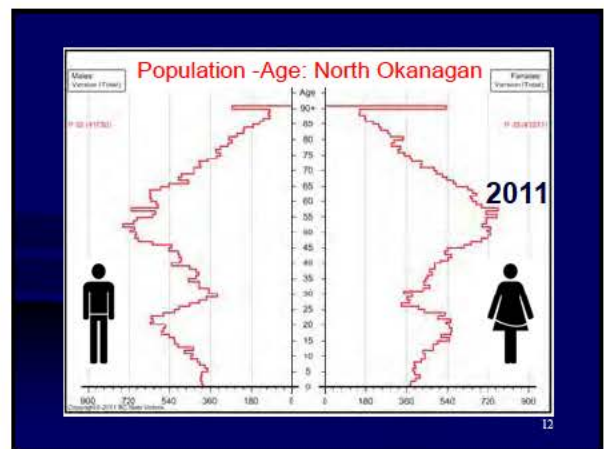
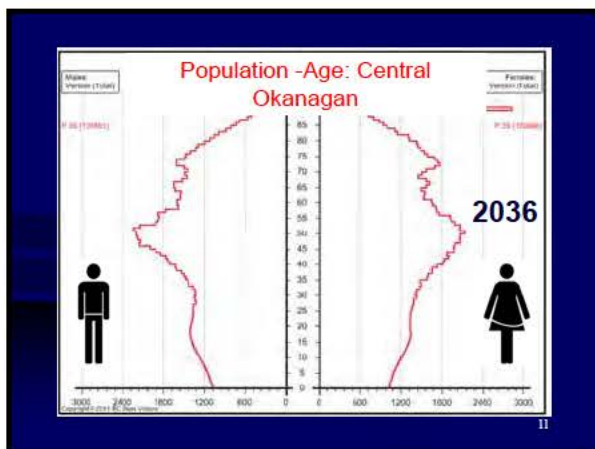
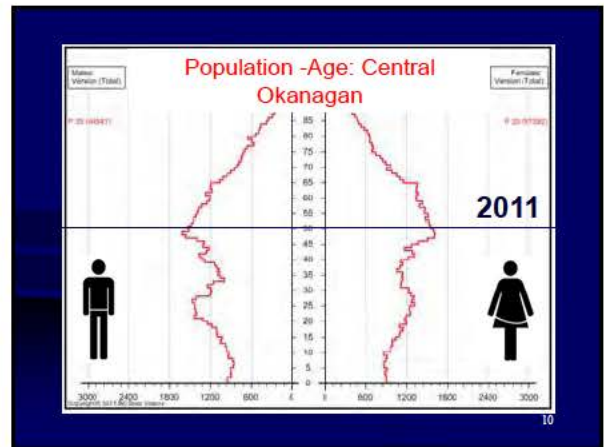
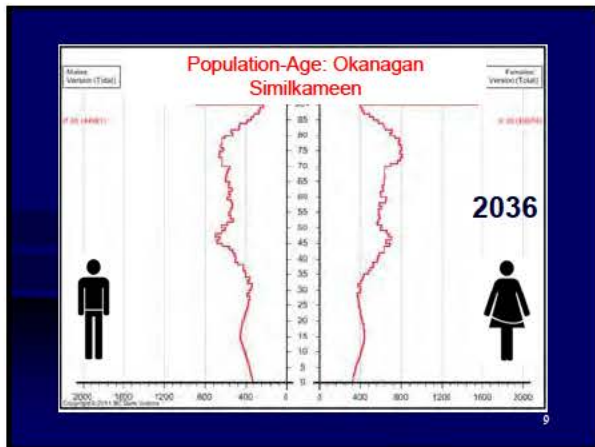
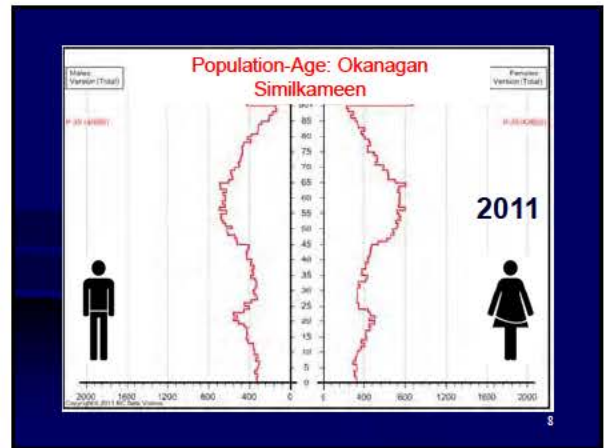
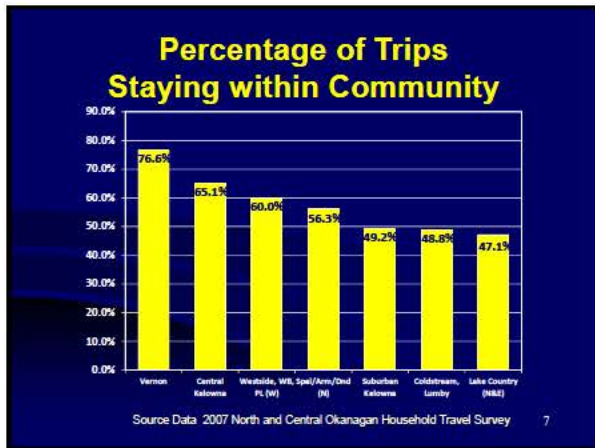
Travel Modes by Age Groups

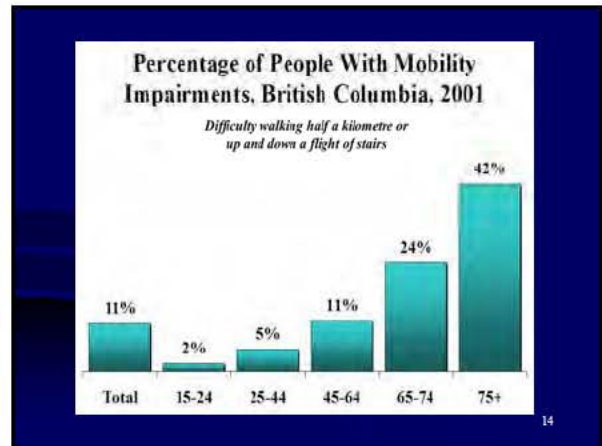
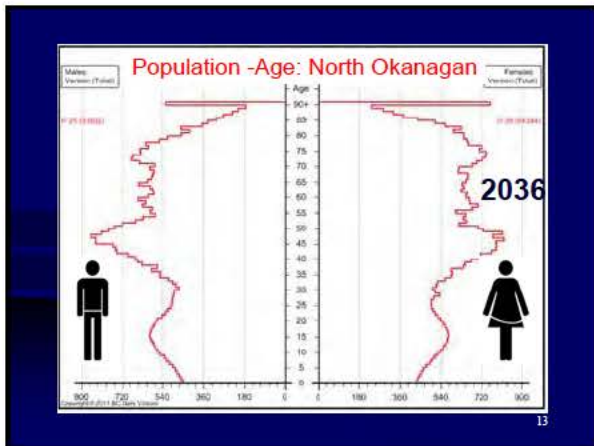
Age Group	Mode Share Over 24 Hours						Total Trips	
	Auto Driver	Auto Pass	School Bus	Transit	Walk	Bike		Other
05-17	1.0%	49.5%	95.2%	23.5%	37.3%	27.4%	7.5%	109,854
18-24	4.0%	5.5%	2.5%	16.5%	4.7%	8.3%	5.1%	38,125
25-34	11.9%	5.4%	0%	11.1%	10.2%	10.5%	8.1%	75,869
35-44	21.5%	6.2%	6.7%	8.0%	9.8%	16.5%	17.1%	129,878
45-64	47.5%	20.6%	1.6%	22.0%	28.0%	33.4%	53.3%	300,880
65+	13.9%	12.9%	0%	18.9%	10.1%	3.0%	11.8%	95,845
Total	69.2%	17.5%	2.4%	1.2%	5.1%	1.7%	1.7%	749,603

Age

Transit

Source Data: 2007 North and Central Okanagan Household Travel Survey





Implications for Travel and Transit

- Most travel is local
- Okanagan is aging
- More significant in South
- Lower growth in younger residents
- Implications for trip purposes & destinations

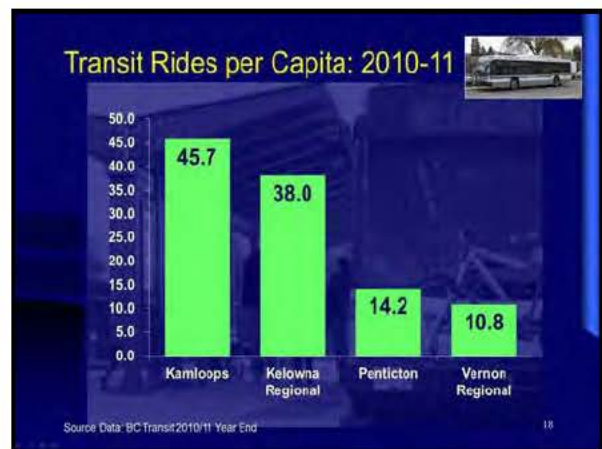
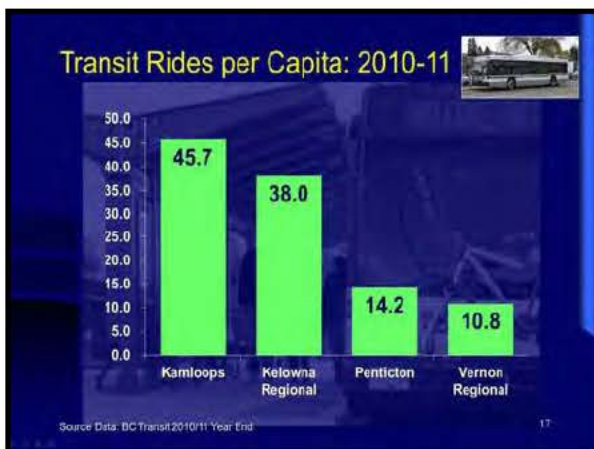
Transit Services in the Okanagan

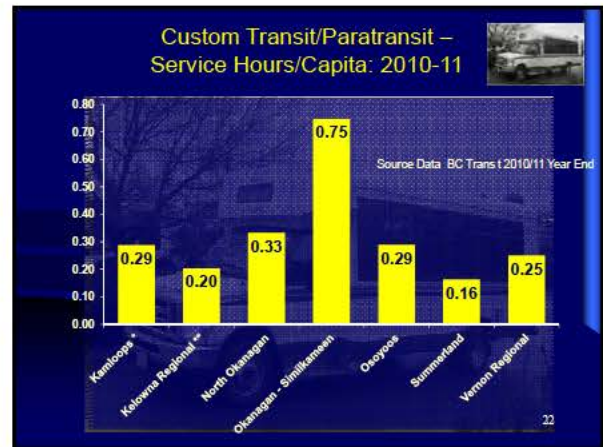
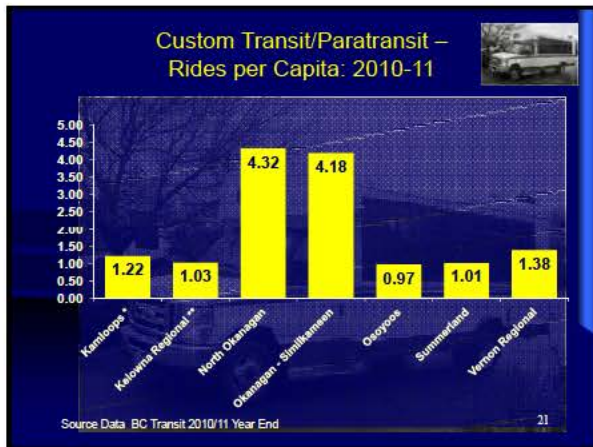
Conventional Transit

- Kelowna Regional
- Penticton
- Vernon Regional

Custom & Paratransit

- Kelowna Regional
- North Okanagan
- Okanagan - Similkameen
- Osoyoos
- Penticton
- Vernon Regional





What is a Transit Trip?

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Elements of Transit-Friendly Design

- Density
- Land Use Mix
- Pedestrian Amenities
- Road/Street Network and Design

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Urban Form

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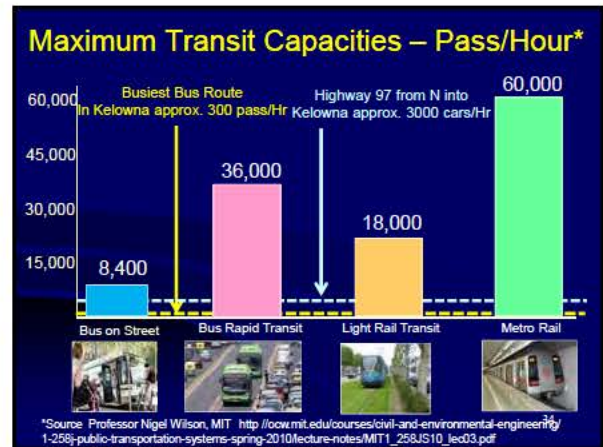
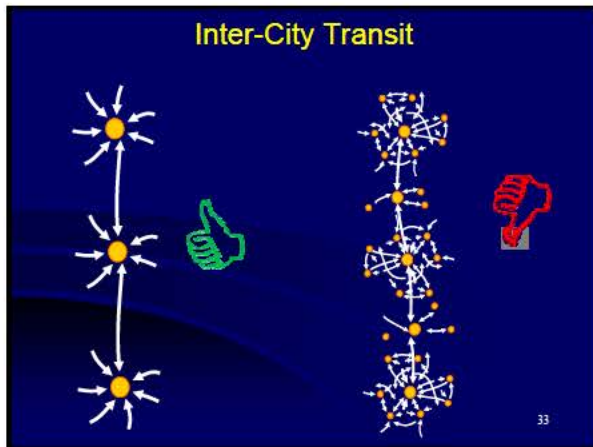
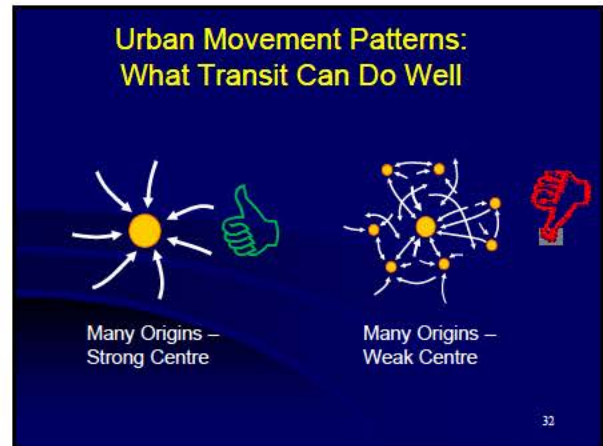
Type of Dwelling

Dwelling Type	TOTAL	NORD	CORD
Single Detached House	72%	78%	70%
Apartment Condo	13%	11%	14%
Townhouse	8%	8%	8%
Duplex	4%	4%	4%
Mobile Home	5%	8%	5%

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- ### Transit Outlook
- Significant potential for better local transit
 - Low ridership levels today
 - Requires increased focus on complete communities
 - Limited role for inter-city transit
 - Demand would limit frequency of service
 - Demand suited to Bus rather than Rail
 - Destinations are dispersed
 - Relatively low ridership & high costs
 - Preserve Rights-of-Way

Roles and Responsibilities for Transit

BC Transit	Local Government	Local Operating Company
Administer contracts	Provide local funding	Deliver specified transit service
Set performance standards	Approve fares and service levels	Provide trained staff
Audit systems	Set system service/ridership objectives	Manage labour relations
Select operating company	Promote ridership	
Provide professional services		
Planning, marketing, asset management and financial services		

Key is Stable, Predictable and Appropriate Revenues/Funding

Need for Multimodal Planning

- For Sustainability and Resilience
 - Modes are planned together: Pedestrian, Bike, Transit, Auto
 - Success depends on integration, especially for transit
 - Need to develop integrated multi-modal 'transportation' plans
 - Challenging with current roles/responsibilities
- Complex Funding/Institutional Arrangements
 - Between Province and Municipalities
 - Between local governments

Key is Stable, Predictable and Appropriate Funding

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Synthesis

- Physical Structure
 - Low densities, dispersed destinations
 - Highly auto-dependent communities
 - Often pedestrian, bike and transit unfriendly
 - Communities have limited resilience today
- Demographics
 - Population is aging – needs will be significant
 - Lower growth in 'traditional' transit markets

Synthesis continued

- Trip Characteristics
 - Most trips remain local
 - Limited market for 'regional travel'
 - Transit usage is low – significant potential for growth
 - Likely increase for medical/social trips with older pop'n
- Transit Modes
 - Much more can be done by bus
 - Keep options open for rail transit

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Synthesis continued

- Focus should be Urban/Sub-regional Transit
 - Current services below threshold of utility for many people
 - Intra-regional demand is low
 - No present role for rail
- Integrated Transportation Planning
 - Essential to advance sustainability
 - Challenging under current structure
 - Problem of 'who pays, who benefits'
 - Different governments/agencies, timescales, funding

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