

# PUBLIC ENGAGEMENT REPORT

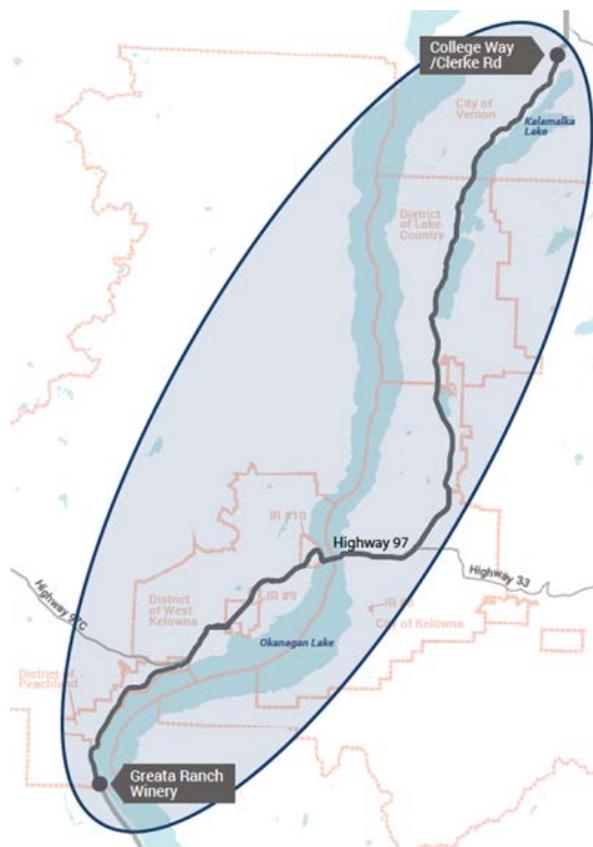
## Okanagan Lake Second Crossing Project

### Central Okanagan Planning Study

### Phase 1, Part 2 - Future Needs Assessment

November 30 – December 31, 2015

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October 25, 2016

## **Background**

The Central Okanagan Planning Study is being carried out as part of the Ministry of Transportation and Infrastructure's Okanagan Lake Second Crossing project to understand the future transportation needs of the Central Okanagan area. When complete, it will identify potential route options to address future mobility on the Highway 97 corridor from Peachland to Lake Country, including preferred locations and timing for a possible alternative crossing of Okanagan Lake. The emphasis is on long-term planning, but the study will also identify possible additional near-term (0-5 years) improvements to address more immediate safety and mobility concerns.

By spring 2015, the project team had collected technical data on existing conditions and assessed the current performance of the corridor. Reaching out to the community at a public engagement milestone in May 2015, the study team held public open houses in Kelowna and West Kelowna, accompanied by a special online engagement event. Feedback from this engagement milestone confirmed the team's findings with respect to existing conditions on the Highway 97 corridor.

Taking into account community plans, provincial transportation priorities, as well as recent and planned improvements, the team now has completed a transportation needs assessment to round out the "Understanding Needs" phase of the project. To help understand future needs, the team has continued to engage local municipalities, First Nations, a Technical Advisory Committee and a Community Working Group which reflects a cross-section of citizens and stakeholders in the Central Okanagan area.

## **Public Engagement Milestone**

Following up on the May 2015 engagement milestone and the future needs assessment, the project team proceeded with its second public engagement milestone. Once again, two public open house sessions were held. The first was held in West Kelowna on November 30, 2015, followed by a similar session in Kelowna on December 1, 2015. An online engagement event launched on November 30 continued through to December 31, 2015.

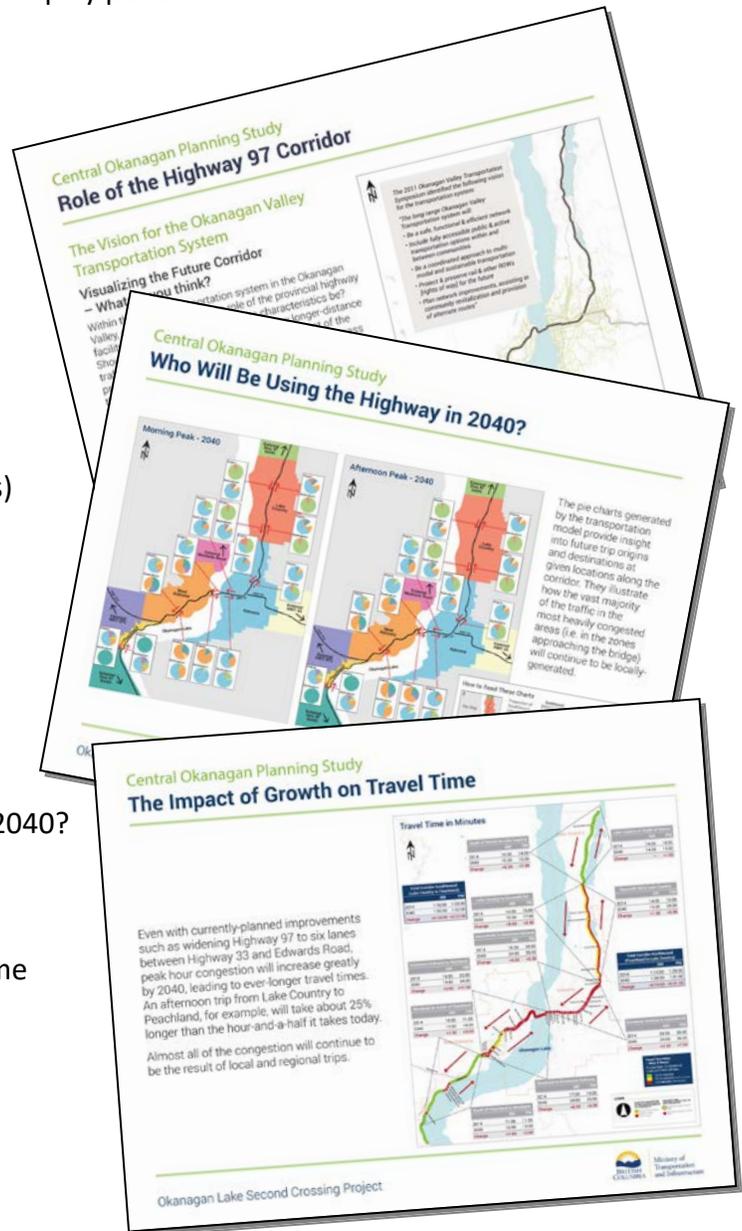
The objectives of this engagement milestone were to:

- Report on estimated future travel demand, which will help determine future transportation infrastructure requirements
- Obtain input on the role of the Highway 97 corridor, solutions to future traffic congestion and the location of a possible second crossing of Okanagan Lake

Representatives from the Ministry of Transportation and Infrastructure, its project management team and consulting engineers Parsons Canada were present at the open houses to explain findings to date and obtain input from attendees.

The open house sessions featured 18 main display panels:

- Open House Objectives
- Background, Goals & Outcomes
- Where We Are in the Process
- Recap of Existing Conditions Assessment (May 2015; 2 panels)
- Engagement on Existing Conditions Assessment (Results - What We Heard; 3 panels)
- Role of the Highway 97 Corridor
- Establishing the Future Baseline
- Transportation Modelling: How Future Growth is Predicted
- Who Will be Using the Highway in 2040?
- Traffic Volume Growth 2014 - 2040
- The Impact of Growth on Travel Time
- Key Findings / Input Requested
- Community Engagement
- Next Steps
- Comments, Please



Attendees received a 16-page Consultation Companion document (also downloadable from the website at <https://engage.gov.bc.ca/okanagansecondcrossing>) which provided additional background and detail on the project and the subjects under discussion at this milestone. A four-page Feedback Form, also available as an interactive or downloadable document from the website, was used to collect comments from visitors to the open house and the website.

## Publicity and Notification

The Ministry directly invited key stakeholders including members of local Councils, the Technical Advisory Committee and the Community Working Group, while the general public was notified of the sessions via paid print advertising, the project website, social media, news release, media advisories and roadside signage.

## Attendance/Participation and Results

### *Attendance – Open Houses*

Attendance for the two open house sessions totalled 253, with 134 people attending the West Kelowna session on November 30 and 119 participating at the session in Kelowna the following day. This represents an overall increase of 22% over the previous sessions in May 2015.

Comment forms were completed and returned by 122 people at the venues for an overall feedback rate of 48%.



### *Participation – Online*

While online feedback is accepted and reviewed on an ongoing basis, specific feedback for consideration in the next phase of the study was invited from November 30, 2015, to December 31, 2015.

The project website was visited 1205 times between November 4, 2015 (shortly before the announcement of the engagement milestone) and January 3, 2016. There were 117 downloads of the new Consultation Companion document, and the Consultation Companion from the May 2015 session was downloaded 119 times during the same period. Total combined downloads of both documents since the launch of the site to January 3, 2016, was 940. The on-line survey was completed 72 times.

While in-person attendance at the open house sessions increased significantly over May 2015, online engagement for the fall milestone decreased by nearly 29%. However, the online feedback rate increased from 9% to 12%.

Table 1

<b>Attendance/Participation and Written Feedback Summary</b>			
<b>Session</b>	<b>Attendees/Visits</b>	<b>Feedback Forms</b>	<b>Feedback %</b>
November 30 (West Kelowna)	134	69	51%
December 1 (Kelowna)	119	53	45%
Online November 4, 2015 – January 3, 2016	1,205 (including repeat visitors)	145	12%
<b>Total</b>	<b>1,458</b>	<b>267</b>	<b>18%</b>

### ***Residency***

As was the case with the May 2015 engagement milestone, the majority of attendees visited the open house that was nearest to them. Online submissions reflected a somewhat more even geographical distribution.

Figure 1

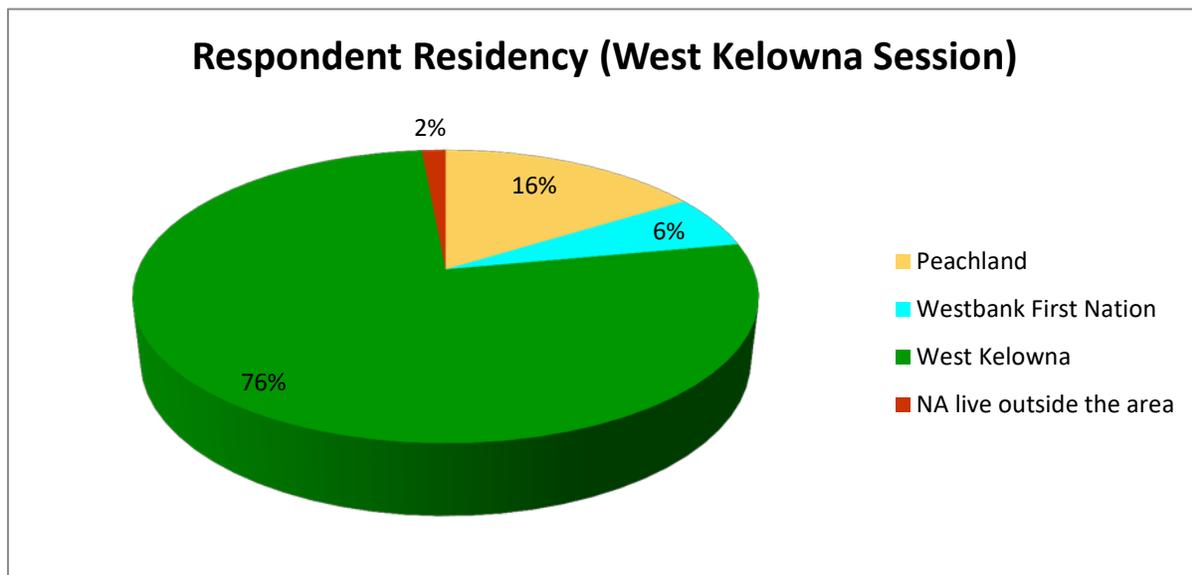


Figure 2

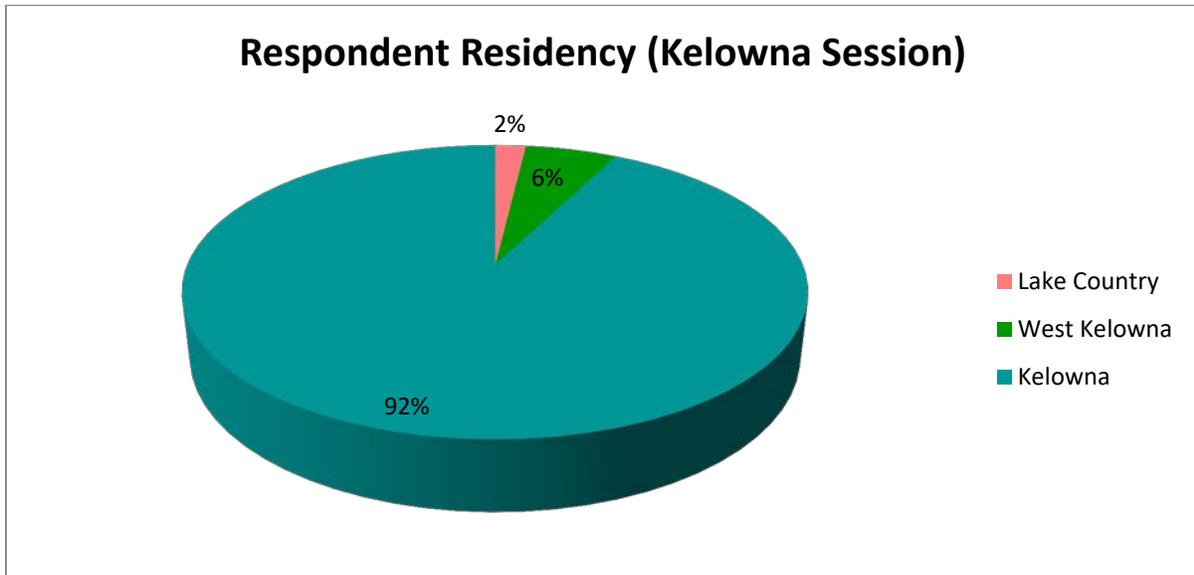
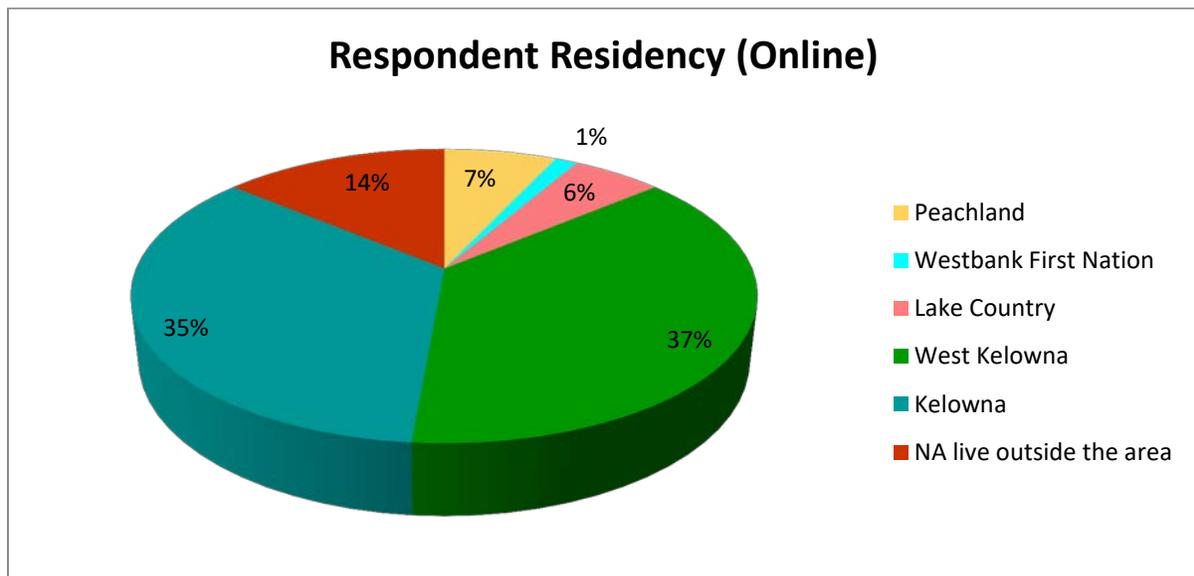


Figure 3



### ***Bridge Crossing Frequency***

As was the case in May 2015, respondents at the session in West Kelowna used the W.R. Bennett Bridge much more frequently than those attending the Kelowna session.

Figure 4

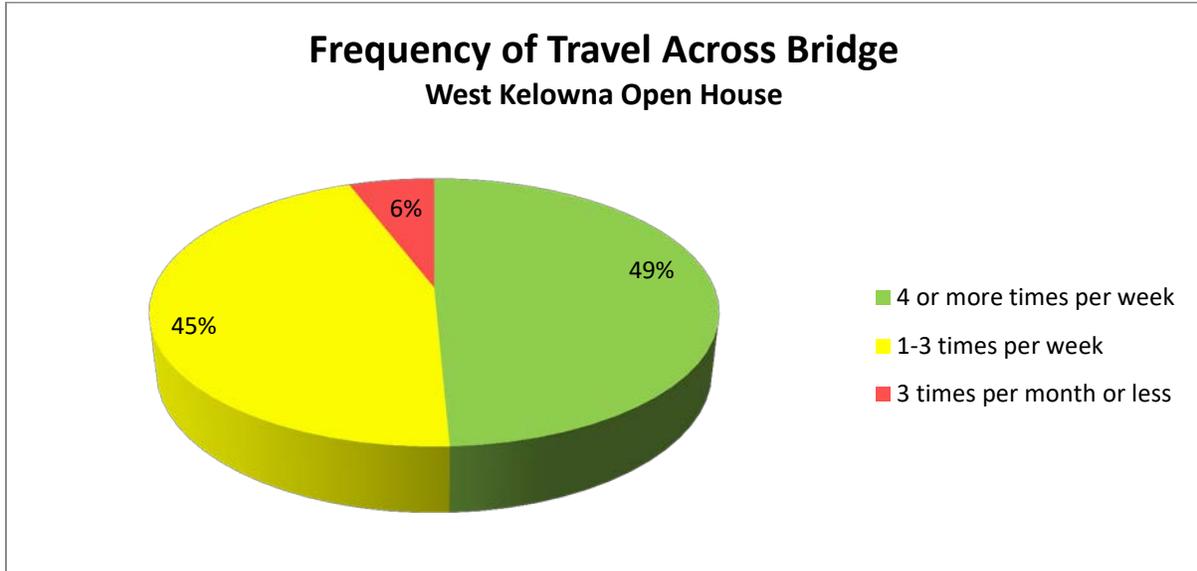


Figure 5

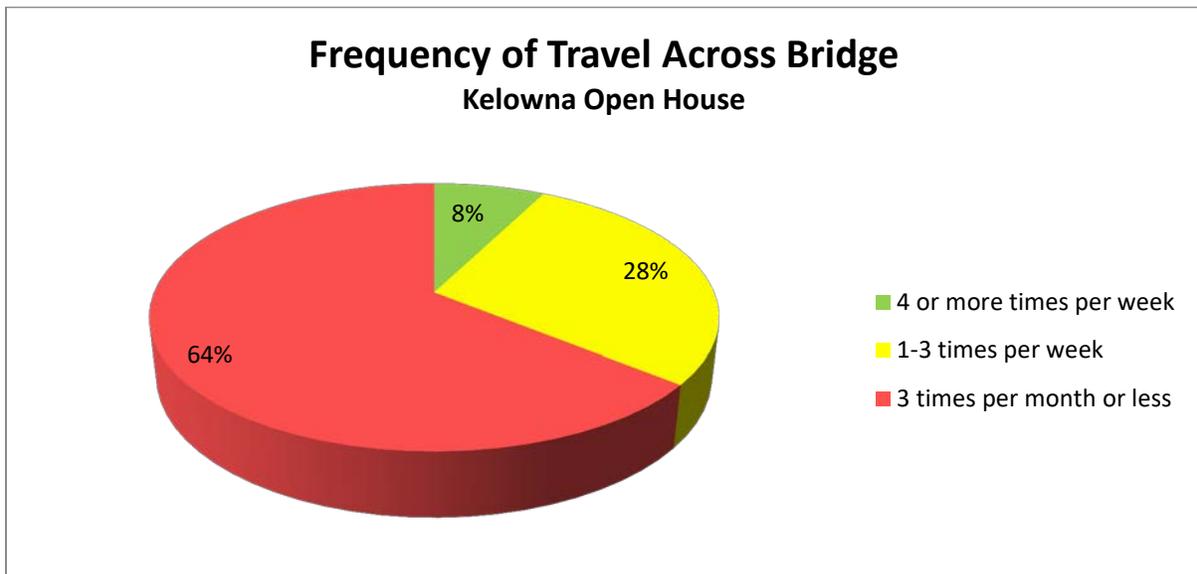
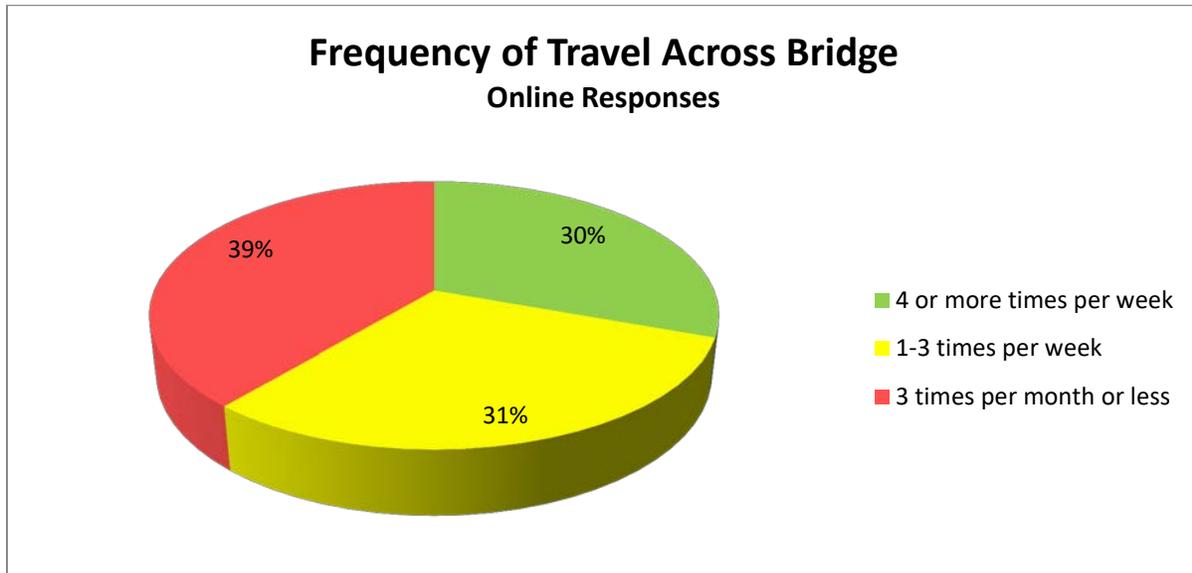


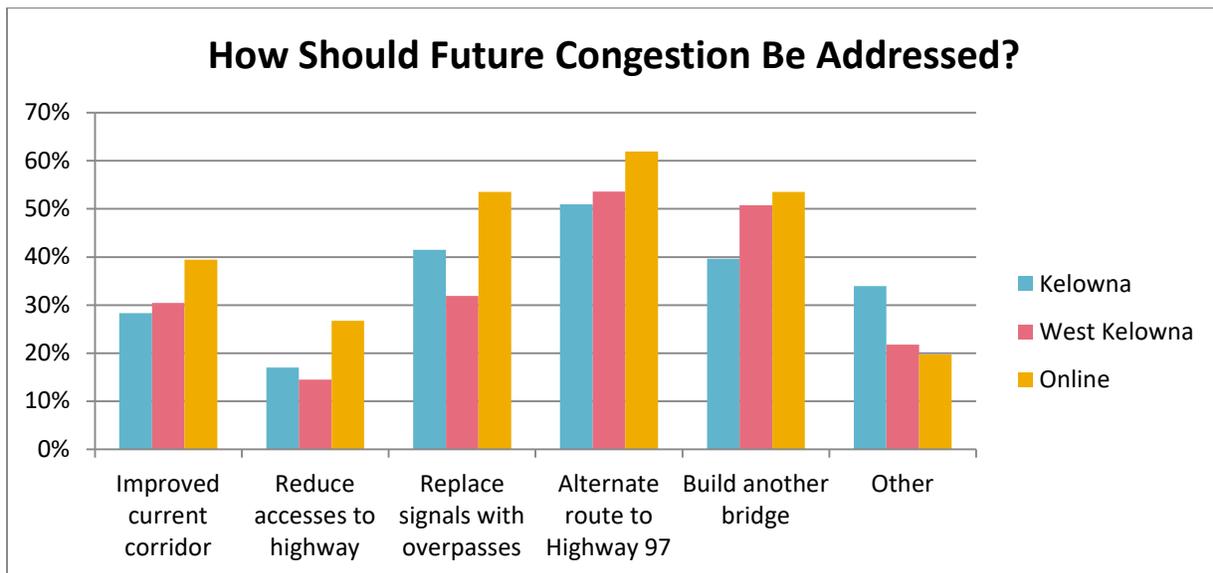
Figure 6



### ***Addressing Future Congestion***

Respondents tended to favour an alternate route to Highway 97 and another bridge to address future traffic congestion. However, there was also significant support for grade separations (overpasses) to replace signals. West Kelowna respondents appeared to place a higher priority on a second crossing than did Kelowna respondents.

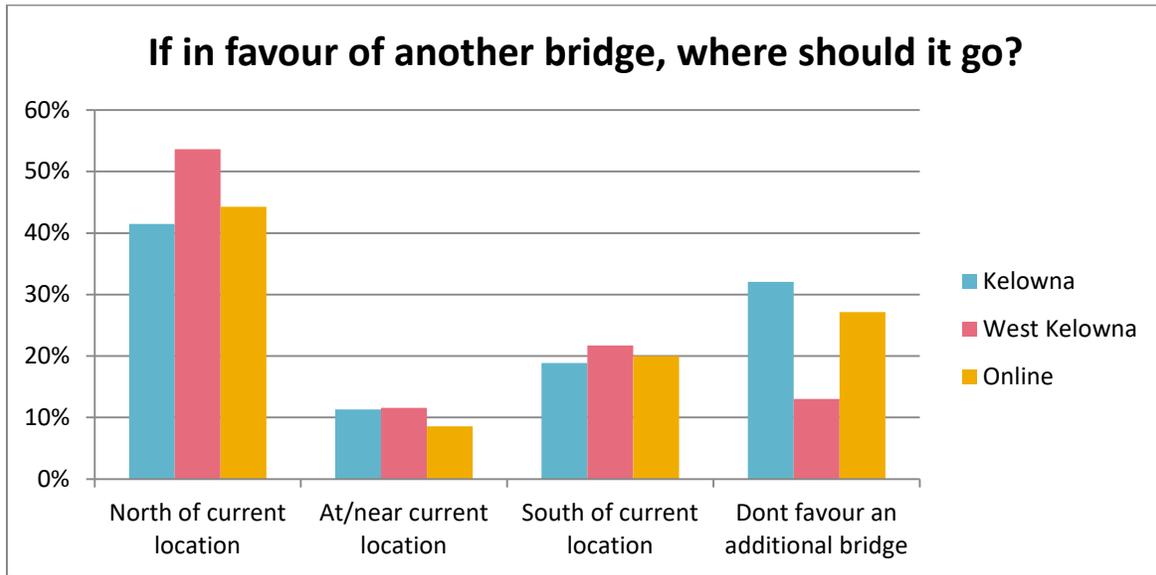
Figure 7



### ***Preferred Second Crossing Location***

Among those who favour a second crossing of Okanagan Lake, the majority appear to favour a location north of the current facility. Responses opposing an additional bridge again suggest that an additional bridge is a higher priority for residents of West Kelowna.

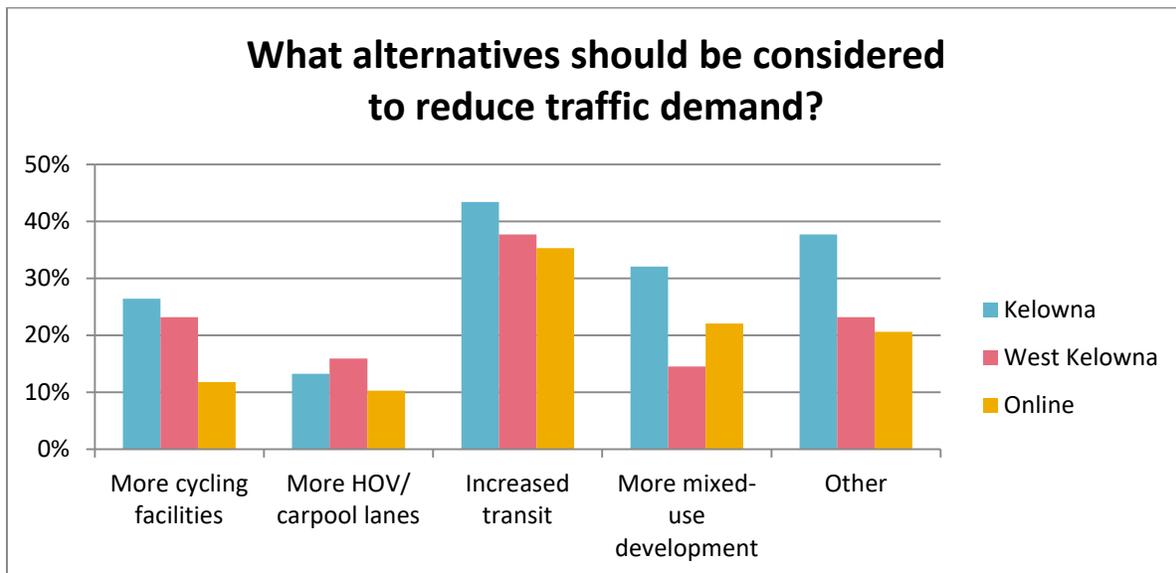
Figure 8



### ***Measures to Reduce Traffic Demand***

Among alternatives to reduce traffic demand, improved transit was the most popular choice. More mixed-use development was supported by a significant percentage of Kelowna respondents. More cycling facilities tended to outscore more high-occupancy vehicle lanes, with many respondents expressing criticism of the current HOV arrangement.

Figure 9



### Role of Highway 97

Participants were presented with a series of statements describing possible functions of Highway 97, and asked to indicate their level of agreement with each, with options being “strongly agree”, “agree”, “neutral”, “disagree” and “strongly disagree”. The responses suggest significant support for the concept of the highway (whether on its existing or an alternative alignment) as more of an express facility through urban areas, with fewer direct accesses that contribute to congestion.

Figure 10

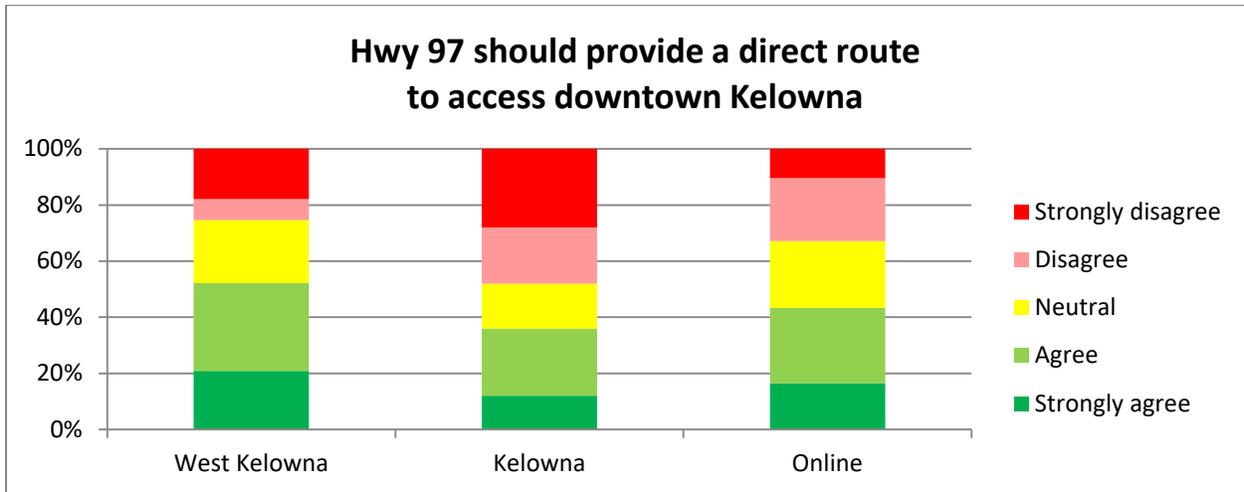


Figure 11

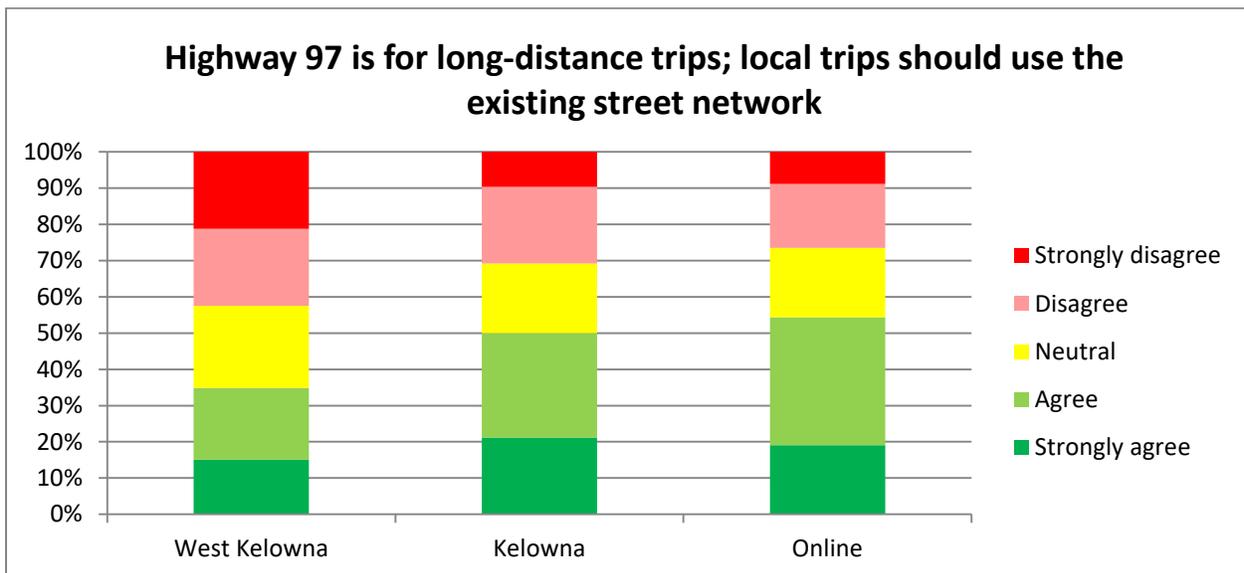


Figure 12

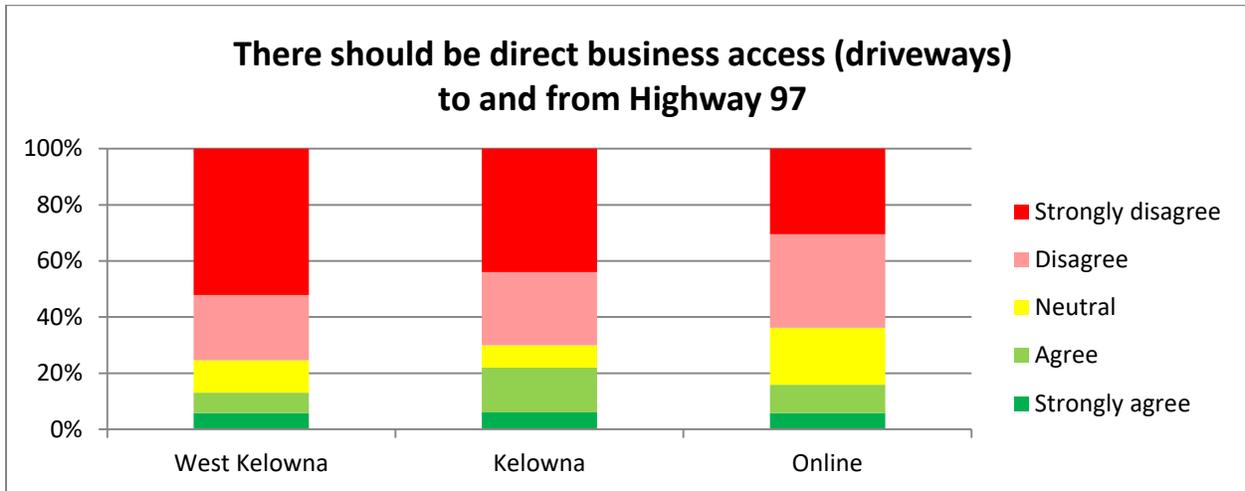


Figure 13

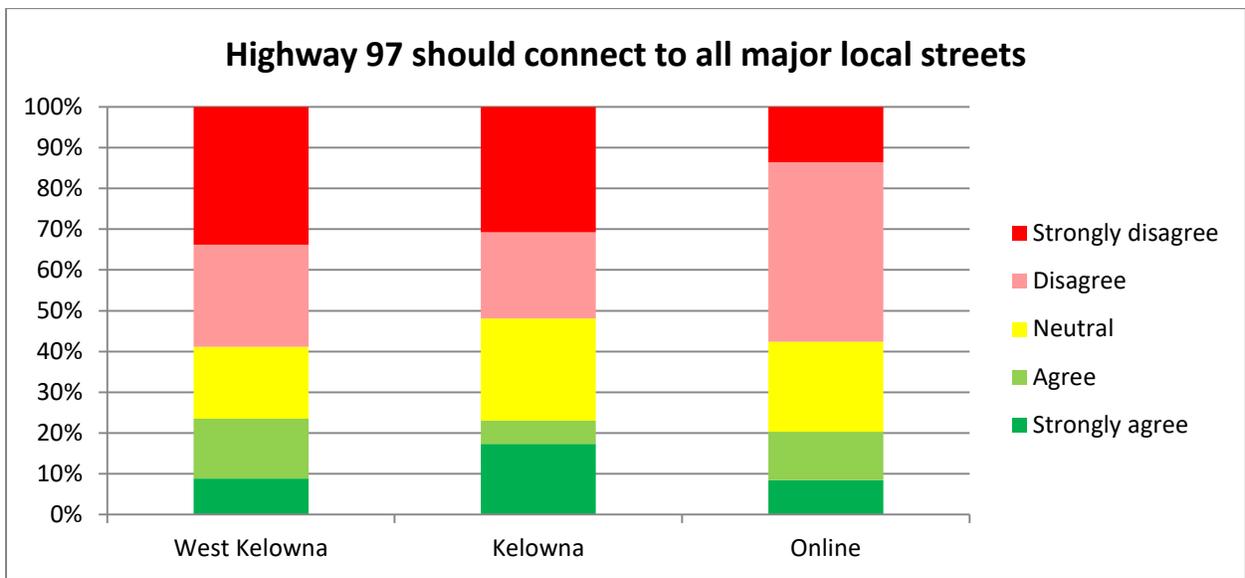


Figure 14

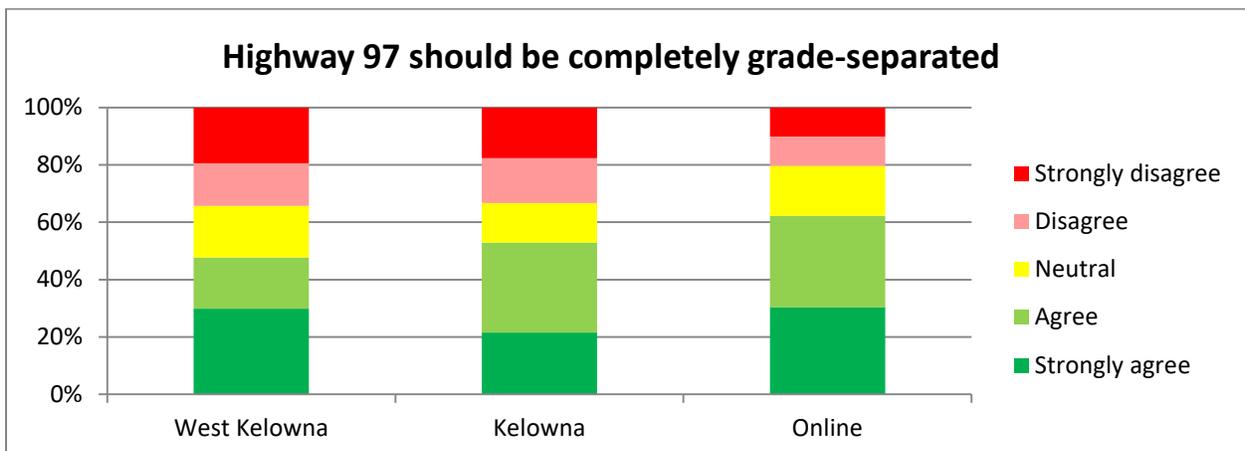


Figure 15

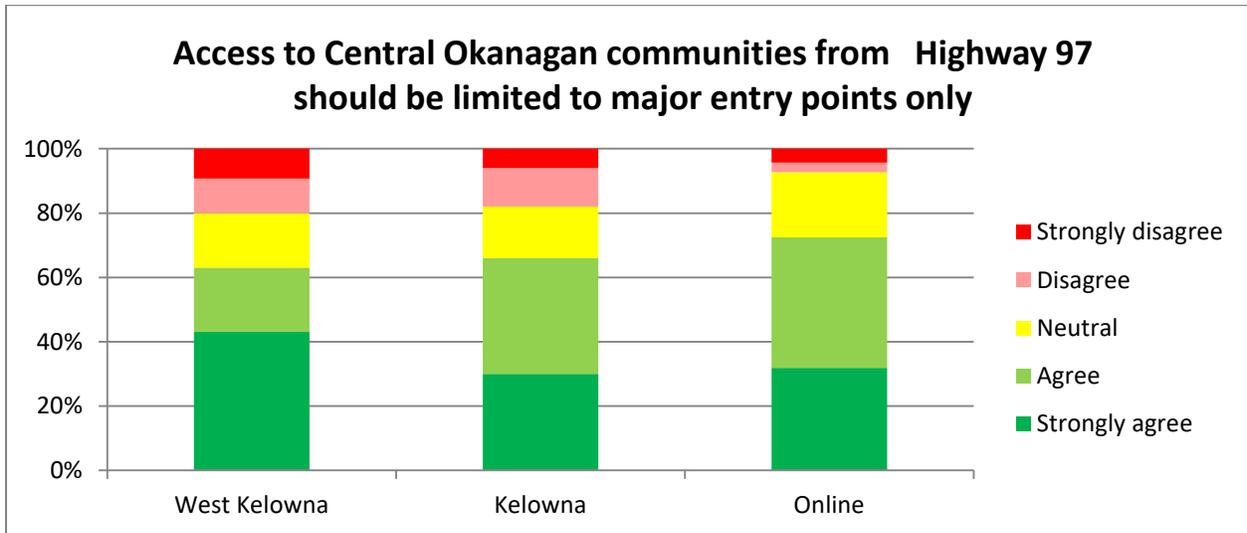


Figure 16

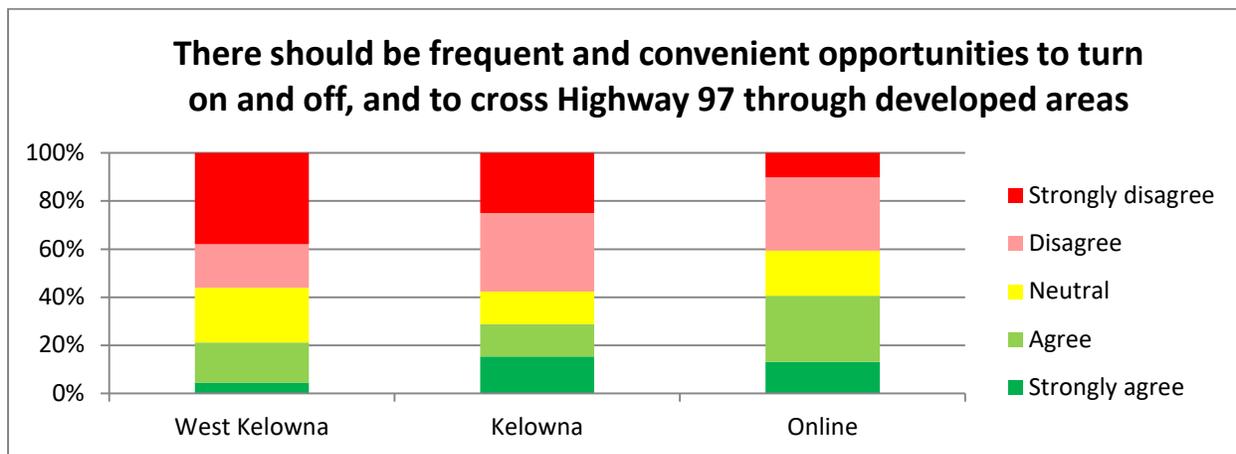


Figure 17

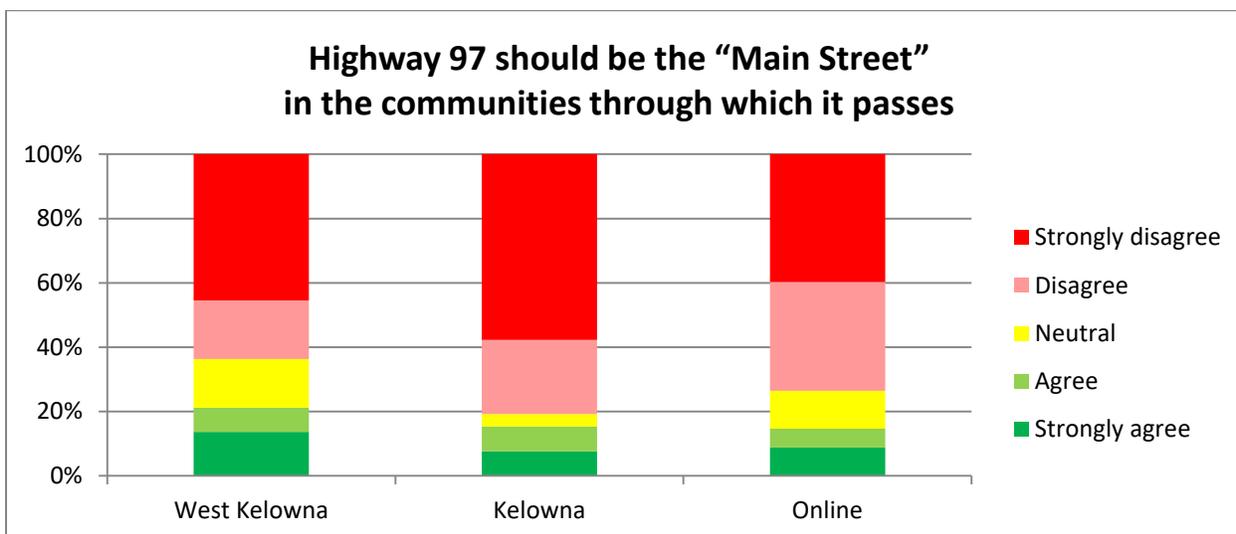


Figure 18

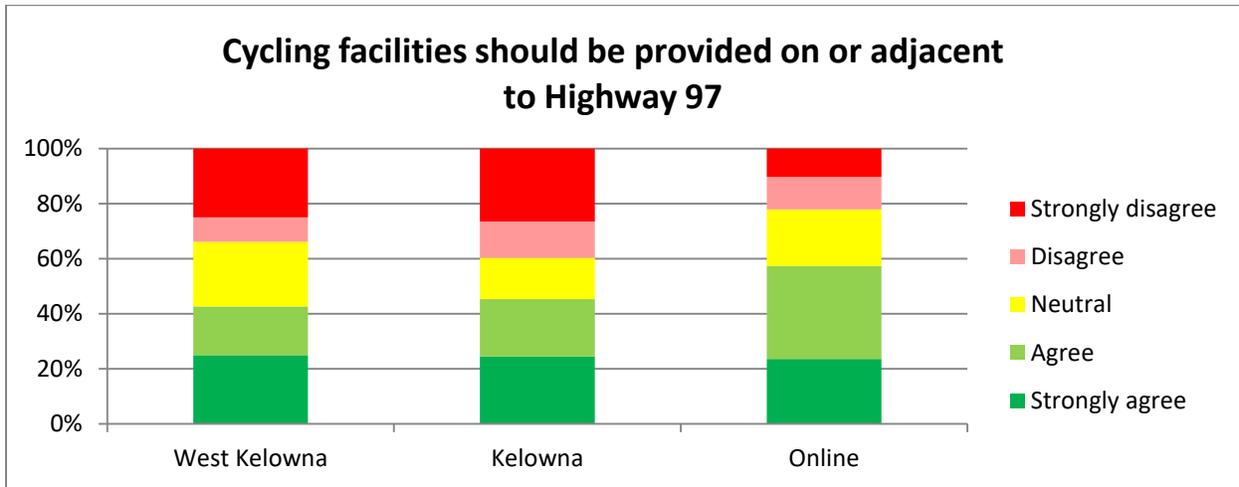
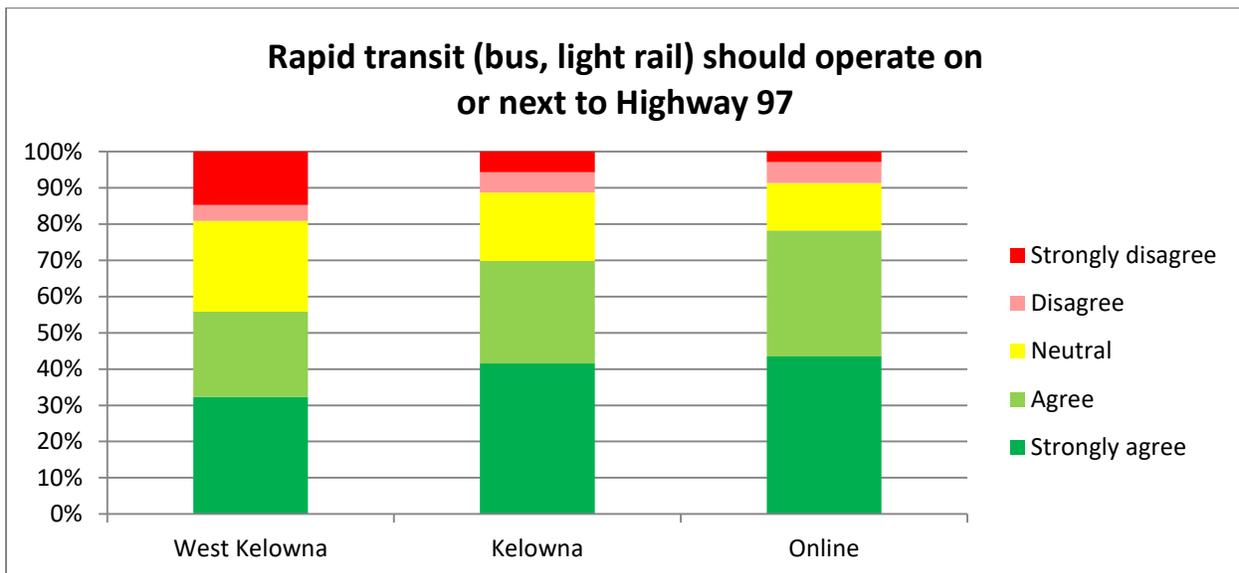


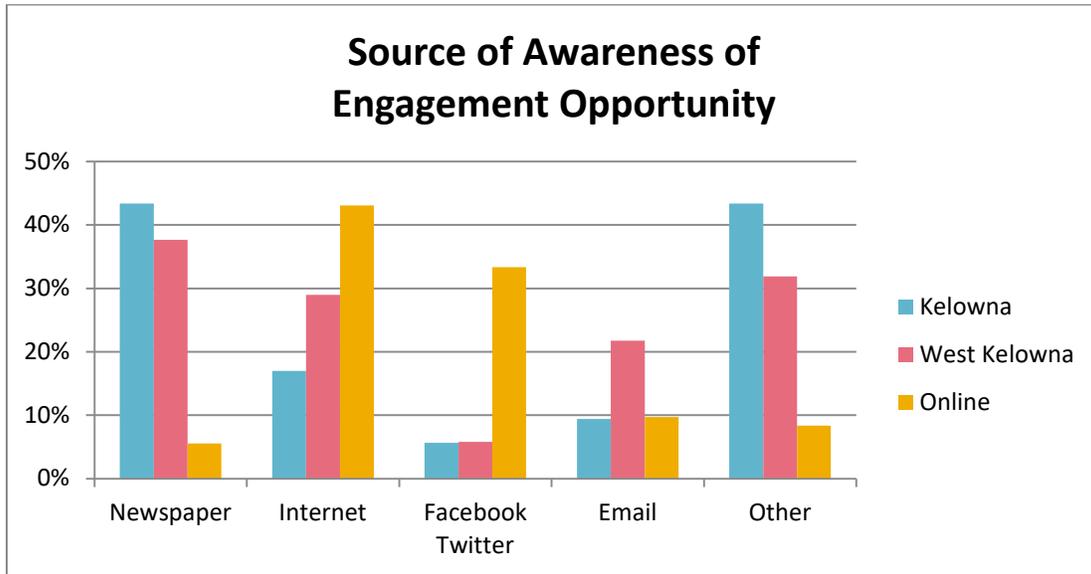
Figure 19



### Source of Awareness/Information

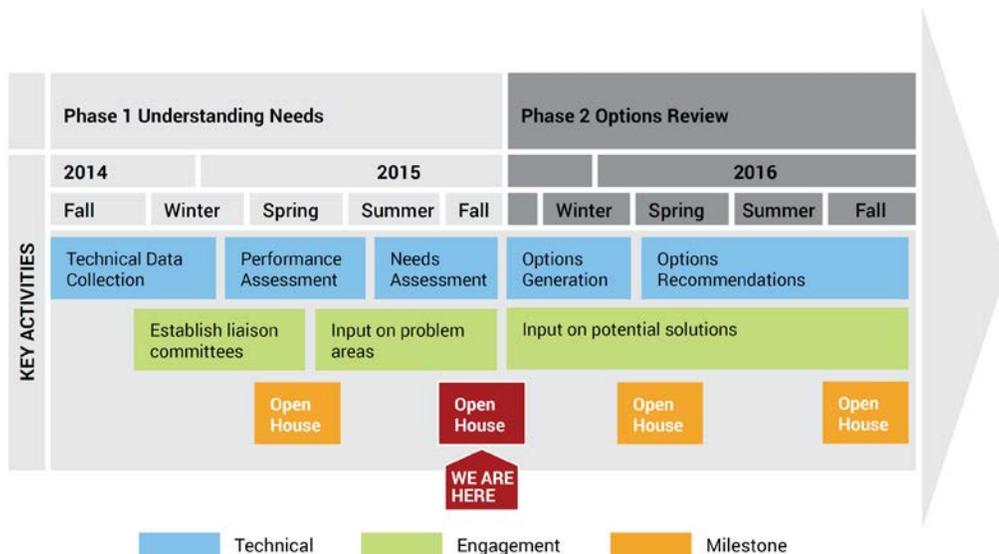
Newspaper and “other” (primarily road signs) were the primary sources of information about the engagement opportunity for attendees at the Kelowna and West Kelowna public open house sessions, with the Internet being a moderately significant source. For online participants, the Internet and social media were dominant, with traditional newspapers playing a very minor role.

Figure 20



### Next Steps

Input received is being analyzed and considered as the study team generates primary corridor options. Engagement will continue with local governments including First Nations, the Technical Advisory Committee, Community Working Group and through the interactive public website. Once generated, the primary options will be shared at the next engagement milestone for further feedback. Options will be narrowed down and refined with recommendations at the conclusion of the study.



# **APPENDIX – VERBATIM COMMENTS**

**Public Engagement Report**

**Okanagan Lake Second Crossing Project**

**Phase 1, Part 2 Future Needs Assessment**

**November 30 – December 31, 2015**

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## ***Verbatim Comments – West Kelowna Open House***

<b>What improvements on Hwy 97 would you undertake right away to get immediate relief from congestion?</b>
Overpasses at key points
Improve light synchronizing thru Kelowna
Start building overpasses on Harvey
Left hand turn lanes!! At all lights
Bypass Peachland & West Kelowna. current roads revert to commercial
Eliminate accesses that are not at lights
Replace Westbank couplet
Traffic flow speed indicators speed up or slow down traffic to control flow
Develop parallel driving routes such as those that lead to Campbell Rd.
Reinstate 3 lanes at the first light in Kelowna
- Sync traffic lights - Remove east bound stop @ Abbott Provide ped overpass - free right onto Pandozi
More acceleration / Deceleration lanes Fewer lights
See above [take out traffic light let traffic flow]
Eliminate the couplet in West Kelowna thereby reducing using the Hwy for local trips
Timed lights
More overpasses, 6 lane the bridge
Overpasses
Remove at least 2 lights from Water St. to Gordon, more if possible. Widen the bottle necked areas. Find a solution to the W. Kelowna Couplet
Allow for morning & afternoon re-configuration of lanes on the bridge (controlled by lights) - additional lane into Kelowna in am; to West Kel in pm. Only one left-turn lane onto Abbott is required!
Remove HOV lanes. Alternating middle lane on bridge. North to south, demolish apartment building at corner of Hiway 97 and Abbott St so 3-lane starts right off bridge. Make right-hand turn lane onto Pandosy (rather than current parking lot).
Although I don't generally favour overpasses Boucherie intersection overpass would do a lot.
97 south of Kelowna - reduce access points to increase flows
Plan bypass route & second crossing
Car pool incentives, stagger traffic lights
Modify bridge so that an ambulance can enter Kelowna if both inbound lanes are blocked by accident on bridge.
Go to town only when we have a list of things to do
Move traffic away from Westbank Centre divided section - Bypass via Gellatly Rd to Sawmill area. Will require building new section of road.
Upgrade Boucherie Rd to make it a main alternate to Hwy 97. Upgrade Campbell Road & connect it to Boucherie
Fix couplet - 6 lanes on Dobbin Rd.
Remove HOV lane in Kelowna - ineffective & on wrong side of road. Develop Springfield as alternate highway but limit or eliminate trucks
ease traffic into Kelowna - overpass to Gordon?
Sync traffic lights
Build out Springfield Rd.

Make HOV lanes available for all traffic
Improving the West Kelowna couplet (Main St. and Dobbin Rd.)
Removing couplet in downtown Westbank
Reduce the lights. People will get used to where access points are to major arteries.
Change timing on lights to let more traffic through
make a bypass route for trucks
Synchronize lights better
Reduce access to highways eg. Butt Road (East), Ross Rd.
Reduce access pts
ha ha ha!
Perception - there is no problem
Build flyover at 97 & Boucherie
Better traffic light timing through Kelowna and a bridge toll
Take the HOV lanes off of Harvey Ave. Useless in far right lane.
Overpasses at Boucherie, Westlake Rds. Better access through Kelowna to allow flow through traffic & less stop & go traffic (i.e. overpasses in the city)
Wider lanes where available
Change middle lane of bridge to alternate, loose HOV lane, sync traffic lights, increase lengths of on/off lanes on Hwy 97 @ all lights, overpass @ Boucherie like promised
Toll / better transit
Move multi-use trail onto steel deck off side of bridge, put in third eastbound lane.

<b>Is there any specific information/research you would like to see presented at a future session?</b>
Some proposed drawings
Cost options
Bypass options for Peachland
Bypass options
Socio-economic analysis - not limited only to business sector
I want a visual representation of the route through Peachland showing the potential new right of way
Provide "possible" alternate routes along Hwy 97
Past demographic growth and when Okanagan Lake Bridge was at capacity
Graded intersection
Differences in seasonal volumes on 97
A bypass route was planned but rejected about 10-15 years ago. Tell us about that route
Connecting Campbell Rd to Lake View Height
Being that only 2% off traffic travels outside Peachland to LC it is perative that the 97 corridor is improved
More on possible construction planning i.e. intersection choices etc.
No
New options for the 2nd corridor/crossing. Lines on the map
It would be interesting to hear other residents' opiions and ideas
Bypass info. Boucherie Rd is faster than 97 and action is needed to prevent this. It will increase as 97 busier.
Cost magnitudes of options
Looking for alternative crossing options w/bypass
Only how they are moving along with the project
How congestion between West Kelowna to Kelowna can be dealt with

More suggestions & options eg. bridge location options
More detailed study of 2nd Corridor on Westside
Study Peachland bypass
environmental impact. What happened to Boucherie Rd overpass?
Feasibility of a bypass around Peachland
Potential crossing ideas
Cost modeling of all alternatives
emergency vehicle travelling from the westside KGH
How to facilitate emergency ambulance toward from Westside to Kelowna during times when bridge is backed up to Westbank first Nations office.
projections for improved transit helping reduce congestion
Cost comparisons
97C traffic not destined for Kelowna
Increase in Hwy 33 traffic during 97 closure north of Summerland.
Yes. The HOV lanes on Harvey Ave. should not be on the outside right lane. Every other city has HOV on left outside lane so NO HOV lanes in Kelowna
How does the use of overpasses impact traffic flow onto Hwy 97
Environmental impact on all the up coming changes
Possible routes
Light rail, park & ride, tolls
Potential routes and impacts to community and travel time

<b>Additional comments</b>
Please do a bypass. Peachland will be ruined if a 4lane goes through
No grade separations in Peachland. Widening will kill Peachland economic & social future
I have a staunch bias in favour of Peachland bypass - and general flow improvements northward. Also need bypass Kelowna
We are strongly in favour of a bypass around Peachland. Possible link to a "freeway-like" highway around West Kelowna onto a north bridge
Peachland needs a bypass route
Alternate route along Hwy 97 should be located close to Hwy 97
[Xxxxx XXXXXXXX] on St. Paul has a plan of a 2nd Westside Corridor to the West of 97. Louie, Auburn, Stevens to Westside Road. Auburn is a 26 metre dedication for it.
Anyone who has driven in Ottawa or Toronto is well aware of what congestion really is and the need to develop new routes - not expand current routes
Please protect ALR land
A second crossing would be better located of the end of the Connector allowing bypass of downtown Kelowna
A second bridge will be necessary. But, for now, interchanges in W. Kelowna and making Harvey more efficient. Fewer lights, intersections, more merge lanes.
I think we are fortunate to have good infrastructure already & hope the planning will allow this to continue
None
Overpasses
Elevated express lanes
Old fashioned don't have computer or email; what happened to proper newspaper
[Additional bridge south of W. Kelowna]
[agree with grade-separated Hwy 97 but this is not realistic; the visual implications could be massive]
It is time for those responsible to remove the limitations of the 1950's thinking that placed Hwy 97

through Peachland, W. Kel & Kelowna. New corridor with new bridge to skirt the downtown of each community is the answer.
Contact info on the pamphlet/handout should include website & email address. [The HOV lane is designed for BUS traffic but it really slows down the rest of traffic so it would be good to get the bus OFF hiway 97.
Bypass from north of Bridge to summerland 97 south of Peachland
Back to Question #12 We are now in the 21st Century Hwy 97 as a Main Street belongs to the 1950s not really. I would love to see another bridge put in.
Highway (Westbank to Kelowna) should stay where it is, not go through residential areas.
If main use of 97 is local - more alternate routes would help
Kelowna has a need of more through streets.
Improve rapid transit and put in a toll system to encourage people to look at alternatives
2008 plus 25 years is way too long. The way the Okanagan is growing we need action now
A second bridge connecting south West Kelowna to south Kelowna would be my preference.
Develop Springfield as alternate Hwy 97
Have alternating middle lane on W.B. Bridge and 3 lanes immediately off of bridge. Sync traffic lights better. Remove HOV lane.
No
More discussion about improving West Kelowna couplet and West Kelowna and Kelowna bypass
To install another bridge will satisfy no one on either lakefront Not sure bridge is going to solve congestion; but rather shift it to someone else's neighbour
The goal should be to bypass as many Okanagan communities as possible
We are in favour of the proposed by-pass in Peachland and also support the development of the Hwy 97 corridor. We need need both.
Educate public - improve public transport small local hubs to remove need to travel Bad questions
2040 - is too far away
A second crossing should be the last resort
More turning arrows (in fact on every stree turning off Harvey Ave. both right & left.
Very interesting - I was surprised to find that very little traffic goes out of the valley.
alternate middle lane Sync traffic lights more L hand turning lights entering Hwy 97
I went across the bridge today to visit BC Driver Licensing, better Westside servies would eliminate many regional trips.

### ***Verbatim Comments -Kelowna Open House***

<b>What improvements on Hwy 97 would you undertake right away to get immediate relief from congestion?</b>
Coordinated traffic lights
See1 & 3 [Realign Hwy 33]
Eliminate the traffic lights at Abbott and Ellis
Finish north end connector
Overpasses & remove lights
Fewer lights

Remove all business accesses
Eliminate HOV - it's a turning lane now and doesn't help traffic flow
Coordinate traffic signals among Hwy 97 and municipal streets
Remove at least 50% of traffic lights in congestion areas
More left turn lanes thru Kelowna, start North End Connector without lights
Get rid of HOV - lane
More buses; Remove trucks during 7 am - 7 pm
synchronize hwy traffic lights with city traffic lights & provide more advanced greens for left turning lanes on hwy 97
No left turns
Remove access at Abbott / Water. One way on Richter & Ellis
Volume driven operation of traffic signals on Hwy 97
None - congestion on Hwy 97 is relatively low compared to other urban centres.
Remove & reduce driveway access. Increase advance signals at all major intersections on & off highways.
Remove HOV lane & increase transit. Bring car shares to Kelowna
Remove half the stop lights on 97 in Kelowna & put in more local traffic friendly crossings including overpasses and cycling and pedestrian corridors
Remove left turns that were introduced last year, remove right turns into private property. Extend right turn bays where available - left turn bays
6 lane between Kelowna & airport - UBCO
- get rid of current outer HOV
- consider overpass - pandosy / Harvey or some way to make W Kelowna -> Kelowna commute easier
Second crossing
A new Hwy parallel to #97. Hollywood North would be a good start
more turn offs & ons to make it safer & moving quicker traffic. synchronize lights, put more advance lights
synchronize lights, put up more advance lights
No more HOV a complete waste of lane use
limit access
- make a "light controlled" middle lane on brige to control inbound & outbound traffic at high volume times of day
Consider removing some direct property acces to free turning movements to signalized intersections and secondary road network.
apply a toll to the bridge. have an HOV lane on the bridge.
left turn light from Richter going south on 97. Create another route for busier times (commute times) by improving Enterprise and Clement.
congestion pricing
overpasses
- Remove 2 lane pinch at Abbot Street inbound. Add 3rd lane to Bennett Bridge inbound. Extend Clement corridor around Dilworth to airport
Longer left turn bay at Walmart / Home Depot
Improve alternatives to 97 on either side of the bridge
Improvements on either side of the bridge
bridge toll
see my attached letter / form and photos

<b>Is there any specific information/research you would like to see presented at a future session?</b>
How much pure thru traffic would realigned Hwy 33 take; what is comparison of Vancouver Island Hwy of realigned #33
Specific solutions with data to back it up
Research & data on overpasses in downtown Kelowna & Westbank
2nd crossing potential sites and consequences to affected neighbourhoods
E-rail
most bridge traffic seems to be generated from West Kelowna travelling back & forth to Kelowna, but the pie graphs are really hard to follow.
Topographical maps to determine best feasible routing
Studies that show more road = less traffic (because my research so far has not shown this)
Research on how building more highways & bridges just makes it easier to drive, and thus encourages more driving & congestion.
Current and Future stats on accidents or Vehicle crashes
What is the home base of people that causes congestion in Kelowna (%of Kelowna, WK, etc.)
Options for the second vehicle crossing
3 major options for location of a second crossing
When 97 express was implemented what was change in ridership from West Kelowna to UBCO or OC?
Use of rail corridor for rapid transit to reduce traffic
Signs along #97
as discussed - alternative routes with central ok
how do we plan on addressing safety & flow of traffic on "97" for the next 25 years till we build the new Roadway / Highway
what is being done to see what land can be purchased for future road construction
where will the proposed bridge go
place of residence for bridge users
Creative options for reducing congestion
impacts of congestion pricing
Well run open house
costs of alternatives
impact on traffic congestion when using alternative modes of transportation and cost benefit analysis

<b>Additional comments</b>
Bypass & second crossing required to south & east of Kelowna [re questions 5, 9 & 10: "too late"]
Build new Hwy & crossing south of current location between Peachland and Sunnyside Rd.
The corridors should be free of lights & be open from Peachland to McCurdy Rd. & overpasses (at least 4 in Kelowna) be built - use side roads as major access downtown avenues - make more left turn lights operable. Use Springfield & Enterprise as Kelowna access routes to downtown area.
Thank you
How come the bridge is the only option presented?
Has a cut/cover Hwy 97 been explored? Has an e-rail been explored? [additional bridge across lake should go north of present location & be used for RR's; increased transit should be rail; make it rail Orville to Vernon!; downtown Kelowna: keep it pedestrian mall!]
Stats need to be simplified. Use the Rails & Trails corridor for LRT - that's why it was so important to protect. I am surprized the province was not involved in the acquisition but left it to local gov't.
Improvements to Westside road & complete the roads that volunteers started before the [??] down the eastside

As a young professional I would consider leaving Kelowna / Okanagan if there's a second crossing boxing in downtown. Less desirable place to be. [Questions 5, 6, 7, 9 are difficult to understand!]
1. I think on the longterm a bridge should be built from approx Bear Creek across narrowest point. 2. There would be road towards Lake Country & one to downtown 3. This would give an alternate route to the Bennett Bridge.
I don't think the province and the city core should have to pay to support suburbs & urban sprawl. There are larger urban planning issues that need to be addressed - not simply building more bridges and hwys. [I don't know what Question 5 means]
I would like to know where the city has property on the lakefront to use as information for a possible future crossing. [Re question 11: convenient yes, frequent no this creates points of conflict]
No second crossing :)
97 should be a highway with less stop lights and better infrastructure provided for alternative transport in Kelowna itself. [some streelights are ok just fewer than present]
A crossing should be linked to a Peachland / West Kelowna / Kelowna Bypass. - local traffic would also use it - not just to go out of region, i.e. bypass city to get to airport or Big White
Emphasis should not be on bridge. to fix okanagan corridor should not be only focusing on 2040 many other issues are already in Kelowna that should be addressed sooner.
the need to take truck (comm.) off the road / create a bypass road to bypass thru traffic
New bridge into Kelowna s/b last priority, would increase traffic congestion impose on built areas. Priority - highway on w. side of Lake starting at Bear Cr., main on 97C to Wside road on west side of Blue Grouse mtg to Vernon. If to be new bridge it should be well n. or s. of Kelowna and bypass Kelowna. Hwy 97 thru City cannot be made to handle future traffic growth unless you [??] a Hwy 401 model. That would be crazy.
[re question 5: limited access points still avail to dwtn]
Need to lock in land for future expansions. We need to make "97" safer to travel on & off. the congestion will only get worse, especially in 25 years & nowhere do we talk about summer residents & tourist population that doubles our side & more cars having to travel on a poor Hyway "97" system that exists today
Better synchronized light and more advance arrows would help current traffic flow. Build a by-pass for 97 in Kelowna City Central
I believe the widening of Enterprise Road to 4 lane and the elimination of Driveway access onto Hwy 97 would relief significantly the congestion problem.
An elevated corridor for through traffic with limited offramps through to Reids Corner. Local traffic to use existing corridor.
Thanks for the cookies & coffee. Build a chunnel (Tunnel)
- existing bridge should have been built with 6 lanes - hotel on right (in Kelowna) should be knocked down so 3 lanes could come off of bridge
Given the low % of external to external traffic any consideration of a second crossing must still service central / downtown Kelowna.
Locating a second crossing near the existing bridge will bisect the downtown core and make downtown unliveable.
need to expand / improve Enterprise & Springfield & make them more attractive to use than 97. Option to use Clement / rail corridor for trail and road traffic.
congestion is not necessarily a problem. It is part of the solution towards multi-mode transportation
[re question 13 - I think a parallel route for cycling but no on Hwy 97]
focus on all transportation modes and not just single occup. vehicles
yes enclosed letter

[also: grade separations Kelowna south only; Kelowna exception to access restriction to major entry points; rapid transit next to Hwy 97 would be too costly; HOV lane should be in the far inside lane like Greater Vancouver...the close outside lane is needed for people to turn off on. Not having to switch lanes all the time.]