

# Welcome

## Thank you for attending!

Highway 97A Enderby - Splat sin Transportation Study  
Community Engagement October 2019

### We want to hear from you

You can provide us feedback by:

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

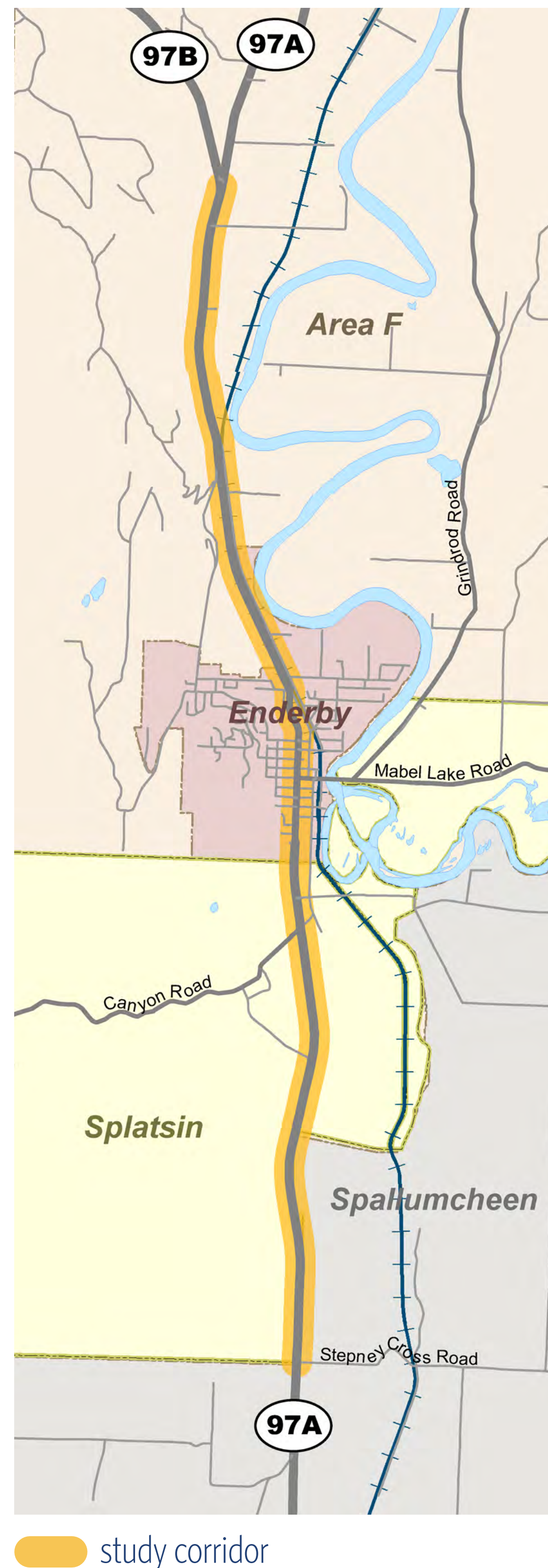
Please provide us with  
your feedback by  
November 15, 2019

### How your feedback will be considered

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



# 1. Study Purpose and Background



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

## Study Purpose

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

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

## Engagement To Date

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

## Guiding Principles

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



# 2. Mobility and Safety

## Traffic Volumes

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

## Travel Time

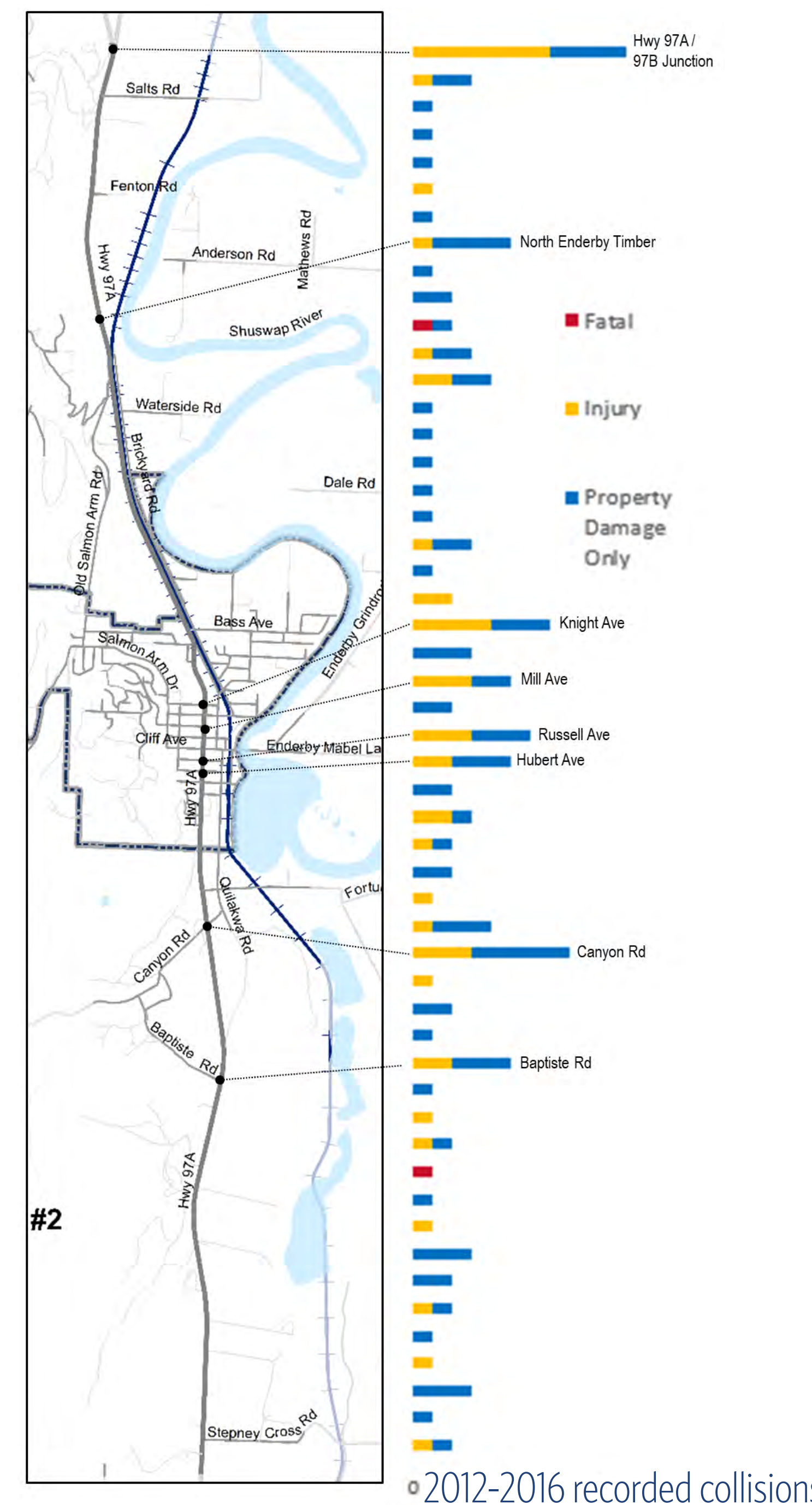
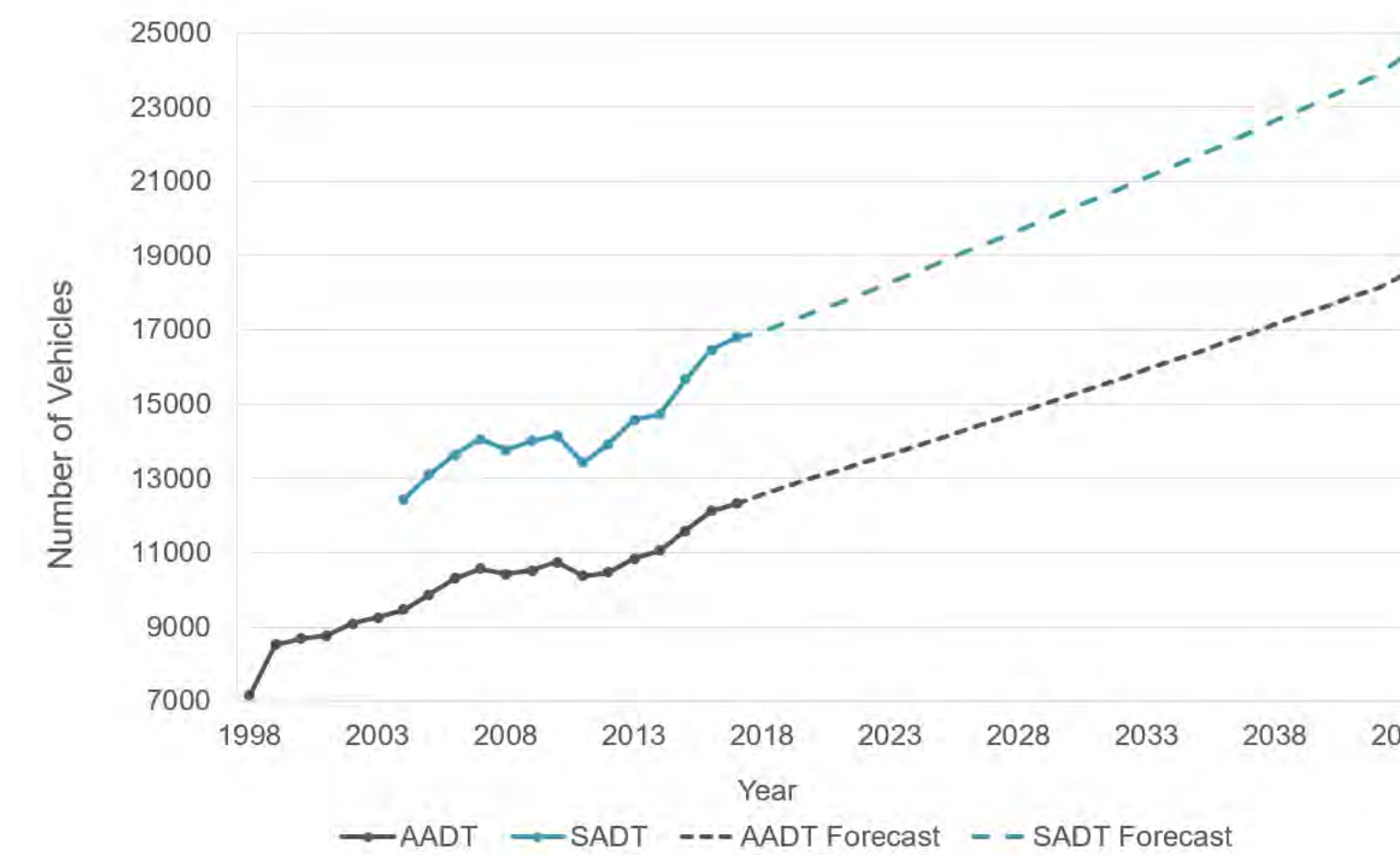
- It currently takes roughly 9 ½ minutes to travel through the study area.
- By 2043, it will take up to almost 1 extra minute to travel the same distance.

## Highway Capacity

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

## Safety

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



## What We Have Heard

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



# 3. Walking and Cycling

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

## Rail Trail

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



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



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



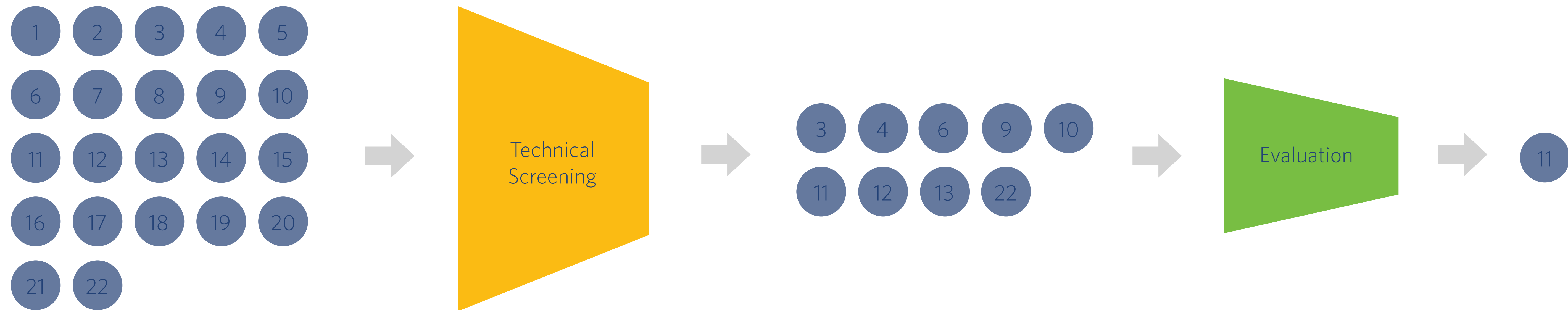
Separated bike lane on Banff Avenue in Banff. Image from: cbc.ca

## What We Have Heard

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



# 4. Option Generation and Evaluation Process



## Option Generation

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

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

## Technical Screening

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

## Short-List of Options & Evaluation

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

## Preferred Option

The preferred option will be identified and further refined.



# 5. Option Overview - Central

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

## Central Options (between Bass Avenue and Canyon Road)



Existing Corridor At-Grade with Interchanges



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



Existing Corridor Elevated Through Lanes



- Higher cost than other options with similar benefits



Existing Corridor Trench with Local Street Overpasses



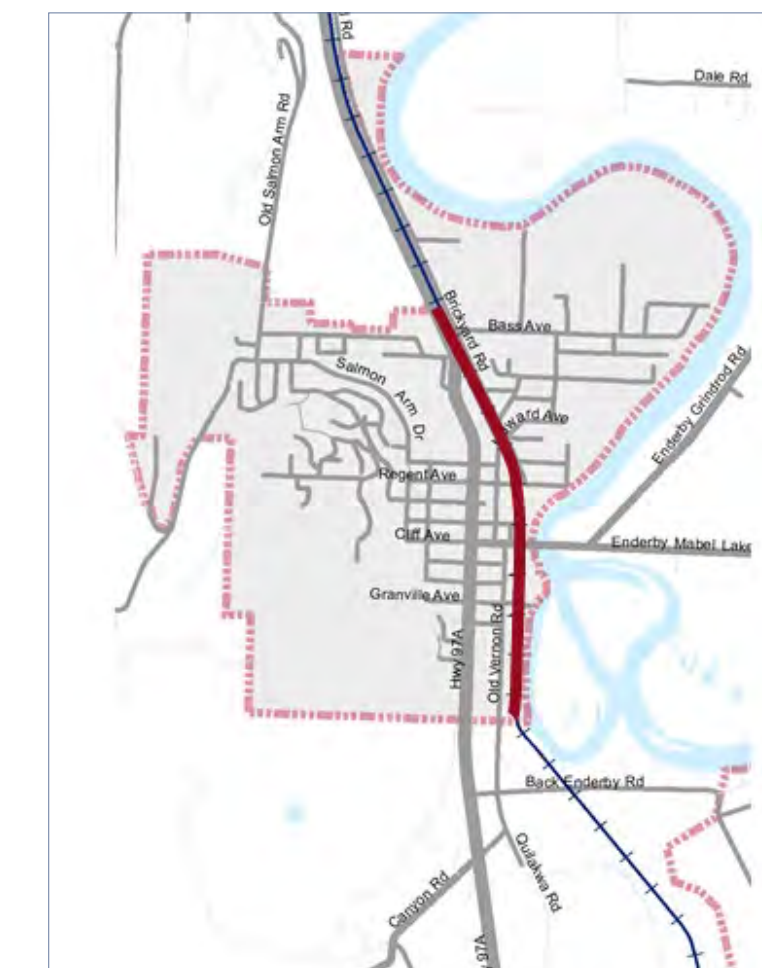
- Community severance effects
- Higher cost than other options with similar benefits



Existing Corridor Cut & Cover Tunnel



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



Rail Corridor Cut & Cover Tunnel



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



Existing Corridor 4-Lane



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



Vernon Street 4-Lane



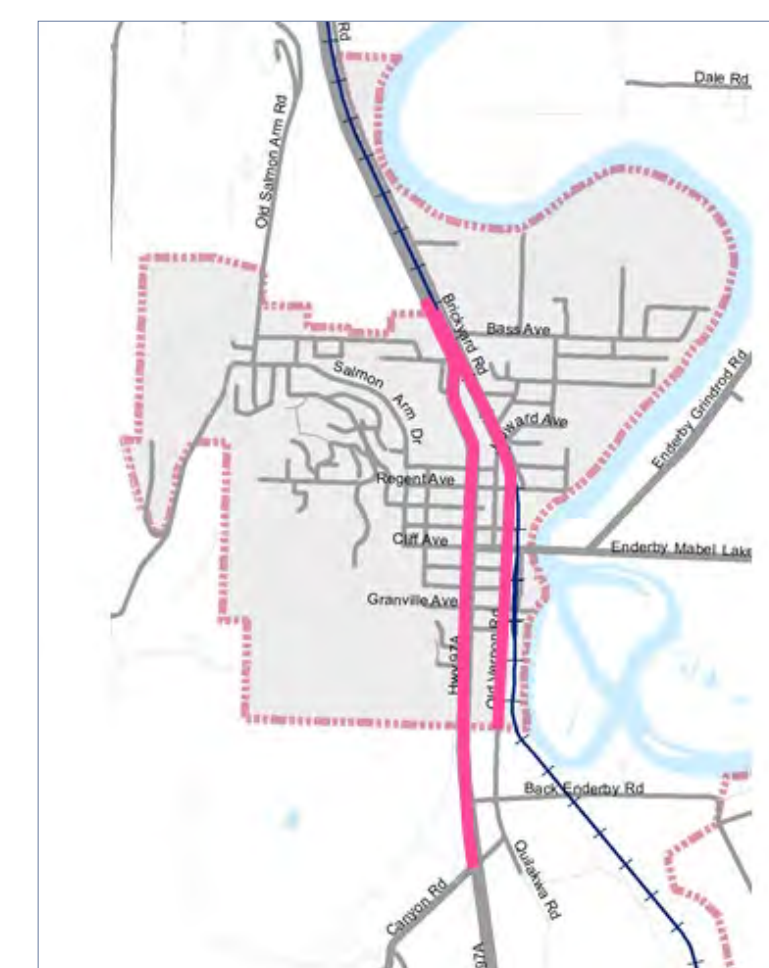
- Retained for detailed evaluation



Rail Corridor 4-Lane



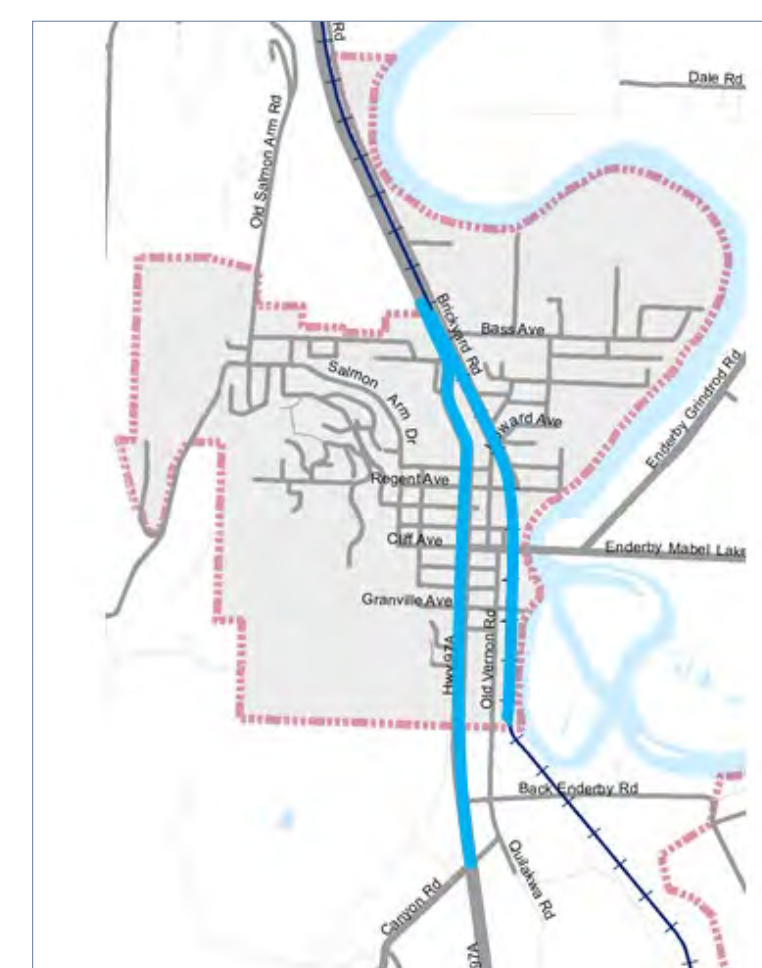
- Retained for detailed evaluation



Existing Corridor & Vernon Street Couplet



- Retained for detailed evaluation



Existing & Rail Corridor Couplet



- Retained for detailed evaluation



Vernon Street & Rail Corridor Couplet



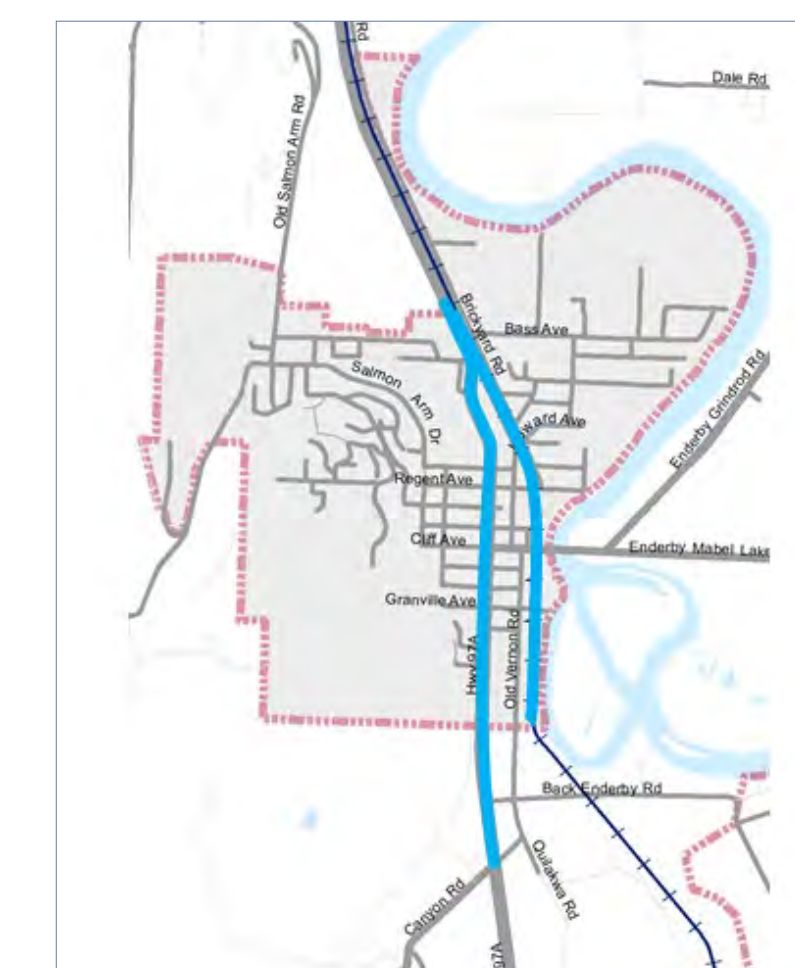
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Existing Corridor & Vernon Street Modified Couplet



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Existing Corridor & Rail Corridor Modified Couplet



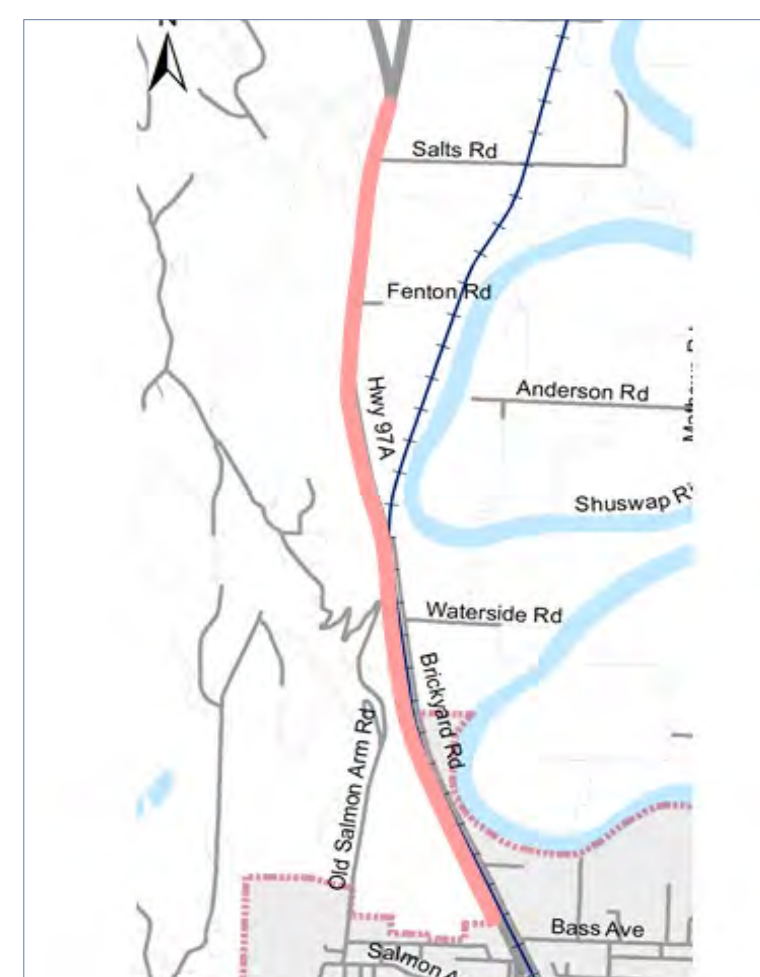
- Retained for detailed evaluation



# 6. Option Overview - North, South & Alternate Corridor

## North Options

(Highway 97A/B Junction to Bass Avenue)



Four Lanes with Access Management



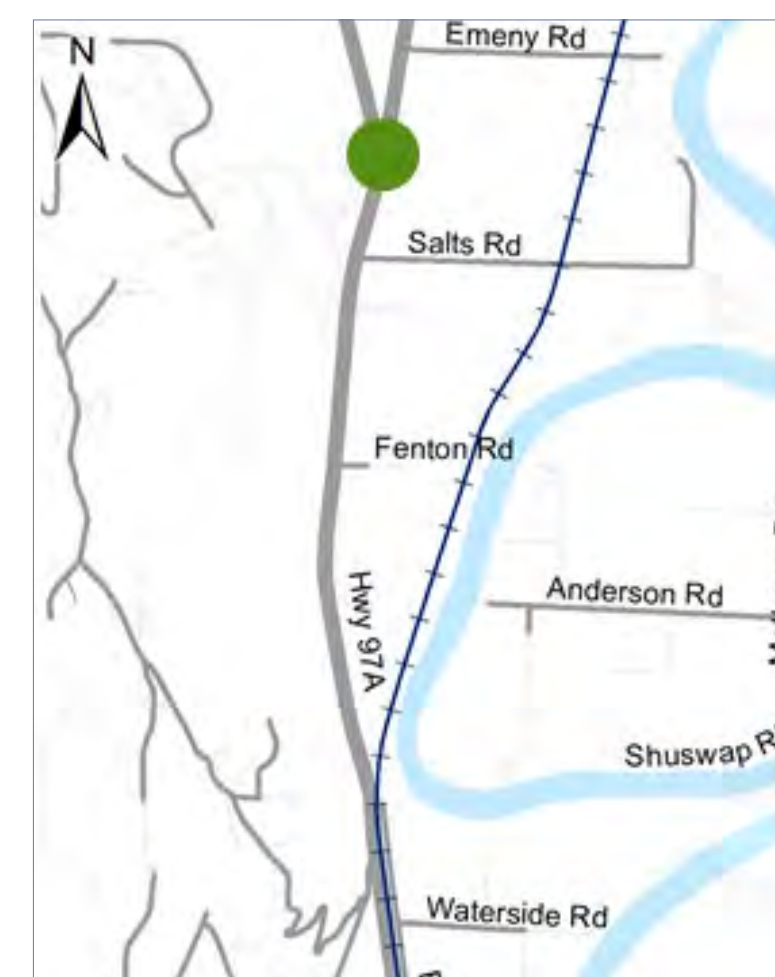
- Retained for detailed evaluation



Highway 97A/B At-Grade Intersection Improvements



- Retained for detailed evaluation



Highway 97A/B Grade Separation



- Retained for detailed evaluation

## Transition & South

(South of Canyon Road to Stepney Cross Road)



Transition at Back Enderby Road



- Retained for detailed evaluation



Transition at Canyon Road



- Retained for detailed evaluation



Transition South of Canyon Road



- Retained for detailed evaluation



Four Lane with Access Management

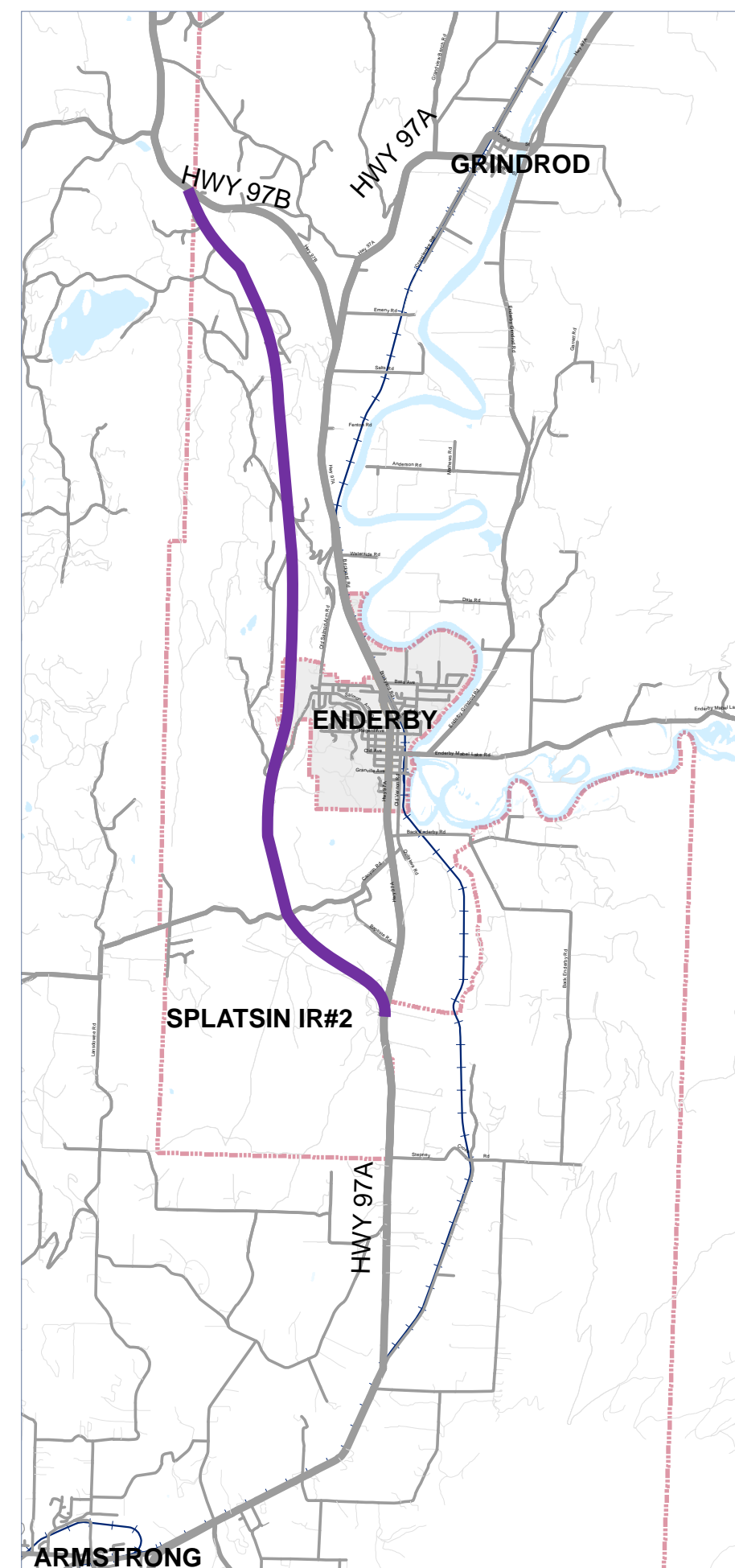


- Retained for detailed evaluation



# 7. Option Overview - North, South & Alternate Corridor

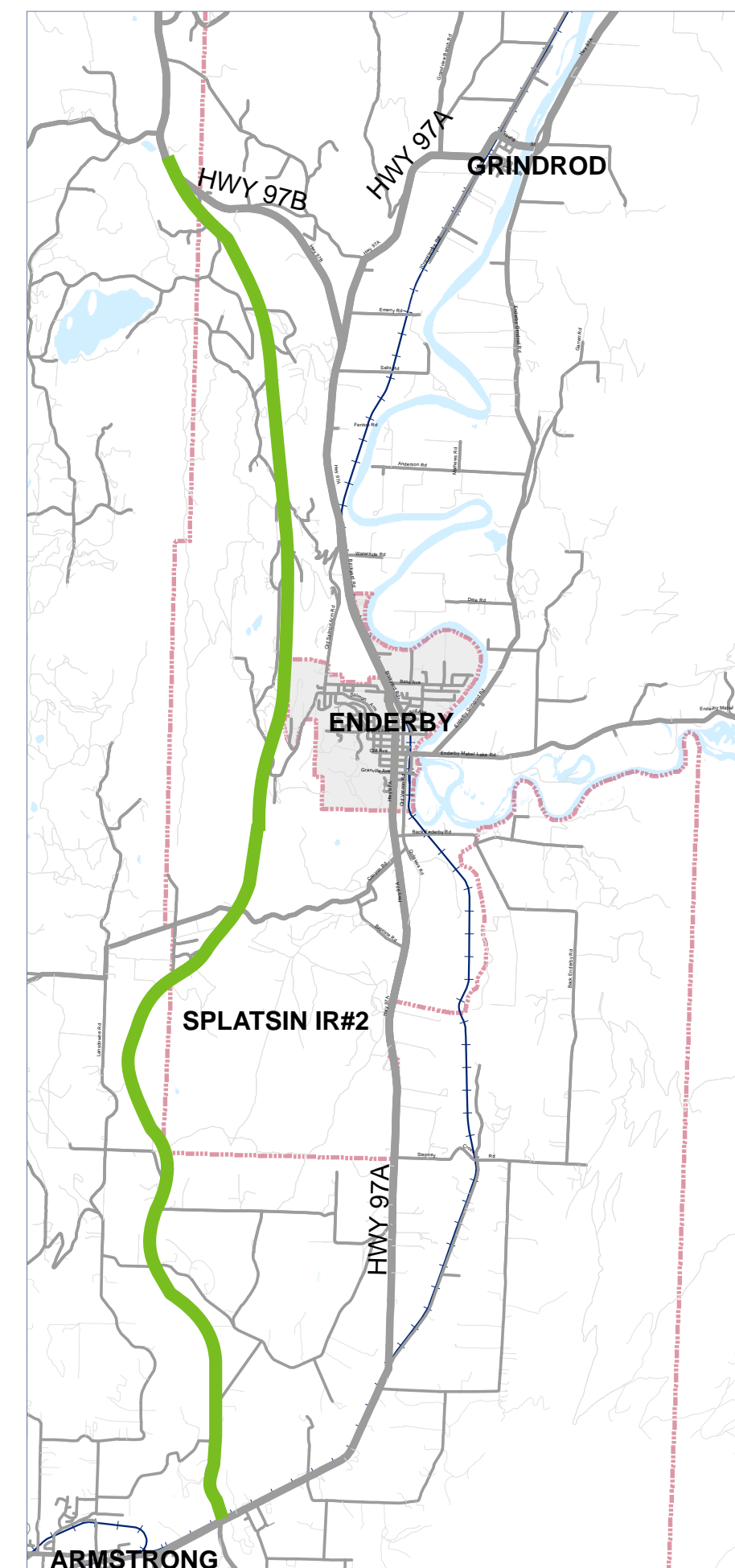
## Alternate Corridor



Highway 97B Extension to Starlight Drive-In

X

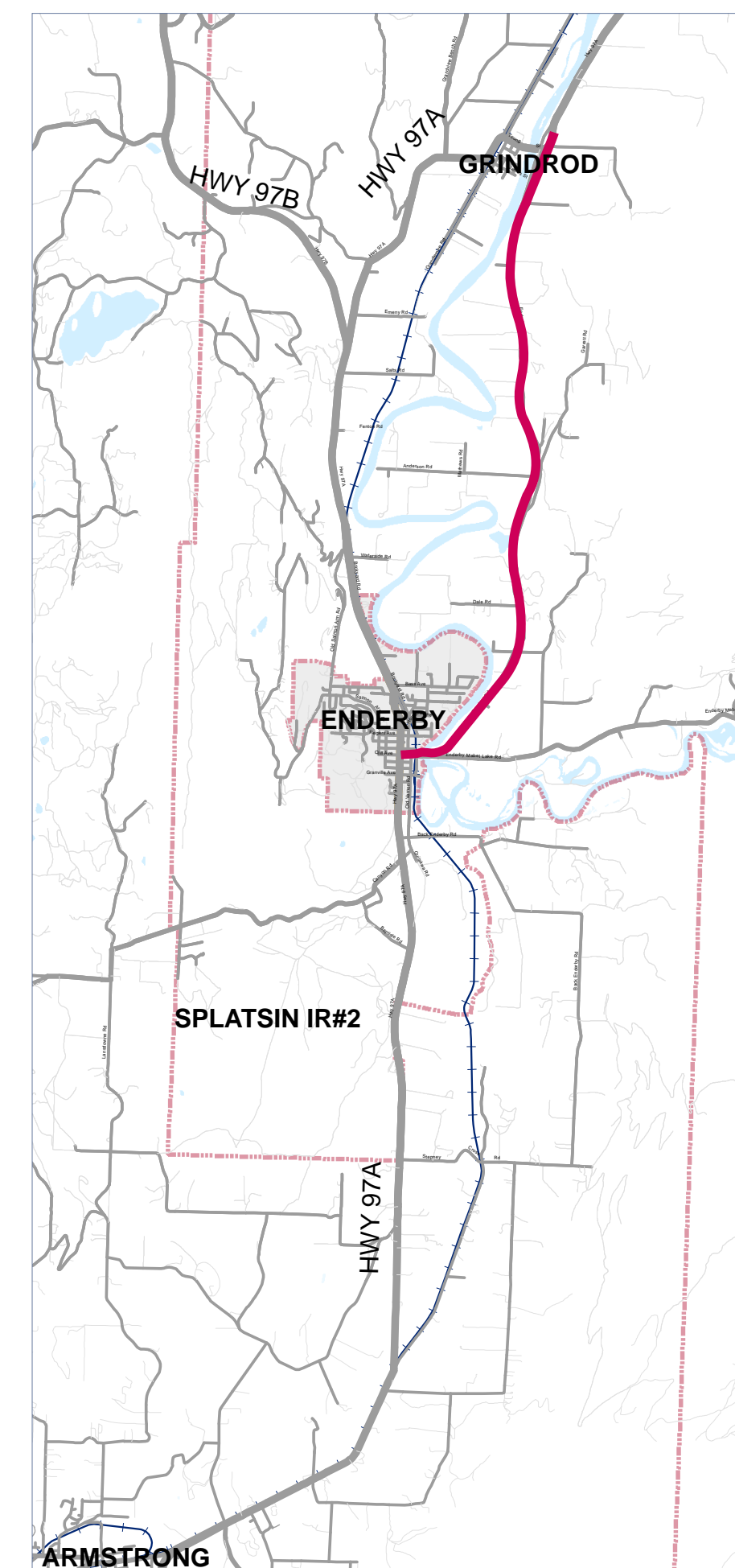
- Roughly 3 minutes in highway travel time savings
- High cost, land acquisition and disruption
- Challenging terrain



Highway 97B Extension to Landsdowne Road

X

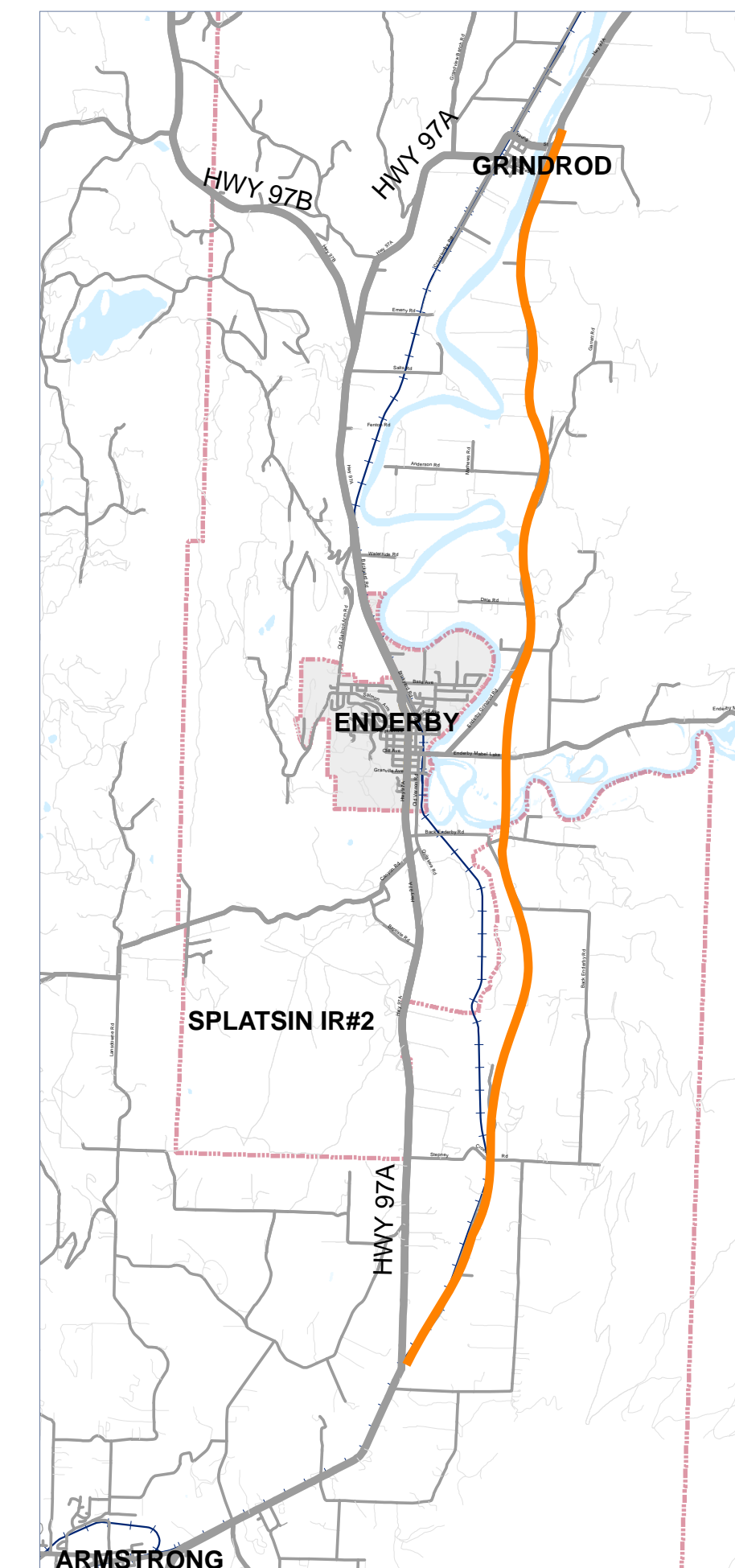
- Approximately 5 minutes in highway travel time savings
- High cost, land acquisition and disruption
- Challenging terrain



Highway 97A Extension to Enderby

X

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



Highway 97A Extension to Stepney Cross Road

X

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



# 8. Short-Listed Options: North

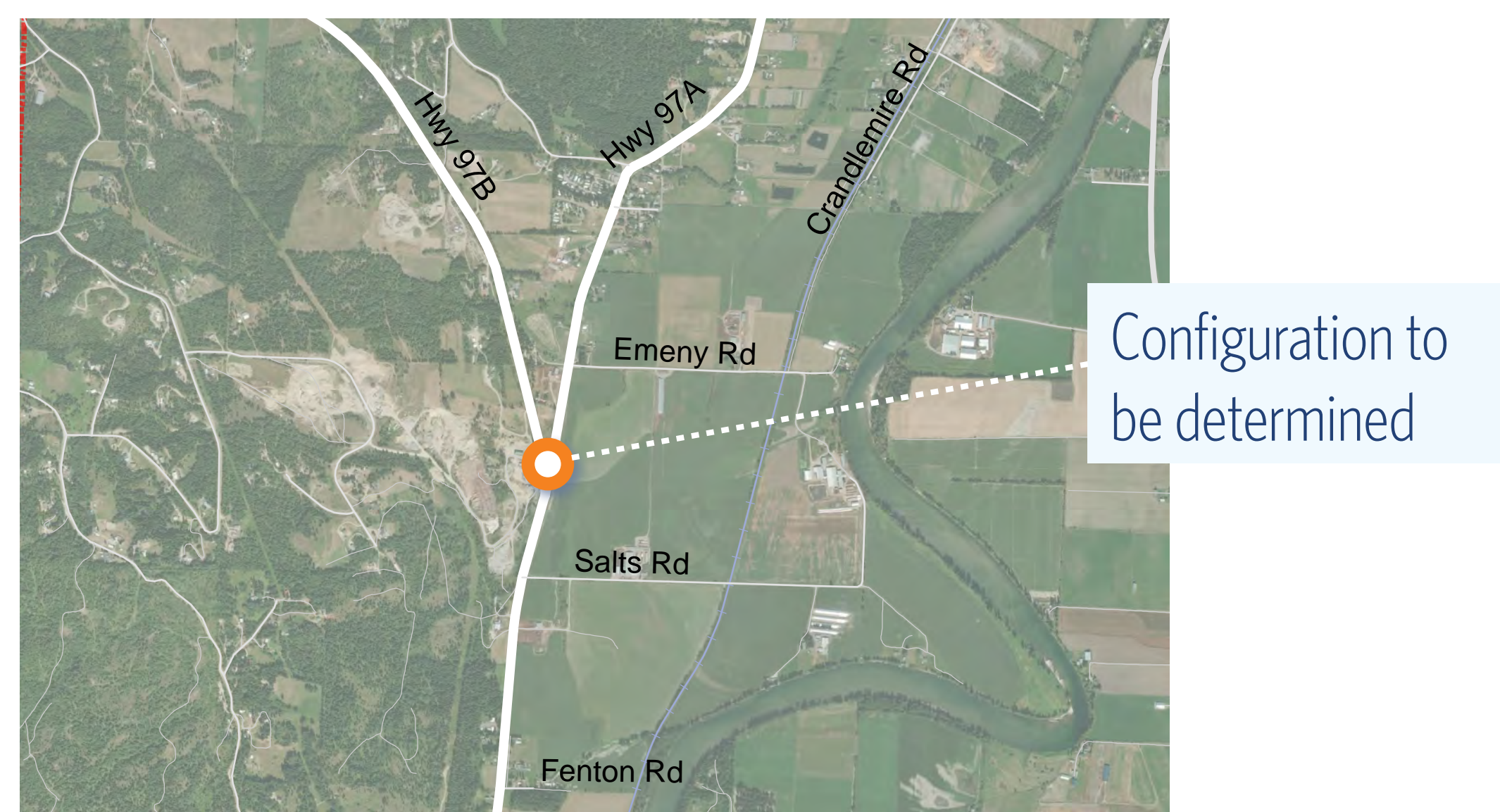
## At-Grade Intersection Improvements

Addresses existing sight distance and merge length issues.



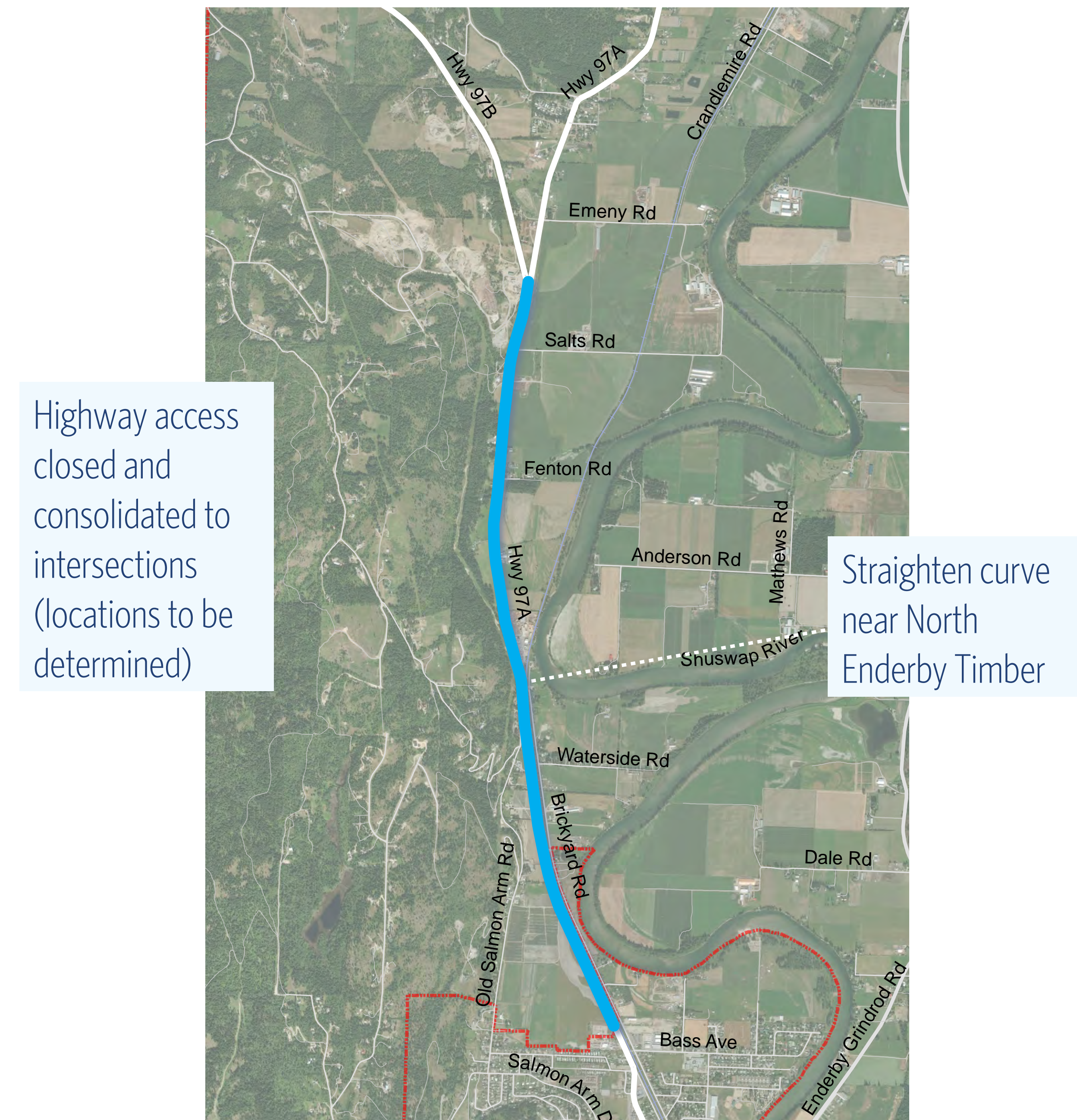
## Grade Separation (Overpass)

Reduces turning conflicts by using an overpass.



## Widen Highway to 4 Lanes

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



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



# 9. Short-Listed Options: Central

## Vernon Street 4-Lane Highway

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



Signals at major intersections

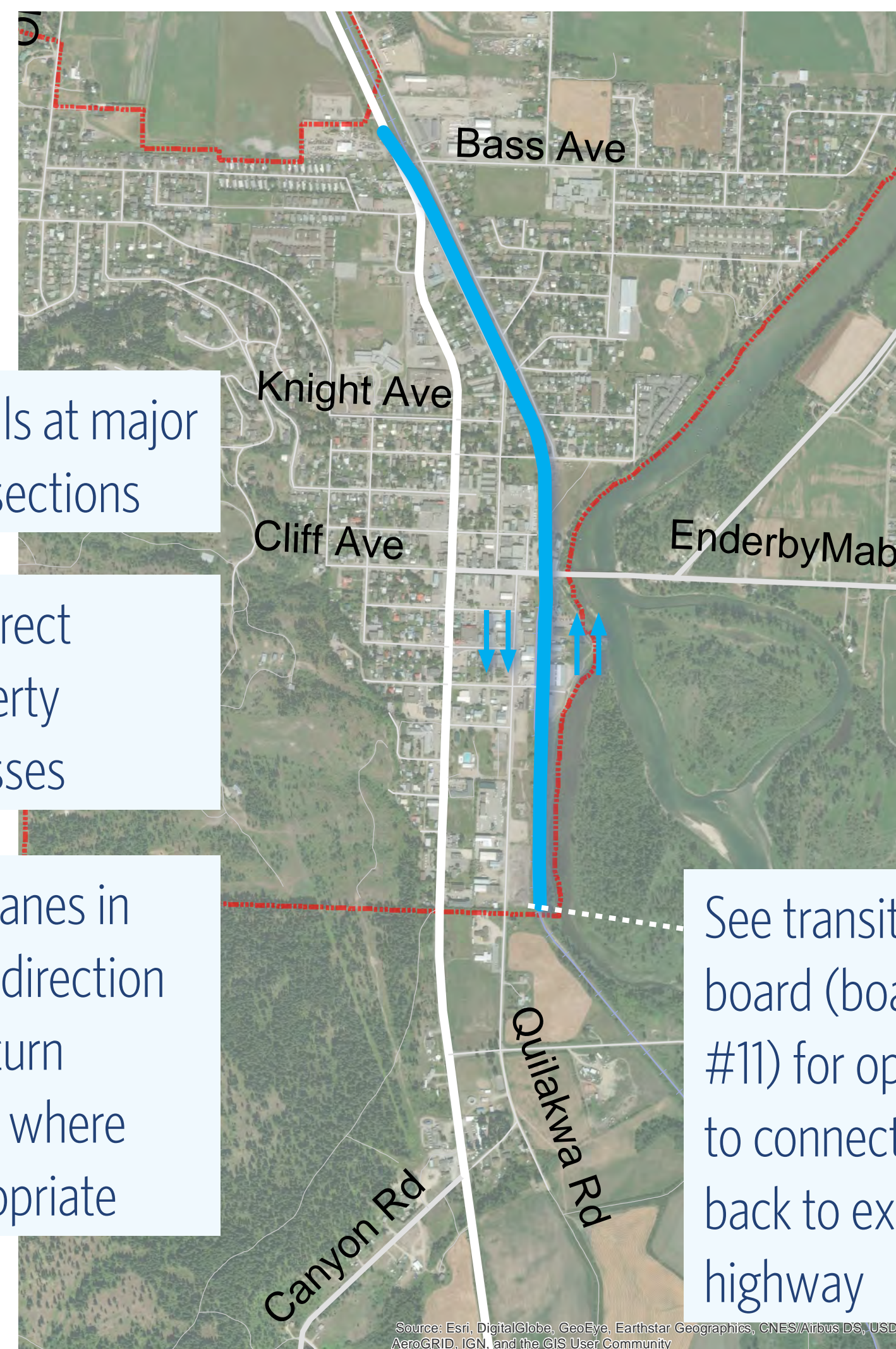
No left turns for most property accesses

Two lanes in each direction plus turn lanes where appropriate

See transition board (board #11) for options to connect back to existing highway

## Rail Corridor 4-Lane Highway

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



Signals at major intersections

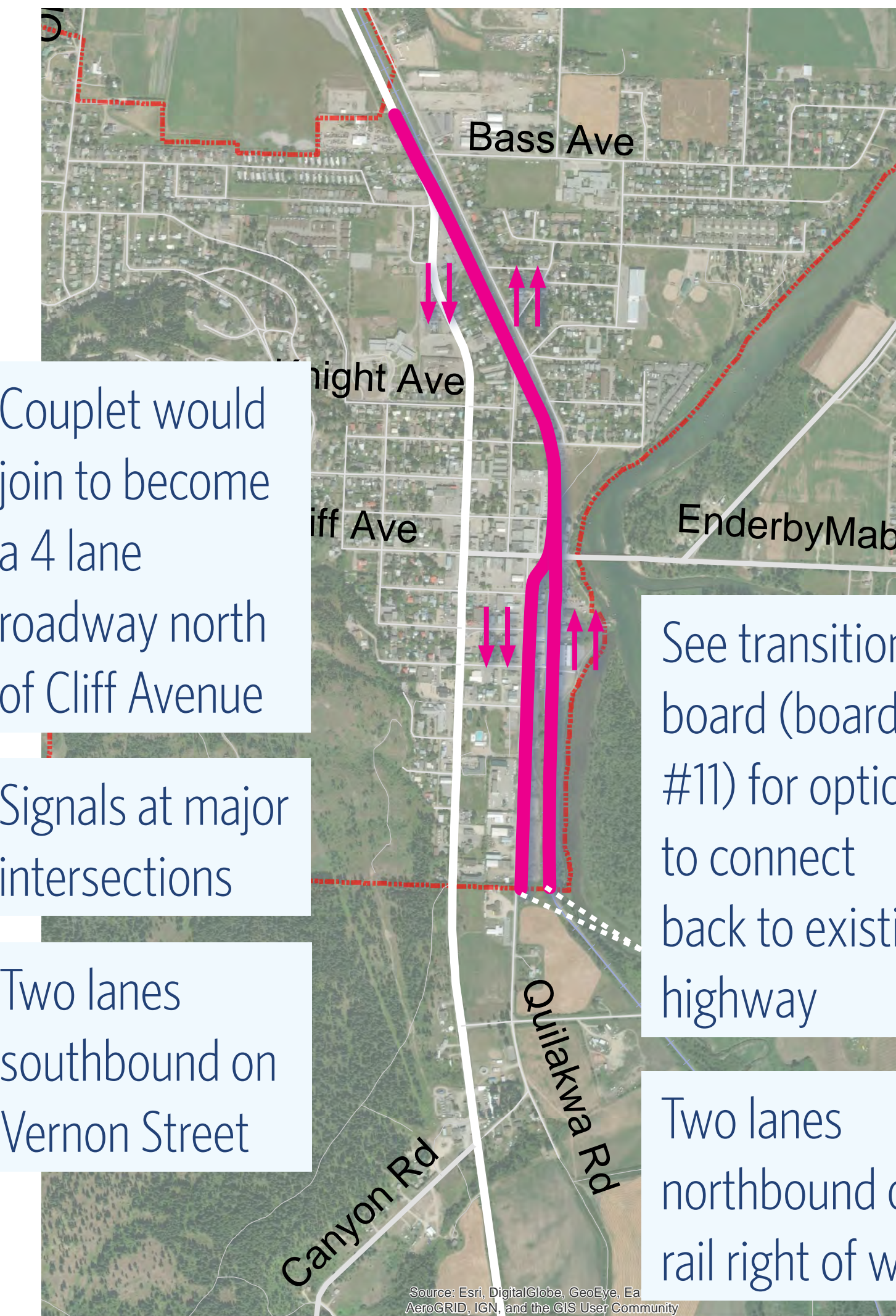
No direct property accesses

Two lanes in each direction plus turn lanes where appropriate

See transition board (board #11) for options to connect back to existing highway

## Vernon Street & Rail Corridor Couplet

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



Couplet would join to become a 4 lane roadway north of Cliff Avenue

Signals at major intersections

Two lanes southbound on Vernon Street

See transition board (board #11) for options to connect back to existing highway

Two lanes northbound on rail right of way

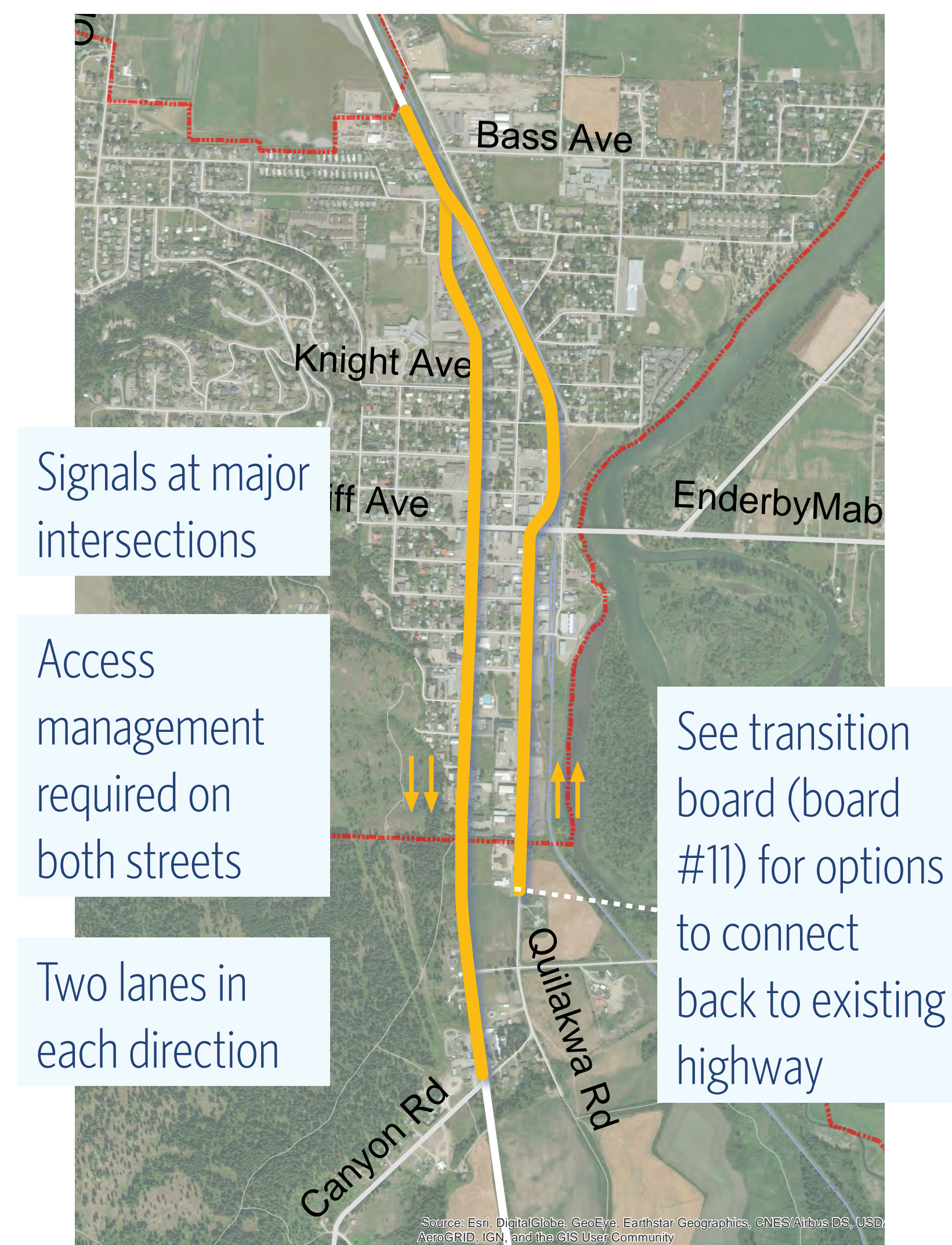
Notes: aerial imagery may not be current. Alignments are preliminary and require further engineering, analysis and refinement.



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

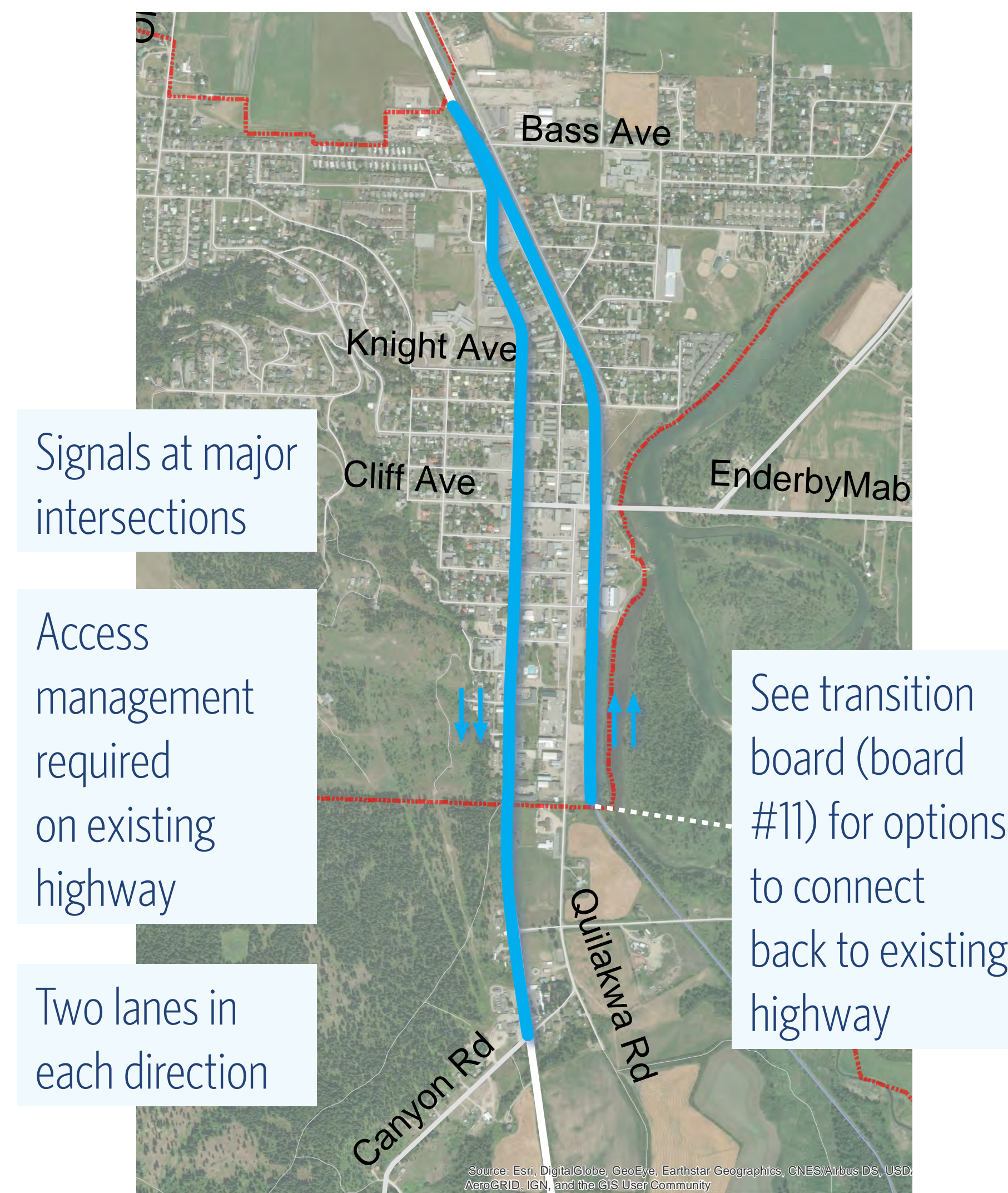
## Existing Highway & Vernon Street Couplet

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



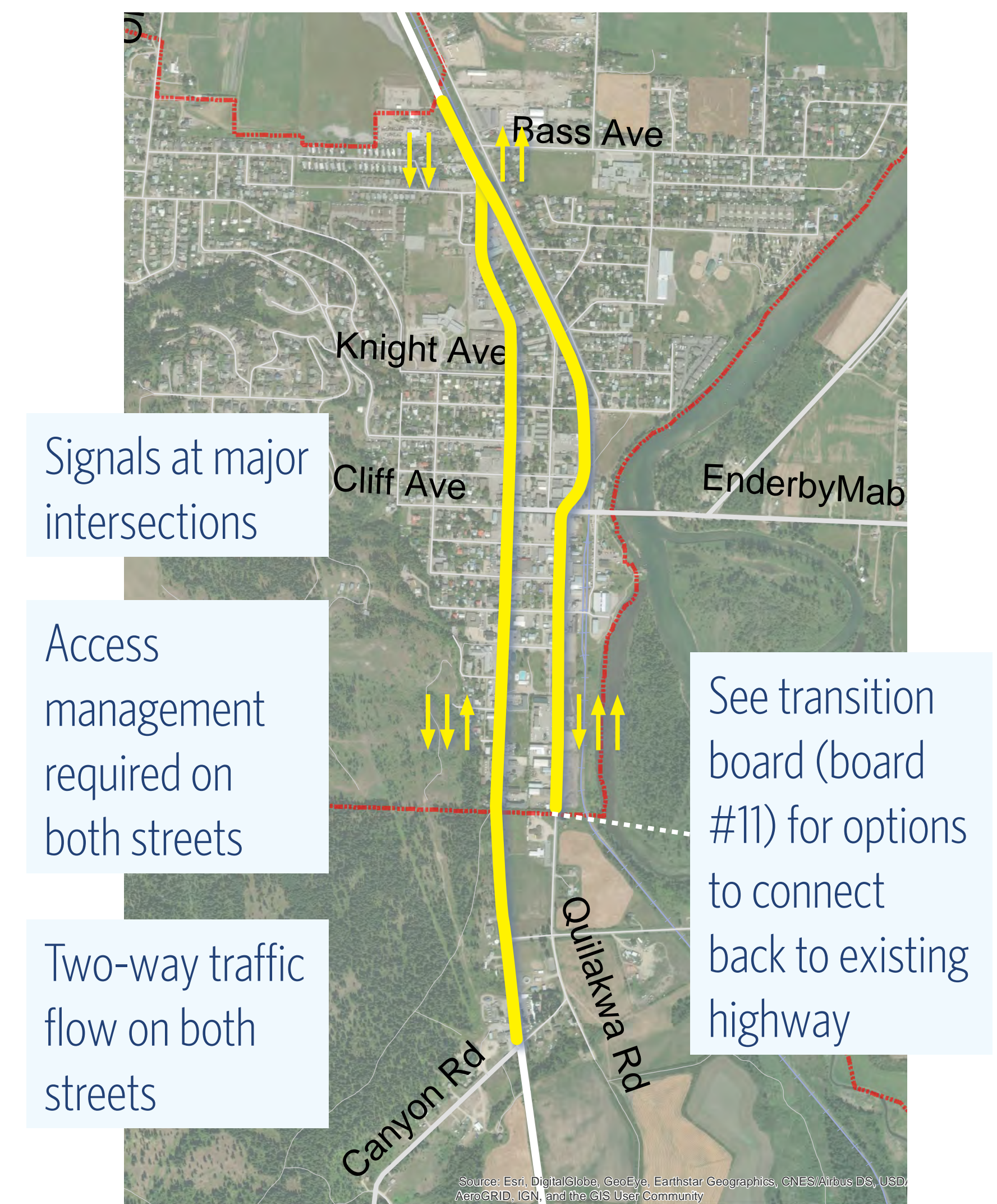
## Existing Highway & Rail Corridor Couplet

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



## Existing Highway & Vernon Street Modified Couplet

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



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

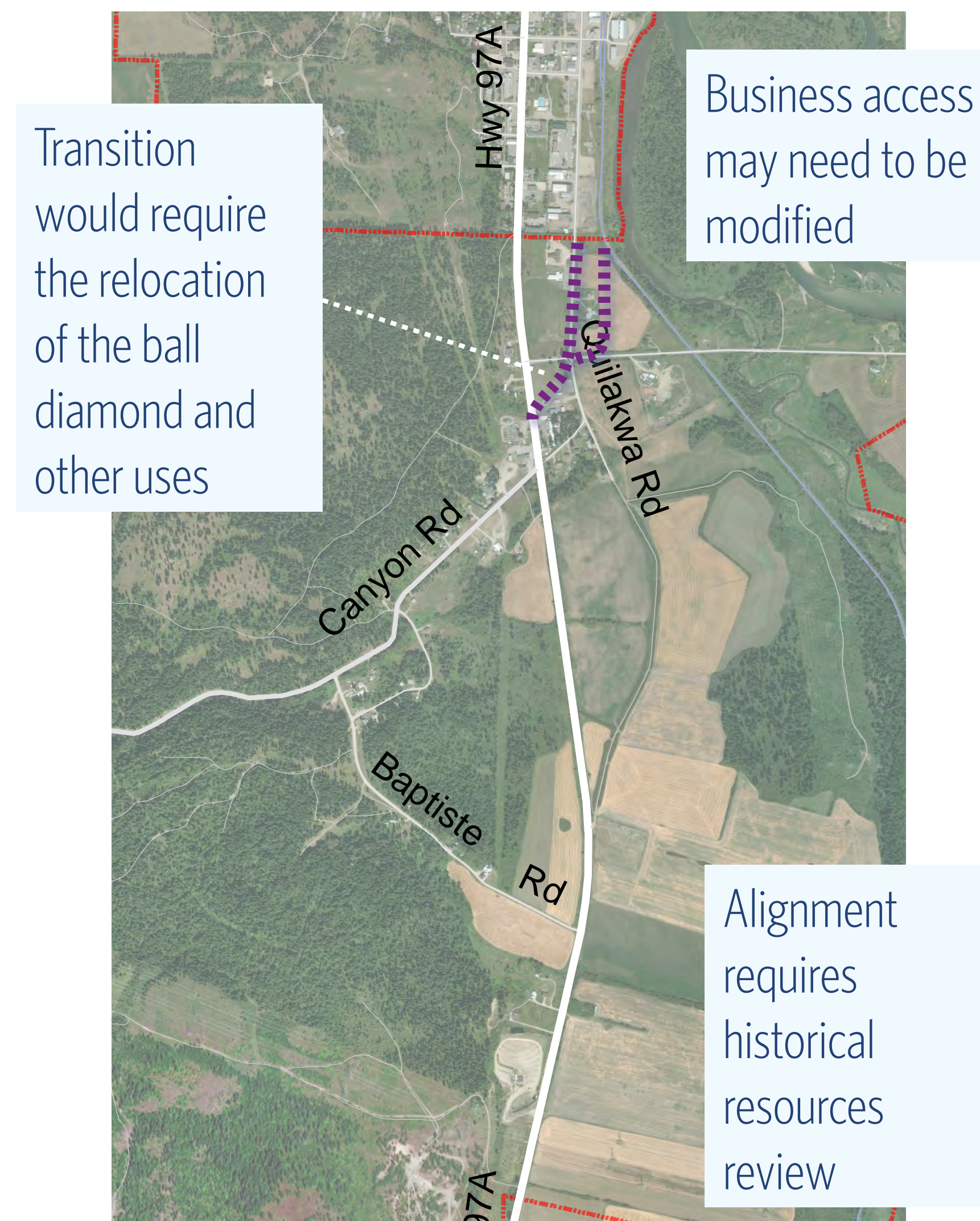


# 11. Short-Listed Options: Transitions

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

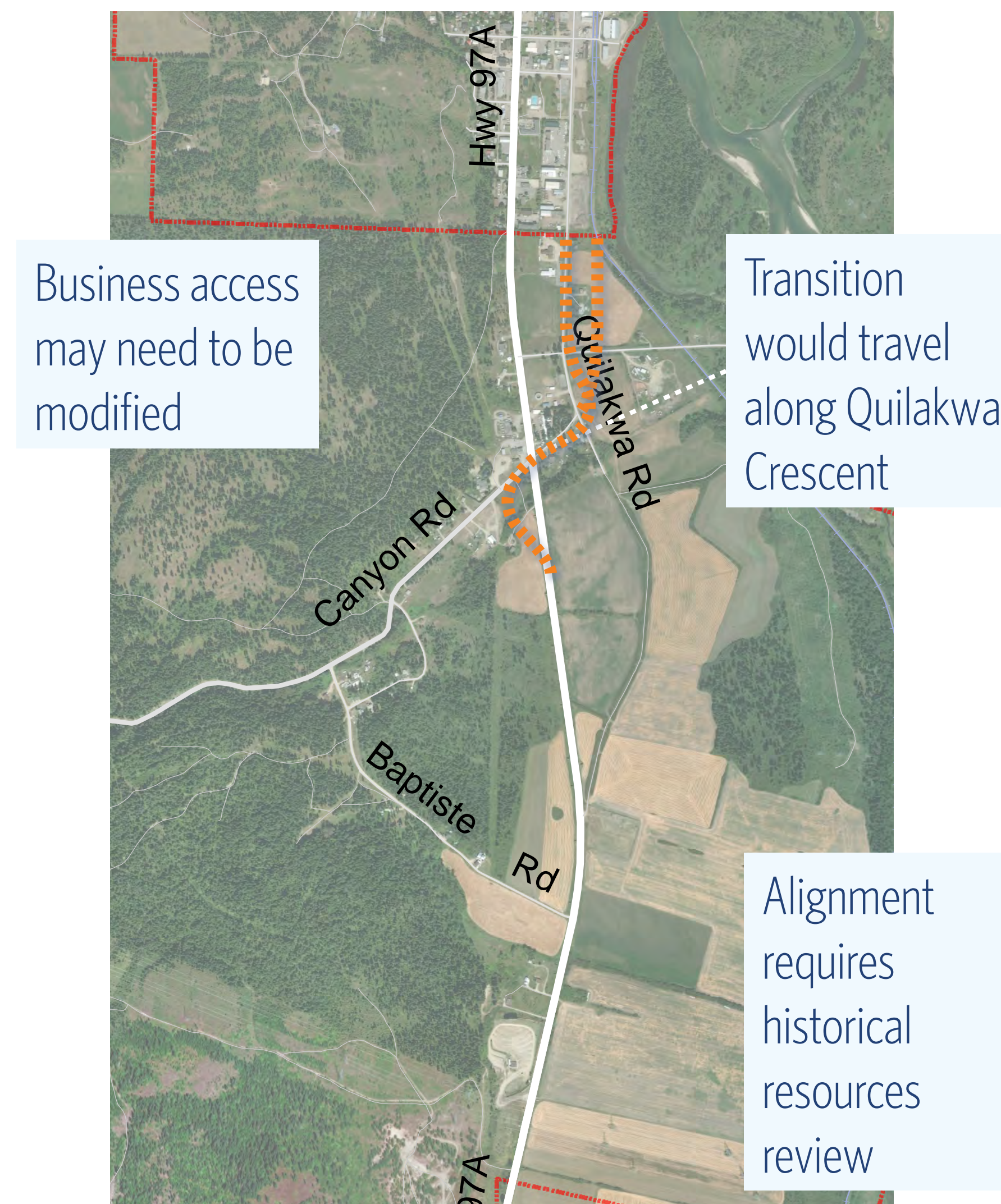
## Back Enderby Road Transition

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



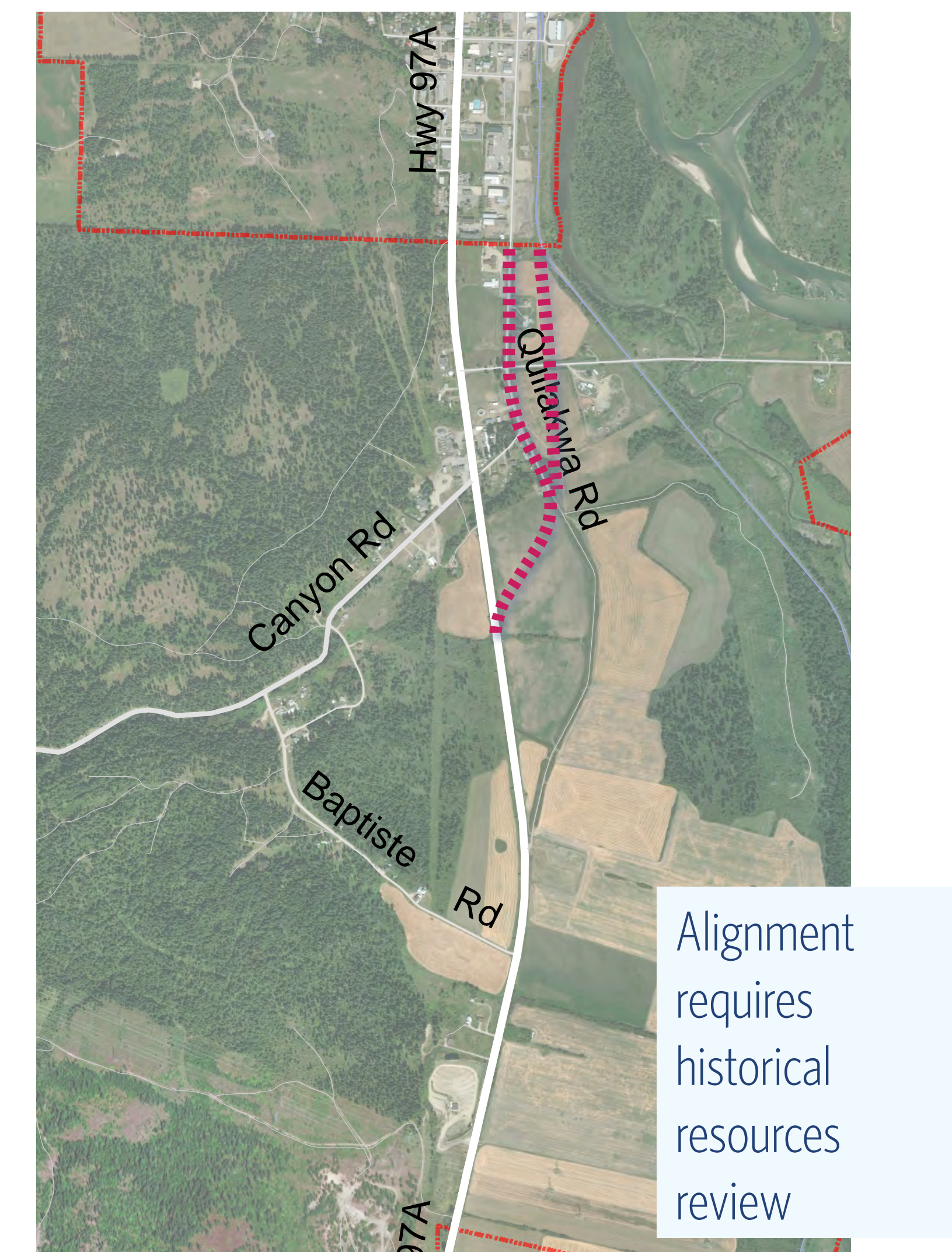
## Canyon Road Transition

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



## South of Canyon Road Transition

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



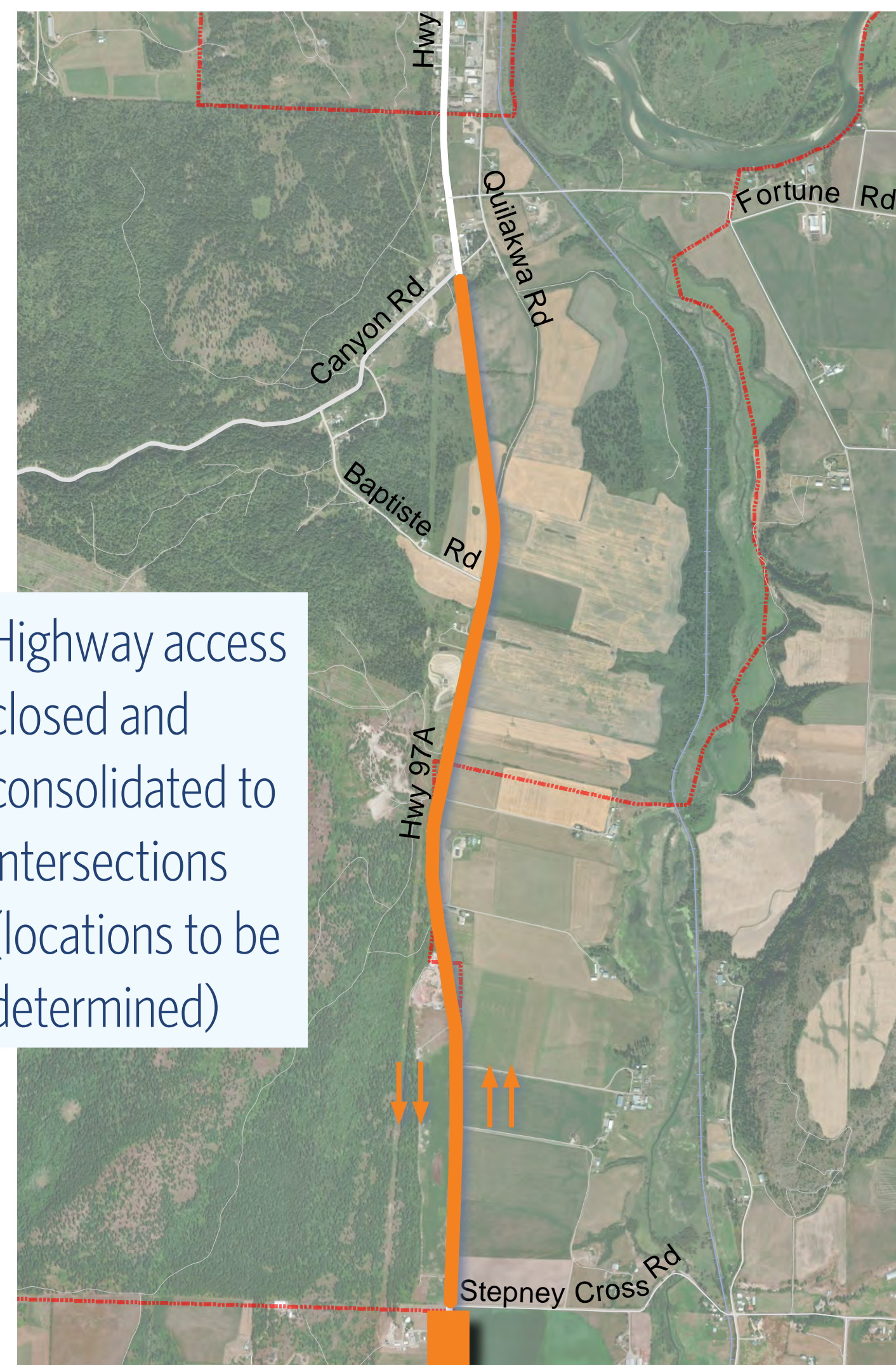
Notes: aerial imagery may not be current. Alignments are preliminary and require further engineering, analysis and refinement.



# 12. Short-Listed Options: South

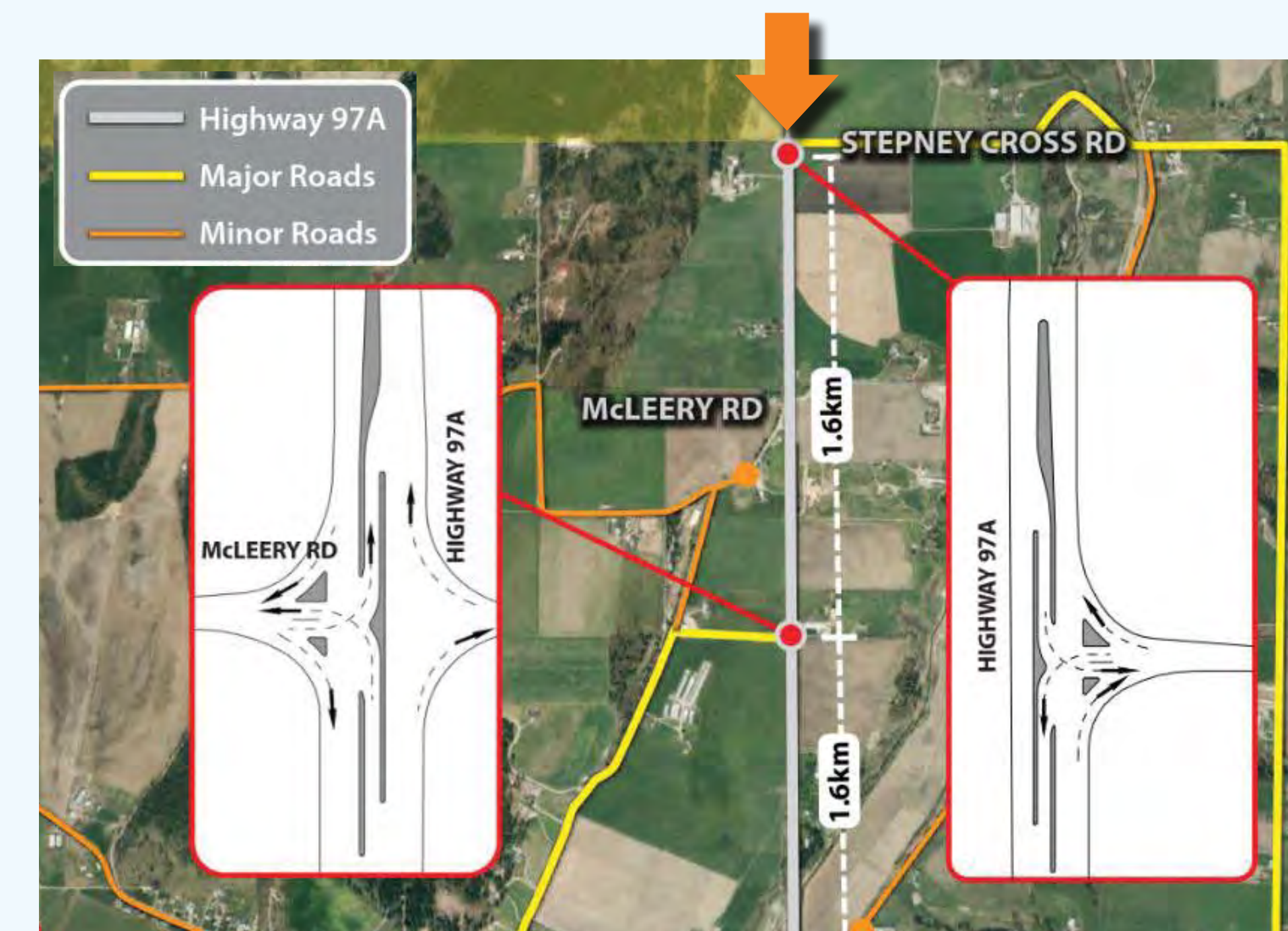
## Widen Highway to 4 Lanes

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



Highway access closed and consolidated to intersections (locations to be determined)

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



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

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



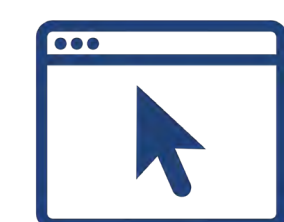
# 13. Next Steps

## What's Next?

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



## For more project information:



Project website: [gov.bc.ca/highway97a-enderby-splastin-study](http://gov.bc.ca/highway97a-enderby-splastin-study)



Email: [97AStudy@gov.bc.ca](mailto:97AStudy@gov.bc.ca)

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