



Ministry of
Transportation
and Infrastructure



Okanagan Lake Second Crossing Project

Central Okanagan Planning Study

Status Update

Regional District of Central Okanagan

July 14, 2016



Agenda

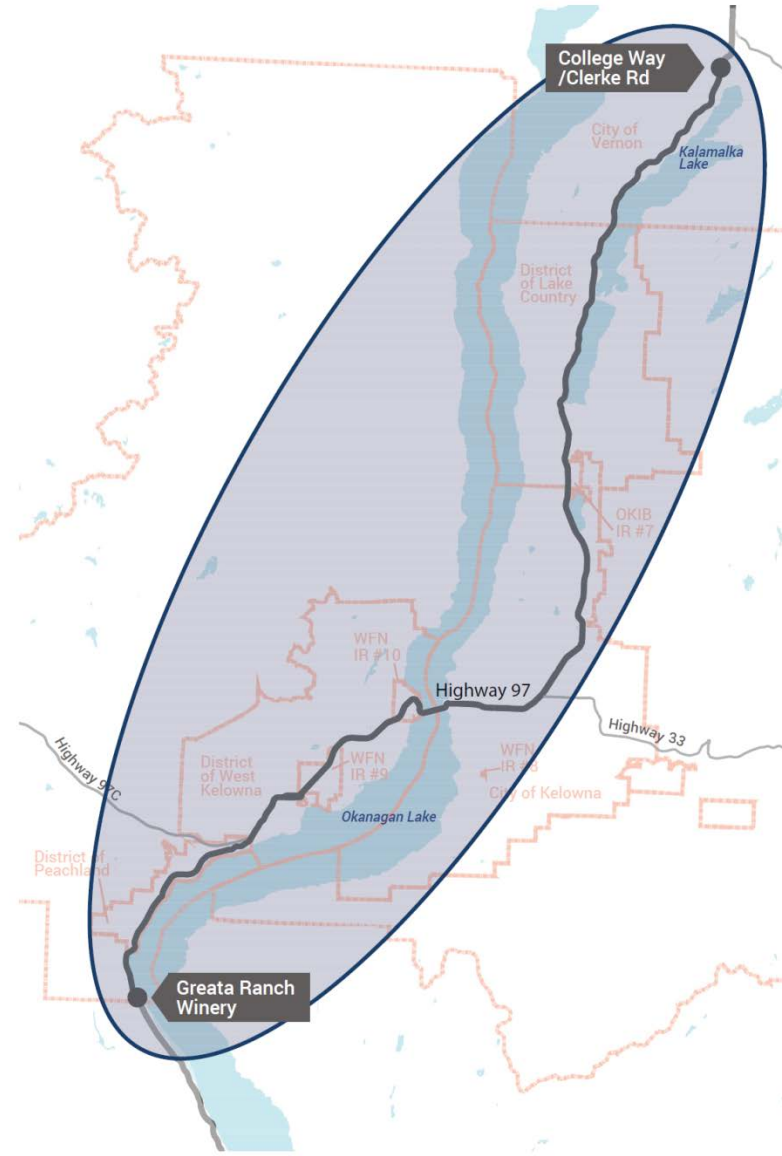
- History / Background
- Study Area
- The Study Process
- Key Findings To Date
- Current Activity
- Looking Ahead
- Project Schedule



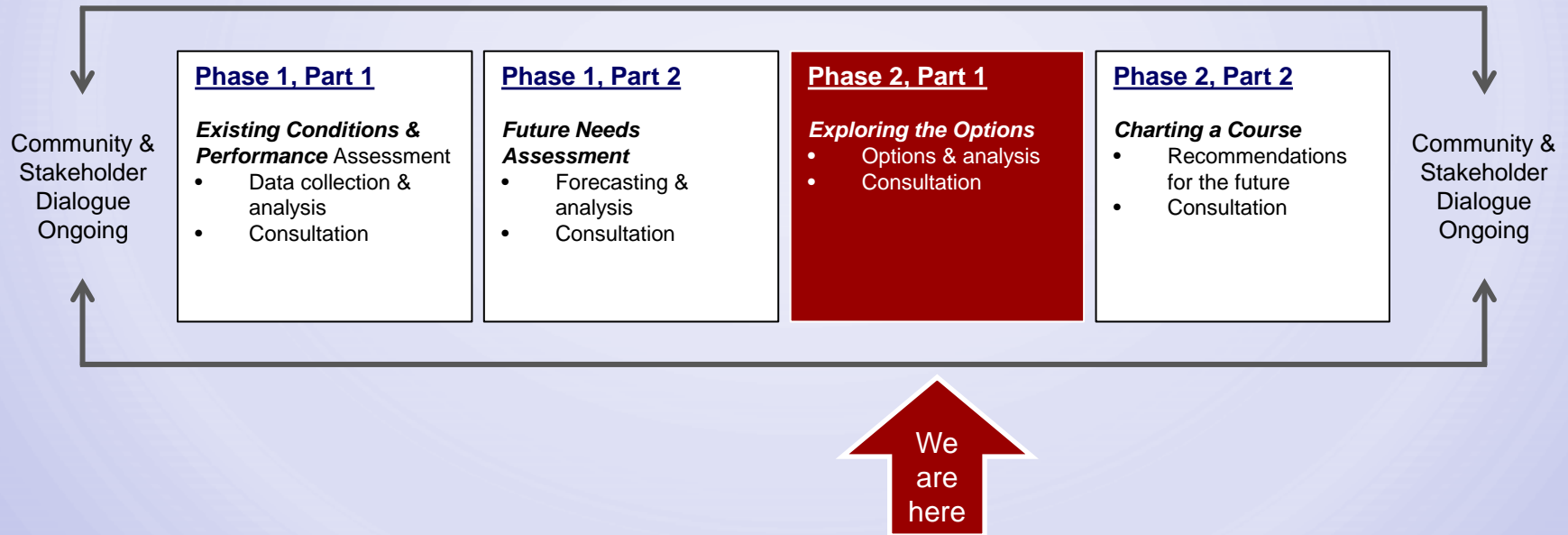
History / Background

- 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

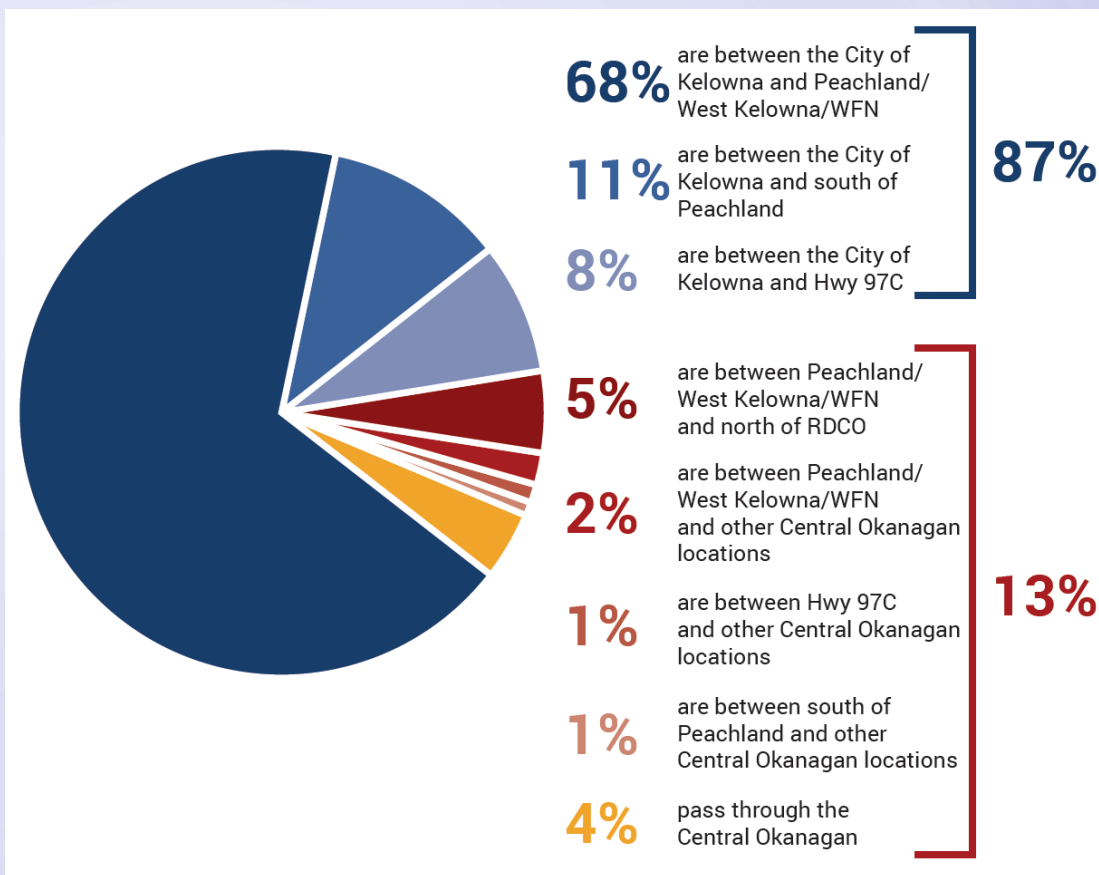


The Study Process



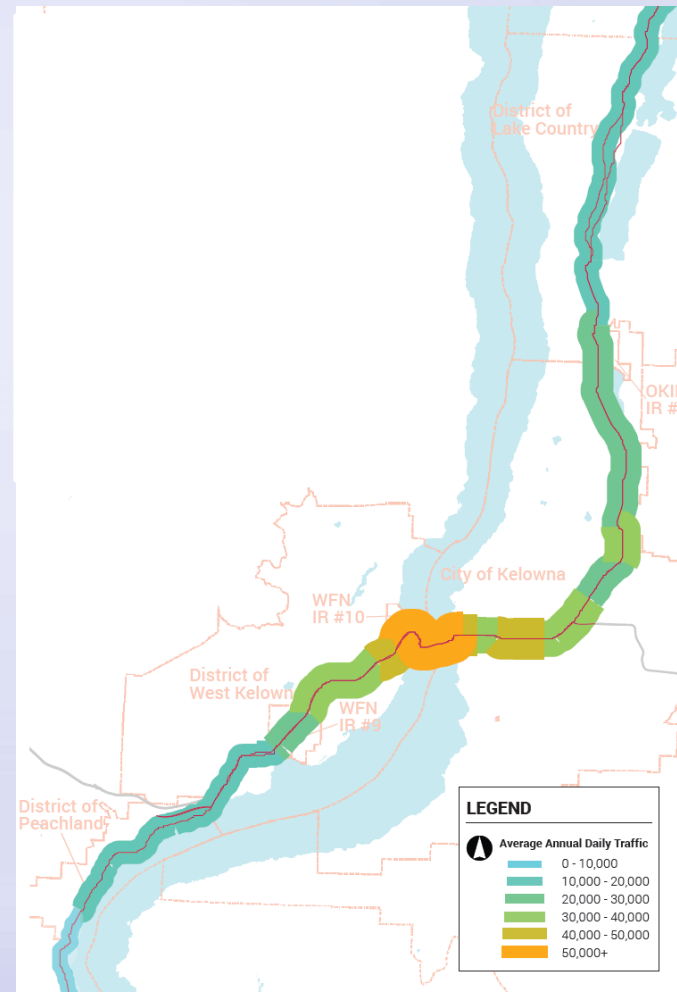
Key Findings to Date

- 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

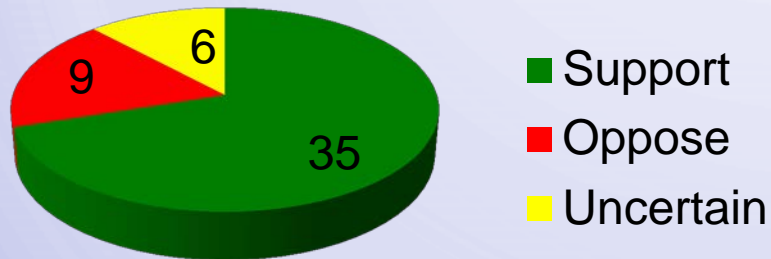
- There is a need to examine the role of the provincial highway
 - What should its characteristics be?
 - Should access points be restricted to allow longer-distance traffic to move unfettered?
 - Should the alignment of the provincial highway be moved?
 - Should the highway bypass the region?
 - What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

... Discussion is ongoing through engagement process

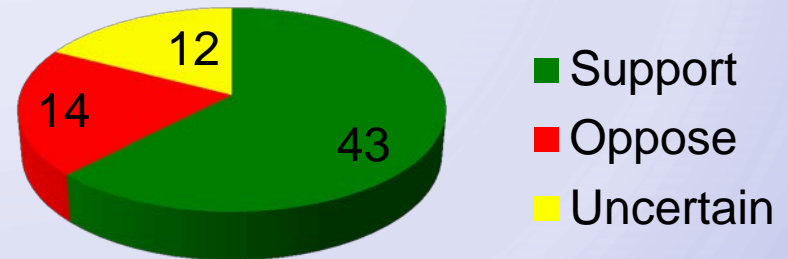
Key Findings to Date

Fall 2015 open houses – respondent views on access measures:

Kelowna



West Kelowna



Current Activity

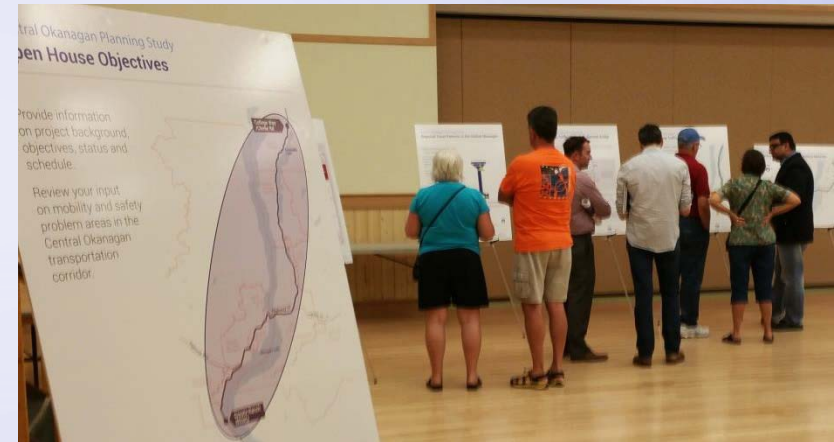
Options generation:

- 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

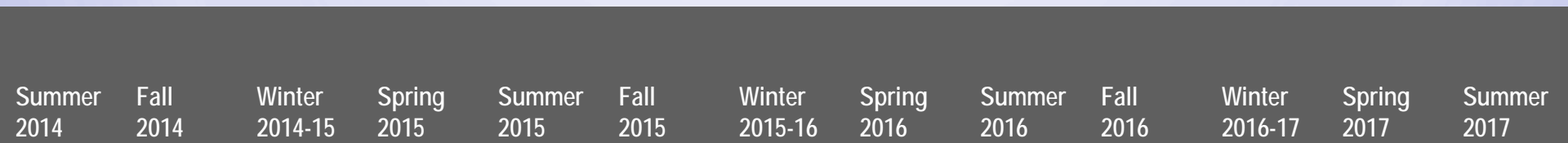
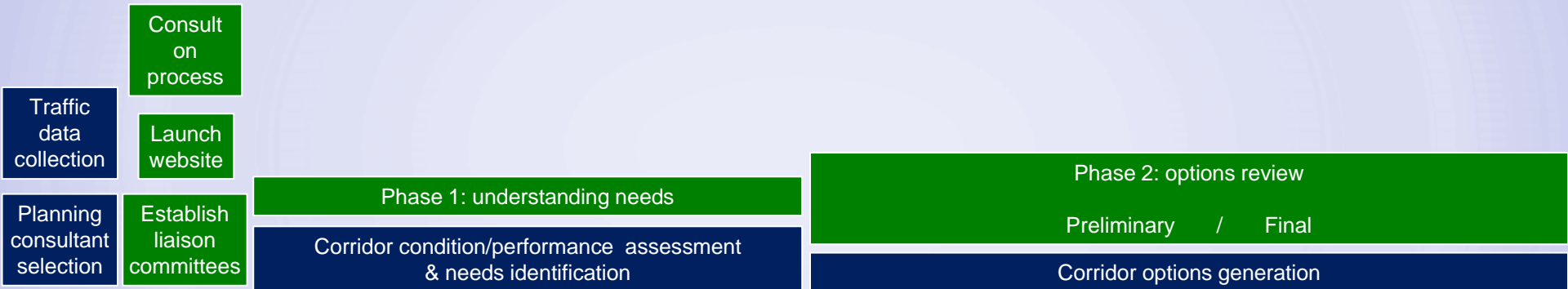
Looking Ahead

- 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 *Technical* *Engagement*



Milestones



BRITISH
COLUMBIA
