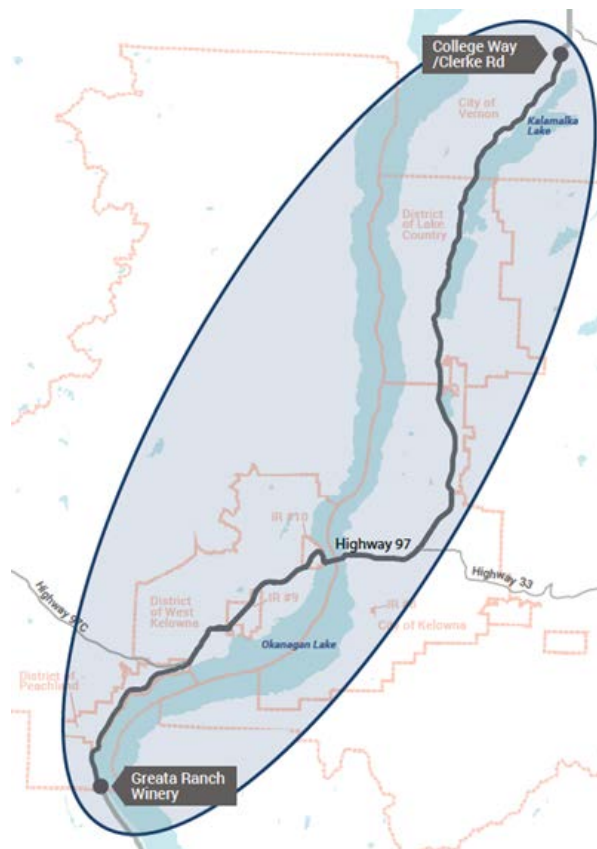


PUBLIC ENGAGEMENT REPORT

Okanagan Lake Second Crossing Project

Phase 1, Part 1 Existing Conditions and Performance Assessment

May 19 – June 1, 2015



Prepared by:

Jack Stuempel and Associates Ltd.

July 15, 2015 (Updated November 23, 2015)

Background

The Ministry of Transportation and Infrastructure has initiated the Central Okanagan Planning Study to understand the future transportation needs of the area, ultimately developing potential route proposals to address future mobility on the Highway 97 corridor, including preferred locations and timing for a possible alternative crossing of Okanagan Lake.

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

While the emphasis is on long-term planning, it will also identify possible additional near-term (0-5 years) improvements to address more immediate safety and mobility concerns.

The project team has collected technical data on existing conditions and assessed the current performance of the corridor. A transportation needs assessment will be completed in the fall of 2015 to round out the “Understanding Needs” phase of the project. This phase will be followed by the “Options Review” phase.

For the current phase, information has been collected from local municipalities and First Nations, previous studies by MOTI and others. Stakeholder consultation to date has included direct dialogue with local governments by the senior project director, and regular meetings with a Technical Advisory Committee with staff representation from local municipalities, First Nations and BC Transit. The project team has also established a Community Working Group to contain a cross-section of citizen and stakeholder representation from the Central Okanagan community.

Public Engagement Milestone

Before proceeding with the future needs analysis and options generation, the project team wished to share a summary of the findings collected to date with the affected community to confirm consistency with the local user experience, and to identify items that may have been overlooked. With this in mind, the project team held two public open house sessions. The first was held in West Kelowna on May 19, 2015, followed by a corresponding session in Kelowna on May 20.

An interactive project website was launched and promoted to coincide with the public open houses to expand the reach of the information-sharing and engagement initiative.

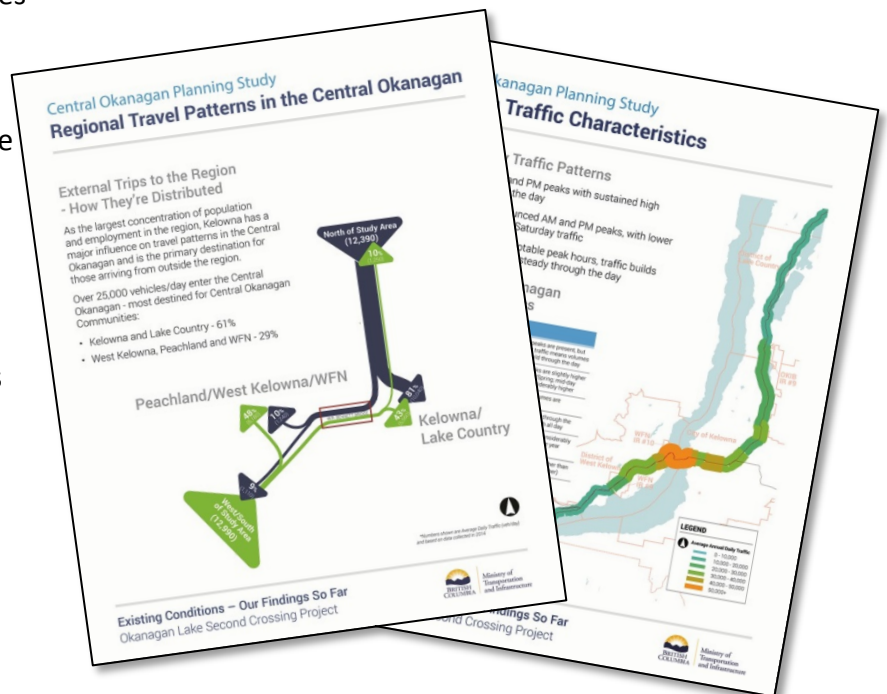
With the open houses as the focal point, the objectives of this engagement milestone were to:

- Provide project background, objectives, status and schedule
- Seek input on safety and mobility problem areas in the Central Okanagan
- Promote the project website as the primary source of project information

Representatives from the Ministry of Transportation and Infrastructure and its project management team, along with consulting engineers Parsons Canada, were present to engage information session attendees.

The open house featured 18 main display panels:

- Open House Objectives
- Background, Goals & Outcomes
- Where We Are in the Process
- Regional Travel Patterns in the Central Okanagan
- Existing Traffic on the W.R. Bennett Bridge
- Existing Traffic Characteristics
- Existing Multi-Modal Transportation Network
- Population & Demographics
- Economy & Land Use
- Land Use & Transportation
- Key Activity Centres and Pedestrian Connectors (South/West)
- Key Activity Centres and Pedestrian Connectors (North/East)
- Traffic Congestion (South/West)
- Traffic Congestion (North/East)
- Traffic Safety
- Community Engagement
- Next Steps
- Comments, Please



Attendees received a 20-page Consultation Companion document (also downloadable from the website) which provided additional background and detail on the project and the subjects under discussion at this milestone. A four-page Feedback Form, also available as an interactive

or downloadable document from the website, was used to collect comments from visitors to the open house and the website.

Publicity and Notification

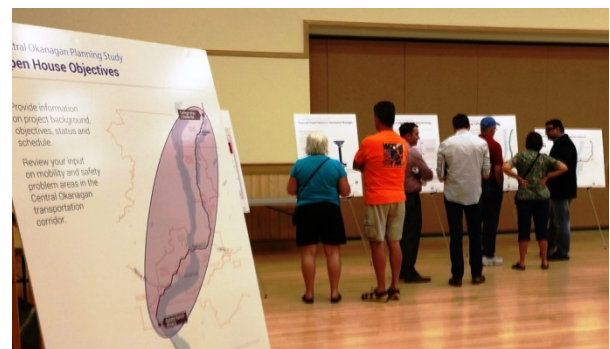
The Ministry directly invited key stakeholders including members of local Councils, while the general public was notified of the sessions via paid print advertising, the launch and announcement of the project website, social media, news release and media advisories.

Attendance/Participation and Results

Attendance – Open Houses

Attendance for the two open house sessions totalled 197, almost evenly divided between the Kelowna session on May 19 (95 attendees) and the West Kelowna session on May 20 (102 attendees).

Comment forms were completed and returned by 78 people at the venues. At 51%, the feedback rate at the West Kelowna session was moderately high and nearly double that of the Kelowna session.



Participation – Online

For consideration at this stage of the study, online feedback with respect to the study's findings on existing conditions and corridor performance was solicited and measured to June 1. However, feedback in this area will continue to be accepted and reviewed throughout the study.

The project website was visited 1692 times between its launch on May 19 and June 1. This includes repeat visits (The BC government's privacy policy does not allow collection of unique site visitors.) By June 1, the Consultation Companion was downloaded 537 times and 145 feedback forms were submitted online.

Table 1

Attendance/Participation and Written Feedback Summary			
Session	Attendees/Visits	Feedback Forms	Feedback %
May 19	95	26	27
May 20	102	52	51
Online to June 1	1,692 (including repeat visitors)	145	9
Total	1,889	223	12%

Residency

Not surprisingly, the majority of attendees visited the open house that was nearest to them. Relative to its population, Peachland was highly represented at the West Kelowna session. Online submissions roughly approximated the population proportions in the area, skewed slightly by significant participation (14%) from non-residents of the Central Okanagan.

Figure 1

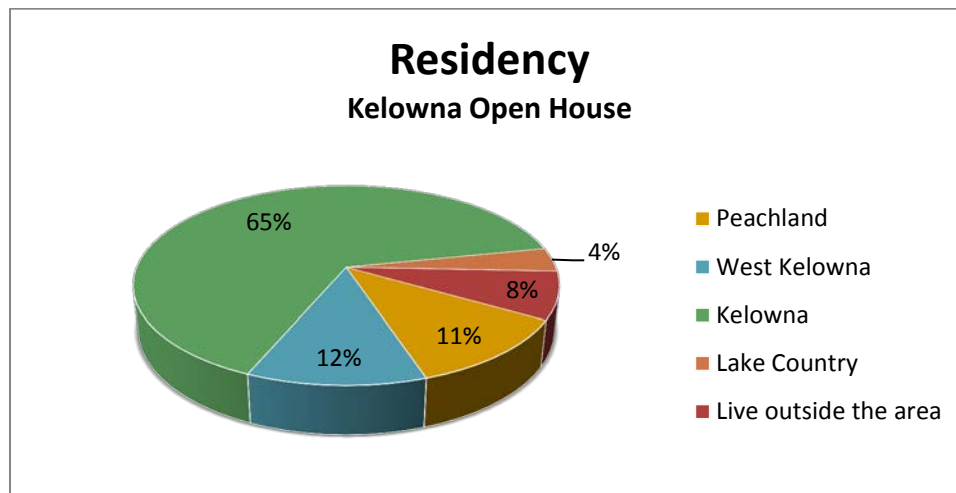


Figure 2

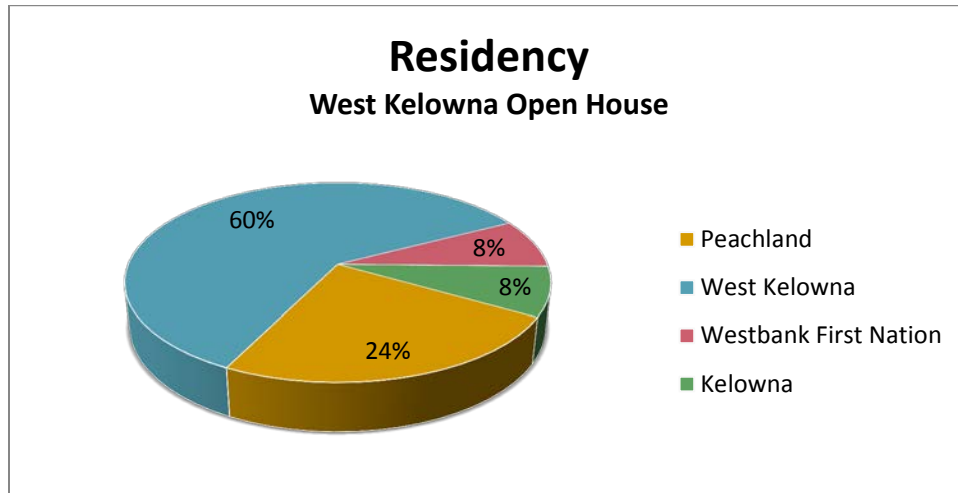
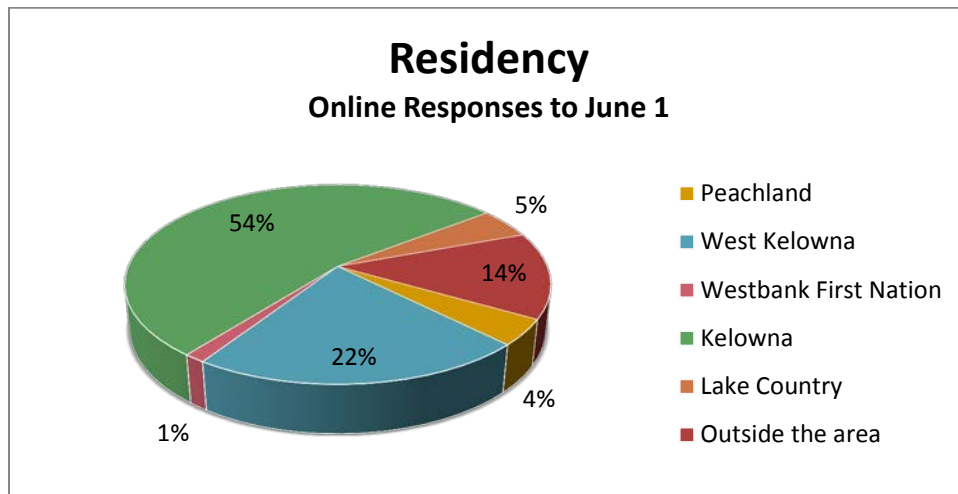


Figure 3



Modes of Travel Used

Most participants use the Highway 97 corridor regularly. The preferred mode of travel for respondents from all areas is overwhelmingly the automobile. While transit was the second or third choice for many, there were more respondents who choose to cycle as their second or third choice. Total respondents riding bicycles outnumbered those who use transit.

Figure 4

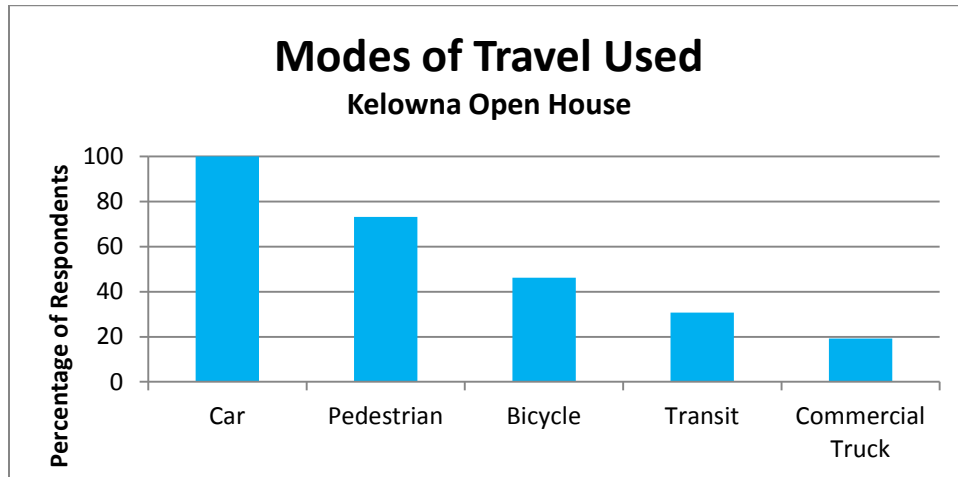


Figure 5

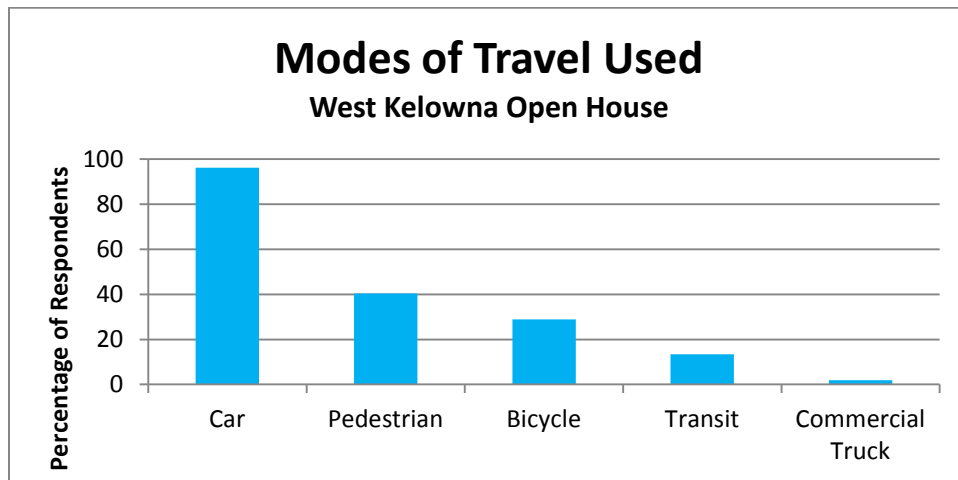
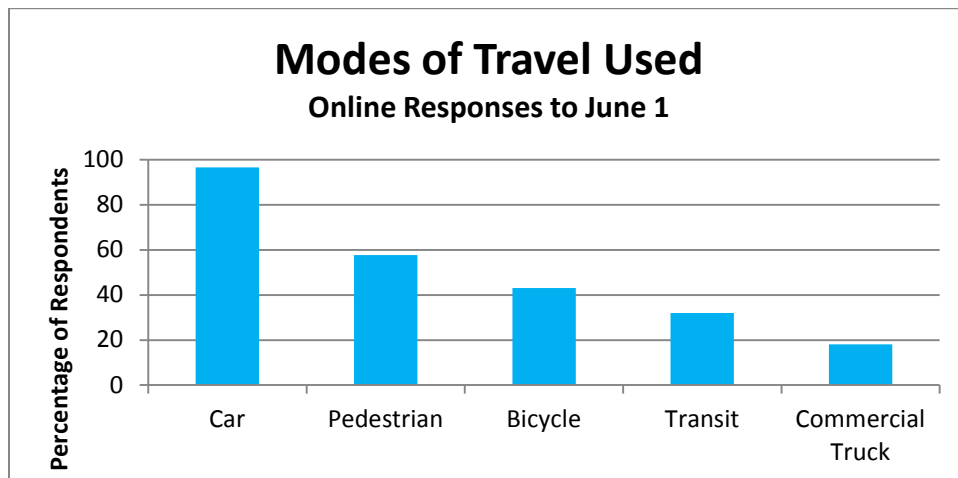


Figure 6



Bridge Crossing Frequency

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

Figure 7

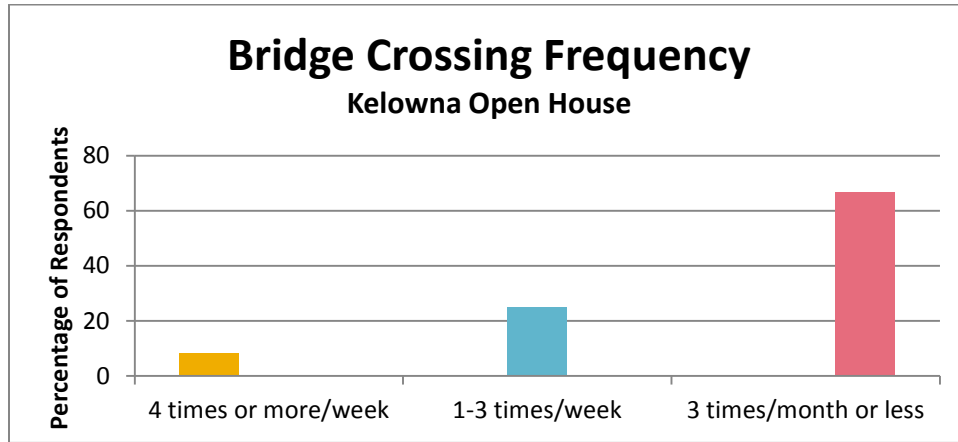


Figure 8

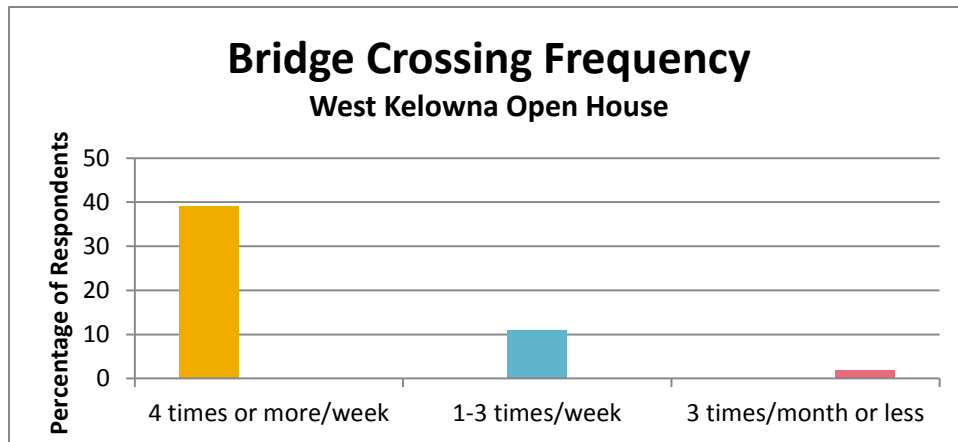
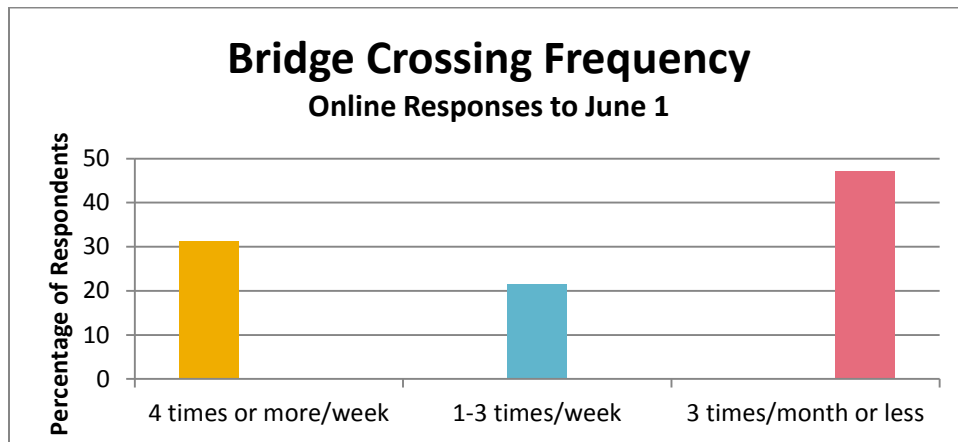


Figure 9



Corroboration of Existing Conditions / Performance Assessment

Respondents overwhelmingly indicated that the results of the corridor performance assessment matched their own experience. Many expressed the view that the current situation is obvious and were eager to proceed to solutions. (This question was not included in the online survey.)

Figure 10

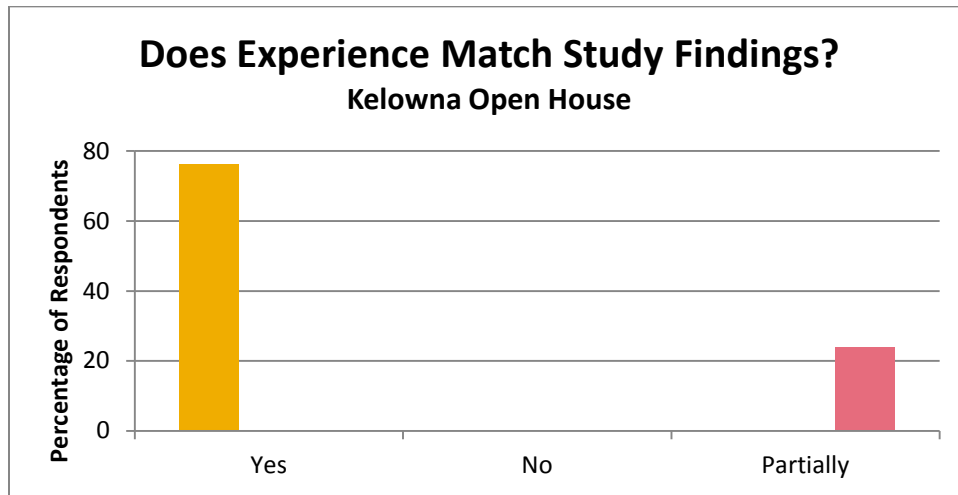
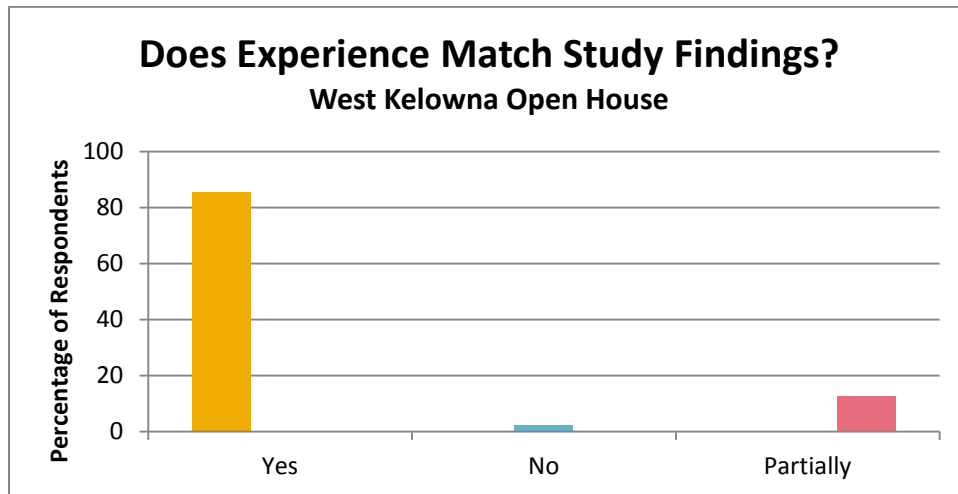


Figure 11



Most Serious Issue

The majority of respondents felt that congestion is the most serious issue on the corridor, with safety a distant second.

Figure 12

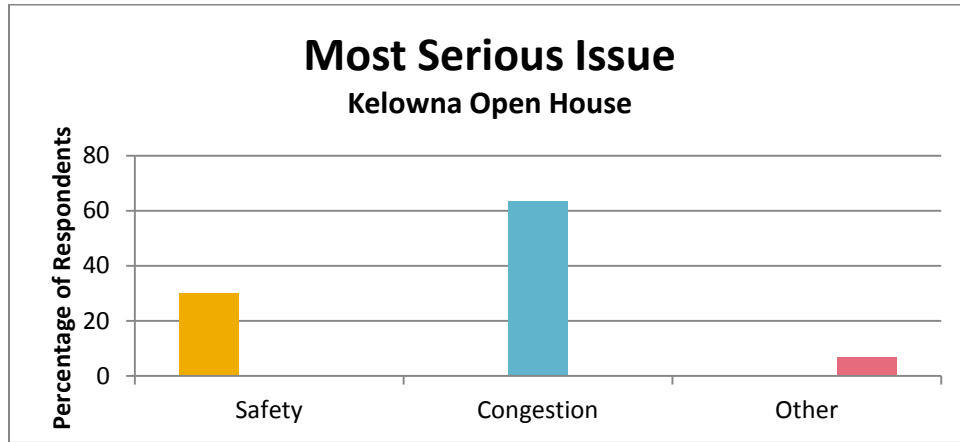


Figure 13

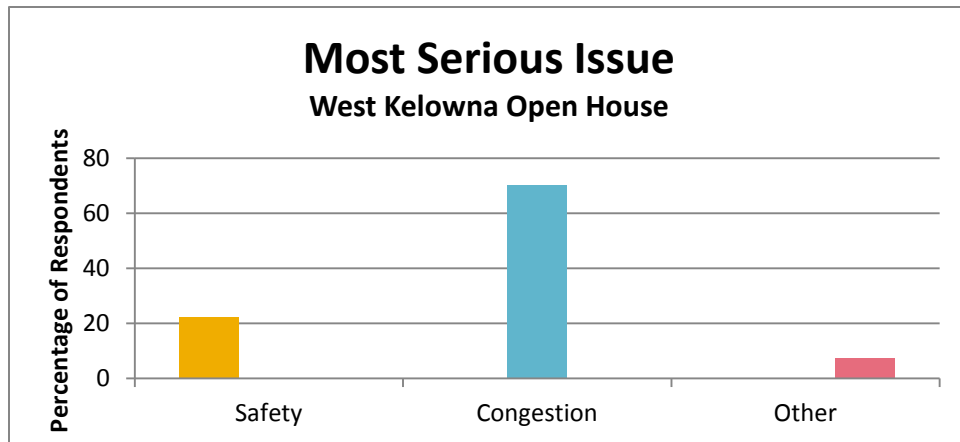
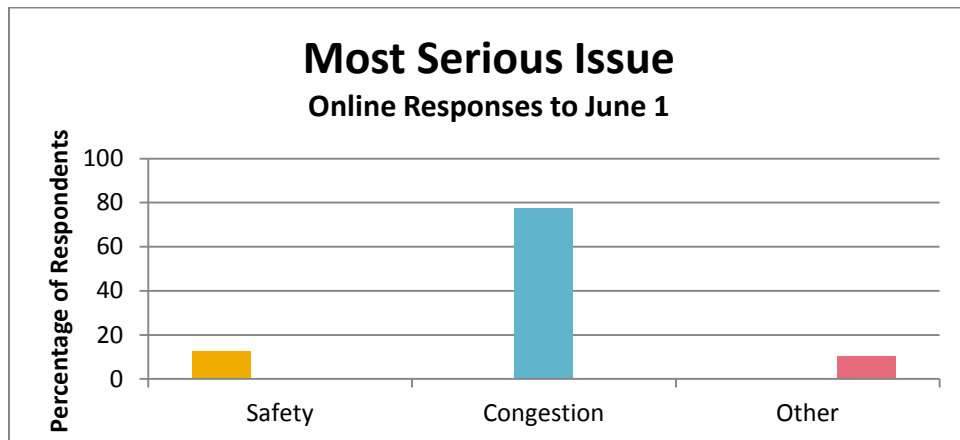


Figure 14



Written Feedback – Overlooked Issues / Additional Comments

Responses to the invitation to identify that might have been overlooked by the study team or offer additional comments were widely varied. Issues included concerns about:

- Roadway maintenance
- Effects of the corridor congestion on the local network
- The growing length of the congested periods
- Signal timing
- Environmental impacts in general, and air and noise pollution affecting cyclists and pedestrians
- The degree of effectiveness of the HOV lanes
- Support for alternatives to the single-occupant vehicle
- Need to plan for the long term
- Opposition to another bridge
- Current lack of crossing redundancy in event of emergency
- Narrow highway shoulders
- Heavy truck volumes
- The need for congestion relief sooner rather than later
- Enforcement and signage

A significant number of the additional comments recommended solutions, including:

- Alternative routes and bypasses, including West Kelowna and Peachland
- Tunnel or elevated highway, as well as other methods such as overpasses to achieve free flow on Highway 97
- Additional bridge in various locations
- 4- and 6-lane minimums
- Improvements to Westside Road
- Better support for alternative modes of transportation

Other comments included several reiterations of disappointment that the Ministry was not yet ready to present second crossing options for feedback.

Responses to the question of overlooked issues and additional comments have been compiled and included in the appendix to this report.

Source of Awareness/Information

Asked to indicate how they learned of the engagement opportunity, respondents cited a variety of information sources. Email notifications dominated among Kelowna open house attendees, half of those in attending in West Kelowna received their information via the newspaper, while social media played a more significant role in informing those who participated online.

Figure 15

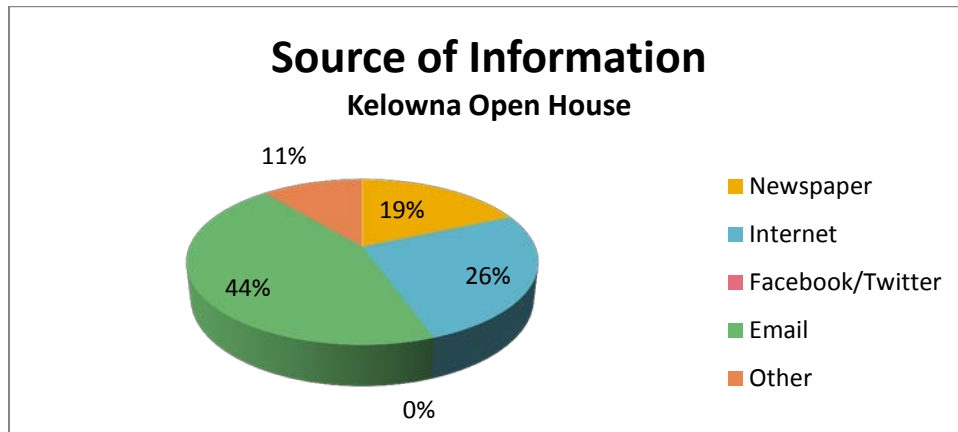


Figure 16

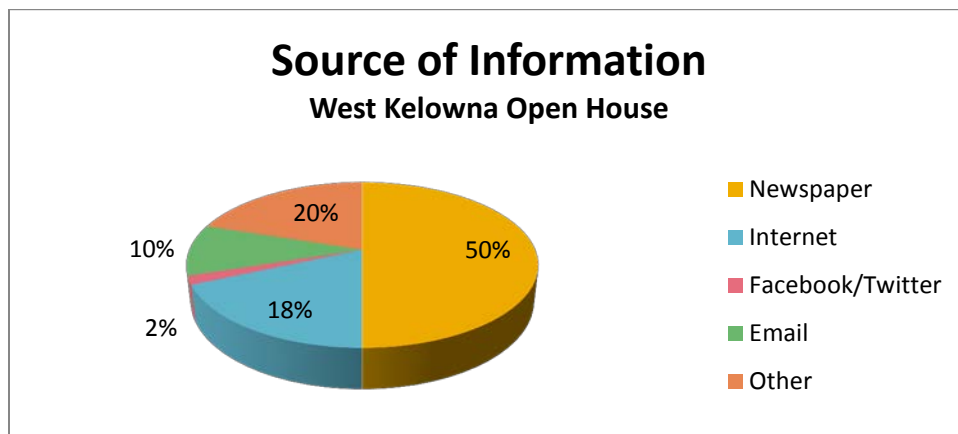
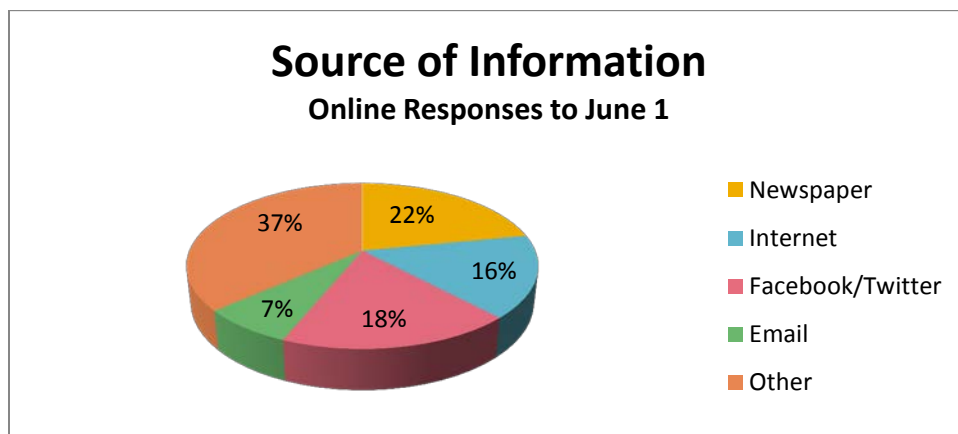


Figure 17



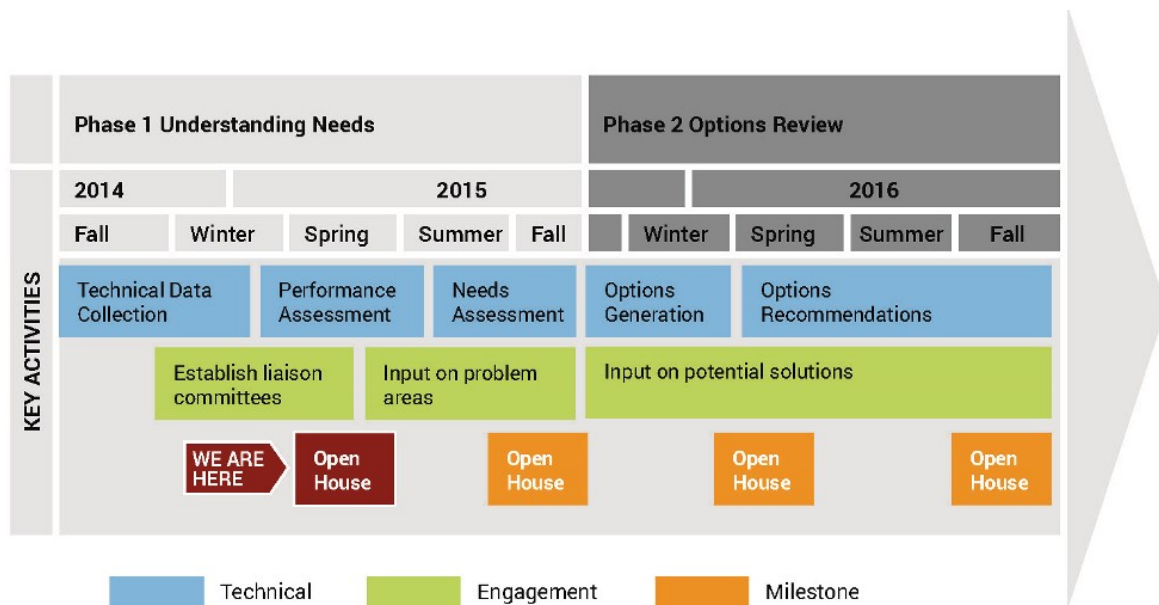
Quality of Presentation

Respondents who attended in Kelowna and West Kelowna were nearly unanimous in indicating that the material was clearly presented and explained.

Next Steps

Input received will be considered as the study proceeds with an assessment of future needs, based on local economic, population and traffic growth forecasts. The steps that follow will involve the generation of primary corridor options.

Consultation will be ongoing through regular meetings with the Technical Advisory Committee and Community Working Group, as well as meetings with other local groups and organizations. Broader public engagement will also continue to occur via the interactive public website and at key engagement milestones.



APPENDIX – VERBATIM COMMENTS

Public Engagement Report

Okanagan Lake Second Crossing Project

Phase 1, Part 1 Existing Conditions and Performance Assessment

May 19 – June 1, 2015

Verbatim Comments – Kelowna Open House

Issues that may have been overlooked
Four lane (at least) entire route with bypass - Peachland
Maintenance issues plague the corridor, potholes, & cracking or ridging
Side streets: eg Ambrosi Rd - lots of through traffic - coming off HWY to make right turn on Springfield. I have sat on my balcony many times & observed.
Lights on richter@bernard & Dillworth@Enterprise cause vehicle back-ups into the highway
Environmental Impact
the connector 4 lane from Spall north/east to Hwy 33 is the vital MISSING LINK...it should have come ASAP for long term benefit
The length of time the congestion period last.
It suffers from air; noise pollution - is not compatible to cyclists
The study team has done a good job analyzing what is now. Would like to see more on the future using present considerations, before we move on to expected future considerations.
HOV lanes are ineffective and are more likely to create safety issues rather than alleviate them.
Plan for the future volumes as well as consider current volumes.

Additional comments
I am interested to see if a second crossing would lead to a thoroughfare rather than feeding into Hwy 97. I think a second major road through Kelowna will be needed. (Hwy 33 extension)
I believe traffic is getting to be more much quicker than anticipated. Some things should be done sooner in preparation for tomorrow.
Does the south end of the proposed CN corridor line up with the proposed crossing?
I would hate to see a second crossing that is inadequate in the coming decades. (10 to 20 yrs) Even though the Bennett Bridge was supposed to sustain traffic flows for several years to come, it clearly is already inadequate.
I appreciate the extra left hand turn lanes that have been installed.
Don't force more traffic through congested area, if a good bypass can be found that routes traffic away from the downtown area of Kelowna
I was hoping for some indication of future plans. I guess it is too early in the planning process.
Traffic flow - improve with synchronized lights (including pedestrian crossings) -other parts of the world use roundabouts with great success -idling cars at intersections add CO to the atmosphere co-ordinate city & highway responsibilities, jurisdiction etc. think about railway/rapid transit & alternate parallel corridor to Hwy 97 through Kelowna
2nd crossing can/should become the only lake crossing to allow trucks.
Knox Mountain Park crossing should be avoided- would wreck a beautiful nature area.
Disappointed not to see any information regarding environmental sustainability - air quality.
I was hoping to see 2nd crossing options to comment on.
I would like to request that when the Community Working Group is formed that one of the stake holders be Neighbourhood association representatives of urban areas where the crossing may impact ie - North end of Kelowna Kelowna Downtown Knox Mountains Assoc
What is the time frame? -10 yrs -20 yrs -less?
I am interested in sitting on a community working group.

Bypass options on Westside
I was hoping to have more information regarding the actual second bridge crossing possible locations as indicated on various sites online.

Verbatim Comments – West Kelowna Open House

Issues that may have been overlooked
Westside Rd should be improved so it could draw more traffic away from highway 97
If you make it easier to drive, you will increase the cars on the road. So make it easier to bike, walk or bus.
No mention of potential alternate routes - we already know about the congestion!
Plan for long into the future.
The traffic patterns shown are well known to us we live here. I would like to see some traffic projections for (A) 2nd crossing B Bypass on westside. It would be ridiculous to do both which would have the greatest effect at which cost
Projected impact of widening in place long term on Peachland
Please consult with Hwy 97 traffic commuters in Peachland. Over 700 members all support a Bypass. the Peachland section of the corridor is extremely narrow. Hwy 97 is actually the main street in Peachland - it is not possible to get from one end of the municipality to another without travelling on or crossing Hwy 97. Even a minor accident shuts down the town and the highway. Again, specific to Peachland, ongoing developments are going to drastically affect the population.
More time should be spent actually driving this corridor
"a bypass route of connector, to Kelowna for commercial vehicles & improvement of Westside Road for a corridor to Vernon". (probably prohibitively costly)
...for tunnel through WestBank
3 lane from (S) bridge to Westbank
Please by-pass "West Kelowna"
The HOV lane experiment on Harvey Ave should be cancelled. The HOV lane is in the wrong lane. People making right turns off Harvey at major & minor intersections only slow traffic and create hazards.
1. Must be a minimum of 6 lanes.
Statistics often lie. They do not represent what really is going on and small changes in infrastructure can create huge changes in habits.
Try to minimize traffic lights & intersections on curves.
Cars using Boucherie Rd. as a bypass to avoid congestion.
Big/major problems here with movement of traffic - should be much better planning. Studies take far too long.

Additional comments
I am not in favor of building the Highline road above Peachland that area is highly valuable as winter range for wildlife
Get moving on this. 1. Identify the by-pass route 2. Obtain the land asap 3. Build the by-pass
A HWY. should not go through the city with many lights and even more intersections
Yes. Remove the HOV lane. Install enforcement cameras at all high crash locations in corridor ie: intersections. From an enforcement perspective the HOV lane is not enforceable. It was installed without input of RCMP high way patrol. I know because I was in charge of the Central Okanagan HP Unit.
In favor of investing in transit & bike routes before highways, bridges.
I am concerned future roads or hwys will go through residential areas (Glenrosa, South Creek and Shannon Lake).
Would like to see more transit & bike lanes
the congestion areas on highway 97 before the bridge @ the lights needs to be addressed also some bypasses (roads) need to be built if Highway 97 blocked for whatever reason
Along with bridge build more major roads north & south from Kelowna. Also make the west side road a major road.
Please provide some alternative routes, particularly a Peachland Bypass.
I was hoping some proposed routes for a new bridge
Do it soon. Major traffic tourists may start to stay away.
Do not see how 2nd crossing can be justified. Bottle neck will only be moved to Kelowna or West Kelowna.
Keep improving the safety and efficiency of the traffic light. Eliminate some of the further improvement!
Concern for effects of "widening" (in place) option on Peachland directly & long term economic impacts (like proximate land is primary economic driver for community) High level bypass eliminates negatives generates positives that must be considered
What is the effect of widening the highway in Peachland - given this is our only south-north artery of travel?
Effect on the town of Peachland - it would be devastating!
What progress if any has been given to options generation?
What consideration has been given to external factors such as increasing traffic from the USA?
We need a second crossing sooner than projected. A toll bridge would be appreciated.
A new bridge is far down the line. Much more critical at this point is traffic congestion on the west side of the lake. A bypass around Peachland and West Kelowna leading both to the existing bridge and a future second bridge should be a priority!
Try a tunnel through Westbank downtown core
We cannot wait 20 years for serious changes to be made.
The corridor between the bridge and downtown Westbank town centre will be a log jam
As we grow it is important to consider other a moment ie water, utilities, additional sewers (gas, store, etc.)
better timing of lights in peak periods to increase flow through the Hwy 97/Harvey corridor. possible elimination of some cross traffic by blocking off under-utilized intersections, directing traffic to the large intersections.
Hwy 97 in Kelowna should go Highway ... with off ramps - Gordon, Cooper, Spall, etc.
Has anyone considered a raised highway over the existing Hwy 97 (through Kelowna) with on and off

ramps @ Pandosy, Gordon, Spall, etc.
Bottlenecks will hurt any bridge placement. So, connecting roads to the bridge and other feeder roads will/must dictate bridge location. Good luck!
I hope they will put the highway down the west side of Okanagan Lake. No "30 wheelers" going down Main St. or Dobbin Rd.
At some time we will need either the minister or his deputy present to enunciate the political side of the equation
1. Consider a crossing from 97 to South Mission. Extend by pass to reach airport.
2. 4 lane 97 thru Peachland. No bypass.
Not at this stage except to state that looking far enough into the future, I believe a by-pass from south of Peachland to North of Kelowna would provide the best resolution of any existing traffic needs.
Truck route from higher up connector to approx. Bear Creek & then cross into Kelowna North end. This "truck route" could also continue up Westside Road to Vernon.
More study of impact on Boucherie.
Bypass from connector to area North of bridge. Near Bear Creek.
build a bypass of Peachland West Kelowna & Kelowna
1. Typical of urban traffic issues, the solution is difficult and costly but needs to be done. It only gets worse as time goes by and the population increases. Just look at the ... in the lower Mainland.
2. The bridge is a choke point. Needs twinning already.
3. Consider elevated roads through city center.
I suggest that a second bridge be built by the existing one. At East end build elevated road through corridor that goes to Burtch Road then swings North on Burtch to Glenmore Rd. It could swing to Valley Road then reconnect with Hwy 97 after over pass by the UBCO then off. That would let through traffic by pass the busy part of downtown Kelowna.
Would have liked to have more information on proposed options for the second crossing
Change from auto way of transportation - mindset is stuck with cars, trucks, motorcycles - check out European & Japanese latest efforts at transporting people. Highway is built ABOVE intersections - use under highway routes.
I think most of us know what the studies show

Verbatim Comments – Online to June 1

Overlooked issues / additional comments
We do not need another bridge. This is a terrible idea.
A second bridge crossing won't help if the west side roads are not widened.... Overpasses could be utilized instead of stop lights. Speed and tailgating enforcement needs to be upped....
The concern I always hear is that we will lose tourism. No we won't. The people who want to stop, will always stop. Just because they are forced to drive through town doesn't mean they will shop. Heavy semi trucks idling on Hwy 97 in peak summer tourist months is silly. We also do not need a bridge from Peachland to the Mission. That's crazy. I live in the Upper Mission, and there is nowhere else for that traffic to go except down from Gordon or Lakeshore. No - what we need is a BYPASS.
while congestion is a primary concern, the narrow shoulders on the highway provide safety issues especially for cyclists.
Just that there should be a full bypass so through traffic stays off of the Harvey/Highway 97 route through Kelowna.
The HOV lane should be in the inside lane in Kelowna. I do not know who decided on putting the lane on the outside of the highway but whoever it was should be fired. If Westside road was upgraded and widened then a second bridge would not be needed. Why not do a study on vehicles coming from the North and South Okanagan. Find out the average percent of drivers who are actually doing business in the Central Okanagan. I can guarantee you will find that the majority of the traffic is going somewhere other than Kelowna. Make Westside Road a bypass. You will see congestion end.
on ramps on the west side are far too short. I have seen far too often vehicles having to stop traffic to squeeze in.
The rail line through Kelowna (which is no longer used) should be the prime consideration. Any additional real estate that would be required should be purchased soon. Build that road, then add the bridge when necessary.
I don't find the traffic bad compared to the urban centre's have lived. I think the future crossing should be a limited access divided highway like the connector, it should be a ring or bypass road. Something that avoids West Kelowna, Kelowna, and Rutland traffic. I find the lights on 97 a much bigger safety issue and time waster than the bridge, not to mention the amount of highway you could build for the price of a bridge across the lake. The ministry of transportation should not encourage urban sprawl in west Kelowna by building another bridge to make it easier to get back and forth to the city of Kelowna. Please don't plan something for the future that only meets the needs today. If building for the future then truly build a highway infrastructure in the Okanagan for the future. Such a large number of the accidents in this area are from the highway not being divided or from left turns and not from the bridge.
The new bridge, when built, should NOT be built in Kelowna. It should be built to cross the lake from approximately the Rise across to Westside road at the narrows, thereby giving Vernon drivers an option to completely bypass the Greater Kelowna area.
I travel from West Kelowna to Kelowna daily and the timing of the lights and turning lights are horrible. This is of course worse in the summer months due to extra tourist vehicles but impact is all year long. It is frustrating when the speed limit is 80km but consistently traffic moves no faster than 60km.
The Bennett Bridge was doomed to failure from day one, today the traffic back up going into Kelowna was backed up to the West Side Road overpass, which happen at least 3 days a week, mainly due to the pedestrian crossing and the 2 lane pinch point at Abbott, the City of Kelowna Bridge Task force recommend a PED over pass and purchase of the Apartment building at Abbott so the 3rd. lane could be accesses at Abbott. A Dedicated Right turn lane would greatly assist in traffic turning south at Water. It should also be noted that the east peak morning signal at Water isn't synchronized with Ellis, traffic has to come to a complete stop within a block.

<p>Traffic at peak hour PM backs up at least a kilometer at Boucherie, Hudson and Bartley because there is no light synchronization it takes 10min to get through those 3 lights. Instead of trying to manage traffic from Kamloops, MOTI should have a Transportation Engineer located in Kelowna he/ She should have to drive the HWY 97 Corridor both AM and PM peaks. We haven't even got to summer time traffic, if we were in Kamloops we would have over passes to contend with the traffic.</p>
<p>Kelowna should be bypassed as well as west Kelowna as road planning comes second to strip malls and lights</p>
<p>freeway/free flow travel would be ideal - bypass downtown kelowna.</p>
<p>A second bridge crossing in the area of Lake Country to Fintry would not only lessen congestion by providing an alternate route across the lake, but would make the area of Fintry as a viable place to live, and open up recreation possibilities in that beautiful area. To travel from lake Country to Fintry, two areas just across the lake from each other, requires a LONG drive around the lake. Currently to travel from Vernon (or Lake Country) to West Kelowna, one has to go through Kelowna and across the bridge. It would be pretty amazing to be able to skip that.</p>
<p>Overlooked that delays in traffic increase air pollution and that a second bridge will not reduce delays, only increases air pollution.</p>
<p>Have you considered how does a second bridge secure Kelowna's Agricultural industry for future generations, a clean green environment is needed for the future.</p>
<p>Feel best alternative is a new highway westside at higher elevations from West Kelowna area (preferably by-passing it) to Vernon area. Highway 97 through Kelowna cannot take any more traffic and highway 97 to Vernon cannot take more traffic</p>
<p>Why not fix all the problems west of Sicamous and leave a lethal, worn out, winding, narrow 2 lane link from BC to the rest of Canada?</p>
<p>There needs to be a way through Kelowna without lights. At the very least those lights should be timed to keep the highway traffic floating as much as possible.</p>
<p>We need to get a by-pass built around Peachland to reduce the congestion that builds up there especially in the summer time. After that, it would be good to have a second crossing across the lake which allows through traffic to make it to the airport and onto Vernon without having to go through downtown Kelowna.</p>
<p>I think this is a great idea:</p> <p>http://www.kelownacapnews.com/opinion/letters/279489422.html</p> <p>A McKinley crossing bypasses West Kelowna, leaving them local traffic and Kelowna downtown traffic. This bypass opens up the route to Vernon, which has been talked about for decades, and leaves Westside/Fintry to be the quiet place it seems destined to be. It provides a link to Lake Country, fastest growing municipality in BC. It provides a West Kelowna link to the airport, which is great. And it would link Highway 33/Big White well to the west side. It makes more sense than a second crossing near downtown Kelowna, or a crossing in the South Mission at the far end of Kelowna (due to geography). It puts the crossing in the centre of the population centres on the east side, which makes sense to do.</p>
<p>If a bypass of the majority of the Centre is the goal then having the east side of crossing link up with hwy 97 around the airport would be an ideal location. Perhaps a crossing near McKinley landing.</p>
<p>It's not just a bridge that is needed, it is a full bypass route around kelowna, particularly for transport truck traffic. That would help ease congestion in kelowna area. Bridge needs to be aligned with a bypass hiway</p>
<p>I think the bridge works great! Fix the congestion issue on hwy 97 from westside road to main street</p>

instead
Drought hill Northbound has some dicey corners, improvement to the grade and width/separation would be welcome. Winter is especially rough.
The ravine dip before cresting into westbank northbound is also "scary" too much hard braking needed, and merging of traffic is risky.
Improvement of traffic flow on Harvey (hwy 97) would be more beneficial than a second crossing. A city by-pass would be ideal.
I think consideration should be given to thinking about a road from penticton to Kelowna on the East side of the lake and how a second bridge could affect that.
The way I see it, there are two requirements for a second crossing. #1. A congestion relief bridge, probably just north of the existing bridge, possibly extending from the Clement Ave corridor. Ultimately, this feeds into Highway 97 just east of "downtown" Kelowna, and just west of the current bridge. I don't see this being the most useful route. #2. A Kelowna Bypass highway/freeway. There are two possible routes for a bypass. A) East-side Bypass: Cross the lake where 97C and 97 meet right now, and run along the southeast side of Kelowna, cross Highway 33, and then reconnect with Highway 97 north of the Airport. This would be extension of Highway 97C. This route would be a high-speed freeway, with full highway interchanges from day one. No traffic lights. Travel distance would be longer than the existing route, but due to higher speed limits, travel time would be 10-20 minutes faster (depending on time of day). This route would probably cost in the neighbourhood of \$6 to 10 billion. B) West-side bypass: A route around the west side of Glenrosa, then turning northeast along the north side of the developed areas, past Rose Valley Lake. This route would then have the option of crossing the lake somewhere north of downtown Kelowna. Alternately, Westside Road could be improved to 4-lane highway standard and rejoin Highway 97 at Vernon.
Ideally, a true bypass route would be selected, with adequate connections from downtown Kelowna.
It amazed me that we are taking all this time to STUDY a problem that has been in the making by the very same people who are now taking 3 years to STUDY the colossal abortion we call a highway system. The problem is not keeping up with the development. There should have never been any new lights allowed on 97 between Peachland and the bridge. It should have been overpasses and underpasses. I don't mind new stores and stuff but if they want to build a bunch of mega stores it should be mandatory that they should be responsible for 50% of the cost of an overpass shared with the province. Not like what happened at the new light at Butt. I have lived here all 50 years and we have NOT kept up with the increase in people. The government sure loves our fuel tax, (one of the highest in North America), development charges, pst, carbon tax, and all the new recreation costs, permits and all the new users **** charges for ATVs, and all we get is new lights, turning lights, a bridge that has a ridiculous speed limit on (60kms) and the Kelowna corridor that is just a nightmare along with Enterprise, Springfield and the new Spall road by the tracks where some nut decided that 4 traffic lights in a span of 500 meters is a bright idea! I am not too sure these same people should be doing a "study" to fix their mess.
Harvey Avenue/Highway 97 congestion in the city is quite bad, especially for a city this size. I think that's the result of it being both a local road and a highway. That's why a highway bypass is needed.
without hwy around centre of city [and connecting bridge] Kelowna is a small village in the previous century, not fulfilling the motto of trying to reduce pollution and make the city "livable"
A route that bypasses Kelowna for commercial trucks/travellers heading north towards Vernon area would eliminate congestion through Hwy 97 on route to Calgary.
After leaving the valley for 14 years in 1997 I have moved back and the traffic condition on the NEW bridge are no better than they were 18 years ago. In my opinion the next 20 years are going to be a nightmare, just look at the development on the West Side

Better Enforcement of traffic laws. Better signage for tourists.
we need a truck route and a way for hwy 97 corridor to be avoided by those who don't have Kelowna as a destination
New rule to stay in right lane will require additional maintenance of this lane, the condition of which is a reason many people stay in left lane. Reduction of the number of intersections on Kelowna would be a great help.
Building a road that allows for flow of traffic (highway without lights) and uses interchanges and overpasses would be the most ideal. However, doing this through the core of Kelowna isn't feasible for many reasons. If this highway like road was built just "outside" of the main city areas (with access off the highway to these main city areas) then it would greatly reduce the congestion through West Kelowna and Kelowna. Like what was done with the new portion of the highway from Winfield to just past Oyama - it was built up higher on the hill and reduced congestion by allowing for many more lanes and a better flow. Build a new highway that cuts a path through the higher hills and mountains around us. Above Knox mountain for example.
Increased delays at traffic lights within Lake Country. A winfield bypass should also be considered. Or, the second crossing should be north of winfield.
An alternate option could also be an elevated highway above the current hwy 97 through the major urban congestion areas.
Like to see a connection to Highway 97C from north Kelowna to Bear creek area up in the mountains to avoid West Kelowna. Get the trucking out of the city what to have to go up north.
It should be all on and off ramps, no traffic lights. This will help keep an even flow. Also what about having thru-fare and collector lanes similar to the 400 series highways in Ontario.
need a by pass now
The co-mingling of the five modes of transportation results in safety issues. Unfortunately, it costs money to provide safe separation for the more vulnerable modes of transportation.
The study data shows that the volume going over the bridge isn't the problem, it is the congestion that is caused by the lights on either side of the bridge. This should be alleviated by building overpasses on the westside and creating a city bypass corridor down Springfield which would connect back to 97 North of 33. This is the common practice in most Cities in North America. The study clearly indicates that is very little traffic that completely bypasses West Kelowna and Kelowna so a new highway and bridge from the connector to north of city would do very little to reduce congestion close to the bridge. It seems that the City is very scared of building overpasses and tunnels, it continues to try and solve all of its problems directly at grade.
Feel strongly that a road on the west side of the lake should be considered in lieu of a second bridge. It can connect near the junction of the Coquihalla and Hwy 97 and run up the west side of the lake to Vernon.
Performance implies proficiency. The opposite is true here. The "corridor" as you so quaintly refer to the "only road linking 2 cities" is not performing. It is a befuddled mess and a hazard to thousands of lives. Imagine an airplane with 1 of everything. Redundancy is a safety and security fail safe mechanism, not a congestion issue to be put off until someone else s budget. Stop wasting money on "studies". Build a bridge now.
i prefer a by pass be built starting just north of vernon and hooking up to the connector wit 1 access into west kelowna.
Take out or redesign the light on Abbott St. More over/underpasses

bike lanes on the bridge are very uneven/dangerous to use, especially when going down hill
If and when new hospital is built on west side it will create more congestion
Love the planted berm in the middle of the highways. It divides the lanes and brings more greenery. E.g. by orchard park mall and near Scandia.
HOV lane does not work, should be middle lane as right hand always (daytime hours), congested due to right hand turns and merges into traffic. Why not trial middle lane for HOV. Study should consider future growth to specific areas such as downtown and north end core. A significant increase of traffic into these areas will occur with 1000+ interior health being relocated to downtown, new tech building, micro units, Monaco? as well the new Police station Headquartered on Clement, will bring significant traffic not yet even experienced. In my humble opinion, a second crossing may not be needed immediately, but is required for a bypass route. With much needed upgrades to west side road, why not look at crossing north of traders cover over to McKinley landing, Lake Country area that would facilitate traffic to UBCO, AIRPORT and travel north of Kelowna. Growth in the downtown core and North of the City (UBCO and Airport), would benefit from this option.
We're from the South Okanagan (Penticton), and while that may be considered outside the study area, the WRB Bridge is an important link for us used several times per week. Bypasses and/or the flow through West Kelowna/Westbank would be good to consider, as that makes up the bulk of the journey time. Alternate routes and connections would better connect the Central-South regions, and better commercial connections would generate more opportunities and efficiency for business in South Okanagan-Similkameen.
The corridor is still performing adequately, and a second crossing is not yet needed.
Reduced emissions, reduce commute times, could eat healthier because then I could afford the commute to town more often if the route were shorter. I never go to Kelowna and putting a bridge in down by Kelowna does not make sense because there is already a bridge there and it does not take traffic away from downtown Kelowna... its already crowded enough in downtown Kelowna.
close off small roads to Hwy 97, such as abbott, water, and use Pandosy as cross entrance and exit. Consider over passes on key cross intersections, as Pandosy, Gordon etc. and keep Harvey as a thru drive, or freeway style of road. Find an alternate route around the city for drive thru traffic, as an express route. 5 lanes, or more on a bridge will do nothing for congestion, as it all crams back to a two lane system. More lanes and more cross traffic intersections does not help. Harvey needs to be a thru traffic road, short of a freeway, to get congestion out of the shopping areas. Not enough long range insight was done in transforming buggy roads to high traffic highways, it needs a express route out of the area, on old rail lines, or buy property along outside corridors, similar to Vernon.
Congestion and safety are both concerns since the movement of the traffic can be extremely slow. The stop-and-start movement is a hindrance (due to the large number of traffic lights). And many drivers dart in and out /change lanes/ speed through lights . it is a nightmare .
second crossing should be in lake country
It needs to be a toll bridge, If we have to pay for the Port Mann, they need to pay a toll on any new bridge at Kelowna
<ol style="list-style-type: none"> 1. Kelowna has a rail right-of-way which runs from the downtown *to the Airport*, to Vernon and beyond. 2. Installing a rail bridge would be far less costly, would serve many, many times longer and would provide for an eventual Valley-length inter-city rail system. 3. A double-track of rail requires only 24 feet of width and can carry far more people than a lane of highway. 4. Rail is the most efficient form of land transportation, generates little pollution. Electric rail is *the* most efficient.

<p>Considering all of this; Is the Okanagan valley to be dominated more and more by encouraging a continual increase of road traffic, pollution and all the negative peripherals of that OR - Is there a will to have the Valley a place of clean air with a safe, civilized transportation option? (One only has to look at Switzerland and other European countries to see what *can* be done!)</p>
<p>Residents & business owners in Peachland have been waiting for some time for a decision on the Highway 97 expansion. Without any clear idea of what may happen, business decisions are being put on hold seriously impacting the economy of the town and the direction of its growth. Lessons can be learned from other highway projects (Island Highway, Winfield/Oyama bypass). showing that towns actually benefit from a bypass. Make the decision to bypass Peachland and good things will happen to our town. It doesn't have to be built now - but a decision is sorely needed.</p>
<p>Solutions to reduce traffic are the most important, more roads is not the solution, it just creates more traffic. Focusing on better transit and active transportation is important. The single most effective way to reduce congestion would be road pricing (i.e. tolls).</p>
<p>an extra lane on the west side of the bridge. an extra lane on the bridge overpasses on the most heavily congested areas The corridor is missing out on large amounts of money from tour operators because there are too many traffic lights and it take too long to reach hotels etc Many tour operators (large)avoid the area. material was presented well I would like to receive email updates about the planning study</p>
<p>Most people I talk to think that the congestion issues have to do with what happens before and after the bridge -not the bridge itself.</p> <p>If there is a second bridge, I don't want to see it near Knox mountain and many others feel the same. There will be a group that forms to lobby against it if this is the location proposed. Knox acts as a sound and pollution wall pushing sound and pollution back to the city. Having the bridge there would act as a barrier for downtown access. Already parking issues at Knox mountain park due to its increase in popularity. Increasing the traffic in this area would put outdoor enthusiasts at risk who are accessing the park by foot/bike.</p>
<p>I think the HOV lanes should be reversed; existing on the inside lanes instead of the outside. Vancouver would have their best practices to review for information on that.</p>
<p>I do not think the Bridge should be at the foot of Knox Mt, it should go at the end of the connector at Peachland, it would ruin Knox Mt.</p>
<p>Much of the corridor is not in a location conducive to the movement of large traffic volumes, ie. directly through the centre of a growing city. A second crossing that bypasses the City of Kelowna and possibly West Kelowna too is probably a much better idea. I have been driving for close to 55 years and it is my conclusion that traffic does not flow smoothly through any city where left turns are permitted, encouraged and accommodated on a major thoroughfare. Stopping left turns on Harvey Ave. even during the day would never fly politically. Therefore a Kelowna bypass should be the next step for a second crossing. Of course I do not have the traffic data. A second crossing within Kelowna will only encourage more traffic, particularly single occupant vehicles.</p>
<p>I'd prefer to see Westside Road improved as the by-pass route instead of another bridge through Kelowna. A second bridge will only add to the already heavily congested streets, plus noise and air pollution. Improving Westside Road allows through traffic to avoid the slow, tedious drive through the city.</p>
<p>More focus on public transportation, car share, hov users and park and ride should be the focus of improving the corridor. Any further highways should be located far from the downtown cores of communities. Livability should be considered priority, not movement of vehicles.</p>
<p>I am against a second crossing in the area of Knox Mountain Park. This area is popular for outdoor</p>

<p>activity, and is an area of natural beauty which should not be marred by the presence of a bridge crossing and all that goes along with it. I can't see how it would be a good location from any perspective, but for the preservation of Kelowna's character and recreation it's a bad location.</p>
<p>Please consider a city bypass rather than a second crossing. The problem is not congestion on the bridge it's on the highway through Kelowna.</p>
<p>If over/under passes were created along the corridor, would there be a need to build another bridge? It seems congestion happens along the corridor, and not the bridge itself.</p> <p>How much North/South travel along Pandosy, Richter, Gordon is destined for West Kelowna and further South?</p> <p>Would a road around the East side of Okanagan Lake help alleviate situation?</p> <p>What impact would two bridges in close proximity to each other, have on trying to create a 'vibrant downtown'?</p>
<p>Incorporate transit/trolley/subway along the corridor from West Kelowna to Centre of Kelowna - that's where majority of traffic is.</p>
<p>There should be consideration given to moving buses quickly across the bridge and through the corridor. Bus or train should be much quicker than cars. Also safe/quick/direct bike paths must be a part of the development.</p>
<p>An HOV lane works well for through traffic in big cities, but having it in the right lane in Kelowna seems crazy as single occupant vehicles are constantly having to change lanes to get out of it and back into it, if turning right. If i am driving through the congested part of Kelowna, the left lane is better, even for HOV.</p> <p>With the trains gone, why can't we get a good commuter rail transit from Vernon To Kelowna? that would work for airport, university, Prospera Place, and business commuters and relieve parking issues too. Addition of shuttles to shopping (Orchard Park) and business areas (downtown and Landmark Squares) would be easy and add to the ridership a lot. Add free parking lots in the communities along the way and you would have a useable system.</p> <p>Make it painful and costly to drive single occupancy vehicles, but make alternatives feasible.</p> <p>A second crossing just makes it easier to keep living the way we do.</p> <p>What is the percentage of congestion caused by children being driven to and from school every day? Why not use buses if kids are too lazy or protected to walk or bicycle to school?</p>
<p>eliminate the HOV lanes. Not doing anything worthy while</p>
<p>If people actually travelled the speed limit on the bridge it would be much worse</p>
<p>As a resident of downtown, north end of Kelowna, I feel that a second bridge crossing would devastate downtown Kelowna and segregate the North end community. Our downtown core is finally connected and lively with residents and visitors supporting the downtown local businesses. We see bicycles, transit use and walking in our neighbourhoods which elevate traffic congestion, support local downtown businesses therefore enhancing the local economy. I am proud to be a North end downtown resident and happy with how this city is evolving by creating a safe and quiet downtown core. To create a "sandwich" of downtown would only destroy efforts thus far.</p>
<p>Have BC Ferries involved & put a ferry in service to have a scenic crossing.</p>
<p>if through traffic were re-routed I would shop in the area more often</p>
<p>I think the Valley Growth of 325,000 persons is way low over 50 years.</p> <p>The future growth area for Greater Kelowna will be the benchlands from Black Mountain (Hwy 33) to Kalamalka Park. With a 50-year Plan in mind, any second crossing of Okanagan Lake should go directly east from the Hwy 97/Connector interchange, across the lake and around the Kettle Valley and Kirschner Mountain subdivisions to tie into a new Highway connection with Highway 33 at those benchlands on the East side of Melcor's Black Mountain and Tower Ranch Golf Courses. The new</p>

Highway should then cross Hwy 97N at Clerke Road, Vernon and become the "Western Corridor" to bypass "Hospital Hill" in Vernon.
A second crossing would be wonderful, so if you are going to the airport or Vernon or the ski hills, you can avoid downtown Kelowna
Any second crossing or new highway should be planned to divert traffic outside city limits - example highway/bridge to be created from the connector at Peachland across to the south end of Kelowna outside city limits. Planning for a second downtown crossing (at the mill or Knox mountain) would simply reduce Kelowna's livability again. As a city, it is important to learn from our mistakes, and the location of the first crossing was so detrimental to our city, please do not allow this to happen again. Kelowna's downtown core would turn into the dead zone of West Kelowna, which is wedged between two highways.
The second crossing is important to get that location first and build back. If we improve the corridor now all we do is move the traffic to the bottleneck. Here in Peachland an expensive highway bypass will not improve traffic congestion on the existing bridge. The second crossing location will need to be established first.
More roads does not lead to less traffic (see Turner and Duraton's 2009 study). For the future of Kelowna, let's focus instead on better transit, safer bike lanes, more support to the car share co-op and less focus on individual cars ownership.
There has to be bypasses made. Not every driver wants to or has to go thru West Kelowna or Kelowna. A by-pass from Brenda Mine to Vernon would really help future growth. A direct highway from Kelowna (thru Mission area) to Penticton on the east side of the lake would greatly reduce volume. When the Highway 97 was shut down when the fire in Glenrosa was on, or when the land slide happened shutting down traffic going south, really dropped the volume using the current bridge. Yes a second bridge will be needed, but by bypasses to go thru or around Kelowna itself has to part of the picture! Most of these could be placed on Crown land and non native land. This would reduce costs of these.
Regarding the Kelowna area: I'm not sure if there was anything in the consultation companion about what I see on the one of the maps is referred to as a "primary parallel route" (Springfield Road). This may be stating the obvious, but I would guess that locals who simply have a need to get around town might have a tendency to avoid Hwy 97 entirely (especially during peak periods) by making "creative" use of not only Springfield Road, but KLO Road and Enterprise Way and the roads that intersect them. If I understand correctly, 42% of trips are contained within Kelowna. If a high proportion of the 42% is comprised of locals going about their daily business, making improvements to routes that enable avoidance of Hwy 97 might be worth consideration as one way of reducing congestion on Hwy 97.
In the "congestion" section, there should be attention paid to not just auto-on-auto collisions, but also auto-on-cyclist and auto-on-pedestrian collisions. There should be a section on the environmental impacts of transportation thoroughfares, including air quality/GHG emissions, water quality, and wildlife habitat.
"By-pass" options for travelers moving through, and not necessarily stopping, within the corridor.