

City of  
**Kelowna**

# Council Update

## Highway 33 / Clement Extension Project

July 8<sup>th</sup> 2024

Provide Council with an update on the Highway 33 / Clement Extension Project.

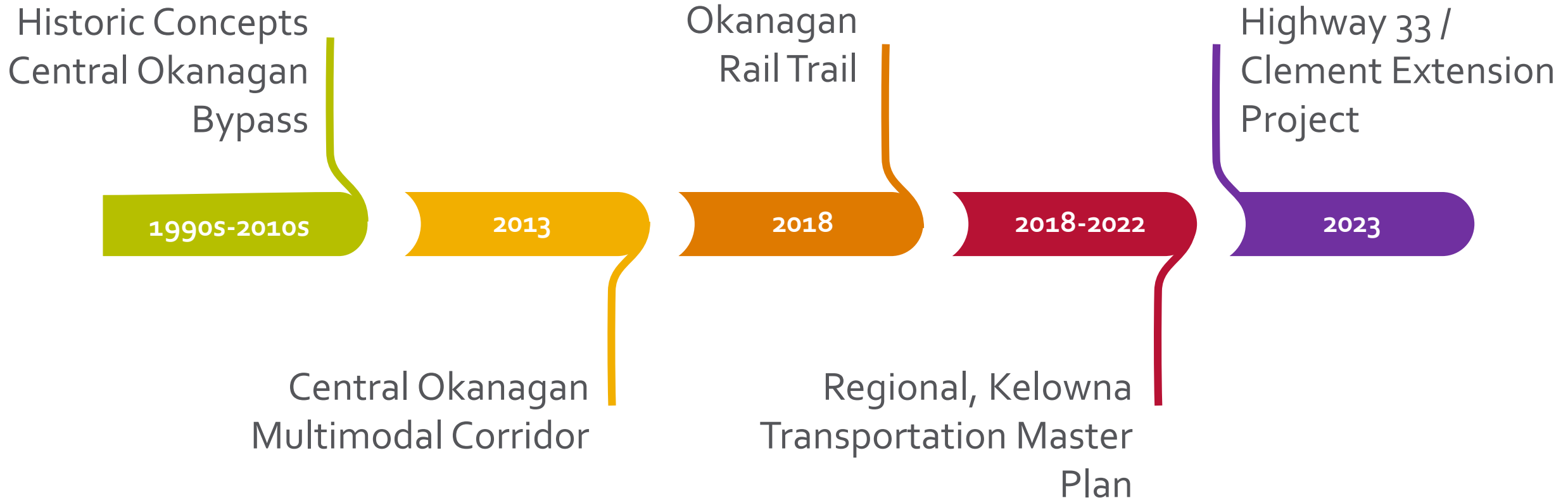
Today's presentation will provide a project overview;

- Background
- Current Status
- Early Findings
- Next steps



# Background

How did we get here



# Background

How did we get here

## Historic Concepts

Focused on bypassing Kelowna.

Predicated on a second crossing.

North and South Alignments

*Central Okanagan Bypass (COB)*



Source – Central Okanagan Planning Study, p 43, Ministry of Transportation and Infrastructure (2023). Modified to include south alignment.

# Background

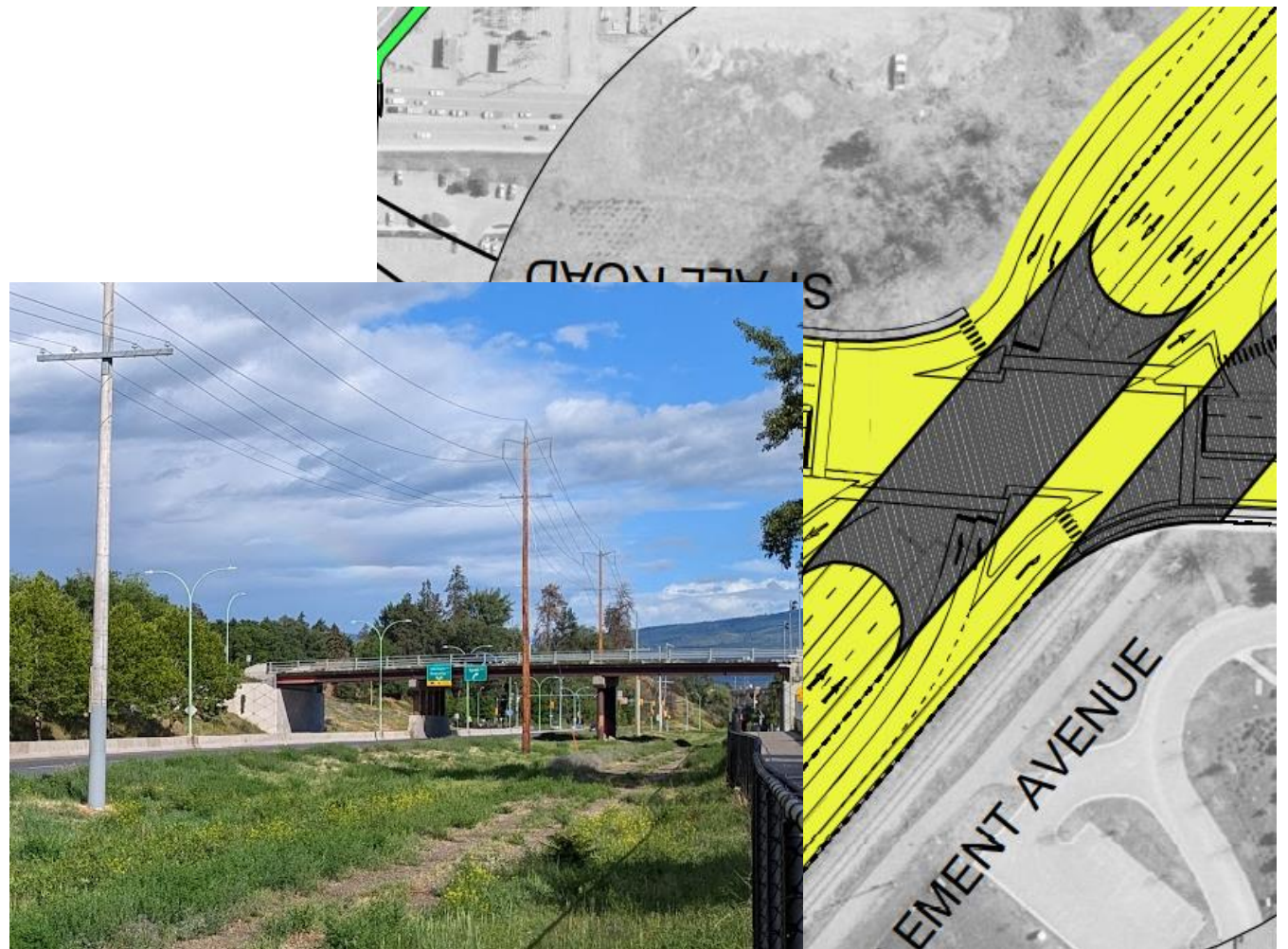
How did we get here

Highway 33 / Clement  
Extension Project

## Historic Concepts

*Central Okanagan Multimodal Connector (COMMC)*

- Spall Rd to Highway 33 / McCurdy
- Four lane at-grade arterial that allowed for future freeway.
- Accommodated freight rail
- Reflects regulatory guidelines and context of the day.
- Would be more expensive and challenging to construct in current context.



# Background

How did we get here

## Regional Transportation Plan (2020) / Transportation Master Plan (2022)

### Recommendations

- Extension of Clement Ave to Highway 33
- Two lane at-grade arterial roadway.
- Coordination with dedicated transit lanes on Highway 97
- Consideration of further extension to McCurdy

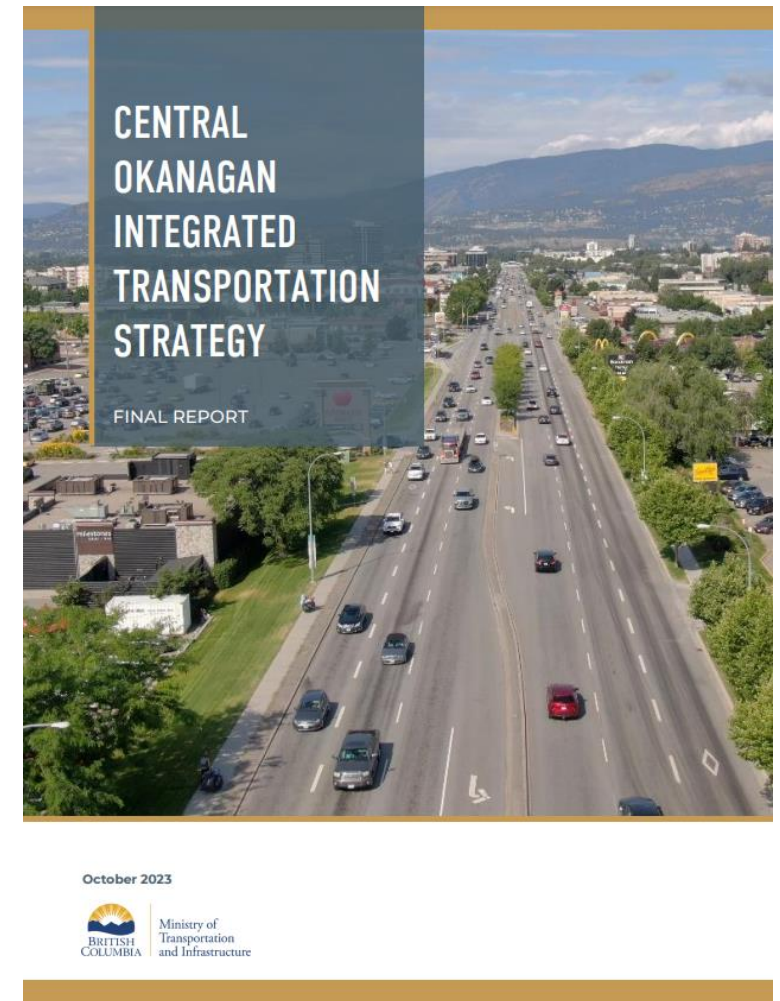


# Background

How did we get here

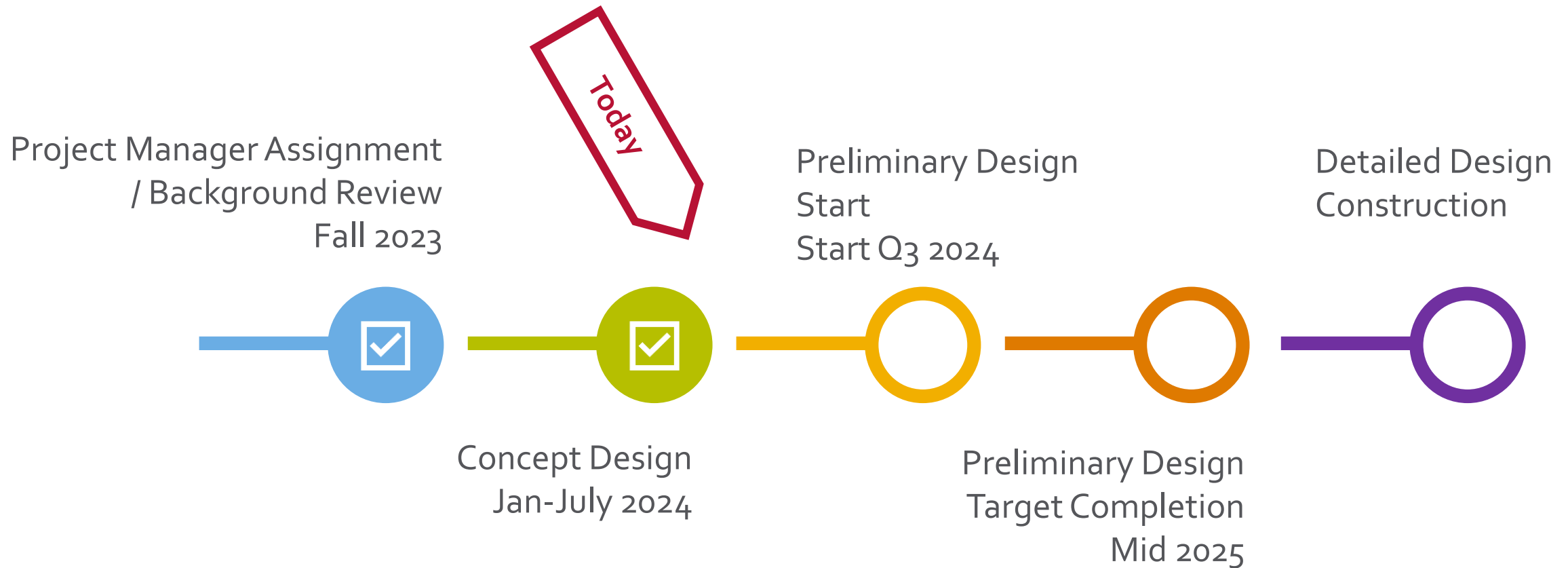
## Central Okanagan Integrated Transportation Strategy (2023)

- 20 Year Provincial Strategy for the Central Okanagan
- A range recommendations to support vehicle, transit, goods movement and active transportation mobility across the region.
- Did not support a second crossing in the 20-year planning horizon.
- Supports transit improvements on Highway 97, and the extension of Clement to Highway 33.



# Current Timeline

Where are we now. What's next?





# Segments

Different Segments, Different Outcomes

Highway 33 / Clement  
Extension Project

## Segment 1

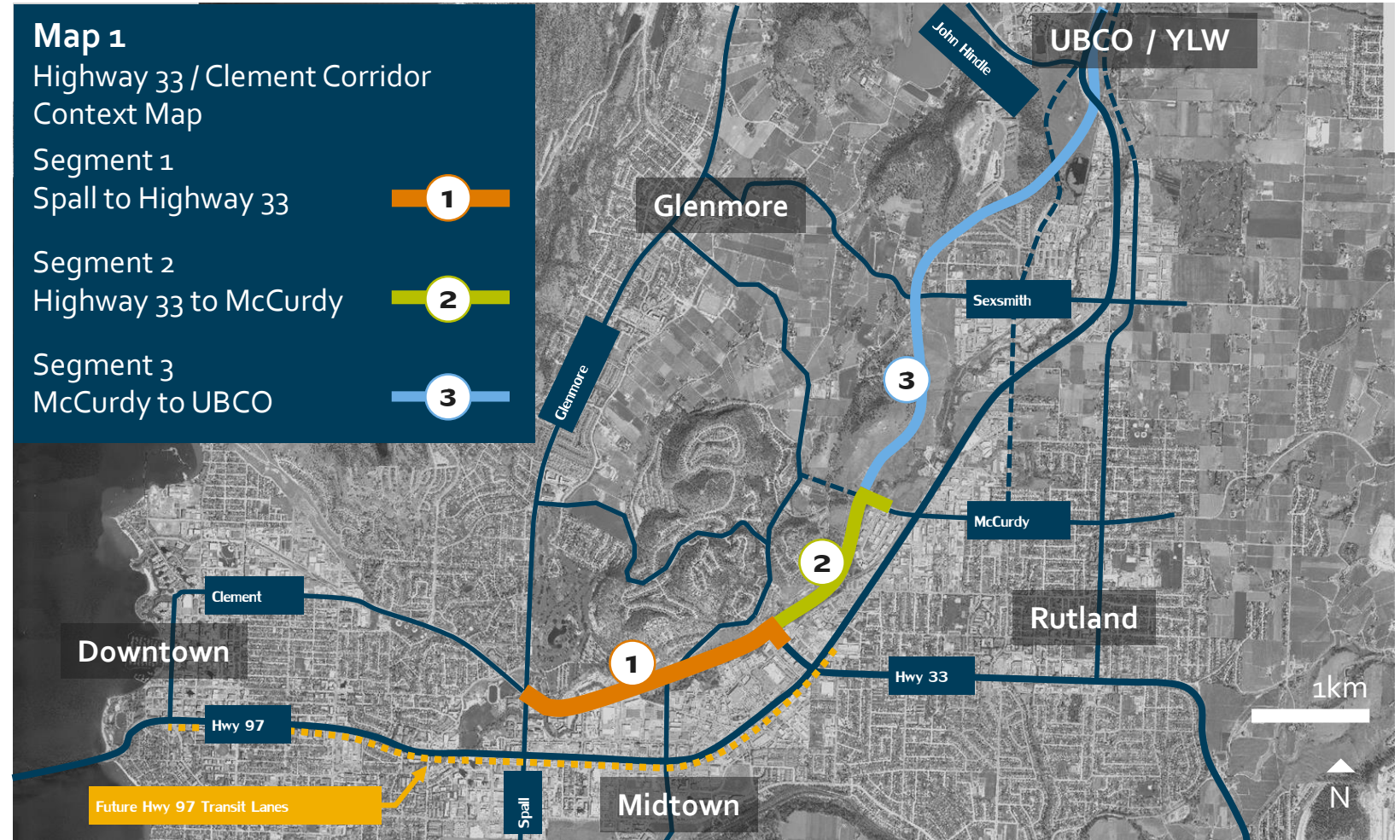
Spall to Highway 33  
Preliminary Design

## Segment 2

Highway 33 to McCurdy  
Inform Phasing

## Segment 3

McCurdy to UBCO  
Corridor Protection

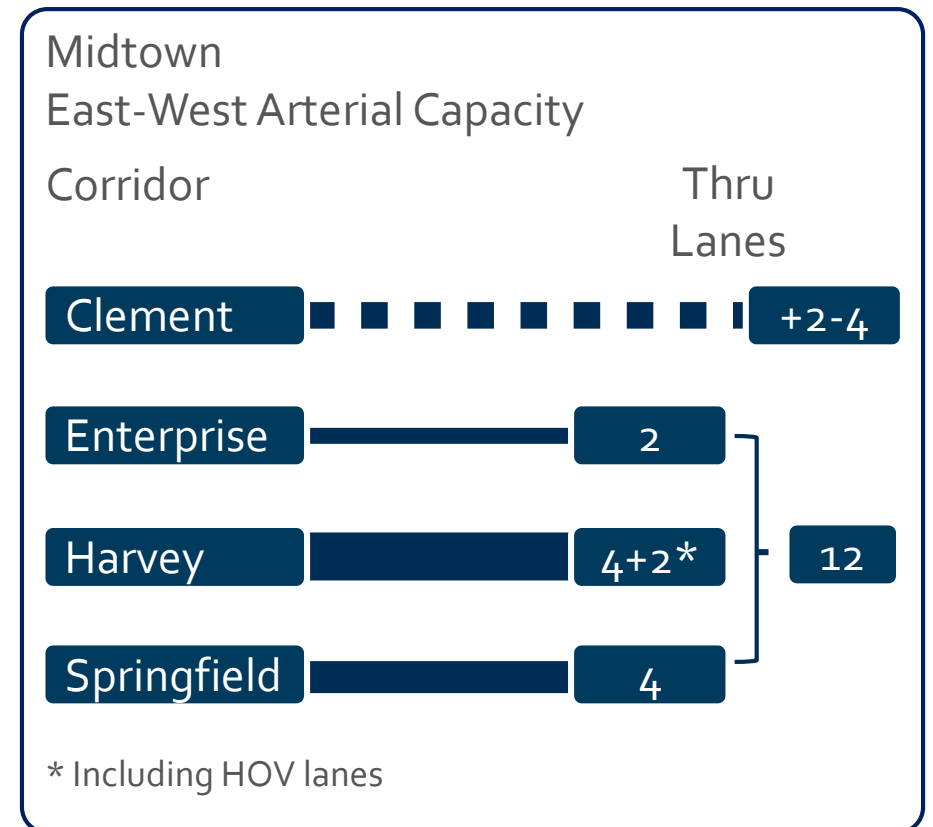


# Projected Benefits

## Early Findings

### Projected Road Network Benefits and Impacts

- Increase east-west road capacity in Midtown.
- Extension is projected to be well used.
- Reroute traffic from parallel corridors including Enterprise, Harvey and Springfield.
- Creates greater flexibility to consider transit only lanes on Harvey / Highway 97.
- Traffic merging from Clement onto Highway 33 and 97 at the north end of the corridor creates challenges.



# Challenges

A constrained and busy corridor

Highway 33 / Clement  
Extension Project



Upland Slopes / Retaining Walls



Mill Creek and other Environmentally Sensitive Areas



Flood, Gas and Power Infrastructure



Archeological and Heritage Sites



Transportation - Okanagan Rail Trail



Parks and Recreation Spaces



Adjacent Development



Access Management



Community Facilities



While the individual challenges are typical of transportation capital projects, the combined number and scale of challenges is significant.

# Challenges

A constrained and busy corridor

Highway 33 / Clement  
Extension Project



Upland Slopes /  
Retaining Walls



Adjacent  
Development

Industrial, institutional,  
single-family and multi-  
family development.



Access Management



# Challenges

A constrained and busy corridor

Highway 33 / Clement  
Extension Project



Flood, Gas and Power  
Infrastructure



Okanagan Rail Trail



Community Facilities



Works Yard, BC  
Transit, Cemetery



# Challenges

A constrained and busy corridor

Highway 33 / Clement  
Extension Project



Mill Creek and other  
Environmentally  
Sensitive Areas



Parks and Recreation  
Spaces



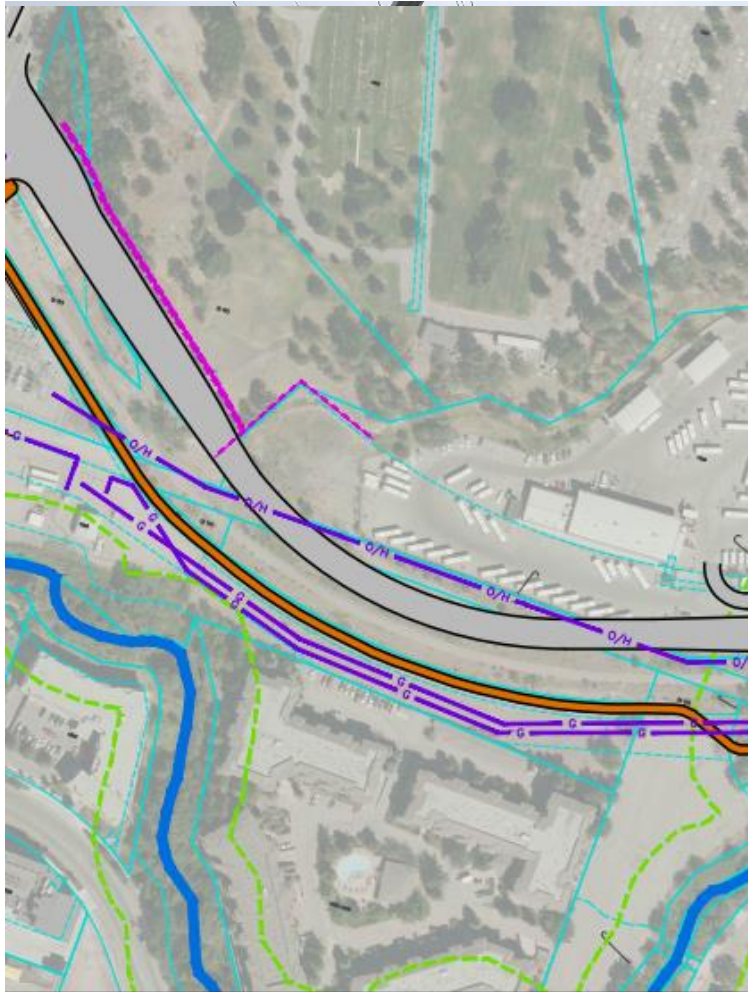
Archeological and  
Heritage Sites



# Initial Concept

## Design Approach – Segment 1 (Spall to Highway 33)

Highway 33 / Clement  
Extension Project



### Objectives

- Align with the current vision for Clement / Transportation Master Plan.
- Maximize and balance vehicle capacity along the corridor.
- Minimize cumulative impacts.
- Accommodate the Okanagan Rail Trail.
- Avoid precluding a long-term transit corridor.

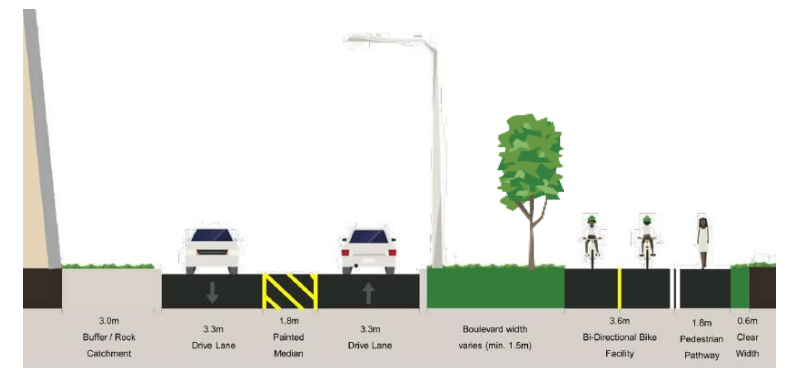
# Initial Concept

## Design Approach – Segment 1 (Spall to Highway 33)



Design approach to meet objectives.

- At-grade arterial roadway.
- 2 lanes; widen at intersections to balance capacity.
- Restrict access to maintain capacity.
- Shift alignment to minimize impacts.
- Identify alignment for Okanagan Rail Trail.
- Identify possibility of future transit corridor.

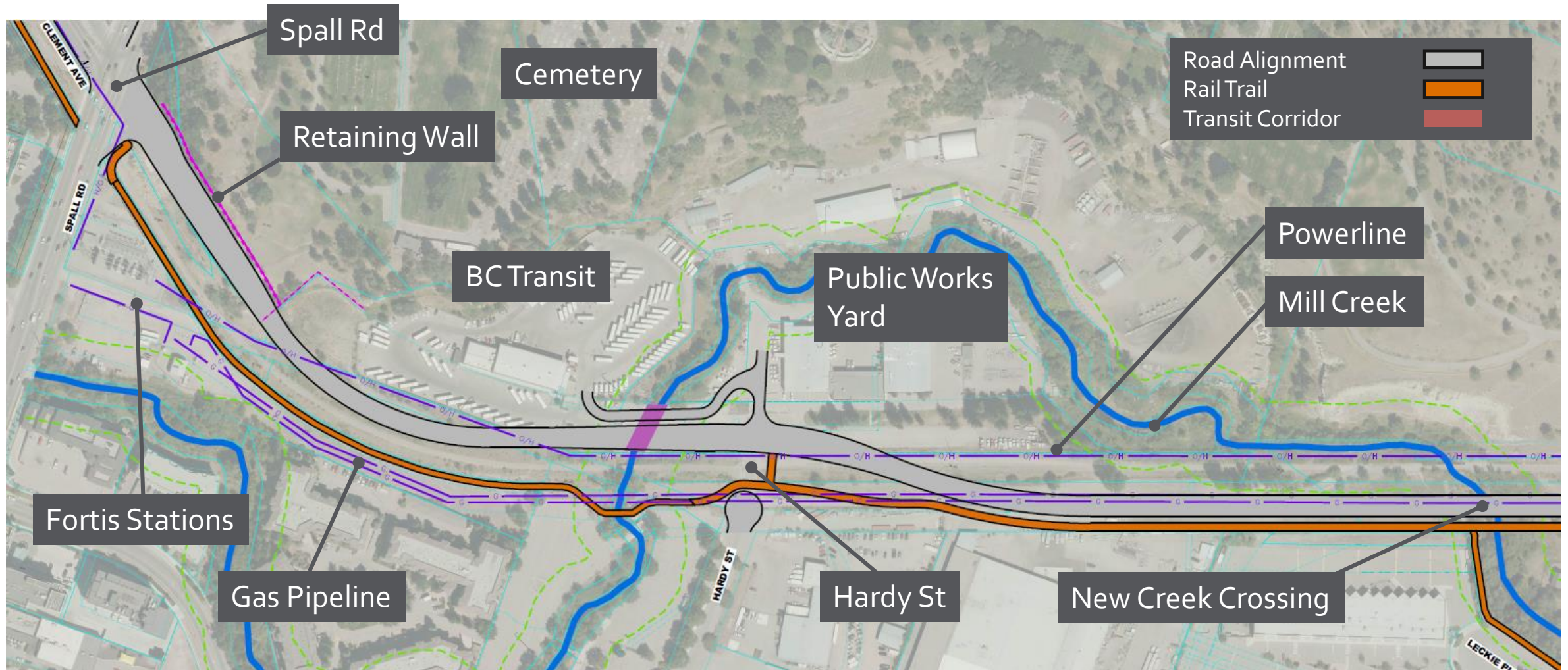




# Initial Concept

## Segment 1 – Conceptual Design

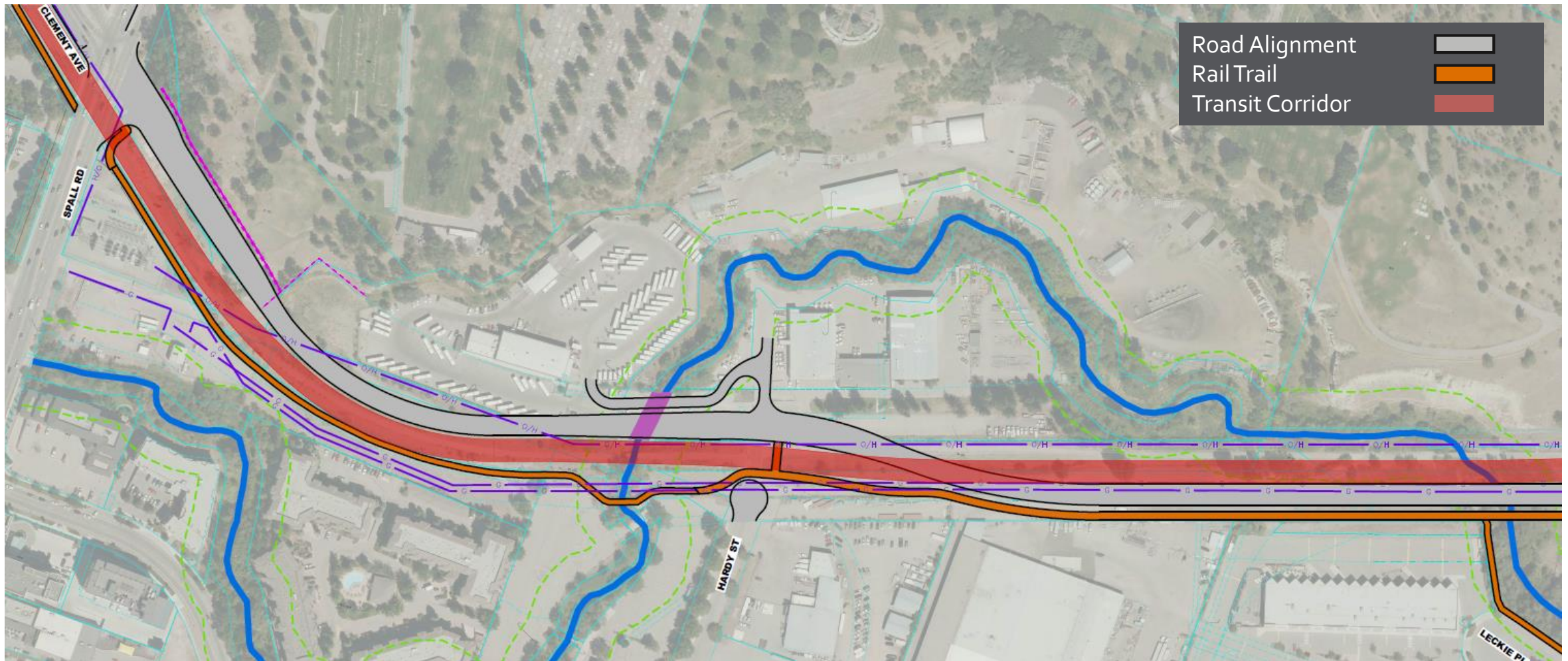
Highway 33 / Clement  
Extension Project



# Initial Concept

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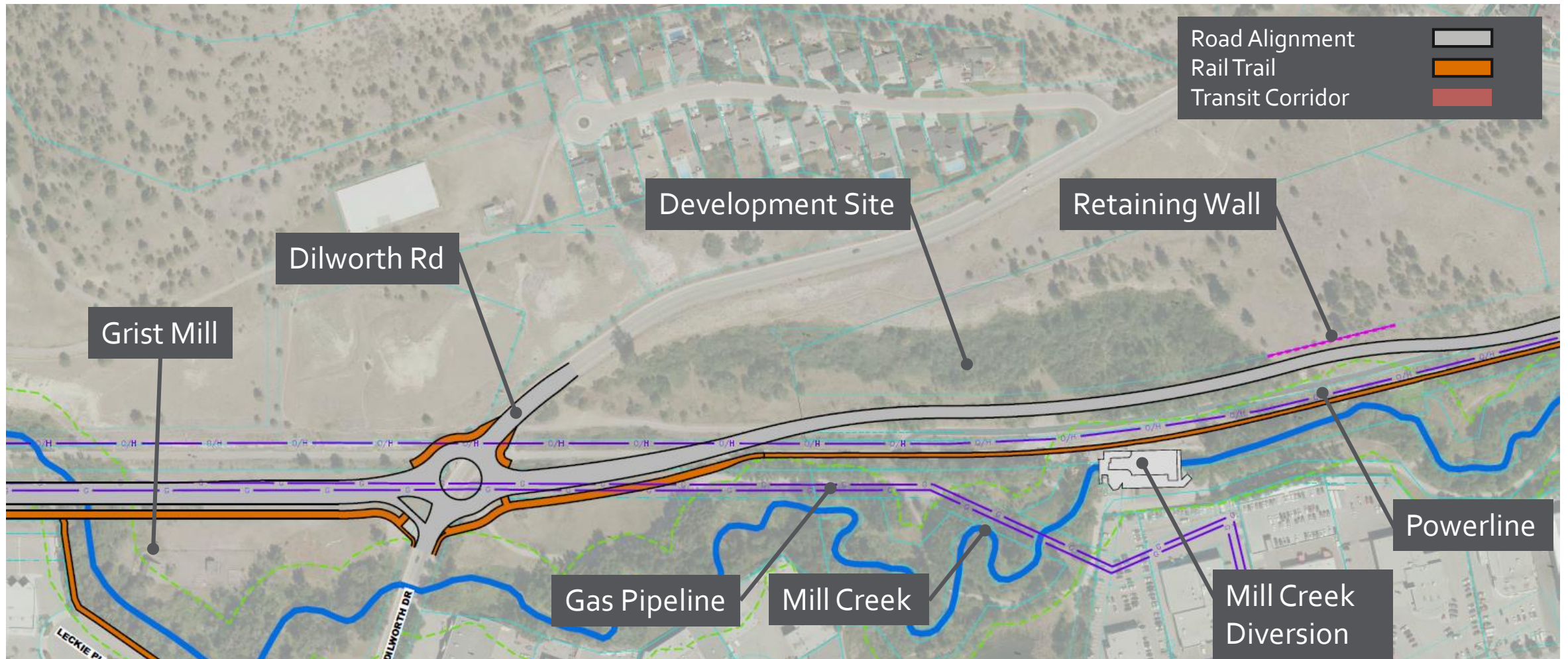
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# Initial Concept

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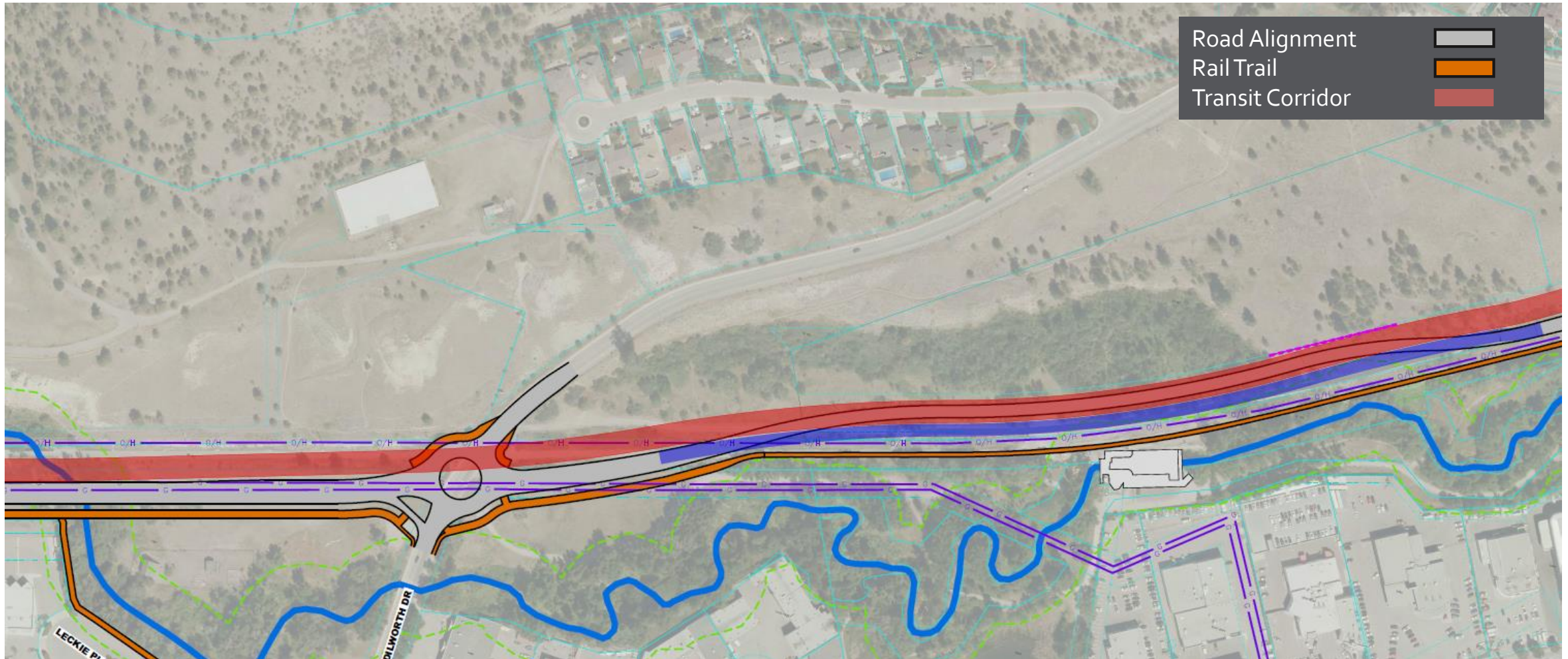
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# Initial Concept

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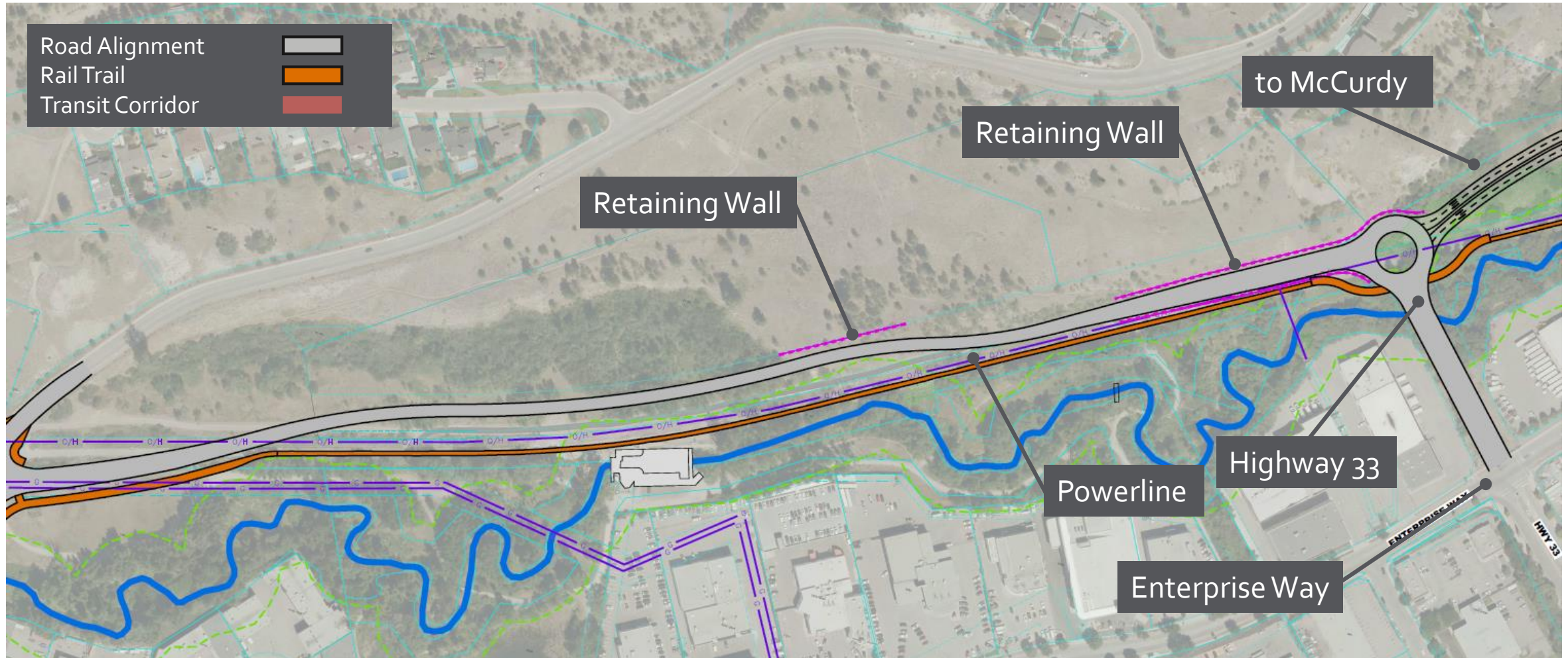
Highway 33 / Clement  
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# Initial Concept

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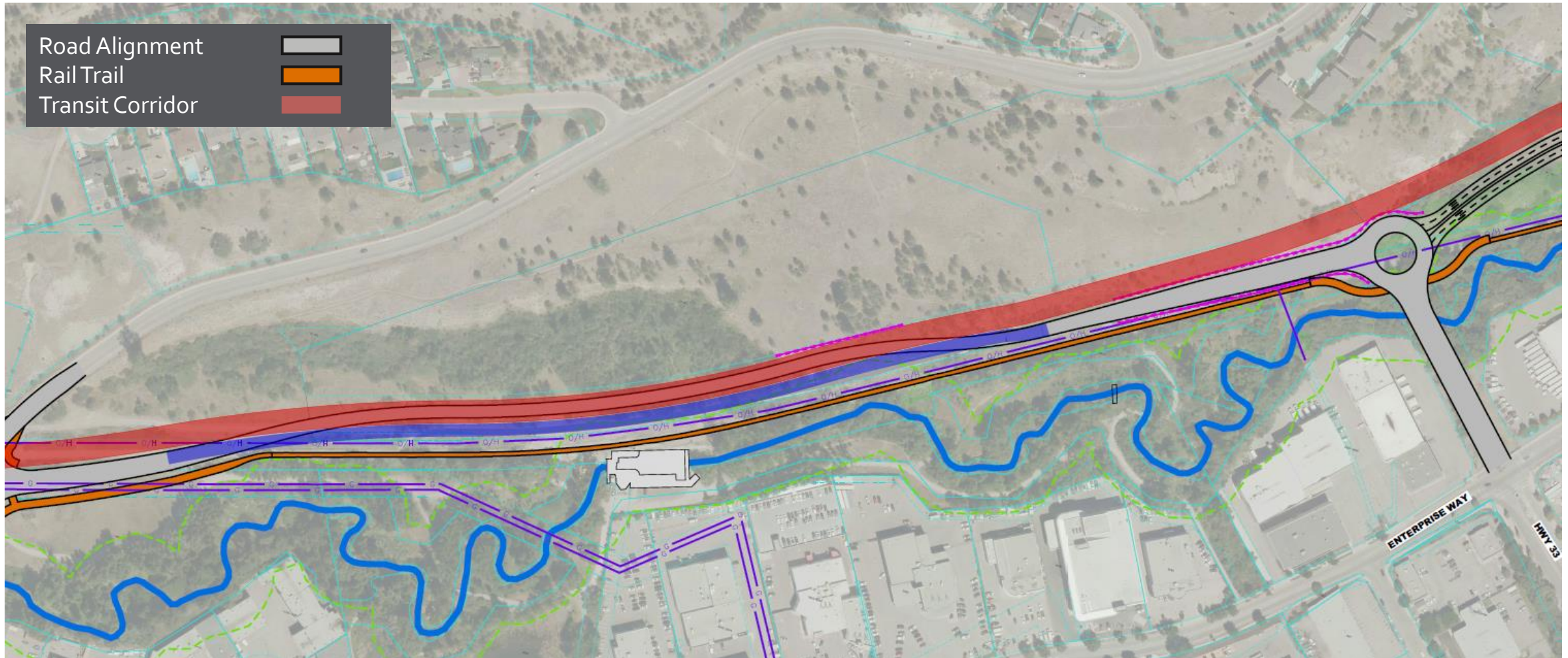
Highway 33 / Clement  
Extension Project



# Initial Concept

## Segment 1 – Conceptual Design

Highway 33 / Clement  
Extension Project



# Conceptual Design

## Early Findings



- Conceptual Design Outcomes;
  - Established an initial road concept for the Clement / Highway 33 Extension.
  - The project has benefits and will be well used.
  - Identified large number of early risks and challenges.
  - The Okanagan Rail Trail can be accommodated.
  - Concept alignment does not preclude a future transit corridor.

While challenges exist, we believe the project continues to be achievable.





- Preliminary Design is the next project step.
- Work on consulting team procurement is underway.
- Segment 1 (Spall to Highway 33) - Preliminary Design
  - Complete traffic and benefit projections and modelling.
  - Complete issues identification, confirmation and mitigation.
  - Consultation and engagement.
  - Complete preliminary design.
  - Develop project cost estimates.
- Develop a clear understanding of project scope, benefits, costs, impacts and regulatory requirements.
- Position the project for future senior government funding opportunities.



Preliminary Design  
Target Completion  
Mid 2025



- Segment 2 (Highway 33 to McCurdy) - Phasing Recommendations
  - Refine phasing / timing recommendations for extension to/from Hwy 33 to McCurdy.
- Segment 3 (McCurdy to UBCO) - Corridor Protection
  - McCurdy to UBCO – Confirm rationale for continued corridor protection.



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**Questions**