

July
2019

Highway 97 Lake Country Planning Study (Glenmore / Beaver Lake Road)

PUBLIC WORKSHOP #1
JUNE 19TH, 2019

ENGAGEMENT SUMMARY REPORT
PREPARED FOR THE BC MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
BY URBAN SYSTEMS LTD.

1. PROJECT INTRODUCTION

Highway 97 through the Okanagan is an important corridor that connects communities, regional/provincial activity centers, and other provincial highways. The study area of focus is the almost 5 km section of Highway 97 between approximately Duck Lake and Lodge Road (Segment 1221 km 17.56 – 13.18). It is primarily characterized as a 4-lane, divided, arterial highway that transitions between low-speed urban sections of 50 km/h and high-speed rural sections of 90 km/h.

This planning study will recommend a long-term infrastructure improvement strategy for the Duck Lake to Lodge Road section of Highway 97. The plan will include an access strategy, intersection upgrades, access modifications, and supporting frontage/municipal road requirements. Special consideration will be given to the Highway 97 / Glenmore - Beaver Lake Road intersection where a long-term strategy will be identified. This project will be guided through a variety of public engagement opportunities that will occur throughout the project.

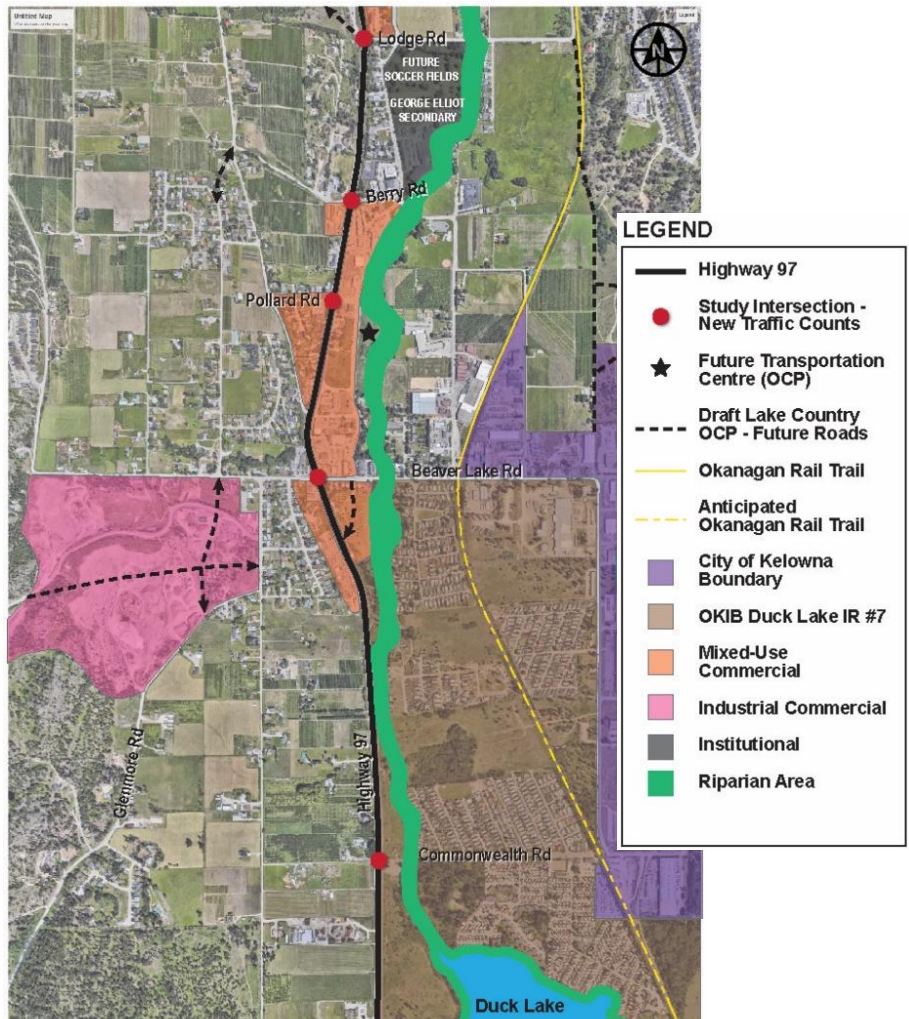


Figure 1: Study Area

2. PUBLIC ENGAGEMENT EVENTS

The public will be engaged at three public engagement events throughout the study, where participants will be asked to provide feedback. Public feedback will be used to develop the Technical Memos which will be assembled into a final report.

| | | | |
|----------------------|---------|--|------------------------------|
| Public Engagement #1 | Phase 2 | Existing & Future Conditions (Tech Memo #1) | June 19 th , 2019 |
| Public Engagement #2 | Phase 3 | Option Development & Improvement Strategy (Tech Memo #2) | TBD |

3. Public Engagement #1

The first public engagement event was held on June 19th, 2019 between 7:00pm and 9:00pm at the District of Lake Country Senior's Activity Centre. The purpose of the workshop was to review and verify the existing and future conditions assessment work that was completed to date, to gather input to verify the previously compiled data and analysis, and help form the guiding principles that will be the basis for the option development.

Over 70 people attended and participated in the first public engagement event. The workshop portion of the meeting was in the format of a “World Café” and the meeting agenda was as follows:

1. Project Overview and Introduction
2. Technical Findings
 - Traffic, Mobility and Safety
 - Walking, Cycling and Transit
 - Land Use and Environment
3. Roundtable Discussions
4. Guiding Principles Discussion
5. Next Steps



Figure 2: Public Workshop #1 (June 19, 2019)

3.1 Workshop Format

The room was set up with 15 tables, each with six chairs. Each table had a poster board and table marker identifying one of the three discussion topics (a total of five tables for each topic), as listed below:

1. Highway Usage, Mobility and Safety
2. Walking, Cycling and Transit
3. Land Use and Environment

Tables were also provided with sticky notes, markers, pens, and an aerial map of the study area.

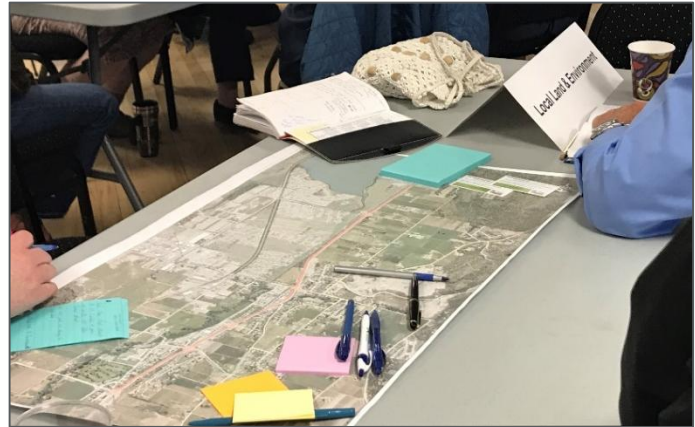


Figure 3: Public Workshop #1 - Discussion Table

The meeting consisted of a short presentation giving background context and information on each of the three discussion topics. Following the presentation, participants were asked to join a table for a group discussion on the table's corresponding topic. The discussion was guided by topic-specific questions, using a World Café format. The discussion was given approximately 15 minutes. The three topic-specific questions were as follows:

1. What is working well?
2. What are some challenges?
3. What are some ideas to be explored?

One project team member was assigned to one or more tables and acted as the table and discussion "host." The host's role was to encourage discussion among participants and ask probing questions. The host also ensured that all key points of the discussion were captured on sticky notes and posted on the boards under the appropriate discussion topic and question. However, meeting participants were encouraged to write down any points relating to the table topic and post them on the boards themselves.

After approximately 15 minutes, participants were asked to ensure all key points were posted on the boards, and then choose another table / topic for the next round of discussion. A total of three discussion periods were facilitated, allowing participants to visit each of the three topics. Following the three discussion periods, a short "report back" period was facilitated by the project team leaders where participants were provided an opportunity to publicly share key takeaways on each of the three topics.

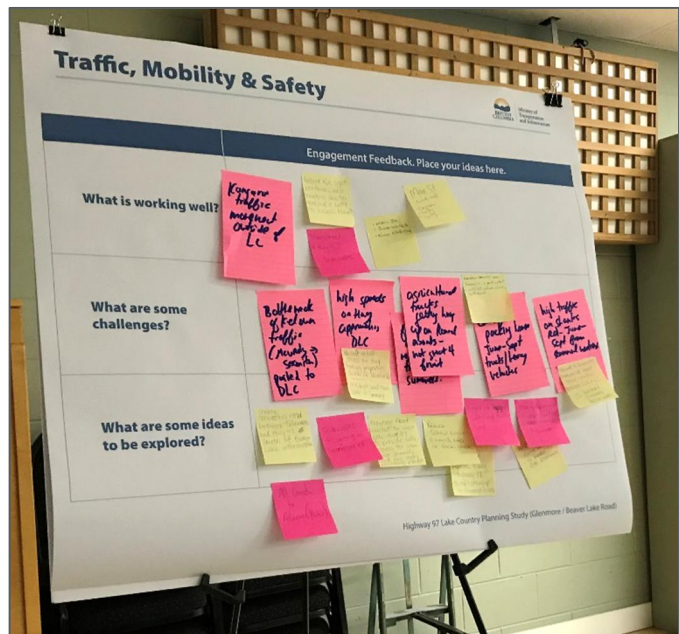


Figure 4: Example of Public Workshop Feedback Board

Highway 97 Lake Country Planning Study (Glenmore / Beaver Lake Road)

Public Workshop #1 – Engagement Summary Report

The last engagement question asked participants to provide feedback to help form the guiding principles and answer the following two questions:

1. What are the top 3 things that are most important to you with regards to transportation in the area?
2. What are the top 3 things that you would change within the Study area?

The workshop concluded with next steps for the project and future public engagement opportunities.



Figure 5: Public Workshop #1 – Presentation

4. Engagement Feedback Summary

Public feedback was captured on the sticky notes throughout the workshop discussions. These sticky notes were then transcribed and categorized by discussion topic and topic-specific question. Key themes were identified for each question and are listed below in the following subsections. The verbatim comments are included as an appendix. In addition to common themes that emerged, a few relevant and innovative ideas proposed by participants are listed below:

- Monorail / high-speed rail
- Multi-use pathway along Glenmore Road
- Intersection improvements at the Glenmore Road / Seaton Road intersection
- Lower Highway 97 to pass under the Glenmore / Beaver Lake Road intersection

4.1 Highway Usage, Mobility, and Safety

| What is working well? | What are some challenges? | What are some ideas to be explored? |
|--|---|---|
| Key Themes | | |
| <ul style="list-style-type: none"> ➤ Active transportation, specifically sidewalks and the Rail Trail ➤ Highway traffic flows well ➤ Main Street works well, specifically as an alternate route to Highway 97 ➤ Roundabouts in Lake Country work well ➤ Bottom Wood Lake Road, specifically for active transportation | <ul style="list-style-type: none"> ➤ Lack of active transportation infrastructure and connectivity ➤ Accesses along the highway, specifically safety and sightline issues noted ➤ Truck traffic, specifically along Commonwealth Road and Beaver Lake Road ➤ New developments result in increasing traffic ➤ Congestion, high volumes, and safety concerns along the highway and at Glenmore / Beaver Lake Road. | <ul style="list-style-type: none"> ➤ Glenmore / Beaver Lake Rd: <ul style="list-style-type: none"> ○ Create alternate connection with Highway, potentially at Commonwealth Rd or using Janet Rd. ○ Upgrade intersection with dual left-turn lanes or full interchange ➤ Local road network connectivity: <ul style="list-style-type: none"> ○ Connect Chase Rd with Glenmore Rd ○ Extend Jim Bailey Rd south towards airport, and to connect with Commonwealth Rd ➤ Improve and / or close accesses and provide frontage roads |

4.2 Walking, Cycling and Transit

| What is working well? | What are some challenges? | What are some ideas to be explored? |
|--|---|---|
| Key Themes | | |
| <ul style="list-style-type: none"> ➤ Rail Trail ➤ Main Street, including bike lockers and other facilities ➤ Walking opportunities, including sidewalks and the walking group organized by the District | <ul style="list-style-type: none"> ➤ Lack of infrastructure (sidewalks, bike lanes, lighting, and bus stops) ➤ Lack of network connectivity ➤ Lack of transit, and limited frequency where it does exist ➤ No safe highway crossings ➤ Safety concerns regarding poor infrastructure, traffic speeds and congestion, and truck traffic | <ul style="list-style-type: none"> ➤ Increase and improve infrastructure and network connectivity, potentially pedestrian over/underpass ➤ Separated facilities, potentially adjacent to the highway ➤ Increase and improve transit: rapid transit, transit hub, park 'n' ride, and bus stops ➤ Rail Trail: Pave and provide local connectivity for access ➤ Redirect trucks off the highway via Jim Bailey Rd extension towards Kelowna |

4.3 Land Use and Environment

| What is working well? | What are some challenges? | What are some ideas to be explored? |
|---|---|--|
| Key Themes | | |
| <ul style="list-style-type: none"> ➤ ALR land and the rural nature of Lake Country is important to the community ➤ Commercial density downtown Lake Country (Main St) and along Highway 97 is a positive ➤ Berry Road provides good access | <ul style="list-style-type: none"> ➤ Development is increasing traffic demand ➤ Concern about impacts on residents, ALR land, adjacent creeks, and emissions from vehicles ➤ Lack of pedestrian and cyclist facilities ➤ Lots of accesses on the highway ➤ Truck traffic in Lake Country and access to the industrial area | <ul style="list-style-type: none"> ➤ Interchanges on Highway 97, potentially at Commonwealth Rd ➤ Connect the industrial area south towards the airport and to Commonwealth Rd ➤ Connect Glenmore Rd north to Chase Rd, and east to Highway 97 at Commonwealth Rd ➤ Improve intersection and reduce direct access on the highway <p><i>Unique Ideas:</i></p> |

| | | |
|--|--|--|
| | | <ul style="list-style-type: none"> ➤ Increase awareness of John Hindle Drive as an alternative route to Glenmore / Beaver Lake Rd ➤ Implement pedestrian / cyclist bridges over Old Vernon Creek |
|--|--|--|

4.4 Guiding Principles

| What are the top 3 things that are <u>most important to you</u> with regards to transportation in the area? | What are the top 3 things that <u>you would change</u> within the study area? |
|---|--|
| Key Themes | |
| <ul style="list-style-type: none"> ➤ Promote / improve active transportation and transit (networks connectivity and infrastructure) ➤ Maintain efficient flow on the highway ➤ Improve local road network connectivity, including specific consideration for truck access and routes ➤ Consider alternate routes (for Highway 97 and for Glenmore Road) ➤ Access management and intersection improvements on highway (including for active transportation) | <ul style="list-style-type: none"> ➤ Improve transit and active transportation (network connectivity and infrastructure) ➤ Access management and intersection improvements on the highway ➤ Local road network improvements and connectivity, including alternate routes and truck traffic considerations ➤ Improve Glenmore / Beaver Lake Road intersection ➤ Consider developments and long-term objectives; concern for the timing of implementing solutions |