



City of West Kelowna Transportation Master Plan

Council Presentation – July 2025





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Introductions & Background

1



- Engagement and Communication

Gavin Davidson

- Active Transportation



Prime Consultant

- Project Management
- Forecasting
- Future Networks
- Implementation
- Modelling
- Policy



OKANAGAN



- Microsimulation (Vissim) Modelling
- Data Collection



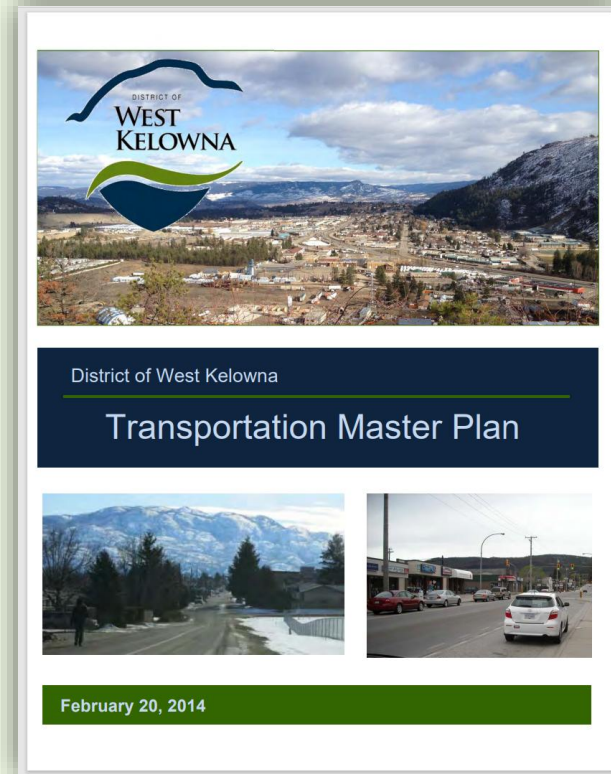
- Infrastructure Design Standards
- OCP Integration



2014 TMP

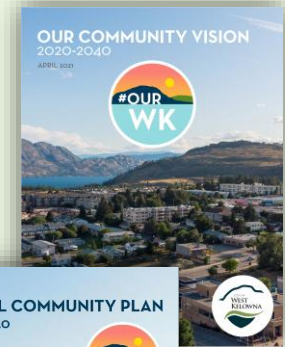
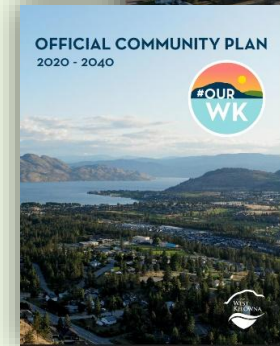
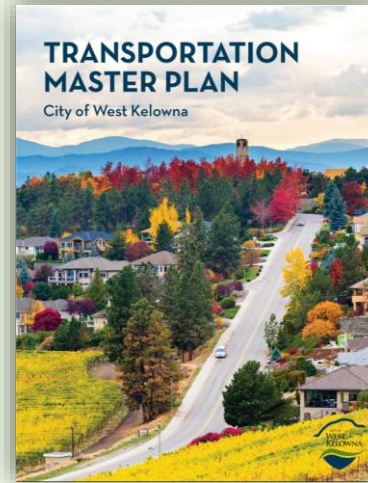
■ 2014 TMP Objectives

- Adopt a **road network plan** to meet the needs of the District
- Adopt **capital plan** to meet intersection capacity needs into the future
- Improve connectivity of **pedestrian network**
- Work with BC Transit, Ministry of Transportation and Transit (MoTT), adjacent municipal governments, and Westbank First Nations to provide for the growing needs of the community.



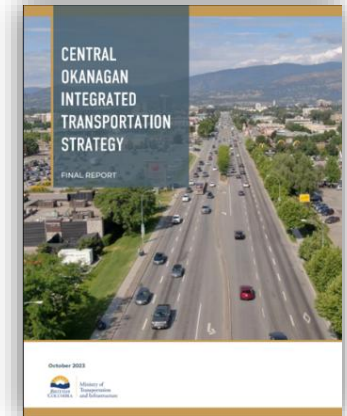
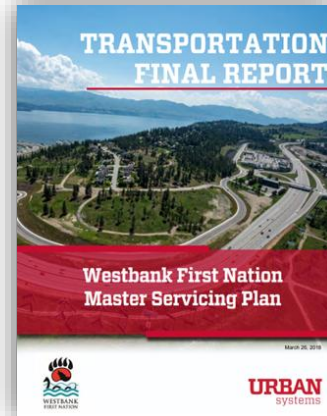
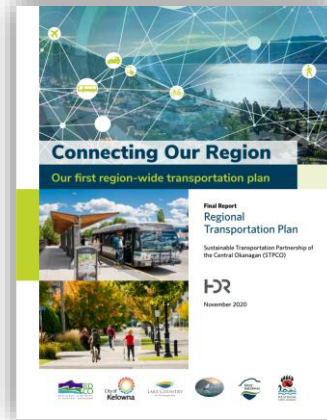
2025 TMP

- Provide direction for how residents walk, cycle, drive, and utilize transit through the City
- A long-range 20-year plan that will guide network development with specific policies and projects
- Will reflect *Our Community Vision* and highly integrated with the *Official Community Plan*
- Address key stakeholder planning initiatives



Other Regional Transportation Planning Initiatives

- Regional Transportation Plan
- BC Transit Future Plan
- Westbank First Nation plans
- Ministry of Transportation and Transit Initiatives
 - e.g., Central Okanagan Integrated Transportation Network (COITN) Program





Engagement & Analysis

2

TMP Engagement

Phase 1 Launch and Ideas

February & March 2022

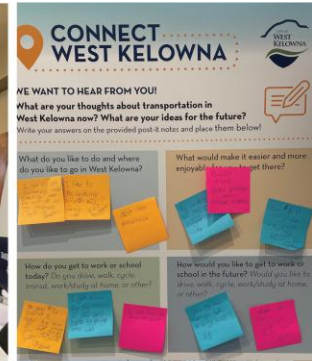
- Met with key stakeholders, community partners and focus groups.
- Gathered comments and ideas through **OurWK.ca/tmp**
- Held pop-up displays at key venues and held open house
- Phase 1 engagement identified the following transportation needs:
 - Safe bike routes
 - More sidewalks
 - Improved transit
 - A connected community
 - Roads that work for all users
 - Improved emergency and evacuation routes
 - Safe and welcoming streets
 - Equitable access for all

What makes a street feel welcoming?

What specific transportation improvements would help connect your neighbourhood to the people and places you want to visit?

What do you like to do and where do you like to go in West Kelowna?

What would make it easier for you to get where you want to go?



TMP Engagement

Phase 2 Future Network Improvements

January & February 2023

- Consulted with partner and technical stakeholders, including WFN, MoTT, and local government.
- In-person information session was held to share information and receive feedback
- Phase 2 Outcomes:
 - Support for the recommended network improvements, and the recommendations align with the future OCP Growth Concept
 - Support for the improvements to the pedestrian and cycling network
 - Support for additional sidewalk and road connectivity at priority areas
 - Residents would like to see increased accessibility to seniors, children, and disabled for transit and active transportation



TMP Engagement

Phase 3 Future Network Improvements

February 2025

- Presented project lists to residents
- Engagement conducted online and in-person
- Phase 3 outcomes included general support for the recommended network improvements



Indigenous Engagement

Throughout Project

- The project team sought perspectives of Westbank First Nation throughout TMP development
- Westbank First Nation was engaged in both Phase 1 and Phase 2 via TMP-specific meetings with City officials
- Engagement outcomes resulted in:
 - General support for continued coordination between WFN, the City, and the Ministry
 - Comments suggesting that connections through WFN land should be improved
 - Future development of WFN, including master planning work, should be supported by the TMP and developed in coordination
 - Pedestrian connection suggested through WFN to link Carate Road and Carrington Road

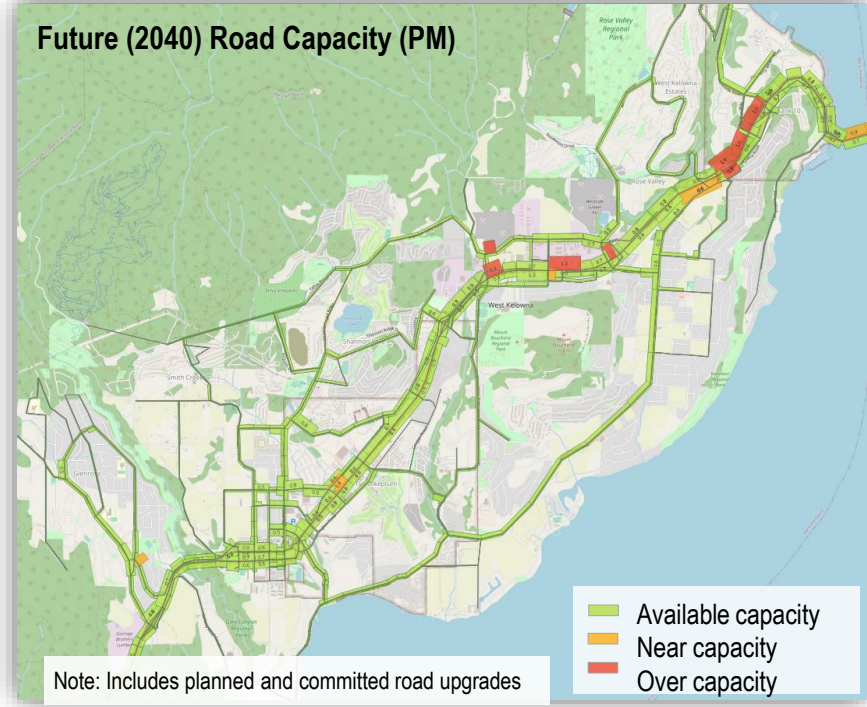
Existing Network Analysis and Key Directions

Existing Network Analysis

- A variety of data sources were analyzed to identify key improvement areas throughout West Kelowna
- City-specific travel demand model was developed to forecast multi-modal travel to 2040, incorporating future land use and planned transportation infrastructure
- Findings included network connectivity gaps (gaps exist for all modes) and emergency access/egress is limited

Key Directions

- Active transportation prioritized around urban centres and neighbourhood centres
- Transit to leverage existing routes and connect new growth areas
- Roads to focus on improving safety, redundancy and operations



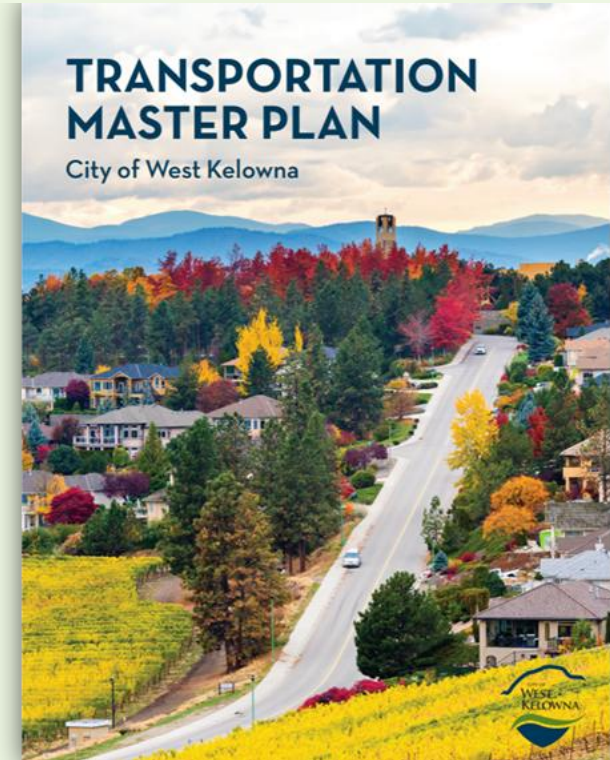


TMP – Primary Components

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TMP Document

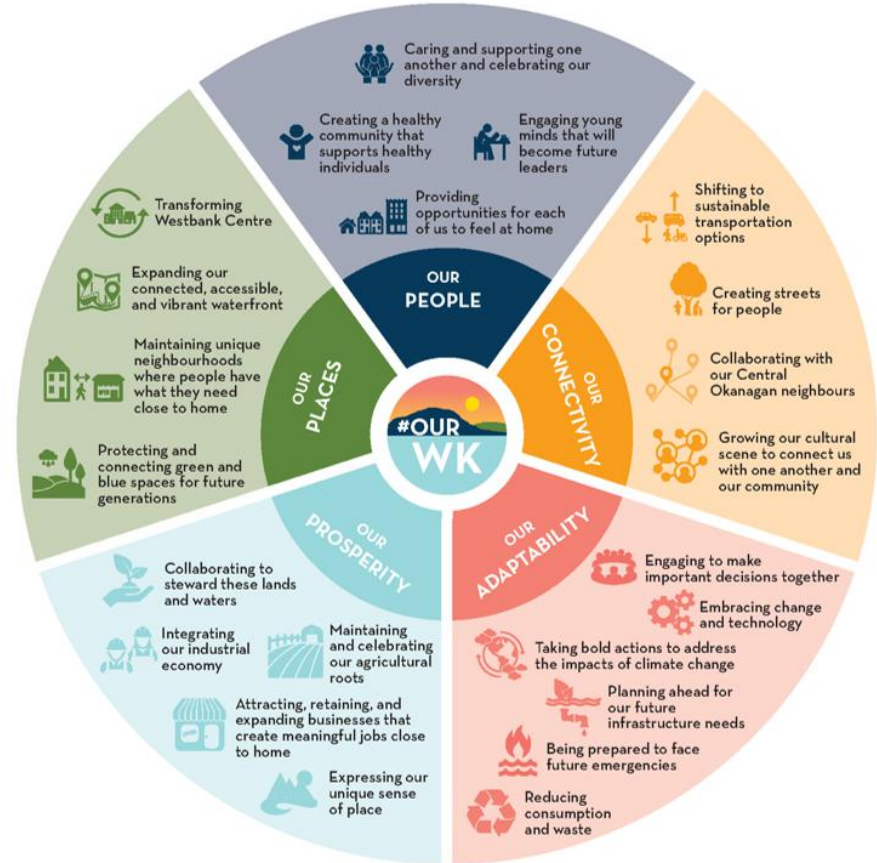
- Background and Planning Context
- Engagement Overview
- Policy derived from the OCP Vision and Foundations
- Transportation Plan & Project Lists
- Prioritization and Programming



Policy Direction

- Policy was shaped by the 5 foundations from the Community Vision and were aligned with the Official Community Plan.
- Policy areas and specific policies were developed under each of the 5 foundations:

OUR PEOPLE	General
OUR PLACES	Development General
	Development Urban Centres
	Development Neighbourhood Centres
OUR CONNECTIVITY	Active Transportation
	Transit
OUR PROSPERITY	Streets
	Business
OUR ADAPTABILITY	Future Technologies & Trends
	Resiliency
	Transportation Demand Management



Policy Structure Sample

- Policy is categorized into one of the five foundations, and then segmented into policy areas which are then detailed into specific policies and actions. A sample policy section is provided below:

OUR PROSPERITY	Business
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West Kelowna shall:

- B.1** | Work with Ministry to improve operations on Highway 97 and access to it for trucks and passenger vehicles.
- B.2** | Plan and design for truck routing, access, and deliveries in Urban and Neighbourhood Centres through efficient curbside management.
- B.3** | Work with BC Transit and City of Kelowna to optimize transit service for employees to the Industrial and Business Park areas.
- B.4** | Provide short- and long-term parking options in Urban and Neighbourhood Centres through curbside management to support business and accommodate customers and employees.
- B.5** | Protect and enhance agricultural uses and related business access through the planning and design of transportation projects.

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Actions:

- B.6** | Protect and enhance truck circulation and access to the Industrial and Business Park areas.



Plan & Project Lists

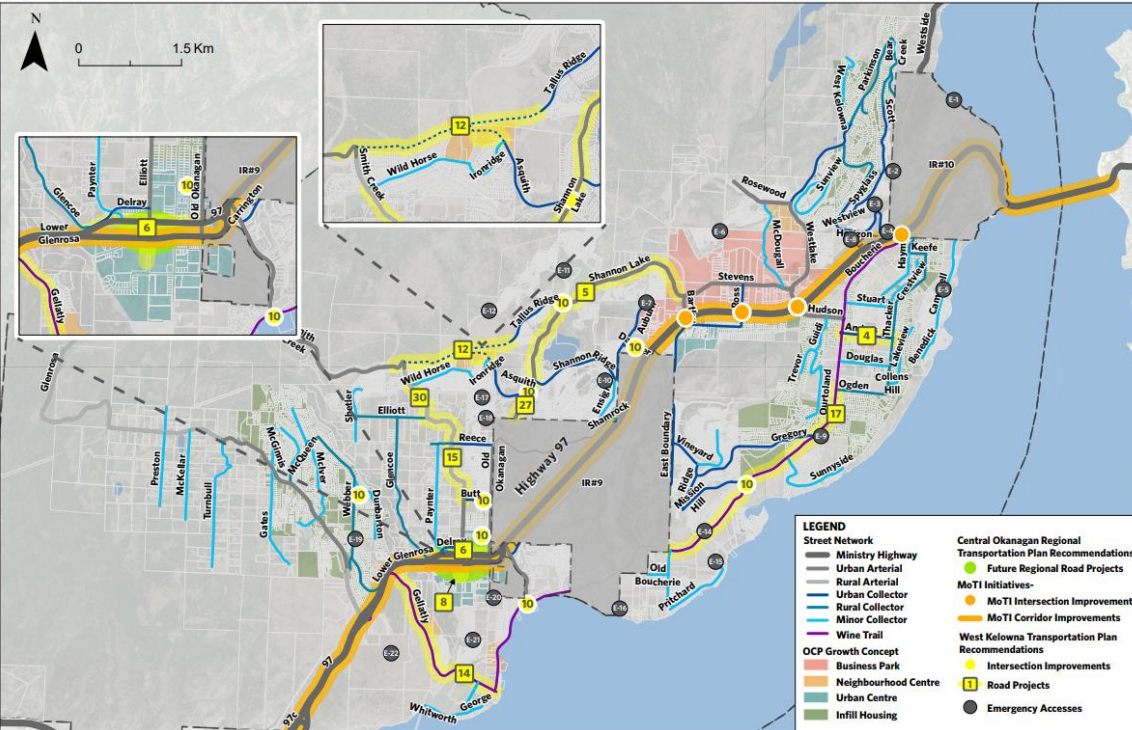
- Analysis findings provided key directions on connectivity gaps, safety improvements, and similar transportation network needs throughout the city
- Engagement with stakeholders and community added to and supported the refinement of the project lists
- Projects are grouped by mode, and help visualize the future transportation network
- High-level cost estimates are provided



Roads

Future Road Projects and Intersection Improvements

Key point: Improve the road network

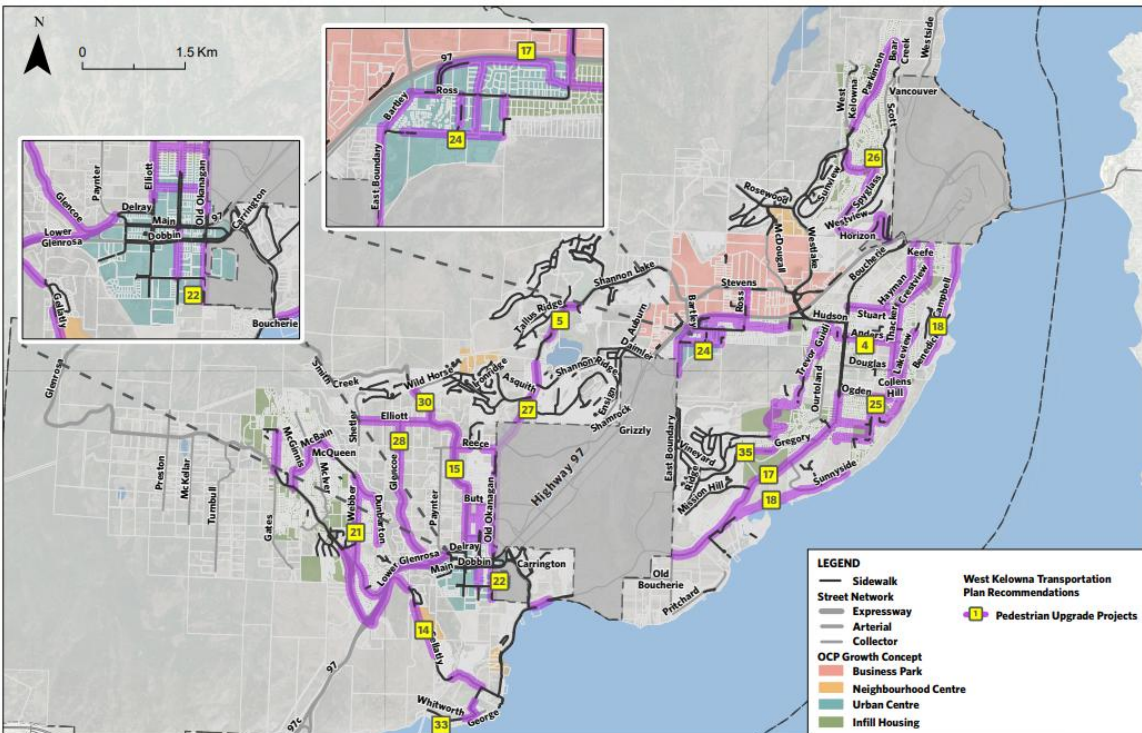


ID	Project Name	Components
4	Anders Road Upgrade	Corridor Study, Road Upgrade, Bike Lanes, Sidewalks
5	Shannon Lake Corridor Study	Corridor Study, 3 km sidewalk, intersection upgrades at 3 locations
6	Main Street Upgrade	Assumes rebuilding of 4 lane km on Main Street, 1 km of new cycle track, 5 intersection upgrades, 2 km of double wide new sidewalk
8	Future Westside Secondary School Transportation Study	Planning only
10	Intersection Improvements	Planning study on a per intersection basis. Estimated average costs of \$10,000 to study each intersection, and average cost of \$1,500,000 to upgrade each (assuming only minor geometric improvements made)
12	Tallus Ridge Drive / Asquith Connection	New two-lane roadway built to an urban arterial classification
14	Gellatly South Corridor Upgrade	5 km road upgrade, 1 roundabout, 5 km sidewalks, 2.5 km painted bike lanes
15	Elliott Road Upgrade	Road Upgrade, Bike lanes, Sidewalks
17	Wine Trail Upgrade on Boucherie	3.5 km road upgrade, 3 intersection upgrades, 3.5 km sidewalks, 3.5 km multi-use pathway
30	Smith Creek Road Upgrade	Road Upgrade, Walking and Cycling Facilities
34	School Zone Safety Review and Planning Study	Review existing conditions around schools regarding crossings, signage, and speed
36	Urban Centre Network Studies	Cross-section definition on all urban centre streets and portions of the business park
E-XX	Emergency Access Provision	Components and costs to vary based on each connection.

Walking

Pedestrian Upgrade Projects

Key point: focus on urban centres, neighbourhood centres and key destinations

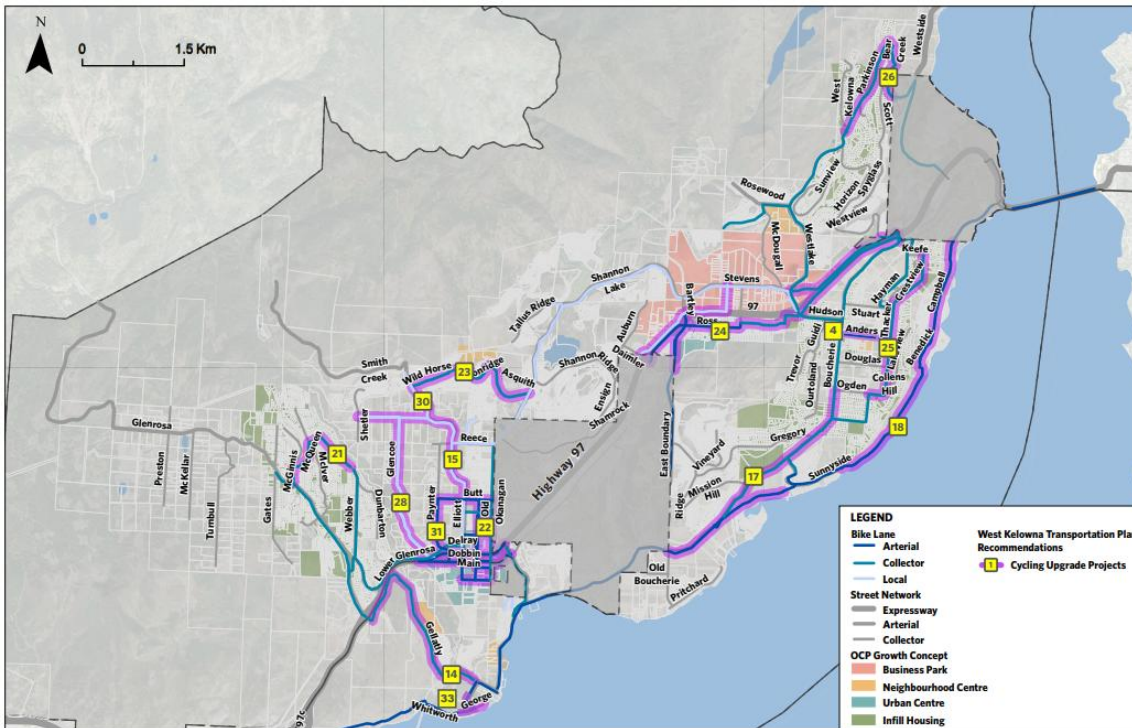


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15	Elliott Road Upgrade	4 km multi-use pathway
17	Wine Trail Upgrade on Boucherie Rd	Road Upgrade, Bike lanes, Sidewalks
18	Westside Trail/Waterfront Trail Connection	5 km of multi-use pathway
21	Glenrosa Active Transportation	6 km sidewalks, 2 km painted bike lanes
22	Westbank Urban Centre AT Network	6 km sidewalks, 4 km on-street cycle tracks
23	Wild Horse / Asquith Cycling	2.5 km painted bike lanes and traffic calming
24	Boucherie Urban Centre and West Kelowna Business Park AT Network	3.5 km cycle track, 3.5 km painted bike lanes, 8 km of sidewalks
25	Lakeview Heights Network	2.5 km painted bike lanes, 7.5 km sidewalks
26	Rose Valley AT Network	3 km painted bike lanes, 6 km sidewalks
28	Glencoe Road	Walking and Cycling Facilities
30	Smith Creek Road Upgrade	Road Upgrade, Walking and Cycling Facilities
31	Arterial Loop around Westbank Urban Centre	Road Upgrade, 3.5km two-way cycle track
33	Whitworth Road MUP Upgrades	Upgrade Existing Walking and Cycling Facilities
34	School Zone Safety Review and Planning Study	Review existing conditions around schools regarding crossings, signage, and speed
35	Gregory Road Sidewalk Extension	1 km sidewalks
36	Urban Centre Network Studies	Cross-section definition on all urban centre streets and portions of the business park

Cycling

Cycling Upgrade Projects

Key point: focus on urban centres, neighbourhood centres and key destinations

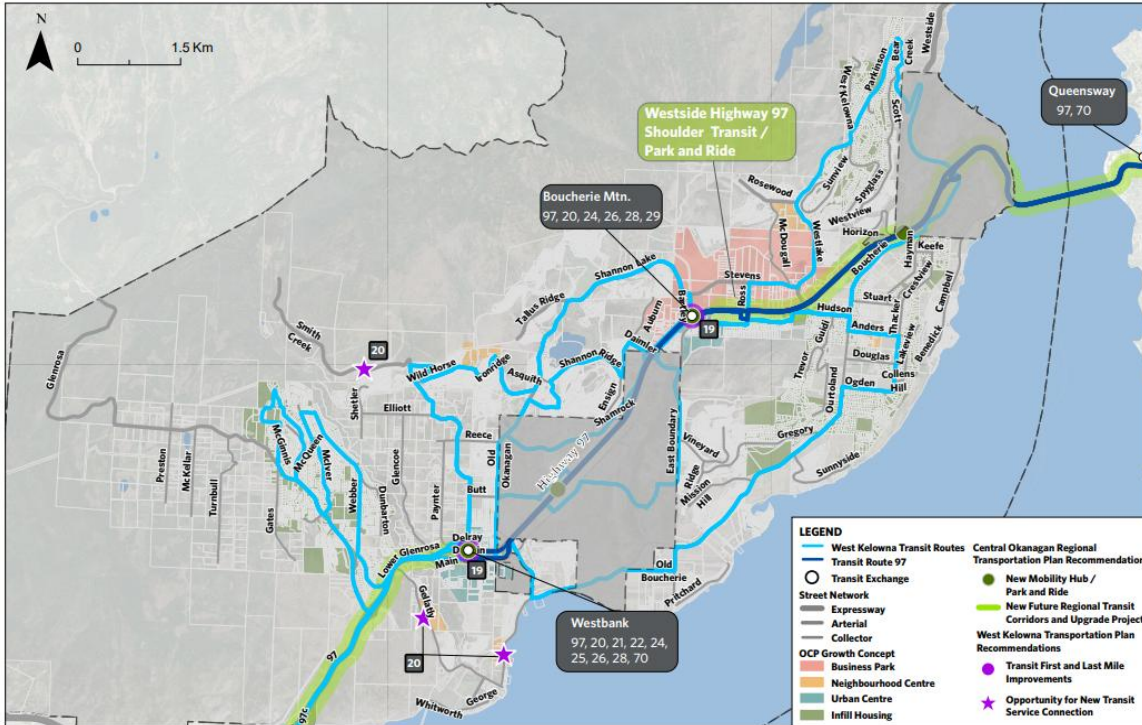


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Transit

Transit Projects

Key point: Leverage Route 97 and build up transit ridership demand at key locations

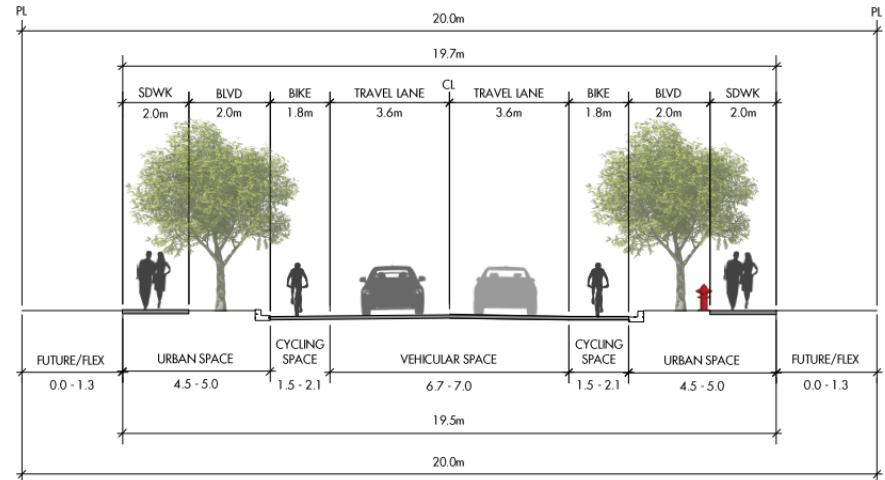


ID	Project Name	Components
19	Mobility Hub, First & Last Mile Improvements	Two mobility hubs, one at Westbank Urban Centre, one at Boucherie Urban Centre
20	Opportunity for New Transit Service Connection	Advocacy

Cross Sections

- Cross sections visualize the desired components and width of a street based on its classification, and support the development of a consistent transportation network.
- Cross-sections were updated and refined, and are provided for:
 - Arterial (Urban Centre/Rural)
 - Collector (Urban Centre/Rural; Major/Minor)
 - Local (Urban Centre/Rural)
 - Public Lane
 - Hillside (Collector/Local)
 - Emergency / Active Transportation
- Custom cross sections for Main Street and Wine Trail Arterial
- Urban Centre Network Study: proposed to identify detail network plan for consistent cross-sections through each urban centre

Urban Arterial Cross-Section





Next Steps

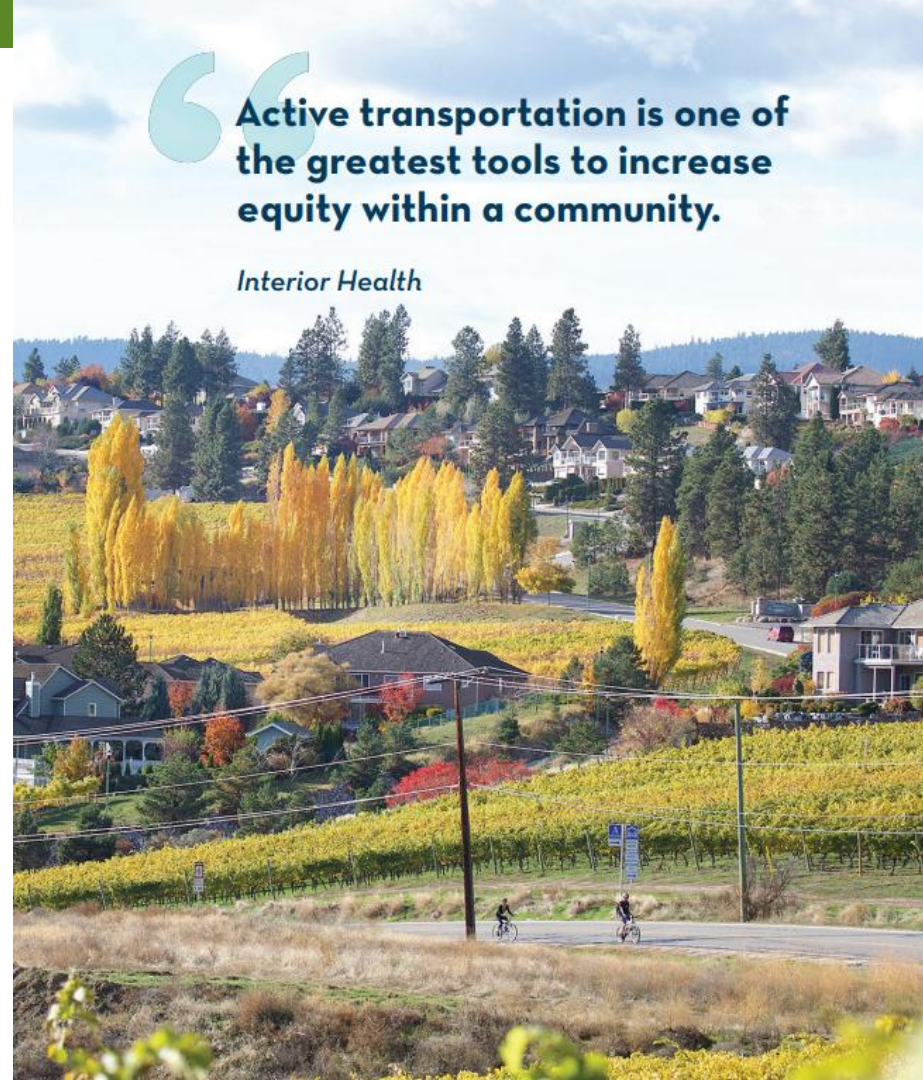
Next Steps

- Council Presentation (today)
- Final engagement period following Council review (expected to begin in 2 weeks)
- Final TMP Edits & Comments
- TMP Adoption



“Active transportation is one of the greatest tools to increase equity within a community.”

Interior Health



HDR