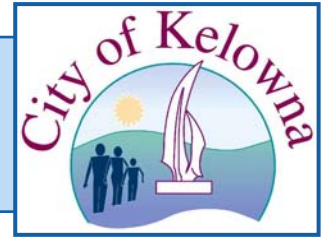


# Central Okanagan Multi-Modal Corridor



## Background

The Central Okanagan Multi-modal Corridor (COMC) has been in the Transportation Network and the Official Community Plan (OCP) since 1986.

The project takes its direction from Kelowna's OCP (2001 - 2020) and the City's Transportation Plan (1995). A significant amount of public consultation occurred prior to the development of these initiatives which now allows them to serve as reference documents regarding the direction the community as a whole has envisioned for this area.

Kelowna's OCP provides a community-wide policy framework for future growth which integrates planning for future land use patterns with future demands on the transportation systems. The written policies of the Transportation Plan have been

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directly incorporated within the OCP. Together these plans set out a 20 Year Major Road Network Plan and guide decision-making with respect to the provision, programming, design, construction, operations and coordination of transportation facilities.

The financing and projected timing of the expansion of the future road network is provided for by the City's 20 Year Servicing and Financing Strategy, 2001 - 2020.



## Where we are today

Ultimately, the COMC will be a limited-access roadway skirting the northern edge of downtown then running north to Kelowna International Airport and the University of British Columbia Okanagan Campus (UBC-O). The roadway would be approximately 12 km in length and include provisions for road, rail, trail and transit right-of-way and may approach up to 80 meters in width.

The first phase of this new four-lane roadway runs along the north side of the railroad tracks between Gordon and Spall, travelling

underneath the bridge on Bernard Avenue near the Apple Bowl. Opening of this first phase is scheduled for December 2006 with landscaping and sidewalks works to be completed in spring of 2007.

Further phases of the COMC, which will eventually extend from Spall to McCurdy Roads, are expected to be in place within the next three years and envision a further extension to UBC-O upon a formal planning and public consultation process.

## Public Consultation

Community input and consultation that will be undertaken through the next phases of this project are intended to complement the vision previously expressed by the community through the OCP and Transportation Plan. It must be made clear to residents that further consultation will not involve a re-evaluation of the 20 Year Future Road Network or other transportation-related policies adopted by Council.

Consultation with the public and property owners from this point forward is focused on communicating the planning and policy context that provides the framework for the

project - highlighting the public consultation that has been undertaken up to this point. Residents and business owners directly affected by the project should be made aware of the road design, the project schedule and deadline and the City/Contractor's strategy for managing construction impacts (access, traffic, noise, dust).



*Evaluation Criteria*

## What's next?

Objectives are to include planning of a controlled access multi-modal corridor north of McCurdy Road to UBC-O, to address overall existing and future transportation needs of the City and the region.

Other objectives of this corridor will provide relief on congested roadways by diverting auto and truck traffic through to the COMC. The City has secured some of the necessary right-of-way, and preparing to confirm preferred corridor alignment.

A sub-component of this process is to educate the community on the move toward a more integrated transportation system which would include multimodal opportunities; improved mobility through Kelowna for all modes of travel including rail, pedestrians, cyclists,

*“Improved mobility for all modes of travel including: transit, rail, pedestrian, cyclists, trucks, and private vehicles.”*

trucks and private vehicles, integrating a number of activities in the corridor.

The necessary research regarding freight movement (truck and rail) and the non-auto traffic of the corridor will consist of interviews with shippers and transportation operators, travel surveys, estimates of current daily and annual corridor travel demand by mode and recommendation of concepts and criteria for the City's consultant to use in advancing the planning and design of new infrastructure.

Provisions for future corridor of the COMC from McCurdy to UBC-O will be addressed by broader consultation in the planning, engaging the community as a whole, prior to inclusion in the next OCP review and revisions to the 20 Year Servicing Plan and Financing Strategy.



*Improved Transit Services*

## Quick facts

### Where?

- Downtown to the University

### What?

- A study to develop a long term plan that identifies a future multi-modal transportation corridor that takes into consideration all modes of travel.

### How?

- Identify a corridor alignment to accommodate long term growth for both the City and Region.
- Develop a roadway plan identifying interchange locations based on future travel demands.
- Achieving a balance between mobility, costs and impact on communities and the natural environment.

### Why?

- Accommodate future growth projections and forecasted traffic volumes.
- Minimize traffic congestion by reducing travel delay on the transportation network.
- Concerns expressed over air quality and the potential to reduce green house gas emissions in the valley.
- Identify a future alignment and functional layout to determine ultimate land requirements.
- Prepare a multi-modal concept plan to lobby to senior levels of Government for funding opportunities.

### When?

- Introductory Open House - December 12, 2006
- Presentation of Alternatives Considered and a Recommended Plan - March, 2007
- Presentation of Preferred Plan - May, 2007

### Who?

- The City of Kelowna, BC Ministry of Transportation, Transport Canada and UBCO.

## Contact Information



Andrew Albiston, Project Manager  
 City of Kelowna  
 Works & Utilities Department  
 Transportation Division  
 Kelowna BC V1Y 1J4  
 Email: aalbiston@kelowna.ca  
 Phone: (250) 469-8569  
 Fax: (250) 862-3349

Kari O'Rourke  
 Marketing & Communications Coordinator  
 City of Kelowna  
 Works & Utilities Department  
 Transportation Division  
 Kelowna BC V1Y 1J4  
 Email: korourke@kelowna.ca  
 Phone: (250) 469-8485  
 Fax: (250) 862-3349