

# B.C. on the Move: Engagement Meeting Notes

OCTOBER 29, 2014

1:30 PM

KELOWNA

<b>ATTENDEES/AFFILIATION</b>	Mayor James Baker, District of Lake Country Greg Buchholz, Infrastructure Services, District of Lake Country Mark Koch, Planning and Development, District of Lake Country Councillor Jerry Condon, District of Peachland Mayor Keith Fielding, District of Peachland Councillor Peter Schierbeck, District of Peachland Mayor Doug Findlater, District of West Kelowna CAO Jim Zaffino, District of West Kelowna Allen Fillion, District of West Kelowna
<b>MOTI REPRESENTATIVES</b>	Mike Lorimer, Regional Director, Southern Interior Region, Ministry of Transportation and Infrastructure (MoTI) Murray Tekano, District Manager, Transportation, Okanagan Shuswap District, MoTI
<b>NOTE TAKER</b>	Kai-lani Rutland, Kirk & Co. Consulting Ltd.
<b>KEY THEMES (3-6)</b>	
1) <b>Bridges:</b> Participants requested clarity surrounding the second crossing of Okanagan project and reiterated their desire for the project to move ahead.	
2) <b>Highways:</b> Participants expressed concern with congestion and safety issues on Highway 97.	
3) <b>Highways and side roads:</b> Participants from Peachland reiterated their desire for a bypass and requested that the Ministry keep them abreast of their plans as they move towards a strategic community plan.	
4) <b>Cycling:</b> Participants reiterated the importance of cycling for the region's economy and requested that additional investments be made towards cycling paths and road side maintenance. Participants suggested that a vision be created for cycling in the region.	
<b>CHALLENGES AND OPPORTUNITIES</b>	
<ul style="list-style-type: none"> <li>• A second crossing is needed to address the primary concern of congestion in the Kelowna and West Kelowna area.</li> <li>• Safety is the primary concern for participants from Peachland, who requested a bypass.</li> <li>• Participants indicated that there are opportunities to increase community connections with cycling and pedestrian paths.</li> </ul>	
<b>MOVING FORWARD – STRATEGIES</b>	
1) Moving People and Goods Safely and Reliably	
<ul style="list-style-type: none"> <li>• Participants noted a need for ongoing investments and planning for a second crossing to address congestion in Kelowna and the Okanagan region.</li> <li>• Ongoing investments for Highway 97 are important for safety and reliability. The region recognizes the importance of continued investments in this highway to address congestion, safety and facilitate economic growth in the region.</li> <li>• Bypasses are a priority for many of the communities in the region and additional investments in side roads are needed to increase safety at congested and unsafe intersections. Participants indicated that improvements such as shoulder-widening, calming mechanisms and increased maintenance are priorities.</li> <li>• Improvements to local airport infrastructure are needed to facilitate tourism.</li> <li>• Investments in side roads are important for the further development of the region's cycling based tourism industry.</li> </ul>	
2) Growing the Economy	
<ul style="list-style-type: none"> <li>• Economic development is directly connected to the ability to move goods and services. Highway 97 is vital for economic development in the region.</li> <li>• In Kelowna, the tourism industry will continue to grow annually. The community relies on Highway 97 and side roads (for cycling) to accommodate this.</li> </ul>	
3) Connecting and Strengthening Communities	
<ul style="list-style-type: none"> <li>• Transit between communities is needed in order to connect people with the airport, health care services, and to support tourism and families working in other regions.</li> <li>• Investments in cycling trails and side road improvements are a priority for the region's tourism industry and economic development.</li> </ul>	
4) Maximizing Collaboration and Investment with Partners and Stakeholders	
<ul style="list-style-type: none"> <li>• Participants expressed appreciation for good relationships with the Ministry and local offices.</li> <li>• Participants noted that maximizing collaboration with partners and stakeholders is critical. Partnership and collaboration are necessary for continued investment in infrastructure including maintaining side roads, cycling trails and airports.</li> </ul>	

TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS	
<ul style="list-style-type: none"> <li>Participants noted the need for investment in a second crossing in Kelowna to address congestion.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants would like to see investment in Highway 97 for safety and reliability.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants noted that an investment in a bypass in Peachland was needed to address safety and community issues.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants desired expanded connectivity between communities through cycling paths and alternative transportation options.</li> </ul>	
ADDITIONAL COMMENTS/DISCUSSION	
<ul style="list-style-type: none"> <li>A participant from Peachland expressed concern that development projects in the community are stalled because the Ministry has not provided clear direction regarding whether they will move forward with a bypass project. The participant requested that the Ministry provide the community with clear direction as soon as possible.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant noted that it was important for the Ministry to meet with the trucking association as part of the 10-year transportation plan.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant from West Kelowna indicated that the route 97 committee had started to meet again.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant from the District of Lake Country noted that priorities identified in previous years have been dealt with by the Ministry, but that there are other priorities within the Okanagan that have not been addressed yet. The participant noted that for the Okanagan region a second crossing is a priority.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant from the District of Lake Country expressed concern with potential environmental impacts that will result from slow moving transportation investments. The participant noted that the second crossing is important to their community and requested that the Ministry move ahead with a second crossing.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant from Peachland expressed concern with lack of capacity and requested that when looking for long-term solutions, the Ministry shouldn't always look to 'expand', and instead should look for alternative options.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant from the District of Lake Country noted that they have requested signalized intersections and asked that the Ministry talk to them about having them installed.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant from Peachland requested that the end of Houston Road be a turning lane or protected t-intersection.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant from West Kelowna requested that the transportation plan emphasize the importance of renewal projects and the rehabilitation of side-roads in the region.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant from West Kelowna expressed concern that congestion is having a negative impact on businesses and noted that of particular concern, Boucherie Road continues to be an issue for them. The participant requested that the Ministry assist West Kelowna to reduce the impact on Boucherie Road.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant from West Kelowna requested additional information about the impact of West Side Road on Highway 97 over the long term to make it a viable alternative route.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant from West Kelowna indicated that ICBC has stated that 5 of the 16 worst intersections in B.C. are in this region, and requested that Ministry make plans to address and improve intersection safety in the region.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant from the District of Lake Country noted the use of new speed signs that change the speed with different weather conditions. The participant requested that the Ministry look into using these signs more frequently throughout the region.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant from West Kelowna requested that the Ministry look towards new technologies to reduce costs and address congestion along Highway 97 which continues to be a priority and issue for them.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant from the District of Lake Country expressed interest in the Ministry's further use of traffic circles in the region to reduce congestion and improve safety conditions.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant from West Kelowna was inquired how the Ministry would be supporting the LNG industry with parallel and artery roads, and whether this region would be receiving funding to accommodate possible LNG traffic.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant from the District of Lake Country noted that although multi-modal transportation options require big investments, the payoff will be huge.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant from the Peachland noted that cycling is a huge economic and healthy lifestyle driver in the region. The participant noted that a vision for cycling in the Okanagan exists and most of it relies on the highway for routes. The participant indicated that there are issues with lack of sweeping on the road shoulder and that it is a hazard for cyclists.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant from West Kelowna noted that they have worked with cycle groups and Kelowna to discuss options regarding cycling paths, but that Kelowna would not spend the money. The participant requested that the Ministry provide a larger grant program for cycling.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant from the District of Lake Country noted that it would be very useful to create a pool of money that would be put towards cycle and sidewalk paths.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant from Peachland expressed concern with environmental impacts and requested that the transportation plan include plans regarding electric vehicles and ways to reduce greenhouse gases.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant asked whether the Ministry is looking to other communities who have implemented cycling networks well to set benchmarks and replicate those programs. The participant requested that the Ministry continue to set targets and provides measures for assessing those targets.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant from West Kelowna requested that the transportation plan look at providing more capacity with existing infrastructure.</li> </ul>	

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| <ul style="list-style-type: none"><li>• A participant from the District of Lake Country inquired how the 10-year transportation plan connects with previous studies and technical work that was done as part of the Okanagan symposium regarding a second bridge and the corridor. Mike Lorimer and Murray Tekano noted that technical work that had previously been done for the symposium would be included as part of this plan, but that the second crossing, as a separate project, will continue to have its scope and priorities defined.</li></ul> |
| <ul style="list-style-type: none"><li>• A participant from West Kelowna requested more information about cross-border initiatives and meetings between Victoria and the Washington Department of Transportation.</li></ul>   |
| <ul style="list-style-type: none"><li>• A participant from Peachland indicated that although they appreciated the Ministry meeting with them, they wished that the Ministry would have provided a vision as part of the Plan or indicated of what they wanted to do, not just hear what the communities want them to do. The participant asked if the Ministry had a vision, and if so, to include it as part of the Plan.</li></ul>   |