

ID	Map/Table	Project Name	Status	Description	Estimated Cost	Priority
4	Ped / Road	Anders Road Upgrade	Planning Required	Anders Road includes a commercial area and neighbourhood centre, but is not well connected to the rest of the network, and safety corners and lack of active transportation facilities were raised through the stakeholder engagement. This project would include a study of the corridor between Boucherie Road and Thacker Drive. The study would include a safety review of the corridor intersections and confirmation on the cross section and walking and cycling facilities to be added to the corridor. It would also include a review of existing driveways and consider the potential for access consolidation / definition at the larger commercial businesses.	\$1,695,000	Medium
5	Ped / Road	Shannon Lake Corridor Study	Planning Required	Shannon Lake Road is an important arterial route on the north side of Highway 97, but there is a desire to improve the corridor due to public concerns around safety for all users. Specifically, there are currently discontinuous active transportation facilities, and operational concerns at the intersections with Lorne Road, Lauss Ridge Drive, and Shannon View Drive, among others.  This project is to conduct a corridor study of Shannon Lake road from Asquith Road to Bartley Road. The study would review the corridor traffic volumes, operations at all intersections including traffic operations and safety review, and the study would provide recommendations on the proposed cross section and intersection control at each intersection.	\$3,675,000	Low
6	Road	Main Street Upgrade	Planning Required	Through the on-going Central Okanagan Integrated Transportation Study, the Ministry is planning to move Highway 97 in Westbank Urban Centre to Dobbin Road. This will enable Main Street to be converted back to a two-way street, allowing it to serve as a local main street and gathering place with enhanced walking and boulevard space, on-street parking, improve pedestrian crossings, and traffic calming measures. The project goes hand in hand with the planned redevelopment of Westbank Urban Centre and the proposed land use and density changes in this area.  Specifically, the re-design of Main Street will include two core travel lanes (one in each direction), parallel on-street parking on both sides, widened sidewalks and curb bulges at intersections, and improved landscaping and public realm. A desired operational speed for the roadway will be 30 - 40 km/h. The Main Street cross section includes "flex space" on either side of the two travel lanes. The ultimate use of this flex space should be determined through the detailed planning and consultation for Main Street, and could include curb bulges, cycle tracks, on-street parking, or a combination of these.	\$17,550,000	Medium
7	Road	Business Park Truck Circulation Review	COMPLETE	In conjunction with other road network and policy reviews that are planned for the Stevens Road Business Parking, this project is for the inclusion of a truck circulation review of the entire business park area. Stakeholders noted that trucks can have difficulty navigating some of the intersections in the area. This project would include a swept path review of all intersections in the business park, and it would then provide recommendations for improvements, such as road widening, curve widening, new stop bar locations, among others, that would study on existing intersections experiencing clearance and turning radius issues as identified through public engagement.  The review should also include consultation with the businesses in the area to explore the need for other improvements, such as truck parking or staging areas, rest zones, or fueling and/or servicing needs	\$2,265,000	Medium
8	Road	Future Westside Secondary School Transportation Study	Planning Required	To support the new West Kelowna Secondary school that will be built at the current George Pringle Elementary site, the purpose of this project is to define the scope of a transportation impact study that would be completed to inform the planning for the school. Stakeholders noted that pick up drop off and safe routes to school were priorities, and this study would review and provide recommendations for school parking, pick up drop off, walking and cycling improvements near the school site, including to/from the Westbank Transits Exchange and street crossings.	\$30,000	Medium
Not Mapped	Road	Highway 97 COITS	NA	The Ministry is completing a study of Highway 97 throughout the Central Okanagan, and it will include improvement recommendations for the entire corridor and number of intersections. So far the projects that are being anticipated within West Kelowna include transit infrastructure provisions such as shoulder running on the east side of West Kelowna, shifting the highway to Dobbin Street in Westbank Urban Centre, and interchanges at Boucherie Road, Bartley Road, and Westlake Road. Also included will be operational improvements to Highway 97 and Daimler Drive, which is under shared jurisdiction between the City of West Kelowna, Ministry and WBFN. It is noted that the scope and form of these projects may change.  The City of West Kelowna's responsibility for this project is to actively engage in the planning process, and advocate for solutions that are in the interest of West Kelowna and compatible with goals and improvement projects in this TMP.	NA	Medium
10	Road	Intersection Improvements	Planning Required	Through the technical analysis and public engagement, a number of intersections were identified as needing improvements. This project would be to conduct detailed intersection operational reviews at the following intersections, including reviewing traffic operations, safety, and intersection geometry. The reviews would then provide recommendations for specific measures on an intersection by intersection basis. The intersections to be reviewed, and notes on current issues, are listed below:  -Gosset Rd / Old Okanagan Hwy - identified as needing improvement in the 2014 TMP -Butt Rd / Old Okanagan Hwy - identified as needing improvement in the 2014 TMP, and stakeholders reported long queues. -Gellatly Rd / Boucherie Rd - Stakeholders noted frequent collisions at this intersection and a need to review the current intersection control. -Webber Road / Gorman Road - Emergency services is unable to navigate the roundabout -Boucherie Rd / Mission Hill Rd - identified as needing improvement in the 2014 TMP - Shannon Lake Rd / Asquith Rd - identified by the City as needing improvement - Shannon Lake Rd / Tallus Ridge Dr - identified by the City as needing improvement - Daimler Drive / Old Okanagan Highway - identified by the City as needing improvement	NA	High

E-XX	Road	Emergency Access Provision	Design Required	Many of the neighbourhoods in West Kelowna only have one road access. This means that there is only one way out in the case of an emergency or needed evacuation (such as a wildfire), and only one way in for emergency services such as fire, ambulance and/or police. This project represents the construction of secondary and/or emergency access to a number of neighbourhoods in West Kelowna that currently only have one access. Some of these new connections are envisioned as local road connections, while others would be new multi-use pathway connections that could serve as emergency access/egresses in the event of an emergency. The locations and conceptual alignments of these locations are shown on the road network map and in a separate appendix, accordingly.	Estimated cost of around \$600,000 per location, equivalent to 1 km of multi-use pathway	High
12	Road	Tallus Ridge Drive / Asquith Connection	Design Required	This project would include the creation of two new roadways to connect existing neighbourhoods and provide access to future development areas. It would include the extension of Tallus Ridge Drive to Smith Creek Road, and the extension of Asquith Road to this new Tallus Ridge Drive. The Tallus Ridge extension would be constructed as an urban arterial, while the Asquith extension would be an urban collector. Both roadways would be constructed as two-way, two lane urban collectors.	\$8,550,000	Medium
14	Ped / Bike / Road	Gellatly South Corridor Upgrade	Design Ongoing	Together Gellatly Road S and Boucherie Road provide the main southern alternative to Highway 97 in West Kelowna. Many sections of Boucherie Road have been recently upgraded, and this project would extend the upgrades along Gellatly Road between Highway 97 and Boucherie Road. It would include a new roundabout at Gellatly Road / Boucherie Road, and the addition of sidewalks along missing sections on Gellatly Road S. A design has already been completed for this project.	\$20,400,000	Medium
15	Ped / Bike / Road	Elliot Road Upgrade	Design Required	This project is to upgrade Elliot Road from Smith Creek to Butt Road. The project will look at full cross section improvements with pedestrian and cycling facilities, and roundabouts at Hudson Road and Anders Road. This project was identified from the RTP and is on the City's current DCC list.	\$5,500,000	Medium
17	Ped / Bike / Road	Wine Trail Upgrade on Boucherie Rd	Design Required	The City recently upgraded Boucherie Road from Highway 97 south to Ogden Road, with new intersection treatments, landscaping, lighting, and active transportation facilities. This project would continue the upgrade of Boucherie Road (Wine Trail) southward from Ogden Road to IR #9 / Gellatly Road. The road would be upgraded in a continuous fashion with the other sections to the north and south, and would be best designed to the new proposed Wine Trail cross section, which includes two travel lanes, boulevards with landscaping and lighting, bike lanes and sidewalks on both sides of the street.	\$17,775,000	Medium
17	Ped / Bike / Road	Stevens Road Upgrade	COMPLETE	This project would be to update Stevens Road between Shannon Lake Road and Ross Road, and would include the upgrade of the intersection between Shannon Lake Road / Stevens Road and Bartley Road.  The project could be completed along with the Publics Work facility, and Business Park Truck Circulation Review.	\$5,500,000	High
18	Ped / Bike	Westside Trail/Waterfront Trail Connection	Planning Required	This project includes a multi-use pathway on the west side of Okanagan Lake, extending from IR 10, through Kalamo Park, to Boucherie Road as identified in the Kelowna Regional Transportation Plan. While portions of the trail exist along the route, the majority remains to be completed. It is recommended that the trail is designed to accommodate emergency access / egress to the communities along the route. Some ways in which the trail could be designed to accommodate this include a 4.0m cross section, vehicle access points to the communities with signage, paint markings and signs/gates to discourage non-emergency vehicle use, and consultation with fire and emergency services as part of the design. The City of Coquitlam's Trail Development Guidelines and Standards includes more information on how multi-use pathways can be designed to support emergency vehicle access.	\$4,800,000	Medium
19	Transit	Mobility Hub, First & Last Mile Improvements	Planning Required	Highway 97 provides a high quality and frequent transit connection to the rest of the Central Okanagan, and this project is focused on best utilizing and leveraging the existing transit exchanges. It would include the development of the area around the transit exchanges in West Kelowna to mobility hubs, which would include connections to other forms of transit, such as park and ride facilities, bicycle storage and/or micromobility, electric vehicle parking / charging, and wayfinding.  First and last mile improvements to the walking and cycling networks should also be done in tandem with this improvement to improve connections to the transit exchanges, within a 1 kilometer radius. Other components that could be considered at the mobility hubs include Retail and Commercial land uses fronting / near to the hubs, outdoor lighting, public art, public plazas and seating, co-location of compatible uses, as well as tourist information centres.  The City of Nanaimo, Metrolinx in Southern Ontario, and Translink have all explored best practices for the development of mobility hubs, and more information can be found at the links below: <a href="https://www.metrolinx.com/en/docs/pdf/board_agenda/20110218/MobilityHubGuidelines_optimized.pdf">https://www.metrolinx.com/en/docs/pdf/board_agenda/20110218/MobilityHubGuidelines_optimized.pdf</a> <a href="https://sustain.ubc.ca/sites/default/files/Sustainability%20Scholars/2018_Sustainability_Scholars/Reports/2018-71%20Identifying%20Best%20Practices%20for%20Mobility%20Hubs_Aono.pdf">https://sustain.ubc.ca/sites/default/files/Sustainability%20Scholars/2018_Sustainability_Scholars/Reports/2018-71%20Identifying%20Best%20Practices%20for%20Mobility%20Hubs_Aono.pdf</a> <a href="https://www.nanaimo.ca/your-government/projects/projects-detail/downtown-mobility-hub-project">https://www.nanaimo.ca/your-government/projects/projects-detail/downtown-mobility-hub-project</a>	\$2,700,000	Medium
20	Transit	Opportunity for New Transit Service Connection	Planning Required	A core principle of developing transit service and routes is to serve high population centres and/or community nodes. The Growth Plan Concept includes two new neighbourhood centres along Gellatly Road South, and it is recommended that providing transit service to these two new growth areas is considered. The transit service could either be a new service, or the rerouting of an existing service in the area. The addition of a new route is ultimately up to BC Transit, but the City of West Kelowna can advocate and engage with BC Transit to explore connecting these new growth areas.	NA	Low
21	Ped / Bike	Glenrosa Active Transportation	Design Required	There are gaps in the walking and cycling networks in the Glenrosa Community, and this project would include the construction of new walking and cycling facilities on McGinnis, McQueen, McBain and Webber Roads, and new sidewalks on Glenrosa, Webber and Gates Road.	\$2,730,000	Medium
22	Ped / Bike	Westbank Urban Centre AT Network	Planning Required	There are many gaps in the walking and cycling networks in Westbank Urban Centre, and this project would complete these gaps through the additions of sidewalks and dedicated cycling facilities. Streets that need significant improvements include Brown Road, Old Okanagan Highway, Main Street and Highway 97.	\$9,450,000	High
23	Bike	Wild Horse / Asquith Cycling	Planning Required	A new cycling route on Wild Horse Drive, Iron Ridge Road, and Asquith Drive, connecting with existing facilities on Smith Creek Road and Shannon Lake Road.	\$60,000	Medium

24	Ped / Bike	Boucherie Urban Centre and West Kelowna Business Park Active Transportation Network	Design Required	New pedestrian facilities are needed on Bartley Road, Ross Road, Cameron Road, Boucharie Place and Stevens Road, while new cycling facilities are needed on Byland Road, Ross Road, and Bartley Road. It also includes the completion of the main east-west West Kelowna route along either side of the highway on Concord Road and Stevens Road between Westlake Road / Hudson Road and Boucherie Road / Horizon Drive.	\$9,960,000	Medium
25	Ped / Bike	Lakeview Heights AT Network	Planning Required	New sidewalks on many roads, including Guidi Road and Thacker Drive, and new bicycle lanes on Thacker Drive.	\$3,915,000	Medium
26	Ped / Bike	Rose Valley AT Network	Planning Required	New sidewalks and cycling facilities on Horizon Drive, Westlake Road, Parkinson Road and Bear Creek Road.	\$3,210,000	Medium
27	Ped / Bike / Road	Shannon Lake Road Upgrade	Design Ongoing	The City is currently designing upgrades for the southern portion of Shannon Lake Road between IR #9 and Asquith Road. City to provide inputs.	\$5,000,000	High
28	Ped / Bike	Glencoe Road	Planning Required	New sidewalks and cycling facilities on Glencoe Road between Elliott Road and Lower Glenrosa Road.	\$1,185,000	Low
30	Ped / Bike / Road	Smith Creek Road Upgrade	Planning Required	This project is to upgrade Smith Creek Road from Elliot Road to Cooper Ridge Drive. The project will look at full cross section improvements with pedestrian & bicycle facilities.	\$4,335,000	Medium
31	Bike	Arterial Loop around Westbank Urban Centre	Planning Required		\$3,600,000	Medium
32	Road	Hebert Road: Gellatly to W	Planning Required			