Okanagan Lake Second Crossing Project

Central Okanagan Planning Study

Status Update
Regional District of Central Okanagan

July 14, 2016
Agenda

• History / Background
• Study Area
• The Study Process
• Key Findings To Date
• Current Activity
• Looking Ahead
• Project Schedule
History / Background

• Study initiated in late 2014 to assess future mobility needs in Central Okanagan
  – Building on previous work to develop potential route proposals considering:
    • Public needs
    • Community land use plans
    • Provincial transportation priorities
  – Include consideration of second crossing
  – Consideration of options in West Kelowna, including alternate route, part of scope
  – Examination of existing corridor & alternate route options for Peachland added in December 2015
  – Extensive stakeholder & public engagement throughout
Study Area
The Study Process

Phase 1, Part 1
Existing Conditions & Performance Assessment
- Data collection & analysis
- Consultation

Phase 1, Part 2
Future Needs Assessment
- Forecasting & analysis
- Consultation

Phase 2, Part 1
Exploring the Options
- Options & analysis
- Consultation

Phase 2, Part 2
Charting a Course
- Recommendations for the future
- Consultation

Community & Stakeholder Dialogue Ongoing

We are here
Key Findings to Date

- 96% of trips on the W.R. Bennett Bridge start or end in the Central Okanagan, up from 85% in 1994
- More than 2/3 of the trips are between Kelowna and Peachland / West Kelowna / Westbank First Nation
Key Findings to Date

• Traffic *volumes* are highest on the William R. Bennett Bridge.

• The greatest *congestion* lies in the urban portions of the corridor on either side of the bridge, which have less capacity than the bridge itself.

• Findings led to discussion: What is the appropriate future role of Highway 97?
Key Findings to Date

2011 OVTS Symposium Vision for Okanagan Transportation System

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

• There is a need to examine the role of the provincial highway
  – What should its characteristics be?
  – Should access points be restricted to allow longer-distance traffic to move unfettered?
  – Should the alignment of the provincial highway be moved?
  – Should the highway bypass the region?
  – What would happen to the existing facility?

… Discussion is ongoing through engagement process
Key Findings to Date

Fall 2015 open houses – respondent views on access measures:

Kelowna
- Support: 9
- Oppose: 6
- Uncertain: 35

West Kelowna
- Support: 14
- Oppose: 12
- Uncertain: 43
Current Activity

Options generation:

• Measures to improve the efficiency of the existing corridor (access measures)
• Realignment of the highway through/ around communities
• Potential second crossing alignments

…Applying feedback received in engagement to date
Looking Ahead

- Further engagement with local municipalities & First Nations staff
- Additional engagement with Community Working Group and Technical Advisory Committee
- Periodically touch base with local Councils
- Public open house in fall 2016
- Ultimate deliverable in 2017: short, medium and long term solutions for the corridor with an associated migration strategy
Project Schedule

Activities

- Traffic data collection
- Planning consultant selection
- Consult on process
- Launch website
- Establish liaison committees

Technical

Engagement

Phase 1: understanding needs
Corridor condition/performance assessment & needs identification

Phase 2: options review
Preliminary / Final
Corridor options generation

Milestones

Public session