



OUR WEST KELOWNA

our vision, our community



HOW WE MOVE

Everyone in our community needs to get around, so decisions about transportation affect us all. If we want to address issues like congestion, meeting emissions reduction targets, and living healthier lifestyles, we need to provide a range of safe and usable transportation options. The current Official Community Plan recognizes an objective to enhance mobility by providing reasonable transportation choices to all residents.



Land use policy is transportation policy.

Reducing distances people need to travel by locating services, jobs, and amenities close to where people live helps reduce trips and increase transportation efficiency.



Our traffic is increasing.

The Central Okanagan Planning Study indicates that traffic on some Hwy 97 segments in WK could increase by as much as 39% by 2040, driven mainly by local traffic.¹



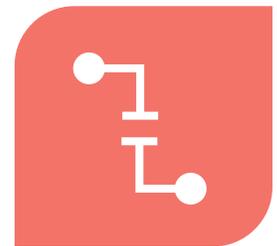
We've often left our community to work.

Many of us have traveled outside West Kelowna to work, although this has recently been affected by COVID-19, with more people now working from home.



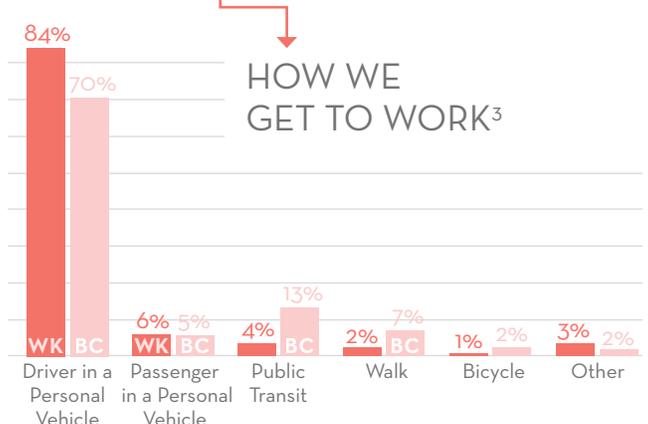
We mostly commute alone in our vehicles.

Our use of personal vehicles contributes to congestion and greenhouse gas emissions.



We have disconnected road patterns.

Our hilly terrain and rural history means our transportation network has pinch points. As we grow, issues in these areas get increasingly pronounced.



References:

¹ Central Okanagan Planning Study, Public Open House, Fall 2015

² BC Stats Census Profile, 2016

³ BC Stats Census Profile, 2016



TRANSPORTATION

WHAT DOES OUR OFFICIAL COMMUNITY PLAN SAY NOW?

- ▶ Focus more intensive growth to Westbank and Boucherie Centres to create attractive, walkable nodes of employment and community amenities
- ▶ Create neighbourhood centres with small-scale retail, services, and housing within walking distance for residents to reduce frequent vehicle trips to larger commercial centres for day-to-day needs
- ▶ Develop a safe, cohesive, and efficient road network that connects neighbourhoods and reduces local trips on Hwy 97
- ▶ Have multiple routes in/out of neighbourhoods
- ▶ Develop a safe, integrated system of trails and commuter pedestrian and cycling routes
- ▶ Work to reduce per capita vehicle trips and encourage less single occupancy vehicle travel
- ▶ Where appropriate, promote transit, walking, and cycling over motorized modes of transport
- ▶ Make streets attractive places for people and revitalize streetscapes as transportation infrastructure improvements are completed
- ▶ Protect future opportunities that could support new aircraft and marine transportation for emergency services, tourism, or other purposes

OUR CURRENT TRANSPORTATION SYSTEM



522 km
of road lanes



10 km
of bike lanes



78 km
of sidewalks



8 bus and HandiDart routes



21 km
of multi-use trails



The Boucherie Road Wine Trail has transformed a busy rural road into a multi-use transportation corridor. The road, with a volume of 8,300 cars/day, now has pedestrian and cycling routes, roundabouts, and character-defining features.

OPPORTUNITIES

- ▶ New walking and cycling routes along major corridors
- ▶ Efforts are underway to make Westbank Centre a more walkable, pedestrian-oriented downtown
- ▶ Technologies, including electric vehicles, e-bikes, ride sharing, and rapid transit, are changing how we travel
- ▶ The [Sustainable Transportation Partnership of the Central Okanagan](#), a collaboration of Kelowna, West Kelowna, Lake Country, Peachland, Westbank First Nation, and RDCO, is doing a region-wide transportation plan
- ▶ West Kelowna is preparing to update its Master Transportation Plan, starting as early as 2020

CHALLENGES

- ▶ West Kelowna's structure of mostly single-family homes increases reliance on personal vehicles
- ▶ Not having a vehicle can be a barrier to accessing amenities or participating in activities or events
- ▶ Congestion on the Bennett Bridge
- ▶ Steep slopes and ravines mean some neighbourhoods have limited routes in and out
- ▶ Historical development in West Kelowna was rural in style which means many streets don't have things like sidewalks, cycling connections, or lighting
- ▶ Hwy 97 carries a lot of vehicle traffic and has been seen as a barrier to Westbank Centre revitalization
- ▶ Low transit frequency and limited connections