



# Clement/Hwy 33 Extension Update

October 2019



# The Historical Vision

- ▶ North End Connector
- ▶ Central Okanagan Bypass
- ▶ Central Okanagan Multimodal Corridor
- ▶ Highway 33 Extension
- ▶ Clement Extension

# The Historical Vision



City of Kelowna

# The Historical Vision

- ▶ Highway 33 Extension part of a long-term alternative for Harvey
- ▶ Limited access freeway, leading to a second crossing

# Current Capital Plan

- ▶ Clement 2 – Spall to Hwy 33
  - ▶ Four lanes
  - ▶ Traffic lights - no interchanges
  - ▶ Estimated cost - \$57M
- ▶ Clement 3 – Hwy 33 to McCurdy
  - ▶ \$1.1M for land acquisition



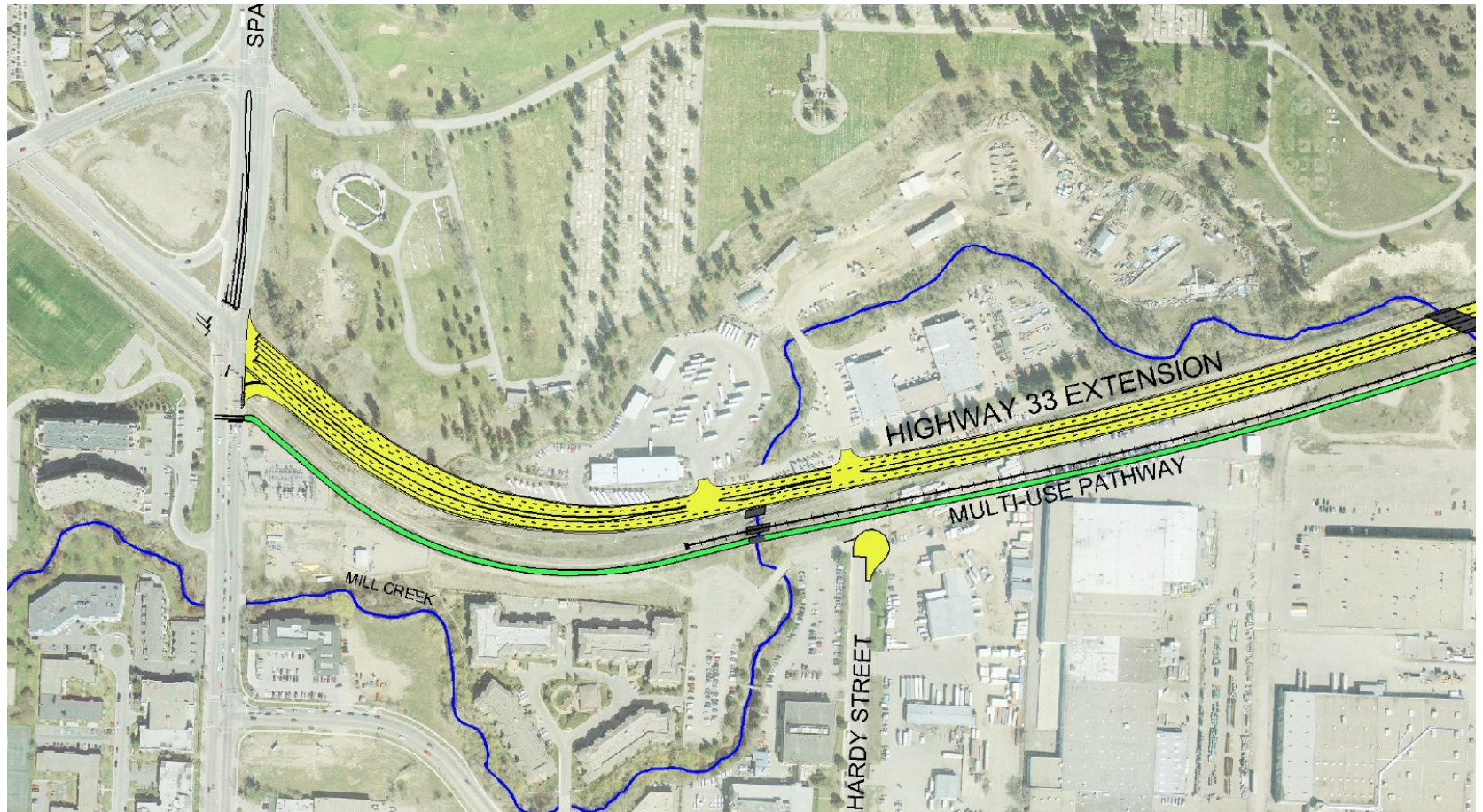


**Clement 3**  
(Hwy 33 to McCurdy)

**Clement 2**  
(Spall to Hwy 33)



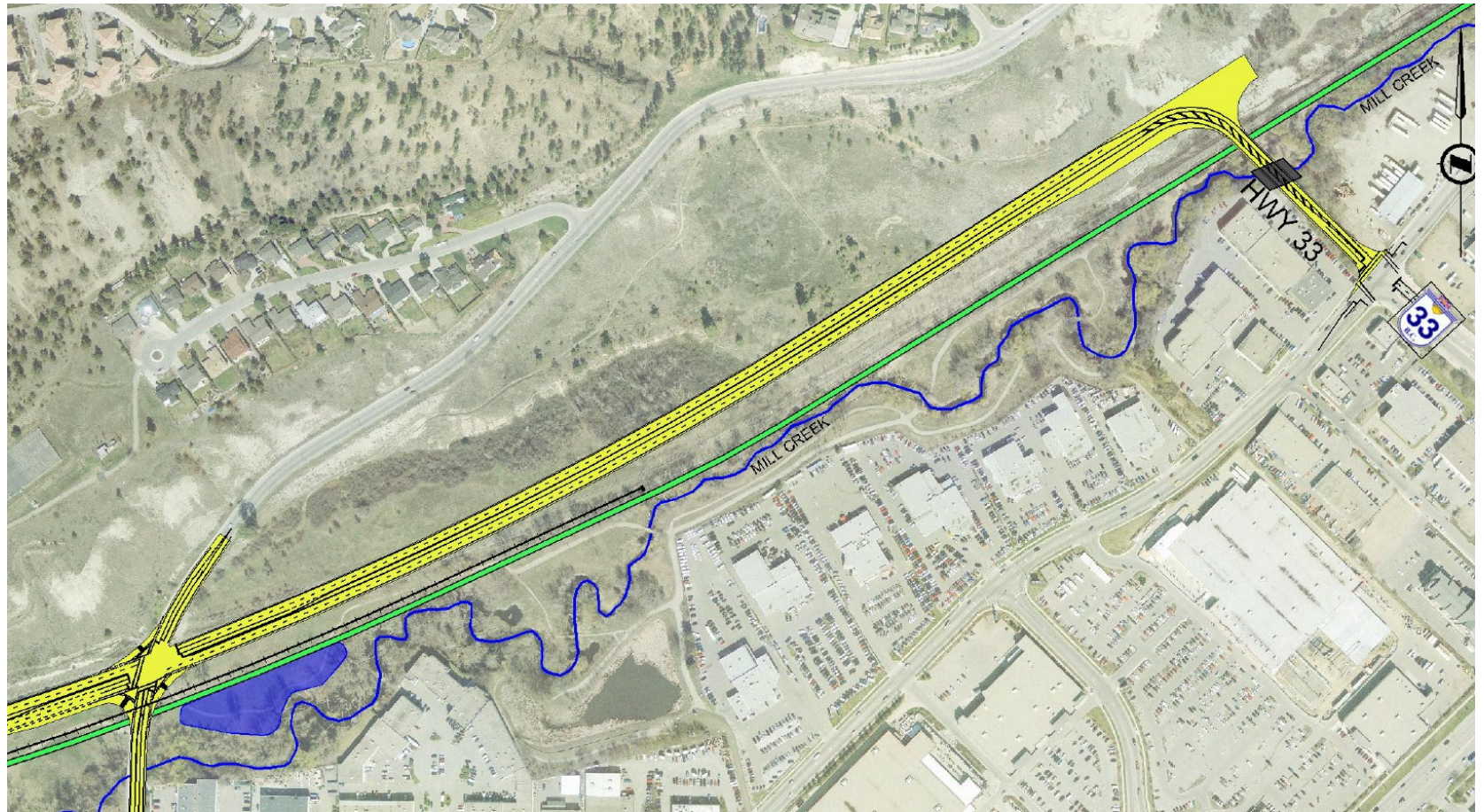
# Current Capital Plan



City of Kelowna



# Current Capital Plan



City of Kelowna



# Changes Since 2008

- ▶ Rail line inactive
- ▶ Okanagan Rail Trail built
- ▶ Transit facility may be relocating

# Important Considerations

- ▶ Future of City Works Yard
  - ▶ Current design accommodates both City and transit facilities
- ▶ Construction cost escalation
- ▶ Environmental impacts
- ▶ Mill Creek flood mitigation
- ▶ Impacts to Rail Trail
- ▶ Noise impacts for nearby residents
- ▶ Visual impacts

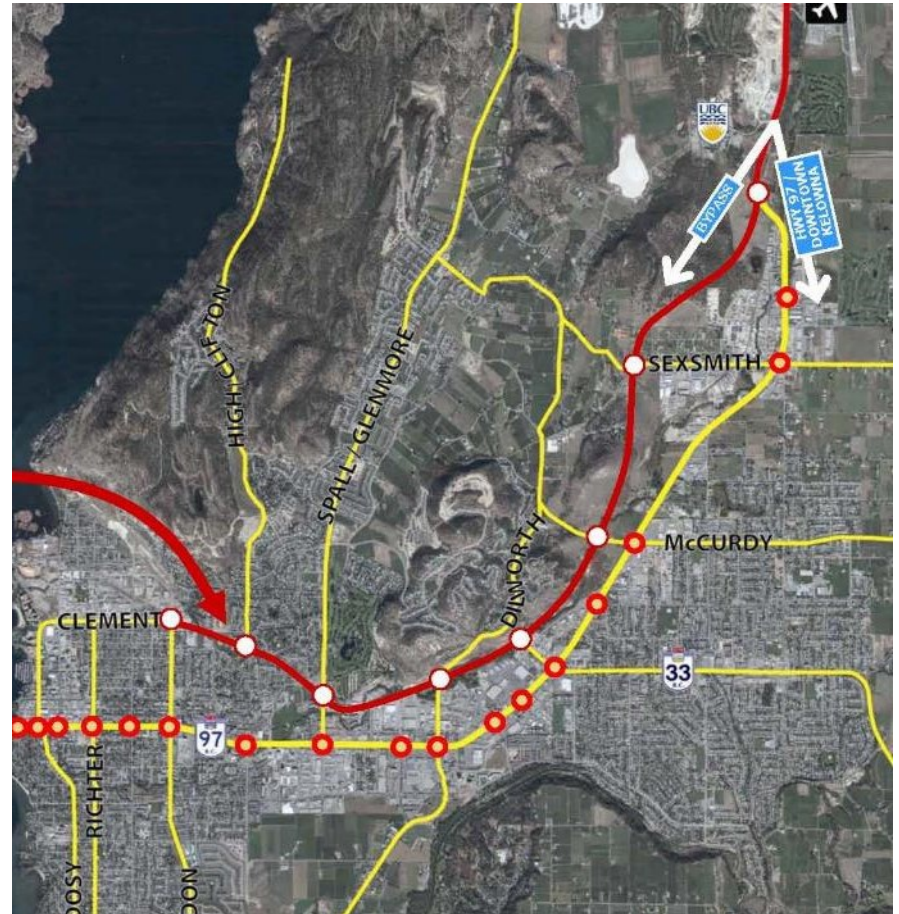


# Interchanges

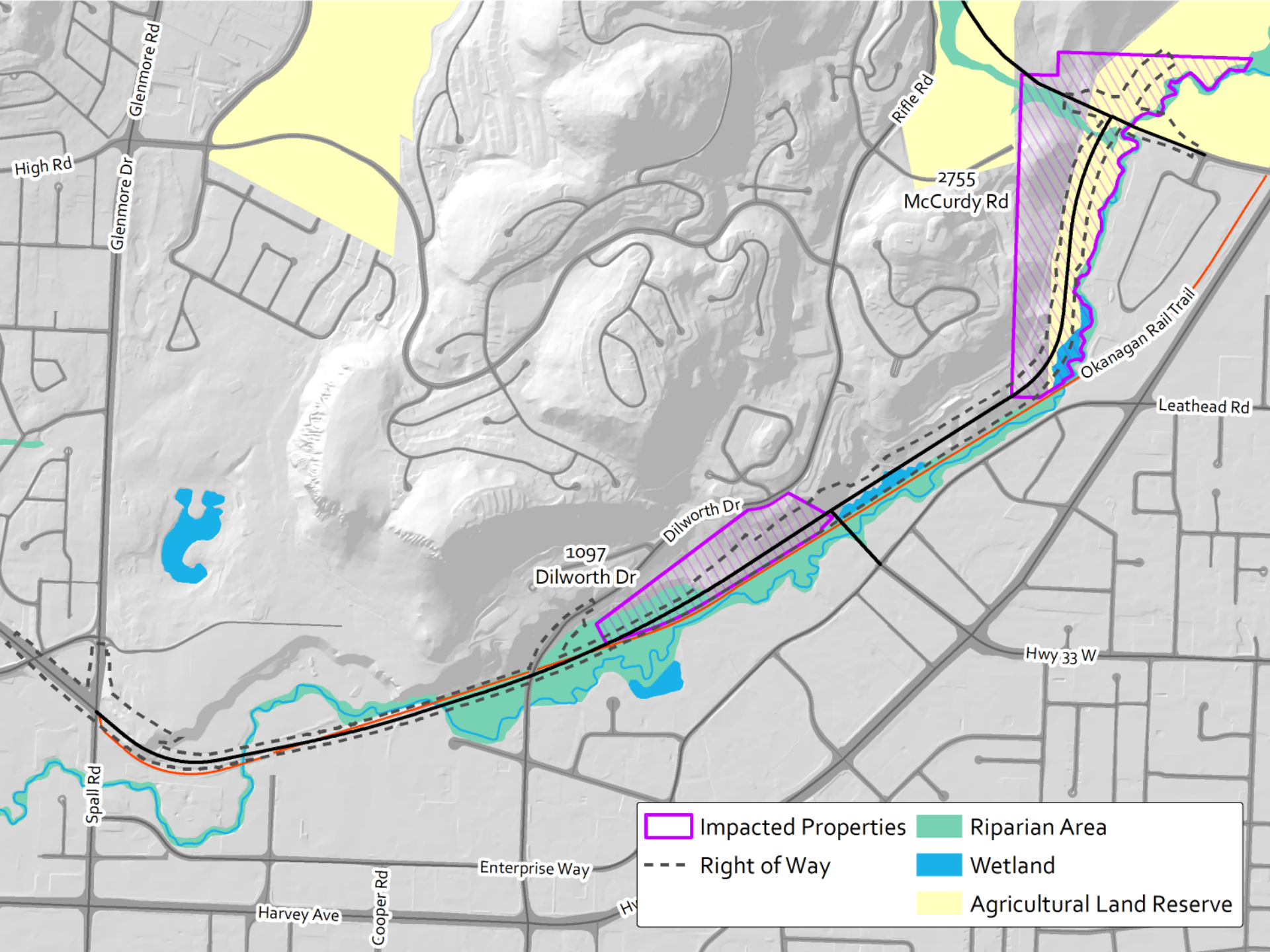
- ▶ Roadway capacity is largely determined by intersections
- ▶ No interchanges in current design
- ▶ Interchanges offer high capacity at a high cost (\$40-60M each)

# Interchanges

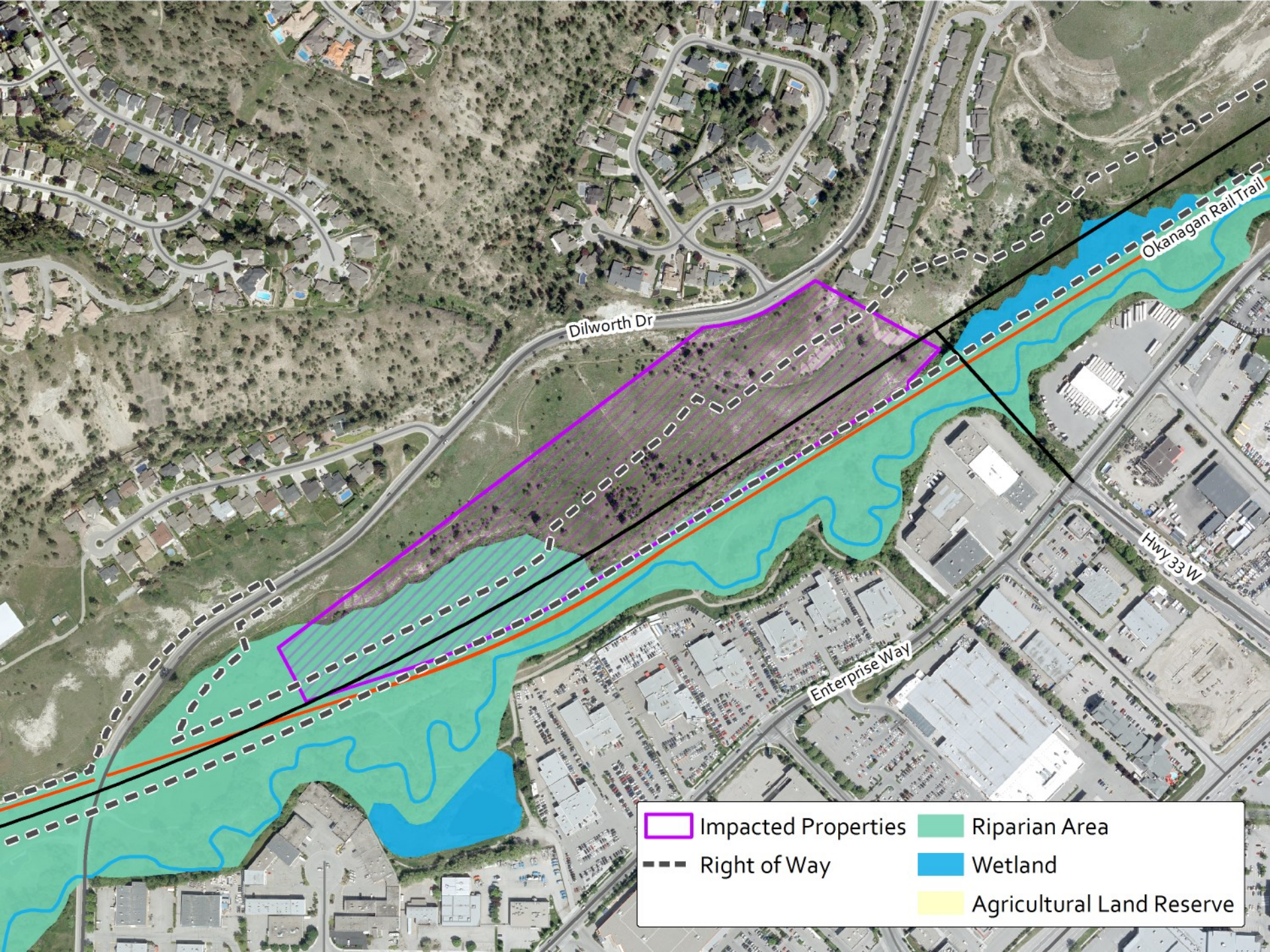
- ▶ Historic vision includes seven interchanges
- ▶ Cost for all interchanges could be in the range of \$250M - \$400M



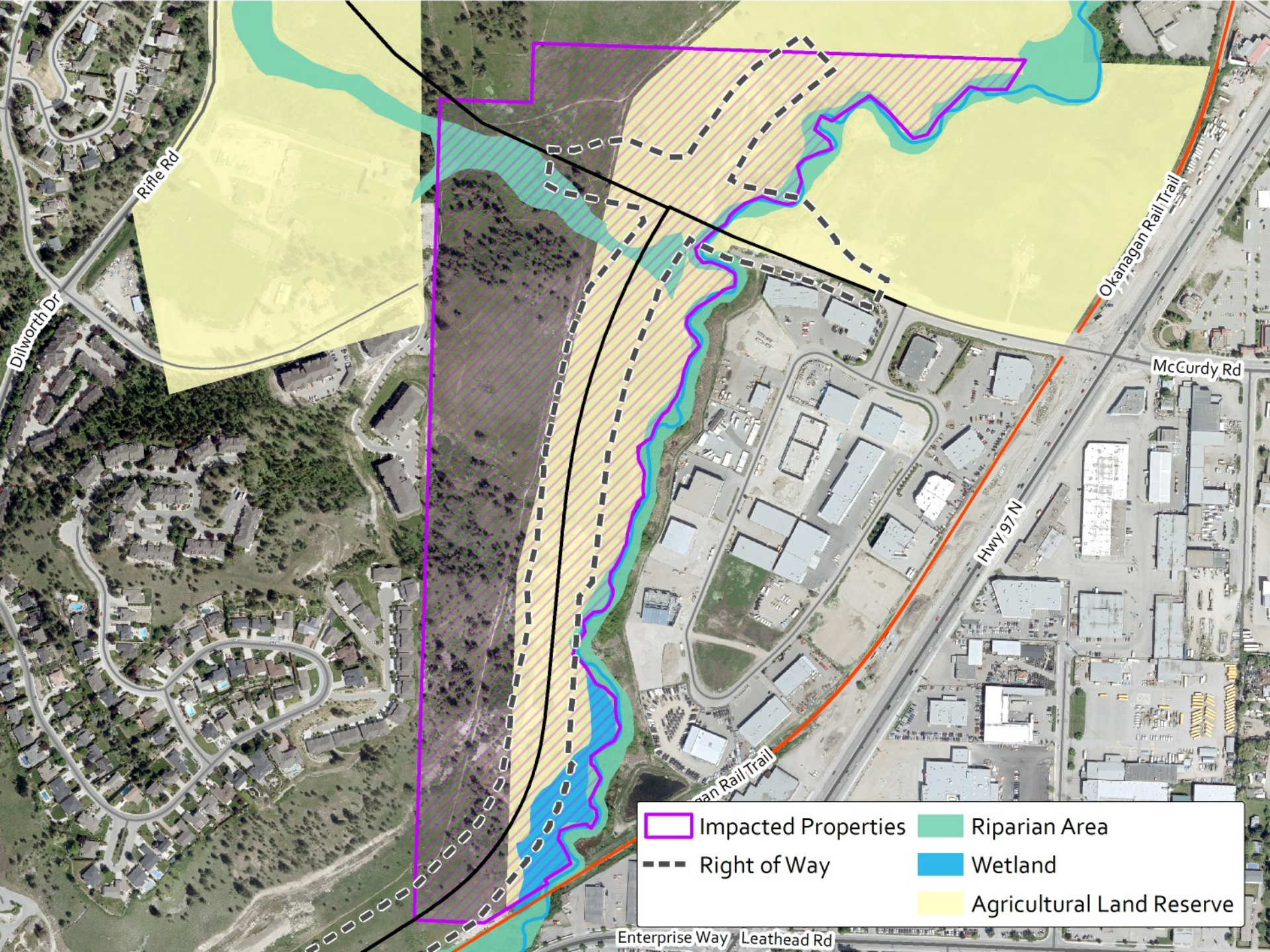












 Impacted Properties	 Riparian Area
 Right of Way	 Wetland
 Agricultural Land Reserve	



# Modelling Work (2014)

- ▶ Estimated change in traffic with Hwy 33 Ext

- ▶ 2030 PM Peak Hour

- ▶ No interchanges

Hwy 33 Ext	2500
Enterprise	-28%
Harvey	-7%
Springfield	-6%
Overall	+8%



# Modelling Work (2014)

- ▶ Roughly 7% reduction on Harvey and Springfield
- ▶ Half of traffic on Hwy 33 Ext is diverted from other routes
  - ▶ Other half is generated or 'induced'
  - ▶ Traffic volumes in Midtown increase by 8 per cent overall

# Challenges for the Historical Vision

- ▶ Work undertaken by the Ministry to date is pointing towards increasing the people-moving capacity of the existing corridor
- ▶ Historical vision tied to a second crossing

# The Need for a Bypass

- ▶ Only 13% of traffic on the bridge is just passing through Kelowna
- ▶ Slightly more trips destined for Midtown than the City Centre in the afternoon peak
  - ▶ 'The Hourglass' is a destination as well as a bottleneck



# Potential for Transit

- ▶ Land use not supportive for transit
  - ▶ Bounded by Dilworth Mountain on one side
  - ▶ Far from destinations on the other
- ▶ Harvey Avenue has greater potential for mass transit
- ▶ Hwy 33 Ext may allow for transit priority measures on Harvey Avenue

# Shorter Term Options

- ▶ Staff will be investigating more incremental options
  - ▶ May resemble a city arterial more than a Provincial highway
- ▶ Benefits and costs will be evaluated alongside other projects as part of Transportation Master Plan



# Summary

- ▶ Highway 33 Extension is not 'shovel ready'
  - ▶ Design parameters have changed
  - ▶ Extending to McCurdy may pull more traffic from Harvey
- ▶ Vision of a freeway alternative for Harvey unlikely
  - ▶ Relies heavily on a second crossing
  - ▶ Prohibitively expensive
- ▶ Benefits and costs will be evaluated in Transportation Master Plan
  - ▶ Potential to include more incremental options
  - ▶ Trying to find a project that can be delivered within the TMP horizon