



Connecting Our Region

Our first region-wide transportation plan



Draft Regional Transportation Plan Engagement summary

November 2020



Introduction

The Regional Transportation Plan (RTP) identifies transportation projects and priorities that will help build and maintain a healthy, thriving and connected future for the Central Okanagan.

The plan is designed to help improve the movement of people and goods and create a region where more people can choose sustainable and affordable transportation options. It establishes a framework for priorities over the next 20 years so that Central Okanagan governments can plan and seek funding as a unified region.

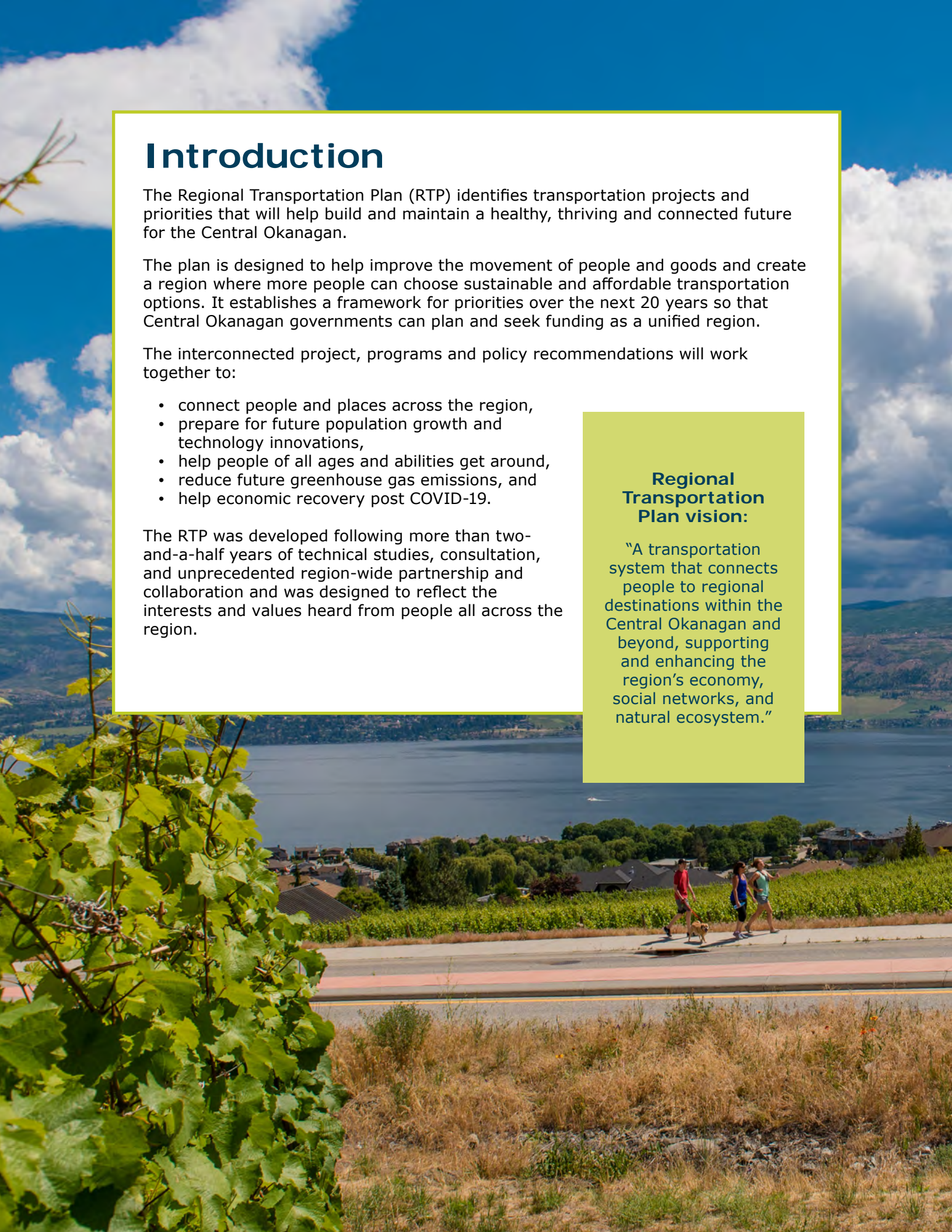
The interconnected project, programs and policy recommendations will work together to:

- connect people and places across the region,
- prepare for future population growth and technology innovations,
- help people of all ages and abilities get around,
- reduce future greenhouse gas emissions, and
- help economic recovery post COVID-19.

The RTP was developed following more than two-and-a-half years of technical studies, consultation, and unprecedented region-wide partnership and collaboration and was designed to reflect the interests and values heard from people all across the region.

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

Consultation over the course of developing the Regional Transportation Plan (RTP) has included engagement with stakeholders and residents across the Central Okanagan.

Consultation has included three online questionnaires, pop-up open houses across the region, the “Let’s Talk Transportation” event, stakeholder interviews, meetings with staff at municipalities across the region, and numerous presentations to elected officials at key milestones.

The RTP was developed in partnership with the City of Kelowna, City of West Kelowna, District of Lake Country, District of Peachland, Westbank First Nation and the Regional District of Central Okanagan,

in collaboration with the Ministry of Transportation and Infrastructure and BC Transit.

The plan was also developed based on public input into what’s important, and so the Regional Transportation Plan sets the direction for Central Okanagan governments to work together to:

- move people and goods more efficiently,
- achieve fast and reliable transit,
- create a safe and convenient region-wide bicycling and trails network, and
- incorporate new mobility options.



April-May 2018:
250+ people attended four pop-up open houses

633 completed a survey to help identify the RTP’s vision & goals

April 24, 2019: 90 people participated in the Let’s Talk Transportation event at UBC Okanagan

Spring/summer 2019: 577 people shared their thoughts on potential transportation solutions

August 2020: Draft plan presented to public for feedback



Engagement on the draft plan

In the summer of 2020, the project team publicly released the draft Regional Transportation Plan. After presenting the draft plan to the regional councils for feedback, the project team then sought public input on the draft plan.

This engagement summary provides the highlights of what we heard during this last phase of public consultation. Information collected from the public was used to help inform development of the final Regional Transportation Plan.

Engagement method

Due to COVID-19, engagement activities were hosted in a digital format to align with advice from our Provincial Medical Health Officer. Feedback on the draft Regional Transportation Plan was sought via a virtual open house, online questionnaire, and live video consultation panels.

Virtual open house & questionnaire

In total, 322 people participated in the virtual open house and questionnaire, which was available online from August 4 to 23, and shared their thoughts and opinions.

Respondents reviewed the draft Regional Transportation Plan and provided open-ended comments on the overall direction

and each of the following key themes:

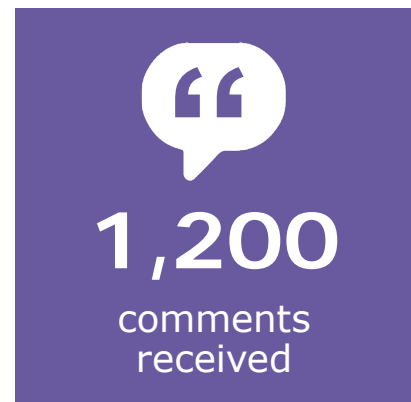
- Moving people & goods more efficiently
- Achieving fast & reliable transit
- Creating a safe & convenient region-wide bike & trail network
- Incorporating new mobility options

Please note that questionnaires of this nature are a mechanism for people to share their interests and opinions. Results are qualitative, not statistically significant, and are not meant to represent the views of all residents.

Live video consultation panels

To broaden the engagement, staff hosted two live video consultation panel discussions on August 19 and 20. Residents were invited to register in advance, and while 24 people registered, a total of 18 people attended the sessions.

Each session was independently facilitated and featured short presentations describing the Regional Transportation Plan and some of its recommendations. Opportunities for participant comment, discussion and questions followed each presentation. Staff took notes during both sessions, and a summary of feedback is included as part of this report.



"Engaged" participants include those who completed the virtual open house or attended a video consultation panel. "Aware" participants visited the project page but did not complete an engagement tool.

Outreach & promotion

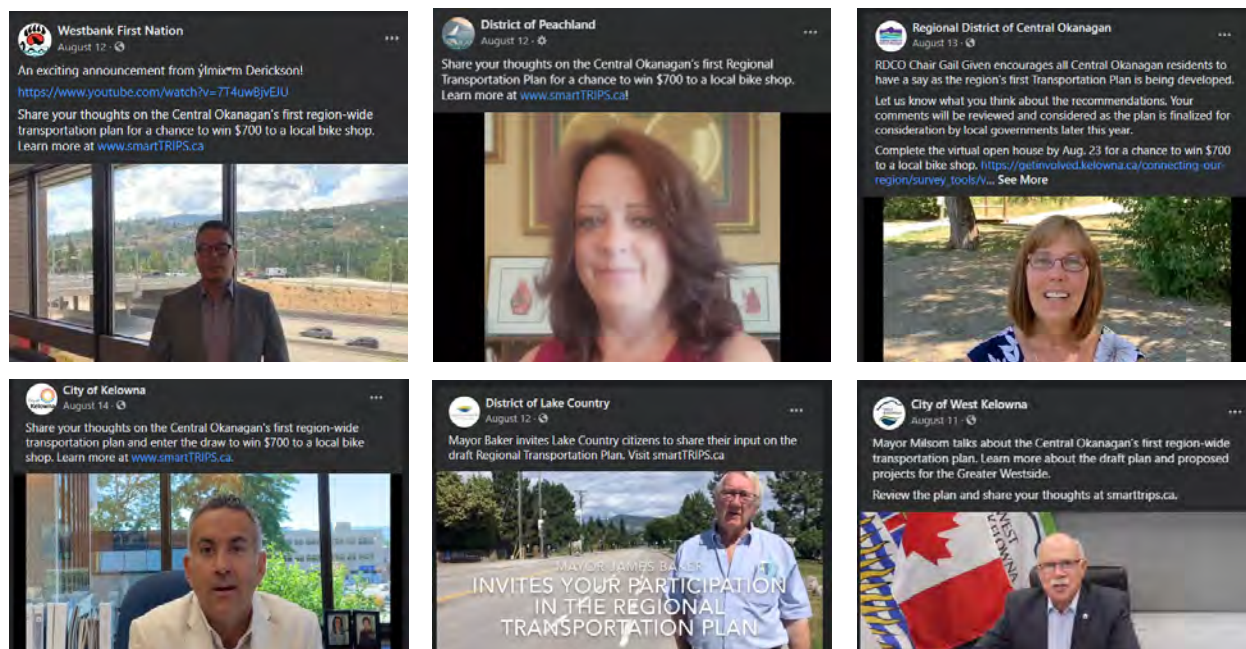
The opportunity for residents to participate and provide comments on the draft Regional Transportation Plan was promoted through a variety of channels and incentives.

Incentives to participate included a prize draw for a \$700 gift card to a local bike shop as well as \$25 gift cards offered to those who attended the live video consultation panels.

Special attention was given to reach out to communities in the project's geographic area, including Peachland, West Kelowna, Westbank First Nation, Lake Country and the Regional District of Central Okanagan. To do this, each partner government created videos of their Mayor, Chair or Chief promoting the engagement opportunity. These videos were then shared through social media.



Efforts to engage diverse audiences and people with varied interests and perspectives included emailing past participants and various community groups and organizations encouraging them to participate and share the engagement opportunity through their networks.



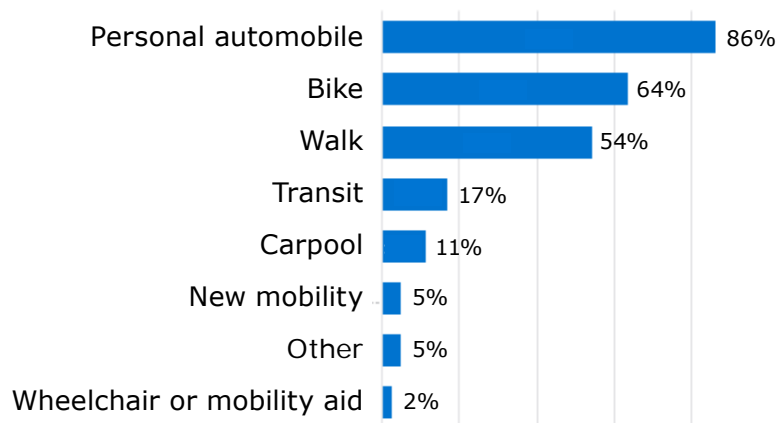
Pictured: Screenshots of partner governments' promotional videos shared via social media

Who we heard from

Participants in the virtual open house and live video consultation panels represented diverse perspectives and interests including cycling, transit, walk-ability, road efficiency, climate change, mobility and accessibility, and communities across the Central Okanagan. The majority of participants in the virtual open house indicated that their typical transportation mode is personal automobile, biking or walking.

Responses were weighted to mirror the distribution of the population by age and geographic location.

Virtual open house respondents' typical transportation mode



"This may be better than an actual open house because I had time to read the study and make up questions that brought out my comments."



What we heard: at-a-glance

Through the live video consultation panels and virtual open house, residents shared open-ended comments about the Regional Transportation Plan.

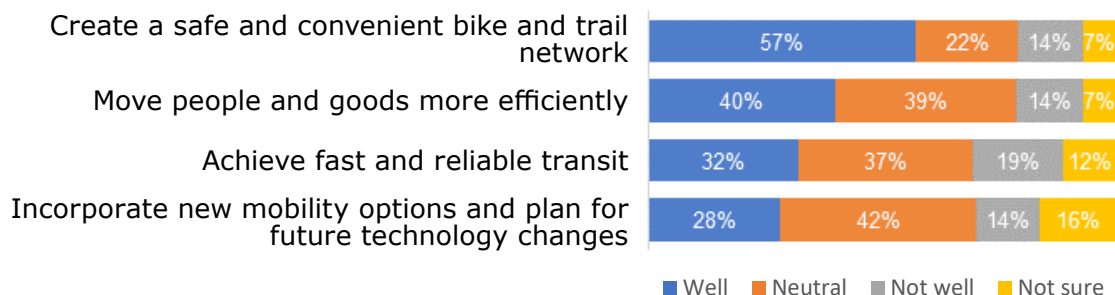
The project team read each of the 1,200 open-ended comments and developed a list of themes based on their content. Each time a theme was mentioned in a comment it was tallied. The top themes that were mentioned most often are shown below, with font sizes corresponding to the number of times each theme was mentioned.



Alignment with outcomes

Question: "Overall, how well do you think the Regional Transportation Plan achieves the following outcomes?"

Most respondents marked either "well" or "neutral" in response to this question. The outcome that the most respondents marked the RTP as achieving "well" was "create a safe and convenient bike and trail network."



What we heard: Virtual open house & questionnaire summary

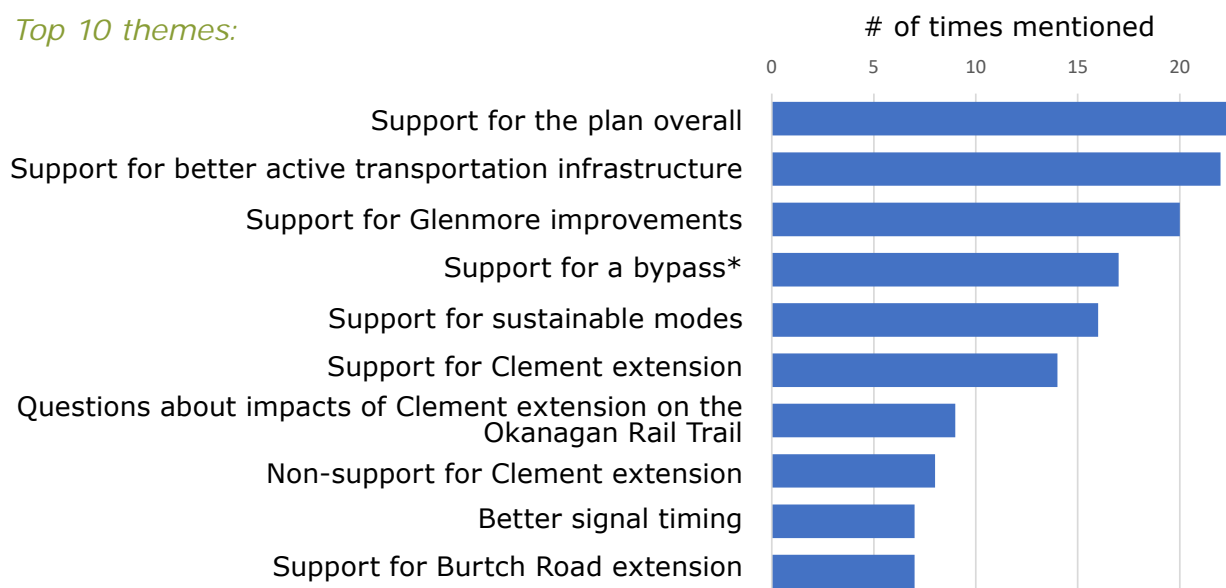
The project team read each comment submitted in the virtual open house questionnaire, identified themes, and tallied each comment based on its content. The top 10 themes that participants mentioned most often are included in this section, and verbatim comments are included in the Appendix.

Moving people and goods more efficiently



Staff shared proposed recommendations to improve the regional road and goods movement network, including potential projects, and asked participants for comments and considerations.

Top 10 themes:



*Note that a bypass or second crossing is the purview of the Province and outside the scope of the Regional Transportation Plan.

"Congestion on Spall Road and Enterprise need to be addressed with the extension of Clement Avenue to Highway 33."

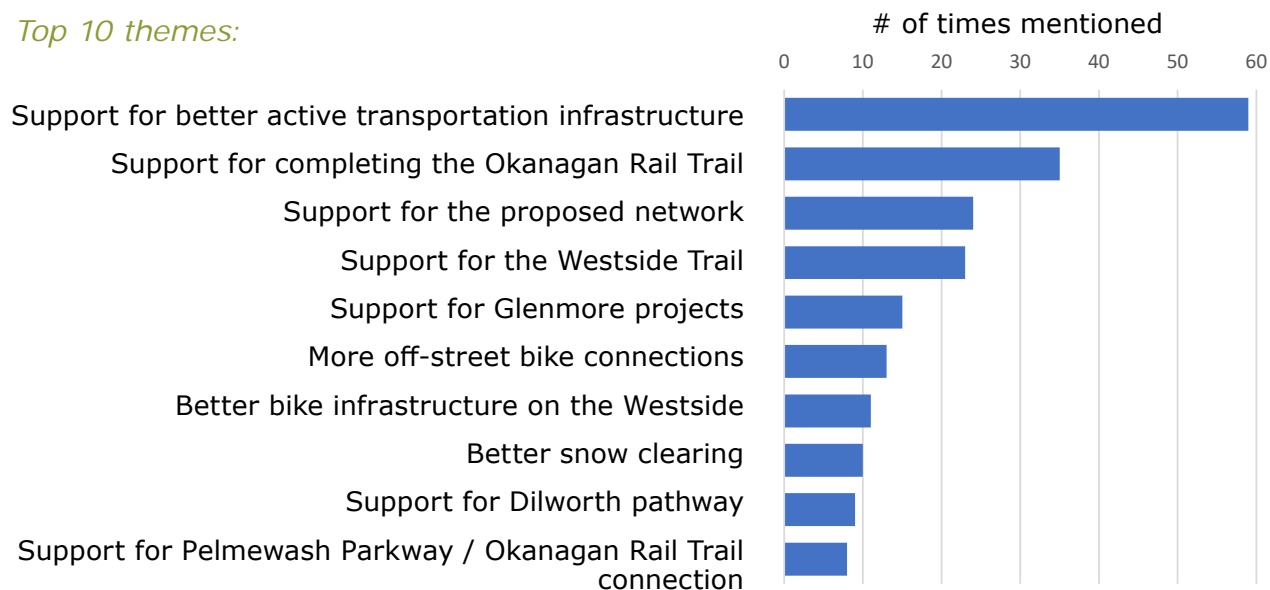


Creating a safe and convenient region-wide bike and trail network



Staff shared proposed recommendations to create a safe and convenient region-wide bike and trail network, including potential projects, and asked participants for their comments and considerations.

Top 10 themes:

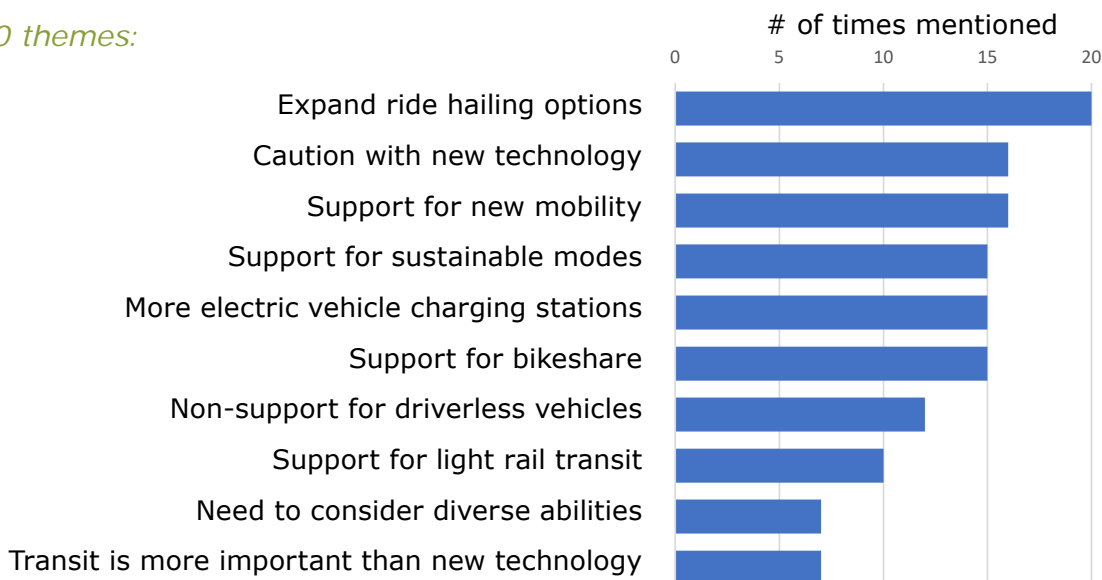


Incorporating new mobility options & preparing for technology change



Staff shared an overview of the draft Regional Disruptive Mobility Strategy, and its approach to prepare for future technology change, and asked participants for their comments and considerations.

Top 10 themes:

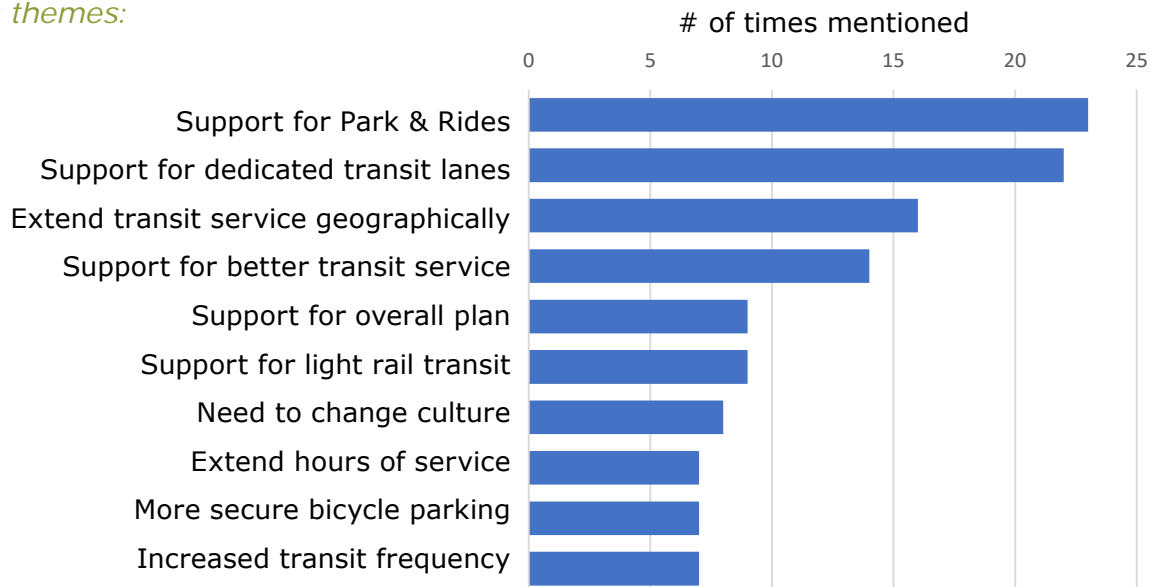




Achieving fast and reliable transit

Staff shared proposed recommendations to achieve fast and reliable regional transit, including potential projects, and asked participants for their comments and considerations.

Top 10 themes:



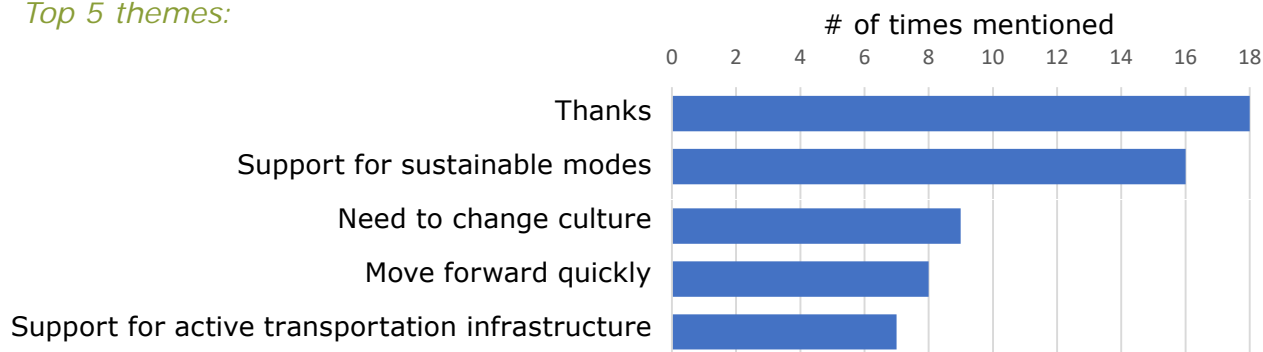
"I love the idea of Park and Rides for a growing city. A forward thinking eco-friendly option for commuters."

General feedback on the plan



Participants had an opportunity to provide further general feedback on the draft Regional Transportation Plan. The comment that was mentioned most often included a general "thank you" from participants.

Top 5 themes:



"This is important and we need to make the necessary (and unpopular with some citizens) investments in the infrastructure and marketing to draw people into adopting a more viable transportation system. You have a difficult challenge but it is one that an increasing number of our residents recognize as an issue that cannot be sidestepped."

What we heard: Live video discussion panel summary

This section includes a summary of the comments and questions heard from participants of the two live video consultation panels hosted on August 19 and 20. All comments have been reviewed by the project team and helped inform development of the final Regional Transportation plan.

Overall direction of the plan

When asked to comment on the overall direction of the plan, participants indicated:

- General ideas are good, and they would like to see a more aggressive and faster roll out (moving people out of cars and into other modes)
- Interest in fast, easy things we could do to move people to transit (e.g. free bus passes for newcomers)
- Like the four pillars, components and connections
- Support for a shift to transit and cycling
- Interested in agriculture and goods movement; didn't see much of that in the plan
- General support for the plan direction, including its emphasis on completing the bike and trail network and achieving fast and reliable transit
- Support for its comprehensiveness and that it is region-wide
- It's important to consider persons with disabilities and vulnerable people, including providing shade and signs in braille
- A desire to see more of a clear vision, commitment and strategy to achieve transit and climate goals

Moving people and goods more efficiently

When asked to comment on the recommendations presented, participants indicated:

- It's important to strengthen the local road network
- Concern about congestion shifting to other roads (especially the roads that provide a less congested alternative to Highway 97)
- Concern that the Clement Avenue extension might encourage more people to drive
- A desire to see more about changing behaviours – for example, getting trucks to deliver at different times of the day to encourage 'peak spreading'
- A desire for better transit to reduce congestion on central routes
- A strong preference to see the Okanagan Rail Trail preserved as part of the Clement Avenue extension
- Support for improvements to Glenmore Road that would make it safer for vehicles and bikes
- Concern about existing traffic volumes to Lake Country
- Interest in an overpass to the Kelowna International Airport
- The importance of the efficient movement of goods and people to the airport and in the industrial area
- Support for better connections from the airport and university to Mission and Glenmore areas
- Suggestion to synchronize traffic lights to reduce greenhouse gas emissions
- Concern that traffic might shift to Clement Avenue

Creating a safe and convenient region-wide bike and trail network

When asked to comment on the recommendations presented, participants indicated:

- Recreational, commuter and exercise cycling should all be considered
- Safer routes would encourage more people to ride, including seniors
- Currently there is no safe way to get from Kelowna to Lake Country by bike
- Educating motorists about sharing the road with cycle lanes and cyclists is important
- Specific and individual preferences for paved vs non-paved bike paths
- Safe and convenient bike routes will make it easier for people to choose cycling
- There are missing links in the network near the ECO Centre and on Springfield
- Suggestion that Leckie Road might be a better location than Dilworth Drive for a connection between the Okanagan Rail Trail and Mission Creek Greenway
- A desire to see more active transportation infrastructure on Glenmore Road to Lake Country

Incorporating new mobility options

When asked to comment on the recommendations presented, participants indicated:

- Lower trust in ride sharing and automated vehicles improving traffic flow
- The “last mile” in Lake Country is the difficulty
- Connecting a mini-bus to a ‘hub’ location might help, especially if it could connect people to hospitals and other services
- Park and Ride doesn’t meet the needs of many potential bus riders; not a great option
- Desire to see light rail transit with options at hubs to connect people to hospitals
- Suggestion to consider that electric vehicles use lithium batteries, which are hard on the environment
- Biking and transit should be more competitive and more appealing than driving a car

Achieving fast and reliable transit

When asked to comment on the recommendations presented, participants indicated:

- Support for the idea of a transit spine (widening the shoulder along Highway 97 from Westlake Road to the bridge, an eastbound transit lane across the bridge during the morning rush hour and dedicated transit lanes along Harvey Avenue from the bridge)
- A direct transit route to the airport is important
- Queue jumping for transit at intersections is important
- More frequent and better transit service is needed
- Park and Rides do not help many potential transit users
- Rapid transit is necessary to reduce congestion
- Safety and convenience are the biggest motivators to change behaviour
- Desire to see the transit spine extend to Lake Country
- Desire for a westbound transit lane during the evening rush hour as well
- Support for more dedicated median transit with smart technology
- Support for improvements to transit, including access to the airport and university
- An interest in light rail transit (LRT)
- Transit needs to be reliable, frequent and fast to attract ridership

Other comments

When asked to provide other comments, participants indicated:

- Safety and convenience is necessary to encourage behaviour change; thinking bigger and more aggressively will trigger behaviour change (for example, don't use bike lanes for snow storage during the winter)
- Behaviour change happens because of economic tools like increased parking rates
- Programs to educate youth to take transit have been successful and should be explored
- The school district has not been helpful in terms of supporting transit or bus solutions for students; a lot of traffic is still generated by parents dropping off their children at school, which is in part because the roads to school are unsafe for cycling or walking
- Suggestion to consider 3-wheeled bikes, which are great for seniors and people with mobility challenges
- Question was asked: By 2040, what percentage of people do we project will be taking transit and what is the strategy for achieving that goal?
- More sustainable transportation requires bold political leadership that sets targets
- Question was asked: How does this plan align with provincial goals around climate change and active transportation? For example, CleanBC.
- Better connections to the airport (transit and bike) may help ensure tourists/visitors have less impact on the roadway; consider a free shuttle for tourists
- Look to tourists/tourism as a way to fund transportation improvements

One thing for the project team to keep in mind

When asked for the one thing they would like the project team to keep in mind as they finalize the RTP, participants said:

- (Transit) hubs and speeds
- Efficiency, safety
- Be bold
- Alleviate bottlenecks
- Make it easy
- Safety for bikes
- Protect downtown for walking and cycling
- Transit is not an option for some people, based on their jobs
- Be bold about the future of transportation and the climate emergency
- Equity – consider all voices including children; talk to transit riders
- I like the direction; ensure there aren't unintended consequences
- (Transit) hub and spoke
- Great job. Feeling good about the plan

Engagement feedback

Virtual open house participants were also asked how they felt about the engagement process. The most common themes heard in the open-ended comments included a general “thank you” as well as a desire to have a clearer understanding of how public feedback is being used.

In response to standard exit survey questions about the engagement process, the majority of respondents had either a positive or neutral response.

71% agreed the information was clear and understandable

53% agreed they understand how public input is being used throughout the process

65% agreed they felt participating was a valuable experience

64% agreed their knowledge and understanding of the Regional Transportation Plan improved

Conclusion & next steps

Since 2018, people from across the region have added their priorities and perspectives to the regional transportation planning process through online questionnaires and in-person events including region-wide pop-up open houses and interactive conversations.

Early public and stakeholder input helped confirm the vision and goals for the project, and the latest virtual open house and live video consultation panels, along with technical considerations, were used to help inform development of the final plan.

The final Regional Transportation Plan will be presented to each of the Sustainable Transportation Partnership of the Central Okanagan (STPCO) partners for endorsement in Fall 2020.



The Regional Transportation Plan is a project of the Sustainable Transportation Partnership of the Central Okanagan (STPCO).

For more information, please email info@smartTRIPS.ca or visit smartTRIPS.ca.



Appendices

Appendix 1: Verbatim open-ended comments – virtual open house

Jump to question:

1. [What comments or considerations do you have regarding the recommendations to move people and goods more efficiently?](#)
2. [What comments or considerations do you have regarding the recommendations to create a safe and convenient region-wide bike and trail network?](#)
3. [What comments or considerations do you have regarding the strategy to incorporate new mobility options and prepare for future technology change?](#)
4. [What comments or considerations do you have regarding the recommendations to achieve fast and reliable transit?](#)
5. [What other comments do you have regarding the draft Regional Transportation Plan?](#)
6. [Comments about this engagement opportunity?](#)

What comments or considerations do you have regarding the recommendations to move people and goods more efficiently?

Kelowna Residents
There needs to be a way for people to move east-->west and west-->east through Kelowna during the summer months. All routes are highly restricted (lights, intersections, etc) which causes delays and accidents. We need a freeway to move people from the highway to the bridge.
I'm impressed by the scope of ideas listed above, and pleased to see bike lanes considered.
Has a rail line been considered yet? passenger rail is relatively inexpensive long term and the rail lines can support special short-haul freight in limited cases. I would love to see that rail has been considered.
Make the school bus free so that people will actually use it
Transit system in Kelowna is sadly lacking - many areas are not accessible, and wait times for buses is poor (especially on Sundays). I would love to ride a bicycle more, but have had it stolen, and this is a BIG problem in Kelowna. Please don't forget about us seniors who need to get around and might not necessarily have a bicycle or car.
Post-Covid-19 we have to shift funds away from road development and toward making neighbourhoods more livable.
Improving the main arteries of Kelowna will definitely help reducing congestion.
Any improvements made to Glenmore road to encourage and increase safety for alternative transportation would be great!
Overall some good emphasis on more cycling infrastructure and dedicated transit lanes. Hope that those will get priority and are realized in the short term.
Burtch Road Extension Comments:
1. The round-about traffic circle at Burtch/Burns/Guisachan intersection is much too small and dangerous for the current traffic volume, much less the future traffic volume to follow once Burtch Rd Extension is implemented. The traffic circle must be enlarged to ensure better safety - similar to the traffic circles on Casorso Rd.
2. When Burtch Rd extension is implemented, a safety turning lane needs to be incorporated at the entrance gate to the Balmoral Bare Land Strata Community (KAS2464) on Burtch Rd. The safety concerns need to be worked-out to accomadate entry and exit to the Balmoral Community (KAS2464).
More policing of high traffic roads. North Glenmore road is bad for people driving through red lights
What about transportation to airport from mission CNC H2O area
Happy to see projected increased of transit and cycling to OGTS
Any form of bypass available for through traffic would be extremely beneficial and offload congested areas, specifically hwy 97 in Kelowna and west Kelowna. In west Kelowna I would suggest improved use of the secondary roads that run alongside the hwy and encourage access to services only off those secondary roads, using the hwy as a thoroughfare with exits to the secondary roads. In Kelowna optimizing Glenmore and clement seem appropriate; however a bottleneck may occur downtown and at the bridge despite that work. Perhaps consideration of a second bridge. Alternatively, or in combination with the above, using the middle lane of the current bridge as a flux lane that can be adjusted in real-time to accommodate flow of traffic more appropriately would be beneficial (ie 3 lanes in one direction for AM traffic, then change the middle lane for opposite direction when traffic peaks in the other direction similar to the lions gate bridge in Vancouver.
I think that the clement extension should go in over the next few years but should be a bit smaller so that other roads can still go on and off
More focus on using alternate routes. Enhanced protection for bikers & pedestrians. Increased public transportation to outlying areas.
Less vehicles and more public transit/bike lanes/pathways are definitely the way to do this.
Looks good

What comments or considerations do you have regarding the recommendations to move people and goods more efficiently?

Kelowna Residents
<p>Restrict Semi's to one lane of traffic to avoid congestion due to delayed acceleration in larger vehicles</p> <ul style="list-style-type: none"> - minimize the lights and intersections on Harvey close to the bridge - Encourage different forms of transportation (ei. Bike, Transit) but also provide benefits to using these (ei. no fees for younger transit riders, safer bicycle storage in the downtown core to prevent theft) - Remove HOV lane from the right side of the road, not beneficial to drivers when we have so many lights on Harvey and everyone making right hand turns just congest it.
looks good
<p>👍 most recommendations are sound. I understand as Kelowna is described as a "year round resort destination", it is difficult to plan our transportation infrastructure needs. Do we plan for residents or for tourists? I don't really see or understand for which this plan is directed towards. We all know when the tourists are in town, our transportation infrastructure fails miserably. Perhaps we should seriously consider this when focusing on improving Kelowna's transportation plan.</p>
Great idea! Especially in Glenmore. An excellent place for safer bike lanes
<p>Projects that should be a priority within next 5 years are in my view;</p> <ol style="list-style-type: none"> 1. Clement drive from Spall to UBCO flyover/airport (highest priority) 2. Hollywood extension/links to airport commercial development 3. McCurdy road from Hwy 97 to Dilworth drive/Rifle road 4. Burtch road from Byrns to KLO (and through to Casorso if possible) 5. Glenmore road upgrades/widening from Union to Hwy 97 in Winfield 6. Hwy 97 bypass around Winfield 7. 2nd Okanagan lake crossing (end of Clement drive???) 8. Establish a Kelowna to Vernon rail transit on old CN railbed (within 10 years)
Better traffic light controls - each left turn lane with a light should have an advance go. Even if it does not operate 24/7 - it can be used during high traffic times.
I'm not sure by reading this page exactly what some of these projects would entail. The map is quite small. For example, does capacity optimization mean new lanes? different speeds? lights?
Looks well thought out.
safer sidewalks and bike lanes along the Clement expansion.
Love this expansion idea
Get rid of that ridiculous HOV curb lane on Harvey. Looks great on paper. Doesn't work in the real world. Why? Too many driveways on Harvey. Lane changers cause more accidents and congestion than if it was in the left lane LIKE EVERYWHERE ELSE ON EARTH. Also, don't start with the "that's provincial jurisdiction" nonsense. There is one taxpayer, one commuter. Fix it.
improving alternatives to the roads are great
Traffic flow is vital to our City's success as well as resident's quality of life.
Should have used the rail trail for rapid transit between Kelowna and Vernon
We need safer ways to cross 97/Harvey to access the rail trail - particularly for access from Rutland to and from the University.
The upgrading of Clement Ave and extending to McCurdy Road is one of the most beneficial improvements to move traffic in and out of downtown. However in order to promote active transportation and move people the trail systems must be improved and maintained to the same level as a road way. Installation of solar lighting, cutting back vegetation and regular routine maintenance are a priority. This past year has seen a significant upswing in pedestrian and cyclist activities. It takes almost the same time to ride to UBC / Airport as it does to drive. Continue to emphasize this mode of transportation by also providing end of trip facilities. By moving single occupancy passenger vehicle users to bicycles the roadways can then be used for through traffic and moving of goods.
I think all of these projects have a lot of value. My questions and comments are:

What comments or considerations do you have regarding the recommendations to move people and goods more efficiently?

Kelowna Residents
Isn't the Clement Avenue capacity optimization almost complete, except for a few blocks?
I like the inclusion of safety aspects on roads such as Glenmore, but it would be nice if the focus for active transportation corridors was on quieter and less noisy roads. This would increase safety and make walking more enjoyable.
I find the Burtch Road extension interesting. Is the idea that everyone would automatically filter onto Burtch Road and you'd have to elect to continue on Spall? This could have a significant impact on individuals living in Old Glenmore.
It would be nice to gain a better understanding of the changes that the Okanagan Gateway Study is recommending.
better transit and more bike paths
I would love to see an overpass for the airport and UBCO cross traffic rather than the existing stop lights on the highway. It would be much safer.
Agreed that we need to consider expansion of transportation in Kelowna as the city rapidly develops.
Glenmore & Wilden connection to Landmark district should be available and no longer the 20 minutes with a high frequency. More townhomes with single garage are being built and most families still need 2 cars to get to places! This causes parking issues and excess traffic (& noise) - Study some European cities, Great public transit examples in Switzerland and Germany.
Love the greenway. Needs to be enforcement of speed/ebikes on it. Would love to see a small amount paved to do other sports like rollerblading. I think the HOV lanes are totally useless and unsafe. Would like the city to lobby the province to scrap it. Birch road extension-huge benefit and overdue. Clement to McCurdy-great.
If Clement Ave is extended what will happen with the rail trail?
Expanding roads should be a last resort - consider the impact on quality of life and livability of the area. Instead of spending millions to create a tiny amount of new road, that money would be much better spent on creating a good, efficient transit system and eliminating fares. Fare-free transit would greatly increase ridership and reduce the number of cars on the road. As it stands now, if you already own a car, taking the bus costs more than driving, and takes several times longer, which means that if somebody owns a car they will not bus. An improved transit system would encourage people to use mixed car and bus, reducing the number of cars on the road and making transport far more efficient.
I think we need better cycling lanes, that are safer for family travel. I don't exactly like the idea cycling with my toddlers to and from daycare, down high traffic areas. Drivers here are not careful enough or cautious.
It needs to continually be upgraded to keep up with the population growth of the region.
making Clement a road to take traffic from the Highway in wrong-headed in so many ways. This is what has happened to the roads that now have that function. They are the "dead" roads of Kelowna, with little to no bike traffic or walking traffic, and housing along the roads being devaluation in the mind of anyone who would want to take alternate travel to a car. Look at Springfield, look at Richter, look at the worst downtown street, Pandosy, the endless stream of cars. Almost no bike, and almost no walkers (until the Village). They are already building for living space on Clement, and just like Highway 97, as soon as you reduce the no transit lanes by one on each side, and thus have a faster system than the car, many people will switch. In Switzerland, taxis take people the last bit that is not affordable to do for transit. No extra cost. There is even talk of people traveling in individual pods. So, yes, dedicated transit lane. The bridge, p.s. is going to be destroyed or damaged or someone of the kind, by people driving 80+ on it. My comment about Clement, and Highway 97, and Springfield, and Richter (anyone who does not need Pandosy avoids it), also applies to Glenmore. Not many people will want to cycle along 4 lanes of Highway, particularly, when it is about getting to the University, or beyond to Winfield, you must cycle

What comments or considerations do you have regarding the recommendations to move people and goods more efficiently?

Kelowna Residents
with the cars going 60+ and in that area, 80+.
One final point, to the comparisons used to say Kelowna was doing a good job in public transportation; in particular, where the document uses as the cities of Moncton, Kingston and Guelph. Being very familiar with all three, there are a number of factors that are not mentioned, which demonstrate how poor a job is being down in Kelowna.
For one, all three of those places have a much harder, colder and snowier winter than Kelowna. The period of cold impact on transit for those areas goes from the best situation (December - March/April), with some milder periods, for Guelph, which is in the snow-belt, to fewer snow-less periods for Kingston, but similar cold spells, to the extreme cold of Moncton (regularly approaching -30 and beyond) for much of January, February and into March. This weather difference gives Kelowna an advantage it has failed to exploit. Finally, Guelph's figures are likely impacted by the Go-Train system, linking the city to Toronto via trains. In those winters, very few who can, would not take their car. Kelowna, as the charts showed, is growing bigger than any of those places. Dedicate the transit lanes (long, long, long order-due), zone the area along the highway for maximum growth up. Close off Bernard up and done, not just until September.
As someone who has taken the bus regularly before Covid brought my work home, I numerous times spoke to people who would love to have a transit system that could get them to work (in a reasonably amount of time). For the very reasons you mentioned: the extreme and rising cost of driving. But because it does not, they have to struggle making ends meet to pay bills. So if you even charge every household for transit, 50\$, 100% a month, or less until you deliver the first rate service, 1,200 compared to 7300 is huge. p.s. I do supplement my use of transit, the bike, and walking, with car-sharing. Maximal monthly use, averaged up, 300\$, 3600 a year. Still cheaper than a car. And if there were better transit, those costs would drop as well.
On Highway 97, shift the HOV lane from the right to the left lane (like almost everywhere else) and prohibit left turns at about half the intersections where they're currently allowed. More right turn lanes at intersections and at parking lot entrances would also help.
increase the frequency of buses; give buses on Hwy 97 a designated lane - increase bicycle safety (dangerous cycle routes stop people from cycling) - increase car pooling: no single person driving
I am particularly interested in seeing safety for bicyclists increased in the city by reduction of opportunities for conflict with vehicles/drivers. Better signage and additional public education as well as increased divided dedicated bike lanes would contribute to the overall safety of the community. In terms of public education, drivers need to understand that cyclists are entitled to use the highways (highways as defined by the MVA, not just Hwys 97 and 33) and cyclists need to understand that, when on the highways, they must obey the traffic rules.
Looks good!
Penticton - Kelowna on the east side of the lake highway would be very beneficial to alleviate traffic congestion.
It all seems to be well considered so far. Extra care for Clement ave should be taken with future needs highly highly considered so that it can sustain the test of time. This would also mean looking at the routes that alleviate the strain on Clement.
I love the proposed improvements to Glenmore Road in particular. As a resident and cyclist in Glenmore, I find it quite difficult to bike into/out of downtown Kelowna with all of the congestion in Glenmore.
A second bridge connecting Kelowna and West Kelowna
Glenmore road improvements for cycling should be the top priority.

What comments or considerations do you have regarding the recommendations to move people and goods more efficiently?

Kelowna Residents
Extending Clement - excellent- enterprise way is way to congested . Utilizing glenmore to bypass dn towing congested areas great idea . Burtch extension - marginal Benifit but needs to be completed - Not seeing cycle/scooter considerations - more and more adults and kids riding a variety of electric means of transportation and it's going to grow exponentially
Widen Lakeshore Rd. to 4 lane &/or Gordon Rd. to 4 lanes through the lower Mission.
NO second crossing across Okanagan lake and no additional highway through the city. Improve efficiency of current hwy 97 by reducing # of lights and synchronizing. Use business frontage road if possible. How about under and overpasses for bikes and pedestrians?
Make an arterial road around the city for big rigs. Less traffic lights and stops for those bigger trucks.
None at this time
I disagree with the Clement Ave to McCurdy extension. This route runs through one of the few remaining wetlands as well as make expensive alterations to hillsides. The sheer cost of that project overrides the benefit.
Continued creations of bypass areas that take some of the volume off the highway and reduce bottle neck areas.
Needs to consider emissions. We do not want more cars. Bigger and better roads just means more cars and more development away from the core. Vancouver is a good example of a city that did not build a bypass into the centre of the city although they did build the Viaduct which will be taken down I believe. More and more "efficient " roads is not the answer .
Glenmore Road four-laning and separate pathway long overdue. Same with Pelmewash to ORT at south end. Glenmore Road to Lake Country needs a bike path now, not "opportunistically."
It is hard to believe that a knowledgeable transportation planner had any part in this report. Where are the forecasts and timelines? For example: (Glenmore Road) "is also a popular cycling route." Where is the data? How many cyclists use it at night? daily during the period 01 November to 31 March?
Concerns with Accessibility - snow clearance, large space for manueverability space around the bus stop shelter from the sidewalk for persons with a wheelchair or walker, lack of sidewalks for bus stops on Old Vernon Road. Thank you
The recommended projects are a great step in the right direction.
Have a sky train to move people from Okanagan university college to Rutland to downtown to Mission area And to West Bank - also have a road go from naramata to mission area That is another highway to reduce traffic on the bridge - have a route that goes behind lake country behind duck lake and behind Ellison that proceeds to highway 33 and proceeds all the way behind mission area to go to Penticton to reduce traffic going threw city
So long as these upgrades and extensions consider bike and pedestrian safety carefully. In my experience, Kelowna is still very car forward and some bike lane additions have still been or are very unsafe.
Would like to see very frequent busses (5-10 minutes) travelling on all major streets with feeder busses running more frequently into the suburbs.
Obviously the highway is everyone's major concern but I think being able to bypass a large portion of it via clement and through Glenmore to Winfield could drastically cut down through highway traffic, particularly if this alternate route was accessible for trucking.
Focus on the number of people moved or the volume of goods vs the number of vehicles. Agree strongly with your recommendations for land use and multi-modal integration. A focus on connections and the network will go a long way to improving the overall system. But ultimately providing needed services along corridors and within walking distance of more households are most important and will drive improvements in other areas. Density at the identified population centres is the key to making this happen. Avoiding any more single-family neighborhoods in the outskirts must happen to be able to afford these solutions, unless the city is willing to consider a variable property tax rate to cover the increased costs of low volume infrastructure services located far away from centres.

What comments or considerations do you have regarding the recommendations to move people and goods more efficiently?

Kelowna Residents

Clement Ave Capacity Optimization, Burtch Road Extension, Clement Ave Extension: These are really best considered together. While I am supportive of improvements to flow and improved intersections in this area, particularly the Highway 97 and Spall intersection, I have some serious concerns with the impacts to the community of these changes as well.

Consider the impacts of wide, high speed corridors to the safety of those on foot and how those corridors can cut off access to developing areas. These projects could be very detrimental for community growth and safety for vulnerable road users.

For instance, increasing traffic on Clement Ave can have a negative impact on the continuing development of the Downtown North neighborhood and effectively cut it off from the growth occurring in the Downtown core. Heming in the downtown core with two high speed roadways would also severely limit its future livability as well. Clement also ends in a slow speed, pedestrian-heavy area that may need to be bypassed or protected from the increase in vehicle traffic if the extension and capacity increases move forward. Also avoid a second highway crossing of the lake here at all costs. This is critically important for your Quality of Life Goal.

Clement Ave Extension MUST preserve the rail trail or it's a no go for me. Burtch Road is very constrained at Highway 97 and would require careful design interventions for pedestrian and micro-mobility user safety. The current bike lane infrastructure here is extremely dangerous as is. It may be time to consider additional pedestrian overpasses on the highway as well. The intersections around Orchard Park mall are very dangerous, as you already have evidence for. I would consider a pedestrian overpass here to be a critical piece for improved safety. I would also consider a future pedestrian/bike overpass for any connection of the rail trail and the mission greenway systems. It appears that this might be a combined option based on the Dilworth Active Transportation Connection project.

A multi-modal arterial down Glenmore Road would be fantastic. But, it has to be a fully-separated and safe route for the entire length or it will remain the domain of those brave enough to use it. Painted bike lanes on a busy two-lane road with 60 km/hr speed limit is not safe. There is more than enough room for a fully separated, two-way cycle track for the entire length of road, connecting to the rail trail. I would love for my kids to be able to get around safely up and down the Glenmore valley, but there are serious issues with connectivity, intersections, and safety as things are now. It will very important to consider not just movement along the corridor but also across it. This is a serious safety issue now at many intersections. The intersection at High Road and Glenmore needs a serious rethink especially. Consider encouraging re-routing of through traffic along High Road.

Keep the focus on getting local, single occupancy vehicles off the highway to improve movement of goods. A safe and connected bike route to the West-side and better transit connections could help this along a lot. Take advantage of the growth of e-bikes for moving people even on the more hilly routes. Anecdotally from conversations with friends and coworkers there is a lot of demand for this. But far higher numbers of convenient, central, secure, safe bike parking facilities will be more important than ever here given the cost of e-bikes and the risks of leaving them exposed.

Consider that congestion and travel times are important sources of feedback for users. They are very useful for driving changes in mode IF there are viable alternatives. The focus for STPCO partners should be on providing those alternatives, not on reducing congestion. Everyone will always want less congestion and faster travel times, but these things are just not possible in a rapidly growing region.

I'm interested in safe, smooth biking routes. The sidewalk ramps on the north end of Ethel are too bumpy!

It would be great to see ways to encourage tourists to leave their vehicles parked and explore the city in other ways.

I think transit and bike lanes are the key to success. More people are moving to the Okanagan and that won't slow down, more developments are popping up and we don't want bad traffic like other major cities. Safe and consistent, reliable transit is important to keep costs down, help environmentally and

What comments or considerations do you have regarding the recommendations to move people and goods more efficiently?

Kelowna Residents
keep the roads clear. Clean, clear and wide, defined bike lanes are great for the same above reasons plus helps the health of the community great. Loving the expansion just want to make sure bus transit and bike lanes are front and centre in consideration.
The Clement Avenue Extension to McCurdy Road would add the most value to the network. Burtch road might reduce some of the congestion on Benvoulin.
Prioritize this above recreation to relieve traffic on the highway.
Start planning long term for potential light rail.
My recommendations would be to finish the rail trail. Get people on bikes away from cars as much as possible. Linking Winfield-UBCO-Kelowna-Okanagan Gateway
I think the extension of Clement to McCurdy should be studied carefully before proceeding. There is housing so close together before it turns to industrial.
a bypass of the city would route those that have no intention of stopping in Kelowna away from causing traffic on Harvey and allow commercial traffic to flow through more efficiently to their destinations within the city. Dedicated bike lanes would also provide safer routes through the city so cyclists would not have to worry about sharing the road.
Please add noise barriers along those main roads where possible and where the homeowners can't, i.e. along Clements as there is a park in between and noise barriers have to be close to the noise source. Even those cement blocks eliminate most of the tire noise.
Adding roads do not solve our challenges. Increase mass transit.
Transit needs to be prioritized. If we could get more people on transit, we would reduce our environmental footprint and increase access to travel for people of all social classes and abilities while possibly decreasing roads spending.
moving "drive through traffic" from the centre of Kelowna will help the locals move around more efficiently
Less cars on road more persons using transit.
We must find ways to reduce car dependency for travel throughout our region. Of course, more efficient roads are important, but I would like to see that efficiency of roads increase via a shift toward alternate modes rather than more and bigger roads.
Any one or all of these recommended projects would be welcome improvements.
Construct dedicated bike lanes and dedicated cycling arteries throughout the city to create less air pollution, and de- congest vehicle traffic.
Looks like all you are doing is making more roads for cars. Do cars pay tax in Kelowna? Why don't you make neighborhoods for citizens who pay the tax.
Are there plans to add more roundabouts in Kelowna? Many times, I see traffic at a stand still due to how quick the light turns to red. The two I noticed most is the intersection of Sutherland and Burtch (where when the light is red, there is ample opportunity to continue through if it was a roundabout). The other is the T-section of Lakeshore and Richter (the pedestrian crossing is on the wrong side of the road, the ped cross and Richter light is too long, so lakeshore gets backed up - a roundabout would free up traffic immensely here.
Our city is very cycle friendly. Expanding roads for cars should not be the answer, they just fill with more cars. Roads should remain throttled enough that cycling and transit remain the fastest way to get around.
Do not take traffic lanes away to add space for bikes. I support bike paths and used to commute on mine but the percentage riding is still very small, less in winter. Punch Burtch rd. through as soon as possible.
Bike lanes and sidewalks must be wide and safe to promote more non-vehicle transportation. Development should be higher density around travel nodes to allow more efficient transportation.
Right now the road through Glenmore to Lake Country is popular because it doesn't have very many stoplights. If 97 was more like a freeway, it would become a much more efficient way to get from the

What comments or considerations do you have regarding the recommendations to move people and goods more efficiently?

Kelowna Residents
bridge or downtown to Lake Country and Vernon. Clement is also popular for the same reason.
Any upgrades or extensions to Glenmore or Clement should take that into account, and keep the traffic speeds up, and the stoplight frequency low.
Springfield and Enterprise are popular because while they do have stoplights, there is often less traffic on them. So increasing the traffic flow on 97 would help a lot of these streets.
Anywhere with higher speeds and traffic flows will increase the danger to pedestrian though, so providing more pedestrian options or barriers along 97 would make sense if you were to increase the speed limits there.
I think the congestion on Spall Road and Enterprise need to be addressed with the extension of Clement Avenue to Highway 33.
Really looking forward to the Glenmore road safety upgrades as I travel that road frequently.
For current routes defined by the city for bike commuting there needs to be an emphasis on limiting the number of stop signs which place preferential treatment to cars. For example, the lower mission along Hobson at Sarsons somehow places a stop sign for the bike path allowing traffic to zoom out of Sarson's parking lot placing commuters in peril. At the very least a 4 way stop needs to be in place. The same goes for the bike path at Walker and Eldorado. Many cyclists cross eldorado only to closely miss being hit by speeding cars on eldorado. Visibility must be enhanced like at the corner of Christleton and Abbot where it is impossible to see oncoming traffic coming up from the hairpin corner on Abbott and hence forcing cyclist to blow through this stopsign to have enough speed to avoid these cars. Again remove hedges that block visibility or place a four way stop sign or give preference in all these spots to the flow of bike traffic and vehicles. A bike cross signal at Hobson and Lakeshore would also increase safety. with the number of new cyclists many have not learned that they are to ride with traffic and walk or run against traffic making it unsafe for those of us following the rules of the road. Signage to improve knowledge of this would be helpful.
I have concerns about the environmental impact of the Clement extension. That Kelowna transportation improvements should focus onmaking the city more livable as well as add convenience.
Ensure adequate bike lines are included on glenmore road
The Burtch road extension is a great plan, as well as the Clement extension. There should be another route in and out of Crawford along with the connection between Crawford and Upper Mission as a priority too, especially with fire season upon us!
I applaud the effort and emphasis on doing more for cycling in this inter-community plan.
I am excited for the multi modal improvements laid out in the plan. My concern is that new roadway expansion will lead to induced demand, especially on clement. I am for capacity increases as the city is getting bigger, but I hope that projects such as clement can coincide with transit capacity and service increases along HWY 97 to ensure we don't lose that ridership to driving.
I agree that a safety update for Glenmore Road is necessary given the residential and commercial expansion that is continuing to occur in the North Glenmore region, causing traffic loads to increase.
All thoughtful recommendations. Distinct focus is needed on safe, separated bike infrastructure and in particular - connecting key regional corridors. A safe connection is needed between Rail Trail and the Mission Creek Greenway. Major corridors like on Lakeshore Rd which connect major recreation amenities need continuous bike infrastructure. That would be true too of connecting to recreation destinations on the Westside and Lakeshore too. So while the "big projects" noted are all valid - the smaller connectivity projects need equal focus to move this forward.
While the above noted projects are needed I believe a more functional bypass for Highway 97. with secondary lake crossing, would be more warranted.
Effective options have been presented.

[Back to Top](#)

What comments or considerations do you have regarding the recommendations to move people and goods more efficiently?

Kelowna Residents
Yes. PLEASE add a dedicated bike lane from Kelowna to Lake Country. Cars travel too fast on that road and it is not safe for cyclists.
I am an avid commuter cyclist so appreciate these upgrades
User controlled crosswalk at the airport for bikes
I think more route buses are needed to get to different areas like touristic places and overnight bus routes
What does the Clement extension look like and will this interfere with the existing rail trail? That is one of the busiest commuter sections of the trail and connects Rutland to downtown.
Up til now it seems like movement of motorized vehicular traffic has dominated everywhere, with little thought for citizen health, air quality, neighbourhood atmosphere, GHG emissions (as an utmost emergency priority), and streaming of business traffic through only main arterials. I hope that the plan aims not to just convert more of our routes to even faster-moving more heavily traveled corporate-prioritized traffic, but instead to flip the balance toward the majority of transit in the region being built with peoples' and communities' health first and foremost, and corporate priorities limited to select routes that ideally would bypass community areas. I would like to see more hubs on those main routes, beyond which traffic into communities, carrying goods, would be mandated to be by electric vehicle or even person-powered vehicle, such as I've seen in areas of Sweden, Denmark, Netherlands, and Germany.
We have prioritized speed and convenience for movement of persons well above physical and mental health, community benefit, safety, air quality, emissions, and other vital concepts that could define our community. I want to see a reversal. Speed and convenience are turning us into a nation of stressed-out, short-sighted, selfish, and unfit citizens, with tuned out and unhealthy children. I would love to see a complete rebuild and reversal, with human health and community wellbeing being at the top of the ladder.
During the Burtch Rd Extension, if a new major intersection is created at KLO, it would be very nice if you can give consideration to cyclists coming from the Landmark area who want to continue to Benvoulin or Gordon (eg. bike signal buttons, lanes). It sounds like it will be helpful either way though.
I have no issue with what is proposed but my question is what is being done to have the traffic flow more effectively. There are to many lights, not enough right hand turn lanes. You need to deal with the flow.
Agree with recommendations.
I would like to see all road construction include planning for future bike lanes or transit use.
Glenmore Road safety upgrades and the continuation of Clement to McCurdy are both priorities for me.
Synchronize traffic lights so traffic proceeds at the posted speed limit. More traffic calming on residential streets that are over run by locals cutting through. eg Rose-Gusichan-Byrns. Remove intersections that are plugged because of density of population on one stop sign to traffic circles. Allows egress and cadence to traffic.
Glenmore road should have a completely separated bikelane away from traffic, as well as separated walkways from Harvey Ave all the way to John Hindle Drive at the very least.
I'm concerned about the Burtch Road extension. Right now it's a lovely bike route. If the road is extended, I hope it can include a protected bike path (not just a painted bike lane) to link it all the way to the Okanagan Rail Trail.
Road safety - consider more advance left turn lights and other aspects to help crosswalk safety during busy times.
It is much needed!

What comments or considerations do you have regarding the recommendations to move people and goods more efficiently?

Kelowna Residents
There is unsafe traffic congestion in and around the Kelowna and West Kelowna area. More resources need to be directed at resolving the traffic issues through reduced trips and increased transportation alternatives.
with the current figures they demonstrate the most people in the study districts commute to Kelowna for work. We need safer roads, expanded to accommodate Cars, bus etc. Take the Bikes off the main road and provide better safer routes
It would be unfortunate to rip up the meadow and current wildlife sanctuary near Munson Pond to move people. Many locals enjoy that midtown natural space and it is used heavily already for bicycle traffic. Plus, that roundabout does not need anymore traffic as no one really knows how to use it properly and it already gets jammed. I think it would be great to study bike paths/roads in other countries to plan better intersection sharing between bicyclists and cars. I am really impressed with the Rails to Trails project and the ability to ride in almost a 10K circle from PRec, Rails to Trails, down to the mill, over toward Dolphin beach, past Rose's, Yacht Club, through tunnel, on Abbott, through hospital and back to that Burtch roundabout. Abbott bikeway would be nice if it swept up Rose to let people bike from beach to market. Thanks for doing this!!
Do NOT build anymore new road connections; we can't afford the capital cost, the DCC hit; the GHG gases; the fatal crashes. The short term congestion relief (if any) will be short-lived - follow the science of 'if you build it, they will come (drive!)'. Instead invest in transit, and active transit, SMARTer Growth Neighborhood design, and roundabouts to reduce auto use, reduce collisions, reduce congestion, reduce noise, reduce GHGs, and greatly enhance quality of life and affordability.
I dont like the extension of Hollywood N. I believe the City wants to have the old Serwa property rezoned to accommodate a city bus yard and extend road to roundabout. There is no way to protect Carnie Pond nor the painted turtles and water fowl. I think that is a bad idea
The Okanagan Gateway idea seems particularly encouraging.
Move more people at once (increased transit). Increase off-street bicycle capacity.
Big concern on the Clement Ave extension and how it will impact the rail trail. Also if you are actually going to do it, go all the way to McCurdy at once and not an extension later. ... but #1 is maintain the rail trail during the process, this can't be shut down for long periods of time.
As a cyclist, I'd like to see more access paths to the Okanagan Rail Trail within the City of Kelowna. In order to avoid doubling-back, it's often necessary to take otherwise inefficient routes or to risk the dangerous ride along Highway 97, particularly between Enterprise and McCurdy
Mode shift is required. We have ample infrastructure if we can get people out of single occupant vehicles.
Hwy 97 needs to have a bypass around Kelowna, using Glenmore or other means
Looks like this is focusing on the main town center areas (where goods are located), what about moving people from the residential neighborhoods (other than Glenmore) into city center areas? Providing more safe biking Lanesville and efficient access to buses? Will the street extensions support more efficient movement for buses/bikes/walking or simply single occupancy vehicles?
I would love to see anything that can reduce the amount of vehicles on the road and promote other methods of transportation including bus use, ride-sharing companies, or improved cycling paths throughout the corridor.
Looks like a great idea. Now all we need is a place to park buses
The City and RDCO should be planning and acquiring land now for future rapid transit. The Okanagan Valley (long and narrow) is a ideally situated for rapid transit to work efficiently and the ultimate long range solution to transportation issues. The new bridge should have been designed and built to allow for future rapid transit....not doing so was very nearsighted.
I would agree with the recommendations in the Okanagan gateway study. I would recommend a transit route from UBCO to YLW airport not as rapid transit, but maybe similar hourly/30 mins as rutland route 10.

What comments or considerations do you have regarding the recommendations to move people and goods more efficiently?

Kelowna Residents
<p>I agree with Glenmore road safety upgrades, but why not add a 1.5m bike lane instead of the shoulder. It would not significantly add cost to the project and would increase cyclists safety.</p> <p>I disagree with Clement upgrades to connect to McCurdy. I don't believe we need another freeway through the city. I also don't like the idea of having a 4 lane arterial from Ellis to Gordon (in the downtown area). It is poor land use, and increasing the number of roads does not always decrease congestion. I agree with the actuated timing of the road. In the AM peak, have east-west coordinated timing, and PM peak, have west-east coordinated timing.</p>
<p>While we appreciate the focus on transit and cycling, the vast majority still rely on cars - we ask that you prioritize the much-needed vehicle projects.</p>
<p>Roads and other infrastructure should be built with pedestrians and cyclists in mind first, and cars a distant second. We need to transition from fossil fuels, but people will not do that if it is not convenient and safe for them. I have spoken to multiple friends that are parents of school-aged children, and while they would love for their children to cycle to school, they don't feel safe. As a cyclist myself I have been run off the road more than once. A network of bike lanes that are separated from traffic by something MUCH more substantial than a line of paint (ie concrete barriers) would go a long way to making cyclists and other vulnerable road users feel more safe.</p>
<p>Clearly there needs to be another main route through Kelowna as so many of the vehicles driving through are not stopping.</p>
<p>The Clement Ave Extension to McCurdy Road would move local traffic more freely, freeing up congestion on both HWY97 and Enterprise. I would like to see this move forward.</p> <p>Also, the traffic on Clifton has been getting quite heavier. With the additional housing going in north of Boyton Place and Cara Glen Way, it would be important to consider proper sidewalks, bike lanes, and public busing expanded up to include connections through to Rio Drive and beyond around Wilden connecting to Glenmore.</p>
<p>Investing in reduced demand (like alternate modes) on regional highways will increase capacity for necessary road travel.</p>
<p>Glenmore has a lot of homes, schools. Commercial traffic should be avoided in this area.</p>
<p>Do not want Clement Avenue Extension to McCurdy Road due to impact on Rail Trail. Agree both Glenmore Road safety upgrades and multi-modal arterial are good and would encourage more individuals to cycle via the Glenmore corridor as the developments would increase safety. Do not believe that the Burtch Road extension would be worth the investment. Believe a Modal Shift strategy should be employed to change transportation patterns to reduce impact on climate, improve health of citizens, and decrease use of fossil fuels.</p>
<p>Fairly new to the Okanagan but any plan to accomplish this goal is good.</p>
<p>With so much focus on bike lanes and multi-modal efforts, why are bikes only 3% of all transit? If they are 3% of all transit, what % of spend is being dedicated to this travel method?</p> <p>- What incentives will be available to employers to encourage employees to take varying modes of transportation? This does not appear to be discussed in the report sent to council the week of August 10.</p>
<p>Please upgrade Glenmore road and where it connects to Lake country. I love the Winfield area but getting in and out is so congested!</p>
<p>I love how much focus there is in this plan on bike lanes. The west side trail and the improvements on north Glenmore in particular stand out. There is some recognition of the increased transit and other transportation to UBCO over the next 20 years, but this plan doesn't seem to fully recognize the massive impact the growth of the university will have on transportation in the entire city.</p>
<p>A lot of street-curbs are not accessible-friendly. The curb-slopes are rough and hard on mobility scooters and mobility chairs.</p>
<p>A lot of sidewalks are not accessible-friendly as they are narrow, and sometimes have hydro poles and fire hydrants in the middle of the path.</p>

What comments or considerations do you have regarding the recommendations to move people and goods more efficiently?

Kelowna Residents
Having a dedicated reporting process to address accessibility would be helpful.
The greatest pressure on our road system is during the so-called 'rush hours' What attempts - if any - have been made to stagger working hours in the community?
Regarding public transit, before making infrastructure changes there needs to be far more service at lower fares to encourage people to actually use transit in the first place. Most of the city is not near Hwy 97/Harvey so improvements there won't have much impact. In terms of moving goods, instead of an HOV lane there should instead be a truck lane on the highway. Residents turn off the highway in many places but transport trucks are more likely to be moving through.
Overall, they look good and appear to address some longstanding issues in the city.
Recommendations appear appropriate. Additional: -Consider more effective exits/entrances to highway in Kelowna (ie. better timing systems to coordinate cross traffic and turns) -Consider road pricing for transportation during peak periods (i.e. commercial vehicles during commuting periods).
Incorporate as much public and active transit as possible... and then add more.
Good ideas
We need more left turn signals. That would help greatly with the flow of traffic. That should be first for consideration. The current system is very poorly designed. Having better flow would reduce the number of backups, accidents, and increase pedestrian safety. I realize this isn't part of the above noted plan, but improvements are useless if we don't correct past problems.
i agree with all the priorities identified. Focus on multimodal and focus on future transportation trends are key. I like the direction is moving away from "old school" thinking that wider roads are better!
I would really like to see dedicated biking streets! A connection from Rutland to the rail trail via Leathead or Mccurdy Road with a dedicated two-way cycle lane would be amazing.
Also think a dedicated bus-only lane on Springfield would be huge for transit.
The Clement Ave Extension should be done before its expansion. I'm not convinced the Burtch Road Extension is necessary
Efficiency can mean time or energy per person. In theory, the lowest carbon would be the most efficient, but will people seriously want to move goods by bicycle? Shopping in the winter by bike? Efficient yes, but getting buy-in? Good luck.
There is a so much more vehicle traffic on Glenmore that improvements are needed to allow for safer vehicle traffic and to provide safe alternatives, cycling pedestrian and busses
there are too many big roads with cars because of the lack of good transit
The proposal looks good but we also need a solution for the bridge.
Need to create more room for cars and bicycles to coexist. Also need to improve the education component that bicycle is a car and they need to follow the same rules of the roads as automobiles. I'm a cyclist and an automobile driver. Need to increase the policing of bicycles to make them more accountable.
An express lane for Harvey with no exits or interruptions between bridge and highway 33.
As a senior and a cyclist, I applaud the city's move toward separating bike lanes and car lanes. Continuing movement in this direction is encouraged.
Any improvements to providing safe and economical modes of transportation are always of value. Improvements to things such a bike lanes are great, and it needs to be kept in mind that they are seasonal only. Yes, we have good weather for much of the year, and public transit needs to also be brought along with improvements.

What comments or considerations do you have regarding the recommendations to move people and goods more efficiently?

Kelowna Residents
I support the recommendations but just hope that protection of waterways is a serious consideration when it comes to extending Clement Avenue.
Glenmore road multi-modal is a must.
With more and more focus from individuals for e-bikes, it's critical we build networks of bike lanes into our future plans. Kelowna should be big enough over the next few years to look at light rail transit. We need fewer traffic lights down 97 and more consideration into over/under passes so the flow stays. Traffic lights need to be modified for behaviour. i.e., why are we stopping for red lights when there is no flow the other direction? For the bridge, consider flow lanes - for peak times... look at delta, massey port bridge, lions gate, etc. Trucks should be limited to certain times or roads.
I especially look forward to seeing progress made on north Glenmore active transportation. That section is desperately in need of a safe cycling route. I still don't think the Clement extension is necessary (I also expressed this in a different City transportation engagement). Focus instead of getting more people out of their cars.
Please do not extend clement ave to McCurdy road!
Sounds worthwhile.
<p>First, I commend the broad cooperation; regionwide communication can be very difficult, and this acts like a pilot project for closer companionship that will allow for similar unifying projects in the future. I see that in 6.1 that the efforts are thought to be re-usable.</p> <p>Hopefully this isn't too long for this webform. If it's truncated, email me at [contact info].</p> <ul style="list-style-type: none"> - Re. the Clement/Wigglesworth extension <ul style="list-style-type: none"> -- I'm concerned about increased traffic noise across McCurdy, especially since there is direct mention of industrial expansion and use within this plan. -- This suggests a new bus route which would open up easier access to a new part of the city for me. -- This might reduce some rush hour congestion on Highway 97. Maybe that could be mentioned in the STPCO draft p.18 ? - I don't know what the "multi-modal arterial" along Glenmore means. Does this mean a bike lane? - I like the idea of improved access to Lake Country; I thought about moving up there, and better access to get back to Kelowna would be invaluable. I don't know what bus access is like though. - I've felt stuck ever since moving here from Toronto. I know there is one bus that led me to Lake Country from Kelowna (I got sent there by accident), so there is some regional bus stuff, but the gateway idea suggests more regional busses. I read "strategically-placed highway access". That sounds great for a little nearby tourism. Maybe that would open up access to things like more kinds of farm-stores in places that used to be isolated from people without cars. - If there is to be better cycling and walking paths, I wonder about what sorts of terrain those go through and how they would be maintained. Will there be new little parks? Perhaps crafted oases with sun shelter and garbage bins for people as they travel. <p>Reading "Okanagan Gateway Transportation Study" (OGTS) https://kelownapublishing.escribemeetings.com/filestream.ashx?DocumentId=28381</p> <ul style="list-style-type: none"> - Bus frequency aligned to Kelowna Flightcraft shift change sounds great on paper, but people unwind, meet others and use the bathroom. Alignment could mean a rush to get to the bus on time. Maybe

What comments or considerations do you have regarding the recommendations to move people and goods more efficiently?

Kelowna Residents

alignment would be made x minutes later to account for that.

- The pedestrian gaps are really strange in this city, making it harrowing to walk in wintertime; especially without boots!

- Under 03 / "Potential Employer Based Initiatives", do not bribe businesses; these things are not the government's responsibility. I understand you want to wave a magic wand and make cars disappear, but that will not happen by giving money away and making businesses a taxpayer dependant.

-- Do not incentivise businesses to align shift times with transit service; remind them when providing new nearby route schedules. Help employees by giving businesses a couple of transit schedule map posters! A business does not need a bribe from the city to improve their working conditions, at best that's a union's job.

-- Do not incentivise businesses with transit pass subsidies. Do not suggest "fun programs". Private businesses are private businesses not government programs. You do not need to give businesses free money or have a hand in how they operate, even socially. When you set up the paths, their employees will use them and the legacy infrastructure businesses have on their lots will slowly evolve with the coming times. The government must only put its efforts in building and maintaining city infrastructure, and that ripple will hit private businesses in due time. Do not rush things by spending money and then also having private businesses latch on to government for ongoing expenses they would have wilfully incurred if left alone.

-- I would recommend one-off incentives around public transport. This would not be setting up (and maintaining!) "end-of-trip facilities" on or near business land. Instead, the city would grant easy permits and good space for businesses to pave/prepare their own space for additional public transportation travel. For example, the city could create and maintain a path from its bike lane out into the businesses new lot. All maintenance must be in the private hands of a business. The government should not provide a continuous budget for anything ever.

- Under 04 / "Future Engineering Refinement – Rutland Road Extension" the map seems sideways to me. I thought Rutland Road was north-south. Actually, I suggest that all of your maps have a little "N" and compass arrow at their top-left.

Regarding the draft:

https://www.smarttrips.ca/sites/files/6/docs/related/draft_central_okanagan_regional_transportation_plan.pdf

- Please save my weak eyes by not having graphics with text smaller than the regular text.

- "amongst" is archaic; use "among".

- p.4, there's a bit of a font and contrast issue with the labels, making things like "Capri/Landmark Urban Centre" hard to read. I see that it's a temporary graphnc though.

- 2.2 - Language tends to separate "affordability" out in this manner, but it can plainly state economics as "economic efficiency" and "economic sustainability". The government has a habit of taking on large projects while considering only forward-facing impact and one-off costs, and not its own _ongoing_ economic burdens (including paying for the salaries of people assigned to that maintenance). Again, it's a language and mindset thing; a peeve of mine.

- 3.1.2 and 5.2.1 - Wow, it's really shocking to read about improving public transportation as a means of reducing accidents and _saving lives_. This idea (absent of any demographics) could be made much more prominent. I'd like to see this out in the public consciousness at the national and even

What comments or considerations do you have regarding the recommendations to move people and goods more efficiently?

Kelowna Residents

international levels.

- Some of the figures (e.g. figures 5 and 6) have the source in their title, and others at their bottom. I recommend putting all sources explicitly as "source:" beneath their image for consistency and style.
- Even for figures which have sources referenced in their surrounding text, note the source explicitly underneath them. e.g. figure 7.
- Figures 8 and 10 are unintelligible to me. To start, the fonts are very small.
- Figure 11 has painted lines that look childish.
 - Instead of a freehand brush, try to make them more straight.
- Figures 12, 13, and perhaps more, have the space to enlarge that graphic for improved visibility.
- p.22 has a link to "Table 8" .. I didn't even realise there were internal links in this PDF!
 - I recommend those items have an indicator like a coloured dotted underline.
- p.24 - I recommend not advertising a third-party service.
- 3.4.4 - "a car is no more than a means of transportation" .. what other choices were given in that survey? I didn't see source mentioned.
- 4.1.4 is worded strangely. The bridge cannot both meet "business-as-usual" traffic _and_ reach capacity before 2040.
- p.32 - Lake ferries are the dumbest idea ever compared to an improved bus system.
 - The style of this section could be made more to the style of the LRT description, with a breakdown of costs and population density that would make it obvious if this idea has value.
- p.34 - ART scares the heck out of me, with the idea of the little pods of four people. The greater space, additional people, and official on board make a regular bus far safer. Implementing small ART would be a social and criminal horror. (See also 5.2.7 "community effects")
- p.36 - What is "HOV"?
- p.40 - "unleash" is a childish word to use; this document isn't an energy drink commercial.
- 5.1.3 - It is insane to pretend that increasing the cost of owning a car will make cars suddenly disappear and turn drivers into public transit passengers. What it does in the immediate future is increase their cost of living. People don't look at the numbers (what driver even looks at bus pass prices?) then throw their hands up and sell their car. They only see an increase, rightly blame their government, then vote differently.
 - I see this is stated in the policy guidelines in p.45
- p. 42 - It is worth noting that KABU has been approved and is in operation in Kelowna.
<https://www.kabu.ca/>
I was unable to confirm functionality myself. I gave them a call this morning at [phone number].
- 5.2.1 - Don't ever mix injuries and fatalities. It's important to highlight fatalities. Also, the language is strange.. are there fatalities which are not ICBC claims and aren't in that statistic?

What comments or considerations do you have regarding the recommendations to move people and goods more efficiently?

Kelowna Residents

- 5.2.1 - I recommend changing the order of "of fatal and injury crashes" to "of injury or fatal crashes", as that gives a stronger emphasis to fatalities.
 - 5.2.2 - I had to look up "GHG emissions"; just say "greenhouse gas emissions".
 - 5.2.3 - I recommend replacing "OCP" in the title so it reads "Support Official Community Plans (OCPs) and Regional Growth Strategy".
 - p.45 - I understand this isn't the place to comment on policy, but it's odd to word that first point with "vehicle kilometres traveled" when it's a matter of pollutant-focused efficiency (less idling, shorter distances) and traffic congestion.
 - p.45
 - "work with the Province and service providers" .. It seems odd to capitalize "Province" (also seen on p.46 and probably elsewhere).
 - The current phrasing suggests a "province provider"; I would word it "work with the Province and the service providers".
 - 5.2.4 - "and therefore have value" is awkward. I would reword that first sentence "Mobility and transportation choices have value to the regional economy and well-being of residents."
 - p.45 -
 - "Rezoning" change to "Re-zoning"
 - I had to look up "BC MoTI" - call it the "Ministry of Transportation and Infrastructure (MoTI)" and establish that shortform here. It's used throughout, which is a little annoying to people who skip through the document and also don't know the shortform.
 - 5.2.8 - It's a strange thing to mention, but expansion of transit could also take into account the vista around or across bus stops. For example, a line of sight over a parking lot provides more sky-angle than a streetside building. Saying that, I do, however, have a very big problem with poor shade around bus stops.
 - "Biological, aquatic and historical resources" .. saying "resources" seems wrong; these are not necessarily consumable or usable as such.
 - 5.3.2 -
 - Don't bother with a key using dollar signs; just have the amounts listed for each of the following items?
 - Create a key with all the shortforms for partners and their long-form names.
 - Table 12 - The row for "total network" is absolutely hilarious to read.
 - Table 13 - The bullet points for "Key Next Steps" seem too separate from their sentences.
- I'm assuming you don't need feedback past page 78 (pdf page 82). Let me know if I misunderstood.
- Decision making needs to put health of people first. This excludes protecting our green spaces and waterways. More roads does not equal less traffic, usually more roads promotes increase in traffic. Emphasis on alternate modes of transport and cycling. Through the pandemic people have transitioned to working from home and interest in cycling has skyrocketed, e bikes have opened up cycling to many more people than would have not considered cycling as a form of longer distance transport.

What comments or considerations do you have regarding the recommendations to move people and goods more efficiently?

Kelowna Residents
Recommend finding subsidies for bike baskets and Electric cargo bikes for individuals and businesses to capitalize on this trend.
Not a fan of Clement Ave Extension. I live facing north at [street number] Enterprise Way....
I'd like to see much more bussing and more convenient bussing and then roads would be more open for transport of goods
I worry about how the Clement extension will disrupt the Rail Trail and Mill Creek
I think this is a good plan and will help parents and students.
Adding more alternatives to simply driving one person per vehicle.
We have to think outside the box.
City bypass. We have outgrown Harvey Avenue. Why do we need people coming to Kelowna don't need to come to Kelowna if they're just passing through.
Clement Ave needs a safer way to cross for pedestrians and cyclists. An overpass like the one across Harvey by Parkinson Rec Ctr would be ideal.
Timing the lights for streets that cross highway 97 so there isn't a backup of traffic. For example, Richter st between Bernard and 97. Traffic lights might be green on Richter at Bernard, Leon and Lawrence but red at high way 97 causing a backup.
Burch road connection long over due.

West Kelowna / WFN Residents
This is very focused on Glenmore and Clement, what are the benefits to people who don't live or work near there?
This should be done.
Optimize lights along highway 97 (Harvey)
Traffic needs to be moved off the main road as efficiently as possible. This would mean adequate turn arrows, longer turn lanes for the left and right hand turns.
Upgrades to the current infrastructure should be prioritized over creating new roads through untouched park land. Overpasses on each end of the bridge to alleviate the rush hour traffic (which isn't that bad or last very long). Hanging a pedestrian route off the bridge and use the current sidewalk as a lane could help with congestion.
I love the idea of extending Clement to McCurdy, I believe it would make driving down 97 easier and less congested.
Improve the flow of side roads that run parallel to the main roads such as Harvey with Enterprise and Springfield, on the Westside - you need overpasses to keep traffic moving.
Oh cmon. Build a freeway please a bypass. That's what big cuties do. This is all just bandaids. Eventually you will have. To. You've been avoiding it for 40 years. It's just keeps getting worse. The population is too large for bandaids. You know this. The more you delay the more expensive it gets.
Focus on cars and trucks since the majority of people use and will (need to) use their car to get to work, pick up their kids from daycare etc
Not enough projects dedicated to the west side of Okanagan Lake. There's nothing about connecting Campbell Road to Boucherie, so a looped connecting route can more easily bring ridership to that area and reduce the congestion at the roundabout near the bridge.
I support light rail transit system valley wide - increased bike routes - and increased walk ability esp for mobility issues
Extend dead-end streets, more turning lights or roundabouts to move traffic.
We need safe cycle routes between Kelowna's Urban Centres
More separated bike lanes especially in West Kelowna

What comments or considerations do you have regarding the recommendations to move people and goods more efficiently?

Well thought out. Recommend enhancement/improvement of public transit from urban points in West Kelowna to airport (currently can be 3-4 buses).
More efficient system for the lights on highway 97 through the city of Kelowna. A system that times the lights so flow is more efficient through the city would help with backups and travel time.
Safer bike lanes
The current situation in the city will only be made worse without another lake crossing. If we improve traffic flow in the city it will just jam up worse around the bridge area.
These are great, this is a Regional plan, why are all of the upgrades are within Kelowna city limits only (minus small extension into Lake Country)?
Transportation ideals seem to be frequently thwarted by developments and variances allowed outside of OCP guidelines for the areas, insufficient or dated traffic studies etc.
Some routes have extensive wait times in between busses. I think there should be more busses available. This seems to be an issue on the West side for locals trying to get to work. Also, the stops are far apart. My daughter sometimes walks 40 minutes just to get to the bus stop she needs. It seems like they are not easily accessible.
I would like to see WFN's town/urban centers marked on the map as well
That doesn't look very regional to me, that looks like Kelowna only.
This is solid and doable. By planning the large scale longer term transportation infrastructure, the teams can anticipate the growing residential and commercial needs around them.
Short range goals would like to see longer range goals like a valley rapid transit line
I think these are great recommendations as a starting point.
<ol style="list-style-type: none">1. Kelowna needs a second crossing from the Westside.2. Roundabouts are too costly.3. More left turn arrows at intersections needed.4. A second corridor of through traffic only would improve traffic flow.5. Increase of bus service to provide less wait time.6. Remove the traffic light at Highway 97 and Abbott.7. Overpass for Hudson Road off Highway 97.8. Better timed traffic lights so one doesn't hit every red light travelling a distance.
<p>As someone who will ride a bike 60 minutes into work, I can confidently say the lack of safe lanes is the reason why bike ridership is so low in west kelowna. I've recently moved here from kelowna and wish I looked into the bike paths more before I did because there is a seriously lack of safe routes Why build two bike routes to lake country (glenmore and rail trail) when we don't have one into west kelowna? West K has double the population in comparison to lake country. Scrap glenmore road bike paths, complete the rail trail from lake country to kelowna and work on a bike path from west kelowna to kelowna. Based on population, west kelowna should have two options to enter kelowna, not lake country. West kelowna has minimal sidewalks, so it's also not surprising they barely have a bike population. If I may quote my favorite movie... "Build it and they will come" From the field of an angels.</p> <p>Fix the carpool lane. It is meant for efficiency but placement on on the right hand side reduces this efficient to allow for cars to turn right or buses to pull over. The right hand lane is not the most efficient, the left hand lane is. Adding a bus lane will not help. It will be abused and not worth dedicated highly sought after space. This will create more congestion, it will not encourage bus riders to ditch their cars and take the bus.</p> <p>I like the westbound land for the bridge concept, will help alleviate congestion more then a ferry.</p> <p>Pembelwash parkway sidewalk/bike lanes are needed beside the trailer park. This road is dangerous and the only way to connect to the rail trail.</p> <p>There are none ebike rentals, those are for tourists not for residents. These services are not set up for</p>

What comments or considerations do you have regarding the recommendations to move people and goods more efficiently?

pick up and drop off, one needs their own bike and wouldn't dare leave it at a hub. I will never park a bike at a hub in fear of my bike being stolen. Safety will require major consideration
The traffic on carrington road and butt road is chaotic. Very hard to turn left. With new construction happening on carrington the traffic is going to increase.
To alleviate the (legitimate) safety concerns of bikers, I believe we should create more bike arteries with more utilitarian objectives rather than (or perhaps, preferably, in addition to) recreational purposes. Dedicated bike thoroughfares that are sequestered from car traffic coming from urban areas such as Rutland, Glenmore, upper and lower mission, etc... going to industrial or downtown areas will help foster increased bike commuting.
sounds good
Diverting through traffic from Harvey is a good plan.
Roads like Glenmore have a cycle path, which ends half way. The traffic is way too fast for safety.
I really like the addition of roundabouts, I think they have been very effective in keeping traffic flowing - especially the ones right downtown. I live in West Kelowna and work in Kelowna and I am very aware that the biggest hinderance in getting around is that there are just too many vehicles on the road. Overpasses could be utilized, or more frequent busses. I don't think I would ever cycle from West Kelowna to Kelowna, but I would definitely consider taking the bus if there were more frequent stop.
Making Glenmore rd a better route, with improved safety, bike lanes, lighting & barriers will be very helpful.
Bridge congestion continues to pose issues to both time and safety. Hopefully this will be addressed later in the study.
West kelowna is in dire need of a bike trail connecting glenrosa, rose valley, and shannon lake to each other and downtown, however I understand the logistics of this would be difficult. Glenrosa cyclists have had some close calls as they walk or ride their bikes up the relatively narrow and steep lower glenrosa road (the only other way into the neighbourhood besides the highway). The burtch road extension seems to be a good idea. Any improvements to westside road from West Kelowna to Vernon would certainly be welcome.

Lake Country Residents
There are clear bottlenecks when commuting from Lake Country to the Kelowna Hospital each day, and I have experienced other problematic patterns further south as well. Glenmore Road is unacceptable as an alternate to hwy 97 in the condition it is in. For active transportation, I fear killing someone or witnessing a fatal accident with cyclists. The intersection at Glenmore to hwy 97 is unreal. The backup of vehicles and amount of congestion and risks/dangerous driving is my greatest concern. Hwy 97 through Kelowna is variable. If lights are timed, it can be good. The HOV lane does not work as anyone can turn right off that road. Designated left turn signals would be very helpful at busier intersections off hwy 97 as well.
A second bridge will be inevitable in the future I'm afraid. It will ruin the views but no bridge between Kelowna and Vernon means all traffic has to go through Kelowna. Traffic is clogging already very frequently and it won't get better.
these are very much needed, at a minimum. The Okanagan Gateway is really further north, in the highlighted area in Lake Country, as Lake Country is really the first settlement/bottleneck one comes to when going south from the North Okanagan. Glad to see it is being reviewed, with construction the sooner the better.
If you want to increase the movement of people and good you can either A) increase to number of roads or B) increase the average speed at which people travel on the existing roads. Glenmore is a single lane, and until that changes there will not be any significant improvement in efficiency on that road.
The clement extention and the airport interchange are the only 2 proposals here that will actually allow

What comments or considerations do you have regarding the recommendations to move people and goods more efficiently?

for improved transportation of goods. The others are distraction and attention should be instead paid to building hwy interchanges. COK needs to get out of the way and allow the province to proceed. Things move slow enough without them throwing sand in the gears.
I really like the overall recommendations however, as a DLC resident, I would like to see the connection area within DLC expanded to allow more opportunities and access for people who rely on a public transportation system.
Love the idea of fixing Glenmore all the way into Lake Country - such a good bike corridor
Less emphasis on bikes. The Okanagan is a large place and bikes don't cut it here for most people. It irks me that my tax dollars agreeing used for bike lanes when this is not the direction most of the electorate want to go.
We must deal with the intersection of Glenmore Hw97 and Beaver Lake Road. It is a nightmare now and improvements to Glenmore will only make it worse.
Glenmore road upgrades are key to improving traffic flow
As an individual who would prefer to ride his bike and take transit for my daily commute from Lake Country to UBCO, as well as an avid cyclist, roller blader and runner within Winfield, my comments are largely in support of advocating for bike friendly multi-use pathways and dedicated bike lanes with buffered shoulders for high traffic and higher speed streets and roads. In particular, the completion of the Okanagan Rail Trail (p.54 of the draft RTP) would be the highest priority from my perspective, and assuming the proposed Winfield Mobility Hub (another high priority in my view) would be very proximate to the Rail Trail, I would strongly encourage that the presently unfinished section of the Rail Trail be paved, as well as the section from Beaver Lake Road to the Mobility Hub to help facilitate active transportation through the winter months. The Pelmeash Parkway to Okanagan Rail Trail Active Transportation Connection is also a dire need, although I'm uncertain why it needs to cross the 97 as there appears to be plenty of space and opportunity to keep that potential connector on the east side of the 97. The Hollywood North Transit Corridor also has lots of merit and value, and although the Okanagan Gateway has value, from a cost perspective and limited resources, I would prefer to see the other identified projects take higher priority. I haven't commented on the central and south focussed projects as I am much less familiar with those.

Peachland Residents
no comment to add on this topic
If there is any way to move the large transport trucks off Harvey Street (hwy 97) or at least cut down the number.
A "bypass" acting like a "freeway" (no traffic lights) with a speed of 100km from Penticton to Vernon with exits into these towns/cities will move traffic off of Hwy97. So traffic is moving much like Hwy1 from Chilliwack to Vancouver; where 'all' of the traffic does not go thru towns/cities on the Fraser Hwy, it has Hwy 1 with exits into those towns/cities. When I lived on the coast and travelled from New Westminster to Abbotsford in the early-mid 80's there was rarely traffic on Hwy 1. By the early 2000's it was a very busy Hwy between New Westminster and Abbotsford. My point being, is that the "bypass/highway" between Penticton and Vernon will become quite busy as more and more people move to the Okanagan Valley, as it did for the Fraser Valley. It definitely needs a "freeway".
Streamline mass transit. Facilitate bike travel throughout the corridor, particularly connecting Peachland to the rest of the region. Encourage density / walkability
I think the plans of adding more cycling lanes around the city is great. And how to better connect the Westside with a park and go hub
need a cycling route from Bridge to Peachland through Kalamo Park not Boucherie Rd

Other Areas / Postal Code Withheld

[Back to Top](#)

What comments or considerations do you have regarding the recommendations to move people and goods more efficiently?

Rail trail is a critical piece
I dont use Glenmore much but improving a 2nd artery out to the north makes sense to me
Glenmore Road and Hwy 97 need bike lanes like the city of Victoria that are separated and safe for use - people will ride ebikes if they feel safe and reduce traffic.
You call this a regional plan but yet Vernon is not included in it. That doesn't make any sense at all! There is a very narrow corridor for traffic flow of any kind going from Vernon to Kelowna and it must be included in any study being done that includes Lake country. In fact the study should be including everything from Sicamous to Peachland. It is a narrow corridor of strong development that connects to all of the Okanagan.
I live in Vernon and work in downtown (waterfront area) Kelowna. I would like to see more opportunity for park and ride for transit that would be convenient and not add a lot of time onto my commute, like from Lake Country. Sometimes I park just north of the airport and bike into Kelowna. I'd like to see somewhere a bit closer to park for free and ride to downtown. Also, in the summer Glenmore and HWY 97 really get backed up heading north towards Vernon after work. I'd like to see a transit priority lane on the hwy that would allow transit to bypass the line ups! That way, it would actually be faster for me to take transit vs. drive! Overall, for me to take transit, it would have to be about the same amount of time (or 10-15 mins more) as it would be to travel by car.
Reduce number of entrances and exits on HWY 97 close to the bridge to reduce stop/start traffic, more 1-way streets in downtown Kelowna, prevent left turns at some intersections (time based like Vernon?)
All road upgrades are desperately needed, Glenmore, Clement and Burch

What comments or considerations do you have regarding the recommendations to create a safe and convenient region-wide bike and trail network?

Kelowna Residents
I think this is important...but am curious about the use by visitors and for recreation versus the use by work commuters and if there are enough commuters who will actually use bikes for longer distances. But I am older so biking is not an option for me. And when I was younger, and worked in an office in Regina, biking wasn't an option because there were kids to drop off. I know times are changing, but I'm not convinced how quickly.
LOVE it, do it; but include our indigenous/First Nations at the start to avoid embarrassing delays; get those treaties signed!
There needs to be consideration for how to connect Rutland to town via Bike lane. Will this be through McCurdy Road? Will there be connection to the path on Hartman? Where does Rutland intersect with the rail trail?
Please move forward with the Glenmore Rd multi-use pathway. It will help accommodate the future sports field as well out by Knox School.
Keep investing! All new roads should have bike lanes. When clearing snow in the winter, clearing bike lanes and sidewalks first would show residents that the city values those modes of travel over car use.
High quality all-ages-and-abilities routes are required. The backbone of the network needs to be completed within the next few years. There are no timelines in the report.
I think this would be great for the city. It would probably bring in more tourism and encourage physical activity
OMG....crossing Hwy 97 at Abbott, Water, Ellis, Richter, Gordon on bicycle is like taking your life into your hands.also crossing Clement at Richter and Ethel St. is dangerous too.
Make intersections safer for bicycle traffic!
Completing Okanagan Rail Trail probably the most crucial one to finish in the short term.
Completion of OK Rail Trail is needed and will have many spinoff benefits (tourism etc)
I would like to see more protected bike lanes in general. I don't feel safe with painted bike lanes. I appreciate the lovely multi-modal active transportation lanes, and I'd also be happy with simple, fast protective concrete barriers. We should emphasize linking together the different portions of the trail network. We also should do a much better job at snow clearing, both on the trail networks and on the painted bike lanes.
In addition to completing these trails the city also needs to establish secure bike parking facilities to promote more bike use. For example, secure bike lockers or valet services at major retail centres (Orchard Park, grocery stores). Without these, bicycle use for day-to-day errands will be limited.
At the current time it feels unsafe to ride bicycles from the Kelowna airport to Lake Country along the highway - especially at early hours. Opening up the rail trail between these 2 locations would enable us to ride bikes to work.
It will be great to see completion of the Okanagan Rail Trail and the Dilworth multi-use pathway!
As a bicycle rider, it is very difficult to take your bicycle from a residential neighbourhood to Orchard Park Mall (or Costco), for example. There are no safe bicycle routes. Bicycles and buses don't really work unless it is for a long distance excursion, ie Peachland to UBCO.
I think it is an excellent idea to create a safe and convenient region-wide bike and trail network. As a year-round bike commuter, I would like to request improved maintenance during the winter on the Ethel corridor. The last two winters, the rail trail was excellently maintained but the Ethel corridor was very inconsistently maintained and often only small sections were cleared causing a long and dangerous commute. Priority wise, I would recommend connecting the rail trail between the airport and Lake Country and creating the Dilworth Active Transportation Connection.

What comments or considerations do you have regarding the recommendations to create a safe and convenient region-wide bike and trail network?

Kelowna Residents
looks good
Bike crossing at airport+Highway
More interconnections between trail routes
Once again Glenmore rd. Needs all the help it can get! Especially between McKinley rd. And Lake country.
Complete Okanagan Rail Trail
As long as there is constant maintainance and the routes are easy to bike i think it will be good
Proposed layout appears to be an effective way to expand the network
Westside trail is an exciting component. Wish there was more emphasis on access to mountain bike specific trails.
A great improvement would be creating protected bike lanes, where parked cars are between moving traffic and the bike lane (from left to right: moving traffic, parked cars/parallel parking, bike lane, sidewalk) in order to protect cyclists from traffic as well as reduce incidences of car-dooring.
It's great to see there is potential for adding bike lanes on Dilworth to connect the Rail Trail to Benvoulin. I wanted to note that a very similar problem for cyclists is how to get from businesses along Cooper Rd to either Benvoulin or the Greenway. Right now to get from businesses on Cooper to Benvoulin you either have to cut through the parking lot and make a left across 4 lanes of traffic on Springfield, or ride in the regular traffic lanes on Cooper and basically lane-split as you cross Springfield because of the awkward right-hand turning lane. If there's any opportunity for adding bike lanes to Cooper Rd between Enterprise and Benvoulin to separate traffic I think it would be very helpful.
There currently isn't really a good way for cyclists to cross Hwy 33 while on Rutland Rd. There is also an awkward conflict when you are on Rutland Rd and are approaching Springfield. Nobody seems to know what to do where the bike lane ends and cars and bikes merge into the right-hand turn lane. A bike lane cutting the corner onto Springfield to avoid the regular right-hand lane altogether would be ideal for both cyclists and drivers I think.
I have noticed a lot of cyclists like to bike through East Kelowna, including myself, but there are very few painted bike lanes separating traffic, leading to a lot of very close passing. If there's any opportunity to extend shoulders for bike lanes or add additional paths like the one on Spiers Rd that would be very nice.
If one of either side of the Greenway can get a paved path that would make commuting on a bike more enjoyable. I think a lot of cyclists (like myself) avoid the Greenway for commuting right now due to wanting to use road bikes.
One of the most common complaints I hear from bikers is the risk of being hit by negligent driver's. If we promote the development of safer bike trails/roads I am sure we can increase the amount of bikers in our region.
I would appreciate such a network as long as rider safety is considered, especially in high traffic areas.
Yes! This is where money can be spent. People will actually get out of cars to ride bikes if you have decent and well publicized routes. We also need an enhanced bike security & theft prevention program with real staff and real targets. It's gotten to the point where people don't even report bike thefts; people won't use a bike simply because it'll get stolen; people solve their own stolen bike issue by hunting down the bike and self-recovering it. Dangerous. Ridiculous.
For cyclist safety keep auto and cycle traffic to separate routes.
A fully connected trail network is required. It defeats the purpose of a safe trail network if a cyclist has to cut on to the highway for 2km to get to the next section of trail.
Encouraging transportation via bicycle especially during the summer will ease traffic jams

What comments or considerations do you have regarding the recommendations to create a safe and convenient region-wide bike and trail network?

Kelowna Residents
Yes. The more bike paths and trails and transportation routes the better. I'm only a casual bike rider but I love using the rail trail from town out towards ubc and it makes me so happy to see so many people on it all the time.
I'm disabled and cannot walk far or ride a bike so this is not relevant to me at all. How about increasing parking for disabled people as a way to encourage able-bodied people to drive less?
Love it! There are too many opportunities for conflict with drivers who don't think bikes should be able to share the roadways. Fitness, safety and a better environment - seems pretty ideal.
However, I have concerns about the use of bike trail networks by electric bikes going at unsafe speeds. I think that speed limits should be set so that the networks are safe for every user.
I'm completely and hugely in support of more active transit infrastructure, advanced asap as an urgent priority regarding the threat of climate heating that has already impacted our region repeatedly. This should be the highest priority. In fact, I would ideally want all levels of government in BC to recognize that climate heating is an emergency for all of us, and to try a different approach than usual, rather than dividing people up into assigned ministries, to place climate change mitigation and adaptation at the top of every echelon, and to continuously brainstorm ideas to urgently address this as THE priority of our lifetimes, with then people assigned to pieces of the plan, rather than to falsely siloed budgets and priorities. The current approach leaves everyone pointing fingers at others, and ignoring whole system changes, because they're only charged with working on a single set of problems. Climate change threatens everything and our response to it should be the main issue shaping how we organize our resources. Do we have such a structure within our municipalities and regions? If not, can we create this and bring that lens to this issue before too late? I respect the work being done to expand cycling, walking, transit, etc, more than anything, but I wonder whether it has been apportioned sufficient attention, urgency, and resources. This is THE dominant issue we must address, for us and for our children and their future children. We have to think long term and big picture, with climate change mitigation the absolute number one focus and driver of decision-making. Luckily for us, more active transit would not only address climate heating but also address human health, air quality, road safety, and community engagement. There isn't nearly so big a bang for any buck for any transportation planning as for promoting and rapidly advancing active transit. Thank you for taking this forward: MORE please! and faster! And please, try to separate active transit infrastructure from car traffic as much as possible, wherever possible, to encourage people to feel and to be safe and healthy. This is especially vital if we are perhaps moving toward a future of automated driving, which will inevitably put people outside of cars at greater risk.
Please consider bike lanes on Pandosy all the way between Gyro Beach and downtown to make that connection as easy and convenient as possible on bike.
Thinking in terms of extending long lines is really wonderful. It's terrible to travel down long paths only to have one abruptly stop or downgrade into something else.
<p>For the Regional Bicycling and Trails Master Plan (draft) https://www.smarttrips.ca/sites/files/6/docs/related/draft_central_okanagan_regional_bicycling_trails_master_plan_june_2020.pdf</p> <ul style="list-style-type: none"> - Images with tiny text! - Figure 12 (p.31) says "Recommended etwork" (typo) - p.32 - It's a little strange how these figures and associated text are presented. The text for figure 15 should be pushed down to the next page. Then on p.33 maybe push the figure 16 text onto its own separate page. I know that seems a bit strange, but it's a consistent text-table presentation.

What comments or considerations do you have regarding the recommendations to create a safe and convenient region-wide bike and trail network?

Kelowna Residents
- Table 1 (p.35), Table 2 (p.37) should note their source at their bottom.
- p.42 uses AAA and should give the long-form text for its first instance.
Integration of bike and sidewalk to make safer space. Dedicated tree boulevard as well
All great ideas.
I fully support these plans.
Great idea but not everyone bikes, especially in the winter. More focus on a good tramline or reintroduce a train line might be more useful.
The biggest challenge with bikes is that you can't park them (they easily get stolen).
Glenmore road cycling improvements should be the top priority.
These are all extremely valuable projects but I would like to see the rail trail completed first and also place a lot of value on the Glenmore multi-modal arterial
Original studies indicate that Kelowna expects 3% of all trips to be bikes, up from 1%. With that in mind, What is the % of the budget dedicated to bike lanes?
The regional bike trail network is a great plan and will encourage more people to commute to work by bike , as long as there is a secure parking space at the destination.
Need to also look at the different configurations of eBikes and which ones would be eligible for which pathways.
provide repair areas like they have on pelmewash in lake country to bikes on pathways
- better lighting for night riding on rail trail
-more secure bicycle storage for downtown core (many avoid leaving bikes alone downtown due to theft) ei. bike lockers
- open rail trail from airport to past duck lake, so cyclists can avoid taking the busy highway
- provide more bike lanes in rural areas and neighborhoods
- create bike lanes and make the downtown core more bike friendly (remove parking for bike lanes to promote different ways of transportation)
doing fine so far
Would really like to see the completion of the rail trail between the airport and Lake Country and really like the idea of a Westside Trail. I agree for the need of improvements to Dilworth to improve connection between the rail trail and Mission Greenway.
More education needed for drivers. Feel unsafe. Too many drivers still on cell phones and not watching the road.
The connection from Dilworth multi use path is a good connection. A connection from Rutland to the rail trail would be a good idea
Cycle routes away from traffic laden streets is the safest and cleanest way to move people. Locals and tourists alike will appreciate a four wide bike/walk trail along the water to all the hub cities/townships.
No recommendation
Add a bike path to Glenmore Rd.
I'm excited for the proposed Westside trail
Bike routes need to be completely separate corridors from automobile routes. Driver/cyclist education and engineering controls will never eliminate car/bike conflict/incidents where cyclist will ALWAYS lose.
Improved winter maintenance is mentioned. Can the rail trail be kept clear of snow? How about Cawston and Ethel and Sutherland? That would be great!
Yes to all of this! The lack of inter connectivity is frustrating. We desperately need connectivity to Lake Country. A West Kelowna long distance trail would be nice. Better linkage from the Rail Trail to the Greenway at McCurdy would be nice. Also, Westside Road has so many people biking along it in the

What comments or considerations do you have regarding the recommendations to create a safe and convenient region-wide bike and trail network?

Kelowna Residents
summer it's incredibly dangerous. A trail along there would be long overdue. I would also like to see better barriers along cycling corridors. I am constantly dodging vehicles that swerve into the bike lane.
Absolutely vital to complete the rail trail for the tourism aspect of it. Having a better trail on the westside could entice people to bike (or use ebikes) to commute from Kelowna to West Kelowna via bike.
Biking rocks! Builds healthy communities and less costly infrastructure.
Very important as the amount of vehicle traffic everyday - more cyclists that aren't paying attention around them and more vehicle commuters that are not paying attention as well has caused too many unfortunate accidents.
Please .. get the R/T between the north end of airport and duck lake done already ... you know the stretch ???
Nothing further to add
Multi use pathways and more connections to the rail trail are very important. I think a major deterrent for people considering bikes as a main form of transportation is safety, and the rail trail is a very safe path that many would want to use provided that there is safe connections from their work, school, and home.
The bike trails must be considered as part of commuting not just recreation. The plan seems to address this in part.
The Rail Trail and connections around it have already made wonderful changes for those who commute on bikes. It has been exciting to see how heavily the trail is used. If there is potential to create more trails similar to the Rail Trail that allow cyclists to stay off the main streets, I'm convinced there would be an increased useage in all areas!
I love this idea. Particularly in Kelowna where it is so flat it just makes sense to encourage people to use the trails! More bike paths the better
Please Ensure Ebikes and E Scooters are allowed with guidelines , licencing and insurance etc.
Great idea...
Can't come soon enough, getting to Peachland is really daunting having to currently follow the highway by the mill to Drought Hill
Create or enhance bike routes through quieter neighbourhoods with less traffic. Need to separate vehicles and pedestrians.
We could benefit from education for new cyclists. As both a cyclist and a driver, I see risky behavior by cyclists such as riding with headphones, passing driveways/business entrances without looking for vehicles. Even if the cyclist has the right of way, the car driver is likely to be less injured than the cyclist if there is an accident.
Overall, as a cyclist, I GENERALLY feel safe riding in Kelowna, but both motorists and cyclists seem to not understand the rules of road as they pertain to cyclists. The former is a direct danger, and the latter generates resent among motorists. Education is key -> though much of that weight ought to be laid on ICBC. My main practical complaint is the lack of access points to the Rail Trail between Spall Rd. and Sexsmith Rd. Reducing the gaps between access points could prevent riders from doubling back or opting to risk riding on Highway 97, a terrifying proposal during the day.
a bike path to Westbank would be great, but along Highway 97? How many people do you think want to bike along that road. It is by far the most terrible among the most terrible. Anyone I have brought to the Okanagan, and who I wanted to take to the centre of Westbank or beyond, when I asked them if I should take an alternate route, immediately said yes, and they were in a car.
By the way, the bridge also is not a pleasant ride, with cars flying by at 80 plus. So, a plan to make more the Kelowna streets livable, would increase walking, bicycle trips (and other such transport), and liking get people into transit. In a city so dominated by the car, the only way to not feel the very negative feeling of being a meaningless pedestrian or cyclist is... to get in a car.

What comments or considerations do you have regarding the recommendations to create a safe and convenient region-wide bike and trail network?

Kelowna Residents
<p>I challenged anyone who wrote the report, or is making any decisions on any of these matters, to walk from the bridge to Capri, or to cross at all the crossing between the bridge and Capri. Then do the same as a pedestrian on Springfield, between the mall and Gordon. Or on Gordon between Sutherland and Guischian. I could name more, but do I need to? One long one. Try and walk from Highway 97 to the Mission; and then, once you have spent time to recover drinking a coffee, walk further along Pandosy towards Lakeshore, and already when you cross the street, you will have the same terrible feeling. Then the person will know: 1. it must change, and 2. understand the feeling I talk about above, which makes most everyone, despite the costs, despite the accidents, despite the stress, stick with the car.</p> <p>In brief, if you want a region-wide bike and trail network to be used just for "health" and "tourism", place it far enough away from the cars and the traffic.</p> <p>If you want a system that does some of that, but is used by more people, then change the domination of the car. Right now, it is clear to any pedestrian or cyclist that they really don't, or just barely matter at all.</p> <p>p.s. Ethel is an example (but could also be improved upon) of a street that signals this difference, or move away from the car-dominated culture somewhat.</p>
Great growth here. Maybe more green painted sections if physical barriers aren't an option.
<p>I regularly use the rail trail (5-7 times a week), so completion of the trail so I could bike to Wood lake And back instead of driving would be wonderful. I bike a loop around Wood Lake about once a week, and would love to feel a little safer along Bottom Wood Lake Road and as I access Pelmeash Parkway.</p>
Dilworth multi use pathway should be high priority to connect greenway to rail trail.
Do it yesterday!!!
<p>How many months of the year are conducive to cycling around the area? 4? 5?</p> <p>What is the projected population profile for the region, and how will that impact the use of cycling as a method of transportation?</p>
Kelowna's current bike strategy is already very good, continue adding more dedicated bike lanes
<p>Completion of rail trail from kelowna to Vernon, not as inaccurately advertised currently. Connecting rail trail and greenway in rutland. Access to rail trail in between dilworth and mccurdy.</p>
<p>Love emphasis on a connected network of bike lanes suitable for bike commuting. Continue the multiuse pathway from the landmark buildings down Sutherland and Burtch road past Munson pond to KLO instead of a road for vehicles. This could eventually connect with Okanagan college. Add a connection to the mission creek trail where as currently the only connection is down unsafe Springfield road. Perhaps a bike trail from Munson pond, down the existing small road, across Benvoulin And through farmland to mission creek trail.</p>
<p>Dedicated bikeways have been incredibly useful for my family from downtown to airport and beyond. Would love to see these enhanced. Also, better crossing at dilworth. The crossing light takes so long that many commuters give up waiting and cross anyway. Not only is this a safety issue, but dilworth traffic then had to wait for crossing flashers when everyone had already crossed.</p>
Highly agree.
<p>I feel that the addition of these projects would add tremendous value to the existing routes, and encourage more people to travel by bike. It would be great if some of these routes could be converted to cross country ski trails in the winter.</p>
<ol style="list-style-type: none"> 1. Consider making the whole of the actual street on Abbott Street a bike corridor. 2. Improve the bike corridor from City Park to the north end of town to minimize conflict with pedestrians. 3. Include KLO Road and the Greenway in the master plan. Aim at building an underpass on KLO

[Back to Top](#)

What comments or considerations do you have regarding the recommendations to create a safe and convenient region-wide bike and trail network?

Kelowna Residents
Mission Creek bridge.
4. Extend proposed improvements on Dilworth all the way thru orchard Park to the Greenway.
the more the better
Great idea! A connected off-street bike network would greatly increase my odds of getting around by bike.
Please connect the rail trail from the airport to the rail trail north toward Vernon.
This is great to add more options for bikes as there are very few when coming from the westside that involve some sort of bike lane. Improvement would be encouraged. Where bike routes do exist we need to see and increased allowance for bike flow. Stop signs that litter the bike routes should be either changed to 4 way stops to protect cyclists from speeding motorists or be changed to provide preference to the direction of these bike routes.
It can't happen fast enough: Glenmore Road bike paths, Pelme wash to ORT, ORT connection Kelowna to Lake Country, the list goes on and on. Priority, priority, priority.
It's all great, but until the homeless petty theft issues are removed, bicycle use will not increase drastically. All too often bicycles are stolen, and you can almost always tell when a repainted bike is being ridden around by a homeless person that it was stolen.
I love the bike trails and love using them with my kids but I feel limited to our access because I won't ride next to busy roads ie. Glenmore Road as they are still in a chariot behind me. Allowing more multi use pathways would greatly benefit my family.
Rail trail connections are great for tourism but I also need to ensure efficient trail network for commuting
Looks great - I love biking on the Okanagan Rail Trail. Keep up the efforts with these kinds of projects - well done.
happy to see the connection and completion of the rail trail to avoid riding on the highway past the airport. should be able to community Kelowna to Osoyoos and Kelowna to Vernon without being on the road. more pathways!
This is excellent.
bike route parallel to the highway on the westside is key
Dilworth/Spall area desperately need safer active transportation connections.
Consider using a multi-use pathway for active transportation route near highway 97. This would support riders of all levels. Biking along a highway is not for beginner riders. As much as possible avoid on street facilities.
There is a large percentage of the Kelowna population that lives in Kettle Valley and there are still some dangerous sections of Lakeshore Road that are still not connected by a multiuse trail (between Green Road and Lexington Drive) or a dedicated/separated bike path. Many more Kettle Valley residents would ride their bikes/ebikes to work if there was a complete safe bike path to the downtown area connected to other dedicated/multiuse paths.
I think this will make the roads safer.
Love the recommendations to complete connections to some major pathways (e.g. Pelme wash and Okanagan Rail Trail). All of these projects would be welcome additions, and I know I'd use them all at some point either for commuting or recreation.
Cycling between Westbank and Peachland (and beyond) is extremely dangerous with little or no shoulder even. Westside trail would be a great solution to this.
More safe bike trail paths will be helpful to alleviate some traffic.
Favourite part of this plan for sure. I think all of these recommendations would be amazing if they could actually happen.
Add a good bike path into the Burtch Road extension that would take both to link in with the Greenway / Gordon Drive area near H20

What comments or considerations do you have regarding the recommendations to create a safe and convenient region-wide bike and trail network?

Kelowna Residents
Many recreational bikers use Lakeshore all the way to the south end of the road. Bicycle lane improvement is needed on this narrow road.
bike lanes on roadways are great but more bike trails should be developed for better access to major destination points and safety.
Safe bike routes are overdue in this area and should be prioritized. More people are making the decision to incorporate bikes into their regular transportation modes as evidenced by the overcrowded bike storage facilities in many multi family buildings and work places.
I love seeing the additional expansion for safe access to additional biking and walking pathways- wonderful way to promote and support people moving in ways that are less car dependent. Again this seems to be entirely focused on the North and West areas of the region.
I would love to see a safe biking connection from Black Mountain to the Mission Creek Greenway to be able to get into city center. From there a Dilworth multi use pathway would link the two sides of the highway. The current City of Kelowna bike map recommendation is Belgo Road to Teasedale to Hollywood which is a narrow winding road with blind corners and no shoulder and not a safe biking way to reach access to the Greenway (which then provides a major connecting bike highway).
Bikes work for the young but our population of seniors needs to be considered. You can't expect Seniors to shop or go to the DR on Bikes UNREASONABLE.
This would be absolutely amazing! I would find it so much safer to travel with young children to commute. It's very frustrating now how cyclists use the road way and not the bike lane after snowfall. It feels unsafe driving with them.
My main transportation is my Bike so this makes me very happy! :)
Very much in favour of improving network for cycling. Need more educational training available for cyclists and how to ride.
Any trails should be looked at from an accessibility point of view for wheelchairs, as these trails are often vital exercise and community access points for disabled people
great idea
Love the Rail Trail, a good recreational route. The shoulder of Glenmore Road is too narrow to cycle all the way to Lake Country. It is very dangerous. I think more sidewalks on both sides of the road in Lake Country are necessary, especially by the schools and in the main downtown area. Beaver Lake Road also needs to be repaired, widened and needs sidewalks on both sides of the road. This is a really dangerous area with huge industrial trucks going way too fast through a residential area. It is a question of taking your life in your hands just to walk down the road and it should not be like that. Families and seniors live here!
Continue to construct bike paths with separation from traffic where possible.
I feel a protected bike lane along glenmore between the highway and john hindle should be completed as soon as possible.
I think money spent on bike enhancements is going to serve the people of this area more than dedicated transit lanes or more roadways.
High priority, complete the Rail Trail. The Pelmwash connection would be an incredible addition.
Make Benvoulin, Springfield, spall more safe to bike on.
sounds good but as a 40 something year old woman I do not feel it makes me actually want to get on my bike and ride. All I can think is a hot sweaty bike ride.
All of these are needed. Also very important is connecting lakeshore multiuse path to Hobson road. And connecting last phase of Abbott to Gyro. And completing Sutherland Ethel to land mark.
Please don't forget to make Glenmore Road safe for bicycles between John Hindle and Lake Country. Very, very dangerous at present!! I ALMOST prefer it to 4 laning of Glenmore, although that is also needed!!

What comments or considerations do you have regarding the recommendations to create a safe and convenient region-wide bike and trail network?

Kelowna Residents
Completing the ORT is an huge priority, very excited to see that proceed. ATC connection from West Kelowna to Peachland off 97 is also a large need.
Provide additional safety precautions for bikers from Rutland/Black Mountain into the landmark area. The bike lanes along Springfield are not safe - I've had many close calls, particularly at the following intersections: Dilworth, Cooper & Spall
If there is a convenient way to connect Kelowna bike paths to the Kettle Valley Railway path (that heads to Penticton), that would be a very nice addition.
Better bike paths on the west side would be great, especially if it's possible to put them in places that aren't quite as steep. Right now bicycling from downtown to the west side is a challenge for a lot of people, both because of the lack of clear paths, but also because of the steepness of the hills on the far side of the bridge.
I have used the rail trail for commuting on a daily basis, and over the last two years have seen a dramatic increase in use with e-bikes (although I do not ride one myself). I think a future strategy emphasizes ease of short and mid range commutes via these corridors and long range and high-traffic areas via mass transit. I would love to see Kelowna's various partially complete ATC projects reach completion. Such a valuable and useful public resource!
As previous - there is a lot of work to do on small connectivity and safety issues which would yield major improvements and greater sense of safety for cyclists and pedestrians. These items aren't just "local" projects. The Greenway to Rail Trail connection alone benefits the whole region and would increase mobility greatly for residents and increase the region's desirability as a cycling / hiking destination.
Agree with all current projects. No recommendations at this time.
Year after year, highly used obviously problematic dangerous gaps in MUPs are ignored. The top priority in Kelowna would be the sudden end at the south end of one, at KGH. It empties onto a road with no sidewalks, at an intersection, in an area heavily used by older infirm pedestrians and wheelchair users. Not one of Kelowna's planning triumphs.
there is no mention of the green way, and nothing going into the Rutland bench in these plans
Okanagan Rail Trail should be completed to Lake Country. Dilworth Rd is to busy for a more bikes. Where is it going to go without taking out car lanes?
All the proposed new trails are fantastic! I am happy to see the Okanagan rail trail will finally be completed and connected to the Greenway.
I like that multi-use pathways are being put in because car drivers are not very conscious of bicycle users on the road. Have been cut off many times by people not doing shoulder checks.
Where the rail trail is maybe above it could be a sky train ??
There is no corridor to Rutland.
Yes! Other projects I would like to see: 1) Complete Sutherland Ave multi-modal between Ethel and Burtch. 2) Extend Ethel St multimodal pathway across Clement and all the way to Knox Mountain Park, via Trench Place.
Yes to all
Require license and liability protection from cyclists to force accountability, which is sadly lacking now. Also enforce helmet use and adherence to the rules of the road. Vehicule can't be expected to share space with cyclists who don't follow the same regulations.
Far more bikeways and walkways are needed in the area. These pathways also need to include greenery so that they are enjoyable to use, and garbage cans so they are practical.
Driver awareness - increase safety for bicycles and help to share the road.
Excellent plan for increasing the trails and safety of cycling.

What comments or considerations do you have regarding the recommendations to create a safe and convenient region-wide bike and trail network?

Kelowna Residents
<p>This is a good idea considering e-bikes are now becoming a good method of transportation. However, this is only in the seasonal months allowing riding. I think it is more important to spend money of moving traffic. This year we did not have the visitors we usually do coming to Kelowna. I remember last year and the difficulties getting around the City. Bike transportation is great, but majority of population relies on their vehicles. So, my point is spend the money on what is good for the economy and jobs...that is vehicle transportation routes.</p>
<p>Don't build multi use paths on busy auto corridors, build them away from cars. Dillworth is a terrible idea unless you completely reconfigure it for people not cars. Have you ever walked around near Dillworth and 97, it's a nightmare.</p>
<p>fabulous work so far. maintenance in winter is critical to encourage year round commuting. we as a family bicycle commute all year but the bike trails and connecting from bike trail to roadway are often treacherous. hire bike commuters to give feedback before developing cycle infrastructure. the two-way path on sutherland is dangerous and both cyclists and drivers are not used to shoulder checking on opposite side of road. as a cyclist, i have to cross several times to get down sutherland from richter to gordon and then the path ends. dangerous. seems poorly thought out and without critical input from cyclists.</p>
<p>Education of cyclists is welcome but cyclists should also be subject to monitoring and prosecution when they behave in a way that contributes to accidents and incidents.</p>
<p>Please keep up your excellent work! 🍷 My family LOVES the active transportation corridors along Ethel Street and Sutherland Avenue in Kelowna!</p>
<p>I sure hope the upgrades on Glenmore road provide shoulders to ride bikes on all the way to Winfield. The Okanagan has become quite a cycling destination and this would add a variety of amazing routes to the lake and many Lake Country wineries from Kelowna.</p>
<p>Concerns with unsafe practices emerging by cyclists; riding on the opposite side of road against the traffic and in the lane that is reserved for cycling with the traffic. Crossing lanes of traffic to make a left hand turn, could there be a green path across the lanes to the left turning lane.</p>
<p>Exciting potential developments</p>
<p>Knocking-out capacity for cars inside Kelowna for biking-only streets is a high priority for me. Cyclists are always dealing with traffic (many of whom drive obnoxiously large vehicles), increasing danger and decreasing the desire to cycle by non-enthusiasts. We need to make it safer to cycle if we want people out of their cars.</p>
<p>we need well lit, easily accessible bike and trail networks. Any improvements to this will be awesome for the Central Okanagan</p>
<p>As a cyclist, I would love to see a Westside Trail developed to allow easier access to Westbank and Peachland. However, at the moment, it looks like the logical route for the trail would be via Casa Loma (Benedick rd) through Kalamoior regional park? I am not sure if this is correct or not, but if it is, then I have HUGE concerns about the part of the route that may go through Kalamoior park in particular. As an ecological landscape designer and a past resident on Benedick rd, and a long time resident of Lakeview heights, who frequents the trail in Kalamoior park, I have walked the trail that runs along the lake (what I imagine would become the cycling route) repeatedly over the last several months, trying to envision how it could accommodate a trail, similar to perhaps the Greenway.</p>
<p>At the moment, I cannot see how this would be possible, without incurring immense damage to the shoreline and existing ecology. The abundance of trees and shrubs that exist in between the existing path and the shore already provide what is known (ref: http://lakeshore-living.okcp.ca/) to be the most effective means of preventing erosion to the foreshore caused by waves from boats and high water (and I have noticed a huge increase this year in the number of boats that now come very close to the shore at Kalamoior park- maybe this is unique to this year or perhaps a trend?). The trees and shrubs also help to filter the water coming down through the park from the residential areas above, before it enters the lake. I would like to see consultations with registered Riparian Biologists and the Okanagan Basin Water</p>

[Back to Top](#)

What comments or considerations do you have regarding the recommendations to create a safe and convenient region-wide bike and trail network?

Kelowna Residents
<p>Board on this matter, in particular before engineers are involved, as they do not have this essential knowledge of the foreshore and the existing ecosystem services that already save us a lot of money (undoing these free services would be very costly indeed and, in this case, potentially very hazardous).</p>
<p>Possibly a good solution would be to keep the existing path as-is. Where it's possible to widen the trail, a wider, gravel trail would require expensive retaining walls on the sloped side. I hope that tarmac would not be considered, as inevitably the Horsetail plants that exist along the water would poke through and break down the tarmac- this can happen immediately- within one year. I appreciate there is a lot to consider and much research to still be done.</p>
<p>However, thank you for reading my comments and I hope they can be useful moving forward. So far I LOVE LOVE LOVE the other recommendations in the transportation plan. Thank you so much for all your hard work everyone. I was blown away by all your efforts thus far in consulting the public. I appreciate it so very much and it is truly awesome!!! Thanks!</p>
<p>more bicycle lanes, separated from the cars, with more connections to more places. Going toward Pyramid winery, the cycling route ends suddenly, and it becomes dangerous</p>
<p>Having dedicated pedestrian and cyclist overpasses (or tunnels) over Harvey would be nice. Please have physical separation between bike lanes and roads; so many people literally drive through (on) the bicycle lane divider lines/lanes.</p>
<p>The Dilworth multi-use pathway is the stupidest thing you can do for several reasons. Consider existing traffic strain at Springfield, Baron Road, the Highway, which has had fatalities in that very place, and Enterprise. New construction at the School board property and the proposed Costo plans on Baron will escalate traffic problems at all these locations, and traffic flow needs to be addressed (Baron should be one-way toward the lake, and egress from all new construction should be routed to Springfield) before any recreational use is considered. The plan I have seen as a resident of Baron Road takes one of the lanes on Dilworth, when Dilworth should really be improved for vehicle traffic safety, not made into a bottle-neck between the three main arteries of Springfield, 97, and Enterprise. The corridor would benefit a minority of the residents, and endanger more. It would certainly increase conflict between motorists and drivers in the city, and likely result in many collisions with possible fatalities. Has anyone consulted with ICBC on the statistics regarding these intersections, including insurance costs? I believe the costs, not to mention the construction costs, would far outweigh the benefits. I shake my head that any City Manager or Urban Planner would even consider this option.</p>
<p>I like biking the Okanagan rail trail and like the idea of more access to it</p>
<p>Full support for cycling and multi-use trails around Kelowna. Mission Creek is already at capacity</p>
<p>Excellent plans - I cycle from upper mission to Parkinson's/ dn town all the time - improvements extending the shared path from abbot to gyro beach - there is a ton of cycle traffic there . Better yet put the shared path on the beachfront to rotary beach - omg tourist' s would love it - Second thought shared cycle paths are dangerous e bikes , road cyclists and rec cyclists go too fast and create a hazard - bells are not used .</p>
<p>More bike lanes, less roads. Stop building roads. Create incentives to help people get bikes. Continue to create safe bike lanes. Kelowna needs to meet their GHG targets and they can't do it with more roads!!!</p>
<p>I really like the connectivity along major North south routes. I do hope that we can also focus on more "small win" projects throughout the cities to make cycling more appealing for close commuters rather than just long distance commuters and leisure riders.</p>
<p>Rail Trail in lake country is becoming a significant tourist draw but it not being paved is limited its usage. Suggest paving as soon as possible</p>
<p>I have been waiting a long time for the trail to be opened north of the airport. SCARY riding on the highway to lake country!!</p>
<p>Love the rail trails. I wish there was a way to increase the width and allow other forms of recreation such as allowing horses to be ridden on a shaving type surface</p>

What comments or considerations do you have regarding the recommendations to create a safe and convenient region-wide bike and trail network?

Kelowna Residents
These are certainly all important parts of the network. What we are really waiting for as work commuters are connections within the city - we have given our comments on this previously in other surveys.
Additional bike lanes and walking trails are great but not at the expense of reducing vehicle traffic capacity. Bike lanes only help alleviate traffic on a seasonal basis.
Love all this! We need more bike trails. But I think that the peachland section might not be used enough to justify a large upgrade.
I really like each of these recommendations. I would also suggest some additional emphasis on getting bikes safely across the highway (particularly from south to the rail trail)
<p>As an active cyclist that puts on more that 2000km a year in the city I recommend the following: Improve cycling/pedestrian facilities for year round use. See the City of OMSK for more information on maintaining cycling routes year round. Lighting on trails - consider solar and supplemented electrical End of trip facilities - locker, washrooms, storage, showers Paved trails that are free of vegetation, cracks, debris Paved trail linkage to other communities Upgrade Glenmore Rd to provide paved dedicated bicycle lane each way</p>
This!! All of this!!! We need more people biking, especially better winter options for biking (even as simple as clearing bike paths on the streets so they don't accumulate the snow from the road)
Priority for me is establishing a bike route that runs parallel to hwy 97 from Boucherie Road to Westlake Road.
Completing the Westside Trail and connecting the Rail Trail are great opportunities for tourism as well as locals to enjoy the scenery and outdoors that our area has to offer. All of these initiatives are great and with more and more cyclists in the area with each passing year, they should all be considered.
More winter maintenance, fabulous! Wheelchair accessible on all parts of the trail... perhaps a tall order but hey, dream big!
Would be great to finish the rail trail between the airport and lake country sooner than later.
With the number of ghost bikes here in this city, I think there should be an increased emphasis on infrastructure for cyclists, particularly on routes that link different community centres (ie. Rutland to Downtown or to other cities). Since bus routes are lacking to Oyama, I would like to also see ways that can better connect that neighbourhood with other parts of Lake Country because that's been a challenge for transportation with residents.
Fully support these recommendations. The Dilworth & Glenmore Road pathways should be highest priorities.
Uniform: Ethel is too confusing for all traffic, but it is safer for cyclists. Increase daily use pathways especially around schools.
<p>Be mindful that pathways are paved and/or appropriately graded for persons with disabilities - ie. handcycles, scooters, manual wheelchairs. We've seen the method of repair of pathways since the flooding a couple years ago and some pathways have become less accessible with the types of gravel chosen and the lack of maintenance to keep them flat and smooth. I'd like to enjoy sitting by those little hidden beaches with the walkways in my neighborhood, but they don't allow for wheelchairs to get close to the water at all. It'd be great to just have a sidewalk along the edge of those properties where it becomes difficult for wheelchairs. It doesn't have to be all the way from the main road, but peagravel and sand, just don't work for us. This leads to being mindful when developing the rail trail - any pathways that lead down to the lake or rest stops/pullouts, should also be accessible.</p>
<p>Love it. End of trip facilities and parking facilities (bike valet or automated systems) will help immensely. Glenmore connection (currently very scary to ride) and paved rail trail to Lake Country would make massive improvements. As cycling as a mode of transportation will take a generational shift, focus should be on creating safe</p>

What comments or considerations do you have regarding the recommendations to create a safe and convenient region-wide bike and trail network?

Kelowna Residents
networks for kids to get to school (starting at elementary). If kids learn this as a viable option, they will adopt later in life. You won't convert the older generations at this point.....too much history!
You're missing bike and trails through Rutland to get to uptown Rutland. Highway 33 is too busy for bicycles.
Awesome. The more the better. Especially need separated connections from all directions into Midtown shopping district.
<p>Generally supportive of all projects. But, safe, comfortable, separated micro-mobility routes for all ages and abilities should be the standard we use for a regional active transportation network. This infrastructure is orders of magnitude cheaper than auto infrastructure and should be prioritized.</p> <p>Glenmore Road Multi-Modal Arterial:</p> <p>Again, the Glenmore road pathway has to be a fully-separated and safe route for the entire length or it will remain the domain of those brave enough to use it. Painted bike lanes on a busy two-lane road with 60 km/hr speed limit is not safe. There is more than enough room for a fully separated, two-way cycle track for the entire length of road, connecting to the rail trail. I would love for my kids to be able to get around safely up and down the Glenmore valley, but there are serious issues with connectivity, intersections, and safety as things are now. It will very important to consider not just movement along the corridor but also across it. This is a serious safety issue now at many intersections. The intersection at High Road and Glenmore needs a serious rethink especially. Consider encouraging re-routing of through traffic along High Road.</p> <p>Westside Trail:</p> <p>While there are some major issues with land acquisition and topography this would be a major tourist attraction and I am very supportive of it.</p> <p>Safety:</p> <p>It is time to consider lower speed limits. A 30 km/hr speed limit on all side-streets would greatly improve the safety of our streets, particularly for children and the elderly. With the lack of side-walks throughout the region this will be a far cheaper alternative than other infrastructure-focused options. A focus on the safety of those most vulnerable is a must. Those walking or using micro-mobility are far more vulnerable and deserve an increased level of safety in design. Even within these groups a focus on safety for children, the elderly, and the disabled can provide clarity on what is truly "safe." Strongly agree with your policy suggestions around this, especially moving beyond this to understanding not just what is safe, but is psychologically comfortable, is necessary to truly encourage use by all ages and abilities.</p> <p>It is also time to consider and focus on local air pollution from vehicles and its impacts on public health. New research indicates that the health and social costs of local air pollution are much larger than we thought. This is important information for decision-making in this area and should be collected.</p> <p>Economic Growth:</p> <p>The best way to support economic growth is to create the conditions that businesses and talent value. Providing an active transportation system, healthy, vibrant, walkable neighborhoods, local attractions, and local business centres that encourage collaboration and innovation will drive economic growth. Focus on creating the platform for economic growth instead of direct subsidy or one-off large-scale projects.</p> <p>Dilworth Active Transportation Connection:</p> <p>This is an extremely busy corridor for vehicle travel and even with separated infrastructure intersections and business accesses will make this route dangerous without major design changes. The connection south from Springfield is also not ideal when you could go east and access the system from the parking lot hub location on Durnin road. Alternatively Leckie would provide a shorter connection and a less busy corridor, but doesn't intersect the mall location and may be quite a bit busier if the Costco moves.</p> <p>The rail trail is a perfect example of how this would work excellent. If you can ride a bike on the rail trail from the airport to downtown quicker than you can drive your vehicle on Highway 97 it's a no brainer. Have a rail trail to the mission and a rail trail to Glenmore.</p>

What comments or considerations do you have regarding the recommendations to create a safe and convenient region-wide bike and trail network?

Kelowna Residents
Keep busses and bikes separate. We all need clear access and hinderance free movt to feel encouraged to use these paths. Love love love rails to trails!!! Yes finish it!! Love the initiative to bike-connect our region. Could really increase sense of community.
There needs to be consistency for comfort, safety, and speed. A path is not useful if it's not connected. Safety is not adequately addressed if the path lacks consistency.
I really like the dedicated bike lanes. Now you just have to get people to use them.
The more the better, bike lanes everywhere possible is the best way to move forward. Wide enough that people feel safe and connected on as many roads as possible so people can travel safely as far as possible.
Bike rentals would be nice for visitors to allow them to join in on environmentally friendly transportation while enjoying our beautiful scenery and staying active.
I think Kelowna is well on track to being one of the most bikeable communities in Canada and I an so proud. I think considerations for this as a tourist attraction in the future should also be considered and that resident movement should be first priority with tourist movement patterns being a very close second
The recommendations are aiming low- quite simply put. More bike/trail connections need to be added throughout the region. Those identified should already have been completed, e.g. Rail Trail...
Okanagan Rail Trail completion is key; along with Dilworth & Glenmore Road upgrades to separate bicycle from motor vehicle traffic.

West Kelowna / WFN Residents
This will be good for everyone! Let's do it!!
Will there be improvements on the sections of the Westside Trail at Kalamoir regional park? There are sections that are unsafe for cyclists. I think these are all fantastic recommendations. I wonder if we might eventually have a protected bike lane on Glenmore extending all the way to Lake Country - something to consider.
Exciting addition to cycling routes from West Kelowna to Kelowna. Cycling etiquette/safety awareness program a good consideration.
Support bike lanes For community in first before bike trails For fun High priority is connect'in Westbank Center to Kelowna Center for bike and for safety
Active transport along the 97 will need to be separated and feel safe to increase use Westside trail is a great idea but feels unfeasible. Looking forward to seeing this come to life. Dillworth multiuser pathway is a great start to introduce Highway 97 to alternative modes of transport but as one of the busiest intersections with the most accidents I'm very concerned about how this will be made safe. Are we looking at providing options to rutland?
A park & bike near the bridge would be very helpful. It would need to be secure given the rampant theft in the valley. A drop bike system would be helpful as well. Encouraging businesses to have secure bike parking via tax incentives would improve biking by commuters.
As long as the bike route isn't just a painted lane next to the hwy but a route actually separate from traffic.
Would love to see the west side trail completed it can be very difficult as a young senior to manage the hills in this area
I think things are moving in the right directing in terms of cycling, the area is quite user friendly. The rail trail is amazing - it allows so many people to move around while avoiding areas congested with vehicles. I'd love to see a more cyclist friendly way to get from Kelowna to West Kelowna.

What comments or considerations do you have regarding the recommendations to create a safe and convenient region-wide bike and trail network?

West Kelowna / WFN Residents
Working lights
I think is great but we need decent highways. We need a freeway with exits first!!
Yes, please connect West Kelowna to Kelowna. I have ridden my bike numerous times along highway 97 between the bridge and Westlake but feel very unsafe.
Creating a network of bike trails in west kelowna will likely facilitate high school students to peddle to school and post secondary to connect to ubco bus routes as well.
I like the idea of improved bike infrastructure parallel to 97. additional bike lanes/sidewalks and lighting would be ideal
Very very excited for this stage of the plan. I know so many people, myself included, who want to cycle more - and would commute to work by bike - if the cycling options were better and safer. Building the waterside Westside Trail will be amazing, and it would also encourage me, other residents, and tourists to cycle to Peachland boosting business revenues at restaurants and bars etc.
Excellent! But please consider the real value of bicycles is short commuter transportation in town centre areas - getting groceries, going to beach, to gym, restaurant. How does this plan reduce vehicle traffic in favour of dedicated walk/ride spaces in downtown zones?
These look great!
Some trails mix pedestrians and cyclists. Pedestrians wander all over the trail and it's dangerous passing on a bike. Pedestrians and cyclists should be separated, for the safety of both. If I want to get somewhere fast using my bike as transport, I am held up on cycle/pedestrian trails by slow cyclists and pedestrians. For those who use a bike as transport, there needs to be safe, express off rd trails.
I would encourage planners to focus more on urban bicycle routes over trails. Making it easier for people to use bikes on a day to day basis should take precedence over recreational bike use on trails etc.
Where is the plan for safe and effective public bicycle parking? If there isn't safe and easy to use parking to negate the rising theft of bicycles, pathways wont be used to their full potential.
Safe, usable, cycle connections to all of Kelowna's Urban Centres
The westside trail should be a high priority, however it needs arteries into the suburbs of town as well, or else it will used only on weekends for recreation only. Attempting to maintain cycling trails in winter will most likely be a lost cause, at least west of the bridge.
The increase in e bikes has a couple of downsides, one is that some of these bikes can go faster than you think. Second, there are people on e bikes travelling at 30 k that have never gone that fast on a bike and it is only time till there is a problem. I have ridden the rail trail which is perfectly flat and the need for motorized vehicles is beyond me, I am a senior
Complete the Okanagan Rail Trail. That is an awesome amenity to have in both cities. That gets families out and active, it'll bring tourists here. Complete the westside trail. It's way to hilly along 97 to have a bike route parallel to the highway. Not a good use of money.
Yes to Westside trail and Westside active transport corridor
Westside trail looks amazing
For all of the multi-use trails, shade trees are so important. For all ages and abilities to use these trails, there needs to be protection from the intense heat on long stretches. The active transportation route in West Kelowna is needed. It is nice to see it is not on but parallel to the highway.
The region wide bike and trail network would greatly help traffic congestion. Ebikes are more and more common. Safe paths and trails are super important.
See my comments for section 1 (sorry!). This is going in the right direction but... you need to plan on major arterial biking rights of way linking Upper and Lower Mission and Rutland. They need to be designed to be separated from vehicle traffic as much as possible with overpasses for the main roads.

What comments or considerations do you have regarding the recommendations to create a safe and convenient region-wide bike and trail network?

West Kelowna / WFN Residents
<p>We need to be willing to make substantial investments in this to create efficient, desirable and safe paths that will attract more bicycle commuting. (As opposed to more recreational systems)</p> <p>I like what the plans are for the westside.</p>
<p>Westside trail and Active Transportation route parallel to Highway 97 between Westbank Centre and the bridge would be great for safety and showcase the beauty of the lake by being able to cycle from Peachland to Vernon on separated bike paths</p>
<p>Our geography is not suitable for most people to bike, next to the fact that distances are often too long, e-bike or not. Do not get carried away in fairytale unicorn trails of wishful thinking but stick to realistic and practical solutions. Research your customer base first. Look at Boucherie road as an example; too steep to bike, almost no one uses bike path, lots of tax money wasted on wishful out of touch with reality thinking</p>
<p>As a cyclist, this looks amazing! I live in west Kelowna and work in Kelowna. Having 2 routes to the bridge would be fantastic</p>
<p>Westside trail should be a priority, so many people already try to use this area and it is so dangerous with no shoulder on the road in many places, and high traffic during peak times</p>
<p>I have been cycling from Kelowna and West Kelowna to Peachland and back for 25+ years. Drought Hill/Hwy 97 is not safe in either direction. I would like a clearer map showing how safety will be accomplished for cycle commuters. Right now, other than detouring up the connector and taking the Trepanier exit in order to get to Peachland is not practical. Trepanier has no shoulder at all. Leaving Peachland I use a hike-a-bike trail that I keep pruned. It enters a dead end road that brings me in perfect scenic safety to the top of the highway and it's wide shoulder. Seclusion Bay is not an option. Goats Peak trail is not an option for commuters. Drought Hill is the biggest issue and the area between the DQ and Canadian Trench in West Kelowna is also a huge issue. With a bare minimum shoulder and many right turns available to traffic who don't do shoulder checks. I am an experienced cycling commuter but many are not. Your plan needs to be much more detailed and reviewed by cyclists.</p>
<p>Make safety and education a priority</p>
<p>I do commute to work with a bike on the West Side... I would say that bike lanes are appreciated, but as a driver they often create more complications than efficiency, such as bike lanes crossing over road ways, or eating into the width of the driving lane.</p>
<p>I believe having getting Westside trail is great! I find West Kelowna doesn't have many options for safer biking compared to Kelowna.</p>
Lake Country Residents
<p>My comments are limited to the northern elements of the plan as that is what I am most familiar and a very frequent user. Completing the Rail Trail, by paving versus crushed rock, would easily be my highest identified priority (either way, please complete it). Although I'm a traditional bike rider, the growing popularity of ebikes makes the opportunity for the Rail Trail to be a year-round commuting route between Lake Country and Kelowna, particularly UBCO, if it is paved, a no-brainer. The current requirement to ride on the 97 between Commonwealth Road and Old Vernon Road in order to ride to/from LC to Kelowna is less than safe and a huge deterrent for using active transportation (of note, riding an unfinished Rail Trail would be safer than the 97). As for paving the unfinished portion of the Rail Trail, if it is not paved, it would still be a great active transportation route for at least 8 months of the year. Concurrent consideration should be given to the location of the proposed Winfield Mobility Hub so that it will be in proximate location of the Rail Trail or at least have quick and safe routing access between the two. The multi-use pathway connecting the Rail Trail to the southern section of Pelmeash Parkway is also a very strong project, as are the improvements to Glenmore Road.</p>
<p>Lake Country is woefully lacking continuous sidewalks - especially on the Okanagan Lake side - love the plan to connect the rail trail</p>

What comments or considerations do you have regarding the recommendations to create a safe and convenient region-wide bike and trail network?

Lake Country Residents
Completing the wood lake loop (Pelmewash to rail trail) and completing the rail trail would exponentially increase the active transportation options between Vernon and West Kelowna and put us on the map
We have been waiting 3 years for the completion of the Okanagan rail trail. It's about time we really made it happen. I am 74 and would really like to ride it while I can
Also need a connection between Lake Country Main Street town centre and the Rail Trail in order to leverage the network.
No! Just stop!
I absolutely love the rail trail and the convenience it provides for cycling commuters and recreational use.. I can't wait until the whole thing is hard packed for year round cycling. Excellent job.
If the rail trail was completed, both adult family member could e-bike to work. There are so many incredible options to bike in the central Okanagan and connections to trails would be amazing. Biking on Glenmore is very dangerous, but many do it. Especially to get to UBCO. Kelowna to John Himdle is ok but try to pass cyclists from Winfield to the university on Glenmore during rush hour. The rail trail could saves lives if they could to it to UBCO.
Connecting existing infrastructure adds the most value, especially around woodsdale in lake country and completion of the rail trail north of the airport. Goodwill and user interest is being squandered by the delays in completion.

Peachland Residents
Connecting Peachland to West Kelowna and then to the Bennett Bridge by a safe, basically flat, lakeside non-motorized trail is paramount. Being able to safely bike to Kelowna from the west side would alleviate a lot of vehicle traffic going across the bridge during three seasons of the year. This would also put biking in the Okanagan Valley on the international biking radar as international travellers love biking that links communities.
Cycling on the west side of the lake is challenged. The network is disconnected and it is currently not possible to safely cycle between Peachland and West Kelowna at all, and cycling from Gellatly Bay to the Bridge is unsafe - channelled along Boucherie with busy traffic in many locations. For our tourist driven economy - connection to wineries, lakeshore and beaches, parks and other tourist and public amenities should be ranked as high as getting to hospitals and shopping centres. This is where people want to go to recreate and tour. Residents and tourists alike do not want to cycle adjacent to busy vehicle corridors. A high priority for consideration of future projects should be the completion of the Westside Trail as it meets all of the above goals. The majority of the public are not intrepid cyclists and will not cycle the current route in West Kelowna. What is needed is a high quality multi-use pathway that meets the current BC Cycling Design Guidelines (2019) that is continuous from the Bennet Bridge to Peachland. Focus on filling in the gaps first: A multi use pathway through Kalamoir Park, a multi use pathway on the lake side of Quail's Gate Vineyard to avoid travel on Boucherie, acquisition of a right of way through the private property that blocks connection between West Kelowna and Goats Peak Park, and connection from Goats Peak to Robinson Crescent in Peachland. Doing this will effectively extend the Rail Trail south to the southern boundary of the District. Note: In the last year the use of E Bikes has greatly extended the demographic of casual cyclists in age and in topography. Routes that may have once been too steep are now easily managed on an e-bike. The number of people that will consider cycling in the Okanagan has significantly increased as a result - even in the timeframe of this study.
Consider bike path with minimal grades between Peachland and West Kelowna and Peachland / Summerland
forget the route along Hwy 97. Use side roads, Kalamoir Park and connections through Goats Peak to Peachland.....yes to a Westside Trail!! Connect the communities by trail
That looks great

What comments or considerations do you have regarding the recommendations to create a safe and convenient region-wide bike and trail network?

Peachland Residents

The proposed connected cycle network within the Region is exciting. There are a few items of note that we wish to discuss:

1 The Plan does not consider connections to cycle networks outside the Region particularly south of Peachland. This is essential in order for this study to meet it's stated intent to facilitate a pan Okanagan valley trail from Sicamous to Osoyoos.

Elements to include: Indicate proposals to extend the Westside Trail south the town site of Peachland along Highway 97 to Hardy Falls Regional Park. Then connect to the Fur Brigade Trail and into Garnet Valley to Summerland. (The Fur Brigade Trail is located within the RDCO and there is an intention to make this area a regional park). Note that an appropriate Highway crossing for the path at Hardy Falls may also be necessary depending on which side of the highway the path is located. The elevation on the Fur Brigade may require some adjustments to the path alignment but overall the ascent is achievable on an e-bike and mountain bikers currently use this route.

Note that the very recent decision to defer the Highway 97 expansion through Peachland for at least 20 years leaves a right of way available to be used for cycle paths in this area. Peachland should not have to wait until the Highway expansion or the decision on the route is decided for appropriate cycle infrastructure. This includes upgrading the three main connections - Princeton, Ponderosa and Trepannier - into Peachland townsite with cycle paths and sidewalks which are absent today. Access design across Highway 97 at intersections at these points should be accelerated as the proposed upgrades to these sites have now been announced as short term projects by MOTI. Note that an appropriate Highway crossing for the path at Hardy Falls may also be necessary depending on which side of the highway the path is located.

2: The route north of Peachland is extremely challenged by topography and lack of room between the Highway and private lands. There have been several conversations and proposed routes that have fallen aside due to cost and MOTI's concern re placing a pathway in the highway easement. We would encourage all stakeholders to consider that there may be short segments of the Pan Okanagan pathway that will be significantly more expensive than other parts of the trail, but that they are essential links and in some cases the only possible connection points. Please consider these to be amortized across the entire cycle network system in order to make the network function. Further, a small community like Peachland, with a very limited tax base and issues with flood damage to deal with will need funding assistance that larger communities may not.

3: The Okanagan Rail Trail is exceeding expectations with respect to user numbers. Economic benefits are being felt by the small communities on its path with new businesses springing up to serve the trail users. Research has shown that International Cycle Tourism increases when trails are available that are of high quality, are located away from busy roadways, link to cultural, recreational and tourist amenities, and - are of several days length for touring. The Rail Trail meets the first qualifiers, and will need the addition of a continuously linked multi-use trail of similar quality on the west side of the lake continuous to Osoyoos and potentially into Washington State. Special consideration and designation should be given to this "spine". This may mean that even when the route is on secondary roadways that may not qualify for a separated multi-use path due to traffic numbers, it may be wise to provide one to encourage the higher rates of tourist travel. And - this may mean that a greater priority would be put on completing pathways in areas that achieve these qualities sooner. The pathway that comes to mind is the one running through Kalamo Park and along the existing lane on the lake side of Quail's Gate Vineyard. Boucherie and Gellatly are very busy roadways and should be avoided where possible and where a separate off road pathway is not possible.

The bike lanes built by the City of Kelowna is an excellent way to get more people biking!

What comments or considerations do you have regarding the recommendations to create a safe and convenient region-wide bike and trail network?

Other Areas / Postal Code Withheld
Wonderful!
This pathway network is a great feature of the area and I support continued expansion. The multi-use path on Dilworth makes a lot of sense, but would that be better located on Leckie?
Outstanding. Please get Vernon on board. Keep building bike routes. We will ride more!!
I think it's great to see the development of bike and trail network. I would like to see the completion of the rail trail between Lake Country and the Airport. I live in Vernon and work downtown Kelowna, and I would park and ride my bike from Lake Country to avoid the traffic congestion on the HWY and Glenmore in the summer. If I do bike right now, I park just north of the airport and use the completed bike path all the way to downtown Kelowna.
Km. 0 of the Okanagan Railtrail is in Vernon. Another reason the North Okanagan should be included in the study. Lots of people are already commuting on it between Lake Country and Vernon.
Need more bike trails that are separated from traffic by barriers, and more advertisement of trails. Also maybe a tax break for businesses that put in secure bike lockup areas as part of their parking.
Quite spending millions on cycle tracks and bike lanes only 5-10% bike, fix the roads and connections.

What comments or considerations do you have regarding the strategy to incorporate new mobility options and prepare for future technology change?

Kelowna Residents
Our regional quality of life HAS been affected. I was born and raised in Kelowna. Traffic from the Mission, Crawford etc. has all been funnelled down Benvoulin. We have more traffic on our 2 lane rd. than Gordon has on its 4 lanes. Traffic patterns should be changed.
N/A
Discounted parking for drivers of electric and hybrid vehicles
Please don't forget about seniors and their needs.
Great to look ahead. More will have to be decided as advancements become more normalized.
light train running from H2O to UBC along Burtch extension, up over the highway through the rec centre area and up Glenmore valley to UBC
We need to start accommodating the growing use of e-ride transportation. Better/more secure lock up locations downtown, possible charging stations for the e-ride mobility, dedicated parking stalls, and possibly a tax incentive to have more people commuting to work using e-ride mobility. The bike theft in Kelowna is horrible, there NEEDS to be a push to allow people to feel safe leaving there \$3000+ e-ride in a secure lockup location(s) through out the city.
More incentives (and funding to make plausible) towards public transit and innovative mobility options is a must.
I understand the potential of self-driving vehicles could create a new way we look at vehicles, car sharing instead of owning. Might not lead to congestion...
The forward thinking and acceptance that change is on the horizon with the openness to choose how we as a community wants to adapt is clear and appreciated. I've noticed and appreciated the support in infrastructure for electric cars. Along with infrastructure needs to come continual education and incentives for residents in order to change their belief and activity patterns. Creating a myth-busting campaign and having local influences (of differing ages) promoting new and different ways of moving about our community may add to the changes in access and opportunity.
<p>The bike share downtown was awesome. What happened to that program? Why was it replaced by extremely expensive very fast moving scooters?</p> <p>I see a lot of people riding their vespas on the sidewalk. Maybe making smaller motorized vehicles like vespas and electric bikes and electric scooters their own lane instead of squishing them in with pedal bikes and pedestrians.</p> <p>Stop expanding the hwy and focus more on these alternative modes of transportation. Or raise the hwy for through traffic?</p> <p>Design city landscape to accommodate more bikers like instal more bike lockers/lockups; create a bike lock sharing program that stores can sign on to. Give shops incentive to provide discount for people who bike. Create more recycle your bike programs outside of cops reselling stolen bikes.</p> <p>Why not make the entire downtown core pedestrian, bicycle, bus? Leave alleyways for delivery trucks. Split lanes to accommodate more personal/individual electric innovations like hoverboards, scooters, those standup robot looking things that look like people ride standing up on a podium.</p> <p>Def increase width of bike trails to accommodate these new smaller but fast moving electric modes of transportation.</p> <p>Install charge stations and more lighting on bike paths for safe night time uses.</p> <p>stay open for new ways of doing things</p>
<p>Forget about self driving cars.</p> <p>Require ALL new construction to have solar to provide power for electric vehicles.</p>

What comments or considerations do you have regarding the strategy to incorporate new mobility options and prepare for future technology change?

Kelowna Residents
In the old rail corridor, reinstate train service, Better for commuting between our communities. Interlinking as far as Penticton or Veron
We are a long long way from self driving cars being the norm but kids are riding scooters like motorcycles in the cycle lanes - more and more electric types of transportation are coming - bigger and wider cycle lanes will be needed because when passing a slower rider you dip out into traffic - risky action
I am concerned if ride sharing (Uber and so on) begins to proliferate because they are not wheelchair accessible. It means that while options increase for one part of the population, they decrease and potentially become more expensive for a minority group that already find it difficult to get around
Car share parking spots would be awesome! Please don't focus on shiny tech things though while forsaking reliability and dependability of current offerings.
2 years and no Bike Share ? Yes, sanitary wipes could be included in each bike. The MODO Car Coop is wonderful. Bike sales, bike safety lessons. Get province to increase the Scrap -It subsidies (the recent extra \$200 towards an e-bus is not enough - \$1200 for a \$4000 bike)
The imperative to get people out of their cars, by offering a system that has dedicated lanes, that has responsive transit (and self-driving cars might fill this void well) is all the greater if we want to avoid the deadlock that self-driving cars could possible cause. And as to the health of the community, take readings of the air quality downtown, along Springfield, etc, with the volume of traffic. The health of people in Kelowna is already being impacted.
Having dedicated lanes (on the Highway, on Pandosy, on Springfield, etc). can also help us adapt more quickly to the technology.
However, do not create dedicated lanes unless the offer of an alternative is real and viable. We have waited so long, it is the least we can demand to insure that such a system finds a broad level of acceptance.
None of these options are likely going to be effective for persons with disabilities, so my comment is - don't forget about us and about how, in the future, most people end up in a wheelchair in their older lives and could still enjoy getting around independently. Remember to consider how many people will become senior citizens in the next 10 years.
I think that less self driving cars would be good as it keeps our streets clear
I think we need real mass transportation options. These can take disruptive forms, but this planning is more essential than car shares.
Bicycle and mass transit vehicle integration beyond the two bike bumper mounts would be helpful. As e bike use expands so will the bike lane demand. A dedicated transit card in addition to other payment options may be required to address the full range of end users.
I think we are many many years away from this reality. Although something good for the future, I would think the city needs to concentrate on the previous questions.
We have to be ahead of the curve for this predictable change.
I believe that ride sharing apps are an excellent method in decreasing traffic overall. Currently it is rare hearing people discuss these things, so perhaps promoting/incentivizing apps will yield more users.
I am glad to see that these types of future changes are being considered.
Self driving ride share company? That's kind of future forward, but I see it as something that is coming.
Car share and ride-hailing love the strategy. Less cars the better.
I'm not sure I have the vision to see these disruptive technologies impacts, but would like to know more about bike share options. COVID-19 has reinforced my unwillingness to carpool/ride share except with Close friends or family.
Let's get ride sharing apps in Kelowna! They are a great alternative to taxis which can be hard to get in town during peak dates and can be very cost competitive for users.

What comments or considerations do you have regarding the strategy to incorporate new mobility options and prepare for future technology change?

Kelowna Residents
more on demand ride sharing capabilities are needed
Self-driving vehicles, if single-occupancy, don't assist with reducing traffic on the roadways or using valuable curb space. Would like to see incentives for reducing vehicles in high-pedestrian/retail areas (not Orchard Park mall but Bernard Ave and south Pandosy).
Ride hailing has proven to be incredibly popular around the globe, displacing cab companies in the process. Why do we need incentives for a proven, popular method of transit? Should those incentives be reallocated to helping encourage Mass transit?
I like car-share, and bike-share programs. Ride-hailing is not a solution for reducing vehicle traffic. I am also very skeptical of self-driving cars. How do we expect to manage traffic to the airport or university unless we have much better transit and active transportation options? The other "innovations" aren't going to improve traffic over the long term.
I think we have to be cautious when working with this new technology. We don't want to have too many e-bikes, and scooters all over our town. We need a company that will maintain them.
It is essential that planning begin today for an environmentally friendly transportation technology, such as quiet, electrically driven rapid transit routes.
I support the use of self-driving light rapid transit, but it should have its own dedicated transportation route/lane so as not to interfere with regular traffic.
I don't see this as a big issue in the Lake Country area. I think more bus service with proper safe, bus shelters for snowy/rainy days would attract more users to use bus service. All buses should be equip for persons with physical disabilities, so they can access the buses with a wheelchair.
We're taking the correct measures to ensure these technologies are beneficial to our community. Look at other communities and do the research before implementing new technologies.
We need a wide range of A to B hub mobility options to reduce need for more one person car trips.
More free EV charging stations along major routes. Have many in one parking lot linked to the mobile apps so that it is easy to find a free charger.
Car share, car pooling, increasing housing density / bike lanes and parks so people can live close to work and play.
I am a new user to a mobility scooter as I have Multiple Sclerosis and cannot drive some days. I want to be able to use my scooter more to save money, and be better on air pollution (which is more noticable in a scooter!). Currently, our transit system cannot transport my scooter as it is 5 inches longer than the restriction (or so I am told and will confirm soon).
Regarding: "Safety and Accessibility – Without enough investment in sidewalks, bike lanes, and safety improvements, many people, including children and the elderly, could be discouraged from walking, biking, and using small shared vehicles for short trips; this lack of mobility could result in social isolation for many residents of our cities. The cost of collisions in the Central Okanagan will result in less money spent in the local economy."
I already see this in action with my mobility scooter. I know they are not for the road and not for the bike lane, but some of the sidewalks are very unsafe, and even damaging to a scooter.
****205 NICKEL IS DANGEROUS****
ONLY ONE SIDE OF THE STREET HAS SIDEWALKS, AND HALF OF THE OTHER SIDE IS CLOSED FOR CONSTRUCTION - THIS IS A FEEDER STREET AND A SCHOOL BUS ROUTE
HOW DO PEDESTRIANS/CHILDREN/DISABLED NAVIGATE THAT STREET WHEN THERE IS A PORTION WITH NO SIDEWALKS, LARGE CONSTRUCTION VEHICLES AND UNMARKED DRIVEWAYS???

What comments or considerations do you have regarding the strategy to incorporate new mobility options and prepare for future technology change?

Kelowna Residents
It would be great to have a day where the City Planner has a Day in the Life of someone with different mobility needs, be it a cane, a Walker, a wheelchair, or a scooter.
It would be nice to take my scooter on transit to visit my sister-in-law in Penticton for the day.
**side note.....the disability doors on businesses are HORRIBLE....such a thing to take for granted...opening a door.....no one thinks about the 'approach' to the door and the timing of the opening, if the door even works at all.
Allow uber and other ride sharing services in kelowna.
While electric cars are a welcome future, the time for personal vehicles supported as the dominant mode of transport has passed. Our various levels of government must lead this change.
I think busses that run more frequently and into all areas of the city would ensure that people would begin the use the bus as they could rely on it to get them places in a reasonable amount of time. This would mean less vehicular traffic.
Fare free transit would reduce the appeal of self-driving cars!!! Public transit is the future we need now. Increasing car sharing services in the region would also be helpful, as a supplement to public transit. Currently Modo does not operate at a usable level for those living outside of downtown, and there are no one-way car shares like Evo.
develop options that reduce reliance on cars. get folks moving via active transportation and have regional busing/transportation that aligns with active transportation seamlessly so that someone can walk/ride part way and hop onto transportation as needed without a hassle.
While people may resist "disruptive mobility" it is important to remain innovative and forward-thinking.
look at the Clement extension as a electric or self drive corridor..... dedicate it to new technologies so that people have incentive to convert. Maybe it can create self drive corridor that would mimic rapid rail in the future if technology catches up?
Transit will do more to improve transportation than new technologies.
Bring back Dropbike and scrap those electric scooters. That change was absolutely horrendous. Planning for eventual LRT is extremely important.
I think the disruptive mobility strategy is good but I am also cautious of public investment in the bikeshare/scootershare corporations as I think that it is more of a fad and less a legitimate mobility strategy. Also, public investment in private companies/startups is more risk than what is appropriate at a local level.
No thanks on the self-driving cards...
Make the city safe for cyclists and the city will change!
Focusing on new mobility options to follow suit with the active transportation improvements seems like an effective way to coordinate transportation planning
I think that electric car infrastructure should be prioritized. I do not support ride-hailing or shared scooters in the region. I think the bicycle sharing that was trialled in 2019 was a great option and the city made a mistake in trying to have more than one company provide this as our population does not support more than one provider at this time. I also think that ride-sharing should be promoted more to decrease environmental impact.
Incorporate as much public and active transit as possible... and then add more. Basic curbs along painted bike lanes have a excellent cost/benefit ratio. No tech needed.
Need to provide parking areas dedicated for EVs, dedicated parking for ride-share vehicles
Self driving cars could in fact decrease traffic congestion as they don't make the same errors that humans do.
Self driving cars will result in increase of car sharing and decrease in car ownership. Why buy a car and insurance when you can call one whenever you want Uber-like and it will drive itself away after dropping

What comments or considerations do you have regarding the strategy to incorporate new mobility options and prepare for future technology change?

Kelowna Residents
you off? We already have access to car share, bike share and ride hailing services. These are not truly disruptive technologies in my view.
If transit is a viable option for residents through improved service levels, any traffic congestion created by a disruptive mobility strategy can be offset. It will require people to rethink how they get around but it would not necessarily decrease the "quality of life". Increased forest fires and heat waves as a result of climate change will have a much greater effect on quality of life!
I'm glad to see the plan thinking ahead. I think you should also look at motor bikes, e-bikes and electric scooters as means of future transportation that will require places to drive.
moving to mobile ticketing would make it easier to ride the bus. There are limited places to buy tickets or passes and if my car dies and I need to take the bus I can't because I need to take the bus to buy a bus ticket! If i could use my phone it would save time, ticket printing, distribution costs etc.
<p>While I agree with your assessment of a light-rail project in the near term I think the option for an autonomous, separated BRT type system might be within reach in the next few decades with cost reductions and technology improvements. Using the dedicated lane projects discussed to stay flexible around this is a very good idea.</p> <p>I would also consider other more out-of-the-box options like Gord Lovegrove's proposed hydrail project as an alternative. In this case the system would ultimately be a regional transportation alternative between cities in the region and would be costed and assessed on that basis. However, such a system could also serve local transportation needs, especially trips between West Kelowna and Kelowna. This for me would be a far better "second crossing" option for the province to consider and would not have nearly the negative community impacts of a large, high speed highway.</p> <p>Agree that mobility pricing is going to be a key future consideration. This may be especially important for correctly pricing ride-hailing options in future.</p> <p>Key here will be good data on all of the locations, options, prices, and types of options available throughout the region so that a complete, integrated picture can be assessed and interventions suggested.</p> <p>Pricing considerations:</p> <p>Consider demand-responsive parking pricing in high volume areas. Donald Shoup has done all the research you will ever need on this and has ready-to-go solutions.</p> <p>I strongly agree that any pricing must take into consideration other transportation prices and other regional and local options. Pricing must also clearly reflect the full public and societal costs of the various options. Local parking costs should never be cheaper than transit pricing. Short-term vs day/month rates can also be used to encourage shorter stays, provided that "plugging the meter" can be avoided. Pricing strategies at park-and-rides will need to be considered in this context as well and should be very low or free for holders of monthly transit passes.</p> <p>That said, parking in Kelowna is plentiful and easy to find compared to many larger centres. It may require a short walk, but it is almost always there. As someone who moved from a larger centre my view is that people need to realize that their city is growing and parking will just not always be available immediately adjacent to their destination. A complete view of all of the public, private, on-street and off-street parking in an area will give a better understanding of the actual parking capacity and usage in an area and avoid over-building of parking.</p> <p>Agree that mobility pricing is going to be a key future consideration. This may be especially important for correctly pricing ride-hailing options in future.</p> <p>Key here will be good data on all of the locations, options, prices, and types of options available throughout the region so that a complete, integrated picture can be assessed and interventions suggested.</p> <p>Affordability:</p> <p>Affordability is relative and many users struggle with even transit costs. Exploring options for variable-rates for low-income users is necessary. A focus on equity, relative affordability, and relative need when assessing the "value" of the transportation system to all users is critical. New, alternative revenue sources are important for transportation system funding, but also for assessing total affordability and</p>

What comments or considerations do you have regarding the strategy to incorporate new mobility options and prepare for future technology change?

Kelowna Residents
for assessing the proportion a person pays for the system vs their usage of and wear on the system vs their actual income. Electric vehicle charging: While an electric vehicle charging network is important this may be quickly solved by private interests at existing gas stations. Making permitting easy, consistent, and clear is more important than direct funding or tax reductions here. Equally important is the ability to charge at home however. The partners must also make it easy, convenient, consistent, and cheap to permit and install charging at homes, businesses, apartment buildings, and similar.
Having parking lots outside the city center for self-driving cars that are free, so as to encourage people to leave downtown parking for others. Increase the availability of charging points in parking lots and parkades. Make sure the electricity charged is either the same as residential rates for everyone, or can be added to a local resident's electric bill (to provide a discount to locals). Charge only for the electricity, not the time spent in the spot (unless it's also a paid fee to park there, in which case same as everyone else for the time). Encourage people to work slightly varied shifts, so as to reduce traffic congestion. Rather than having everyone start at 9am, and end at five, encouraging 8:30-4:30 or 9:30-5:30 could help. Having a local network of self-driving cars that anyone can easily hail, or easily lend their car to will help reduce the total number of cars and increase the affordability of transportation.
Good idea
Self driving cars will decrease congestion
Self driving cars? Ummmm.... :/ Ride share is great, and keep in mind that for Kelowna we are a showy town. Peeps have hot wheels and like to flaunt them. No shame in that, I say. As long as we always have options - to drive our own and not be punished with less parking, or higher cost to park - I am all for new ideas on ride share etc. Lean into it - self-driving transit options w/ dedicated lanes could mean highly efficient and modern green transportation through the city. Bus-like options with smaller numbers of riders could bring more people to a wider range of stops. GPS based apps that optimized travel time would make planning a trip simple, especially with digital fares (perhaps membership options). The strict bus routes that exist presently could be done away with by implementation of algorithms that recorded ridership data and destination requests through a trip-planning app. The routes could be in a sort of flux, adjusting as needs arise. There needs to be a sort of compromise, given that many drivers simply prefer the perceived flexibility and autonomy.
Appreciating the region's willingness to pilot and learn. Keep it up.
Don't know
none
Kelowna should carefully regulate ride hailing. While it may reduce taxi costs and thus DUIs etc, it should not be considered a true separate mode of transportation and can when left unchecked lead to more congestion, more cars, and more pollution.
More EV chargers and free parking in more areas for ZEVs.
I think that ride hailing should be permitted.
I don't see any major advantage to ride-hailing services. These are what is more likely to increase traffic congestion as they incentivize more cars being out and on the road, and more travellers being dependent on cars, and thinking of them as the least costly option. Ride hailing services, to be permitted, ought to be required to be EVs, because of the harm they'll inevitably do to our environment and communities. We should put vastly more emphasis on active transit and carshare that means shared ownership, so as to reduce cost, and reduce reliance on cars for commuting. Carshare ought

What comments or considerations do you have regarding the strategy to incorporate new mobility options and prepare for future technology change?

Kelowna Residents
primarily to be needed for unusual circumstances, like a trip out of town, or a trip to move a large amount of goods (like moving in, or driving to the dump). It should be the exception to commute by car, rather than the default. Again, if the top decision-makers were making choices with a view toward protecting our climate stability, our air quality and our individual and communal health, this would lead to move intelligent choices around "disruption". We should have positive healthy disruption that advances health of humans and their environment, not disruption that just moves us faster in our downhill slide toward sloth/obesity, car dependency, pollution, and unliveable climate. If there are potentially disruptive technologies and they'll harm human health or community safety, they ought not to be engaged with, no matter the profit motive.
We need more, if any, bike charging stations for e-bikes, bike repair tools and pumps along our trail systems and corridors. Placing these types of tools are great in hub locations, but we desperately need them along the trails themselves
Integration of autonomous (self-driving) vehicles into the mainstream is a non-starter.
Ride-hailing services - please!
A city run car share program like Vancouver's would be amazing. If somehow it could be tied to Evo so that Vancouverites could bus to Kelowna and then use Evo once there, that would be SO COOL. Similar thoughts with a bike share program
I would love to car share, however it would need to be available near me to even consider it.
Follow rather than lead.
Strongly suggest more clarity in terms of rules (end enforcement of such rules) around motorized vehicles (Scooters, bike's, segways, rascals, etc) in bike lanes, and shared pathways (walk & bike). With more Motorized versions of previously manual transportation safety becomes a significant factor on both the road and pathway.
Innovative mobility options listed above I consider to be very valuable. Implementing these would greatly enhance our city's transportation to people who live in Kelowna and its visitors.
Consider where self-driving vehicles may re-charge and park. What land use is this? How much space may be needed?
Getting more single passenger vehicles off the road will be important as the Okanagan continues to grow.
Great ideas. Please also push for development changes that could remove tens of thousands of cars from the roads while improving quality of life and saving residents money, by building ample student housing adjacent colleges and universities. University students by and large would prefer to skip daily traffic commutes to their classes, but in Kelowna, often are forced to accept unsafe substandard private rental housing, and often a car ride away from school. This adds to their expenses and lengthy commutes subtract precious hours per week from their study time. Ample housing, for students and staff and even surplus to let out to the general public, could save so much carbon and road congestion!
Electric scooters are a disaster waiting to happen. See Tempe, AZ.
Allow ride-sharing apps to be used in the CO - this helps lessen the number of cars on the road when used with carpool mode.
Looking forward to seeing these changes in the future.
Need to start considering hydrogen gas stations as several car makers are offering hydrogen powered vehicles. Vancouver already has 3 hydrogen gas stations.
i like it
Since I am 77years. Doubt I will be around for all these changes. Good luck
Really liked the bike share program downtown in 2018... scooters were a fun tourist grab but not very practical.
With massive increase in availability of electric vehicles, increase in local population and Kelowna being a regional hub, there WILL continue to be more vehicles on our roads and to constrain/restrict vehicle

What comments or considerations do you have regarding the strategy to incorporate new mobility options and prepare for future technology change?

Kelowna Residents
roadways in a misguided attempt to force people from their vehicles is frankly STUPID. Improving vehicle movement to reduce GHG's and time spent travelling is where the focus needs to be.
Trying to predict the future is a bit difficult, though some decisions are always correct- protect the natural environment. Ensure wildlife corridors, greenspaces are available. This will guarantee success for the future. Preparing for something that is transient, i.e., self-driving cars, will result in a lot of effort spent with no reward. Focus on riparian areas, wetland restoration, as a means to offset impacts by road surfaces.
The bike detection at signalized intersections seems very helpful.
For helping EV adoption, add requirements or serious incentives for new parking locations, commercial or residential, to have a minimum number of charging stations, or at least normal 110V outlets in convenient locations for EV users.
I think that it is great that the city adopt options for cleaner and more efficient transportation. I completely agree that they region needs to review both PROS and CONS of each options as some may result in a net negative for the community.
Understanding that change is coming, I believe it is important to consider the comfort level of people. A slow, gradual introduction of new mobility options, will most likely met with less resistance.
Need to encourage car sharing and ride hailing options
Bring back Bike sharing!
affordable mobility options will be great
Self-driving cars don't cause more traffic congestion - that doesn't make any sense.
Continue to build DC fast charging stations throughout the city in a public-private partnership. Encourage Uber to open in the region. The recent "lucky to go" ride share service is a joke, nothing but ex taxi's driven by the same unsafe Kelowna cabs drivers.
This seems a bit over my head, but seems important to have a strategy for how to deal with technology changes.
Lots of promising measures in the strategy. Interest to see how quickly those can be implemented. Often enabler measures are discussed in the strategy but less is discussed or mentioned around the disablers around private vehicle ownership or measures that would discourage driving with individual owned cars. Would be helpful to also see measures to discourage one mode over the other.
Don't get too long range. Things change quickly.
Incorporating real time transit updates at all bus stops and gps tracking in all bus stops is a must for encouraging the use of public transit in today's age. Bus systems are well known for being unpredictable and unreliable, and being constantly unsure of your ability to make it to work on time deters many people from regularly using public transit. Real time updates takes the mystery out of public transit and instills confidence in both new and experienced riders. It's time to change the narrative of public transit being the lesser alternative that only poor people who can't afford cars use, and instead make it the viable option for transportation.
I think with the pandemic there's that level of safety to consider...
I would with these kinds of community options, consider driving my vehicle less and use more public options.
better lockable bike storage in a few spots, rutland, queensway, OKM, Westbank. an IOT monitored, bookable with deposit to cover off the cost of vacating the locker if the user overlaps the next booking.
I like these considerations - we need to be pushing sustainability because reducing traffic and sustainability go hand in hand. There NEEDS to be more push to educate the public on the benefits of taking public transit/riding bikes. Part of the traffic problem is cultural as too many people don't want to lose the convenience of driving. We need to overcome this hurdle.

What comments or considerations do you have regarding the strategy to incorporate new mobility options and prepare for future technology change?

Kelowna Residents
The ORT opens up a lot of possibilities with bike shares. It might be time to start encouraging bike share companies instead of rental scooters.
Sounds good
Cars seriously suck. I'm willing to sacrifice my automobile independence if there is a more convenient less costly way to transport myself. Would like to see connections to West Kelowna. Essential as it's a bedroom community and the AM and PM rush is clearly evident.
This will evolve with societal changes... however the first change is to look at the level of effort put to maintaining roadways for vehicles vs infrastructure for bicycles or pedestrians. Up the anti to make change. Electric bicycles are as popular as electric cars if not more so. Promote this and physical activities. This benefits the traffic volumes as well as the health care system.
more ride hailing companies would be great. Also a bike share program should be reintroduced.
I think it's a great idea to plan for the future. I am from Southern Ontario originally and Uber/Lyft were Apps I used consistently and miss here in Kelowna!
Technology is changing so rapidly I have trouble keeping up, so I have to sidestep this question.
No comments on the strategy itself as it was too long to review. It would have been nice to have had a 2-3 page summary that could be quickly reviewed for comment.
none
Feels like this needs more study and reference to whats happening in other cities with more history/culture of cycling.
increase charging station locations
The growing popularity of e-bikes is an example of how bike lanes haven't kept up with technological changes.
Despite the movement of more pedestrian/cycle society due to the size of Kelowna this is prohibitive. While some cycle/walking within a neighbourhood and interconnecting neighborhoods it is only logical that a family of more than three will most likely take vehicular transportation to do family activities.
We need more ride hailing services. Some entities still think we're a small city, but we're growing and with the lack of transit into newer communities and the cost of taxis, it is important to provide options.
yes to new mobility, but more focus on people walking and getting people on bikes. Remove the focus from cars
I think it is important when building a new road to consider scooters, bikes, skateboards, etc... As more of these are available in electric, people will be able to choose their mode of travel. Again though, this is seasonal so you must look after and plan for transportation routes that service vehicle traffic as priority.
Traffic is already so busy here, especially in the summer
Must keep up with technological & sustainable energy developments
Quit wasting time chasing fantasies. This section of the report was written by someone who drank the kool-aid on scooters and ridesharing back in 2015 and has not kept up with recent developments. The innovations that we need have low carbon emissions, are inexpensive, and are already widely available. They are called buses, bicycles, e-bikes, and scooters.
Light rail to connect ubco/airport/downtown/pandosy/westbank would be awesome.
Please add more charging stations around the city. Convert a gas station location to a 10-stall charging station. This will show people who are weary about charging the ability to buy with confidence.
I worry that removing guilt about fuel (eg. electric cars) will add to more congestion. Please throttle single occupancy vehicles and dedicate as little space as possible to them (ie. roads and parking lots) in favour of walking, bikes, transit and public spaces (parks, markets, etc) instead.
Having "clean" cars that drive themselves will not reduce congestion as some people think. Before implementing any future policies, other Cities should be studied first.

What comments or considerations do you have regarding the strategy to incorporate new mobility options and prepare for future technology change?

Kelowna Residents
<p>Take a look at Wiener Linien transit company in Vienna. They, along with several other European cities, use an amazing app structure called Quanto Wien (App Store! Check it out) which gives live countdowns of the nearest stops to your location. It also always has up-to-date disruption information. Having a sturdy application to check the nearest leaving times (and it's based on real-time location data) is the best way to go. In fact, I would be elated if Canadian cities would actually bring Quanto into the equation, it's an excellent app.</p>
<p>More broadly, of course we have to consider the outskirts of cities, since we have massive urban sprawl. Apps like Poparide have been amazing at getting affordable options for transport between cities. A more commuting focussed version of Poparide could be an excellent solution for small town to small city transportation, since we all know the bus system is awful if your town has less than 200 thousand. COVID of course puts a bit of a damper on ride sharing, but it's manageable with some key tweaks.</p>
<p>No comment</p>
<p>Once we reduce the traffic on Highway 97 through Kelowna you'd be able to do basically whatever you want. Electric bike lane electric self driving vehicles lane you have more room to allow more technology. City bypass</p>
<p>Getting developers onboard with providing carshare instead of parking is something that needs more emphasis</p>
<p>Electric and gas powered mo-peds are becoming more and more popular, especially with young people. This can be further encouraged with dedicated lane at certain high-traffic areas points, especially near hills, as they are often slower than vehicle traffic but faster than most bicyclists, travelling at approximately 40km/h.</p>
<p>Give people An insurance break if they are driving others to and from work or a tax break</p>
<p>I see ride sharing services as new taxi companies and should be regulated the same as taxi company's</p>
<p>I wonder about removing parking requirements from new development. Even 20 years from now there will still be a need for car parking. It doesn't make sense to park all the self-driving and/or ride-sharing cars way out of town and have them drive all the way in. Ride-share companies could rent unused parking space in buildings rather than a separate lot somewhere else.</p>
<p>I do not support self driving vehicles.</p>
<p>It will be a long time before self-driving vehicles become commonplace so any changes made must be modular in design so that SDV's are gradually assimilated into the traffic system rather than designing any new system around an as-yet-to-be-proven technology.</p>
<p>https://www.smarttrips.ca/sites/files/6/docs/related/draft_central_okanagan_regional_disruptive_mobility_strategy_june_2020.pdf</p> <p>- p.8 -</p> <p>-- There's no need to use bullet points if you can fit each item on its own line (with no word wrapping)</p> <p>-- Bulk-italicization is unnecessary and ugly. Italicization should be kept specific like the quote above or the intentional emphasis of a word or phrase. The bottom paragraph has a lot of unnecessary italics as well; those items are already emphasised by being titlecase.</p> <p>- p.12 - There's no need to italicize something that's already bolded.</p> <p>-- It's wonderful to read points about access to technology and privacy.</p> <p>-- "Obesity and illnesses resulting from exposure to air pollutants and a sedentary lifestyle" is confusing. I recommend "Obesity from a sedentary lifestyle, and illnesses resulting from exposure to air pollutants..."</p> <p>- p.13 - Some of those are only solutions to the p.12 challenges, and not actual opportunities; privacy for example. The opportunity is that assuredly-private technologies will remove that hesitancy for their use.</p>

What comments or considerations do you have regarding the strategy to incorporate new mobility options and prepare for future technology change?

Kelowna Residents
<p>-- Canada has strong laws about data privacy for things like health records, and advertising that the government will treat these other technologies with the same rigour would definitely command trust. (see also 4.2, 4.6). You also have sovereignty issues; DO NOT let non-Canadian influenced companies go near our data channels ever ever.</p> <p>- p.18 - A lighter font worsens readability.</p> <p>- 1.2 - "Wifi" should be "WiFi" (or maybe Wi-Fi). Also.. WiFi on the bus!! :)</p> <p>- 1.3 - "beg buttons" was unusual to read. Perhaps say "pedestrian call buttons".</p> <p>- 1.4 - Why ever partner with a university? They are, by their very nature, unlearned. This is the government collaborating with the very least expert.</p> <p>- 2.3 / 2.4 - As an aside, self-driving vehicles wouldn't unduely impact conjection if they dropped a driver off were sent elsewhere to park if they were "personal-sized" and could fit in a bike lane. If begun sooner rather than later, this other class of vehicle can be incentivised by whatever means.</p> <p>- p.28 - That picture is crooked; it looks strange.</p>
People need help and this plan seems sound to make sure the most needy are taken care of properly.
Other than flying cars, all new mobility options are going to require land.
Having more technology definitely helps and creates other type of situations, maybe having bikes for rentals in different spots in the city can be a good option
New options rentals or shares have not shown to be good citizens with rental equipment all over the city. No to self driving cars, take the bus: still more effective with smaller buses and more runs per hour.
Change out lights on bike/trail crossings in favour of very well light, overhead flashing lights that allow for the efficient movement of bikes and vehicles ... both can move more quickly and its a win-win option. Also better bike sensing technology at lights so that bikes don't need a car to cause a light change.
Nothing to add here - who knows what the future will bring?!
Cars of any sort - EV, AI, etc - are NOT a sustainable solution folks - you know better than that, follow the science, see my comments above - not enough money to build enough road space unless we sacrifice transit and active transport! Get folks on regional transit - buses and regional zero emission rail (hydrail) between cities. The science is clear. The Benefit/Cost ratio of transit investments is 2 x greater than that of widening roads for more cars folks, you know this, right? Even a balanced approach (SMARTer Growth Neighborhood design) would absorb ALL future travel demand growth to be on public transit and active transport - bike / walk. If you plan for more cars, you will get more cars. Please don't!
While ride hailing and electric vehicles are better than the current car culture, it is a short term solution to what will be an even bigger issue by the time there were significant changes in the proportion of electrics cars. There needs to be fewer cars on roads whether they are electric, self-driving or otherwise. This means improving frequency, routes, ridership etc. of public transportation (buses and trains in the future) and encouraging active transportation wherever possible.
Hard to know what the future holds of course...anything that can reduce single occupancy, and embrace new technology would be great.
I would love to see growth of bike share programs. Drinking/drugging and driving is less of a problem if the driver is on a bike.

What comments or considerations do you have regarding the strategy to incorporate new mobility options and prepare for future technology change?

Kelowna Residents
I would like to see ways where the city can incentivize residents to take advantage of electric vehicles, whether that's mandating that more gas stations build electric charging stations, which I'm not sure is possible but would like to see. I like the idea of the city developing a curbside plan for the future as well, considering how curbside space will be limited in the future.
green highway is needed - charging for electric cars AND bikes.
Predicting the future is impossible. The plan just needs to be reviewed periodically and updated for changes that may arise.
Working and studying from home and improving those options working with employers and schools should be included here.
Now is the time to encourage the Bike. Provide employers with benefits from the city if they provide adequate secured bike parking for employees and customers and or showers for employees riding to work. Provide bike commuters with free downtown parking cards for every 100 rides to work or other contest like raffles to encourage biking all year round. Do a piece on the all round bike commuters in public paper or newsletter. Get on your bike and outta yer car!
Excited to see these options - hopeful policy and regulation will allow them to realize their potential.
Ride hailing would be great. The main taxi company is rude and provides poor customer service
This is all really great. I would like to see a more comprehensive mobility pricing study for the region. I also really enjoy the idea of removing parking minimums in certain regions (like Edmonton just did).
The future would be to reduce the number of road in the city and increase self driving transit. Eliminate the need for everyone to have cars by not giving people that option and making transit more appealing.
Ban ride-hailing. It's been shown repeatedly to increase traffic congestion and pollution. Car/bike shares only work when people can get to them. I would need a car to get to any car share location - Kelowna is too sprawled for that to work in any meaningful way. Provide far more charge points for both electric vehicles AND electrically powered mobility devices like power wheelchairs and scooters Pave more sidewalks, install PROPER curb cuts, get rid of obstacles like power poles, add bus benches and shelters without hostile features and CLEAR THE SNOW and maybe more people will reduce their car usage.
Regardless of type of transportation used, keep parking a user pay system to discourage overuse.
na
The more the better
Bring Uber to Kelowna or any ride hailing to Kelowna.
Consider persons with disabilities and their access to transportation. The beach wheelchairs for example are wonderful, can we offer more diversified options for longer distance travel?
Sure.
Disruptive Mobility has negative connotations. You put too much stress on self-driving...
There needs to be more stress on infrastructure for electrical charging and for Hydrogen refill
I don't have any thoughts on this.

West Kelowna / WFN Residents
Nothing to add but excited to learn more
Do not support ride hailing Do support innovation for mobility - like wheelchair access on beach to water Support lakefront access around entire lake for all to walk
Look into smart bicycle lockers at end of transit locations. I.e. queensway bus interchange.

What comments or considerations do you have regarding the strategy to incorporate new mobility options and prepare for future technology change?

Bike shares are not yet available, these bike rental services are geared towards tourist, not daily commutes
Ride hailing would be more efficient if we could introduce competition such as Uber or Lyft rather than the one option that is currently available
Drive share is definitely needed in the Okanagan, especially for tourist season! I would also say locals really want this added to the city for additional income. Bike share and such is more a tourist thing than a local thing. To be honest, unless you live and work downtown, biking is not the best way to get around (I'm lucky that way) as the city is mostly hills and families. My commute home from work is a 436 foot elevation climb. To give an example. Most people aren't willing to do that.
Very supportive of giving the government the right policy tools to manage this responsibly, albeit WITHOUT stifling progress and innovation. Totally agreed that things that enable traffic congestion should be accelerated, and that things that encourage congestion should be held back on a policy front. Car sharing, ride hailing, bike sharing are all things that should have been approved years ago, and we want to make sure the policy tools are put in place to bring these types of changes to the communities much faster in the future.
Self driving cars wont work. They have too many safety features and once pedestrians learn they can step in front of all cars with no consequences. Traffic will be a nightmare. Open up restrictions on rideshare companies. The protections given to taxi companies are ridiculous. Open up the ride share industry to remove a bunch of vehicles from the road.
Given the long distances and widespread subdivisions moving ever farther out of urban centres, and a probable ongoing need for social distancing itself the future, I don't see ride, or vehicle sharing ever becoming an option in places like Kelowna. My next vehicle will be a hybrid electric, given the inconvenience of recharging and electric vehicle on long journeys and the cost of battery longer term.
Good direction. I'll leave it up to the experts to decide which technologies can be beneficial.
Closer consultation/coordination with FN band lands to improve roads, sidewalks under their jurisdiction. Stricter enforcement of fines for use of mobile devices while driving is needed, including use of these devices while cycling. Implement ride, car, bike sharing as first step. As outlined in experiences of other Cdn. cities, it is fairly simple to accomplish since it presents a business potential and not dependent on municipalities to develop and provide.
Pedestrian safety should be a top priority. We need to get electric scooters into bike lanes and bikes of the road to allow self-driving vehicles to operate with no risk to others.
Having this strategy is great, because these things are coming whether we plan for them or not. One thing that has shown true in the pandemic is people working remotely, or less days in an office. People and families can stay in their neighbourhood and not have to travel far distances to work. However grocery stores are still in concentrated areas in the city. Consideration should be given to include Planning in an approach to increase the number of grocery stores within walking or cycling distances. This way less stress is put on roads at peak hours of people getting to the few grocery stores we have in the region.
Covid 19 and other potential future epidemics/pandemics may have some influence and impact on future transportation strategies, including phenomena such as more people working from home, less need for office space, more online purchasing of everything from groceries to clothing, curbside pickups etc.
Well I think it's a way for you to get out of fixing the road systems and infrastructure and will never solve anything. It's all bs. Smoke and mirrors and a waste of money. We don't know how to fix or what to do about our horrible infrastructure so Let's do this instead. It's way cheaper.
I would consider moving to an electric vehicle as it seems to be getting cheaper and more efficient. I don't think I would use car or bike sharing.
More charging stations for electric cars. Put in overpassed!

What comments or considerations do you have regarding the strategy to incorporate new mobility options and prepare for future technology change?

No opinion.
Always be leaning to mass transit and bikes
Not educated enough to comment.
High speed transit from one end of the region to the other would be fantastic. I get that the cost of that makes that pretty prohibitive. Water taxis from the west side to the east side could help keep tourists off the bridge also.
No e-scooters please
mobility options are nice but not disruptive - consider how Lyft-like services easily integrated into existing areas like Greater Toronto. Electric vehicles must adhere to motor vehicle standards - again from roadways standpoint - not disruptive. If you truly want to be progressive - consider roadways for different sized vehicle traffic - electric bikes, scooters, bicycles, walkways in favour of full scale vehicle traffic.
Light rail is the best answer, although i understand financially unfeasible. I have heard residents of my area mention they avoid public transportation due to fear of unruly and drug addicted passengers. Perhaps there is merit to look at incentives to working closer to home?
A sky train or bullet train would cut congestion immensely I am sure. Of course that comes with a huge cost though. I think improved bus scheduling and ride sharing would be a great first step.
I believe going back to a drop bike system would encourage those who don't own bikes to use them. This would improve air & life quality for at least 8mos of the year. People would be willing to rent or lease bikes if it meant less driving congestion & easier parking.
A public info series as part of the local news explaining proper road etiquette on a regular basis would help. As an example the number of traffic circles is increasing and so is the number of drivers that don't have clue. The keep right except to pass rule is not adhered to, causing back ups in traffic, the resulting parallel driving causes back ups and frustration
See answer at 3. Stop wishful thinking, research what your customers really want and need and if that requires futuristic solutions then you focus on that
Skytrain
More affordable E-bikes along with safe direct bike routes should help

Lake Country Residents
I think the incorporation of the mobility options are more futuristic but i like the direction things are moving in.
Dont waste your time (our money) trying to predict the future. You wont get it right.
Way more free and low cost charging stations.
No additional comments presently, other than its a very relevant and important component to the overall Plan.
Eliminate parking minimums in zoning bylaws region-wide for all uses - this seems unfeasible- already there is insufficient parking for the required use of vehicles for travel to certain destination. This can only be implemented slowly or to lower but not no minimums. We will not be fully self-driving for decades. Invest in lane markings that enhance the effectiveness of lane departure warning and prevention systems is a very important initiative because in winter the current lane marking paint wears poorly and is not doing the job it needs to - hard to stay in lane. Car and bike sharing - pretty difficult presently to believe this is in our mid-term future...

What comments or considerations do you have regarding the strategy to incorporate new mobility options and prepare for future technology change?

Lake Country Residents

The solution is not in electric cars and self driving cars. That only adds more congestion to already clogged arteries. The only long term solution is a high speed rail line connecting major hubs in the Okanagan. Take the billions we now waste on stupid things and put it to use for the future generations. If we do not start planning for this now it will never happen.

The only thing I have considered is ride-hailing. This would be very helpful as an option for my children as we live in an area with infrequent bussing far away from home, where both adults work 1/2 to 1 hour away by car commute.

Would be great to be able to get to the airport and university from LC without paying a \$50 cab fare. What about a valley long LRT?

Try, as a community, to be first in creating parkings and a functional app for carsharing. It's low investment for fast results to reduce traffic.

Peachland Residents

Anything that puts less vehicles on the roads is good. Self-driving cars, I agree, would probably accelerate traffic congestion, and we don't need that.

Consider E-bikes as part of this disruption and adequately account for the rise in cycling and demand for greater connectivity in the multi-use pathway network. Focus on connecting communities where gaps exists to facilitate the movement from cars to cycling as a result.

Uber would be great.

But other than that, if the transit system was more reliable around here I would consider taking the bus more often than driving

Please don't underestimate the importance of the rise of E-bike use and specifically the extension of routes on hillsides. Peachland has seen a large rise in the number of cyclists as a result - with no bike paths on the hillsides connecting into town.

Having a bypass/highway, will make it safer for other modes of transportation such as bikes, scooters, etc

Was water travel considered as a disruptive strategy?

Other Areas / Postal Code Withheld

Good to keep these new trends in mind, but don't get ahead of yourselves. How these new transportation options actually materialize, and especially when, are not known. Good to prepare knowledge base and maintain awareness of what is going on in other places. Adding charging options for e-vehicles is clearly a real need now, no so sure on material investments for self driving options.

Don't interrupt efficiencies.

no comment

Fine for downtown, leave the rest of Kelowna to the majority of users the cars and trucks.

What comments or considerations do you have regarding the recommendations to achieve fast and reliable transit?

Kelowna Residents
I would love to see decimated streetcars between Pandosy village and downtown.
Marketing - promote and advertise updates & changes. Many people who rely on their car may not be paying attention to the transit changes and opportunities.
It's a question of convenience and reliability. How will this be provided?
Reduce fares, especially for students and young people.
Create schedules that allow people to get to work on time so that people are encouraged to use the bus.
Increase bike attch capability on busses.
Install an electric rail instead of more busses on the hwy. Use centre lanes with crosswalks for safe crossing.
Change busses from huge ones to smaller ones, more frequently, so they can scoot a bit faster and not spend so much energy stopping and starting.
Create more safe pedestrian crossings at more bus stops so people don't feel unsafe crossing larger roads.
Put weather shelters at EVERY bus stop.
Ethel bike/bus/car/pedestrian situation is ridiculous. Way unsafe. Does not encourage one to use it in a bus, as a biker, or a car driver. Maybe rethink the incredibly confusing intersections?
With covid, as our physical cities become less used, perhaps transforming roads to bike/bus hwys is a good idea. Like they do in Vancouver.
Connecting Winfield residents more efficiently is a great idea.
Having a small bus swoop through Hollywood N is a great idea. Get farm kids access to town.
That's all folks! Keep up the hard work.
The region needs to make public transit more accessible to more residents as a means of reducing our excessive dependence on the automobile. The goal should be for us to become more European in our transportation. Discourage vehicle traffic while encouraging bicycle, pedestrian and public transit. Amsterdam, not Los Angeles!!
More roundabouts will help on smaller roads that usually have stop lights. This will speed up moment and make it more efficient.
More service during peak times. If I did transit to work it would take about 45 min compared to a 10-12 min drive.
very much support a bus-only transit lane and/or transit way as you would see in Ottawa. Why do we not explore light rail options for the highway from the sails to the airport - again like you see in Ottawa and/or Arizona.
What sort of incentives/programs will be used to encourage more people to take the bus? Our city needs improvement here. We need more functional lines and need to encourage people in suburban neighborhoods to use transit.
Challenge I see is the highway only connects low density areas. Need to establish density nodes of living along these corridors if you expect transit uptake to work. If I have to go too far to reach this corridor, then I'm just going to stay in my car.

What comments or considerations do you have regarding the recommendations to achieve fast and reliable transit?

Kelowna Residents
At hubs create safe bike storage....valet? autoparking systems such as here: https://www.giken.com/en/video/mobile-eco-cycle-automated-bicycle-parking/
waiting more than 10 to 15 minutes is not acceptable
dedicated transit lanes or off-road stops so that stopping busses do not block traffic, especially on small busy roads like Enterprise in Kelowna.
I think it's great that this study has made transit a priority and has recognized the need to make transit trips comparable to vehicle trips in order to encourage people to switch from driving to transit. With regards to the projects, the following are my questions/comments:
- For the dedicated lanes on Harvey Ave, how would this be accomplished? There doesn't seem to be room to expand any further. This project indicates that this would be completed to protect for future rail service but isn't that why the Rail Trail was purchased? Why wouldn't the dedicated bus lanes be implemented on the Rail Trail corridor until the time that rail service is implemented?
- How would an east bound dedicated transit lane be incorporated on the bridge without reducing capacity? Would a lane be added to the bridge?
i like the idea to connect the three towns, however please don't let them build anymore housing projects in the Ponds area without connecting the transit system!
More busses at peak travel times for students coming to and leaving school. Not only university and college but high school and middle school as well.
More buses, GPS tracking of current busses
Please also consider bus routes up Clifton to Magic Estates and Wildon. Perhaps adding in a route that goes up Clifton to Upper Canyon and then down Union to the rest of Glenmore. There are a lot of houses in that area that are 15-30 minutes' walk from the nearest bus stop, and many people who live there who can't drive or don't drive. Especially teenagers and the older generation. Lots of houses with basement suites that rent to people who can't easily afford cars, and would prefer the option of taking the bus.
The North end of Glenmore Road is a huge bottle neck for traffic. If a overpass can be made at Commonwealth Road linking the two roads, it would be much much safer. Also, There should be two frontage roads on either side of the highway from Duck Lake to Beaver Lake Road. There are far too many accidents because people are trying to make left hand turns off of the highway. I have had many near misses. Perhaps two large roundabouts on Glenmore Road North to keep that traffic flowing. I am not sure where you would put a park & ride in Lake Country. The area is already built up and land is quite valuable.
Love the recommendation for demand-responsive transit.
More hubs required. Look at city of Phoenix for an easy to use system. Smaller buses running 15 minutes, are better time-wise so people will take the bus. More bike racks
Where possible, pullouts that allow the bus to exit the lane so as to not cause traffic delays seems the most appropriate.
Pandosy area transit improvement is priority with so many new high density buildings going up.
Eastbound transit lane on the bridge seems like a good way to increase morning traffic. Is this an additional lane or a modification to the existing configuration?
I am not a transit rider... work from home. No comment at this time.
Working within the Emergency Department, we recognize that we are a 24/7 operation but transit is not. The taxpayer often flips the bill for taxi cabs from the hospital because there is no late night early morning transit. This needs to change.
I'm strongly supportive of transit improvements, especially increasing the frequency of buses, and having dedicated transit lanes on Hwy 97.

What comments or considerations do you have regarding the recommendations to achieve fast and reliable transit?

Kelowna Residents
I love the idea of Park and Rides for a growing city. A forward thinking ecco friendly option for commuters.
Add Gordon transit priority corridor
provide better bus service in the rural areas,
Cater to students and high volume routes. Nobody is going to use transit from outer core neighbourhoods unless they are flat broke or enviro-warriors. Nobody.
Investigations into whether or not it is viable from some sort of tram/sky train would be interesting. I feel as if though the city could be ahead of the game implementing something such as this. Kelowna and the surrounding area will only grow larger and tourism will only increase.
Why invest in transit when people living in Kelowna all drive cars? Kelowna is a car culture city. Follow the lead of Vancouver by creating safe, dedicated cycling routes and lanes.
Park and rides! Why we dont have any here blows my mind! Yes please.
I would like to see cycling paths as outlined in the draft plan from Bridge to Hollywood Road. As someone who has friends who cycle often, they express that this would be a nice addition to help commuters from across town and decrease the amount of traffic that needs to travel from one side to the other.
Looking forward to dedicated transit lanes on Hwy 97!! Please consider transit priority corridor on Pandosy/Richter connecting the downtown with Pandosy/Lower Mission.
Dedicated transit lanes are optimal but probably not achievable. In a post-pandemic world; people will be even more inclined to choose options other than shared public transit.
It would be much faster if bus pull-offs were built on Glenmore Road, for example. The rationale that if buses pull off, there is so much traffic they can't get back on the road doesn't make sense.
I think transit is vital to meeting health, air quality, and climate targets, and reducing dependency on cars. I don't see much focus on enhancing transit to the huge residential area that has been allowed to grow throughout the Upper Mission, Crawford, Southridge areas, and the like. I know other areas less well. These areas should never have been permitted to grow so enormous without a major investment in active and public transit. I would really like to see some thought put into how to discourage all those thousands of households from being car-dependent, and how to encourage them being active and public transit users. Whether that means building out more services in those residential areas so that people can walk/cycle to services, or investing in major changes to slow car traffic and speed and expand public and active transit options, reduce costs of public and active transit and conversely increase costs of parking and driving, I don't know the right balance. However, the city planners who allowed massive bedroom communities to develop all over the hillsides and ridges should be working hard on solving that, for the health of our community, planet, and people.
As far as fast and reliable, there needs to be more frequency of transit serving these huge areas during peak times, as well as more efficient routing during peak times, to take people from these residential areas direct to the main employers/centres, such as direct transit to the hospital, to OC, to UBCO, and to the airport, rather than people having to make 2 connections, precisely timed, or they're hooped. I suggest when UBCO and OC are back to in-person classes (hopefully) that you pilot a direct route from the Lower Mission to these institutions, well-advertised ahead of time, to optimize uptake and allow planning. Perhaps there are similar large neighbourhoods in Glenmore and West Kelowna for which you could try the same. Would be great not to be training a generation of young students to be car-reliant or else face a multi-hour commute to and from school.
I like the current pullin/out bus stops. It keeps the flow of traffic going and not bunged up behind the bus.
I wish there was more down hwy 33 in Kelowna.

What comments or considerations do you have regarding the recommendations to achieve fast and reliable transit?

Kelowna Residents
There is considerable commercial traffic on these roads. What is being done to ensure the smooth transit of this traffic, including loading and unloading?
Support all projects that improve accessibility and efficiency of transit, cycling and pedestrian modes connecting Okanagan communities
Continue improving bike lanes and linear access trails, encourage ride sharing.
I don't use transit
Any option that sets aside space for future LRT is vital. It doesn't make sense now but if we crowd the space Kelowna will never have the option for it.
looks good
Transit is key to getting people out of their cars! I think the region should be putting way more resources into transit as I feel we need to have extensive service before more people will feel comfortable using transit. I would also like to see efforts to change the perception of transit as the "loser cruiser". One idea would be to make bus stops more appealing through art installations or more unique designs. In my opinion I think every dollar invested in transit is an investment is worth it!
I would like to see enforcement of HOV and bus lane rules so that traffic moves as it should/can through the hwy 97 corridor. Security of public transit (that it is not frightening for older/vulnerable people to be at the Queensway busloop) would also assist in making public transit more palatable.
Has any thought been given to making Pandosy one way through to Gyro or Rotary Beach? A dedicated bike lane/pedestrian area in the Pandosy shopping district would have the added benefit of forcing vehicles to use one of the North-South corridors (Pandosy southbound and Richter or Gordon northbound, for example)
This would be great! Hopefully having more reliable and frequent transit would change the negative mindset around using public transportation.
Totally in favour of expanded transit system .
Yes, need more areas covered, and more buses
The north and south directions extensive and excellent so long as the schedules help the 8-5 workers / students - we live upper mission and my wife has to drive or park at H2O in order to get home in the evening
Go for it.
Better transit options (more frequent and evening) from Rose Valley to Westbank and Kelowna and vice-versa.
The 97 should be extended to the airport. We could get a lot more tourists and a lot more locals using our transit system if it was more welcoming from the start.
Dedicated transit lanes along Highway 97 are a must. As someone who commutes on the 97 bus for two years, running "every 15 minutes" doesn't mean much if all the busses are caught in the same traffic, especially over the bridge.
Pandosy and Richter are, in terms of streets going in that direction (as opposed to Springfield, Highway 97, and Clement), two of the worst places to live because of the traffic. But without much better transit, and park and Ride, the situation will not improve. It all comes down to Highway 97, dedicated lanes, Park and Ride, and responsive transit for areas that do not have frequency. Gordon, p.s. is another terrible street as soon as you pass (coming from Highway 97) Sutherland. The number five bus, because of its lack of frequency (but mainly because of no dedicated transit lanes for the 97 and no responsive transit), does nothing to change that. Once the number of lanes, the volume and speed of traffic is too high, and the lack of space for humans, homes, walkers, bicyclists is so little, the car culture takes over completely. And move the hub for downtown to the highway, take over the parking lots and wasted spaces, and make the hub under a tall building that has both commercial and living space. But don't do it if the street, yes, the Highway, is not changed from its monster car status and

What comments or considerations do you have regarding the recommendations to achieve fast and reliable transit?

Kelowna Residents
situation.
The eastbound only traffic is a terrible idea. It sends the message that absolutely everyone can continue to drive their cars to work, and it will all work out and be okay. No, it will not work out, it will not be okay, and it is not the way to go. Either for the financial, environmental, or physical health of people in the Okanagan.
a direct bus from downtown to the airport should be adjusted to match the flight schedules
The Hollywood Road North transit corridor and Glenmore road multi-modal arterial would both be priorities for me.
More dedicated transit lanes are welcomed. Need to make transit quickest and most convenient mode of transportation compared to cars.
Keep management local for better service.
Make ride times make sense for work and school, not shopping!
Glenmore Road-multi-modal arterial
I think expanding transit hours will benefit the people and well as the local economy.
I like the idea of travel hubs and feeding commuters into these hubs.
Love it, but this time follow thru and do it 100%. Last plan had a 600,000 service hour forecast, but you haven't even got 300,000 implemented. Stronger assertive leadership and investment that we can rely on is needed into transit and active transport!
safe well lit stops are key
I like what's discussed but I wonder if pilots might asses ridership from surrounding areas for things like park and ride before they are fully built. I think many people work odd hours which forces them to use their own vehicles. Love the better access from Pandosy area. I need to hear more about how bus lanes would be implemented on Harvey. Would it replace HOV lane? I think part of the issue is trucks in all lanes on that road..or campers, etc. I think they need a dedicated lane which would increase the flow of traffic for others.
I do not use public transportation, but know that if there is a combination of transit and bicycle many would chose this option. Just having a linear corridor may not serve the most people... create priority looping.
I'm worried about the incentive to change current driving habits. Even with increased access to public transit how will we encourage citizens to take advantage of the systems available?
"Projects" highlighted here sound important. Critical though is dependability of (and trust of the users in) the service. Services need to link up. Buses aren't to be late or early. Frequency must be clear. Planing must be so that a person can afford to take transit to work without the trip needing to be double the length due to having to take one bus early just in case or change multiple times a year.
There is no corridor into one of the most populated areas of the city (Rutland). if the idea is to get people to switch to transit then you have to make it accessible.
Anything that can be done to crate efficiency and alleviate traffic backups is necessary
Agree with above projects. Expanded local access to regional transit including sufficient parking would reduce need and cost of single vehicle transit between destinations and would improve local economy at the parking location (Ie have near services). Direct transit between hubs would also encourage more ppl to use ie lake country to Kelowna direct hub-hub where people can then connect to alt local transit if needed would be great too and help with efficiency (and reduce intoxicated driving potentially also)
I don't really take transit. I still have the impression from a decade ago that transit here is terrible (e.g. off schedule, buses are few and far between). Not sure how to change that perception, but large, visible transit hubs do help to build confidence.
There are not enough busses to warrant dedicated lanes. 5hey would sit empty 90% of the time. Setting up park and ride is a great idea.

What comments or considerations do you have regarding the recommendations to achieve fast and reliable transit?

Kelowna Residents
I believe that dedicated transit corridors in the Glenmore area will be a massive help in increasing transit accessibility and quality in the Glenmore area. Any steps that can make transit more accessible in order to make it a more viable option for commuters than single occupancy vehicles should be taken in my opinion.
We need much longer term thinking in our planning ... we shouldn't have to make changes to the bridge only a handful of years after it was built ... do things right the first time, so we are spending unnecessary money changing them to what should have always been done in the first place!
you gave permits for thousands of houses in South Mission area and we were promised a new major road to hook up that area with Springfield. What happened?
na
Dedicated transit lanes might be the most compelling reason the auto drivers to switch to mass transit. Although it may not be faster overall it will be more consistent.
Park & rides on the west side are a good idea
direct west kelowna to downtown kelowna and other busy areas of kelowna to reduce the # of commuters from west kelowna. west kelowna residents should be taxed to pay for additional transportation fees. kelowna should not suffer consequences of additional infrastructure to support folks commuting from elsewhere.
<p>Agree with your multi-modal integration recommendations. Integrated planning with land use is critical. Also agree that transit priority measures should be used for the rapid transit network.</p> <p>Agree with your local transit routes analysis and multi-modal objectives. Frequency of service is more important than number of routes. If transit is going to be a viable alternative to a car it has to operate often enough you don't have to check when the next one is coming (15 min intervals or less) and at all the times you might need to use it (i.e. still frequent until late in the evening). Frequency is going to be even more critical if users need to multiple rides on one trip. Any large gap between two rides will severely reduce utility. You have adequately covered frequency, but the high-frequency service hours are also important and have not been adequately outlined in your plan.</p> <p>Demand responsive transit options are far better alternatives to ride-hailing or taxi service and avoid much of the dead-heading issues with those options.</p> <p>Provide far more useful, central, secure and safe parking options for bikes and other micro-mobility options to encourage greater transit use.</p> <p>I strongly encourage electric transit vehicle adoption. It will lower operating costs, extend service life, reduce noise, improve local air pollution, and reduce carbon emissions.</p> <p>While I agree with your assessment of a light-rail project in the near term I think the option for an autonomous, separated BRT type system might be within reach in the next few decades with cost reductions and technology improvements. I would also consider other more out-of-the-box options like Gord Lovegrove's proposed hydrail project as an alternative. In this case the system would ultimately be a regional transportation alternative between cities in the region and would be costed and assessed on that basis. However, such a system could also serve local transportation needs, especially trips between West Kelowna and Kelowna. This for me would be a far better "second crossing" option for the province to consider and would not have nearly the negative community impacts of a large, high speed highway.</p> <p>Agree that mobility pricing is going to be a key future consideration. This may be especially important for correctly pricing ride-hailing options in future.</p> <p>Key here will be good data on all of the locations, options, prices, and types of options available throughout the region so that a complete, integrated picture can be assessed and interventions suggested.</p> <p>Hollywood Road North Transit Corridor, Highway 97 Median Transit Lanes, Pandosy/Richter Transit Enhancement:</p> <p>Very supportive of these projects</p> <p>Eastbound Transit Lanes on Bridge:</p> <p>This will require the Westside Park and Ride / Highway 97 Shoulder Transit project or similar options in</p>

What comments or considerations do you have regarding the recommendations to achieve fast and reliable transit?

Kelowna Residents
<p>West Kelowna to really be of value. However, even then local route transit options and frequency may keep this from being beneficial enough. Otherwise, a time-of-day lane reversal option may be a better option.</p>
<p>Westside Trail: While there are some major issues with land acquisition and topography this would be a major tourist attraction and I am very supportive of it.</p>
<p>Provide more frequent transit routes in rural areas (ei. Ellison (RDCO East)) -No cost for younger people -Provide later hours of operation on weekends and event</p>
<p>I really like the idea of separate raised bike lanes. Cycling is really scary to a lot of people, and longer lengths of better-separated spaces helps a lot.</p>
<p>re-stated from the previous long-note:</p>
<p>- 5.3.2 - -- Don't bother with a key using dollar signs; just have the amounts listed for each of the following items? -- Create a key with all the shortforms for partners and their long-form names.</p>
<p>If most traffic is people getting into Kelowna, I would put priority on alternate transport into Kelowna. Park and ride in particular.</p>
<p>The transit improvements in the 2012 Transit Future plan have not been delivered. There are no mode share targets in the regional transport plan, and the current rate of transit investment will leave us far short of the 7% mode share for 2035. That mode share is not ambitious enough to meet provincial climate change targets</p>
<p>The Hollywood road north transit corridor should be started immediately to take increase bus use in this area.</p>
<p>No comment as I do not use transit</p>
<p>Interesting mix, glad to see the entire corridor being explored.</p>
<p>I take back what i said in the last comment section. This is all extremely exciting and important. Until we can achieve proper densification of Lake country and west kelowna, I believe park and rides can help us alleviate congestion over the bridge. All of these projects appear to be a great idea.</p>
<p>Please consider the residents of Traditions, Magic Estates, Blair Ponds, Wilden, Hidden Lake, etc... in this transportation plan. These subdivisions have been in existence for more than 20 years and the young adults in this region WILL benefit so very much with bus service up to this area.</p>
<p>I support these initiatives</p>
<p>I think dedicated transit lanes are a great idea with park and rides from Winfield and West Kelowna.</p>
<p>Overall it looks good. What about direct transit service to the airport? I don't drive to work so am not too concerned about shifting traffic lanes to accommodate transit.</p>
<p>Having lived with Median traffic bus corridors it is unsafe for the pedestrians. Already demonstrated with the High people collisions on the 97 corridor</p>
<p>I strongly support the idea of mobility hubs, especially if commercial space could be reserved adjacent for e-bike rentals. The current transit system is woefully inadequate, leading to the current chicken-egg situation... (transit is no good, why ride? nobody rides, why improve transit?) so major investments would be necessary to change that. Likely, a shift in the overall image of public transportation would be necessary. There is a sort of classism in local attitudes towards bus transportation -> it is seen as dirty, slow, dependent, and for "poor people." Regardless of the truth value of these attitudes, they're prominent and in order to increase ridership, we cannot simply wait for a culture shift. The shift needs to be generated by transformations to transit.</p>

What comments or considerations do you have regarding the recommendations to achieve fast and reliable transit?

Kelowna Residents
Black Mountain continues to grow but isn't included in anything I see here. The coverage is not good - you cannot get back to Black Mountain for a 3 hour period in the middle of the day
Glenmore is a growing area with no transit whatsoever servicing large subdivisions with hundreds of people such as Wilden, Magic Estates, and McKinley landing. It would make more sense to ensure large communities of hundreds if not thousands have a local bus prior to a transit priority corridor being constructed, otherwise the residents of this area won't use the prioritized transit.
Please look at schedules and make them line up better in the Mission area so it doesn't take two hours and three busses to get from upper mission to Orchard park mall.
If the Hwy was a thoroughfare with no lights and only exits this would alleviate congestion and perhaps encourage transit. The City have allowed too many high density building with no accommodation for the increase in traffic. Adding more lights is not a solution! Not sure how to magically increase transit use.
Improved transit should be implemented without question.
I fully support all potential projects and would love to see construction begin posthaste
Love it! This is how to incentivize this mode of transportation
More transit needed!
Buses are/were great for the twentieth century: what are the plans for the 21st century? Are the 'planners' who prepared this document seriously suggesting that we will all be trundling around on this wretched buses 20 years from now? Ask any young woman who has to travel by bus regularly just how unpleasant that really is.
It will be important increase residential, employment, and commercial density along transit corridors and near rapid transit stops and exchanges.
Nothing further to add
I love that we will have real transit corridors from Peachland to Lake Country!
I've always wondered what would happen if you made public transit free. It should increase the usage, which would remove cars from the road and should reduce the cost of road maintenance and capital outlays. Not sure what the adjusted net cost would be, but I think it would be a good study.
Reliable transit service is long overdue.
Any options to have smaller ferries (similar to Vancouver false Creek ferries) or even an option for larger ferries between south Kelowna and peachland or something along those lines.
Is there some way we can move heavy truck traffic off the major arteries, especially in the summer when highway traffic triples in volume?
Yes to all
Love the parking Hub in Peachland, Winfield recommendation and dedicated Bus lanes.
Dedicated transit-lanes / more frequent service.
n/a
N/A
Beyond the above - hopeful we can show leadership on electrification of the bus fleet.
I don't use transit to be able to comment on these plans.
Need more Park&Ride locations for access to major areas
Dedicated lanes as mentioned above would help with traffic congestion. We have the hov lanes, those could be utilized as bus lanes. Since no one actually follows the hov rules, this would help with enforcement and use of a stupid system.
These changes can't come soon enough. Transit ridership will only increase if schedules become more reliable, with higher frequency and longer hours.
More people will use transit as it becomes easier to incorporate into their transportation planning.

What comments or considerations do you have regarding the recommendations to achieve fast and reliable transit?

Kelowna Residents
Busses timed to meet the needs of people less apt to have cars. This would mean earlier on weekend days and later in the evenings.
Transit can never meet needs of residents as frequency of trips, routes and ability to reach all users can never be achieved. I support more public transit with more stops, routes and frequency but am not so delusional to think that I could reduce use of my (our) vehicle(s).
I think those are very good options, i understand sometimes there is not a lot of people in the buses but you can put temporary routes to certain areas or places either seasonal or limited buses
Give transit projects priority over vehicle based projects.
E Scooters and Ebikes Should be allowed on bike lanes, please petition the government to allow them on core bike paths at very least
Please make sure transit stops are situated to be optimally usable by everyone, including transit riders with mobility issues. For example, please allow the bus to stop directly outside the door of the airport arrivals and departures, the main entrances to swimming pools and rec centers, the food courts of shopping centers, grocery stores, and right inside parks. This is where, currently, taxi pickups are located and transit users must often walk half a block in all weather, including slush in winter and extreme heat in summer. Taxi drivers can assist their passengers to and from their vehicles; please give priority to transit users instead.
Highway 97 dedicated median transit lanes from the bridge to Hollywood Road and Glenmore Road multi-modal arterial would benefit my transportation needs.
Like the proposed Lake Country and Westside mobility hubs/park and ride. Improvements to UBCO and airport transit should also be a priority.
I do not use public transport.
I recommend focusing on the hubs in Winfield, Peachland and a Westside Park and Ride to decrease transit coming into Kelowna.
These sound like they will be able to create more access for those in the North and West to transit into city center. Knowing that much of the main city center is well traveled by transit currently, I wonder about South and East areas. Are these plans able to respond to the exponential growth (and future capacity for continued building) in additional residential areas, such as Chute Lake and Black Mountain?
I don't think a median transit lane all the way from the bridge to Hollywood Road is a good idea. That's a huge expense for taxpayers and a huge inconvenience to motorists. Morning bridge eastbound lane - great idea. Pandosy transit enhancement - if that means widening the roads to keep traffic moving, it's a great idea, but I don't believe is necessary on Richter much further south than has been done recently.
I would love to see passenger rail such as a subway or above ground passenger line considered. I think we need to move away from supporting single occupant vehicles.
Reduction in highway exits to right within Kelowna such that the HOV and transit lanes flow more effectively.
The most important consideration is reducing Kelowna's greenhouse gas (GHG) - in 2018 the emissions were 55% from transportation. Kelowna has yet to complete detailed modelling to meet our GHG emissions. And now with COVID and so many people working in their homes and going away from their homes less...why do we need a super fast lifestyle? Priorities should be halting the climate change.
Winfield park and ride is a great idea. I would consider including rapid transit connection to UBCO rather than what is currently in place in Lake country. This would increase ridership. Im not sure I completely agree with Holly wood North. A lot of UBCO students have long rides from West Kelowna/Downtown. Going on a lower speed road would increase their commute time. I would continue the service on Highway97. I like the idea of peachland mobility hub, but they would need to increase services to downtown to make this a feasible option.
Love the future plans of improving Pandosy and Richter!

What comments or considerations do you have regarding the recommendations to achieve fast and reliable transit?

Kelowna Residents
As new communities have been built, transit accessibility has not been provided in those areas which creates a lack of options for housing and rentals.
Would love to know if dedicated bus lanes are part of proposal # 2 - Curious to know about active transit plans in Rutland, which appear to be missing, despite a larger community than Glenmore.
None
I am far more in favour of building-in Kelowna transit to be faster, rather than spreading mediocre transit to far-off places. Build it really strong first in the denser areas
Looks like the entire Southern end of the city has been disregarded!
I honestly do not feel intercity transportation to and from Kelowna is going to be utilized effectively.
Hubs a good idea
Do whatever you have to to improve transit and get more people out of their cars.
Anything that prioritizes transit over single occupancy vehicles should be worked on. Reward people for taking transit by leap frogging gridlock. Modalities that allow easy social distancing like aerial gondolas should be considered.
More routes out to the majority of the city, and much lower fares. It's currently cheaper for most residents to run a car than use the bus, especially since so many places are not well-served by transit, particularly for disabled people. Create better access to bus stops (properly paved sidewalks, curb cuts etc) and CLEAR THE SNOW
I would love to see some form of Dedicated streetcar system along Pandosy (not more buses or express buses). Reading the report, it is clear the region is challenged by density and funding support yet has clear need. I had an opportunity to lead into future transportation modes rather than maintain the status quo. We need to commit to spending more to make these changes and that ought to be taken into consideration rather than relying on historic funding justifications. We don't want to grow into a city premised on past models; we have a chance to do better.
New UBC class schedules in 2020 will require better evening service to/from UBC than the 1 time per hr that was scheduled for the last few years.
Sky train to main areas in mission Rutland downtown both college and university and possibly west side
Yes! Great to hear of plans to provide more transit hubs, and have areas where transit can be accessed that are not part of the regular flow of traffic. Hwy 97 and Springfield are packed in higher tourists times and having some transit off those main veins would be such an improvement. So would be having more courteous drivers that let buses into traffic, but we can't control every thing. Lol.
What about transportation to airport from lower mission CNC H2O area?
City bypass. If we had roads direct from the airport to downtown transit would be way more efficient .If we reduce the traffic on Harvey Avenue from the Bridge to Reid's corner that would solve your transit issues. Once again city bypass take a traffic off Highway 97.
Train service downtown Kelowna-Coldstream.
Park and ride spaces within Kelowna are needed. As it stands, unless you live very close to the highway, taking the bus is far far more trouble than it's worth. A park and ride lot close to the highway would allow people to easily get to the university or downtown, two areas where parking is difficult and congestion is problematic.
Are you improving centre of town transit? On Dilworth it is almost impossible to plan using transit due to lack of choice and availability. Great, it's close to things, but it's a mountain to walk up and down!
The more the better and that seems to be what is the plan. As up to date technology is important as well, this seems like a great plan.
Loosing a lane of traffic to get a dedicated transit lane is worrisome. I would another lane be added?

What comments or considerations do you have regarding the recommendations to achieve fast and reliable transit?

Kelowna Residents
I think the development of park and ride hubs will only work if you ensure ways to make taking transit faster than driving. The east bound transit lane on the bridge in the morning and strict enforcement of carpool lanes would help.
Dedicated busways are the logical next step that will soon be required by Kelowna. Acquiring them now makes sense as property values rise. All new road projects should incorporate allowances for them.
Outlying service areas need more time options
Instituting hours of operation to areas that consider when those areas are busy
Park and ride are a requirement. Occupants of this valley are addicted to cars and trucks.
The hubs seem like a good idea if the numbers are there. The dedicated lanes across the bridge is a bad idea as there isn't enough lanes already. build an additional lane on the bridge. Hollywood road extension is a good idea
Have been wishing for Park&Ride facilities for years and glad to see them on the roadmap.
Get rid of the HOV lanes we have now on Harvey Ave. These only add to traffic congestion as you have more vehicles changing lanes excessively, generating slow downs when the volume is high. We need to move this volume through town faster. Perhaps building an elevated causeway would be appropriate for future plans above Harvey ave. Through traffic would use it and transit wouldn't have to fight the volume that would typically be on the existing surface.
Has there been any consideration the making the divider on the bridge moveable (ie: San Francisco's Golden Gate Bridge) to create three lanes westbound and eastbound pending on morning or afternoon rush hours?
Agree with the above projects and studies
It's awesome to see a mobility hub proposed in Winfield, to better connect them to the Kelowna area!
we must consider emissions. Should be using fuel cell electric buses or pure battery electric.
Transit should be more convenient than using your own car

West Kelowna / WFN Residents
H97 Transit Lanes and Westside Park and Ride, coupled with will be amazing!! Would also like to see improved connecting buses for me to get from residential westside areas to H97 buses. At the moment it takes me 1hr to get from Lakeview home to downtown Kelowna, vs 10min driving, due to mismatch of schedules and late buses etc. Fix that and I'll stop driving to work.
Smaller buses, they travel round half empty most of the day
Winfield park and ride: I would not leave a bike and ride transit. May be a popular solution in Europe but I found those bikes need to be in very populated areas to deter bike theft, Winfield does not fulfill that requirement. Same with west kind peachland.
Glenmore road: focus on completing rail trail then pivot to providing a bike path for west kelowna to kelowna before working on a second bike path to lake country
Pandosy/richter: I think the focus should shift. For instance, from people who use independent auto transport to independent other means of transport (bikes, walking, etc) rather than dependent modes such as buses or carpooling.
Do not have a special dedicated lane for transit only in the morning or at anytime to cross from Westside to Kelowna. That will not eliminate the congestion, it will make it worse. Put in overpassed. Teach motorists how to merge properly. Time the lights better to allow the traffic to move. There will be less people wanting to take public transit with COVID.
Will we see a dedicated bus lane in West Kelowna going into Kelowna? This would greatly increase the number of transit riders and reduce traffic. See Westshore-Victoria as an example.

[Back to Top](#)

What comments or considerations do you have regarding the recommendations to achieve fast and reliable transit?

West Kelowna / WFN Residents
Yes this needs to be done!!
Dedicating highway lanes to special use appears to only enrage the good drivers who try to abide by the rules, and seem impossible to enforce for those who dont. I dont think its a wise area of study.
Have connections better timed so people don't have to wait in the cold during the winter. Or install heated shelters at transit exchanges
More (or larger) park and ride areas would be great inclusions as it is difficult for those living in more rural areas to use transit. If you can park and ride from one municipality to another (peachland to Kelowna, or Vernon to West Kelowna) I think that would increase ridership
The park and ride plan is fantastic. I like that the airport is included in this as well. As a local it is smart to take the bus to the airport and it is the most fantastic thing to be able to pay \$2.50 a person to get there. It is also nice to see all the safe cycle improvements. The Rail Trail is an asset to all in the region. Investing in shade trees on the trail will make it usable.
Priority on the extra east bound lane on the bridge
I support hubs and pRk and ride Def concerned about Dedicated a land on bridge for bus
Park and ride is great. The west side needs a bike path network though. Residents should have a safe way to cycle to the park and ride lots and have secure lock up options for bikes. Maybe with a key card or something. Bike theft is very bad on both sides of the bridge.
Park & ride is helpful; buses need to be able to carry bikes so transit can be combined with own bikes or return to a drop bike model—this makes the hills workable & reduces traffic across the bridge & on highways
its about time. The gains made since 1989 when I first started using transit from Winfield to downtown Kelowna (it was only a "shopping service" at the time) have been minimal in terms of direct routes, connections and time required.
Have a real time bus schedule app
Well first of all. People are dying in this town. Running red and orange lights just to Get thru. I'm not sure what city the councillors and the mayor drive in I don't believe it's this one. The traffic and infrastructure has been horrid since the 70s and nothing's changed except you have 200,000 more drivers. Every single mayor and city council does not care and are being bought off by someone. Now they want to talk about bike lanes and transit it's a joke. The traffic issue in Kelowna is so embarrassing it's far worse than driving in the lower mainland. I just moved back from there and to West Kelowna. I refuse to drive into Kelowna unless it's absolutely necessary. I was born in Kelowna and I am Truly embarrassed at how bad it has become. Kelowna has a reputation and is talked about re how horrid it is to drive here. No one wants to address making hwy 97 one way and no lights and perhaps hwy 33 another one way in another direction. No one is going to stop driving their cars because everything is too spread out. So before we talk about bike lanes etc fix our road system so people stop dying. I have almost been Killed a few time in just 6 weeks by people running the lights and it's not hard to understand why. The road rage is high because it's a nightmare to drive in Kelowna. Do something build another bridge get a by pass built. Lobby the government. That's where you need to spend OUR money. We all drive here and we all hate driving here. Everyone should be embarrassed as to how stupid we look. Like a back water second class city with no brains. Kelowna used to be beautiful and nice it's hasn't been that way for some time! everyone should be ashamed However spend OUR money trying to get more people on bikes. That will solve it. I'm 70 and I won't be getting on a bike or taking a bus. Who want to Be on a bike in this town with All the crazy angry drivers. Signed me a crazy angry senior citizen driver. Bike lanes are so progressive. I'm not against them but if you don't fix the infrastructure people on bikes are going to be in jeopardy.

What comments or considerations do you have regarding the recommendations to achieve fast and reliable transit?

West Kelowna / WFN Residents
These sound good but strike me as improvements and tweaks to the usual kind of thinking around transit. (Demand responsive transit sounds like an interesting exception). I am not a transit expert but I suspect there are innovations and technology that will help deal with the impediments to transit use that exist in our culture. Along with these new concepts, a vigorous and long term marketing campaign needs to be launched to slowly change the public perceptions and stigmas associated with transit.
I believe the hubs are a great priority. Not too keen on having a dedicated transit lane from the bridge as traffic is fairly congested during peak driving times.
25 bus needs to improve times, too long of time span, offer at least one early time in morning
Better links to airport from West Kelowna neighbourhoods for people without cars. Currently Requires 3-4 buses. Bypass stop at UBCO on certain routes at certain times of the day and provide direct link to airport instead.
I do not take transit, but I do hear a lot of feedback from people who do that the transit system exists only for the college and UBC campus, for people who move about the city, it is insufficient and infrequent.
I recommended they make the bridge have flexibility like you are suggesting back when you planned the bridge and was dismissed by some beaurocrat now you make it sound like a great idea
Investing in transit costs a lot of money so make sure that first our busses on all existing lines are frequently filled for 80% so that you know there is an actual need for more transport
Before spending on transit it would be wise to know real ridership projections.
The transit use by Westside residents is incredibly low, unless you can find a way to dramatically increase ridership a dedicated transit lane on the bridge will make morning traffic even more congested and problematic for those of us that call West Kelowna home.
If you add an eastbound transit lane, on the bridge, in the morning, you need another lane for other traffic!
Move more people rather than more cars.
Park and rides with a sky train in the future
Expanding transit service would do wonders. When I think of visiting Vancouver you can get a bus anywhere any time. Of course we are a much smaller population, but being able to take a bus earlier in the morning would allow more people to take it to work. Buses running later would mean people going downtown for a night out could take a bus home instead of a cab (or worse drinking and driving). Safety should also be thought of too. There is a bus stop near my house that has no light, it is just a pole on the side of the road with no bench. I definitely would not be waiting there in the dark by myself.
a Westside park and ride would be great. Making transfers from communities not on the highway is awful right now.
This feels like a stop gap instead of a solution to me. If the full transportation effort is to be realized, effective regional plans must tie into traffic routes to South valley, Vancouver connector. Doesn't this require another lake span bridge to a ring road to route through traffic away from the centre of Kelowna, West Kelowna?
I dont use nor will I use public transit.
Get the focus off Hwy 97. A dedicated cross valley Cable Car or Trolley route along Clement is a more innovate solution. Workers are not going to Orchard Park Mall during the peak commute times but are making left turns on and off the north side of Hwy 97, because the jobs they work at are located there. UBCO is on the North Side of Hwy 97. The only employer on the South side of Hwy 97 is KGH and it is not what is causing the traffic incidents. Look at what is causing the traffic incidents. People Coming and going North of Hwy 97. They will still drive cars to get to work because the transit service is inconvenient to those locations. I don't want to have to transfer downtown and/or again at Orchard Park to get to work in the morning. That delay means I have to leave my home almost an hour earlier instead of just driving my car. There needs to be a dedicated bus route along Hwy 97, yes but it can't be stopping for transfers at Queensway, and there also needs to be a dedicated routes along a widened

What comments or considerations do you have regarding the recommendations to achieve fast and reliable transit?

West Kelowna / WFN Residents

Clement through to Rutland and one that can loop back and forth from Okanagan College along Pandosy to Queenway (Have a transfer point near the old McDonald's downtown) between the UBCO 97 route and the Ok College Route), up the extended Clement to Cooper and Orchard Park, down Benvoulin and return to Ok College. Any other routes can branch off those three main express routes.

Yes to eastbound on bridge and dedicated hwy 97 median transit lanes

Lake Country Residents

Great ideas. What is the plan to get people out of their cars and on to the bus. What's in the plan for seniors who do not want to drive or can't drive

I think a number of smaller feeder buses should be provided to connect outlying areas to further enhance the opportunities within the DLC community and the link between the main public transportation hubs. I am sure this is an ongoing issue within WestKelowna and further outlying areas within the City of Kelowna.

I think the Winfield hub is excellent. I also agree with Park and rides. I would consider parking to take the bus to KGH as I do not have parking, but do not know where I would do that coming from Winfield.

Instead of a park n ride in Lake Country could we get small bus access on Okanagan Centre Road West? That way kids and those who don't drive can actually use transit without having to walk 40 mins over the hill

Park and ride options should be pursued

I would suggest the Winfield Mobility Hub be very proximate to the Rail Trail, or at least provide quick and safe access to the Rail Trail and that access be paved. I would also suggest that the Rail Trail be paved from the Mobility Hub to Old Vernon Road so that the Rail Trail would be a commuter trail and active transportation route between Lake Country and Kelowna. The Hollywood North Transit corridor would also make busing and active transportation (which I personally combine on a daily basis) a better option for more Lake Country residents.

A dedicated transit lane on hwy 97 is not needed (ie traffic will actually move) if intersections are replaced by interchanges

Carsharing should be more encouraged

Peachland Residents

Please connect cycle networks to transit networks. Provide bike lockers and racks at transit stops. Provide wide multi-use pathway connections and cycle route maps at transit stops.

Eliminate or coordinate traffic signals. Build overpasses / bypass. Consider over water transport throughout Okanagan lK (like the Seabus), particularly from Peachland / West Kelowna

More lights at intersections that have bus priority signal

This is tough in the era of Covid-19. Transit riders are concerned about safe distancing on a crowded bus.

Have a place where people can "safely" leave their vehicles when the drive to an 'exchange'. During Covid19, masks be mandatory with the exception of children under 5 and a medical condition. And if a medical condition is being used to not wear a mask,, a medical bracelet "must" be shown. Otherwise, wear mask!

Please consider how all modes of transit connect to the Bus network. Will there be lockable bike lockers and bike racks at transit stops? Will there be traffic separated pathways leading to all major transit hubs and most stops?

Other Areas / Postal Code Withheld

What comments or considerations do you have regarding the recommendations to achieve fast and reliable transit?

Park n rides are great way to get more folks to use transit in the more congested areas
No comments, dont use transit at this point
You need more express bus options and you need to connect those options with the North Okanagan as well
Start by synchronizing traffic lights to optimize traffic flow for the Hwy 97, Glenmore Road corridor. This would also improve mass transit movement, buses and commercial vehicles. Hwy 97 is like a river that must be kept flowing and it certainly doesn't do that now!
As a commuter from Vernon to Downtown Kelowna (I drive alone in my own car), I like the park and ride in Lake Country with transit priority corridors. In the summer the hwy and glenmore get so backed up heading north after work, it would be incentive for me to take transit!! So it would be important to have the priority corridor entering Lake Country on the South end on Glenmore and/or the HWY.
What we have now if fine, No more upgrades need at this time

What other comments do you have regarding the draft Regional Transportation Plan?

Kelowna Residents
Reduce the traffic going through the city. I talked to a number of people that don't need to come to Kelowna but are forced to drive through it every time. City bypass.
Small budget items are not going to fix the problem. Vehicle overpasses downtown new highways and pedestrian overpasses on 97 will fix the congestion problem.
I would like to see greater information on the trade offs/land swap proposed for ALR land use changes at the proposed transportation hub near UBC. In addition, this area is ecologically sensitive and there does not appear to be adequate considerations of protecting endangered species, the land, and water.
Former mayor John Hindle once pointed to his mayoral closet and a shelf full of studies, studies, studies. Action is needed, not more studies.
More plans for future technologies, like electric buses or self-driving cars would be great. More bus routes, in general, would be great too.
I think Kelowna could be the greatest bicycling city in Canada, and I would like to see the City being much more proactive in building safe cycling infrastructure.
Need a better solution for vehicles coming through Kelowna
Please consider middle school and high school students in your planning. School busing is a limited option, not open to many students. From lower mission to KLO school for example, it takes 3x as long on a bus as it does on a bike, but biking in January is unpleasant. Could we encourage students to buy bus passes if we reduced the price or sold passes at schools?
Long term plans are necessary, but plans need to provide at least some benefit to vehicle users who pay the majority of the cost through road and house taxes.
It looks great!
The Plan must have a vision of a future that does NOT require fossil fuels. Cycling, green transportation, incentives for cars driven by one person to transition to more sustainable means.
There is nothing controversial here, it resembles sound policy and should be implemented forthwith.
Keep doing good work on cycling. It's where our city can really excel as it's so rideable.
Still informative stage: like to see the cycling and sharrow paths improved. Like to see traffic proceed at posted sign limits with synchronized lights. Commercial drivers still need a better option from the province and federal governments like a bypass around the lakes valley.
Maybe there needs to be some more explanation on the AAA idea for accessibility.
A plan can't achieve an outcome - you may want to revise this question next time. You could ask people how well I think it WILL achieve an outcome once implemented.
The plan as outlined seems to be attempting to redirect some traffic away from the highways to allow for more fluid movement down the highways - which seems to make sense as long as those additional changes are high-demand needs for growing neighborhoods.
Infrastructure changes for alternative transportation, such as bikes and busses are only as effective as the adaptations of the people to new ways of moving about their community.
Thinking about the low-hanging fruit - middle and high school students, college and university students, young couples, single adults, and seniors are currently and most likely to be early adopters of alternative transportation the focus of the plan on the North and West makes sense. And I would love to see a transportation system in our region that is responsive and efficient enough to support families (those who have daycare and school drop-offs before going to work, getting groceries, picking up from after school care and arriving home).
What about transportation to airport from lower mission CNC H2O area
It would be nice if the city actually maintained trails around our area. While roads are constantly seeing improvements, bike and walking trails are often ignored. Trees and bushes are not trimmed, construction people place signs, gates, vehicles on bike paths, the city does not shovel bike paths in the winter. As someone who regularly uses alternate modes of transportation it's really frustrating to see

What other comments do you have regarding the draft Regional Transportation Plan?

Kelowna Residents
money dumped into these projects and the no plan put into place to maintain. The Greenway needs grading desperately, the residential corridors need better barriers and signage for pedestrians, and more bylaw or happy helpers to teach people how to use paths. Also, the waterfront is an absolute mess in the summer. A dedicated bike path is desperately needed.
Why are the buses so gosh dang huge in a place like Kelowna? That was a misstep. Let's get smaller buses and moving more often!
Its a huge task, and its great to see the improvements that have happened. I think park and rides located for places like Big white and Silverstar would be amazing. I often carpool to places, but we use strip mall parking lots, and other low key areas. How about encouraging people to share a ride. Bike lane improvements have been great too. Really looking forward to more of that. Seems like anything to encourage people to not cycle on the highway would reduce bike/car collisions.
What COVID has demonstrated is that many of our much needed changes are not only possible but much more valuable and enjoyable (I.e. all the media coverage of phenomenal bike sales) than we might have previously imagined. Let's take this leadership approach to our transportation networks.
Incorporate as much public and active transit as possible... and then add more.
Support sustainable infrastructure investments. Remove low value options by default. Use social cost benefit analysis to determine best means and methods.
New roadways and dedicated lanes for buses concern me. Please proceed carefully
cyclists and pedestrians should always have a good feeling. If this means cars go to second or third place, then this is how it should be. If all the people who want to cycle or walk leave, there will be just people in cars and no life in the city
Needs more publicity.
When will all these additions be completed?
I recognize a lot of work has gone into this. Thank you!
I'd like to see regular (quarterly or annual?) updates on implementation of this plan.
This is an overall excellent plan. I particularly love the idea of transit vehicle priority on the highway and on Glenmore. I am glad you are preparing for the future of the transportation landscape and I am very glad that there is a future where cycling is safe and simple in Kelowna and the greater region.
The current HOV lane does not seem to be working. Most people I speak with about it have not bought into it. An HOV lane in most peoples minds should be on the left lane not the rightmost lane.
I would just reemphasize that the climate emergency should be the topmost concern, and all elements of the RTP should fall under and be aligned with the urgent need to reorder our way of life to respect the science of climate heating. If we don't take that precaution, we risk investing enormously in strategies that will all have to be rethought, as perhaps our tarmacs overheat and melt, our ski hills founder, our vegetation dies off, and water evaporates, and our ability to rely on tourism dries up. We are an area that benefits enormously from tourism and agriculture, 4 seasons, and if we don't prioritize climate change mitigation, and also urgently advocate for provincial and federal governments to do the same, we will have far far less of value, economically and individually, to draw anyone here. If there aren't already intense consultations with climate scientists, there should be. Given how much is at stake for everyone in the region, we should be leading the charge toward urgent mitigation, and intelligent planning.
I think the moving of transportation is a tough one to solve, being as the growth of our city is continually expanding.
Repeating my previous comments, but maybe better discussed here. Pricing: Consider demand-responsive parking pricing in high volume areas. Donald Shoup has done all the research you will ever need on this and has ready-to-go solutions. I strongly agree that any pricing must take into consideration other transportation prices and other regional and local options. Pricing must also clearly reflect the full public and societal costs of the various options. Local parking costs should never be cheaper than transit pricing. Short-term vs

What other comments do you have regarding the draft Regional Transportation Plan?

Kelowna Residents

day/month rates can also be used to encourage shorter stays, provided that “plugging the meter” can be avoided. Pricing strategies at park-and-rides will need to be considered in this context as well and should be very low or free for holders of monthly transit passes.

That said, parking in Kelowna is plentiful and easy to find compared to many larger centres. It may require a short walk, but it is almost always there. As someone who moved from a larger centre my view is that people need to realize that their city is growing and parking will just not always be available immediately adjacent to their destination. A complete view of all of the public, private, on-street and off-street parking in an area will give a better understanding of the actual parking capacity and usage in an area and avoid over-building of parking.

Agree that mobility pricing is going to be a key future consideration. This may be especially important for correctly pricing ride-hailing options in future.

Key here will be good data on all of the locations, options, prices, and types of options available throughout the region so that a complete, integrated picture can be assessed and interventions suggested.

Micro-mobility:

Micro-mobility and car-share should continue to be encouraged and supported with high quality parking/availability locations. Seamless integration with transit through joint cards or integrated mobile apps or similar programs would greatly encourage usage of micro-mobility options.

Safety:

It is time to consider lower speed limits. A 30 km/hr speed limit on all side-streets would greatly improve the safety of our streets, particularly for children and the elderly. With the lack of side-walks throughout the region this will be a far cheaper alternative than other infrastructure-focused options. A focus on the safety of those most vulnerable is a must. Those walking or using micro-mobility are far more vulnerable and deserve an increased level of safety in design. Even within these groups a focus on safety for children, the elderly, and the disabled can provide clarity on what is truly “safe.” Strongly agree with your policy suggestions around this, especially moving beyond this to understanding not just what is safe, but is psychologically comfortable, is necessary to truly encourage use by all ages and abilities.

It is also time to consider and focus on local air pollution from vehicles and its impacts on public health. New research indicates that the health and social costs of local air pollution are much larger than we thought. This is important information for decision-making in this area and should be collected.

Electric vehicle charging:

While an electric vehicle charging network is important this may be quickly solved by private interests at existing gas stations. Making permitting easy, consistent, and clear is more important than direct funding or tax reductions here. Equally important is the ability to charge at home however. The partners must also make it easy, convenient, consistent, and cheap to permit and install charging at homes, businesses, apartment buildings, and similar.

Affordability:

Affordability is relative and many users struggle with even transit costs. Exploring options for variable-rates for low-income users is necessary. A focus on equity, relative affordability, and relative need when assessing the “value” of the transportation system to all users is critical. New, alternative revenue sources are important for transportation system funding, but also for assessing total affordability and for assessing the proportion a person pays for the system vs their usage of and wear on the system vs their actual income.

Economic Growth:

The best way to support economic growth is to create the conditions that businesses and talent value. Providing an active transportation system, healthy, vibrant, walkable neighborhoods, local attractions, and local business centres that encourage collaboration and innovation in will drive economic growth. Focus on creating the platform for economic growth instead of direct subsidy or one-off large-scale projects.

I would like to be involved in a Zoom panel if possible. I am a long time Kelowna resident and transit user.

What other comments do you have regarding the draft Regional Transportation Plan?

Kelowna Residents
This is a start. Mindset will be the big change for people to leave cars at home.....
Great work, keep it up. Consider more traffic calming in residential roads like on Abbott Street. Wider sidewalks and bike route separation where possible. Consider allowing Uber. Consider promoting and advertising new and improved transit routes. Consider ways to improve crosswalk safety for pedestrians.
In the future, I think flyovers will be required for major crossings of Harvey/HWY 97 such as Spall, Dilworth/Benvoulin, Enterprise, Gordon, Richter, etc.
Good job transit planners! Kelowna is such an enjoyable place to live because of the work you do!
Chicken before the egg conundrum; some good examples are the lower mainland Canada line, east/west bicycle lanes along 10th, and burrard/Cambie bridge conversions.
Tourists have a great impact on our transportation infrastructure. We need to consider them within our Plan.
Without costing, or seeing some of the research to back up why these things are being proposed, I find it rather challenging to give quality input. I feel like this material needed to be presented in video format perhaps? webinar? something that would enable further explanation and a little more story telling. I've only been in Kelowna 3 years and there are many more like me so background context is important.
Maintain the existing roads but PLEASE do not build new ones (eg. Clement speedway to McCurdy). Make the vehicle drivers pay the true costs of roads and air pollution.
A lot can happen from now until the plans are achieved. If the economic situations of the people don't support a real need, or can't support potential tax increases to accomplish the plan, then it will become ineffective. Be mindful. The regions are growing, yes, but still slowly. From September to April there really doesn't seem to be a need for all of what is planned. Lifestyle choices should be encouraged alongside the development of efficiency and safety, while knowing that it's not going to be possible for everyone to adapt without support.
I think the plan is full of good intentions and geared towards achieving many of the objectives. However, the proof of the pudding is in the eating so it will be some time before we can assess the success - or not - of the proposals. The mix of cyclists and current vehicles will continue to cause challenges, particularly as many cyclists seem to think they should have priority. Until that attitude changes there will continue to be conflict. A mandatory system for insuring bicycles for road use will help to change the anti-cyclist attitude that prevails in some cases. A further challenge to efficient and safe road use is the rapidly growing number of electrified bicycles and scooters - mopeds in many cases - many of whom use sidewalks as well as the road, switching blithely from one to the other. In most cases these are unlicensed and uninsured, adding to confusion and irritation on the part of other road users.
Like to see more electric vehicles charging stations and all transportation vehicles for the city of Kelowna on a renewable source.
In one report on transportation in the Okanagan, the stated goal was to get people to leave the second car at home. This "under-achievement goal" as I will call it, has to be thrown to Ogopogo, who will likely spit it out. The city is already suffocating on cars. Any solution that still sees a central role for cars (besides basic maintenance of roads, etc; or as useful for finishing a transit route or getting to a transit route, i.e. Park and Ride) is wrong-headed.
I am answering neutral as I believe dialogue is best for understanding and feedback. I need more time to digest.
A plan cannot achieve an outcome until it is implemented. Unless these recommendations are given as much priority as road maintenance, this plan will not address it's goals. Recently, Kelowna had a plan to increase transit service, but it never happened. It is all well and good to make plans for improving transportation in the Okanagan but we need leaders who are willing to follow through with the plan even if it means making decisions that residents, who love their cars, may not like! Kelowna city council

What other comments do you have regarding the draft Regional Transportation Plan?

Kelowna Residents
says that we need to act to combat climate change yet they continue to support Kelowna's car centric culture through urban sprawl (Wilden) and drive-thrus! I really like the ideas in this plan, but what arrangements are being made to implement it?
Thank you for allowing us to provide input.
Thank you for providing the opportunity to comment.
Making Pandosy and Richter unidirectional as they are getting extremely congested.
We also need to think about connecting with other BC cities now that the Greyhound option is gone.
nope
PLEASE continue working towards less reliance on cars!
Pleased to see the collective ability to understand that "local" investments in specific communities equals greater regional mobility. Hopeful this bigger picture thinking pervades the investment decision making.
Continued expansion of existing bike & trail networks is desirable. Fast & reliable transit on the highway 97 corridor requires more thought into where & how HOV lanes are located. In an ideal world, transit (as with bike) lanes are physically separated from main traffic flow.
Rutland North is growing and yet there is no plan for bike lanes or trails - cars are mandatory for transportation in areas like Tower Ranch and Old Vernon Road.
I wish you would focus on one important change and just get it done.
The Valley Road N -Sexsmith Corridor is an important link connecting Hwy 97 at Reid's corner with the Glenmore Valley. It is widely used by commuters in cars, on bicycles and on foot to access these two areas. There is no proper sidewalk and the bicycle lanes leave much to be desired. There is virtually no enforcement of speeders and for the short section between Valley Road at Sexsmith Road to Union Road there is no enforcement of the "No Trucks" signage. The bus service which was once provided to this corridor has been stripped away leaving residents to walk a fair distance to access transit on Union Road. The Valley Road N Sexsmith community has excellent road access in six cardinal directions with a huge amount of traffic being funnels through the area but there are few if any upgrades for pedestrians in more than 20 years since we have lived in this area. When Hwy 97 was shut down for accidents all the northbound traffic was backed up in the Valley Road N Sexsmith community for many hours using this route as an alternate bypass to Glenmore Road. In light of this it is astounding that Valley Road N Sexsmith is not featured more prominently in the transportation plan.
I realize this is a tourist town but we need to concentrate more on the locals and their needs. Clean up the disaster areas like the Appaloosa, Arab area, get a hold on why crime appears so high as well as homeless. We are increasing the number of people coming to Kelowna without considering the ramifications
I think the market will be flooded with a variety of electric devices to transport people - more so than self driving cars - the safety and greenness of this electric mobility needs to be factored in - the mini sized golf carts may not be a bad idea - roads and trails dedicated for golf cart type cars to run around our neighborhoods may be very beneficial for invitoment and functionality- doesn't take much room to put down trails like the rail trail - which is fun but why not many connecting slow driving electric vehicles- it works in Florida on retirement areas - I worry about the kids riding these scooters like motorcycles on the roads WHICH in my opinion people drive too fast , too close and because they can get away with it in a rush drive unsafely !!!
please focus on active transportation and get folks away from their dependency on cars! can active transportation be encouraged/supported for folks from west kelowna? do not build more roads as that will only encourage folks to drive more. No more lake crossings. improve hwy 97 or parallel roads so that folks can move through town more efficiently.

What other comments do you have regarding the draft Regional Transportation Plan?

Kelowna Residents
Find a better way to survey drivers along Dilworth, Springfield, 97, and Enterprise about the proposed bike path. Ask commercial drivers. Hand out fliers at the intersections during red lights. Have an animated campaign laying that out in plain 3D with summer weekend traffic patterns rather than a couple of cars and a pedestrian and link it to Kelowna Now, Castanet, The Courier, and The Capital News sites. Ask questions with this enhanced information, because most people can't visualize what you are proposing from a couple of maps or architectural renderings. Hire a LOCAL artist to create this. (Yes, I have seen good local art overlooked in favour of mediocre American art installations in Kelowna.)
None
Consider adjustments to the traffic signal timing along the Hwy corridor. If improvements are being made on the City side, the ministry should be reevaluating the timing to balance the traffic movement. (eg. Enterprise and connecting roads to the Highway.) traffic signal timing does not balance with the shift of using Enterprise or Springfield for example. More frequent crossing opportunity at Hwy is required.
Have you done extensive studies of other "small" cities across the US and Canada and looked at their plans?
Please make smart decisions for our future. I applaud anything you do which gets people out of their cars.
This survey and plan seems to show that all options can be achieved, which is awesome. However, I see no ranking or prioritization should resources be tight. Even the Clement Ave Extension to McCurdy is complicated with dedicated transit lanes. Please prioritize the Clement Ave Extension and the Burtch Road Extension.
I would like to see it expand to Vernon as well
While I appreciate that this study is left open to individuals to comment, it's challenging to choose what the best options are for a city just based on this document and my comments alone. I find feedback surveys with rating systems for each section of the student along with the opportunity to comment more helpful, rather than me simply writing out comments, which can be hard to do with such an extensive document. Overall, I would love to see this plan come to fruition. The challenge I see here is how do you also address the Canadian driving culture? Other places like Europe, New York, have long ago addressed these challenges with railways and underground transportation. I know we don't have the population to entirely support this, but I also would like to see if there's a way to encourage Central Okanagan residents to leave their cars at home and want to take public transit. The biggest barrier I see is lack of buses and accessibility to these buses so hopefully, rapid transit may help.
I'm sure fiscally it's out of the question but what about a light rail from Vernon to Penticton? This could eliminate a lot of highway congestion for everyone commenting
I think that there should be more discussion about limiting minor street entrances to hwy 97 in the City of kelowna
Seems well thought through. Need for funding sources is important
Keep up the good work and continue to make safe well lit bus shelters
thank you for the opportunity to comment
Transportation is an everyday thing for everyone. Safety is an important issue as is placement. Having bike lanes away from vehicle traffic would make it safer for both involved not to mention a much nicer healthier ride.
Good guiding document(s) in place. Big question will be how quickly those actions can be implemented, tested and revised. Implementation always seems to be the main challenge.
Virtualization of the Plan for modern architectural previs https://www.unrealengine.com/en-US/spotlights/ahmm-creates-cost-effective-scalable-archviz-using-real-time-technology?mkt_tok=eyJpIjoiTW1FeE5ESmpOMkk0TnpoaSI5InQiOiJONWZFdJiMHJuUnNNd2FDazVoeEh3MTBaTjN6MzNERmQ0SnJSdnVNSTBUSDN6Vk5cLytOT2twMXI5YUluVwveEp6dkthRFwvRnFja2RxT1JFTkV

What other comments do you have regarding the draft Regional Transportation Plan?

Kelowna Residents
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Secure bike storage locations are critical
If the RTP is realised, not compromised, it may achieve some of the articulated outcomes. It is hard to answer the questions above based only on the blueprint.
Moving too slow. Need increased arterial and interconnecting roadways now. City too big/sprawling to eliminate car transportation. Increased bus and cycle routes cannot meet needs. City has become regional center (hospital, cancer center, shopping, vacation hub) that constraining traffic/parking to force people out of cars is having a negative societal effect resulting in more MVI's, road rage and violent encounters between drivers, cyclists, pedestrians, etc.
Thank you for continuing to provide information as you develop the plan. It is important that there are opportunities for input. I appreciate the efforts you are going to in this regard.
Thank you for having a regional strategy for this. Since Kelowna has grown so much, it is necessary to have the other surrounding jurisdictions at the table to make any work be effective.
I only received this on August 21st - 2 days is not enough time to properly delve into all the details. Send surveys earlier!!
Please keep up the good work. An environmentally friendly future free from traffic congestion and single occupancy vehicles rests on your shoulders. Infrastructure for public transportation and bikes desperately need to be updated in a way that exceeds the expectations of commuters in Kelowna. Kelownites know that we are heading towards congestion levels that will combat those of major cities, and if the proper infrastructure is in place to make them reach for the bus pass rather than their car keys they will. Bus frequency on all lines needs to be increased, lines reaching newly developed residential areas needs to be considered and implemented, and bike lane safety needs to be prioritized. Build it and we will come.
Get rid of the hov lane
Draft plan appears to solve a lot of problems in the current systems. There appeared to be a lack of clarity on future mobility options and technology planning.
More investment in dedicated bike lanes and safety are necessary. Separate space for cyclists or traffic dividers that ensure the safety of riders is required. Automobile drivers do not respect the traffic laws when it comes to sharing the road with cyclists and it is unnecessarily dangerous to ride around the roads of our community.
More and more people are commuting further and further to work. Need to look at hub models and easier ways for people to get across the bridge, through Lake Country and encourage them to use transit.
Stay the course with more separated bike pathways!
A fast, efficient, fare-free public transit network is one of the pillars of good urban design and lifestyle. If it didn't take 2 hours to get to the university, how many hundreds of students do you think would skip buying a \$700 parking pas, and just bus instead? If a family didn't spend more on bus fare than they would on gas and parking, how many more groups do you think would bus to the beach or downtown or the mall instead of driving? The best way to reduce traffic congestion is to make public transit so convenient and appealing that people actually WANT to use it. Continually expanding roads to keep up with the constantly increasing number of cars is a never-ending race - the only way to win is to stop playing.
This plan sets the region up for continued failure on climate change goals. Everyone who had a part in writing it should go and apologize to their children for working to destroy their future.
n/a
Hope some progressive changes happen quick cuz we already so behind other places. Encouraging community through careful artistic design might also make people care more instead of abusing, trashing, or loitering. Makes paths inaccessible and dangerous. Brand the place as accessible community focused and supportive instead of a developer driven, policy bound, innovative prison. Money don't make nor keep community. People do. ❤️

[Back to Top](#)

What other comments do you have regarding the draft Regional Transportation Plan?

Kelowna Residents
Install Noise Barriers wherever possible
Needs work but going in the right direction.
Less see this implemented ASAP. Thank you fir your hard work. Amen.
Need more east-west routes. Need more coffee shops and stops along routes for cyclists to rest. Also not enough bike lock areas and bike lockers along transit routes.
How do I know how well the plan works since it hasn't taken place yet?
As long as there is lots of leeway for the plan to keep evolving, I think it is quite helpful to have a regional overview. The main focus should still be on getting people out of cars and into buses or onto bicycles or walking.
I really love the focus on shifting away from cars
Park and ride options for commuters from out of town. A point for Veronites to park and take transit into town at a discounted rate. To cut on non-local traffic in town.
We need to have more public transportations options because that stops people with out a doing more activities
none
none
Be more bold in your vision and make concrete plans to go NET ZERO in private auto growth! Hold the line by investing in SMARTer Growth, more transit, more active transport, regional hydrail, and more roundabouts. In fact, NOT just new roundabouts instead of traffic signals; not good enough. Remove and replace EXISTING traffic signals with roundabouts. Up front cost paid back in less than 5 years via 90% fewer fatal crashes; 70% overall fewer crashes; 75% reduced delays and GHGs, and much quieter happier ped/bike environment!
It is clear a lot of care and love were put into this plan and I am very excited to see it put into action! Thank you!
Continue to apply for provincial and federal funding to move ahead with larger scale projects. Ie. Harvey Ave causeway or raised "skytrain" type service from downtown to the airport
I'm in favour of this plan and I look forward to seeing the final outcome.
This "Plan" must be completely redone with a data and knowledge based expertise. Specific data and timelines are basic requirements for a serious attempt at a regional transportation plan. This is just fluffy wish lists and short term projects based on historic ideas.
I think everyone who makes these decisions should have to personally walk, drive or ride through all of these areas for themselves on more than one occasion during summer and winter. This is the only way to learn and understand the problems and what needs to change.
Pls uber
You are doing a great job , thanks for being open and receptive to input.
I always get the feeling that I am talking into a vacuum when I respond to these kinds of forums. Does anybody hear?
Think bigger. These are all essentially minor modifications to the present modes. Zone for more commercial space for essential goods in high-population outlying neighbourhoods. Try to really push high-density --- no transportation plan can truly deal with the problem of the ongoing process of urban sprawl by simply widening roads and bike lanes and increasing the number of classic-style buses. Urban sprawl itself needs to be a MAJOR target. But I get it -> standing up to the developers ain't easy.
Get your city employees to ride all the bike routes and obtain first hand info on where the safety concerns exist. Hire avid cyclists as volunteer but give them the ability to leave city parking tickets for parking in the bike lanes.
Safe and reliable are more important than fast.
Keep the use of cars as a cost. Encourage through pricing that other options to commute etc are desirable.

What other comments do you have regarding the draft Regional Transportation Plan?

Kelowna Residents
<p>Seriously, take responsibility for clearing sidewalks, mail boxes and bus stops of snow. So what if taxes go up a tiny bit, it's obvious that putting the responsibility on property owners isn't working in the least - in fact government-owned properties are the WORST every year, yet you go after elderly people with huge fines. Entirely the wrong approach.</p> <p>BTW, if you can't fit a sidewalk plow on a sidewalk, you can't fit a wheelchair on it either, so it's a bad sidewalk.</p>
<p>As I mentioned, I believe if the City is to grow, transportation routes for vehicle traffic need to grow, expand, and fill the capacity of the need. When planning, designing, and upgrading these routes, also plan for alternative modes of transportation like scooters, bikes, skateboards etc...</p>
<p>Please keep the residents of Traditions, Magic Estates, Blair Ponds, Wilden, Hidden Lake.... in mind. There is no sidewalk up to Rio and many young adults are walking or riding down that hill in the dark.</p>
<p>Please, please, please, consider pedestrian safety in the winter. For years I have seen snow mounds at intersections, rendering them useless at best for many pedestrians! I've heard all the reasons. Please make pedestrians THE priority. Not treating this as a priority goes against so much the region stands for. It's against the elderly, it's not dependable, it creates un-safe conditions, it promotes not being active. Please.</p>
<p>continue developing bike trails AND amenities along those trails - campgrounds, parks, recreation areas, shops for drinks, food etc.</p>
<p>As per previous comments.</p>
<p>Thank you for the opportunity to contribute to the discussion.</p>
<p>Not much to add, though I would like to show appreciation that the Okanagan Rail Trail had such good winter maintenance last year. There was not a day that I couldn't ride to the University from downtown.</p>
<p>Seems well planned overall - good job.</p>
<p>It is all about flow. Fix the flow, make it more accessible and plan for 15 years ahead.</p>
<p>Thanks for looking at the future. Some how owning a car is so important. I belong to MODO car co-op which works very well.</p> <p>Good luck with the plan. Hope you ride the bus.</p>

West Kelowna / WFN Residents
<p>I don't believe we can totally get rid of driving, but being able to use bikes & transit for part of the route would be a big help. This really needs to be combined with secure parking or no one will be interested.</p>
<p>Looking forward to the improvements. Hope it doesn't take too long to see at least some of it come to fruition. Any improvement will be well received. Let's get started!</p>
<p>i am an avid cyclist in west kelowna, so i am biased, but we need safe cycling trails here. I have two kids aged 7 and 9 and there is virtually nowhere where it is safe to take them for a ride, although granted a good part of that is due to the terrain not being flat. I would definitely cycle more to work, stores, if there was an efficient trail network. Maybe a bridge can be added to connect Glenrosa to Smith creek, and a bike lane put in down Glencoe to town.</p>
<p>Put in overpasses - get the vehicles moving. I prefer to go to Kelowna vs going to WK downtown to shop. The continuous start and stop of all the lights along the highway drive me crazy.</p>
<p>None.</p>
<p>Put things in motion.</p>
<p>It's great to see that the bypass proposal was not accepted by the ministry of transportation. This plan seems to be a much better option. Good work.</p>
<p>Most of the Okanagan's transport problems are provincial, as HWY 97 is a disaster.... The lights need to be better streamlined, more turn lanes need to be added to get people off the highway and into the lane for turning. I would say the city is adding too many bike lanes and it's making it complicated for people who drive larger vehicles or are pulling a trailer to get around town. This may not be a priority when</p>

What other comments do you have regarding the draft Regional Transportation Plan?

West Kelowna / WFN Residents
considering daily commuters, but you need to remember the Okanagan is a highly active tourist area, and most people from out of town are not bike commuters and are pulling trailers, boats and drive large trucks. We need to make sure our region stays attractive to them as well.
be prepared to pivot and think far far ahead, especially as there is such a time lag from studies, then development of a plan, to securing funding, to actually constructing even phase 1,
I believe shade trees are an integral part of cycling and multi-use infrastructure. And should be included in the design and budget of all the trails right at the start. It may be included, but I didn't see it in the plans.
What can we do to be more walk and cyclist friendly? More sidewalks, better lighting, slower residential speed limits of 30kmh across the board.
Get Clement and Campbell roads extended with can open future and more convenient transit routes that people will want to use.
I'm in full support of the creation of a rapidbus service lane from West Kelowna to Kelowna.
Finding ways to safely integrate alternative transportation and vehicular traffic will be the challenge. Education will be vital to prevent accidents and incidents.
We want our highways drivable and safe that's what we really want don't you?
My biggest concerns are regarding bridge traffic. Unfortunately, the plan does not seem to address this at all. Reducing an eastbound lane in the morning to provide access for transit seems odd to me, and I don't believe it would convince more people to take transit.
We need to move away from the North American car depending to a more European public transport system. And, the only way to archive this is to make public transport more convenient (more frequent departures) and car traffic less attractive. Strongly suggest to introduce road tolls for all non electric cars and, use the money to subsidize public transport
It is unclear to me how these new measures will actually help? There is not a lot of detail in these plans. How will it look from the street? How do all the cycleways connect downtown? How often will buses service these dedicated routes?
Think long term
It should include a budget for a future sky train
It sounds fantastic!
There should be shovel ready projects to take advantage of the funding from the federal government in response to the Covid-19 pandemic
The cycle solutions you describe are utopian, given what we have now is good in parts and downright dangerous in other places. Good being Stuart Road and most WFN roads. If anyone thinks the Boucherie wine route 2 is a safe cycle option, they have never ridden a bike on it. It's hard to negotiate and cross the road. Sometimes I am forced to use the roundabout in order to get onto the bike lane from other roads. To cross I have to navigate tight crossings and vehicles seldom stop at cross walks, or worse, they don't stop when I am half way across. I will avoid using it if possible. And coming up Boucherie, wine route 1, where the cycle lane is half size, is downright dangerous to cyclists. That's where fancy street furniture and fake grass takes president over cyclist safety. When it comes to bike lanes, keep it simple, a sufficient, wide, cycle lane. I'm an adult with years of cycling experience, I dread to think how children fare.
I did my best to scan the 143 page document but due to time constraints I was limited in my ability to do so. I don't see any high level recommendations for moving forward or priorities for infrastructure projects. Perhaps I missed that. Overall seems like a decent balance of future projections, viability, environmental impact and really just maximizing the infrastructure in place.

What other comments do you have regarding the draft Regional Transportation Plan?

West Kelowna / WFN Residents

I do like the idea of better active connections to increase bike use. Especially with the uptake in ebikes. And facilitating transit growth.

It's not detailed enough. Move to the next draft.

Keep going. I can see the work and realize how challenging this is but think more progressively. There are real opportunities to lead change not follow what other communities have done in the past. Make an effort to replace regular vehicle traffic with bicycle/ebike/scooter/walk traffic in downtown zones.

This is important and we need to make the necessary (and unpopular with some citizens) investments in the infrastructure and marketing to draw people into adopting a more viable transportation system. You have a difficult challenge but it is one that an increasing number of our residents recognize as an issue that cannot be sidestepped.

Great to see this coming together!!

Lake Country Residents

Think big or we will have nightmares not pleasant dreams. We need to develop plans to get people out of their cars Or to keep the cars out of the most congested areas if not we will have to build a lot more roads or grind to a halt

For me, the completion of the rail trail and the Winfield hub are the biggest priorities.

See previous comments

Great job, i look forward to what the future holds.

I'm glad the whole region is involved - smart and I hope it does work because traffic is summer is getting crazy

Thank you for the opportunity to provide input and feedback.

Regional transportation will remain highly dependant on hwy 97 for the foreseeable future. Interchange improvements are the single highest priority to improve regional movement

Peachland Residents

Seems like Peachland is only given passing consideration. Easy stuff is easy. Hard stuff is hard. Peachland is hard to connect because of Drought Hill

Let's move the vehicles off of Hwy97S/N and onto a Bypass/Highway that has no lights and has exits into the towns/cities

avoid bike lanes along Hwy 97 and Boucherie Rd. Link West Kelowna to Peachland via Goats Peak

Other Areas / Postal Code Withheld

No other comments at this time

Simply expand the region!

To help reduce traffic, there is opportunity to encourage major employers in Kelowna to support remote work for their staff where appropriate. I live in Vernon and work for [employer] in downtown Kelowna and since the pandemic was declared, I have been working remotely. Moving away from a traditional physical office workplace to more remote work could help reduce traffic problem, and also climate change issues such as GHG emissions.

Need some way to either reduce thru traffic or to get locals off of the highway. McCurdy - Clement is a good start, probably will not be enough

Waste of money

Comments about this engagement opportunity?

Kelowna Residents
I browsing through some of the plans - they were extremely long and I felt overwhelmed. A 2 to 3 page summary of the highLights - did I miss this?
I think it is great that kelowna is considering this all and asking for public input.
Instead of referring people to the draft regional plan, I would put summary/key findings from each study above where you write the recommendations. It was kind of annoying to go back and forth in the long regional transportation plan. I would also not ask how do I feel about a list of projects. That seemed almost too much. Instead, maybe ask questions about 1 specific project. I also didn't feel super engaged in this survey. I like the idea of having an option to write recommendations, but instead have more questions that you just tick agree/disagree/somewhat agree. Something with quick answers. I feel like I got disengaged writing all my responses but I wanted to give feedback on all projects. By doing so you will maximize engagement and get more feedback. Someone who may not be as interested in transportation may not be super inclined to write how they feel about certain projects.
Glad to participate
Excited to see the finished product!
Perhaps a focussed opportunity for feedback would be more manageable - moving goods separate from bicycle lanes separate from movement technology?
I'm happy to see alternative means to gather community feedback in this manner. I think there are some great options here that I hope are implemented and in some cases I hope that they go beyond what is planned. I was happy to learn more about community plans through this initiative.
none
Excellent, although a 140+ page report is a lot to digest!
This project, and engagement opportunity, is very important to me. Thank you for the invitation.
This is a great way to connect with community members. We are growing in the right direction when it comes to active transportation. I look forward to these future improvements!
Very interested to see how the results of this engagement will be used.
This is good to see. It is highly likely just about everyone in my cohort has no clue about most of this. Maximum publicity is needed.
I hope that a lot of consideration is put into the public input and it is not just dismissed.
Keep planning.
good luck
Thank you for sharing
Thank you for making this available.
West Kelowna's was very good.
thank you for continuing to make the Okanagan better.
Would be nice if the boxes for providing comments were larger or expandable. Most of my comments were pretty long I think.
I would like to get involved with the Zoom panel where possible.
I'm glad Kelowna is moving away from being so Highway and car centric. It's such antiquated thinking and your city planners really seem like a bunch of Neanderthals for decades of Highway centric growth. The city road network is just god awful poorly designed. It's going to take 50 years to undo the damage done by incompetent politicians and city planners and engineers. I'm relatively new to this town but honestly it doesn't take much more than a 10 minute drive around this town to conclude what a [****] show it must have been in city hall for decades so that a town can end up designed the way that it is. Driven solely by corporate greed and clueless politicians. The results get manifested into the physical landscape of what could've been a well thought out young city. It really is a shame. Glad you're doing something but it'll be a very hard road ahead. No pun intended.
Thanks for doing this

Comments about this engagement opportunity?

Kelowna Residents
I am very engaged in active transportation but heard nothing about consultations with people like me.
Send surveys out earlier!!
Excellent interface. More public outreach needs to be done in order to collect more responses.
I very much appreciate seeing the direction and plans the region is creating. Wonderful to hear the collaborative nature that is being facilitated as well. Thank you for the opportunity to share my thoughts.
Skeptical about how much weight is given to input, by planners and politicians.
I attempted this survey based on my impression that I could contribute something worthwhile towards improving our current system. Instead I'm more in the dark than ever. Information presented offered many concepts with little or no detail as to pros and cons, capital and operating cost impacts, implementation and logistics of each. All I know is current transportation system and methods is woefully inadequate and I'm forced to continue to use my car for even basic needs (getting small amounts of groceries, or getting to/from work) and I don't foresee any proposed 'improvements' changing that. Neither transit nor bicycle will meet those needs and as I age, those methods/systems even with improved routes/frequency, will become less amenable as my physical ability/mobility deteriorates. I believe more focus needs to be on improving and increasing roads and separating bicycle routes away from roadways and allow improved technology such as electric vehicles to reduce GHG emissions even while number of vehicle trips increases with population. Our city is so sprawling now and that cannot be reversed that trying to force people out of cars is an unrealistic pipe dream.
I received the notice of this survey today, Aug. 21 and the survey is over on the 23rd? Are you receiving a good enough representation of the community? However, most Kelownaites just get into their truck/car and complain about the traffic congestion and encourage the City to build more roads and don't think about the greenhouse gas emissions so maybe it is good that there isn't much time to complete this survey.
Thank you for this information and the opportunity to comment on it.
Engagement is great. Good to understand what highest priorities are and what consensus would like - rather than small vocal special interest groups
It's great to engage with people but the highest priority would be consulting with climate scientists and environmental engineers, and informing the public about the why's and wherefore's of major changes that are needed. Don't pander to the traditionally influential and/or deep-pocketed, but base all decision-making on the science, and the vital necessity to revise the way we've been living. I wouldn't really feel like I need to engage or say much, if I trusted that those representing me had the wisdom to recognize the emergency we need to respond to, and to consult with the appropriate experts to prioritize and shape a healthy and climate-friendly response.
I am a health professional and people seek my advice because of critical threats to their health. Many times, if they and our society had prioritized healthy choices for years before, they would not be in as great a health crisis. At these times, people realize, sometimes too late, how irreplaceable and supremely valuable good health is. It should not take the threat of a crisis or collapse to bring us to realize how incredibly fortunate we are to live here, and how thoughtfully and intentionally we should be conducting ourselves and our support systems to sustain the incredible beauty and opportunity of our region. I've read a number of the IPCC reports. We have not been bringing environmental and personal health forward as the guiding principles to infrastructure and community planning, for far too long, and it is my hope that we have not left this all too late. Regret and grief are hard to bear, when we know we could have made different choices, for ourselves and for our families and communities. Please ensure you have consulted with experts on climate science, in pursuing our regional transportation plan.
An effective easy way to work in public opinion with consulting and planning initiatives!
Well done

Comments about this engagement opportunity?

Kelowna Residents
While it is good to be asked for engagement, as there is never any real response, it is increasingly hard to consider taking part in such activities. It is a major investment of time.
The foresight of our city planners is commendable. So many people expanding the population within limited space requires diligence and thoughtfulness by the planners and staff. Well done.
Thanks for the info!
I appreciate the opportunity to learn more about transportation in the central Okanagan.
I am glad i can participate and at the same time get more information about the movility in the near future
cost and timelines would be helpful
I like it, you need to make sure that everyone knows how many people participate, the frustrating thing is when some random gets on the media and says " no one told me about this, we dont need more bike lanes!"
thank you for asking for feedback. i hope i see that my input is used. not like the homeless camp situation in the north end of kelowna where council made its decision and then dumped the camps on the residential neighbourhoods in the north end with no opportunity to provide feedback and very clear indication that tax payer residents had no say in what happened in their neighbourhood.
Thank you for being so consultative throughout the process
The "board of governors"-speak is pretty rough in this survey. It sounds like I just read the latest briefing from the captain of the corporate jargon committee. Having served as a board member at Okanagan College, I have a solid understanding of this language. My young contemporaries, however, I can't imagine finishing the survey. The young people are the most important to engage, because they will be living with these choices longer than anyone else! Reminds me of the "wah wah wah" from the teacher in the Simpsons.
Some effort put into "plain English-ifying" the survey could go a long way. That being said, I do also know that governments often know a lot better than constituents think they know, and that getting their straight-up opinions could damage the scope of the projects you work on. A fine balance must be struck here. In its current form, the survey leans too far away from engaging.
I don't know where to put this. Any way I can't understand why Sutherland Ave between pandora and Richter st has parking both sides! Ridiculous! Why not like between Richter and Ethel?
It wasn't really clear what sort of feedback was desired or would be useful.
I appreciate the community engagement.
Great to take into account public feedback.
Apologies - I didn't spend as much time as I could have exploring the background info. Thank you for extending this opportunity though.
Build a city bypass and The benefits will come.
The survey is fine but the overall project is a disappointment. We need innovation and progressive steps - Kelowna could set a great example as a beautiful, low-traffic, easy to get around city, but instead you want to spend millions to add a few blocks of road?
I found this the most difficult survey from the district that I have completed to date. There were so many pages of information and such open-ended questions that it was hard to ensure that all information was fully understood and reviewed. I was also disappointed that I was only asked to complete the survey two days before the deadline.
Lots of information, simplified and easier to read would allow more people to respond. Too much information for most people to bother actually reading.
Thank you for providing the opportunity to comment.
Seems superficial and inconsequential.
Appreciate the opportunity

Comments about this engagement opportunity?

Kelowna Residents
You'd get better feedback if you presented certain specific options rather than asking extremely broad questions. Hope my comments help.
I feel regardless of Public input we are going down the wrong path with this plan.
I ride a bike in the region almost daily ... never once saw someone "in the field" conducting interviews, research, gathering firsthand observations.
glad I did it
easy to use.
Choosing to simply upload a 145pg pdf and linking to it on each question was asinine - maybe lazy?. Having it available is sensible, but the relevant sections should be isolated and made not only available but OBVIOUS on each question.
Listen to the bike commuters of Kelowna, please!
Thank you for the opportunity to provide input. The plan is definitely heading in the right direction and will serve as a valuable guideline for future integrated planning efforts.
I would take transit more if schedules for busses in the mission lined up better. One bus leaves a few minutes before other arrives and makes for long waits till next bus.
I appreciate the opportunity. I am concerned the City's focus is more on seasonal transportation like bikes, scooters, etc... Please remember most people rely on their vehicles for shopping, work, and other activities which require a vehicle. So, keep the emphasis and spending on moving vehicle traffic effectively. Certainly, plan and build alternative transportation routes along with this, but remember, other than vehicles and City buses, all other modes are seasonal.
A great idea to allow citizens to engage.
Kelowna is networked fine, fix the Spall/Enterprise issue and win the golden ticket.
It is only valuable if the City not only listens but follows through with the decisions they make.
Thank you for the clear approach and thank you for the opportunity to participate.
Thank you for being inclusive in your engagement, and providing education regarding current projects. I would also like to see garbage cans on neighborhood walkways to encourage people to pick up after dogs and prevent littering.
Hope voices are truly heard instead of just paying lip service or meeting some quota. Make this accessible to all! Paper mail perhaps? Internet is not accessible!
It would have been nice to know that feedback about transit and cycling followed the roads page. My comments became irrelevant after seeing that.
Good to see ongoing consultation happening.
Always great to be able to have input, especially when it impacts natural spaces near my home (Munson pond, Mill creek)
Keep up the good work. Look at cities, especially in Europe (Oslo, Ghent, Utrecht, Groningen, Copenhagen, Paris ...) that have a big head start and learn from their successes and failures.
Keep trying.
I think we are missing an opportunity to create better movement for trucks. They are necessary but they are the heaviest users of our highway systems.
It would have been good to have more information directly on the survey page.
Would like to actually see input from citizens taken into account and not just ignored as done on the Ethal bike lane speed bumps to slow bikes down and not to slow the cars!?
I appreciate the depth of analysis that has gone into this, but I would recommend a shorter presentation for public participants as it would likely encourage greater understanding and more engagement from the community versus the long-form report.
That last question implies that this is more about information dissemination than information gathering. This campaign is not about consulting the public, it is about appearing to consult the public. Concerning the Dilworth bike path, I would urge anyone injured there to sue the city because I have offered

Comments about this engagement opportunity?

Kelowna Residents	
meaningful, informed, educated reasons to discontinue this foolish plan. I would consider the City culpable for increasing a clearly existing danger as indicated by ICBC analysis.	
Thank you for sharing.	
Ok well thank you so much for advertising this to me on Facebook because it was so interesting to read through this plan!	
Be more specific on your plans. Give me the opportunity to read full briefs. Asinine to make opinions based on such limited information.	
Thanks for the opportunity! I'm new to the Central Okanagan and am glad to see this planning in progress.	
This is a very slow process by the looks of it.	
Thanks for it.	
An audio component would have been helpful or a video explaining the expectations of each thing.	
None.	
Keep the public included in current and future projects to continue to provide feedback.	
Opportunities for engagement allow citizens to feel they are being listened to. Thank you.	
Reaching out to the community is the best way to find out what needs to be prioritized. I do think these engagement opportunities should be advertised in more places online to reach a wider audience, and perhaps a younger audience as well.	
Thank you.	
Thank you for the opportunity to participate. I appreciated that the information was summarized into a concise format, with an opportunity to learn more if needed/interested.	
I hope I wasn't too forceful with my commentary. :)	
Well done. Information was to understand and feedback was easy to provide	
not sure how you will process such open feedback but like that wasn't a survey full of leading questions!	
I am glad to be apart of this!	
I started this survey on my tablet and would've been ideal to view it on my laptop/chromebook in order to properly read the presentation/brochure/pdf documents (which I liked the layout and graphics)	
Good start, keep it up. I'd like more focus groups, and round tables please. I'd like to see a Public Advisory Committee for Transport permanently set up by the Regional District, with representation from residents of all areas.	
Thank you for the encouragement and opportunity to participate.	
Excellent idea. My big concerns are lack of emphasis on moving commercial traffic through the area and proliferation of electric bicycles, scooters and others, and their sometimes erratic behaviour.	
Transportation planning is not a popularity contest. It is extremely unlikely that there are 25 people in the entire region who are knowledgeable about the issues. Naturally, most respondents will have to respond with their own personal interests, based on a total lack of knowledge, training or understanding of the elasticity of demand; nodal centres; projected technological advances; cost benefit analysis of alternatives, etc. etc.	
I see the plan but I did not see what your goal was. What problems are you trying to address? This is the only way you will know if you got all your bases covered.	
Positive comment on this opportunity! Thank you! I will tell my neighbours about this engagement so as to maximize resident engagement on this important consideration.	
West Kelowna / WFN Residents	
Thanks for the opportunity to have a voice in how our future transportation is developed	

Comments about this engagement opportunity?

West Kelowna / WFN Residents
This is good. I am a taxi driver and am constantly hearing how poor our transit, bike lanes, etc. are which is why people don't use the current system more. If it were better, more people would use it. You wouldn't know this unless you asked and you did so awesome!!
thank you for the opportunity to participate.
I like that you're looking for our input—I feel more valued as a resident & taxpayer.
Lots of detail in the full report, but in this online survey would have appreciated the next level of detail/data on the current situation and future plans.
Thanks for listening.
I would love the 700\$ for a new bicycle
I hope my input was included. I am an avid cyclist with years of cycling experience both in Canada and the UK, both for pleasure and transport.
N/A.
Well I am Very glad I have had an opportunity to Speak My mind and I hope others are honest and state the same. Yes Vancouver has bike lanes they also Have a freeway!
More of this! Keep engaging and repeating the message and opportunity to make a better place - not everyone that lives here is transient...
The route improvements of this plan are still inconvenient to the majority of people driving to work. I think another survey is needed to see more specifically where driver starting and end points are located to plan a regional transit.
Consultation is valuable if the data/comments are reviewed and considered. I trust that this opportunity to engage represents that. Thank you.
I want to learn more about the Westside Trail and Active Transportation Parallel to Highway 97 from Westbank Centre to the bridge
Basic but i'm happy to give my feedback
Very nice to be able to give input! Very well organized and clear.
Thanks for the opportunity to provide feedback (and enter a contest!)
It is important to be heard.

Lake Country Residents
Good job
Thank you for the opportunity to provide my feedback.
2 weeks? Looks like you really care about feedback.
It's a good thing. It emails to be seen what might come out of it as it seems the plans are already in place
Thank you for the opportunity.

Peachland Residents
Seems a bit like a rubber stamp process
I appreciate having a voice in this even if it's only a little. Thank you for considering the people's opinion.

Other Areas / Postal Code Withheld

[Back to Top](#)

Comments about this engagement opportunity?

Thanks for the opportunity to provide some input, I appreciate the information that was presented.
I'm thrilled you're improving regional transportation
This may be better then an actual open house because I had time to read the study and make up questions that brought out my comments.