



July, 2007

PROJECT STATUS REPORT

COMMUNICATIONS/CONSULTATION UPDATE

This planning initiative kicked off in December, 2006 with an Introductory Open House allowing the project team to introduce both the study and the study process to the general public. This was also an opportunity to meet with many of the key stakeholders identified early on and to seek new stakeholders that would be interested in the development of this future transportation corridor. The team shared future planning considerations that included forecast population projections, forecast traffic volumes, planning guidelines and policies, off-street pathways studies, all of which were taken into consideration in moving forward with the development of the multi-modal corridor concepts. Those in attendance were asked to fill out comment forms asking for their input on ranking what's most important to them when considering or selecting recommended option.

Most of the input provided by the public has been incorporated into the development of multiple concepts that were again shared with the public at a second Open House held May 2, 2007 at the Glenmore Elementary School. Over 200 people were in attendance providing an opportunity to view the roadway corridor concepts and to learn more about both the planning process and how it is being applied into the development of the corridor plans.

Most common questions/comments;

- Like to see on the plan, a roadway that leads to a future second bridge crossing.
- The City is showing excellent foresight and planning with its transportation priorities.
- Can't happen soon enough. Move quickly on the COMC.
- Great to see the multi-modal corridor concept, put transit and cyclists into the equation.
- Build the pathways for cyclists/ pedestrians at the same time as the road itself.

NEXT STEPS

City Council has granted approval and provided direction to the project team to commence with finalizing the planning work by September, but also to move forward with the detail design phase for the next section of the Central Okanagan Bypass from Spall Rd to Highway 33.

Discussions with the BC Ministry of Transportation are continuing as they also play a key role in the development of this corridor plan given its potential to serve their longer term interests in reducing current levels of traffic congestion on the existing transportation network.

The project team is scheduled to hold another Information Open House at which time a recommended vision or ultimate plan for the corridor will be on display showing the future alignment of a grade separated facility that includes provisions for cyclists and pedestrians as well as cars and transport trucks. A Stage One plan will also be provided showing what could be expected when the road is built at an interim stage prior to full build out once warranted by future demands on the transportation network.





Key messages in the planning and development of the Central Okanagan Multi-modal Corridor Plan (COMC);

- City Council has endorsed the project delivery process proposed by staff, ensuring that Strategies for Sustainable Transportation Planning Principles recently adopted by the Transportation Association of Canada are being considered.
- Personal contact has been made with all of the potentially affected land owners. Where technically possible, their concerns have been addressed in the design.
- Major stakeholders that are directly impacted by the project have been kept informed and provided with opportunities to add input, integrate and amend their future plans.
- The Ministry of Transportation has commented positively on both the progress of the planning study and the development of the corridor plan as it connects back into Highway 97 at the north end.
- City staff presented the corridor plan to the BC Caucus of the Federal Conservatives where it was viewed as being very positive.
- The Kelowna Chamber of Commerce provided a letter of support for the corridor plan.
- The City's web site has been updated to reflect the most current project information.
- Ongoing commitment in working with many of the interest groups engaged and to start bringing forward many of the suggestions provided in the communication process. Examples of the more significant contributors to this process was representation and input received from the Environment and the Cultural and Heritage agencies and organizations.