

Report to Council



Date: October 28, 2019
To: Council
From: City Manager
Subject: Highway 33 Extension Update
Department: Integrated Transportation

Recommendation:

THAT Council receive for information, the report from the Integrated Transportation Department Manager, dated October 28, 2019 regarding the Highway 33 Extension Update.

Purpose:

To present Council with historical background on the Highway 33 Extension, the status of design and land acquisition for the corridor, as well as work which will be undertaken as part of the Transportation Master Plan.

Background:

Vision for the Corridor

The historical vision for this corridor has been a freeway alternative for Highway 97, connecting UBCO to a second crossing of Okanagan Lake. This strategy has significant challenges, as the cost of a freeway bypass of Kelowna and the Westside, including a second crossing of Okanagan Lake, was estimated to be roughly \$700 million in 2006. It is likely that the full realization of the historical vision would be well in excess of \$1 billion today.

The rationale for a bypass of Kelowna is undermined by the fact that only 13 per cent of traffic on the WR Bennett Bridge passes through the city without stopping. Further, the work undertaken by the Ministry's Central Okanagan Planning Study to date points strongly towards increasing the people-moving capacity of the existing corridor.

Project Status

Clement 2 is a Priority 2 project in the 10-Year Capital Plan. The scope of work includes a four-lane connection between Spall Rd and Highway 33, with at-grade intersections at Spall, Dilworth, and Enterprise. The most recent cost estimate for these works is \$57 million. The Capital Plan assumes that the project would be funded through a mix of Development Cost Charges (DCC's), grants from senior levels of government and taxation.

Clement 2 is at a conceptual design stage, with considerable work remaining before construction could commence. Several design parameters have changed since the concept was prepared. The CN Rail line, a significant design constraint, is no longer active. Staff are working with BC Transit to develop a plan for relocating the transit facility. A long-term evaluation of City Works Yard is also underway. While the conceptual design for Clement 2 allows for both facilities to remain operational, future uses of these two properties will likely affect the design.

Clement 3 is a land-only project in the 10-Year Capital Plan, to acquire property for the section between Highway 33 and McCurdy.

Conclusion:

As part of Phase 3 of the Transportation Master Plan, the benefits and costs of the Highway 33 Extension will be compared against other potential transportation projects. Staff and consultants have identified that greater benefits may be achieved by extending the project to McCurdy. Staff will also investigate options to reduce costs by changing the nature of the road towards a project that can be realistically delivered in the mid-term, and that maximizes the benefits to the City. Some of these options may resemble a city street rather than a freeway. This project also requires a financial strategy to be delivered in partnership with senior levels of government.

Internal Circulation:

City Clerk
Communications
Infrastructure Delivery
Infrastructure Engineering
Real Estate

Considerations not applicable to this report:

Legal/Statutory Authority
Legal/Statutory Procedural Requirements
Existing Policy
Financial/Budgetary Considerations
Personnel Implications
External Agency/Public Comments
Communications
Alternate Recommendation

Submitted by:

R. Villarreal, Integrated Transportation Department Manager

Approved for inclusion:



A. Newcombe, Divisional Director, Infrastructure

Attachment 1 – Highway 33 Extension Update

cc: A. Newcombe, Divisional Director, Infrastructure

B. Beach, Infrastructure Delivery Dept Manager
C. Weaden, Divisional Director, Corporate Strategic Services
D. Edstrom, Divisional Director, Partnership & Investments
J. Shaw, Infrastructure Engineering Manager
J. Saufferer, Real Estate Department Manager
R. Villarreal, Integrated Transportation Department Manager
S. Fleming, City Clerk