

Casorso 3 ATC engagement summary report

Winter 2021-22



Purpose of engagement:

- To inform residents about the project – including the benefits, impacts and limitations of the design options presented
- To consult residents about the design, and seek meaningful feedback on design options to inform the final design

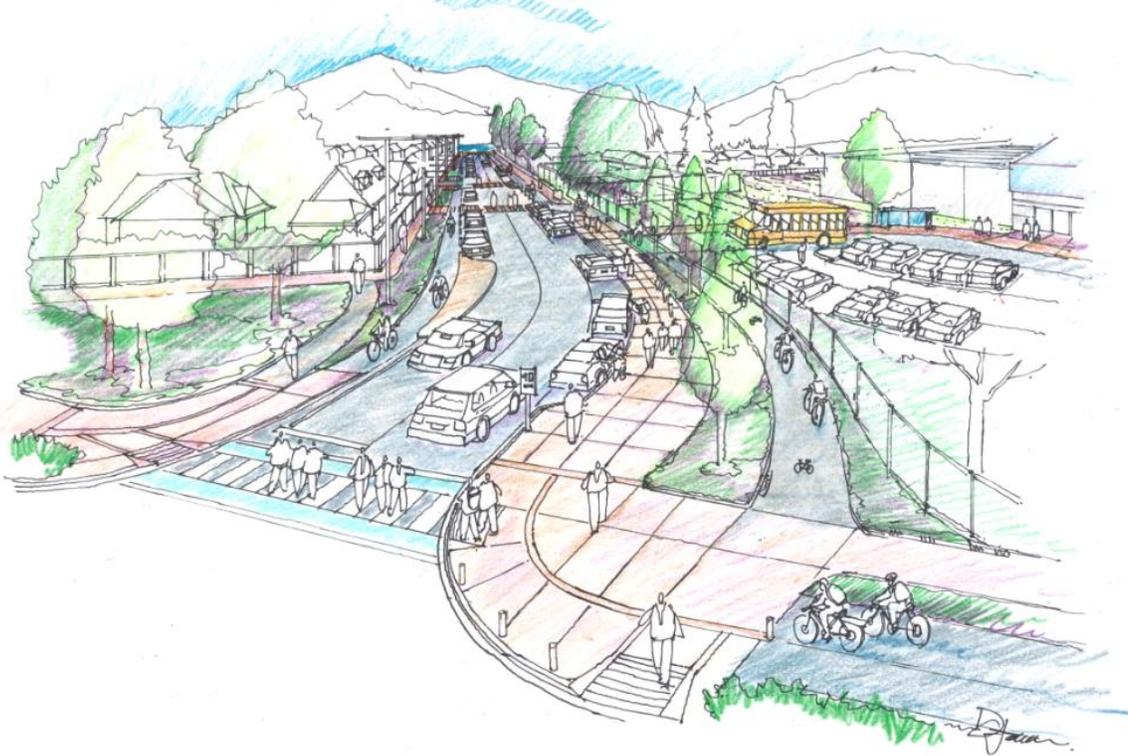


Engagement overview

The City of Kelowna engaged residents on a conceptual design for a new active transportation corridor (ATC) on Casorso Road between K.L.O. Road and Barrera Road.

The City launched a two-part online engagement to:

1. Gauge sentiment on three different cross-sections
2. Receive comments about how the design might be improved



Participation



Engagement ran between December 10, 2021 and January 10, 2022.

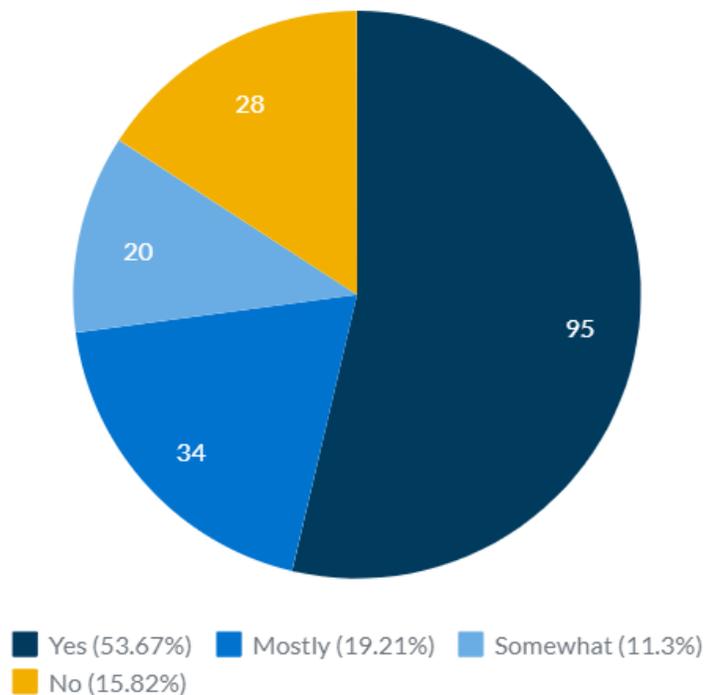
Engagement results

Survey participants were asked six questions that sought to understand whether cross-sections were satisfactory and whether they improved safety and connectivity for people walking and biking in the area. In addition, three questions regarding parking impacts were included. Participants were invited to provide specific, place-based comments using an interactive map tool indicating what they liked about the design and how it might be improved.

Design

The majority of respondents expressed satisfaction for all three cross-sections.

Are you satisfied with the proposed design for the K.L.O.-Lanfranco cross-section?



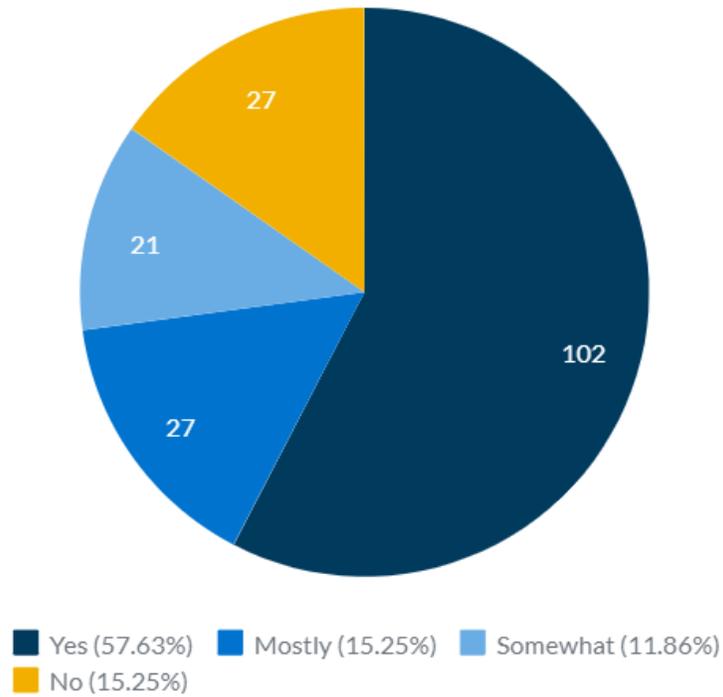
What we heard

Participants liked the design of the K.L.O. intersection and said the protected facility and crossing would improve safety for cyclists and pedestrians. At the same time, participants expressed concerns about sightlines challenges and how drivers might negotiate turns.

The most common feedback for this cross-section was related to parking: 12 participants expressed concerns about the loss of parking in the portion nearest K.L.O. Road, while four comments said parking restrictions should be introduced or that parking should be reduced further.

Other feedback included requests for raised ATCs similar to ones seen elsewhere in the city as well as more trees.

Are you satisfied with the proposed design for the Swordy-Bechard cross-section?

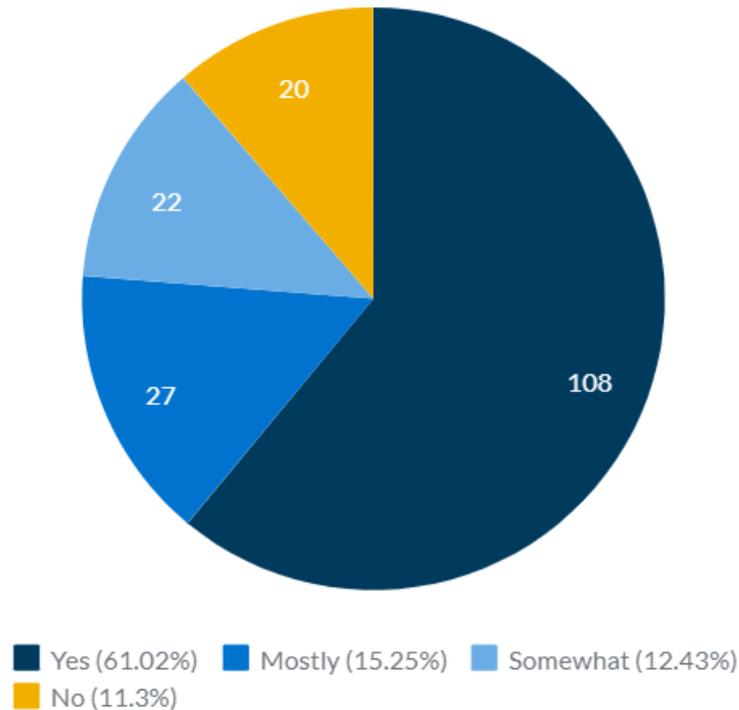


What we heard

Comments for this cross-section were most commonly related to safety concerns or design preferences. This included comments about sightline challenges south of Swordy Road, a desire for a sidewalk on the west side between Bechard and Swordy, comments expressing dislike for concrete curbs, and concerns about bike lane width.

Other comments asked for a multi-use path for this cross-section, concerns about future traffic / congestion due to anticipated redevelopment in the area and concerns related to excessive vehicle speeds along this segment.

Are you satisfied with the proposed design for the Casorso Elementary cross-section?



What we heard

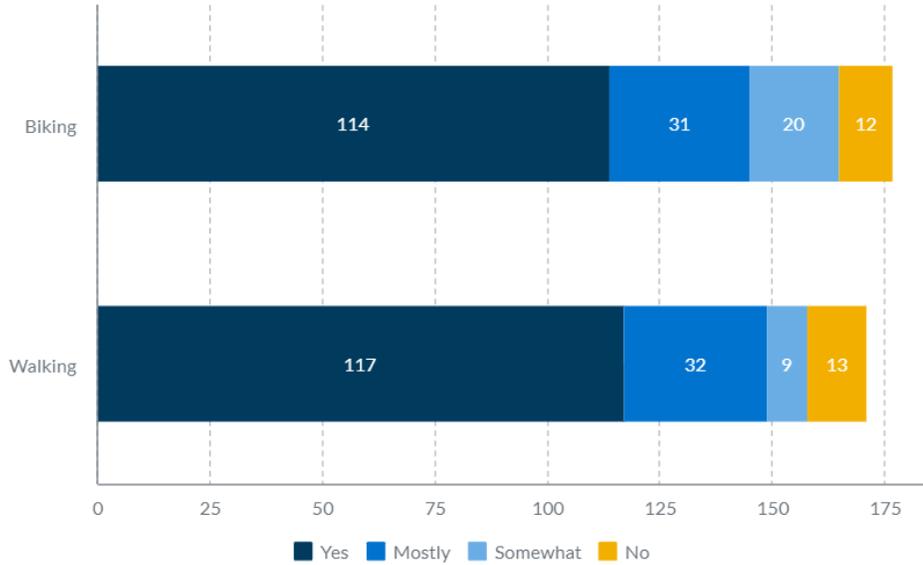
Participants generally expressed support for the crosswalk near Casorso Elementary but some asked for the crosswalk to be aligned with the school entrance. Others wanted to see a multi-use pathway along the school and where Casorso-Barrera meet.

Safety-related feedback included a desire to see physical separation that would help prevent conflict between cyclists and school pick up and drop off activity as well as the introduction of traffic-calming measures. Some participants expressed they would like the bike lane to transition to behind the sidewalk on the west side similarly to how the east side was designed, to prevent conflict between school pick up and drop off activity and bicyclists. Others wanted to see parking removed or relocated from the front of the school.

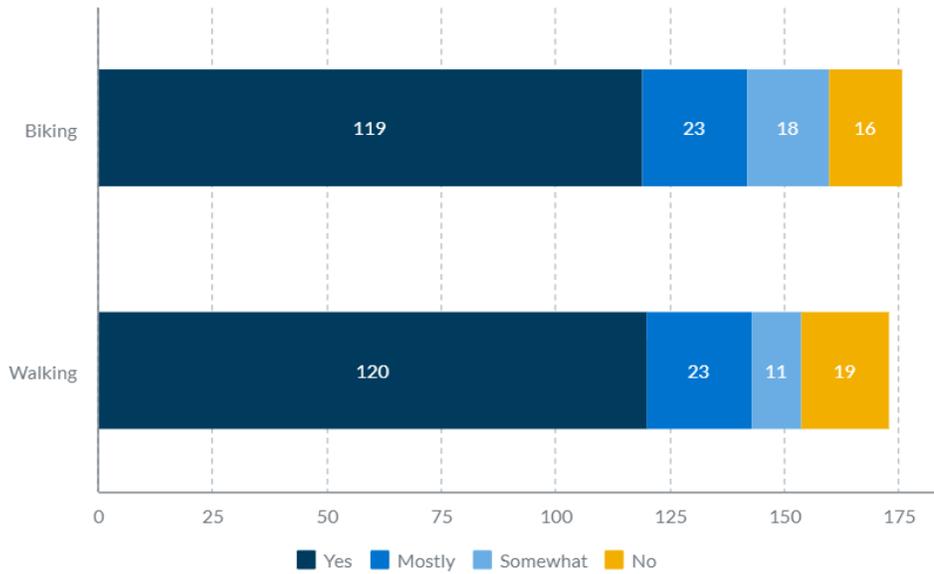
Safety and connectivity

The majority of respondents said the overall design improved safety and connectivity for people biking and walking in the area.

Does the proposed design achieve the goal of providing a safe route for people biking and walking in the area?

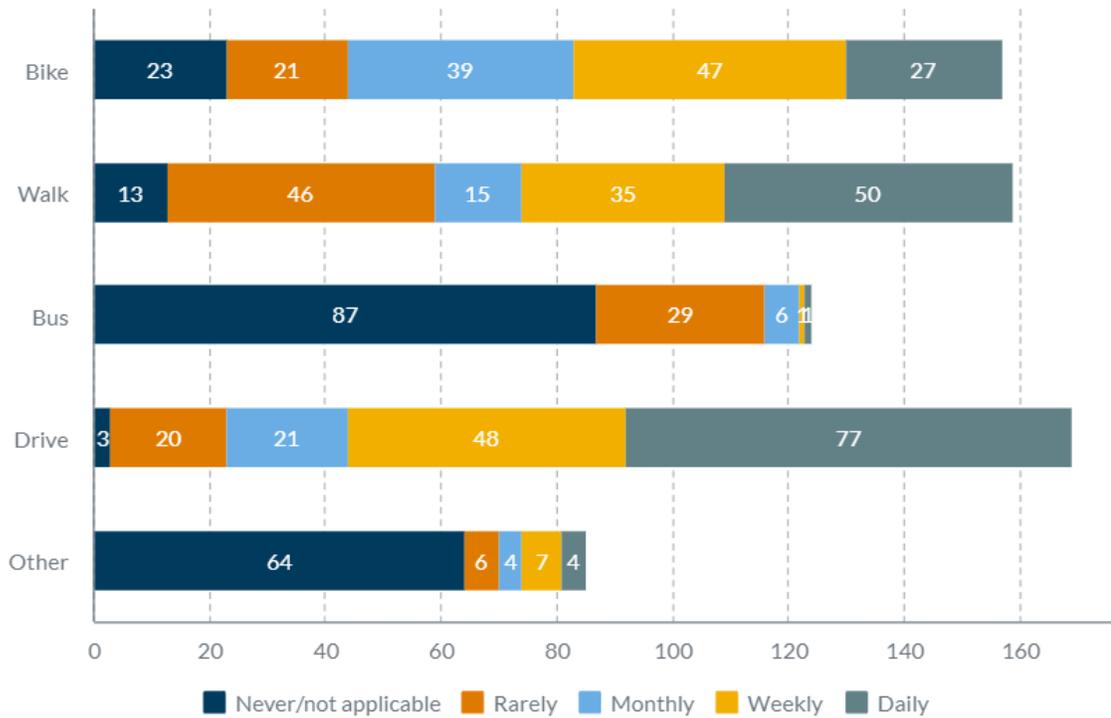


Does the proposed design achieve the goal of providing better connectivity for people biking and walking in the area?



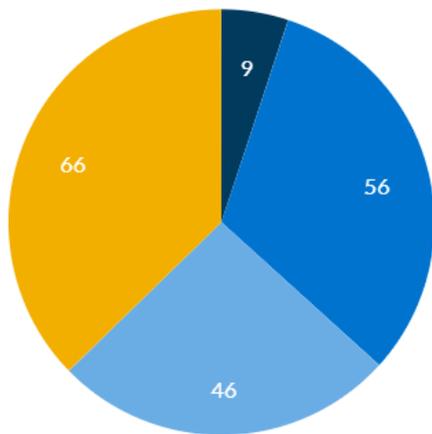
Current and future use

Do you currently travel in the area? How and how often?



Once the proposed ATC is constructed, would you change how often you walk or bike?

The majority of respondents indicated they would consider walking or biking more once the new ATC is built.

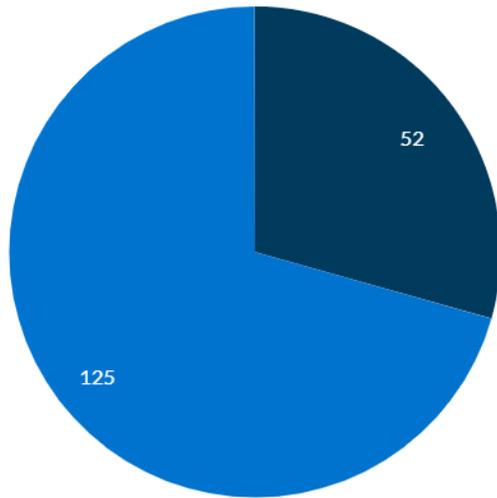


■ Less likely to walk/bike (5.08%)
 ■ No change (31.64%)
 ■ Somewhat likely to walk/bike more (25.99%)
 ■ Very likely to walk/bike more (37.29%)

Parking impacts

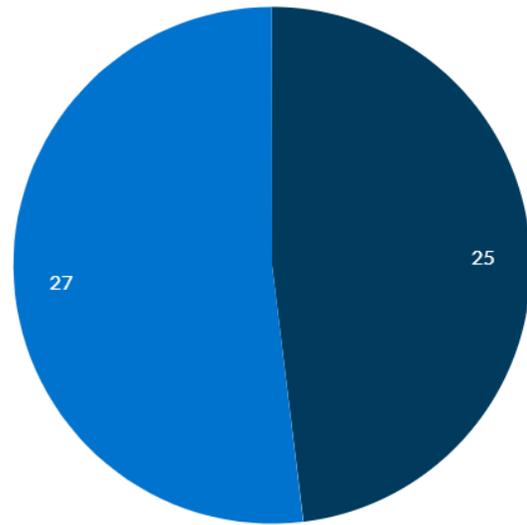
The majority of respondents indicated that they do not use on-street parking along the proposed route. Approximately half those who said they currently use on-street parking said they had access to an off-street alternative. The majority of parking-related concerns were related to the K.L.O.-Lanfranco segment of the corridor.

Do you use on-street parking along the proposed route?



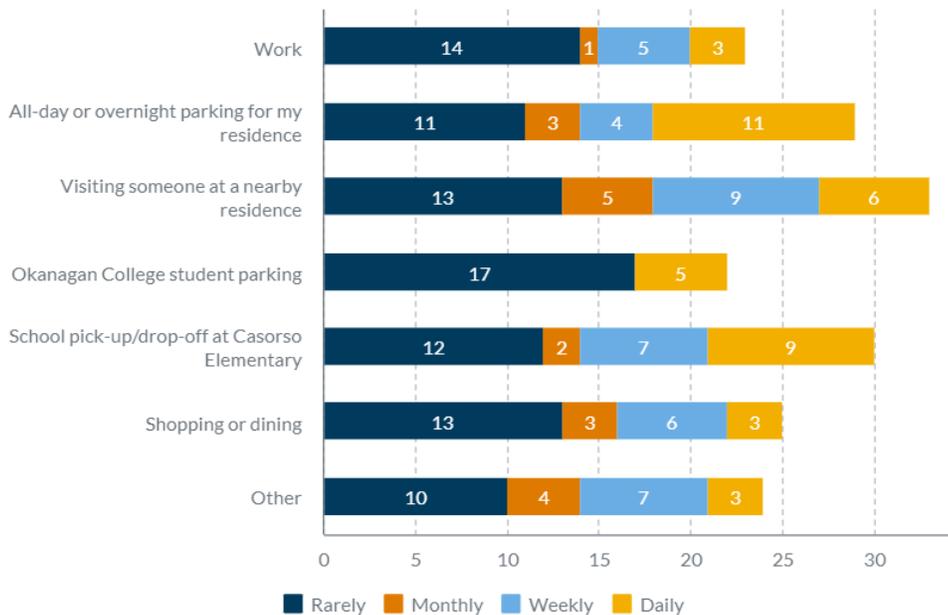
■ Yes (29.38%) ■ No (70.62%)

Do you have access to off-street parking?



■ Yes (48.08%) ■ No (51.92%)

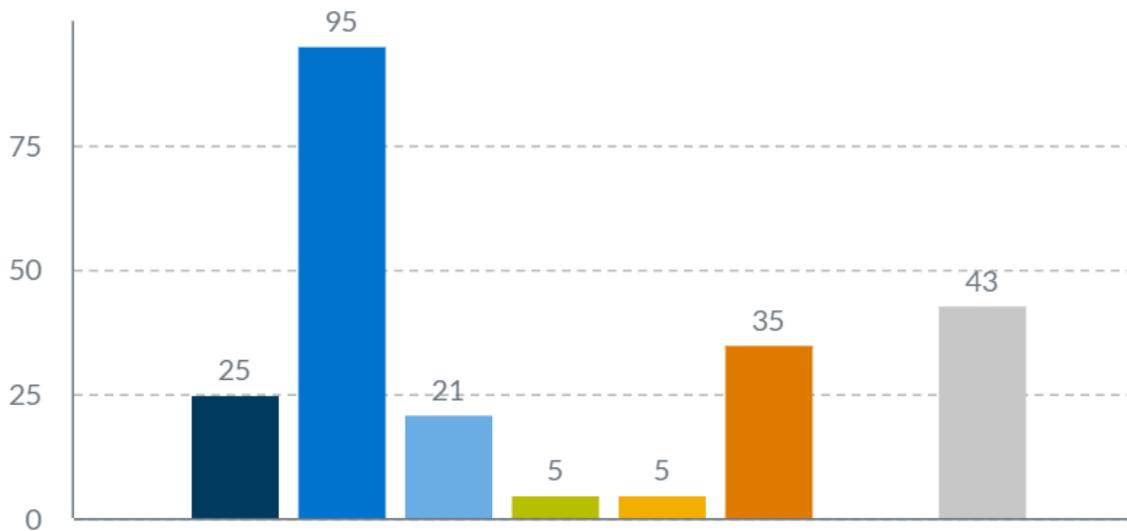
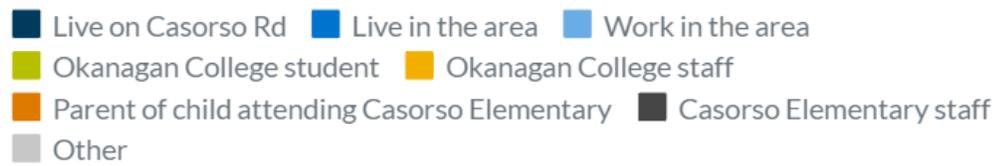
What do you use on-street parking for? How often?



The most common daily uses for on-street parking were for all-day or overnight use and pick-up/drop off at Casorso Elementary.

Demographics

Which best describes you? Check all that apply.



Participants tended to live in the area or on Casorso Road. "Other" participants included those who visit the area and/or had an interest in active transportation.

Next steps

Public feedback, as well as technical and financial considerations, will be used to inform the final detailed design.

Promotion

Engagement was open for approximately one month between December 2021 and January 2022. Promotion included social media, public service announcements and direct mail.

- Public service announcement
 - 4,222 recipients
 - 2,177 unique opens (51.56%)
 - 114 unique clicks
- Direct mail – 804 households
- Social media ads:
 - 42,802 people reached
 - 112,892 impressions
 - 908 link clicks