

Our Kelowna as we Move: 2040 Transportation Master Plan

Option Categories and Investment Packages

Over 400 potential options have been identified for consideration as part of Transportation Master Plan. To more easily evaluate and engage on the options, they have been sorted into nine categories and bundled into basic, medium, and high investment packages. For the most part, the investment packages are additive. For example, the 'highest investment package' includes all the options in both the 'medium' and 'basic' investment packages. The options described in this memo have been incorporated into an online budget allocator tool, which will be available to the public from Nov 19th – Dec 6th at kelowna.ca/transportation2040. The tool will allow residents to select their preferred investment package for each category, informed by anticipated outcomes and costs.

One of the key issues the tool will allow residents to explore is that to achieve the Imagine Kelowna and TMP vision by 2040 and align with the 2040 OCP endorsed Growth Scenario, changes will be needed in how the City invests in transportation. Our world is changing; how the City prioritizes and allocates budget for transportation to meet the needs of residents today, will not necessarily meet the needs of residents tomorrow. The TMP will consider new ways of allocating the transportation budget to maximize return on investment towards effectively servicing the endorsed OCP Growth Scenario and achievement of Imagine Kelowna and the TMP Vision.

The nine categories in the tool have investment package options that can make major shifts toward achievement of the TMP Vision, or work in the opposite direction. As residents use the tool, they will have the opportunity to dial investment levels up or down in each category, to show their allocation preferences. Additionally, respondents will not be confined to the "business as usual" budget; rather they will be able to increase or decrease the transportation budget to select their preferred investment packages, while being informed of trade-offs associated with property taxation, alignment with the endorsed 2040 OCP Growth Scenario, and the pace at which Imagine Kelowna and the TMP Vision are achieved.

The estimated costs of each investment package are presented in the tool as an average annual budget for the City over the next twenty years and does not include funding from senior governments¹. Where applicable, the budget allocator tool will provide links to maps that provide more information about the projects in each investment package.

TMP Option Categories and Investment Packages

1. **Maintenance and Renewal (all modes):** Before spending money on new projects, it is important to consider the financial requirements of maintaining the City's existing transportation infrastructure. The investments in this category maintain the condition of existing infrastructure, such as repaving roads, fixing potholes, repairing sidewalks, landscaping, street sweeping, and snow clearing.
 - **Basic Investment Package:** The City maintains current levels of spending on maintaining existing roads, sidewalks, pathways, snow clearing and sweeping. Due to the existing infrastructure deficit and the demands of a growing population, this level of investment is not sufficient and will result in a deteriorating condition of our transportation infrastructure by 2040.

¹ Projects that are contingent upon grant funding, may not be implemented.

- Medium Investment Package: The City increases the budget for renewal and maintenance to eliminate the infrastructure deficit and keep pace with the City's aging infrastructure. The condition of the City's existing transportation network and the frequency of maintenance activities, such as sweeping and snow clearing, would remain about the same as today. In addition, the City would undertake a study to identify opportunities to provide better snow clearing of the City's bicycle network.
- Highest Investment Package: The City increases the budget for renewal and maintenance to a level that both keeps up with the pace of population growth and provides better service than today. This would result in additional road resurfacing, sidewalk repairs, and more frequent sweeping.

2. Education and Incentive Programs: Not all investments in transportation involve building new infrastructure. This category includes policies and programs focused on reducing congestion, which typically have a strong return on investment.

- Basic Investment Package: The City maintains current levels of spending for programs like Bike to Work Week, bike training for kids, and transit pass programs, etc. Reductions in future traffic congestion would be minimal.
- Medium Investment Package: The City does everything in the Basic Package and adds funding for current programs and some new programs. Examples of new programs include working with major employers to provide more discounted transit passes, better trip-end facilities, and to encourage teleworking and staggered work hours. Additional programs would include better bicycle and pedestrian education and training programs citywide. This package would help reduce future traffic congestion.
- Highest Investment Package: The City does everything in the Basic and Medium Packages and also takes on a more significant role in funding and delivering education and incentive programs. Examples of new programs in this package include exploring partnerships to increase school busing, a new multimodal pass program, and an individualized trip planning program. This package would do the most to help reduce future traffic congestion.

3. Shared Mobility and New Technology: Emerging technologies such as ride-hailing (eg. Uber & Lyft) and shared vehicles (eg. carshare, bikeshare, etc.) are changing how people get around. This category includes investments in programs and infrastructure to help establish new transportation options while managing their impacts.

- Basic Investment Package: The City maintains current levels of funding. The City works to attract investment from shared mobility operators and identifies ways to maximize the benefits of future technology change. This would result in some additional travel options and a basic degree of readiness for the future.
- Medium Investment Package: The City does everything in the Basic Package and also provides funding incentives to expand and improve shared mobility options. The City actively prepares for ride-hailing and develops a Curbside Management Plan. This would result in better quality travel options for more people and a good degree of readiness for future technology change.

- Highest Investment Package: The City does everything in the Basic and Medium Investment packages and also invests in infrastructure, such as mobility hubs, to help extend the reach of transit by making it easier for people to get to/from transit and their final destination using carshare, bikeshare, or ride-hailing. This would result in the most travel options available to people and the highest degree of readiness for the future.

4. Neighbourhood Streets: The OCP endorsed Growth Scenario focuses much of Kelowna's future growth in the Core Area. Many of the neighbourhood streets in these areas lack basic pedestrian infrastructure and drainage. Higher investment in this category would improve the attractiveness and walkability of residential streets, through adding sidewalks, crossing improvements, traffic calming and street trees.

- Basic Investment Package: The City maintains current levels of spending and neighbourhood streets would not be updated unless they are immediately adjacent to major new developments. The annual budget for crosswalks, traffic calming, and the Safe Routes to School program would stay the same. This package would do little to improve the walkability of communities as they grow, which reflects a misalignment with the endorsed OCP Growth Scenario.
- Medium Investment Package: The City create a new program which helps fund sidewalks, drainage, and street trees on neighbourhood streets. Funding for the Traffic Calming and Safe Routes to School programs is increased. This package would help improve the walkability of communities as they grow, supporting the endorsed OCP Growth Scenario.
- Highest Investment Package: The City does everything in the Medium Package but provides more funding, enabling more streets to be improved. This package would do the most to create attractive and walkable neighbourhood streets in communities as they grow, in full alignment with the endorsed OCP Growth Scenario.

5. Biking: As more residents move to the Core Area, more future trips will be within biking distance. Providing a safe and well-connected network of bikeways would make it easier and more convenient for people of all ages and abilities to get around by bike.

- Basic Investment Package: The City maintains current levels of spending, building a network of protected bikeways that provides basic coverage. People would be able to reach some destinations by bike, but many destinations in the Core Area would still require biking in mixed-traffic and/or high stress environments. This package provides some benefits but would fail to fully support the OCP endorsed Growth Scenario. (A link to a map will be provided in the online tool).
- Medium Investment Package: The City invests in the Basic Package and builds some additional protected bikeways. This would result in a more extensive network of protected bikeways, as well as new, low-cost bike routes on neighborhood streets. People would be able to ride a bike to many of Kelowna's key destinations, but some higher cost connections would remain unbuilt. This package would help reduce future traffic congestion, improve safety and public health, and would support the OCP endorsed Growth Scenario. (A link to a map will be provided in the online tool).
- Highest Investment Package: The City invests in the Basic and Medium Packages and builds some additional projects that result in the completion of the Pedestrian and Bicycle Master Plan. Residents would be able to reach the majority of destinations within the Core Area

safely and conveniently by bicycle. This package would maximize benefits by reducing future congestion, improving safety and public health, and fully supporting the OCP endorsed Growth Scenario. (A link to a map will be provided in the online tool).

6. **Transit:** This category includes investments focused on improving Kelowna's transit service, including options to increase service hours as well as infrastructure (eg. bus stops, exchanges, and dedicated transit lanes)².
- Basic Investment Package: This package would maintain current levels of funding. The City would partner with senior governments to fund only critical, needed transit infrastructure such as a new operations facility and the Orchard Park exchange. Other enhancements would be limited only to 'business as usual' annual increases in transit service. This level of investment would not keep pace with the demands of a growing population and would be misaligned with the OCP endorsed Growth Scenario. (A link to a map will be provided in the online tool).
 - Medium Investment Package: The City would invest in the Basic Package and also increase the transit service frequency and hours of service along the existing Frequent Transit Network. Transit fare payment technologies would be enhanced and the budget for HandyDart service would increase. A feasibility study would be conducted to examine the potential for higher order transit linking Downtown Kelowna, Pandosy, and Capri-Landmark. This package would serve the transit needs of a growing population and provide fundamental synergies with the OCP endorsed Growth Scenario, providing transit service investment along the urban corridors targeted for growth. (A link to a map will be provided in the online tool).
 - Highest Investment Package: The City would invest in the Basic and Medium packages and would also invest in transit priority infrastructure to help separate buses from traffic (e.g. transit queue jump lanes or bus-only lanes). New routes and service would also be added. This package would result in faster and more reliable transit service between key destinations, fully supporting and aligning with the OCP endorsed Growth Scenario. (A link to a map will be provided in the online tool).
7. **Multimodal Urban Corridors:** Recognizing that the mix of transportation demand in our Urban Centres and Core Area will change as these areas grow, options in this category will help to rebalance our urban transportation corridors to better accommodate convenient travel by multiple modes, including people walking, biking, taking transit and driving.
- Basic Investment Package: The City completes streetscaping in the Rutland and Pandosy Urban Centres, extends Sutherland to Spall as a complete street through Landmark, and develops a Complete Streets Policy. This level of investment would include some benefits but would not fully support the endorsed 2040 OCP Growth Scenario and would be insufficient to achieve Imagine Kelowna and the TMP Vision by 2040. (A link to a map will be provided in the online tool).

² Note that the potential for higher order transit along Harvey Avenue (which is owned by the Ministry of Transportation and Infrastructure) is being discussed separately, as part of the Regional Transportation Plan.

- Medium Investment Package: This package would maintain current levels of City spending and includes all the improvements in the Basic Package, plus multi-modal retrofits to additional corridors (such as segments of Lakeshore, Burtch and Guisachan). This level of investment would help support the endorsed 2040 OCP Growth Scenario and take steps toward achieving Imagine Kelowna and the TMP Vision. (A link to a map will be provided in the online tool).
- Highest Investment Package: This package includes all the improvements in the Basic and Medium packages, plus additional projects, such as the urbanization of Richter Street south of Sutherland, as well as the completion of the Sutherland Avenue extension. This level of investment would fully support the endorsed 2040 OCP Growth Scenario and accelerate achievement of Imagine Kelowna and the TMP Vision. (A link to a map will be provided in the online tool).

8. Road Improvements and Connections: The long-term vision from Imagine Kelowna is to give people more options to get around besides driving. Still, cars and trucks will play a vital role in Kelowna for the foreseeable future. This category includes projects focused primarily on increasing the safety, efficiency, and capacity of Kelowna's road network for vehicles in the outlying parts of town.

- Basic Investment Package: The City focuses on improving the safety and efficiency of Kelowna's existing road network, through measures like better coordination of signals, developing a safety plan, developing a goods movement strategy, and targeted intersection improvements (which are the main constraint for roadway capacity). This package would result in a cost-efficient approach to improving traffic flow and safety for the greatest number of Kelowna residents and is the most aligned with Imagine Kelowna and the TMP Vision. (A link to a map will be provided in the online tool).
- Medium Investment Package: This package would maintain current levels of spending on road connections and includes all the investments in the Basic Package, plus additional widening projects and suburban roadway extensions. This package would result in traffic flow improvements in the vicinity of each project, but would benefit fewer Kelowna residents overall and is less aligned with achievement of Imagine Kelowna and the TMP Vision. (A link to a map will be provided in the online tool).
- Highest Investment Package: This package would include the investments in the Basic and Medium packages, plus a significant increase in spending on new capacity for vehicles, primarily in the outlying parts of town. This package would result in traffic flow improvements in the vicinity of each project, but would risk over-building and is not aligned with the endorsed OCP Growth Scenario, Imagine Kelowna, or the TMP Vision. (A link to a map will be provided in the online tool).

9. Clement / Highway 33 Extension: This category refers to the project idea of extending Clement from Spall east to either Highway 33 or McCurdy³.

- Basic Investment Package: This package would maintain current levels of spending and would include acquiring and protecting land for the corridor from Spall to UBCO for future transportation use. This package would not build the connection, but would provide a high

³ Project would be contingent upon grant support from senior levels of government.

degree of readiness for the future, in alignment with Imagine Kelowna and the TMP Vision. (A link to a map will be provided in the online tool).

- Medium Investment Package: This package includes the Basic package and would also construct an extension of Clement from Spall east to Highway 33 as an arterial road, with a traffic light at Dilworth. This package would add an additional east-west roadway. Further analysis is needed to determine overall impacts to traffic flow, nearby wetlands and surrounding communities. (A link to a map will be provided in the online tool).
- Highest Investment Package: This package includes the Basic package, but would also construct an extension of Clement from Spall east to Highway 33 or McCurdy Rd and turn the road into a freeway. This includes interchanges at Spall and Highway 33, along with a flyover at Dilworth. This package would provide some traffic flow improvements, but risks overbuilding, in misalignment with Imagine Kelowna and the TMP Vision. (A link to a map will be provided in the online tool).