



STPCO Update  
City of Kelowna

September 18<sup>th</sup>, 2018

# Outline

- **Part # 1**

- STPCO

- Work Plan Status
- Programs update

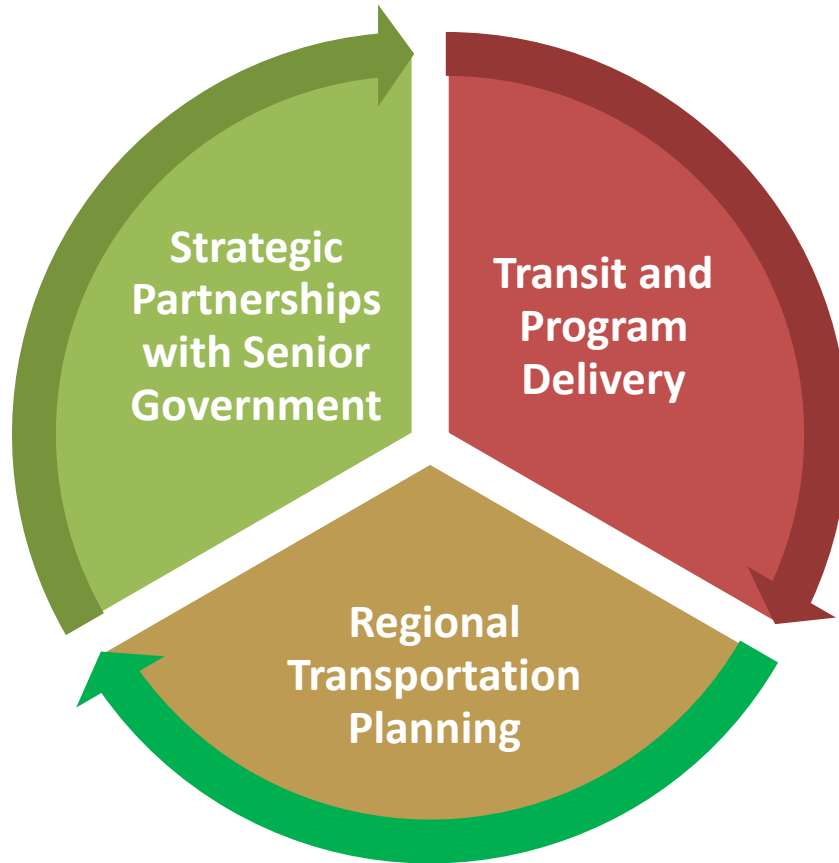
- **Part # 2**

- Regional Strategic Transportation Plan

- Update
- Vision and Goals
- Existing conditions
- Next steps

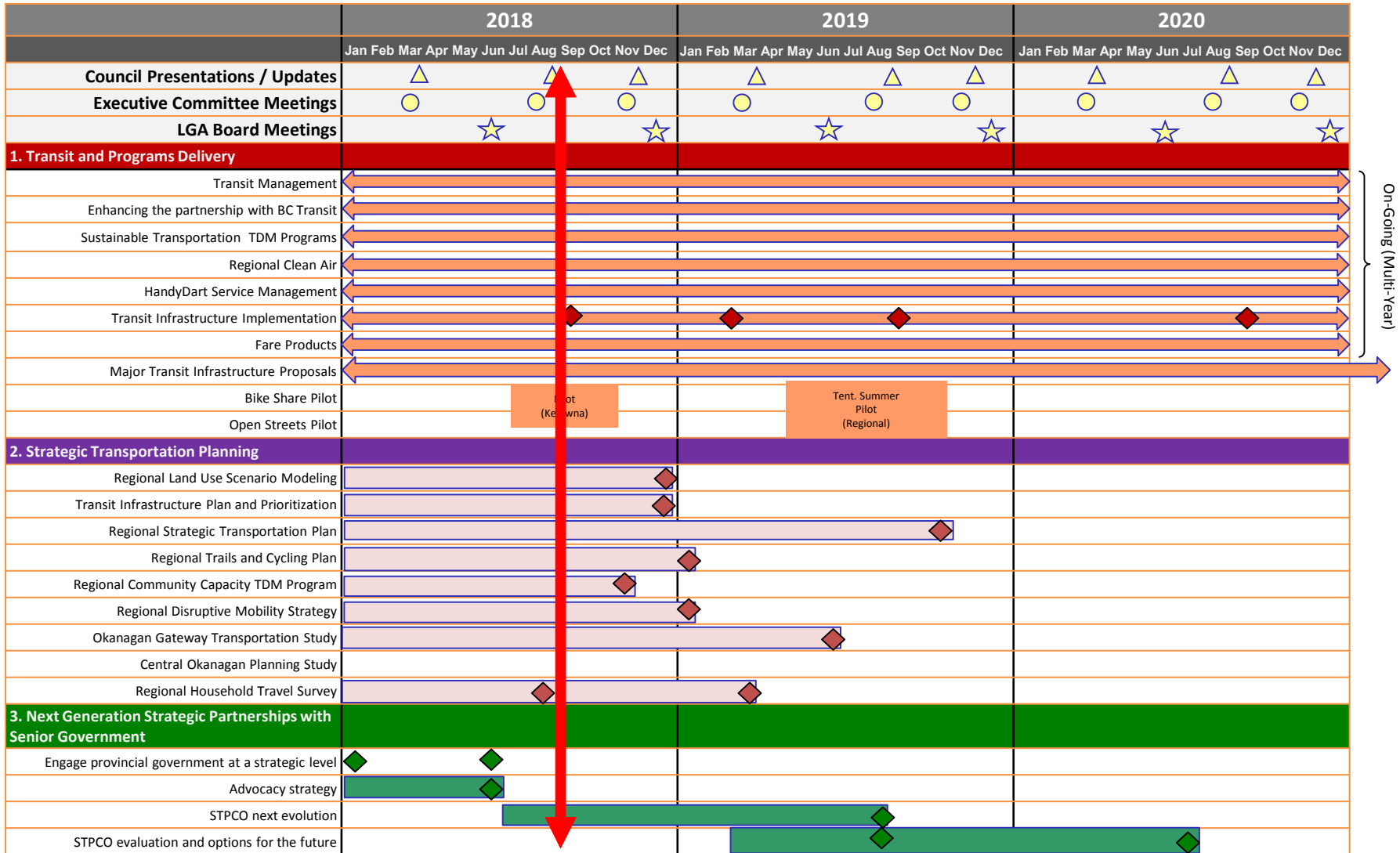


# STPCO areas of work

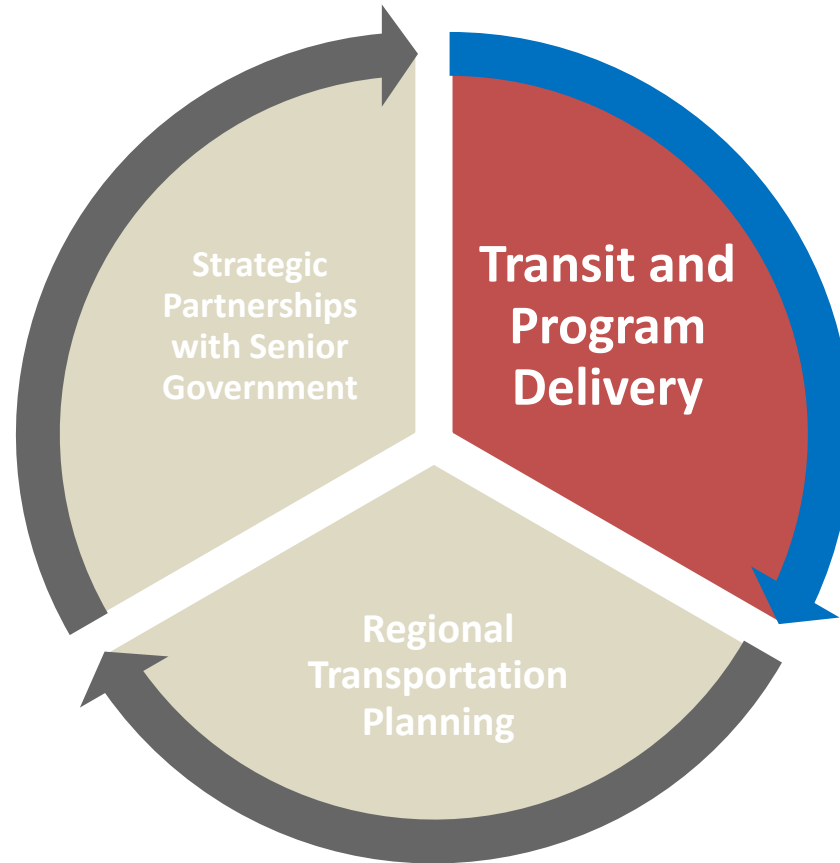




# Draft STPCO Work Plan Reporting and Schedule 2018-2020



# i. Transit & Programs Delivery



# Transit & Programs Delivery

- September service additions:
  - new John Hindle Drive service from downtown Kelowna to UBCO, and
  - new Academy Way and Sexsmith Road service.
- #23 Lake County expansion:
  - 15-minute service frequency during the morning and afternoon peak periods.



# Transit & Programs Delivery

- New trial route #31 summer service on Gellatly Road in West Kelowna wrapped up on Sept. 1.
- Coming soon:
  - Rutland Transit Exchange opening
  - Real Time Transit information and a new passenger counting system.
  - New Sexsmith Road Rapid Bus stops





# Transit & Programs Delivery

- Okanagan College and UBCO Orientation events.



- School District changes to French Immersion delivery managed by staff.





# 2018 Bike to Work Week

- Record Bike to Work Week this year
  - 9,962 trips and 86,123 kms travelled
  - 2,330 riders registered, including 527 new riders!
  - 18,700 kg of GHGs saved!



# Bike and Walk to School Week

- During the month of May, there were 12 Bike Rodeos throughout the Central Okanagan designed to equip youth with bicycle skills and knowledge.





# School Traffic Safety

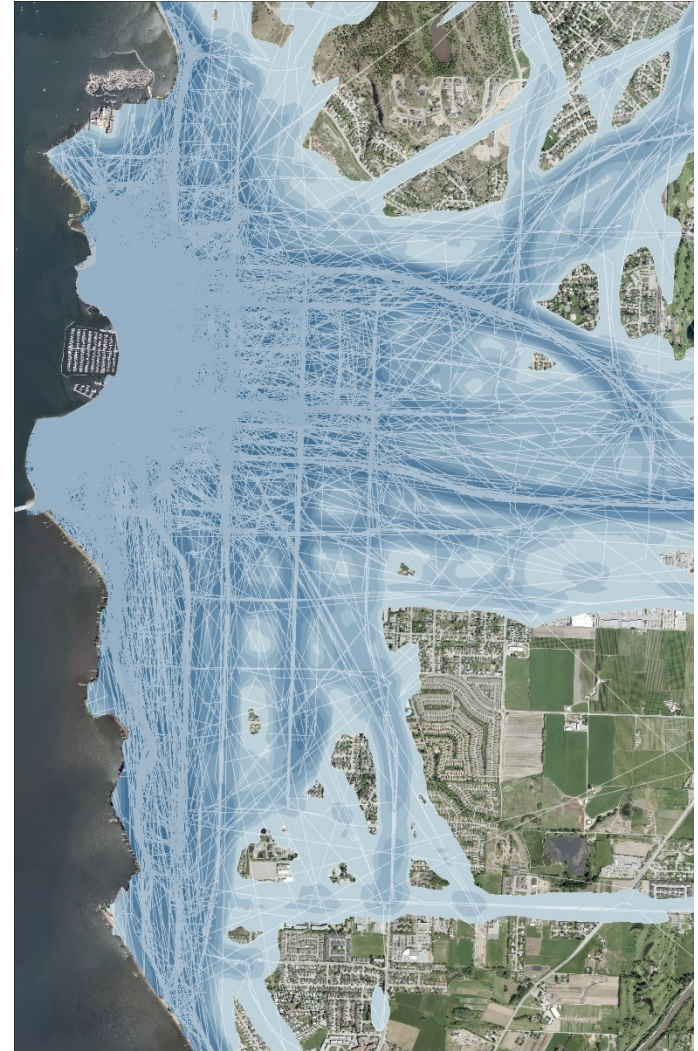
- The award winning student safety crossing guard program is being re-ignited for 2019/20.





# Bikeshare Pilot program

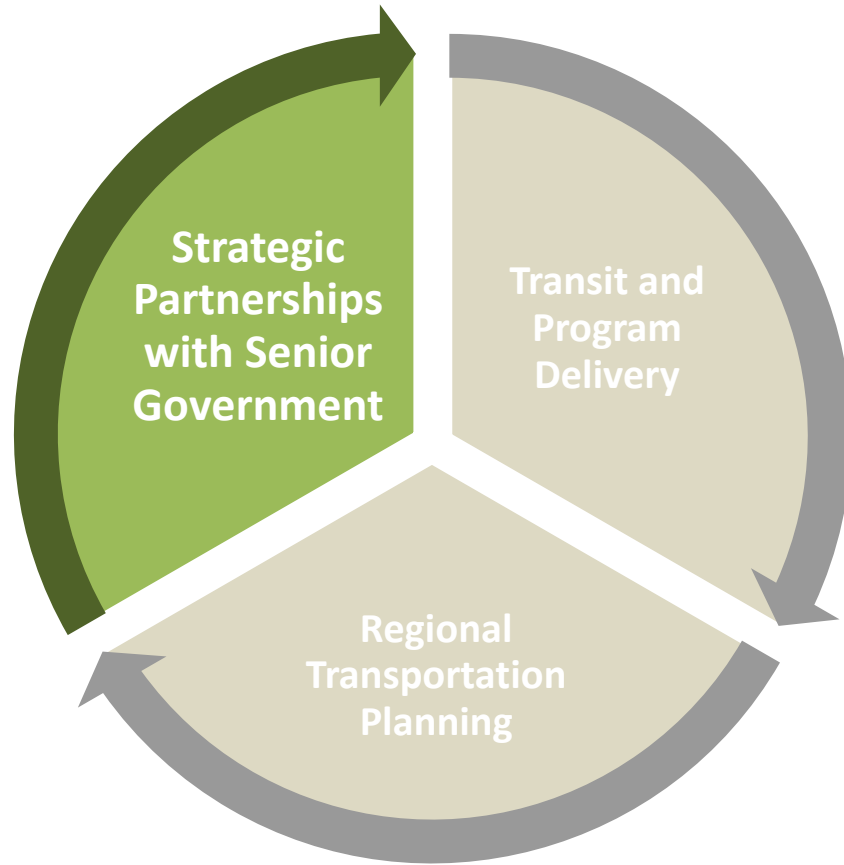
- The Kelowna Bikeshare Pilot, which will inform regional bikeshare guidelines, reached 29,000 rides with 15,000 users in the first 80 days of operation.



# ii. Regional Planning Projects



# iii. Strategic Partnerships







# QUESTIONS?



# Part 2

---

## Regional Transportation Plan Update





# Connecting Our Region

Our first region-wide transportation plan



## Regional Transportation Plan

City of Kelowna  
September 17, 2018

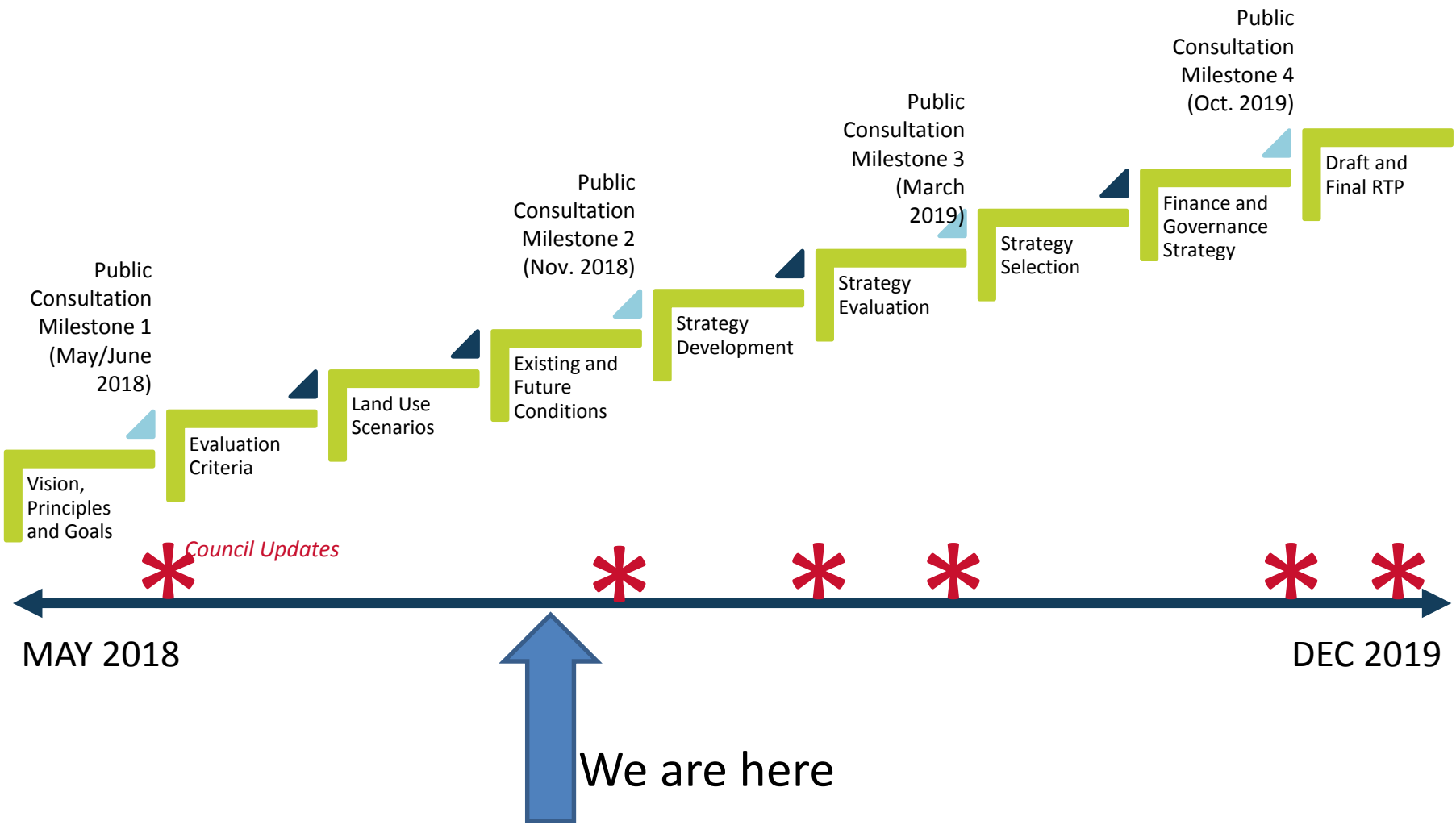




# **Agenda**

- 1. Status Update**
- 2. Vision and Goals**
- 3. Existing Conditions**
- 4. Upcoming Work**
- 5. Next Meeting**

# Regional Transportation Plan - Schedule



# Vision and Goals



# Vision

Overarching theme for transportation in the region

## Goals

The priorities that help to define the vision

## Planning Principles

Descriptions of how the network will function to meet the goals

## Objectives

Performance Metrics

# RTP Vision Statement

Original:

“A balanced and resilient transportation system for the Central Okanagan that moves people and goods in a safe, efficient, accessible, and affordable manner, while supporting and enhancing the region’s economy, social network, and natural ecosystem.”

Proposed:

“A transportation system that connects people to regional destinations within the Central Okanagan and beyond, supporting and enhancing the region’s economy, social networks, and natural ecosystem.”

# REVISED GOALS:

SAFE - transports people and goods safely

EFFICIENT - minimizes energy, emissions and travel times

SUSTAINABLE –creates a net positive social, environmental, and economic benefit to the region and future generations

AFFORDABLE – provides value to all users while minimizing costs to users and taxpayers

ECONOMIC GROWTH - supports regional economic growth

EQUITABLE –addresses the transportation needs of all areas, ages and incomes

ACCESSIBILITY – applies the principles of universal access

QUALITY OF LIFE - minimizes noise, visual and community effects while supporting community cohesion

ENVIRONMENTALLY RESPONSIBLE - minimizes negative effects on the natural ecosystem

MULTIMODAL – increases the variety of travel choices available

ADAPTABLE – can change in response to evolving technology and societal trends



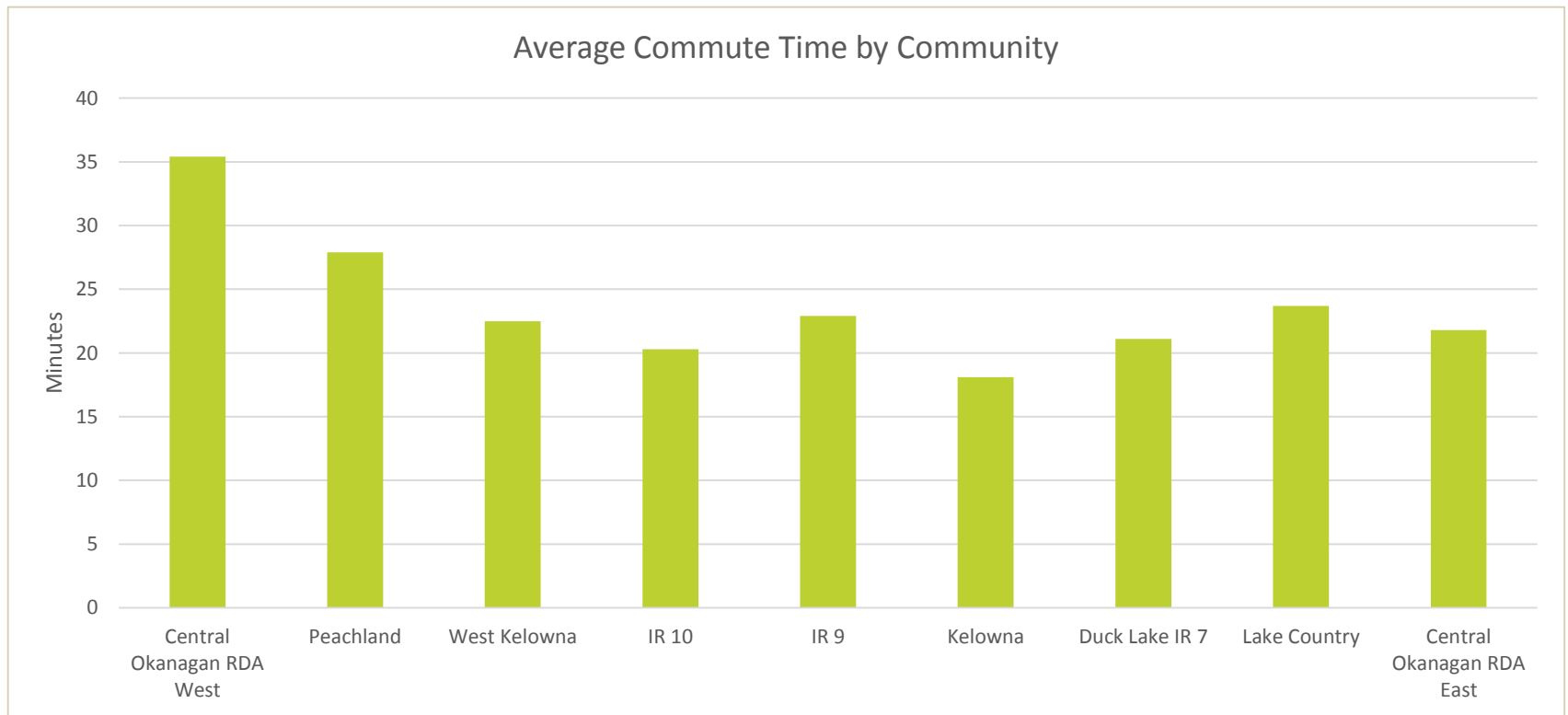
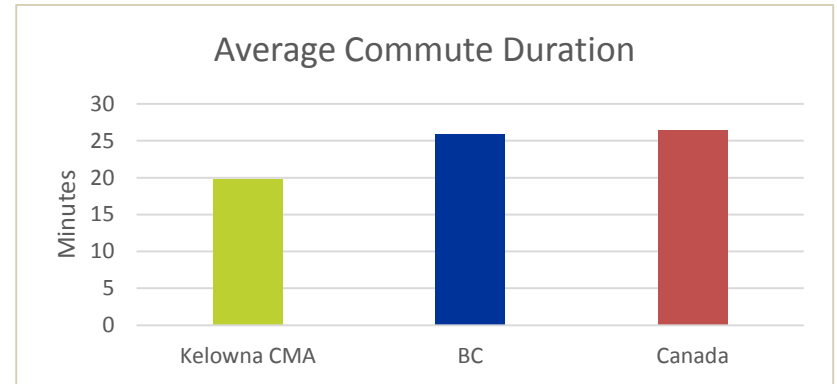
# Planning Principles

- The regional transportation system will provide efficient mobility and access for all.
- A multi-modal transportation network will connect people to urban centres and regional destinations.
- The regional transportation system will support social cohesiveness and economic growth.
- Regional transportation infrastructure will be safe, aesthetically pleasing and inviting as destinations as well as movement spaces.
- The regional transportation system will be future-oriented, and developed and maintained in a responsible and sustainable manner.

Existing Conditions

# Commuting Time

- Regionally – lower than Provincial or National average
- By community – shortest in Kelowna, highest in RDCO West

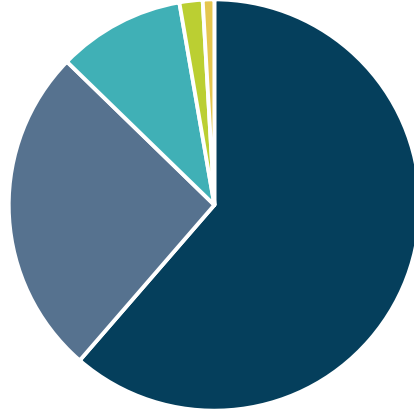
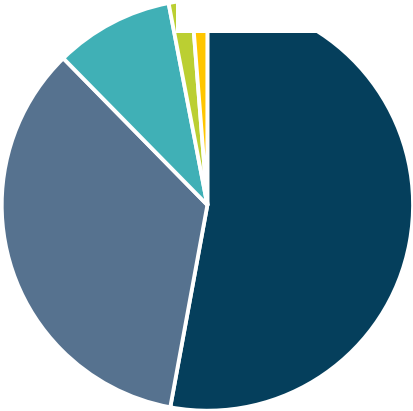
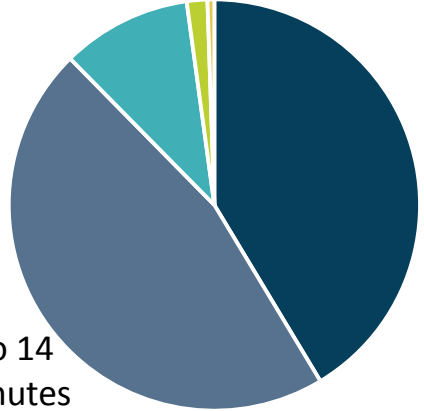
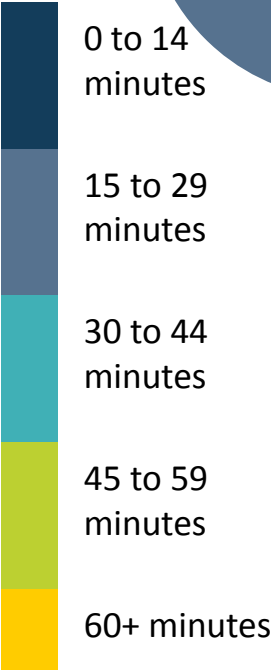




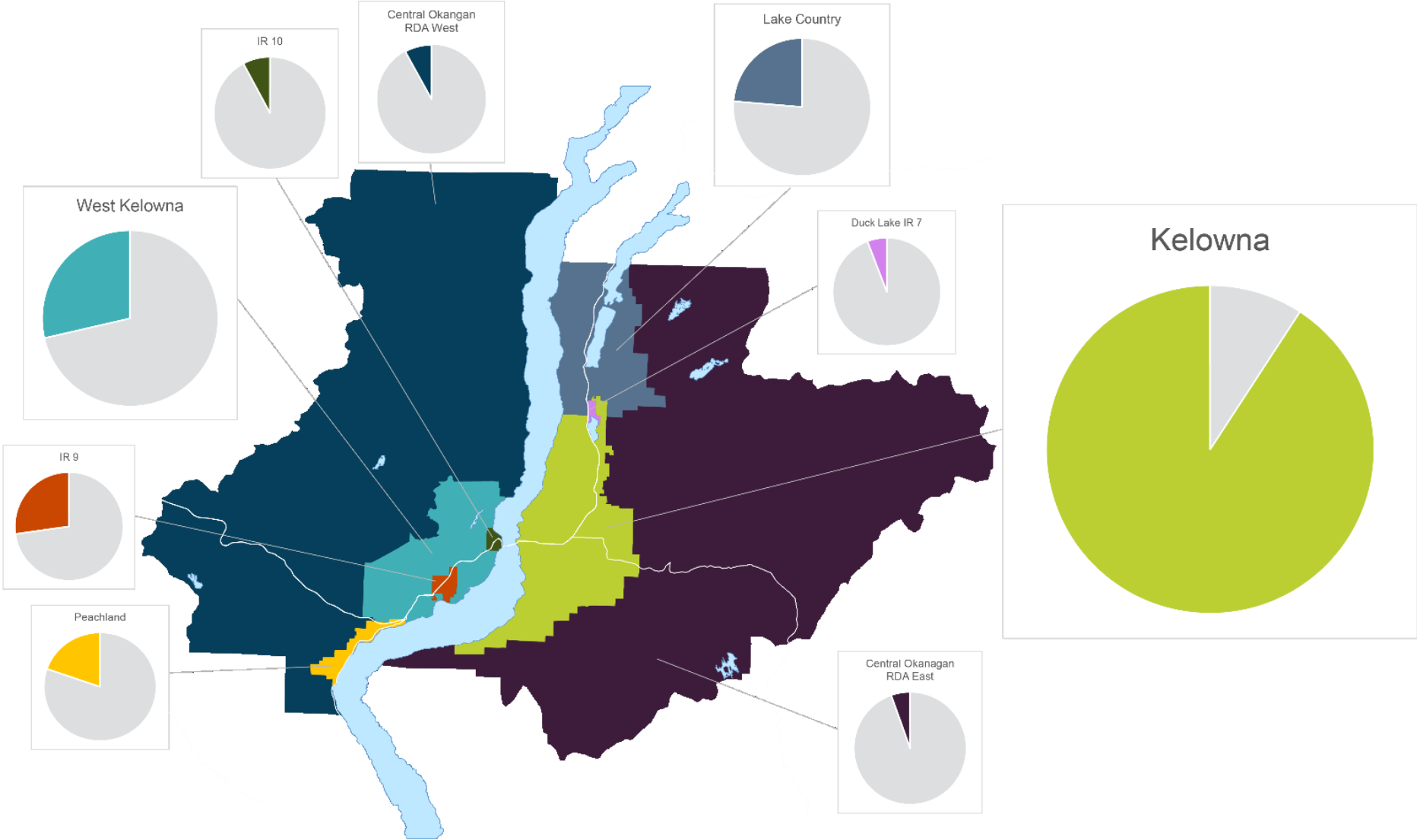
# Regional Commuting Time by Mode



Other

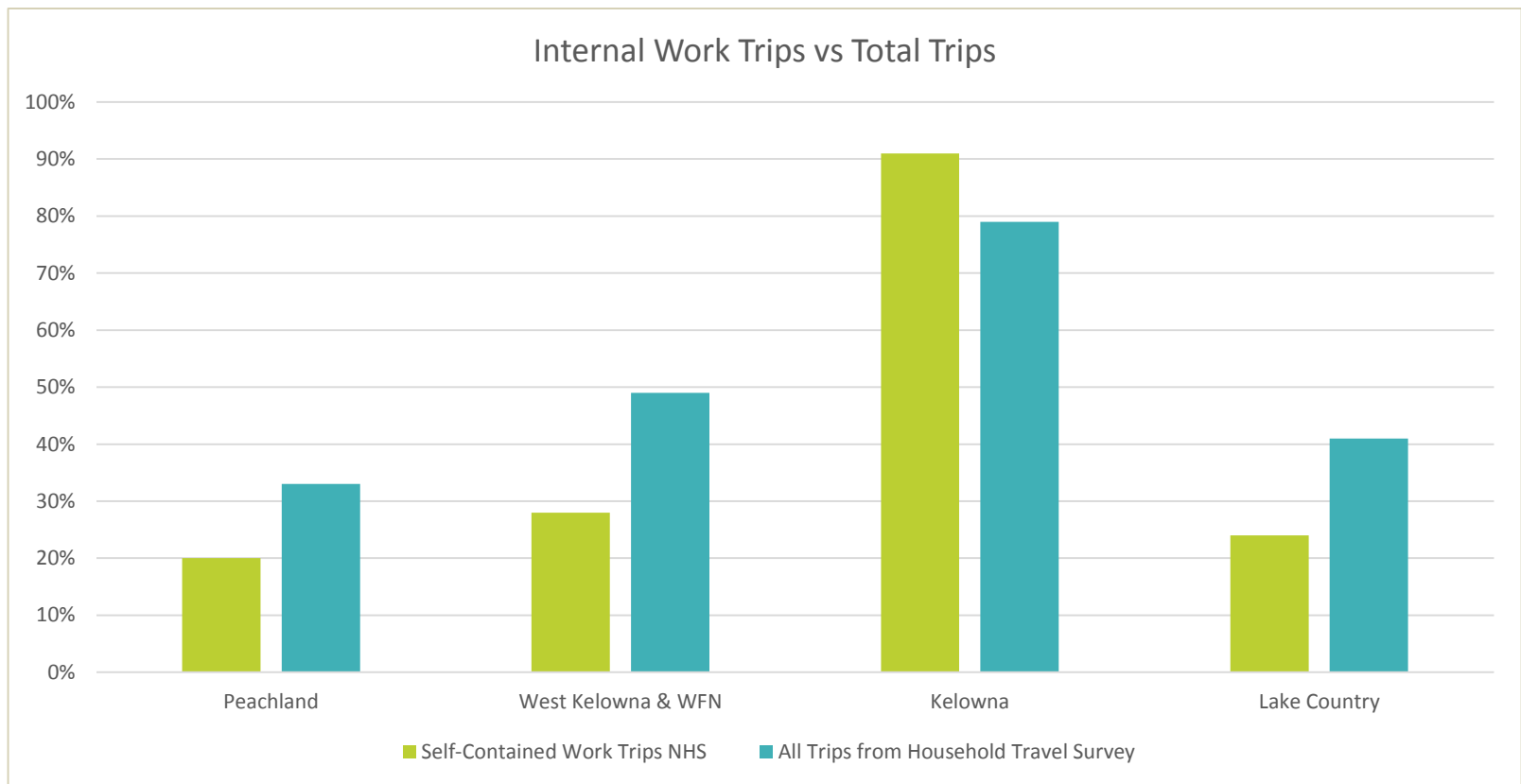


# Self-Contained (Internal) Commute Trips

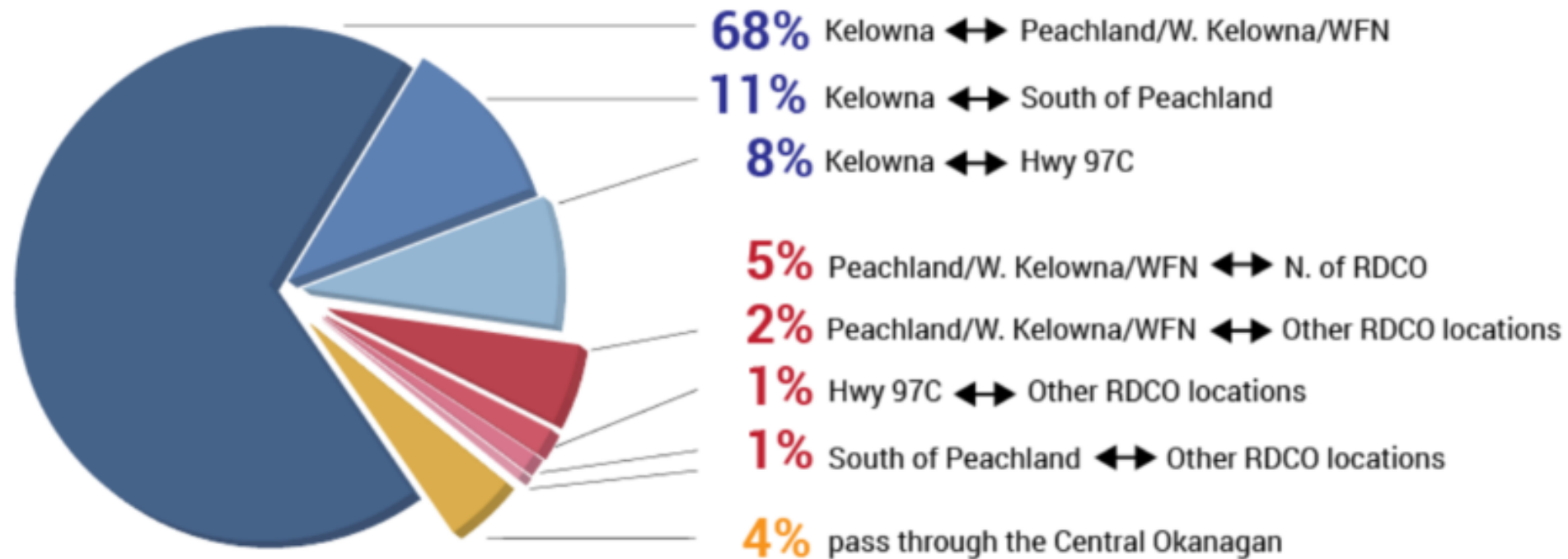


# Self-Contained (Internal) Work Trips vs Total Trips

- Self-Contained Work Trips from 2016 National Household Survey
- Total Trips from 2013 Household Travel Survey

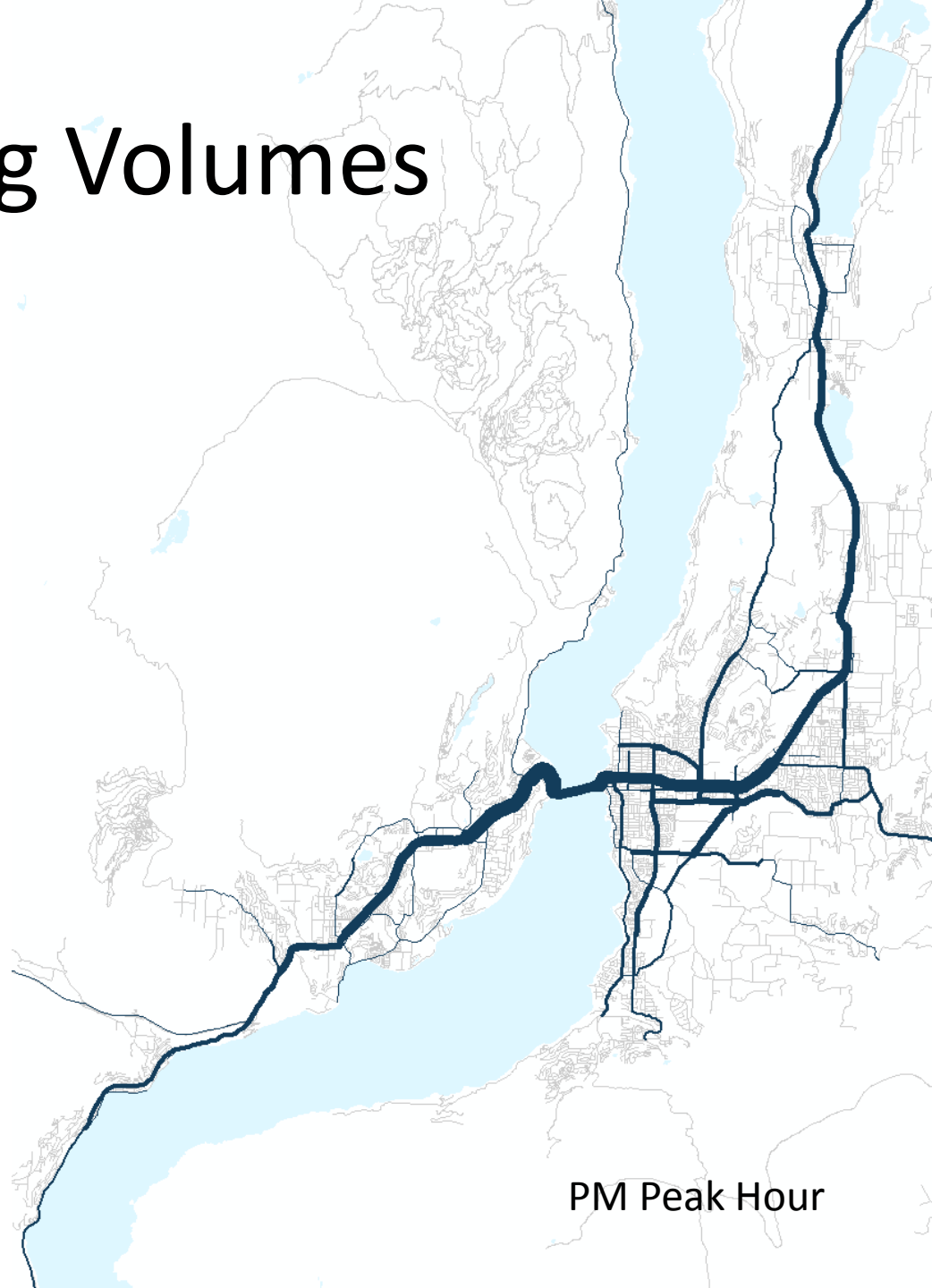
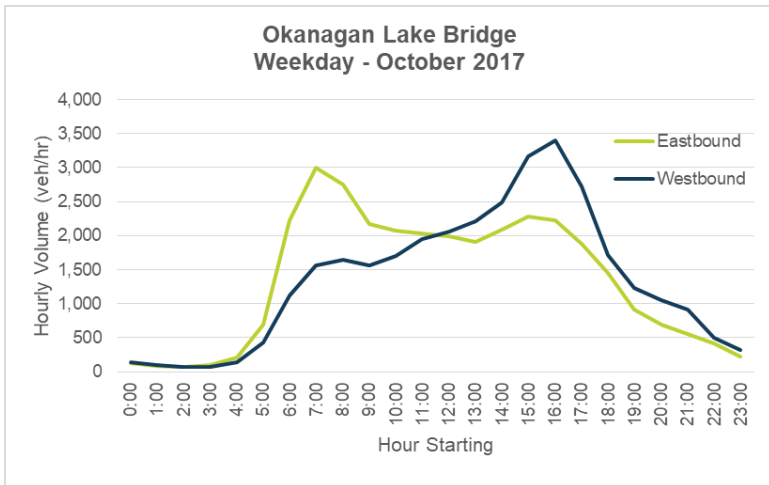
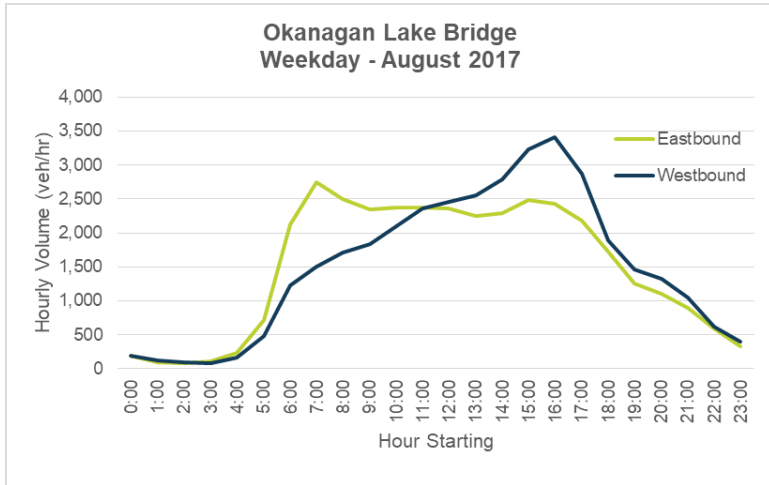


# Origins and Destinations Okanagan Lake Bridge (COPS)



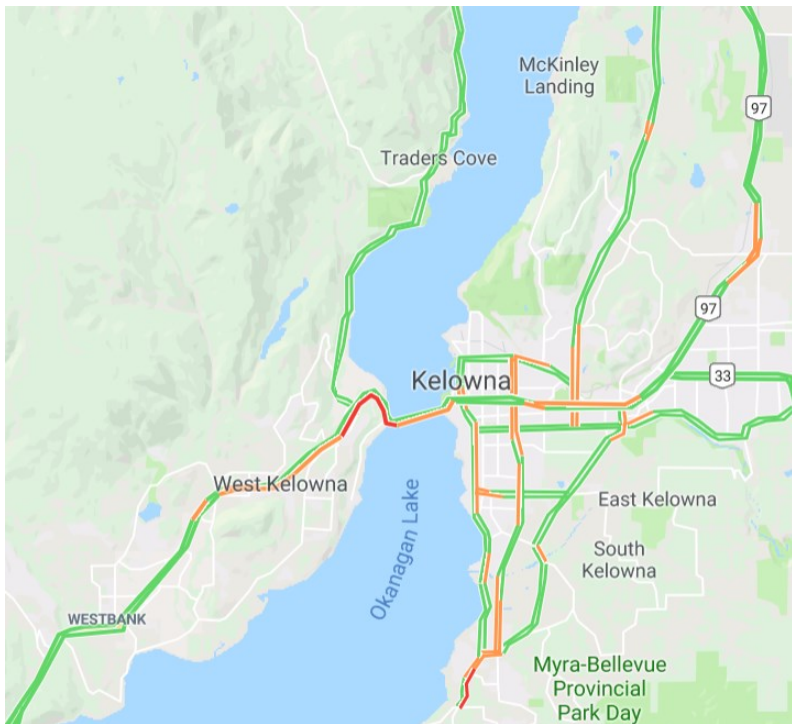


# Existing Volumes



# Congestion

## Weekday AM Peak



## Weekday PM Peak



# Transit Operations Comparison

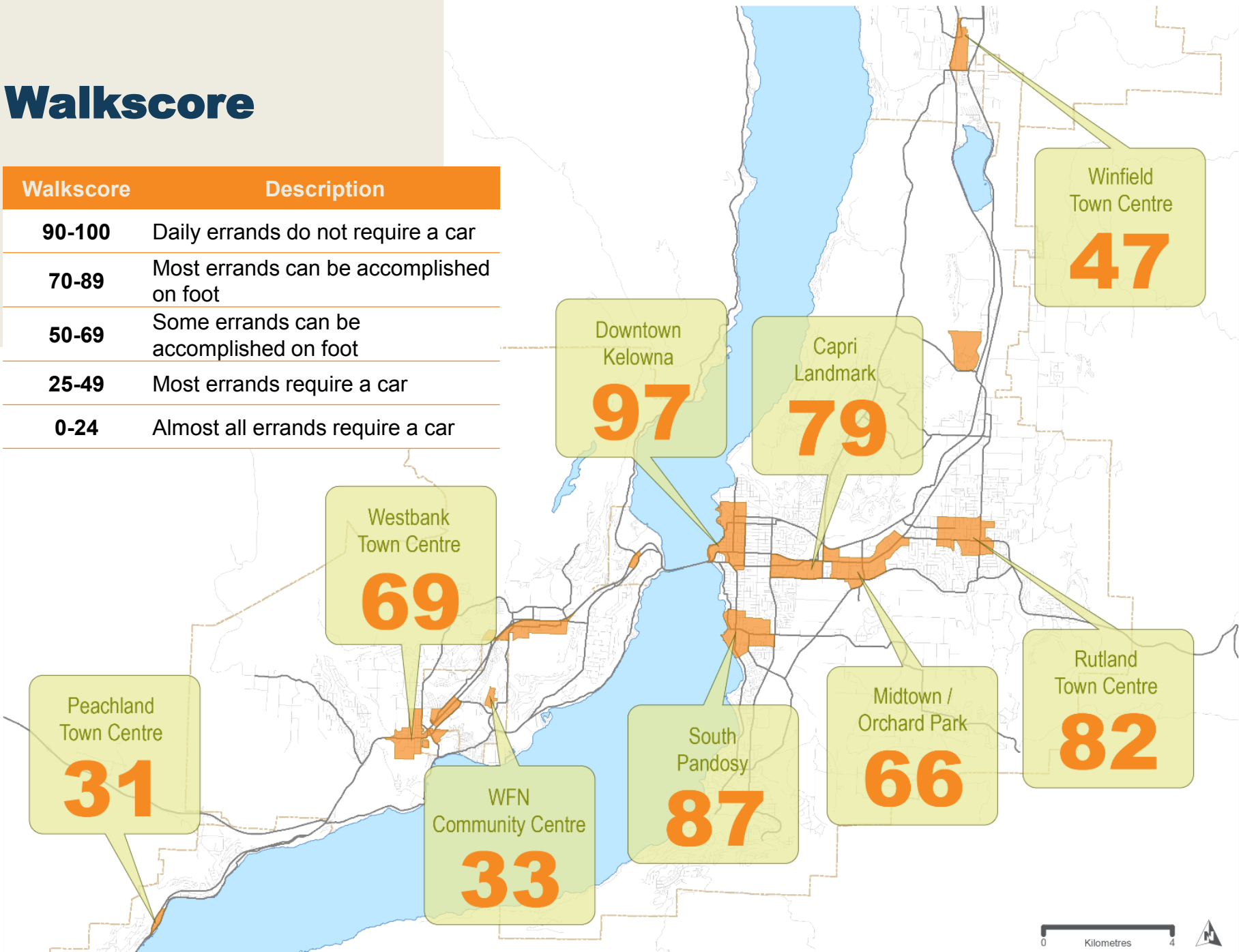
- Service hours, passengers per hour, and R/C ratio generally on par with other cities and CUTA Peer Group average.
- Higher number of revenue passengers but lower transit mode share as compared to other cities.

2016 Statistics	CUTA Peer Group	Kelowna	Kingston	Moncton	Guelph
Population	50,001-150,000	140,860	120,494	116,940	131,794
Service Hours	-	195,488	250,549	104,552	236,340
Revenue Passengers	-	4,928,689	5,193,481	2,307,725	6,109,004
Transit Mode Share	-	3.9%	6.8%	3.4%	6.4%
Service Hours per Capita	1.2	1.3	2.1	0.9	1.8
Passengers per Capita	26	35	43	20	46
Passengers per Hour	22	25	21	22	26
Revenue Cost (R/C) Ratio	34%	34%	35%	38%	43%

Sources: CUTA 2016 Fact Book and Statistics Canada 2016 Census in Brief

# Walkscore

Walkscore	Description
90-100	Daily errands do not require a car
70-89	Most errands can be accomplished on foot
50-69	Some errands can be accomplished on foot
25-49	Most errands require a car
0-24	Almost all errands require a car

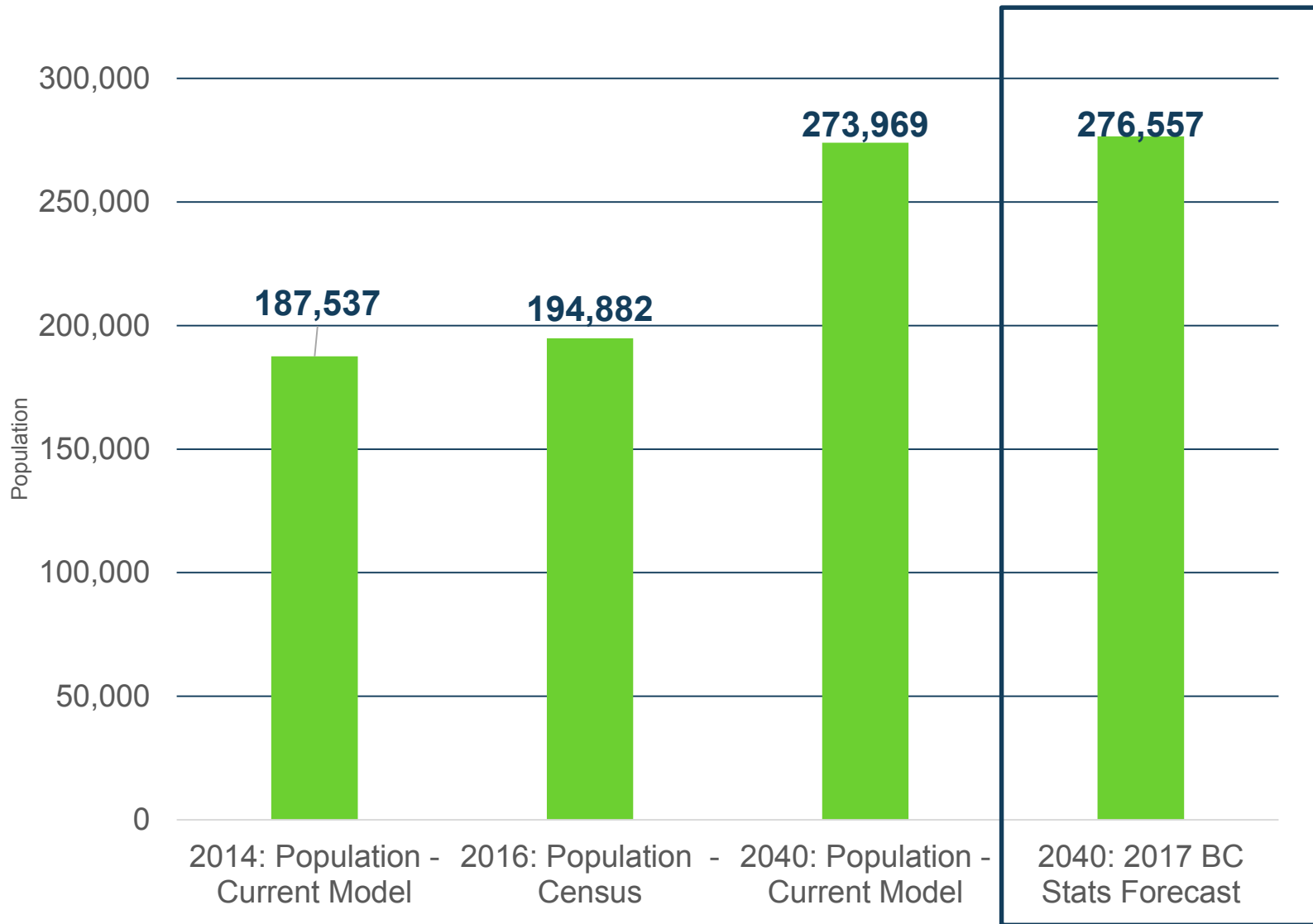


# Land Use Update

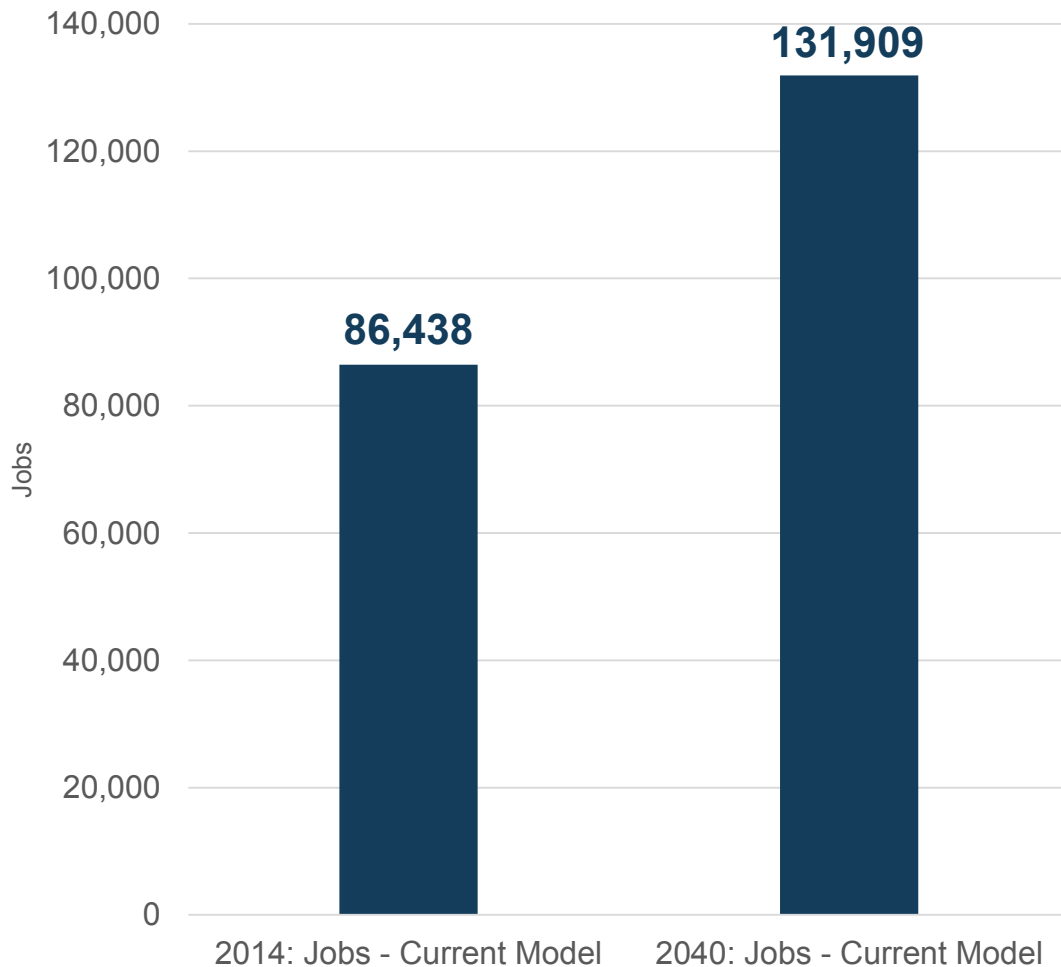


# Regional Population

277,000 Population Scenario



# Regional Jobs



**Ratio of Jobs to  
100 Population:**

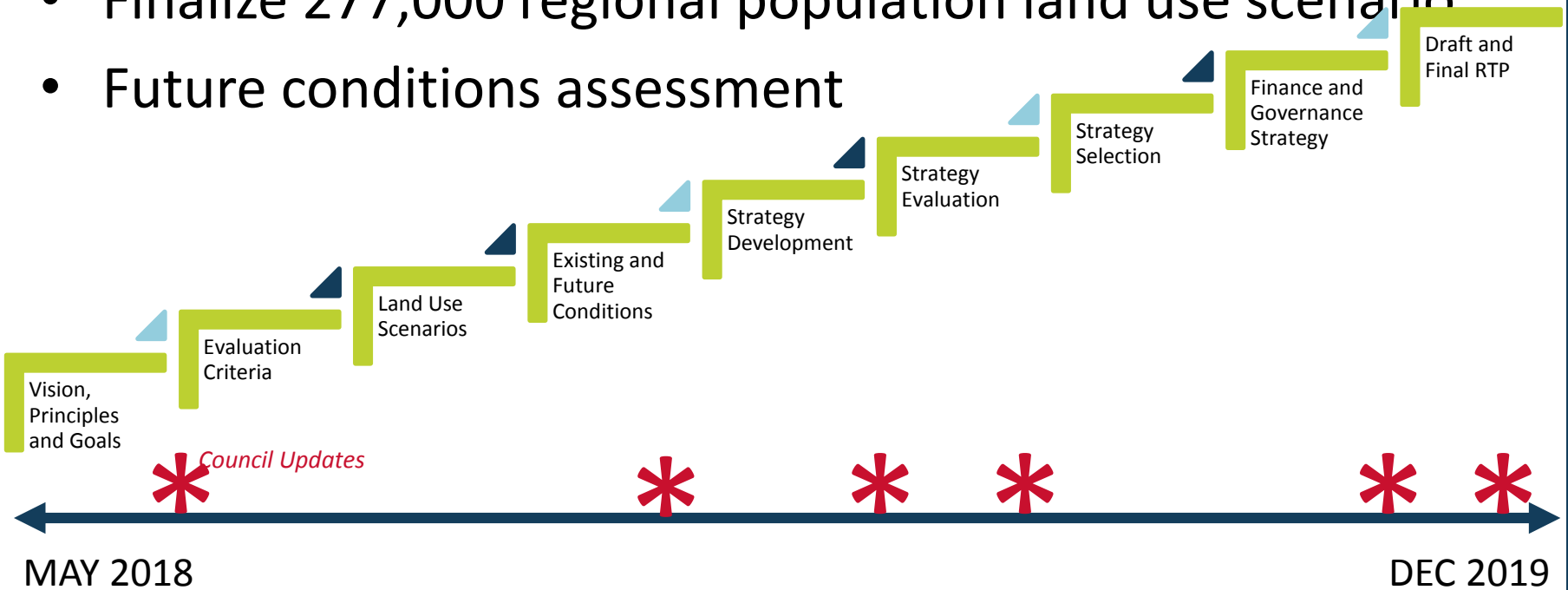
2014: 46.1

2040: 48.1

# Upcoming Work

# Regional Transportation Plan

- Preliminary evaluation criteria
- Complete existing conditions
- Finalize 277,000 regional population land use scenario
- Future conditions assessment



# Thank you!

[smartTRIPS.ca](http://smartTRIPS.ca)

