

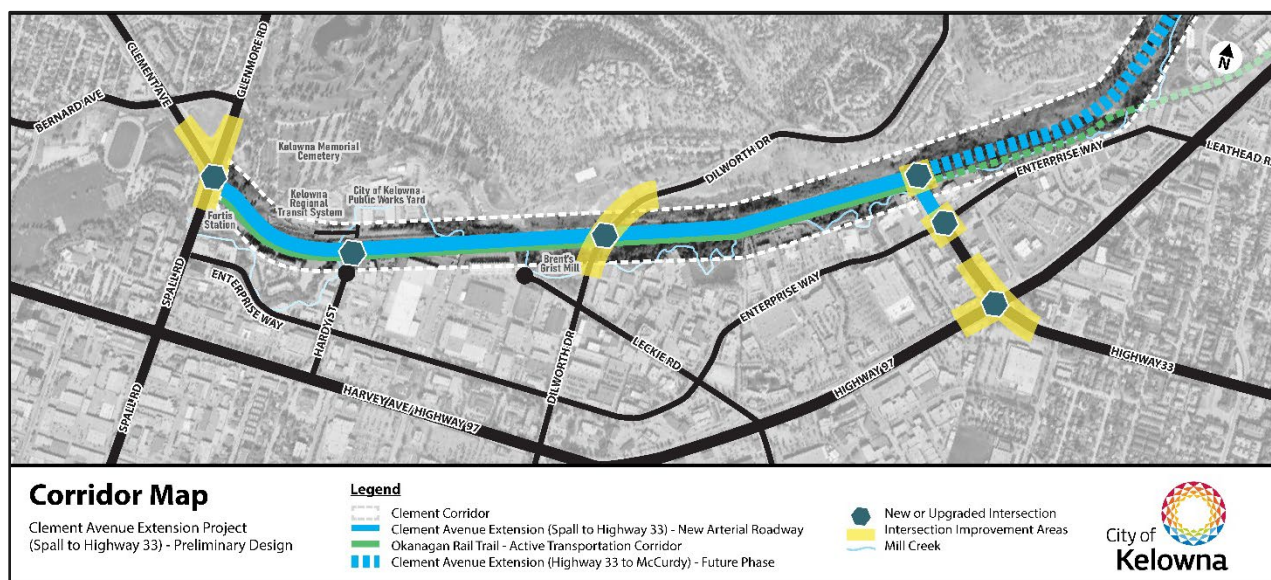
Clement Avenue Extension

Engagement Summary



Project Overview

The City of Kelowna is working, with a funding contribution from the BC Ministry of Transportation and Transit, to develop the Preliminary Design for the Clement Avenue Extension from Spall Road to Highway 33.



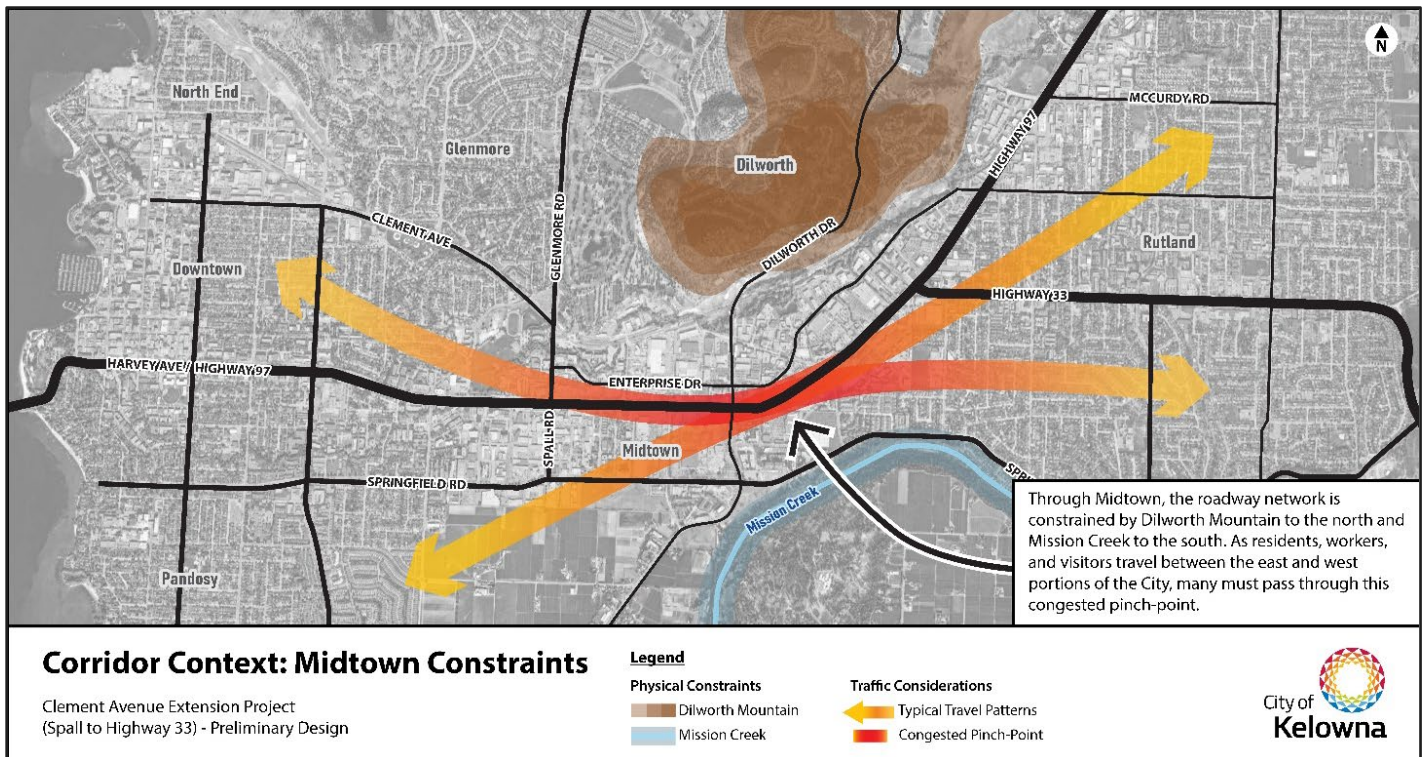
During the Preliminary Design Phase, the project team worked to:

<p>Advance the design of the Clement Avenue Extension including:</p> <ul style="list-style-type: none"> refining the corridor's alignment, number of travel lanes and turn lanes. providing recommendations for intersection configurations, including traffic signal and roundabout layouts. defining the location and scale of major structures such as retaining walls and bridges. identifying improvements to connect the Clement corridor to the surrounding road network. 	<p>Consider the wide range of users, interests and infrastructure that exist within the corridor today, including:</p> <ul style="list-style-type: none"> utilities (water, sewer, drainage, gas and power), Mill Creek, first nation interests, environmentally sensitive areas, the Okanagan Rail Trail, adjacent residents and businesses.
<p>Provide recommendations to maintain and accommodate the Okanagan Rail Trail Active Transportation Corridor, including identifying:</p> <ul style="list-style-type: none"> locations where the trail's alignment will be adjusted. opportunities to improve the trail. recommendations for how to cross intersections. 	<p>Provide an updated scope, schedule and estimate of costs for the Clement Avenue Extension.</p>

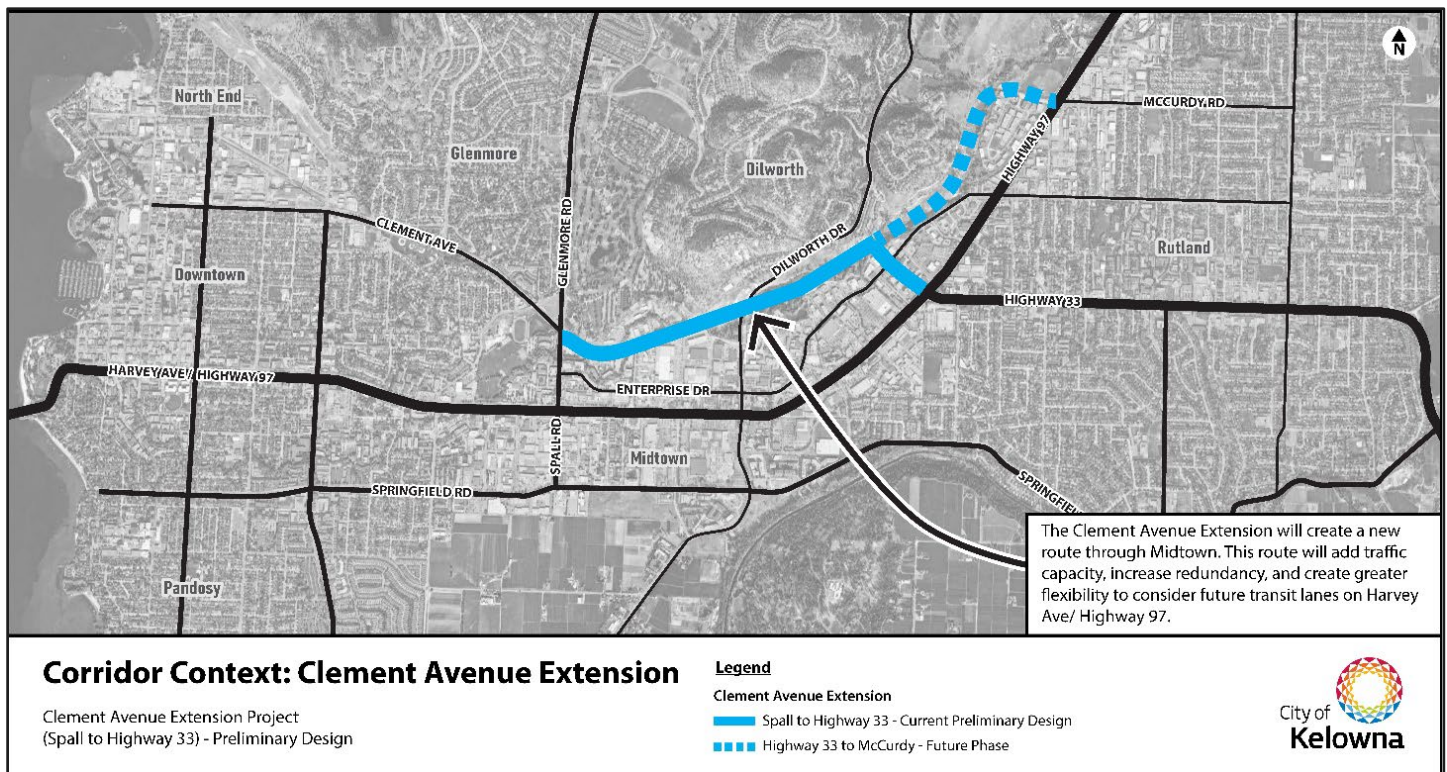
Background

Kelowna is one of Canada's fastest-growing communities and is expected to grow by 50,000 residents (or 30 per cent) over the next 20 years. With this growth, travel demand will increase. While transit, cycling, and walking will play a larger role, driving will remain important, especially for moving goods. As the region's largest employment and service hub, Kelowna also attracts thousands of visitors, workers, and customers each day - many traveling through the Midtown area.

As a result of Dilworth Mountain and Mission Creek, the city's road network in Midtown is constrained. Traffic between the east and west sides of the city, as well as regional highway traffic, must use one of three routes: Enterprise Way, Harvey Ave / Highway 97, and Springfield Rd. During peak periods these routes are at capacity.



The Clement Avenue Extension will create a fourth east-west corridor through Midtown, increasing the capacity and redundancy of the road network. This additional route will improve connectivity between Downtown, the North End, Midtown, Rutland and points to the north and east. It will also create future opportunities to consider dedicated transit lanes on Harvey Ave / Highway 97



Benefits of the Roadway

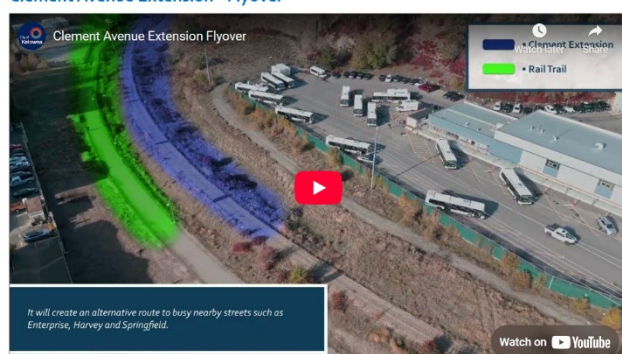
- ▶ Help more people to reach their destinations in a rapidly growing Kelowna.
- ▶ Improve east-west traffic flow through Midtown, including for goods.
- ▶ Develop a more resilient road network by adding an additional route linking Downtown to the central and eastern parts of Kelowna.
- ▶ Create greater flexibility for the City and Province to advance future dedicated transit lanes on Harvey Avenue / Highway 97.
- ▶ Maintain the Okanagan Rail Trail and explore opportunities for improvement, including trail widening, separated space for pedestrians and cyclists, improved street crossings and improved landscaping.

Engagement Overview

Engagement for the Clement Avenue Extension ran from May 15th – June 5th, 2025. During engagement, information about the project was shared with the community with the intent of gathering input about their priorities which could be used to influence the Preliminary Design of the roadway.

Using the City's online engagement platform, **Get Involved Kelowna**, information included in Section 1 Project Overview was shared with residents, along with a "flyover drone video" highlighting the Project Area and key messages.

Clement Avenue Extension - Flyover



Residents were surveyed about their anticipated use of the Clement Avenue Extension, the existing portion of the Okanagan Rail Trail in the Plan Area, and priorities related to the project's preliminary design. To gather priorities, participants were asked to rank the importance of key project outcomes including impacts during construction, reducing visual and noise disturbances, and maximizing Clements Avenue's capacity to efficiently move traffic; as well as allowing open-ended responses.

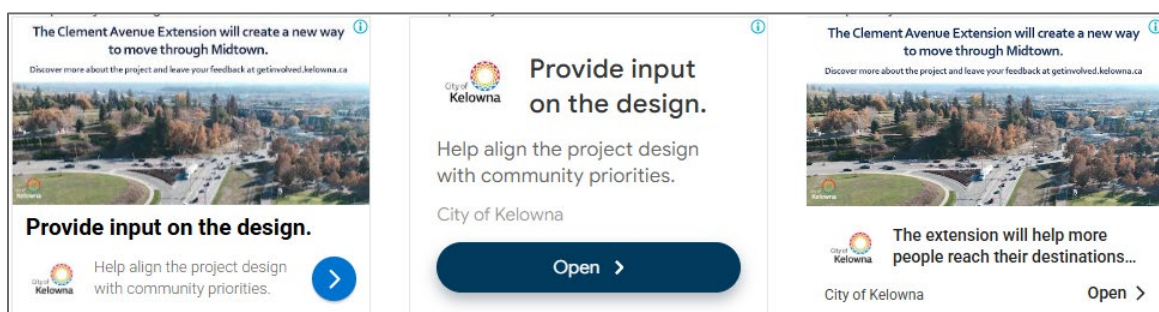
The online survey was open for three weeks and had 1,160 respondents.

Input gathered through the survey has been reviewed alongside the technical analysis of the corridor, regulatory requirements, and cost considerations to help shape the design of the Clement Avenue Extension.

Promotion

As the Clement Extension is a major project that impacts most of the city, a wide range of promotional tactics were used to ensure we reach as many residents as possible to give them a chance to participate.

A news release picked up by media outlets, supplemented by digital ads on Castanet, Meta and Google helped to reach audiences online. To reach those who weren't online, an ad in the Daily Courier was provided, as well as in their City in Action section. To meet people directly using the existing road networks near the project site, electronic signage was set up, as well as ads on radio stations for those driving.



What We Heard

Key Themes

1

Reduce Traffic Congestion

- Responses stressed a shared concern about increasing traffic congestion throughout the community, and there was a widespread desire to see traffic congestion meaningfully addressed.

"Fewest necessary traffic lights and stop signs to keep traffic moving. Use over or under passes at major congestion points."

2

Support for Alternative Modes

- Respondents expressed a desire for the City to continue promoting public transit, walking, and cycling as means of managing traffic as the population grows.
- Some respondents also challenged the idea that building more roads would reduce congestion, and therefore would prefer to see the City investment in infrastructure for alternative transportation methods, such as light rail transit.

"Hopefully this [project] will have a positive impact on traffic congestion"

3

Keep Traffic Free Flowing

- Respondents expressed wanting to have free-flowing traffic for both motorists and trail users.
- There was a perception that traffic lights increase congestion issues; as such, there was strong support for getting uninterrupted traffic flows by using grade-separated intersections, roundabouts, or other mechanisms.

"Focus on increasing support for active transportation and public transit infrastructure in our city"

4

Meet Anticipated Needs

- Open-ended comments expressed a desire to see this project meet anticipated demands both now and into the future. Respondents would like to see the City build the full extent of the project upfront rather than in phases: building all the required lanes and full expanse of the extension as soon as possible.

"Do not under build the capacity of the road. If Kelowna is going to grow 30% in the next 15 years, the road needs to adequately accommodate the increase in traffic, and then some"

5

Minimize Negative Impacts

- Environmental impacts, specifically on Mill Creek and its associated role as a habitat corridor were a primary concern expressed in open-ended comments of the survey.
- Noise and air pollution were also identified as a major concern for nearby landowners and existing trail users. These residents have requested, and are advocating for, effective buffers to minimize the negative impacts of the roadway.

"I am deeply concerned about how this project will further damage Mill Creek and the surrounding riparian ecosystem."

6

Preserving the Trail's Existing Character

- Respondents expressed appreciation for this portion of the Okanagan Rail Trail which is valued for its tranquillity and users' immersion into natural setting. When considering the Clement Avenue Extension, existing users are very wary of any changes to the trail that might degrade its peaceful, well-vegetated, and safe character where users are well separated from the noise, safety risks, and pollution generated by motorists.

"The addition of a new (and even closer) high volume roadway will undoubtedly increase the noise level considerably."

7

Safety and Security Concerns on the Trail

- Both trail and motorists expressed a desire to see trail users avoid road crossings, favouring underpasses to maintain flow of movement and improve trail users' safety by avoiding motorists.
- Many open-ended comments expressed existing and future security concerns for trail users, citing the existing presence of persons using the park space along the corridor as transient housing and creating an uncomfortable environment for others. As the design of the Okanagan Rail Trail progresses, residents would like to see it designed using Crime Prevention Through Environmental Design (CPTED) principles to improve safety and encourage its use.

"I would like the rail trail to be as protected and green as possible, similar to the separation of the Mission Creek Greenway and Springfield."

"The Rail Trail is one of the few places in Kelowna where cyclists don't have to be concerned about vehicle collisions"

Survey Results

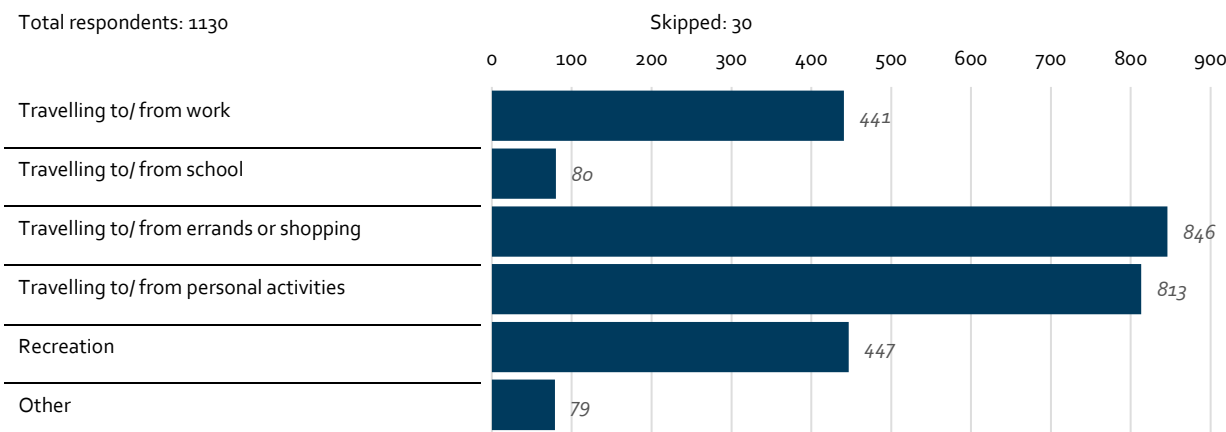
Results from public surveys such as this are a collection of opinions and perceptions from interested or potentially affected residents - those with an existing affinity for the topic - and not a statistically random sample of all Kelowna residents.

Many of the design considerations for the Clement Avenue Extension will be evaluated based review of existing constraints, technical analysis, regulations and cost considerations. However, understanding community priorities will help to better understand and balance trade-offs.

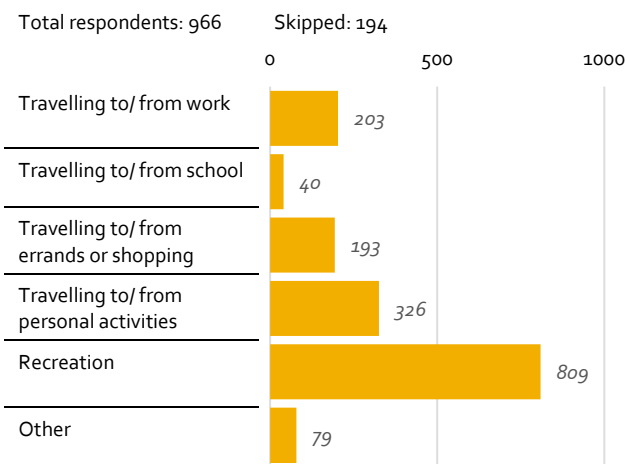
Hosted on the City’s Get Involved platform, 1,160 surveys were submitted between May 14th and June 4th, 2025. The results were analyzed using both qualitative and quantitative methods to develop a thematic analysis. Information collected through the survey are shown below.

Anticipated Future Use

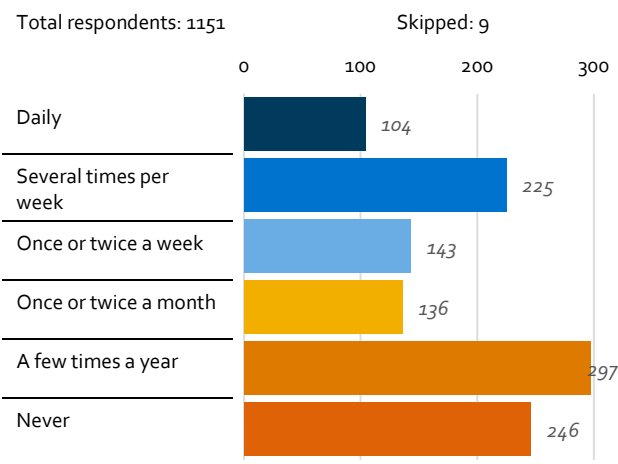
Current Clement usage



Current Okanagan Rail Trail usage



Frequency of Okanagan Rail Trail use

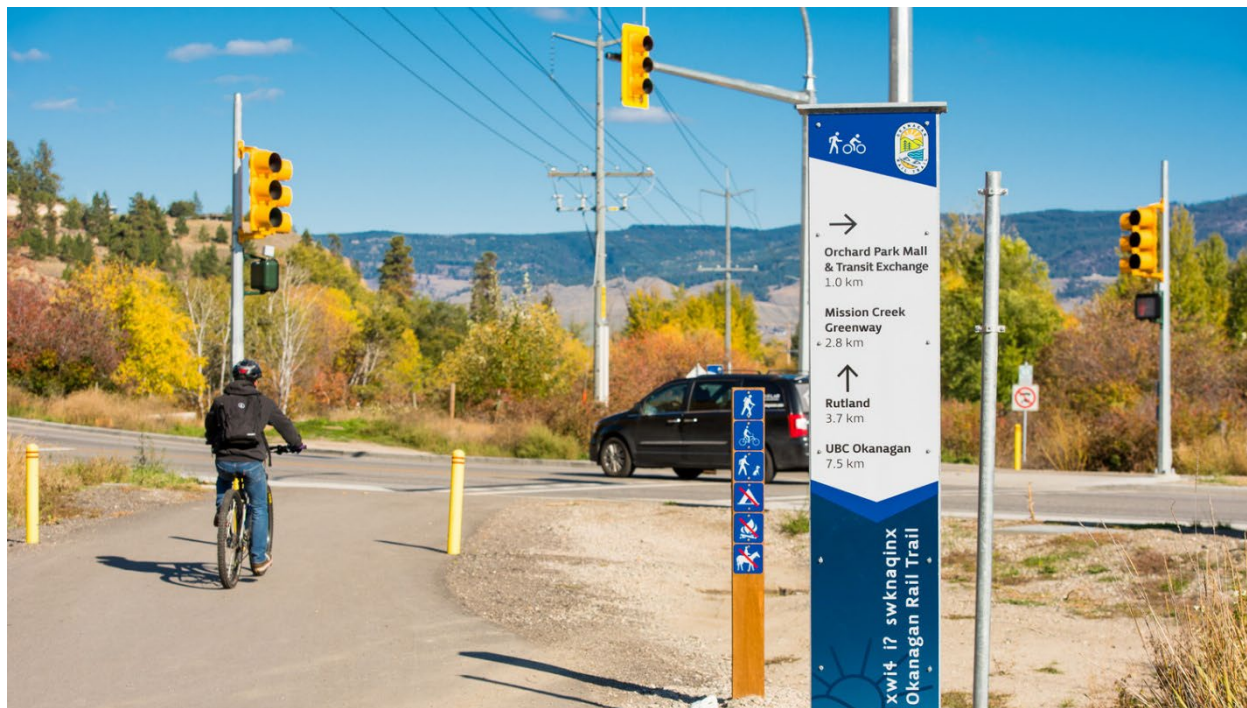


Based on the above community survey results, the Clement Avenue Extension roadway and the adjacent Okanagan Rail Trail are expected to serve distinct yet complimentary roles in supporting the mobility, lifestyle, and recreation of the City of Kelowna residents.

The Clement Avenue Extension is poised to become a vital multi-use corridor, with residents indicating a strong interest in using it primarily for day-to-day travel. Most respondents noted they would use the roadway for errands and shopping (75 per cent) or personal activities like visiting friends, attending appointments and events (72 per cent). A significant number also see it as a commuter route (39 per cent) and for recreational travel (40 per cent), underscoring its roles in enhancing access, connectivity, and overall quality of life.

The Okanagan Rail Trail is used for a variety of purposes, including commuter uses like travelling to/ from work, errands, or personal activities; however, with 85% of respondents highlighting recreation as a key reason for using it, the trail's role as a recreational amenity is evident.

Together the roadway and trail reflect a vision for a well-rounded corridor: one that balances efficient mobility with recreational value, and offers diverse opportunities for residents to move, connect and enjoy the city in different ways.

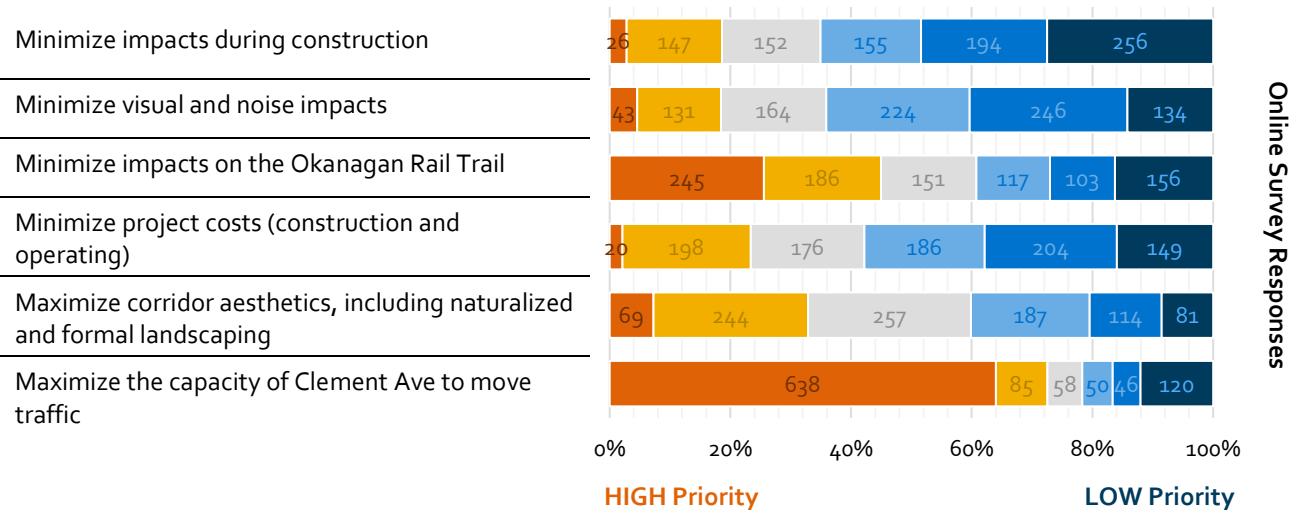


“Simply keen on having another route through town, and obviously, one that is advantageous to those coming from/going to the Rutland/Airport area. At the same time, minimizing the impact on the Rail Trail, with an opportunity of enhancing it, at the same time.”

Priority Outcomes

Many of the design considerations for the Clement Avenue Extension will be evaluated based review of existing constraints, technical analysis, regulations and cost considerations. However, understanding community priorities will help to better understand and balance trade-offs. To gain insight into these priorities, respondents were asked to rank outcomes for both the roadway and the Okanagan Rail Trail and were offered an opportunity to highlight other priorities using an open-ended comment box. A total of 668 open-ended comments were submitted, all of which were reviewed and analyzed for key themes which have been incorporated throughout this summary.

Roadway

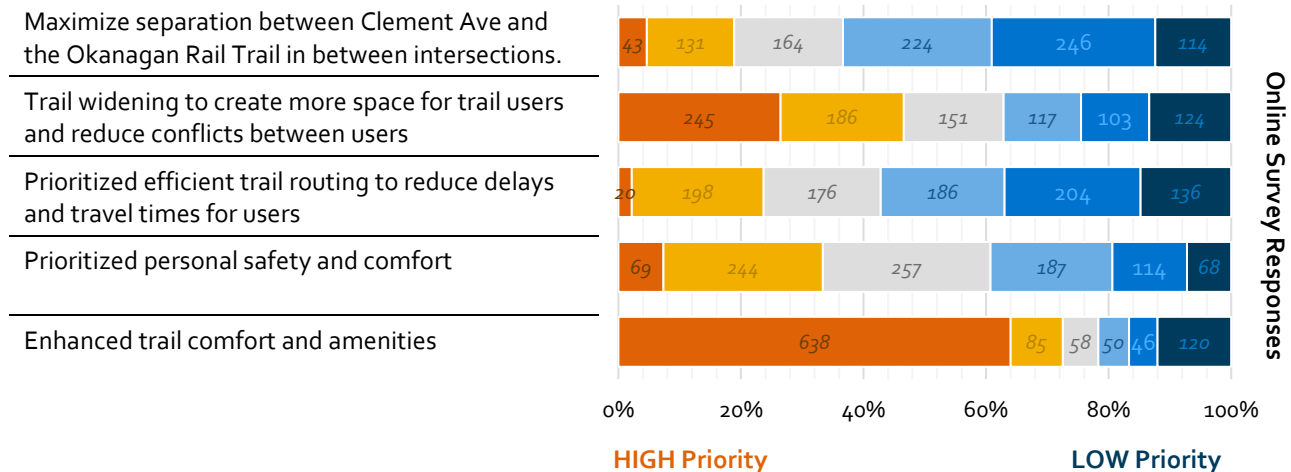


As shown in the graph above and additionally highlighted in the open-ended comments collected through the survey, a key priority among the survey respondents is maximizing the user capacity of Clement Avenue to move high volumes of traffic. The efficient movement of vehicles was captured as a priority with over 60 per cent of survey respondents rating it as their highest priority. To achieve this free movement of traffic, survey respondents in the open-ended comments requested the design team consider incorporating grade-separated interchanges, roundabouts, dedicated turning lanes, or other measures as deemed appropriate. In general, there was an impression expressed by respondents that traffic lights create increased congestion, including pedestrian-activities lights required to facilitate safe roadway crossing.

The survey also showed respondents’ desire to minimize impacts to the Okanagan Rail Trail, and through open-ended comments also the surrounding landowners, during and following construction. Through comments, concerns about the potential noise, visual impacts due to construction, air pollution, and roadway lighting all having a negative impact to both trail users and surrounding residents. Impacts to Mill Creek and its role as a riparian ecosystem and wildlife corridor were also highlighted as a primary concern, specifically for those who expressed not supporting the project at all.

“Very excited this is finally happening. It is very much needed. Extending to McCurdy, and then eventually to the airport would also be extremely beneficial. I would love to see that timeline accelerated.”

Okanagan Rail Trail



When considering priorities for the portion of the Okanagan Rail Trail along the Clement Avenue Extension, the highest priority by far from survey respondents was the trail's comfort and amenities. Using the open-ended comments to provide additional insight, there was a strong desire by respondents to protect and enhance the unique character of the trail which they described as a well-vegetated, naturalized, peaceful environment, where users remain separated from traffic and are able to enjoy uninterrupted movement.

Another item of priority among the survey respondents was to consider trail widening in order to create adequate space for different types of trail users, thereby reducing potential conflicts between pedestrians and cyclists. Similarly, open-ended comments expressed a desire to see the trail designed in such a way that also minimized potential conflicts between trail users and motorists through the avoidance of roadway crossings by way of underpasses.

Additional considerations expressed through open-ended comments which speak to trail users' comfort and overall perception of safety were desires to see incorporation of Crime Prevention Through Environmental Design (CPTED) enhancements along the trail such as increased trail lighting, clear pathway signage, clearing brush away from the trail, etc. In addition, several responses were received that indicated many residents do not feel comfortable using this portion of the trail today due to its presence of transient housing along the corridor, which was also expressed as a concern for the future.

"This would immediately increase my use of the Rail Trail as well as the roadway. I think building it well is worth the price for future benefits."

Next Steps

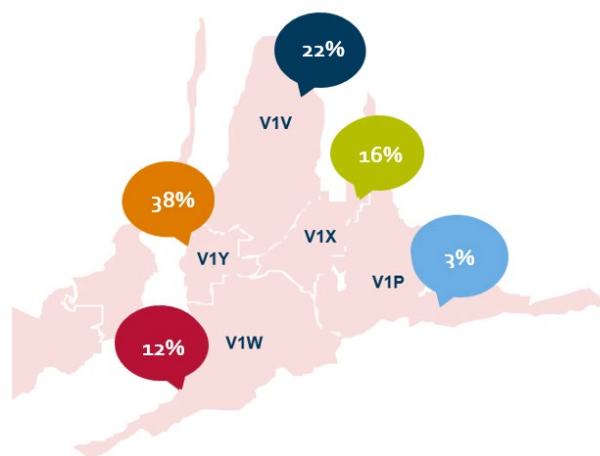
The survey results for the Clement Avenue Extension project highlights some key opportunities for the City of Kelowna to make informed decisions about the future of the roadway extension. As was heard clearly, respondents would like to see the Clement Avenue Extension designed in ways that can effectively reduce traffic congestion while also creating an enjoyable and safe stretch of the Okanagan Rail Trail.

Once the initial Detailed Design is ready, it will be used to start discussions with a variety of groups. These talks and permits usually take 2–3 years. To stay on track for construction in 2028/29 (as planned in the 10-Year Capital Plan), it's important to begin detailed design promptly. As the project moves forward, timelines will be reviewed and updated as needed.

Demographics and Participation

In the survey, respondents were asked to self-identify if they lived or worked near the corridor. 774 respondents (67 per cent) answered in ways that suggested they lived and/or worked near the plan Area.

When reviewing the postal codes gathered by respondents, data suggested the largest number of participants comes from the Central and Downtown neighbourhoods which aligns to the population of those areas. 33 per cent of respondents stated they neither live nor work near the project, putting into context and illuminating the corridor's broad use by the community-at-large and the value to many residents of Kelowna and the surrounding communities.



Participant Understanding

Based on participant feedback received, engagement undertaken for this project met the objectives of informing the public about the project and gathering usable feedback to shape the Preliminary Design. As shown below, most respondents indicated that they understood the information presented, had enough information to participate, and had some understanding of how their input was going to be used.

