



CITY OF WEST KELOWNA COMMITTEE OF THE WHOLE AGENDA

Tuesday, October 15, 2019, 3:00 P.M.

COUNCIL CHAMBERS

2760 CAMERON ROAD, WEST KELOWNA, BC

Pages

1. CALL THE COMMITTEE OF THE WHOLE TO ORDER

It is acknowledged that this meeting is being held on the traditional territory of the Syilx/Okanagan Peoples.

This meeting is open to the public and all representations to Council form part of the public record. This meeting is being webcast live and will be archived on the City's website.

2. INTRODUCTION OF LATE ITEMS

3. ADOPTION OF AGENDA

4. ADOPTION OF MINUTES

- | | | |
|-----|--|---|
| 4.1 | Minutes of the September 10, 2019 Committee of the Whole Meeting held in the City of West Kelowna Council Chambers | 3 |
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5. MAYOR AND COUNCILLOR'S REPORTS

6. PRESENTATIONS

- | | | |
|-----|--|----|
| 6.1 | Melissa Tesche, General Manager, Okanagan-Kootenay Sterile Insect Release Program | 7 |
| 6.2 | Mike Overend, Director of Sustainability, Thompson Okanagan Tourism Association | 13 |
| 6.3 | Rafael Villarreal, STPCO Administrator, Mariah VanZerr, Transportation Planning Manager, Jerry Dombowsky, Programs and Transit Manager, and Stephen Power, Lead Consultant Regional Transportation Plan, HDR | 23 |

Let's Talk Transportation! Engagement Summary

7. UNFINISHED BUSINESS

8. DIVISION REPORTS

- | | |
|-----|----------------------|
| 8.1 | DEVELOPMENT SERVICES |
|-----|----------------------|

8.2 ENGINEERING / PUBLIC WORKS / PARKS

8.3 FIRE RESCUE SERVICES

8.4 CORPORATE INITIATIVES

8.5 FINANCIAL SERVICES

8.6 CORPORATE SERVICES / RECREATION AND CULTURE

8.7 CHIEF ADMINISTRATIVE OFFICER

9. CORRESPONDENCE AND INFORMATION ITEMS

10. NOTICE OF MOTION

11. ADJOURNMENT OF THE COMMITTEE OF THE WHOLE

The next Council meeting is scheduled for Tuesday, October 22, 2019 at 6:00 p.m. in the City of West Kelowna Council Chambers.



CITY OF WEST KELOWNA
MINUTES OF THE COMMITTEE OF THE WHOLE

Tuesday, September 10, 2019
COUNCIL CHAMBERS
2760 CAMERON ROAD, WEST KELOWNA, BC

MEMBERS PRESENT: Mayor Gord Milsom
Councillor Rick de Jong
Councillor Doug Findlater
Councillor Jason Friesen
Councillor Stephen Johnston
Councillor Jayson Zilkie
Councillor Carol Zanon

Staff Present: Paul Gipps, CAO
Allen Fillion, GM of Engineering and Public Works
Warren Everton, CFO
Jason Brolund, Fire Chief
Shelley Schnitzler, Legislative Services Manager
Brandon Mayne, Help Desk Assistant

1. CALL THE COMMITTEE OF THE WHOLE TO ORDER

It was acknowledged that this meeting is being held on the traditional territory of the Syilx/Okanagan Peoples.

This meeting was open to the public and all representations to Council form part of the public record. This meeting was webcast live and archived on the City's website.

The meeting was called to order at 3:01 p.m.

2. INTRODUCTION OF LATE ITEMS

2.1 Marilyn Rilkoﬀ, Director of Financial Services, Regional District of Central Okanagan

RDCO Central Okanagan West Participation in West Kelowna Services (Item 6.7 under Presentations)

2.2 Add Section 90(1)(e) to Close the Meeting to Go In-Camera

3. ADOPTION OF AGENDA

It was moved and seconded

Resolution No. COW012/19

THAT the Agenda be adopted as amended.

CARRIED UNANIMOUSLY

4. ADOPTION OF MINUTES

4.1 Minutes of the Committee of the Whole meeting held Tuesday, June 18, 2019 in the City of West Kelowna Council Chambers.

It was moved and seconded

Resolution No. COW013/19

THAT the Minutes of the Committee of the Whole meeting held Tuesday, June 18, 2019 in the City of West Kelowna Council Chambers be adopted.

CARRIED UNANIMOUSLY

5. MAYOR AND COUNCILLOR'S REPORTS

6. PRESENTATIONS

6.1 Dr. Silvina Mema, Medical Health Officer, Deborah Preston, Community Health Service Administrator, Danielle Cameron, MHSU Health Service Administrator, and Katrina Lehenbauer, Healthy Communities, Interior Health

Overview and Update of Interior Health Services.

6.2 David Komaïke, Director of Engineering Services, Regional District of Central Okanagan

Presentation on the Regional District of Central Okanagan Development Cost Charges Bylaw Regarding the Waste Water Treatment Plant / East Trunk Sanitary Sewer.

6.3 David Komaïke, Director of Engineering Services, Regional District of Central Okanagan

Presentation on the Regional District Treatment Plant Capital Expenditure – Vault.

The meeting recessed at 4:55 p.m.

The meeting reconvened at 5:02 p.m.

6.4 Brian Reardon, CAO, Regional District of Central Okanagan

Presentation on the Regional District of Central Okanagan Strategic Plan.

6.5 Murray Kopp, Director of Parks Services, Regional District of Central Okanagan

Presentation on Fire Mitigation in Regional District Parks.

6.6 Marilyn Rilkoff, Director of Financial Services, Regional District of Central Okanagan

High Level Budget Presentation.

6.7 Marilyn Rilkoff, Director of Financial Services, Regional District of Central Okanagan

Presentation on the RDCO Central Okanagan West Participation in West Kelowna Services.

7. UNFINISHED BUSINESS

8. DIVISION REPORTS

8.1 DEVELOPMENT SERVICES

8.2 ENGINEERING AND PUBLIC WORKS

8.3 FINANCE, ADMINISTRATIVE AND PROTECTIVE SERVICES

8.3.1 RDCO Central Okanagan West Participation in West Kelowna Services

Information Report from the Director of Finance/CFO

8.4 CHIEF ADMINISTRATIVE OFFICER

9. CORRESPONDENCE AND INFORMATION ITEMS

10. NOTICE OF MOTION

11. RESOLVE TO GO IN-CAMERA

It was moved and seconded

Resolution No. COW014/19

THAT Council close the meeting in accordance with Section 90(1) of the *Community Charter* for:

(e) the acquisition, disposition or expropriation of land or improvements, if the Council considers that disclosure could reasonably be expected to harm the interests of the municipality; and

(k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the Council, could reasonably be expected to harm the interests of the municipality if they were held in public.

CARRIED UNANIMOUSLY

12. ADJOURNMENT OF THE COMMITTEE OF THE WHOLE

The meeting adjourned at 6:07 p.m.

ACTING MAYOR

LEGISLATIVE SERVICES MANAGER



OKSIR 2019 Update

1. Program Results (2018/2019)
2. Finance and Governance Update
3. Challenges in CM Control
4. Opportunities for OKSIR





OKSIR in 2018/19



Program Target

90% of program having less than 0.2% damage at harvest.

2019 Service Area

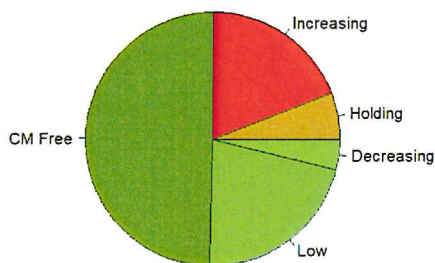
1725 Orchards

8,135 acres (45% in RDOS)

WWW.OKSIR.ORG



CM Results in 2018



CM Trends from 2018

50% of orchards CM free.

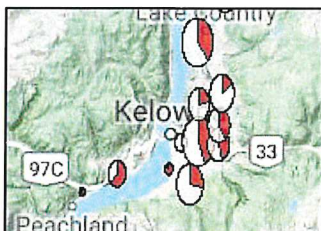
The worst 10% of orchards have 75% of all wild captures.

The worst 1% of orchards have 25% of wild moths.

WWW.OKSIR.ORG



CM Results in 2018



% of area with increasing CM levels

Ellison	383	21
Rutland	407	39
Glenmore	203	18
Belgo	258	50
Benvoulin	122	8
East Kelowna	679	45
South Kelowna	395	27
OK Mission	6	62
West Kelowna	80	60

CM Trends from 2018

88% acreage, 86% orchards met target damage level.

Tiny orchards showing the most extreme increases in damage.

Generally, codling moth pressure is rising.

WWW.OKSIR.ORG



CM Action Plan for 2019



Tackling a growing area-wide problem:

Increased moth releases at neighbourhood levels

Supplementing with mating disruption

Increased outreach and compliance

WWW.OKSIR.ORG



2019: Financials Still Strong

No tax increase for 2019
(Last increase in 2010)

\$3.7M operating budget
(parcel and land taxes)

RD tax apportionment
being revisited

Alternative revenue streams
(possible and happening)



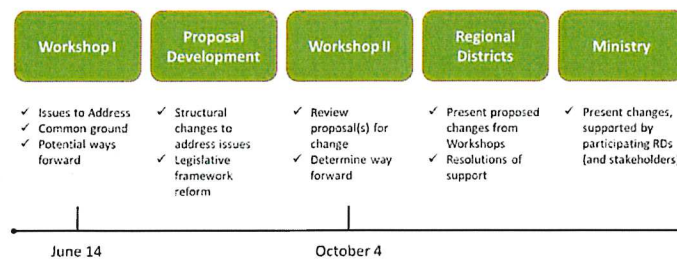
WWW.OKSIR.ORG



2019: Governance Review

MEVA Legislation 30 years old!

Governance Review underway
June 14 & Oct 4



WWW.OKSIR.ORG



OKSIR Big Challenges

1. Changing Climate

2. Wood and Bin Movement

Chipping programs and
burning programs are
important!

3. Pome Fruit 'Perfect Storm'

4. Staffing



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OKSIR Big Opportunities

1. Update Technologies

UAV program coming 2020
Facility innovation/automation

2. Precision Agriculture

Put our data to better use!
DAS Program
PhD project w UBC-O

3. Excess Capacity Moth Sales

First commercial sales 2019
WA market ready & waiting



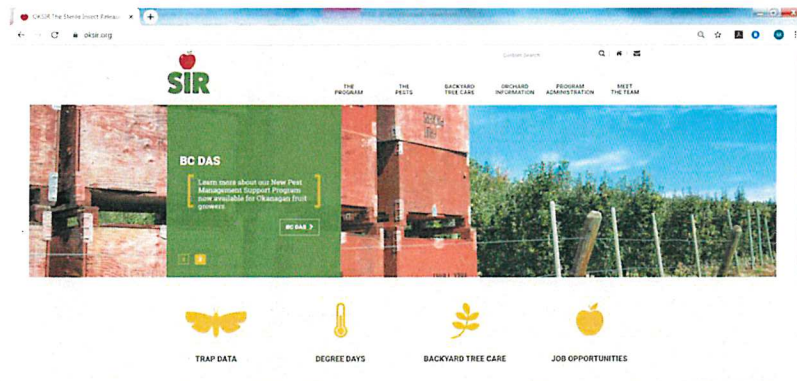
Evan Esch, M.Sc., P.Ag
Program Entomologist

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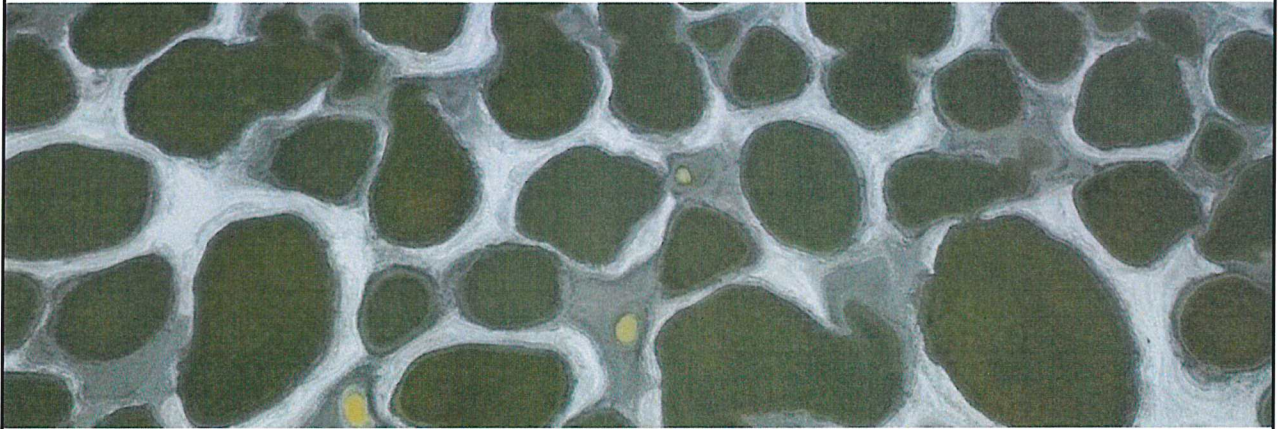


www.oksir.org

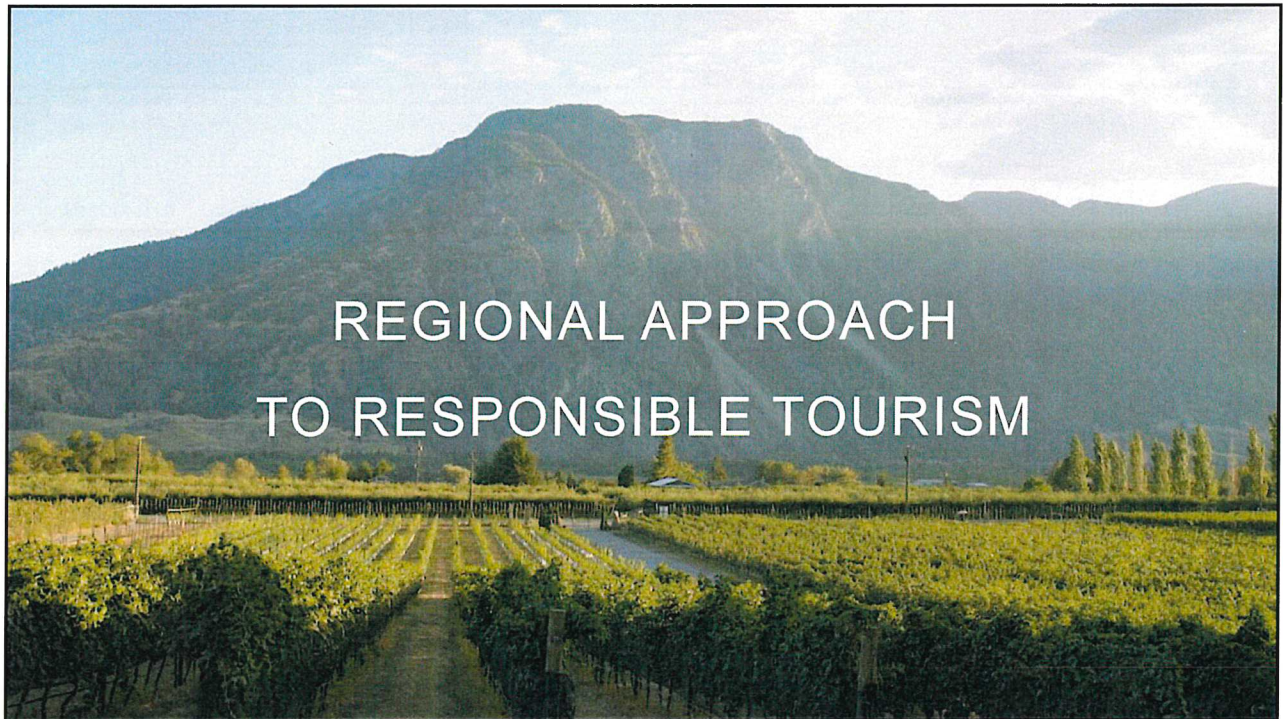
SIR: Good for our Communities, Good for our Environment, Good for our Economy.



THOMPSON OKANAGAN BIOSPHERE INITIATIVE

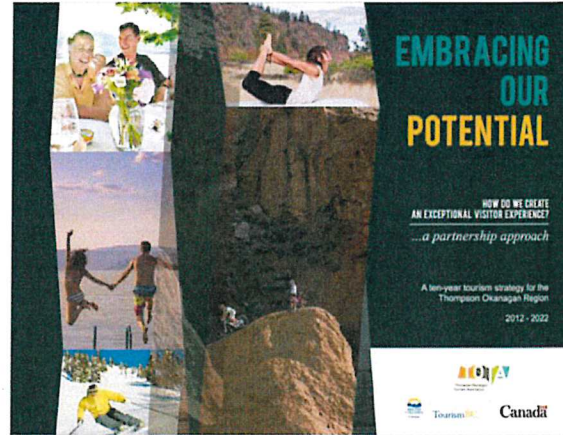


REGIONAL APPROACH TO RESPONSIBLE TOURISM



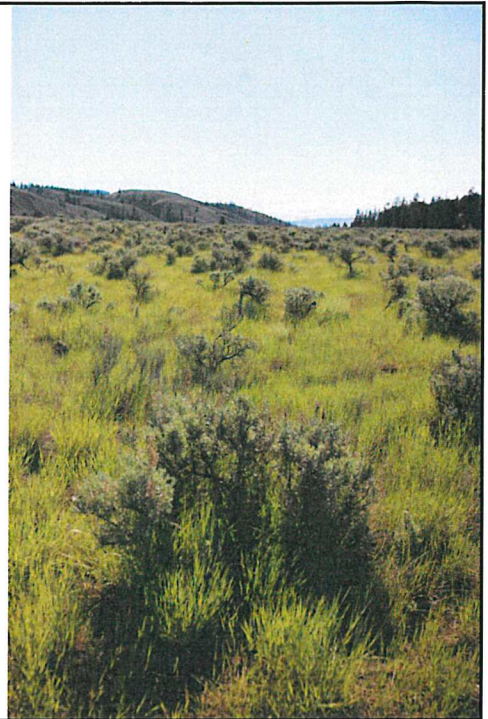
THE THOMPSON OKANAGAN APPROACH

- Embracing our Potential – 10 year Regional Tourism Strategy
- Unanimous input from stakeholders – Charter of sustainability



WHAT DOES
BEING A
'SUSTAINABLE
DESTINATION'
MEAN TO US?

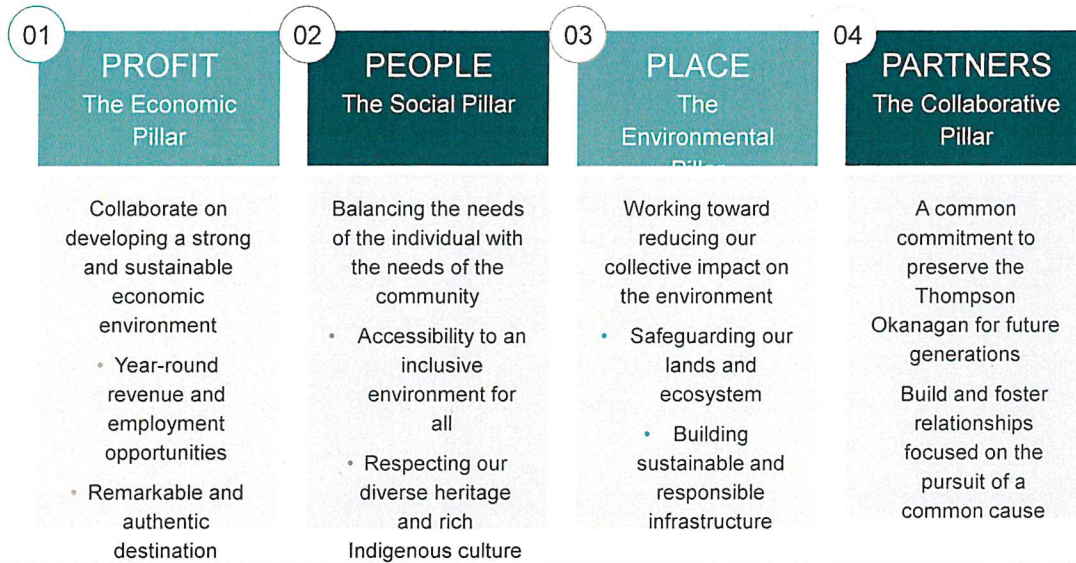
THE THOMPSON OKANAGAN IS
COMMITTED TO CREATING A
STRONG AND HEALTHY TOURISM
ECONOMY WHILST MINIMIZING
THE IMPACT ON OUR NATURAL
AND CULTURAL RESOURCES BY
PROMOTING SUSTAINABLE
BUSINESS PRACTICES AND
RESPONSIBLE TRAVEL.



OUR REGIONAL FOUR “P’S”

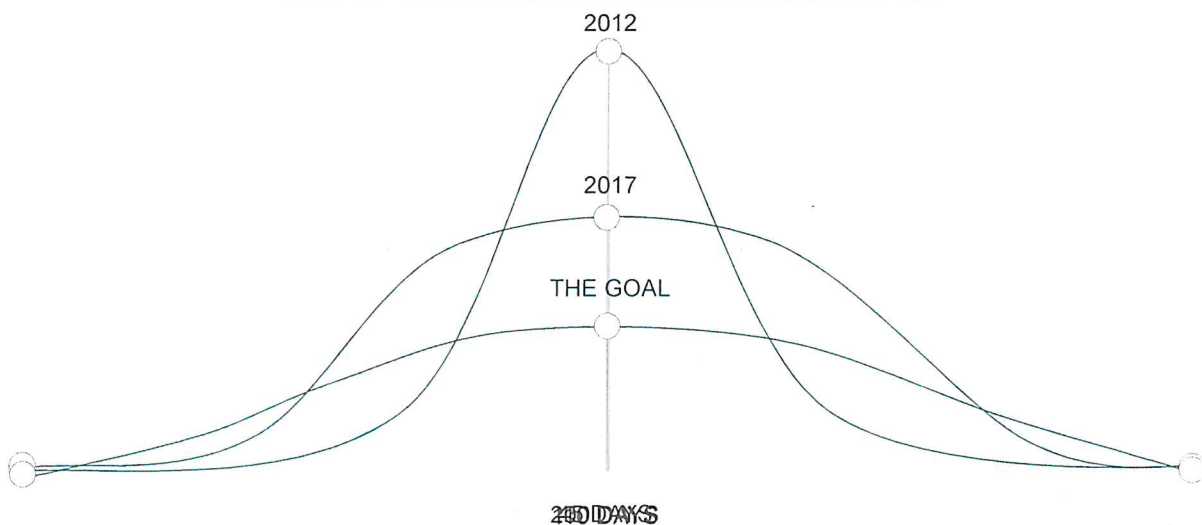


SUSTAINABLE TOURISM: WHAT IT MEANS TO US

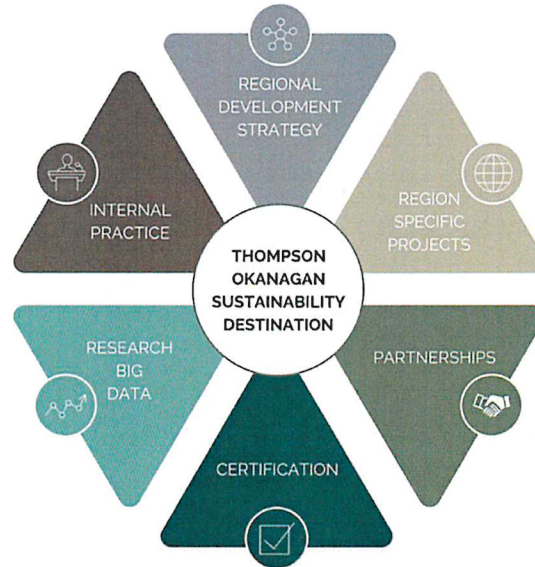


DRIVE FOR SUSTAINABILITY

80% OF REGIONAL REVENUE GENERATED



THE THOMPSON OKANAGAN APPROACH



BIOSPHERE
certified destination

BIOSPHERE-CERTIFIED DESTINATION

On November 2, 2017, the Thompson Okanagan Region was officially certified as the first destination in the Americas to have successfully achieved the Sustainable Tourism Destination accreditation from Biosphere International and the Responsible Tourism Institute



BIOSPHERE CERTIFICATION



BIOSPHERE INTERDEPARTMENTAL COMMITTEE

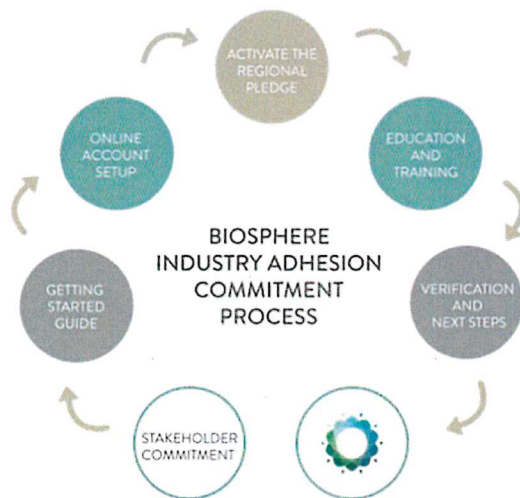
Representation
Includes:



- City of Kelowna
- Okanagan Collaborative Conservation Project
- Ministry of Tourism, Arts, and Culture
- BC Hotel Association
- Summerhill Pyramid Winery
- Central Okanagan Regional District
- Tourism Kamloops
- Tourism Kelowna
- Women's Resource Centre
- Agriculture Advisory Committee
- Interior Health
- Central Okanagan Economic Development Corporation
- Recreation Sites and Trails BC
- Indigenous Tourism British Columbia
- Tourism Wells Gray
- Destination British Columbia
- Okanagan College
- University of British Columbia Okanagan
- Fortis BC
- Okanagan Basin Water Board
- Sustainable Wine Growing BC



BIOSPHERE BUSINESS ADHESION PROGRAM



BIOSPHERE ADHESION PROGRAM

SUCCESSFULLY COMPLETED YEAR-ONE REQUIREMENTS



BIOSPHERE
committed entity



BIOSPHERE ADHESION

SUCCESSFULLY COMPLETED YEAR-ONE REQUIREMENTS



SUCCESSFULLY CERTIFIED



Certified Company



REGIONAL PLEDGE ADVISORY COMMITTEE



- Susanne Becken, *Professor, Griffith University*
- Rochelle Turner, *Research Director, WTTC*
- Dianne Draper, *Professor, University of Calgary*
- Lian Dumouchel, *Principal Lecturer and Chair, Thompson Rivers University*
- Patricio Azcarate, *General Manager, Biosphere Tourism/RTI*
- Jane Summers, *Associate Professor, University of Southern Queensland*
- Randy Durband, *CEO, GSTC*
- Marsha Walden, *CEO, Destination BC*
- Fiona Jeffrey, *Founder and Chair, Just a Drop*
- Anna Pollock, *Conscious Travel, Founder*
- Laura Thurnheer, *Associate Dean, Okanagan College*
- Angela Nagy, *CEO, Greenstep Solutions*
- Scott Boswell, *Program Manager, OCCP*
- Greg Hopf, *Indigenous Specialist, TOTA/ITBC*
- Frank Antoine, *Co-Chair, ITBC*
- Ben Sherman, *CEO, World Indigenous Tourism Alliance*

COMMUNITY SUPPORT BADGE



For further information
contact:

Mike Overend
industrysupport@totabc.com



Connecting Our Region

Our first region-wide transportation plan



Let's Talk Transportation! Engagement Summary

July 2019



Introduction

Transportation across the region provides a vital connection to jobs, health care, education, recreation, shopping, emergency services, family and friends.

By 2040 the population in the Central Okanagan is expected to increase by 38% — almost 77,000 new residents. Future population growth provides both a challenge and an opportunity for us to find ways to move around the region that are better for people, the economy and the environment.

The issues facing all our communities — economic competitiveness, air quality, climate change, public health, quality of life — are directly impacted by the transportation choices we make today.

The Regional Transportation Plan is a long-range plan that will help shape the future of the Central Okanagan by identifying the transportation projects, programs and policies that will be needed over the next 20 years.

Working collaboratively across the region

The project is led by the Sustainable Transportation Partnership of the Central Okanagan (STPCO) — a collaboration of City of Kelowna, City of West Kelowna, District of Lake Country, District of Peachland, Westbank First Nation and Regional District of Central Okanagan.

Regional Transportation Plan Vision:

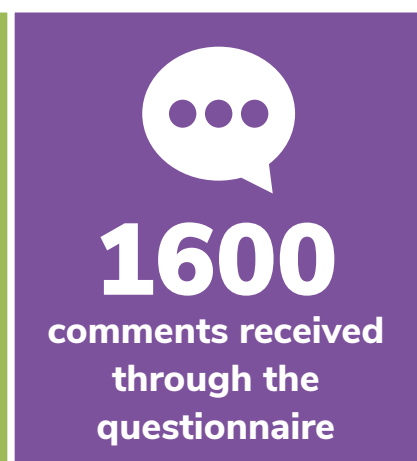
“A transportation system that connects people to regional destinations within the Central Okanagan and beyond, supporting and enhancing the region’s economy, social networks, and natural ecosystem.”

Engaging with people across the region

To understand the values and interests of Central Okanagan residents, the Regional Transportation Planning Team has been seeking input from the public and key stakeholders since 2018.

In the spring of 2019, the project team launched Let's Talk Transportation — a regional conversation that took place at the University of British Columbia Okanagan and an online questionnaire. This engagement summary provides the highlights of what we heard during this phase of engagement.

This information will be used to help shape the Central Okanagan's first regional transportation plan.



Let's Talk Transportation: The Conversation



How can we make transportation work for people, the economy and the environment?

On April 24, 2019, 90 people from across the region gathered at the University of British Columbia Okanagan (UBCO) to take part in an in-depth conversation about the future of transportation in the region.

Working in small groups, participants discussed ways to make getting around the region more accessible, more convenient and more enjoyable. They explored regional and community-specific transportation challenges and answered the question: "What do you dream about for the future of transportation?" They also took part in a series of small group discussions where they commented on potential transportation solutions for seven geographic areas of the region and added their own ideas about projects, programs and policies that would make travel through the region more accessible, convenient and enjoyable.

Let's Talk Transportation: The Questionnaire



To broaden the engagement, the project team sought input from the general public through a multipart, in-depth questionnaire posted to the smartTRIPS website. In total, 577 people shared their thoughts and opinions.

Questionnaire respondents were asked to comment on the same potential transportation solutions for seven geographic areas of the region and to indicate their level of support for 31 potential transportation solutions that were clustered into the following five categories:



Transit



Active transportation



Vehicle efficiency



Land use and development



Trip reduction and elimination

Outreach and promotion

The public was invited to participate in both the conversation and the questionnaire. Invitations and notices were circulated through social media networks, the smartTRIPS website, posters and news releases.

Special effort was made to reach all communities in the project's geographic area including Peachland, West Kelowna, Westbank First Nation, Kelowna, Lake Country and the Central Okanagan East and West Electoral Areas. Effort was also made to engage diverse audiences and people with varied interests and perspectives through posters and social media posts.

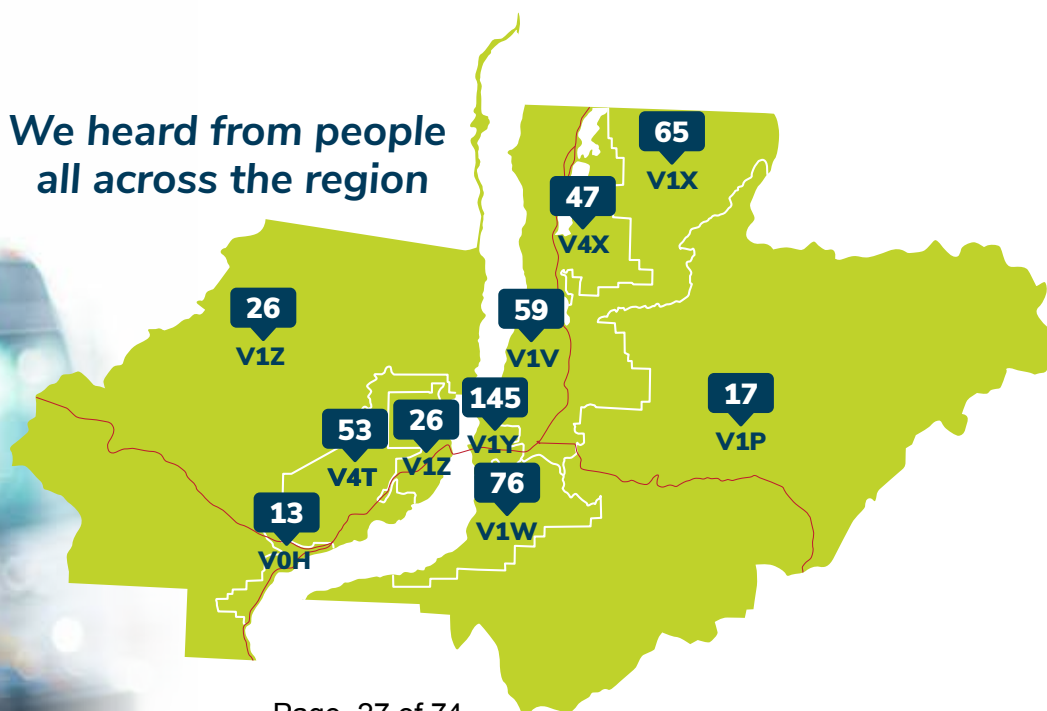
A shuttle bus was offered to residents of Peachland, West Kelowna and Westbank First Nation to facilitate their participation in the conversation held at UBCO. The bus was promoted to registered participants through the on-line event registration page and through each community's social media channels.



Participation

People from communities across the Central Okanagan region participated in the Let's Talk Transportation conversation held at UBCO and responded to the online questionnaire. Participants in the conversation included representatives from a wide variety of local organizations, geographic areas, students, seniors, people with diverse abilities, and elected officials. The geographic distribution of questionnaire respondents mirrored the distribution of population by region.

**We heard from people
all across the region**



"The traffic lights, and timing of them, need to be looked at. I am finding the lights are impeding traffic flow."

What we learned: At-a-glance

Through the conversation and questionnaire, residents of Peachland, West Kelowna, Westbank First Nation, Kelowna, Lake Country and the Central Okanagan East and West Electoral Areas told us what they think would make travel around the region more accessible, convenient and enjoyable. Here's what we learned:

People want to see:

- More transit and active transportation (biking and walking) options
- Increased efficiency in the existing road network (this includes optimizing bridge capacity)
- An increase in transit frequency and hours of service
- An active transportation network separated from vehicle traffic
- Safe walking and biking routes to school
- Ride hailing (e.g. Uber) and carshare (e.g. Modo)
- New housing near transit and employment centres
- Medical and other services located closer to home
- Policies that encourage working from home or shifting hours of work (to reduce vehicles on the road)
- Affordable and accessible transportation choices for people of all income and with diverse abilities
- Consideration of the climate impacts of transportation choices

The results indicated lower support for:

- Pricing strategies such as congestion pricing

"Glenmore's connection to Highway 97 in Lake Country desperately needs an upgrade."

"Accessibility means more than wheelchair friendly. I can't walk very far and I can't stand very long so if a bus doesn't get close to where I need to go, I can't use it."

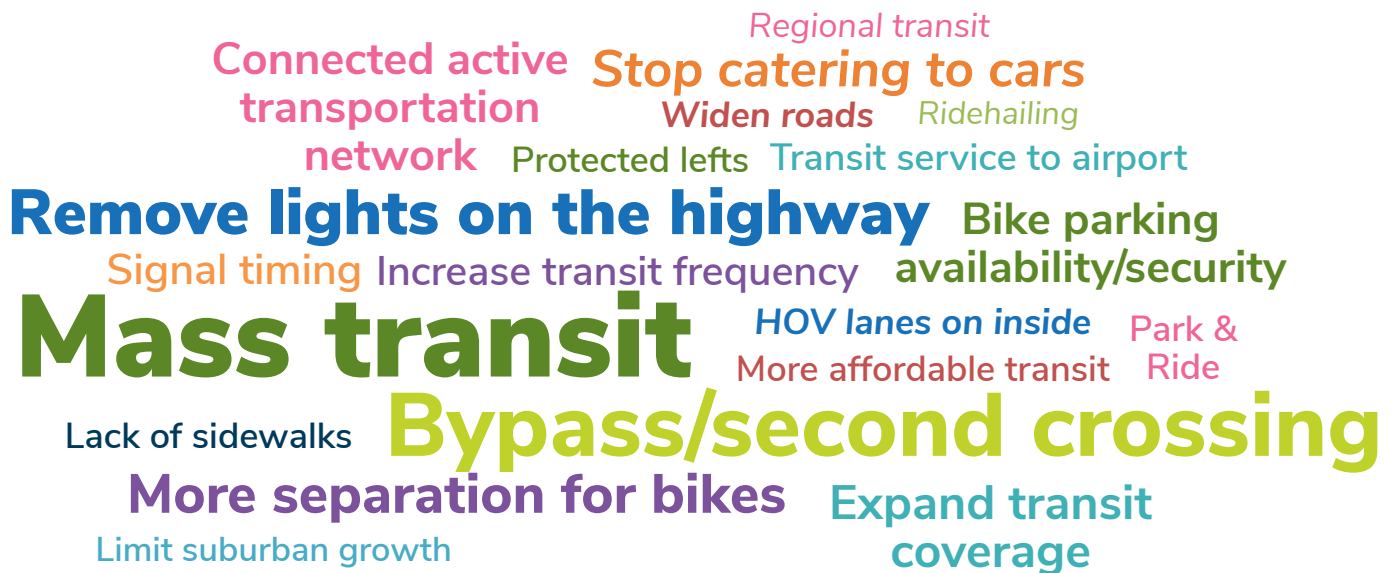
What do you dream about?

Each community in the region has unique transportation challenges that affect people's ability to connect to jobs, health care, education, and other services across the region.

Through short, visual stories, we introduced conversation participants to some of these challenges — and then we asked them to create coloured banners showing the transportation solutions that would make their lives easier. Here are some of the things conversation participants dream about:



Questionnaire respondents provided more than 1600 open-ended comments. Here are some of the priorities we heard:*



We also heard about the importance of providing affordable and accessible transportation choices for people with diverse abilities. Comments from participants to the Let's Talk Transportation conversation include:

- Improve handyDART
- Ensure bicycle lanes are wide enough for mobility aids such as recumbent bikes and scooters

* Responses were grouped into categories and tallied. Font size roughly corresponds with frequency of mention.

What we learned:

Potential transportation solutions by category

Questionnaire respondents indicated a high level of support for more frequent transit, safe walking and biking routes to school, separated bikeways, ride hailing and car sharing programs, and reducing cars by telecommuting or working from home.

RESULTS KEY: ■ Very supportive ■ Somewhat supportive ■ Not sure ■ Not supportive



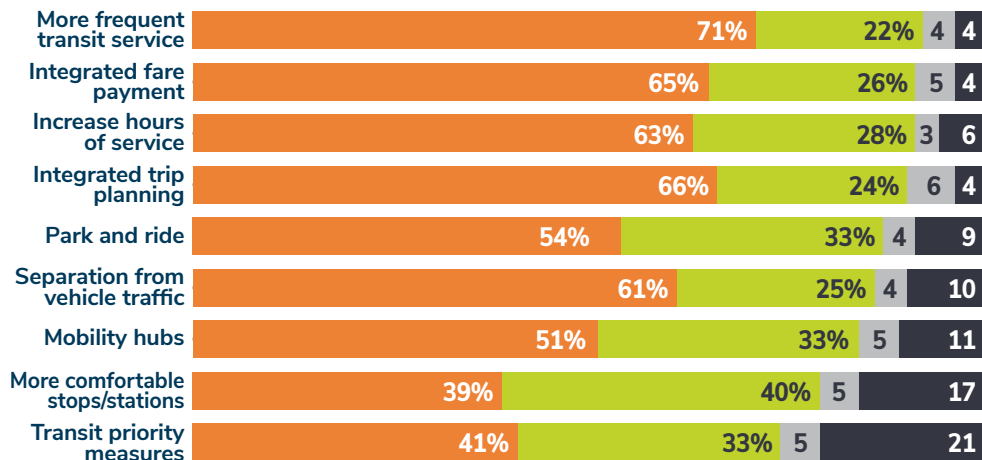
Transit

Respondents were asked, "How supportive are you of the potential transportation solutions listed below that aim to improve regional travel by transit?"

93% support* more frequent transit service

91% support integrated fare payment and increasing hours of service

90% support integrated trip planning (one app for multiple modes)



* respondents indicated 'very supportive' or 'somewhat supportive'



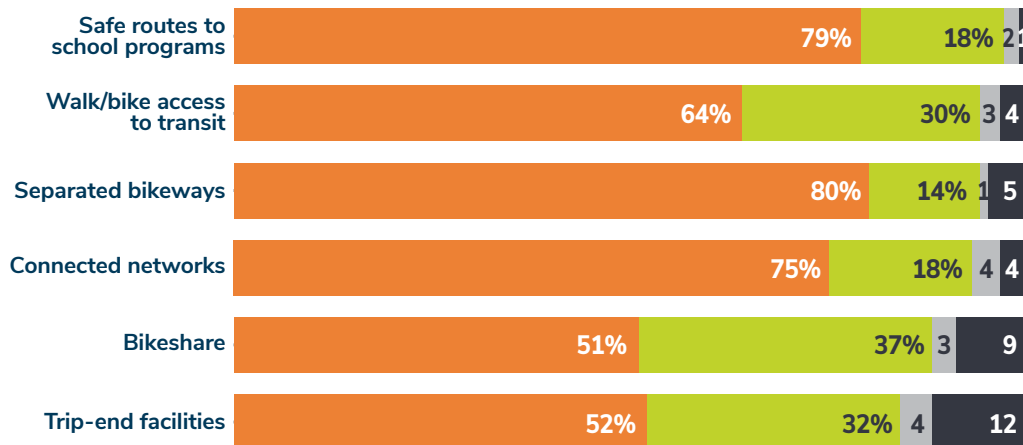
Active transportation

Respondents were asked "How supportive are you of the following potential solutions that aim to improve regional travel by walking or biking?"

97% support safe routes to school programs

94% support walk/bike access to transit

94% support separated bikeways



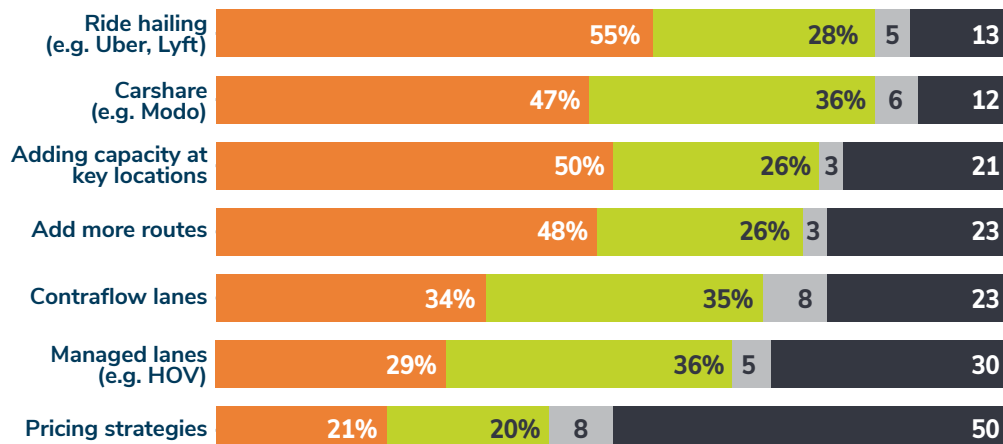
Vehicles

While providing convenient regional connections by transit, biking and walking are important, many regional trips will still need to be made by vehicle, whether for goods movement, emergency/evacuation purposes or private travel. Respondents were asked "How supportive are you of the following potential solutions that aim to improve the efficiency of regional travel by vehicle?"

83% support ride hailing

83% support carshare

76% support adding capacity at key locations





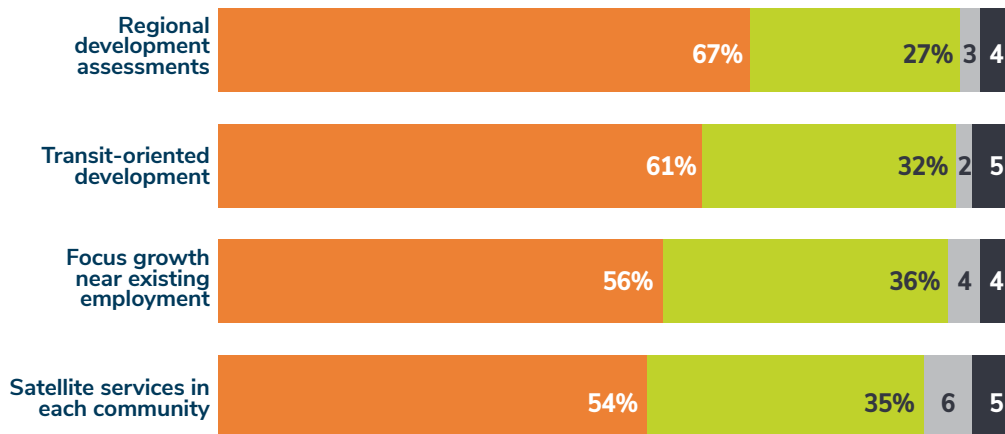
Land use and development

Land use and development patterns can determine how far we need to travel and the convenience of various travel modes for reaching destinations. Respondents were asked “How supportive are you of the following potential solutions that aim to improve regional travel using land use and development strategies?”

94% support regional development assessments (to assess the travel impacts of proposed developments)

93% support transit-oriented development (higher density around transit nodes)

92% support focused growth near existing employment



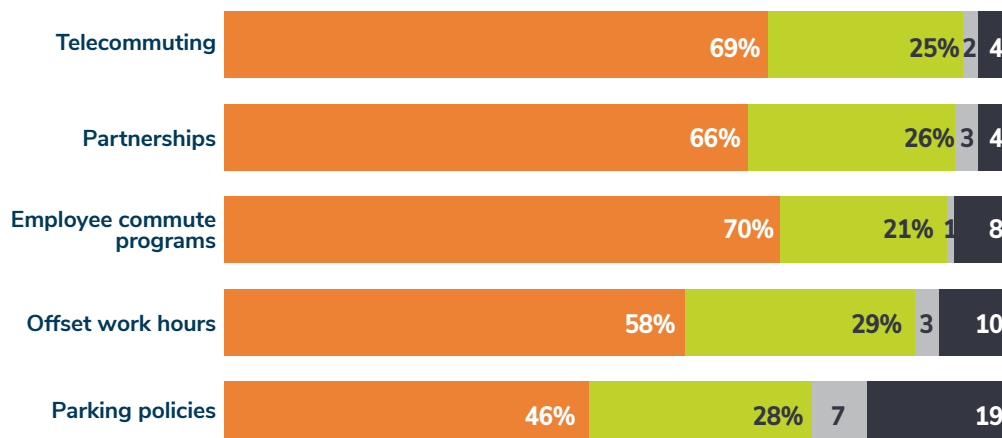
Trip reduction and elimination

Travel Demand Management refers to programs or policies that reduce the need to travel by single-occupancy vehicle during congested times of day. Respondents were asked “How supportive are you of the following Travel Demand Management strategies?”

94% support telecommuting

91% support employee commute programs

87% support offset work hours



What we learned:

Potential transportation solutions by geographic area

To facilitate more specific and detailed input, the Central Okanagan was divided into geographic areas and people were asked to indicate their level of support for potential transportation solutions in each area. They were also asked to share their own ideas about ways to make transportation around the region more accessible, convenient and enjoyable.

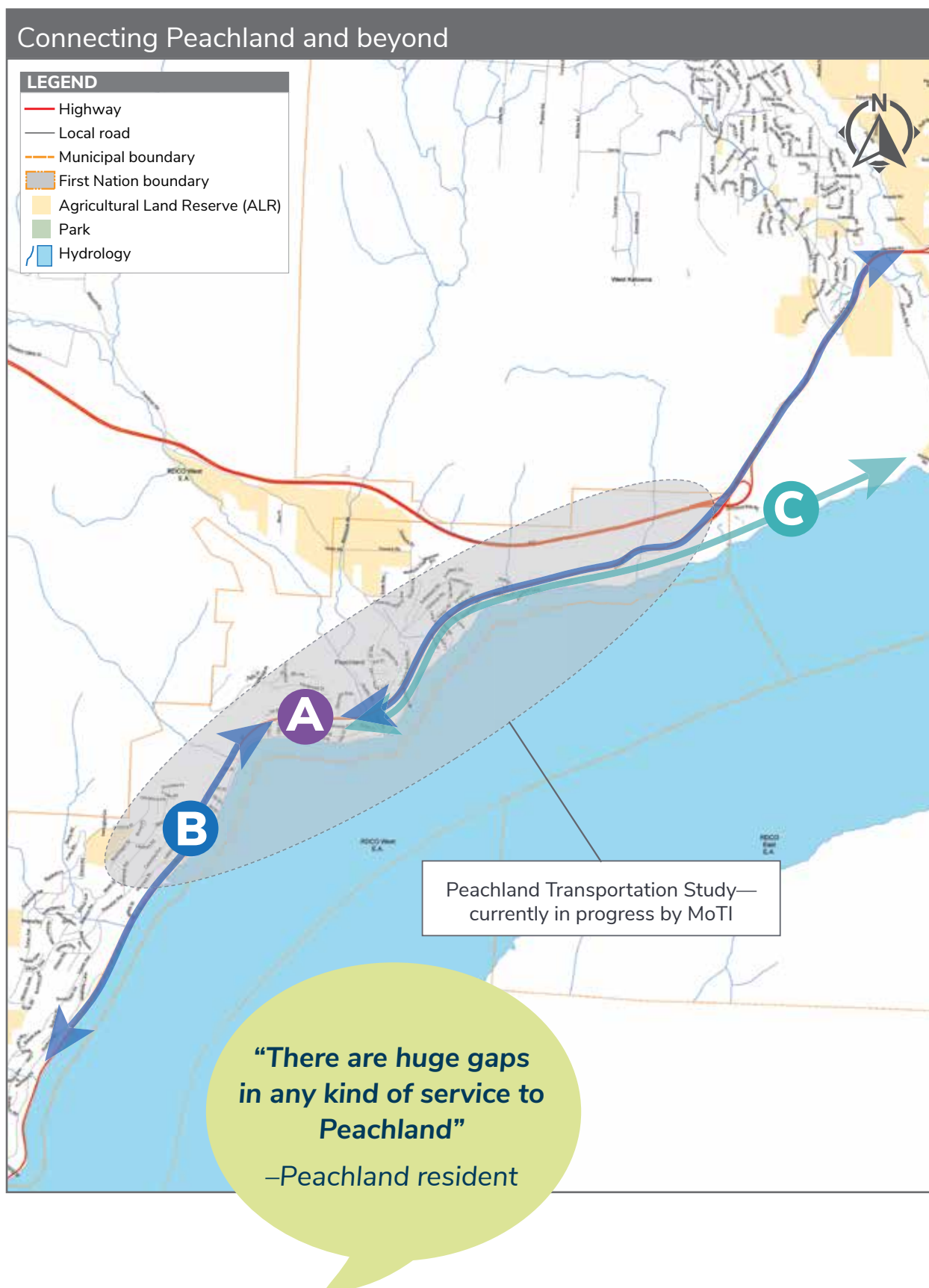


▲ During the conversation at the Let's Talk Transportation event, participants added comments and ideas to large maps

**How supportive
are you of
these ideas to
improve regional
transportation?**

Using geographic area maps and descriptions, conversation participants and questionnaire respondents provided comments and indicated their level of support for potential transportation solutions.

Results from each of these geographic areas are presented in the pages that follow.



Connecting Peachland and beyond

A. Transit / Mobility Hub (location TBD)

- Centralized transit station with connections north and south, and potentially to other modes of transportation (car/bikeshare, local transit, park and ride, etc.)
- Creates a centralized point to connect to longer distance transit trips

Very Supportive: **63%**
Somewhat Supportive: **27%**
Not supportive: **5%**
Not sure: **5%**

B. Transit Connections North and South

- Enhanced transit routes connecting to the north and south through Peachland, including potential extension of RapidBus
- Provides a direct transit connection from Peachland to the rest of the region

Very Supportive: **61%**
Somewhat Supportive: **28%**
Not supportive: **5%**
Not sure: **6%**

C. Westside Trail

- Multi-use walking and bicycling trail along the lake that would connect Peachland to the W.R. Bennett Bridge (alignment TBD), ultimately forming part of the Trail of the Okanagans
- Provides a safe and comfortable regional pedestrian and bicycling route for all ages and abilities

Very Supportive: **70%**
Somewhat Supportive: **21%**
Not supportive: **6%**
Not sure: **3%**

What other ideas do you have?

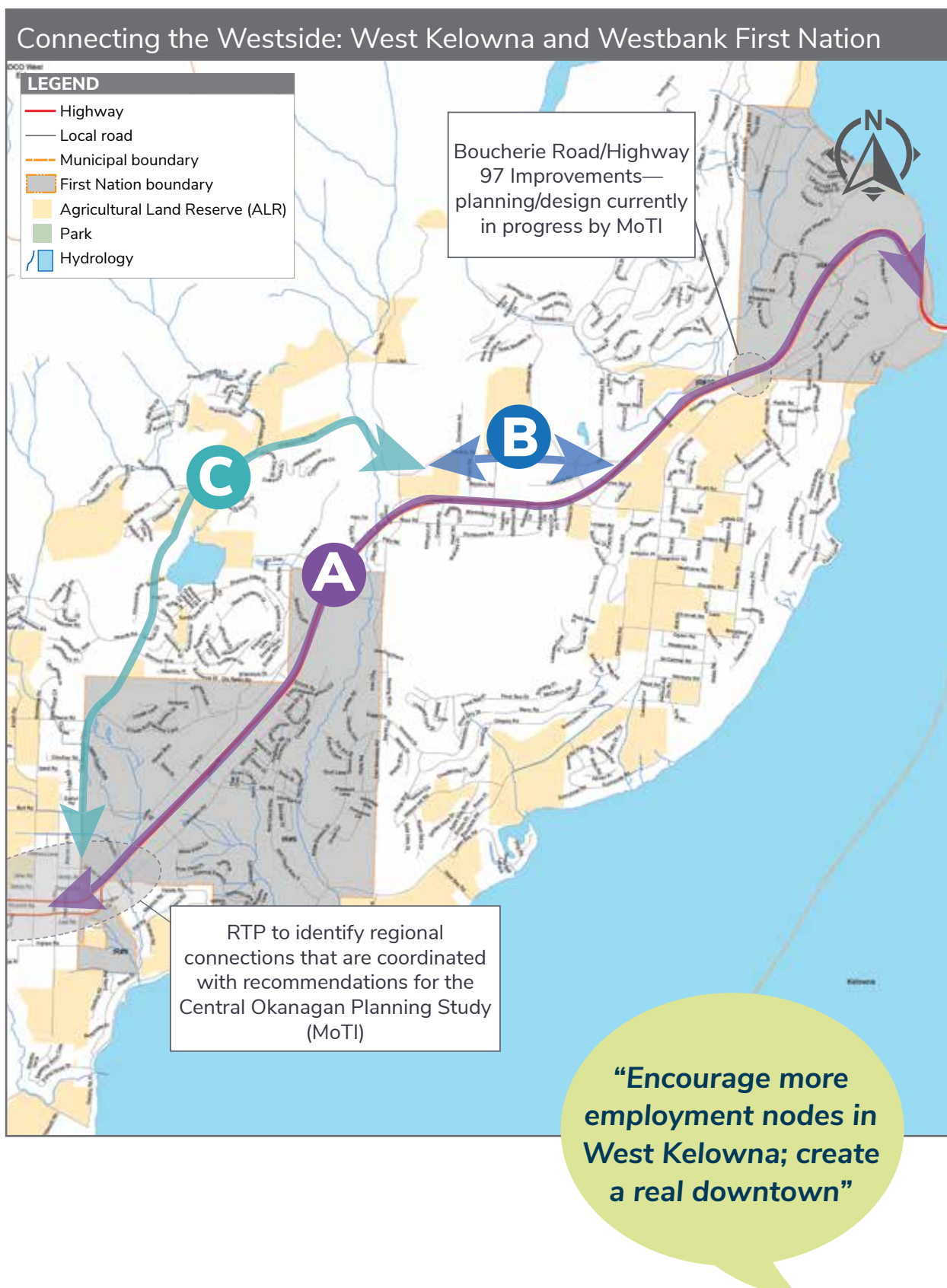
Other ideas from conversation participants and questionnaire respondents include:

Projects

- Pedestrian over or underpass into the town centre
- A park and ride (possibly at Antlers Beach)
- Improved handyDART service
- Light Rail – Peachland to UBCO
- A seabus/water taxi or float plane that connects to a transit hub
- An hourly connection to Kelowna with a rapid bus/train
- A Highway 97 bypass around Peachland
- Move proposed transit hub in Option A to downtown Peachland

Programs and policies

- Bikeshare
- A community health nurse or doctor in the community — to reduce the number of trips to Kelowna General Hospital
- Education and encouragement to use sustainable modes of travel
- Increase the frequency and reliability of transit service



Connecting the Westside: West Kelowna and Westbank First Nation

A. Highway 97 Dedicated Transit Lanes

- Transit running on the shoulder or in dedicated transit lanes in the median, supported by park and ride and/or other mobility options that make it easier to get to/from transit
- Allows transit to bypass congestion on the highway providing travel-time advantage and increased reliability for transit

Very Supportive: **55%**
Somewhat Supportive: **25%**
Not supportive: **17%**
Not sure: **3%**

B. Stevens Road Capacity Expansion

- Additional lanes and access management measures on Stevens Road
- Provides additional east-west capacity in the area

Very Supportive: **41%**
Somewhat Supportive: **34%**
Not supportive: **14%**
Not sure: **11%**

C. Shannon Lake Road Transit Enhancements

- Transit priority intersection treatments
- Allows buses to pass queued vehicles and provides better transit travel times and reliability as traffic volumes grown in this corridor

Very Supportive: **46%**
Somewhat Supportive: **32%**
Not supportive: **11%**
Not sure: **10%**

D. Westside Trail

- Multi-use walking and bicycling trail along the lake that would connect Peachland to the W.R. Bennett Bridge (alignment TBD), ultimately forming part of the Trail of the Okanagans
- Provides a safe and comfortable regional pedestrian and bicycling route for all ages

Very Supportive: **69%**
Somewhat Supportive: **21%**
Not supportive: **7%**
Not sure: **3%**

What other ideas do you have?

Other ideas from conversation participants and questionnaire respondents include:

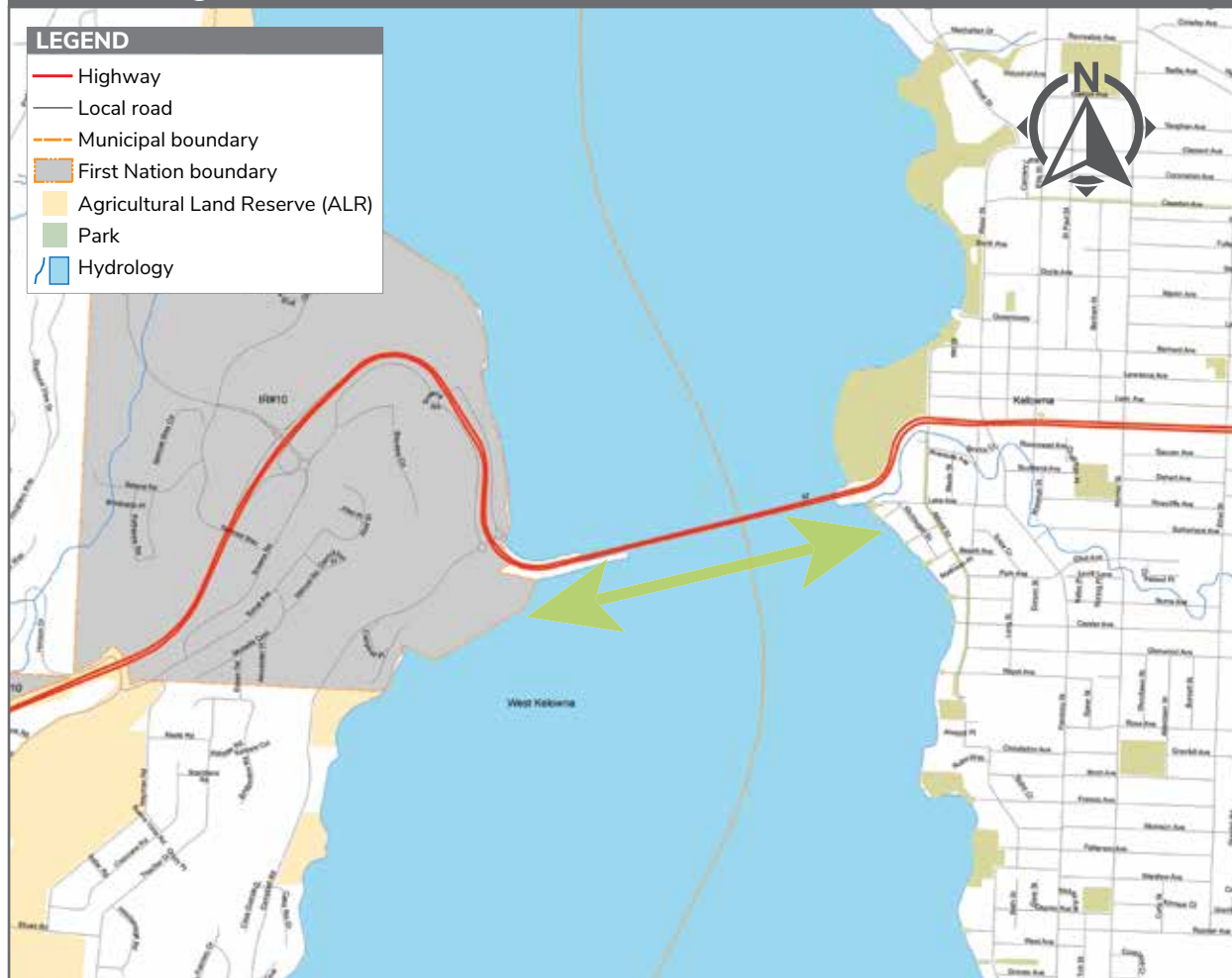
Projects

- Replace traffic lights on highway with interchanges
- A separated east-west bike route running either along Highway 97 or to the north
- Light rail transit along Highway 97
- Add more sidewalks and lighting (e.g. Elliott Road, Shannon Lake Road, Hudson Road)

Programs and policies

- Agricultural routes for farm equipment
- Add more services and employment on the Westside
- Land use decisions that limit sprawl
- Improve transit hours of service, frequency, reliability, and security at bus stops

Connecting across the lake



What other ideas do you have?

Other ideas from conversation participants and questionnaire respondents include:

Projects

- Park and ride / park and bike
- Gondola (with park and ride)
- Light rail on Highway 97 and bridge
- Real-time trip information/ electronic signs
- Bridge toll or mobility pricing
- Dynamic lane assignment on the bridge
- A second crossing
- Remove the lights on approaches to the bridge

Programs and policies

- Westside health centre, to reduce trips to Kelowna
- More employment on the Westside
- Shift employees' hours of work

Connecting across the lake

A. Reversible contra-flow lane

- The middle lane would become reversible (allowing 3 lanes of eastbound travel in the morning and 3 lanes of westbound travel in the afternoon). This is similar to the operation of the old bridge, but could be achieved with a movable barrier

Very Supportive: **46%**
Somewhat Supportive: **33%**
Not supportive: **20%**
Not sure: **2%**

B. Reversible contra-flow lane dedicated to transit

- Same as above, however the third lane in each direction would be a transit-only lane, providing travel-time advantage for transit

Very Supportive: **33%**
Somewhat Supportive: **24%**
Not supportive: **39%**
Not sure: **4%**

C. New dedicated shoulder transit lane

- This option would either convert an existing shoulder lane to be a dedicated contra-flow transit lane, or convert the existing active transportation pathway to a transit lane and redevelop the pathway in another manner

Very Supportive: **38%**
Somewhat Supportive: **26%**
Not supportive: **30%**
Not sure: **6%**

**“Park and ride option
at bridge lake ends is
a great idea!
It’ll allow folks to
park and bike too.”**

D. High frequency bus

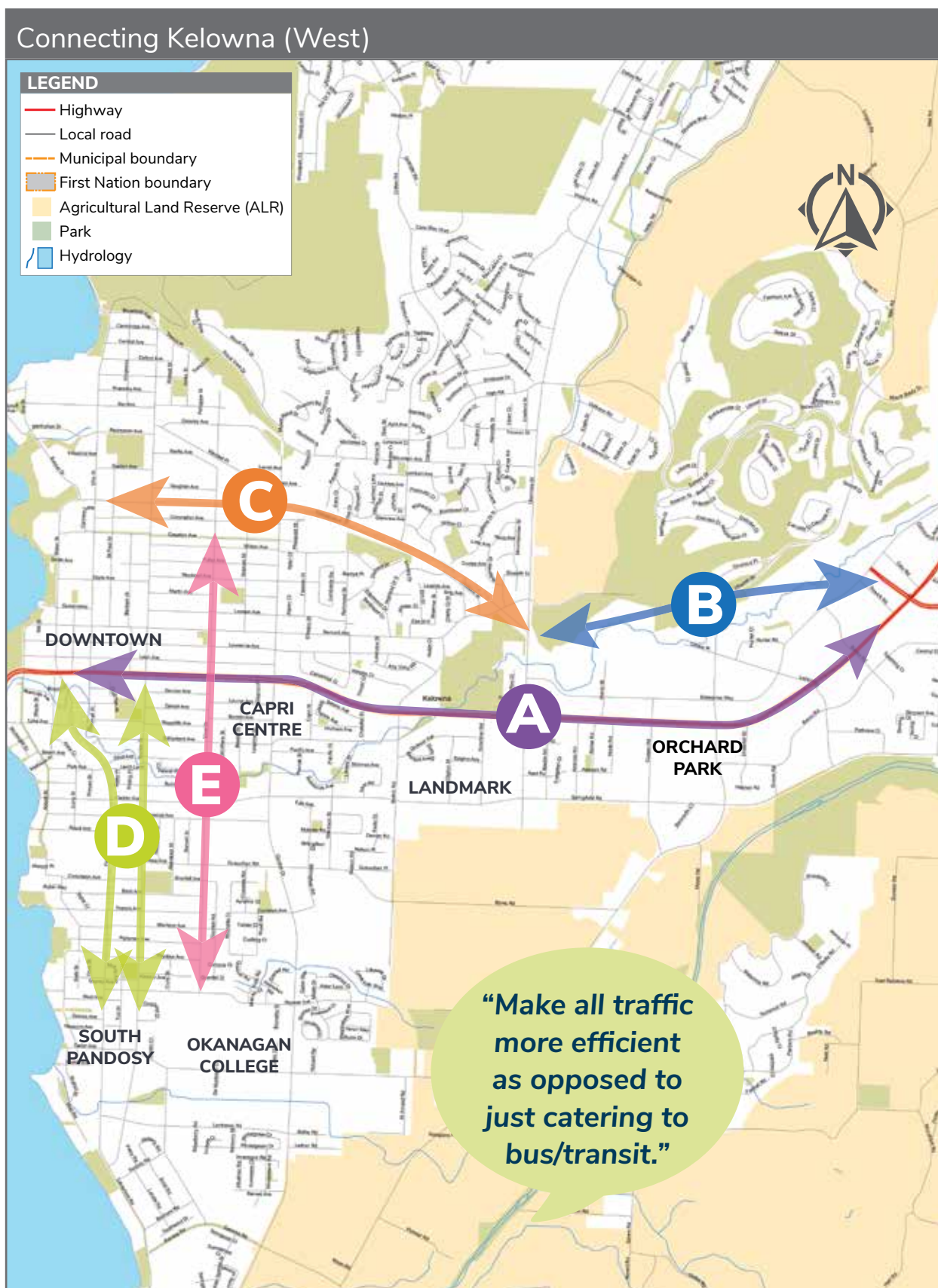
- Very high frequency bus across the lake combined with first/last mile options
- A shuttle-bus service with park and ride and shared mobility options at either end of the lake

Very Supportive: **42%**
Somewhat Supportive: **35%**
Not supportive: **17%**
Not sure: **7%**

E. Water taxi / ferry

- This option would include a ferry boat or water-taxi across the lake with park and ride and shared mobility options at either end

Very Supportive: **37%**
Somewhat Supportive: **27%**
Not supportive: **30%**
Not sure: **7%**



Connecting Kelowna (West)

A. Highway 97 Dedicated Transit Lanes

- Dedicated lanes for transit – could be either in the median or curb lane
- Provides travel time advantage and reliability for transit

Very Supportive: **42%**
Somewhat Supportive: **29%**
Not supportive: **26%**
Not sure: **2%**

B. Central Okanagan Multi-Modal Corridor (COMC)

- Extension of Clement Avenue to Highway 33, which could potentially include RapidBus and transit priority infrastructure
- Provides a multimodal alternative corridor to Highway 97

Very Supportive: **64%**
Somewhat Supportive: **24%**
Not supportive: **9%**
Not sure: **3%**

C. Clement Avenue Transit Priority or Dedicated Transitway

- Transit priority infrastructure or dedicated transit-only lane (that could potentially be converted to light rail in the longer-term)
- Provides travel time advantage and reliability for transit

Very Supportive: **45%**
Somewhat Supportive: **32%**
Not supportive: **16%**
Not sure: **7%**

D. Richter and/or Pandosy Transit Enhancement

- Transit priority treatments at intersections (e.g. transit queue jumps signal priority)
- Allows buses to pass queued vehicles, providing transit travel time advantage and reliability

Very Supportive: **48%**
Somewhat Supportive: **34%**
Not supportive: **13%**
Not sure: **5%**

E. Ethel Street Active Transportation Corridor Extension

- Extension of the Ethel Street active transportation corridor south of Highway 97 to Okanagan College
- Creates a continuous north-south pedestrian and bicycling corridor and connections to other regional pathways

Very Supportive: **63%**
Somewhat Supportive: **24%**
Not supportive: **8%**
Not sure: **4%**

What other ideas do you have?

Other ideas from conversation participants and questionnaire respondents include:

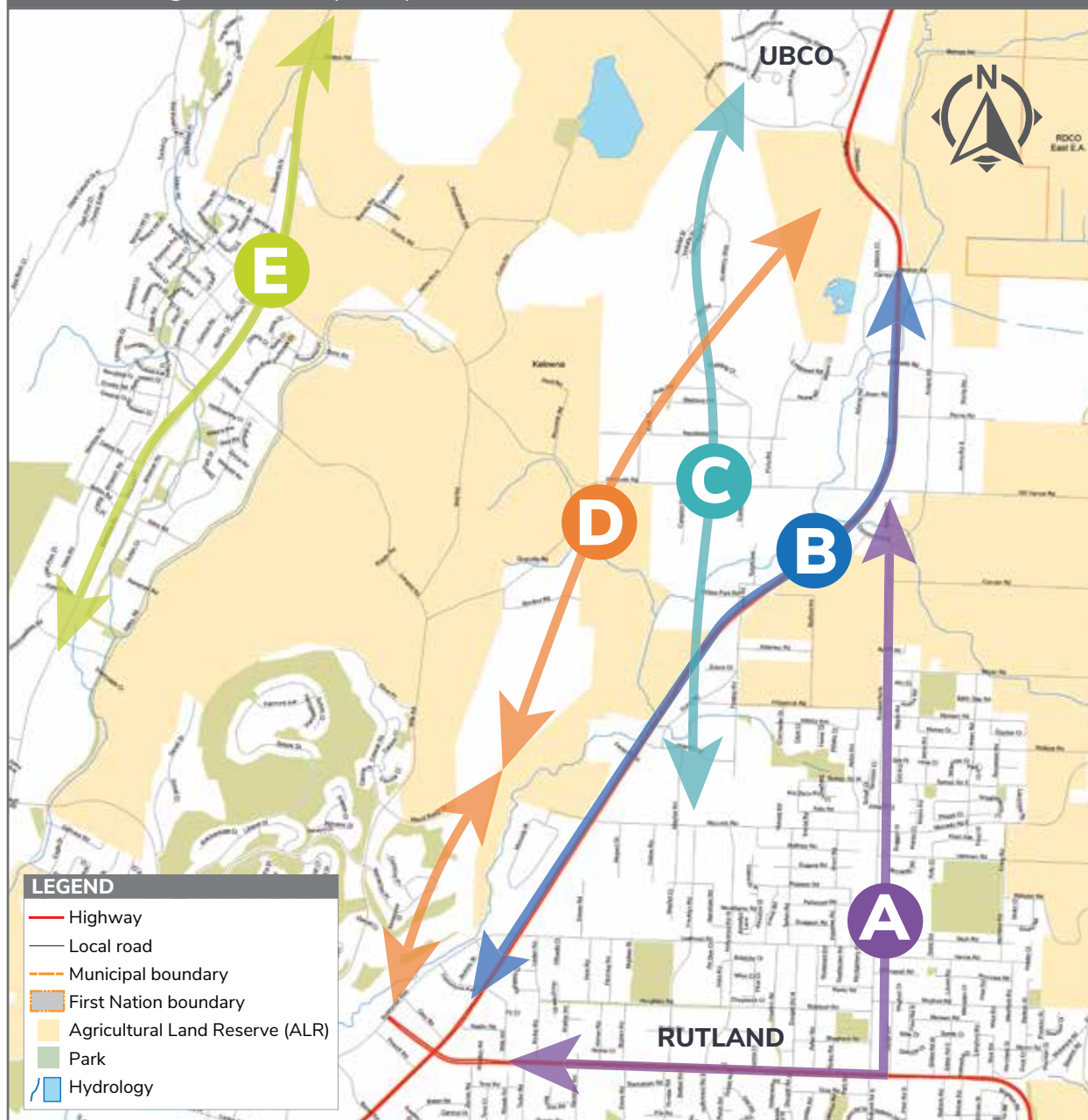
Projects

- Move or remove HOV lanes on Highway 97
- More pedestrian overpasses on Highway 97

Programs and policies

- Protected left turns at more places on Highway 97
- Education/awareness campaign focused on sharing the road
- Improved sweeping and plowing of bike routes

Connecting Kelowna (East)



Other ideas from conversation participants and questionnaire respondents include:

Projects

- Add more access points and better lighting to Okanagan Rail Trail
- Improve transit connections to UBCO
- Grade separated transit along highway i.e. Skytrain
- Fill gaps in local bike network

Programs and policies

- Add more options for people to walk, bike and take transit rather than build new roads
- Allow commercial vehicles or HOVs to use Highway 97 dedicated transit lanes
- Expand transit coverage to outlying areas (e.g. Black Mountain, Southeast Kelowna and Sexsmith Industrial Area)

What other ideas do you have?

Connecting Kelowna (East)

A. Highway 33 / Rutland Road Transit Priority

- Transit enhancements such as transit queue jumps and transit priority at signals to improve transit on Highway 33 and Rutland Road
- Reduces delays and improves reliability of transit along these routes

Very Supportive: **50%**
Somewhat Supportive: **31%**
Not supportive: **14%**
Not sure: **6%**

“An alternate route through town is badly needed.”

B. Highway 97 Dedicated Transit Lanes

- Transit-running on the shoulder or in dedicated transit lanes in the median
- Creates dedicated space and time advantage for transit

Very Supportive: **47%**
Somewhat Supportive: **21%**
Not supportive: **28%**
Not sure: **4%**

C. Hollywood Road Extension and Transit Priority

- New network road connecting Hollywood Road to UBCO, including infrastructure to improve transit operations
- Enables access to new development and a more direct connection to UBCO for all modes, including transit

Very Supportive: **49%**
Somewhat Supportive: **29%**
Not supportive: **12%**
Not sure: **10%**

D. Central Okanagan Multi-Modal Corridor (COMC)

- New roadway parallel to Highway 97 that could be a highway or major local street
- Could connect from McCurdy to Highway 33 (shorter arrow) or from the UBCO area to Highway 33 (long arrow)
- Provides an alternate corridor that diverts traffic from Highway 97; could be a priority transit route

Very Supportive: **68%**
Somewhat Supportive: **18%**
Not supportive: **11%**
Not sure: **4%**

E. Glenmore Road Improvements for all Modes

- Extension of four-laning to John Hindle Drive, separated pathway for full length and transit priority infrastructure (e.g. queue jump lanes)
- Provides a comfortable corridor for walking and biking while addressing increased travel demand for vehicles and transit

Very Supportive: **77%**
Somewhat Supportive: **16%**
Not supportive: **4%**
Not sure: **3%**



Connecting the Gateway

A. Acland-Bulman Connection

- Connection between the north end of Acland Road and the airport
- Creates a new, direct road connection between Rutland Road and the Airport, as an alternative to Highway 97

Very Supportive: **53%**
Somewhat Supportive: **30%**
Not supportive: **13%**
Not sure: **4%**

B. Improved Highway 97/Airport Access

- New or upgraded access from Highway 97 to and from the Airport (e.g. an interchange or series of connections)
- Addresses intersection safety issues and limited capacity of the current traffic signals to accommodate future traffic growth

Very Supportive: **67%**
Somewhat Supportive: **25%**
Not supportive: **5%**
Not sure: **2%**

C. Shared-use of the Former Rail Corridor

- Shared use of the Okanagan Rail Corridor by active transportation and other specialized modes such as transit or shuttles
- Opportunity for 'creative' use of space that provides a multi-modal alternative to Highway 97

Very Supportive: **53%**
Somewhat Supportive: **21%**
Not supportive: **22%**
Not sure: **4%**

D. RapidBus Extension to the Airport

- High quality transit, such as RapidBus service extension to the airport
- Makes transit a more viable option for Airport employees and passengers

Very Supportive: **69%**
Somewhat Supportive: **22%**
Not supportive: **7%**
Not sure: **3%**

E. Internal Gateway Connectivity

- Increased travel options between UBCO, the Airport and within the Okanagan Gateway through options such as micro-transit, shuttles and shared mobility options (car share, bikeshare, scooter share, etc)

Very Supportive: **53%**
Somewhat Supportive: **30%**
Not supportive: **11%**
Not sure: **6%**

What other ideas do you have?

Other ideas from conversation participants and questionnaire respondents include:

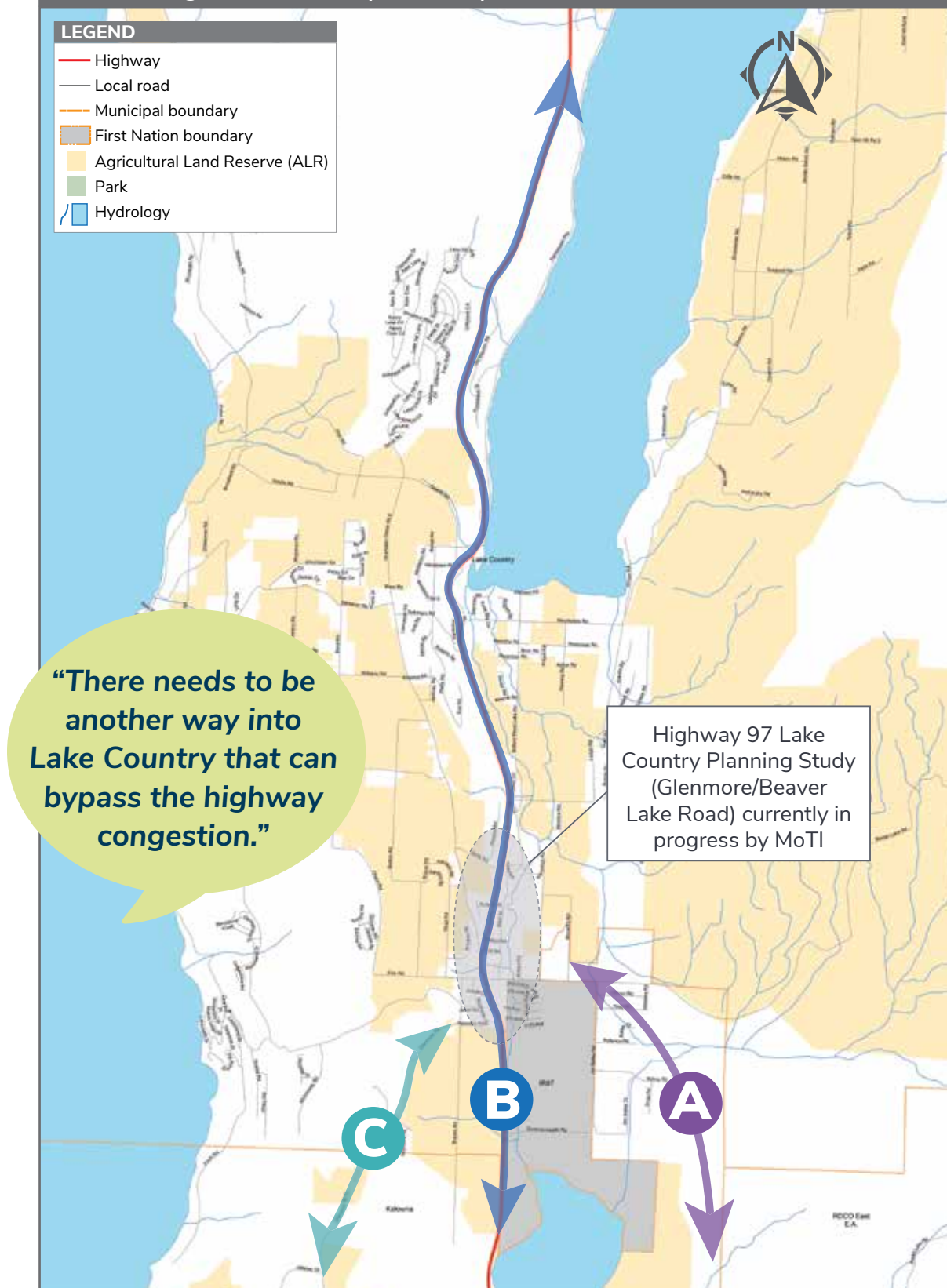
Projects

- Better connection for walking from nearby hotels and services to the airport
- Extend 3-laning of Highway
- Should be an eastern route to/from Lake Country (i.e. extension of the Jim Bailey Industrial Park Connection further south)
- Dedicated right-of-way for transit – make it more attractive, reliable, faster
- Elevated rail system along the rail trail corridor
- Transit service for seasonal agricultural workers

Programs and policies

- Rail Trail should be protected for walking, biking or potentially small electric vehicles
- Move stops for intercity buses closer to UBCO
- Congestion pricing
- E-bikes/bikeshare/scooter share
- Shift work hours to reduce peak period travel
- Incentives to leave car at home

Connecting Lake Country and beyond



Connecting Lake Country and beyond

A. Jim Bailey Industrial Park Connection

- Industrial road connection between Jim Bailey Industrial Park and the Airport
- Provides a more direct connection for industrial traffic and is an alternative to Highway 97

Very Supportive: **57%**
Somewhat Supportive: **22%**
Not supportive: **11%**
Not sure: **10%**

B. Expanded Service to Lake Country and Beyond

- Extension of the RapidBus or other similar service to Lake Country (e.g. along Highway 97 or Glenmore Road), as well as expanded transit service north to Vernon
- Improves transportation options for Lake Country residents

Very Supportive: **65%**
Somewhat Supportive: **24%**
Not supportive: **8%**
Not sure: **3%**

C. Glenmore Road Upgrades and Active Transportation

- “Spot” improvements to straighten curves and improve intersections, as well as better bicycling and pedestrian facilities
- Maintains Glenmore Road as a multi-modal alternative to Highway 97

Very Supportive: **77%**
Somewhat Supportive: **17%**
Not supportive: **4%**
Not sure: **2%**

What other ideas do you have?

Other ideas from conversation participants and questionnaire respondents include:

Projects

- Better road connection between Glenmore and Okanagan Centre Road East
- Expand vehicle capacity at Highway 97 and Beaver Lake Road
- Widen Highway 97 in Winfield
- Complete the Rail Trail connection to Kelowna, consider paving in future
- Transit hubs and/or park and rides
- Light rail connection north and south
- Improved active transportation and rail trail connections
- Elevated corridor from Westbank First Nation to Lake Country (no lights)

Programs and policies

- Consider removing Oyama stops to Route 90 – Vernon Connector
- Carpool programs, app for ride share
- Bikeshare at key transit stops
- Congestion tolls
- E-bus stop in Lake Country
- Intercity bus stops

Shaping the future of the Central Okanagan

Thanks to all the people who have taken the time to support the engagement process for the Central Okanagan's first region-wide transportation plan. The community input to the Let's Talk Transportation conversation and questionnaire, along with technical and financial evaluations, will help identify the priority projects, programs and policies that will shape the future of the Central Okanagan Region.

Here's what the community said about the engagement process:

96% of respondents said the information was clear and understandable

74% said they understood how public input will be used in the process

92% said that participating was a valuable experience

80% said they learned something new

Next steps

Since 2018, people from across the region have added their priorities and perspectives to the regional transportation planning process through questionnaires and in-person events including region-wide pop-up open houses and interactive small-group conversations and discussions. Early public and stakeholder input helped confirm the vision and goals for the project, and the Let's Talk Transportation conversation and questionnaire, along with technical and financial considerations, will help inform the evaluation of potential regional transportation solutions.





Fall
2019

STPCO UPDATE

Quarterly Newsletter #5

This newsletter provides a brief update on the Sustainable Transportation Partnership of the Central Okanagan (STPCO) activities that occurred during summer and fall 2019.

The Sustainable Transportation Partnership of the Central Okanagan (STPCO) is a formal partnership of the City of Kelowna, City of West Kelowna, Districts of Lake Country and Peachland, Westbank First Nation and the Regional District of Central Okanagan. The organization coordinates the regional delivery of sustainable transportation programs and projects in support of common regional policy, plans and interests (economic, social and environmental).

STPCO Local Government Advisory Board:

- Colin Basran, Mayor, City of Kelowna
- Gord Milsom, Mayor, City of West Kelowna
- Gail Given, Chair, Regional District of Central Okanagan
- James Baker, Mayor, District of Lake Country
- Cindy Fortin, Mayor, District of Peachland
- Chief Christopher Derickson, Westbank First Nation



The STPCO also provides a formal forum for discussion amongst elected officials, senior and technical staff, as well as stakeholders and the general public. The next board meeting will be a facilitated workshop on November 13, 2019 to discuss the future of regional governance. For more information, contact Rafael Villarreal, rvillarreal@kelowna.ca or visit smartrips.ca/stpco-meetings.



Regional Bicycling and Trails Master Plan update underway

The Regional Bicycling and Trails Master Plan will provide an update to the Regional Active Transportation Master Plan that was adopted in 2012.

The 2012 plan presented a future bicycle and pedestrian network to provide safe and convenient travel options, connecting significant destinations across the region. It included design guidelines for a range of active transportation facility types to ensure a safe and comfortable experience for people walking and cycling.

In the years since the plan was created, many active transportation connections have been completed and additional active transportation plans have been developed by jurisdictions within the region.

Additionally, the province has recently released an Active Transportation Strategy. Updating the 2012 plan to align with recent changes will help focus the vision for bicycle and trail connections throughout the Central Okanagan.

The plan was kicked off in Fall 2019 and is being coordinated with development of the Regional Transportation Plan. Interviews are being scheduled with staff in each jurisdiction throughout October and November to gain an understanding of updates that have been made to the network since 2012. The plan is anticipated for completion in 2020.

To access the 2012 Master Plan, visit the Plans and Programs page at smartrtrips.ca/about/stpc0.

Regional Transportation Plan

In spring 2019, the regional transportation planning team launched Let's Talk Transportation – a public engagement event and questionnaire designed to understand the values of Central Okanagan residents and obtain input on potential transportation options. Since then, the project team has been busy analyzing the results of the engagement and conducting a corridor-level analysis to refine and screen the options. This fall the regional councils will hear an update on the refined options and plan status. In addition, a workshop on governance is planned for the Local Government Advisory Board in November. Completion of the plan is anticipated for 2020.



E-scooters gain more ground

Currently, any device which does not fit the Motor Vehicle Act's definition of a bicycle, wheelchair or motor vehicle is not permitted on public roads or sidewalks. This limits electric scooters to off-street pathways like the Okanagan Rail Trail. Uptake for e-scooters has been strong in Kelowna despite these limitations, with daily ridership more than three times greater than the Kelowna's pedal bikeshare pilot. The Province has recently introduced legislation to allow new vehicle types to be piloted on public roads with consent from local governments, which would increase opportunities to expand electric scooters and new mobility options in the region.

Help shape BTWW 2020

In 2019, more than 2,300 Central Okanagan residents registered for Bike to Work Week and collectively travelled 91,500 kilometres by bike, saving nearly 20,000 kilograms of greenhouse gases.

As we begin planning for Bike to Work Week 2020, we are looking for input on what motivates you to participate, what you like about the event and what can make this event even better.

Please complete the short questionnaire and share why you love BTWW by October 21, 2019 at getinvolved.kelowna.ca.



Transportation Updates



Fall transit service updates

Fall is a time of change in the Kelowna Regional Transit System with new routes and route names in effect as of September 1, 2019. Service levels on routes going to and from secondary and post-secondary schools were reinstated for the fall to reflect increased demand for transit at this time of year.

Three new routes and associated new bus stops were introduced on the Westside:

- Route 24 Shannon Ridge: replaces a portion of the existing route 24 Shannon Lake while also providing new service to the neighbourhoods along Shannon Ridge Dr. and Auburn Rd.
- Route 26 Old Okanagan: replaces the portion of the existing route 24 Shannon Lake serving along the Old Okanagan Hwy.
- Route 28 Shannon Lake: replaces the existing route 28 Smith Creek, maintaining service to Smith Creek while extending service to Tallus Ridge, Shannon Woods, and Crystal Springs neighbourhoods along Shannon Lake Rd.

Other adjustments included improved Sunday service and weekday evening service for route 97 Okanagan on the Westside, improved midday service on weekdays and Sunday service for the route 8 University/OK College, and weekday peak hour trips extended to serve the Ellison area on route 23 Lake Country. For a full list of seasonal service changes and updated route and schedule information, visit bctransit.com.

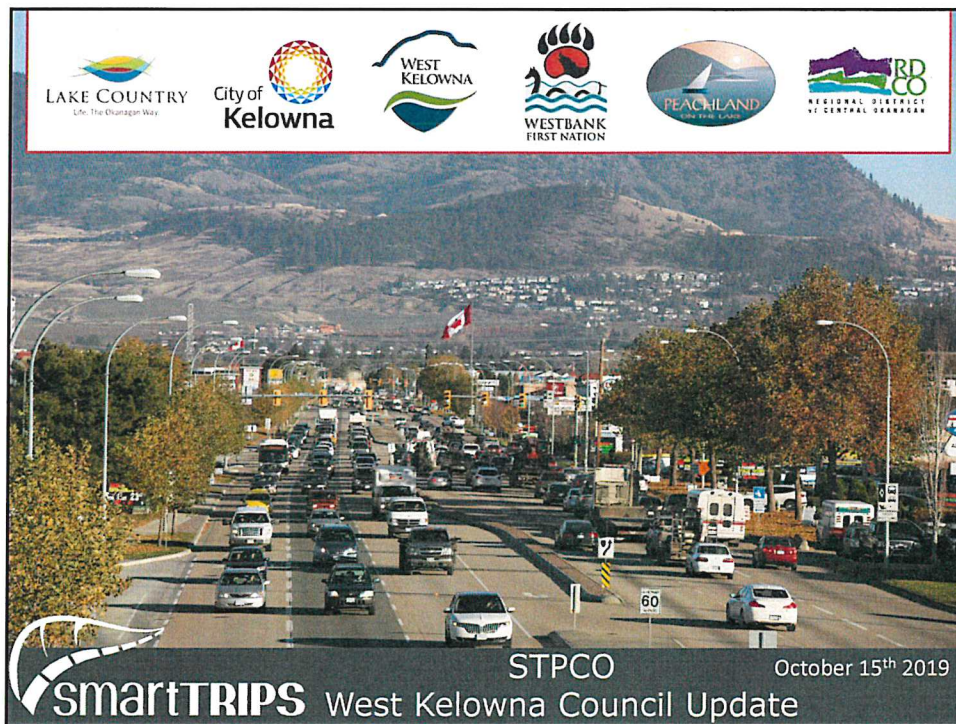
Fall Go by Bike Weeks

The province-wide Fall GoByBike Weeks runs from October 21 - November 3, 2019.

This event encourages residents to ride their bikes to and from school, work and anywhere they need to go, as a form of everyday transportation.

This event also focuses on sharing safety and gear tips for the riding your bike in the fall season and weather.

Participants can register for free and earn a chance to win a cycling trip for two to the Baltics at GoByBikeBC.ca.



Outline

[Events](#)
[Bicycle](#)
[Carpool](#)
[Walk](#)
[Transit](#)
[Programs](#)
[About](#)

STPCO Newsletter

The STPCO newsletter is intended to provide a brief quarterly update on the activities of the Sustainable Transportation Partnership of the Central Okanagan.



1. STPCO Work Plan reporting

STPCO Newsletters

<https://www.smarttrips.ca/about/stpc/stpc-newsletter>

a. Year end report and 3 year work plan

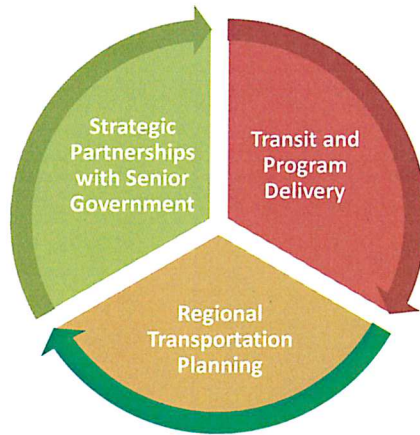
i. 3-Year Work Plan status

b. Transit updates

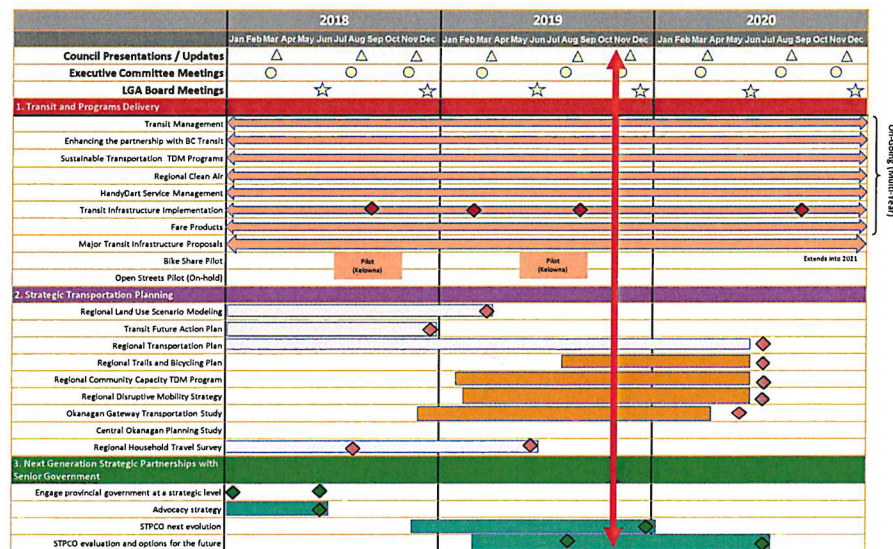
c. Regional Transportation Plan



3 year work plan



STPCO Work Plan Reporting and Schedule 2018-2020



Transit updates

Investing in Canada Infrastructure Program (ICIP) Updates:

- Transit Operations and Maintenance Facility. A jointly funded (City of Kelowna/BC Transit) study is underway to define the project and prepare for funding submission.
- Upcoming Regional Transit Staff Working Group meeting to confirm projects in each partner community.



Transit updates

Fall Transit Service Changes:

- Service levels on routes servicing post-secondary and secondary schools was reinstated for the fall
- Three new routes and associated new bus stops were introduced on the Westside:
 - Route 24 Shannon Ridge
 - Route 26 Old Okanagan
 - Route 28 Shannon Lake



Programs

- Help shape future Bike to Work Weeks!

- Survey open until 10/21
- Getinvolved.kelowna.ca



- New Shared Mobility Permit Program

- 3X increase in demand from Summer 2018 (e-scooters)
- Recently announced provincial MVA amendment opens potential for piloting new vehicles on roads



Regional Planning

- Regional Transportation Plan
 - Connecting our Region: Let's Talk Transportation event and online survey
 - Public Engagement Summary
 - Option Refinement and Screening
- Okanagan Gateway Study




577
people
completed
questionnaires


90
people engaged
in in-depth
conversations


1600
comments received
through the
questionnaire



QUESTIONS?

smartTRIPS.ca



Connecting Our Region

Our first region-wide transportation plan

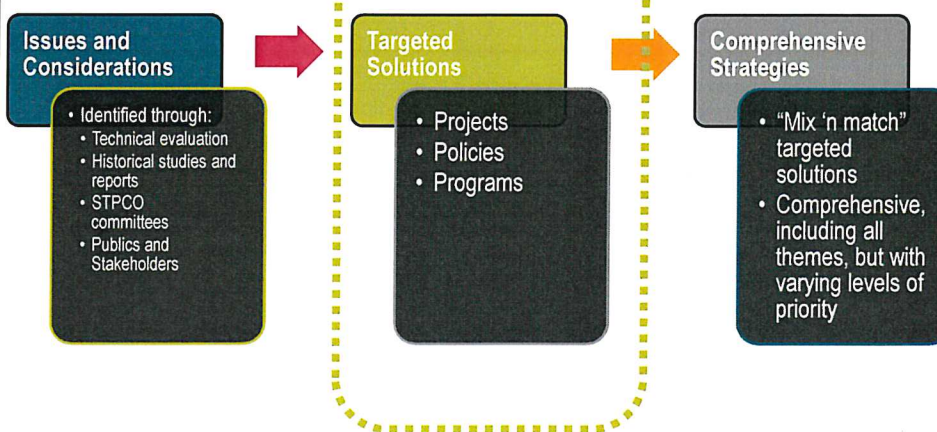
Regional Transportation Plan

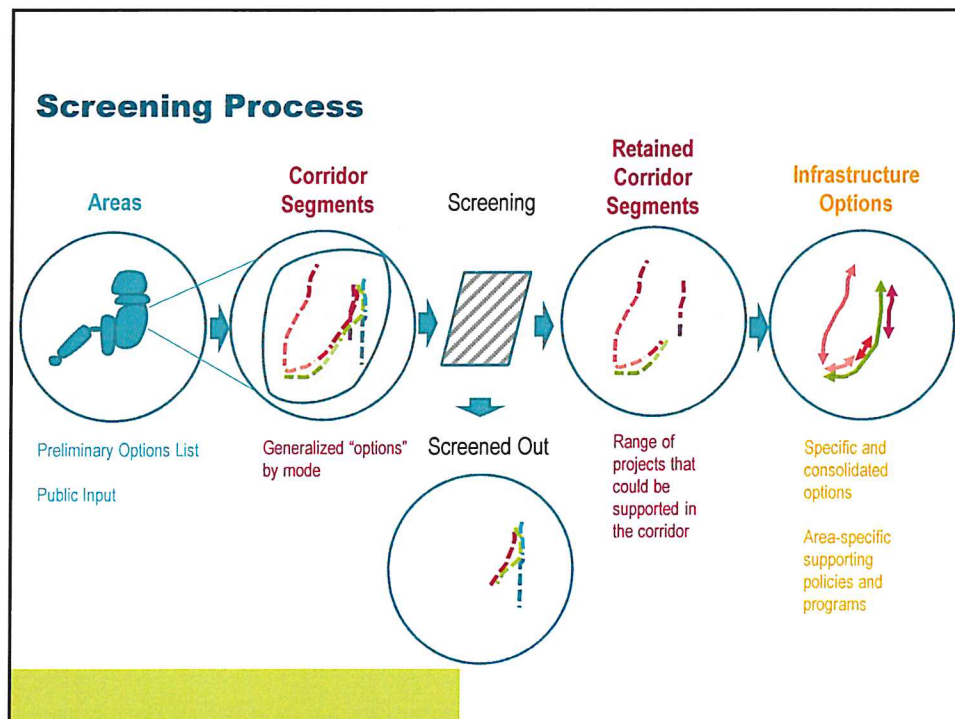
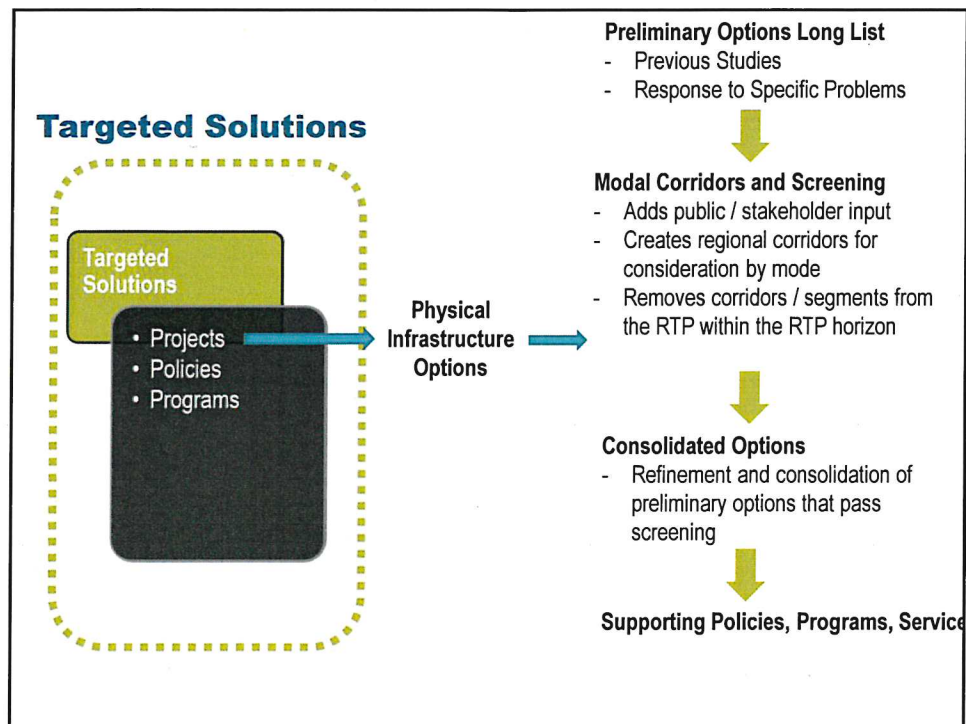
West Kelowna Update
Option Screening
October 2019

smartTRIPS

Screening Process

Strategy Development Process





Screening Goals

- Consolidate input from a range of sources
- Transparent process
- Progressively reduce the range of options based on the goals of the study
- Screen out projects that are not regional in nature or consistent with the RTP goals



Screening Westside (West Kelowna and WFN)

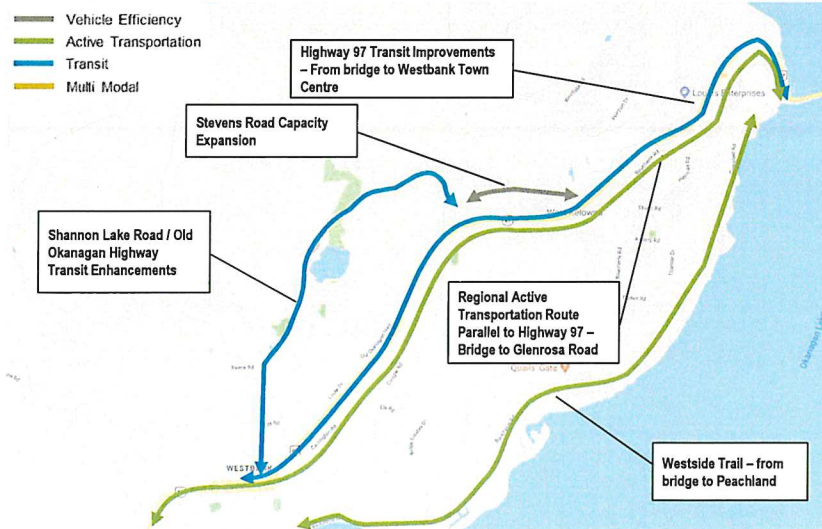
Westside

Corridors	Segments	Corridor Segment / Mode		
		Screened Out	Rationale	Retained
Highway 97	Bridge to Westbank Town Centre	Vehicle	MOTI study	Active Transportation, Transit
	Westbank Town Centre to Highway 97C	Transit, Vehicle	Transit demands not likely to warrant improvement MOTI study	Active Transportation
Shannon Lake Road / Old Okanagan Highway / Stevens Road	Shannon Lake Road / Old Okanagan Highway	Active Transportation, Vehicle	Terrain limits competitiveness of AT Limited ability to draw traffic from Highway	Transit
	Stevens Road	-	-	All modes
Westside Trail	Bridge to Peachland	Transit, Vehicle	Not applicable	Active Transportation

Resulting Options (see map)

- Highway 97 Transit Improvements – From bridge to Westbank Town Centre
- Stevens Road Capacity Expansion
- Shannon Lake Road / Old Okanagan Highway Transit Enhancements
- Regional Active Transportation Route Parallel to Highway 97 – from bridge to Glenrosa Road
- Westside Trail – from bridge to Peachland

Westside Projects – Resulting Options





Discussion



Screening
Peachland

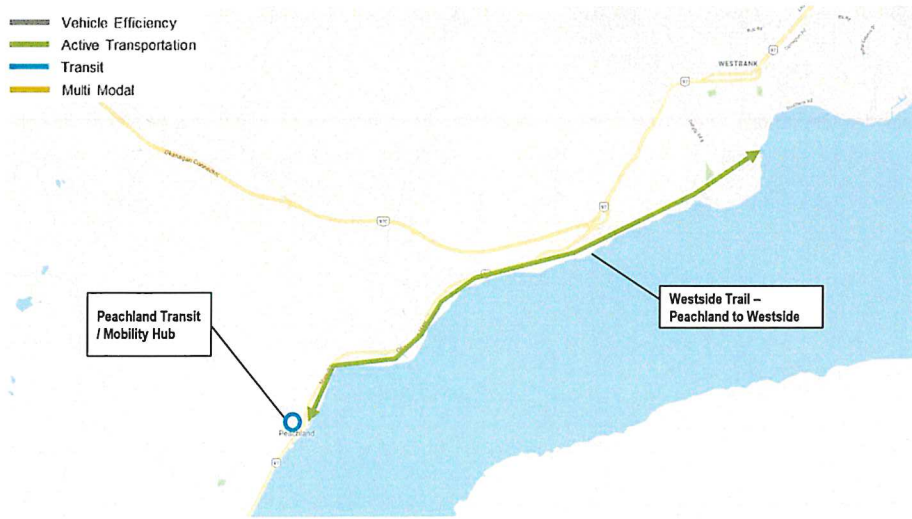
Peachland

Corridors	Segments	Corridor Segment / mode		
		Screened Out	Rationale	Retained
Peachland	Transit / Mobility Hub	Active Transportation, Vehicle	Not regionally significant Addressed by transit	Transit
	Westside Trail	Transit, Vehicle	Not applicable	Active Transportation

Resulting Options (see map)

- Transit / Mobility Hub
- Westside Trail – Peachland to Westside

Peachland – Resulting Options





Screening Connecting across the lake

Connecting across the lake (all previous options retained)

- Reversible contra-flow lane
- Reversible contra-flow lane: dedicated to transit
- New dedicated shoulder transit lane
- Very high frequency bus across lake combined with first/last mile options
- Water taxi / ferry

Screening Kelowna (West)

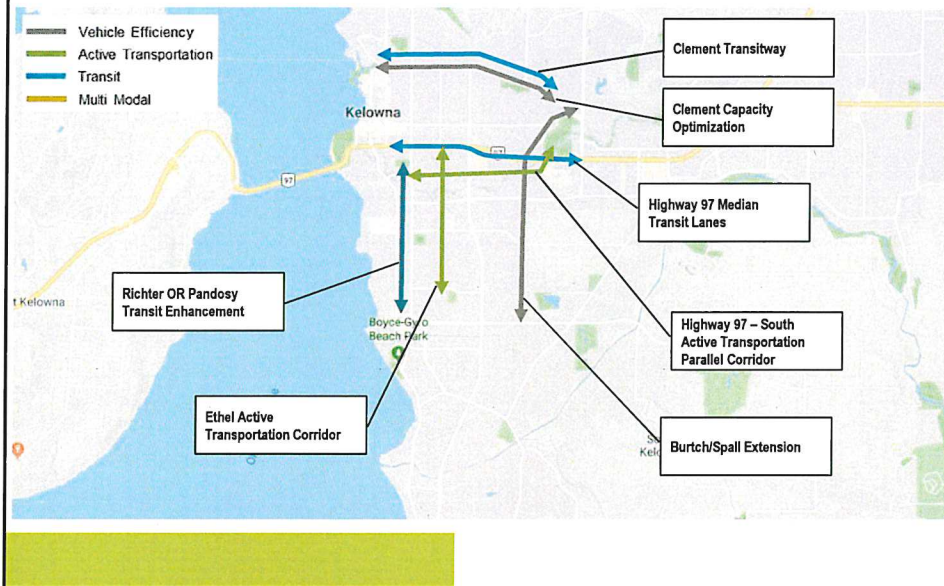
Kelowna (West)

Corridors	Segments	Corridor Segment / Mode		
		Screened Out	Rationale	Retained
Clement Avenue / COMC	Glenmore Road to Downtown	Active Transportation	Cawston corridor available	Transit, Vehicle
Highway 97	Spall Road to Bridge	Vehicle	MOTI study	Active Transportation, Transit
Spall Road / Burtch Road	Glenmore Road to KLO Road	None	-	All modes
Gordon Drive	Clement Avenue to Capital News Centre	All modes	Ethel is primary AT corridor Not a regional route for transit / vehicle	-
Pandosy Street / Richter Street / Ethel Street	Downtown to Highway 97	Active Transportation, Vehicle	Ethel available, vehicle to be addressed with COPS and lake crossing options	Transit
	Highway 97 to South Pandosy Street	Vehicle	ROW unavailable	Active Transportation, Transit

Resulting Options (see map)

- Richter OR Pandosy Transit Enhancement
- Ethel Active Transportation Corridor
- Clement Transitway
- Clement Capacity Optimization
- Highway 97 Median Transit Lanes
- Highway 97 – South Active Transportation Parallel Corridor
- Burtch/Spall Extension

Kelowna (West) – Resulting Options



Screening
Lake Country

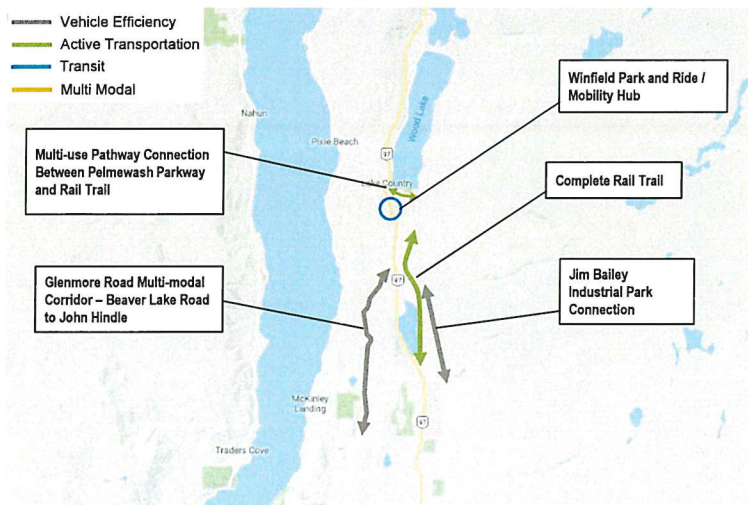
Lake Country

Corridors	Segments	Corridor Segment / Mode		
		Screened Out	Rationale	Retained
Winfield / Oyama	Oyama to Ocelola Road	All modes	Rail Trail available Hwy 97 is free flowing	-
	Ocelola Road to South of Beaver Lake Road	Vehicle	MOTI study	Active Transportation, Transit
	Beaver Lake Road to Old Vernon Road	Vehicle	MOTI study	Active Transportation, Transit
Glenmore Road	Beaver Lake Road / Seaton Road to Chase Road	Transit	Hwy 97 is preferable	Active Transportation, Vehicle
	Chase Road to John Hindle Drive	Transit	Hwy 97 is preferable	Active Transportation, Vehicle
East of Elision Lake	Beaver Lake Road to Old Vernon Road	-	-	All modes

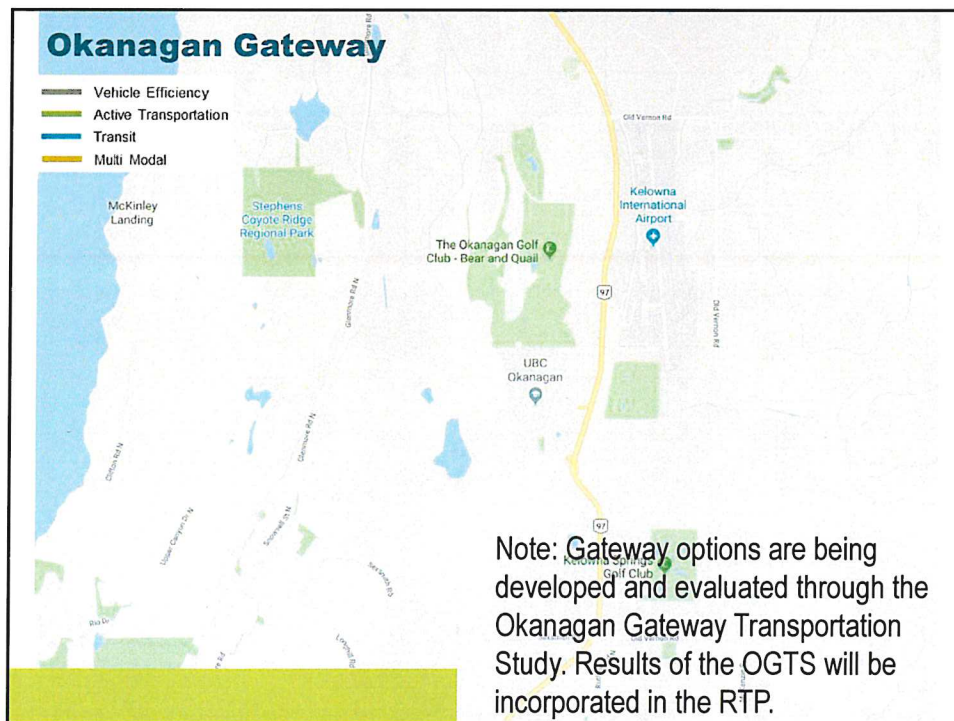
Resulting Options (see map)

- Multi-use Pathway Connection Between Pelmevash Parkway and Rail Trail
- Complete Rail Trail
- Glenmore Road Multi-modal Corridor – Beaver Lake Road to John Hindle
- Jim Bailey Connection
- Winfield Park and Ride / Mobility Hub

Lake Country – Resulting Options



Screening Okanagan Gateway



Screening Kelowna (East)

Kelowna (East)

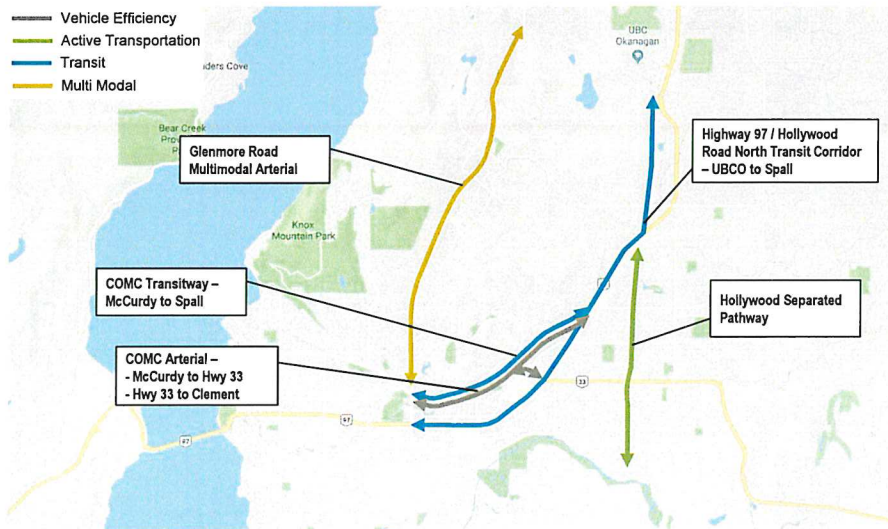
Corridors	Segments	Corridor segment / mode combinations that passed screening
Glenmore Road	John Hindle to Union Road	All modes
	Union Road to Clement Avenue	All modes
Central Okanagan Multi-modal Corridor	Highway 97 at John Hindle to McCurdy Road	None
	McCurdy Road to Highway 33	Transit, Vehicle
	Highway 33 to Spall Road	Transit, Vehicle
Hollywood Road	UBCO to Highway 97 (North Extension)	Transit
	Highway 97 to Springfield Road (South Extension)	Active Transportation
Highway 97	John Hindle to McCurdy Road	None
	McCurdy Road to Highway 33	Transit
	Highway 33 to Spall Road	Transit
Rutland Road / Acland – Bulman Road	Kelowna Airport to Old Vernon Road	None
	Old Vernon Road to Highway 33	None

Kelowna (East) - continued

Resulting Options (see map)

- Glenmore Road Multimodal Arterial – John Hindle to Clement
- COMC Transitway – McCurdy to Spall
- COMC Arterial – McCurdy to Highway 33 and /or Highway 33 to Clement
- Highway 97 / Hollywood Road North Transit Corridor – UBCO to Spall
- Hollywood Separated Pathway – Rail Trail to Mission Greenway

Kelowna (East) – Options



Screening Summary

Option Examples

infrastructure options retained through screening

Lake Country

- Expanded Service to Lake Country & Beyond
- Glenmore Road Transit
- Jim Bailey Road Connection
- Glenmore Road Upgrades and Active Transportation

Gateway

- Acland-Bulman Connection
- Improved Highway 97 / Airport Access
- Rapid Bus Extension to the Airport
- Internal Gateway Connectivity
- Shared Use of the Former Rail Corridor

Kelowna (East)

- Glenmore Road Capacity Improvements
- Central Okanagan Multi-modal Corridor (COMC)
- Hollywood Road Extension
- Highway 97 Transit Lanes
- Glenmore Road / John Hindle Transit Improvements (part of Glenmore Multi-modal corridor)
- COMC Transit Priority or Dedicated Lanes
- Hollywood Road Extension Transit Priority
- Highway 33 / Rutland Road Transit Priority
- Glenmore Road Active Transportation (part of Glenmore Multi-modal corridor)

Kelowna (West)

- Highway 97 Transit Lanes
- COMC / Clement Avenue RapidBus
- Dedicated Transitway near COMC / Clement
- Pandosy and/or Richter Transit Improvements
- Queensway Exchange / KGH Shuttle
- Direct Service to South of Highway 97 Bridge
- Glenmore to Burtch Connection
- Burtch Road Extension
- COMC Highway 33 to Clement Avenue
- Ethel Active Transportation Corridor

Bridge

- Reversible Contra-Flow Lane
- Reversible Contra-Flow Lane: dedicated to transit
- New dedicated shoulder transit lane
- Very high frequency bus & first/last mile
- Water Taxi / Ferry

Westside

- Highway 97 Interchanges
- Stevens Road Capacity Expansion
- Highway 97 Dedicated Transit Lanes
- Westside Multi-Modal Trail
- Connecting the Westbank Town Centre / IR 9 Commercial Centre
- Couplet
- Highway 97 Bus Lanes or Transit Shoulder Running
- Old Okanagan Highway / Shannon Lake Road Transit Priority
- Westside Trail

Peachland

- Transit / Mobility Hub
- Westside Trail
- Transit Service to North and South

Next Steps

Next Steps

- Fully define the options
- Confirm functionality with modelling
- Create regional scenarios
- Evaluate scenarios
- Identify programs and policies for each area. Some example types include:
 - Land Use
 - Modal Integration
 - Pricing
 - Transit Service Connections
 - Shared Mobility