

Transit Future Action Plan

JANUARY 14, 2019

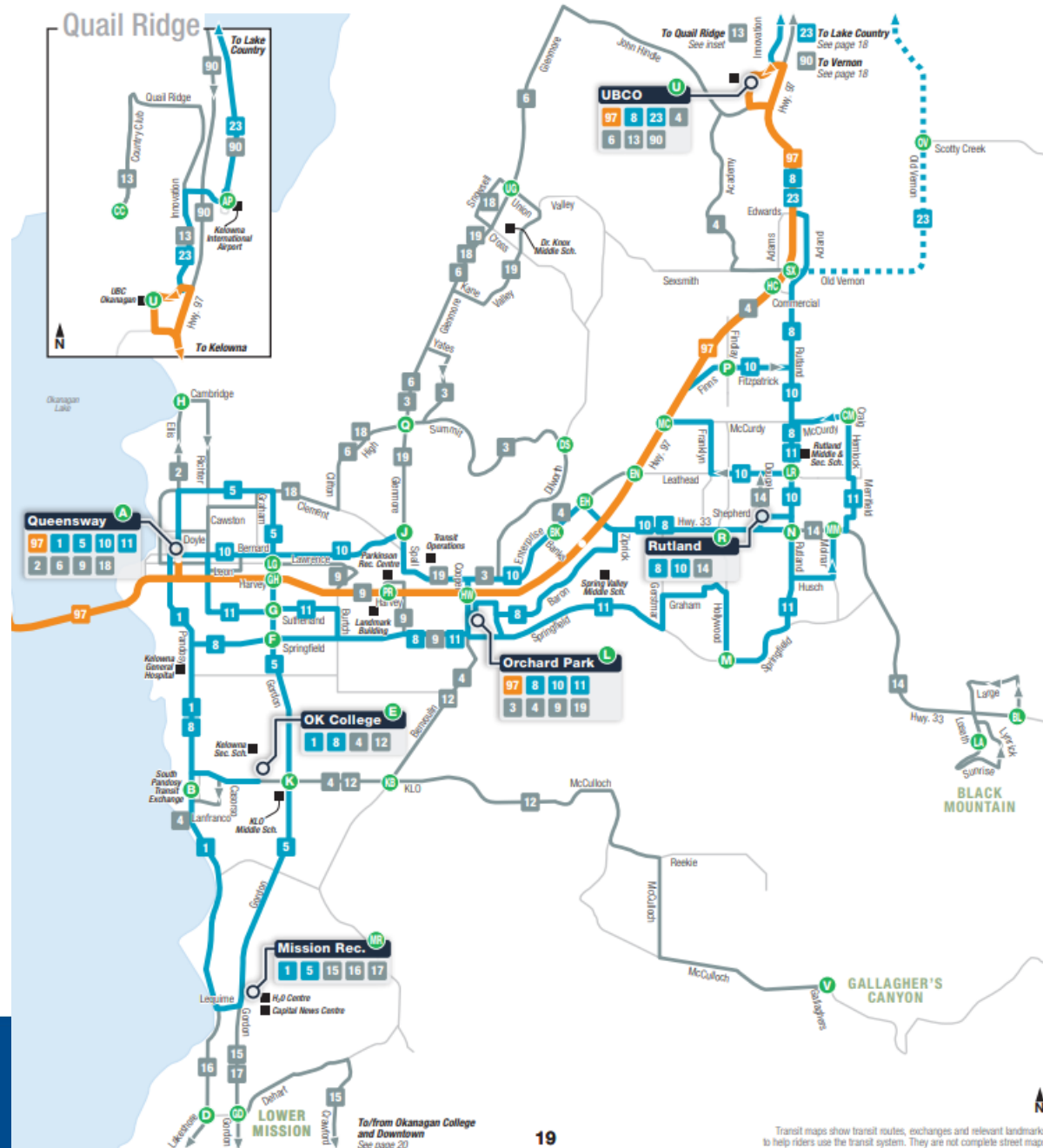


Outline

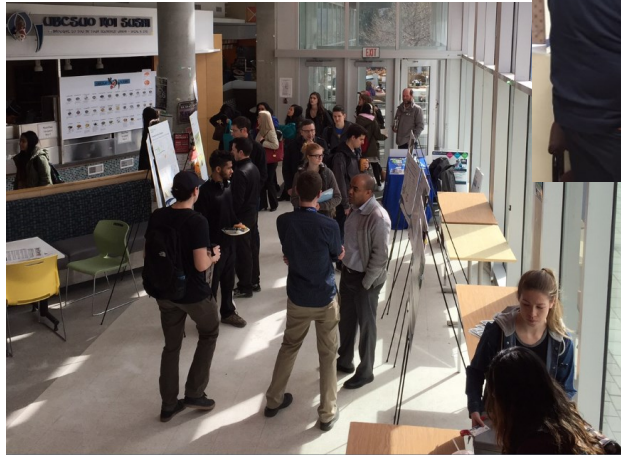
- Transit System Overview
- Transit Future Action Plan overview
- Engagement results
- Proposed service and infrastructure priorities
- Next steps



Existing Kelowna Service

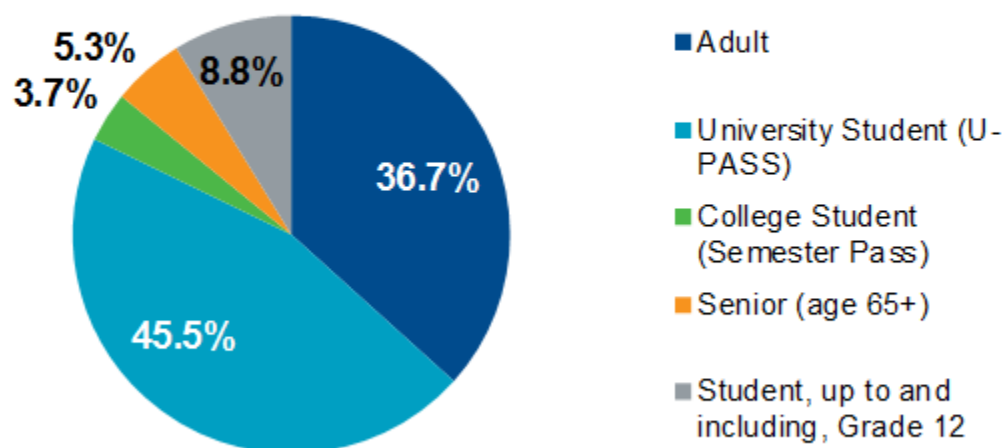


2017 Engagement

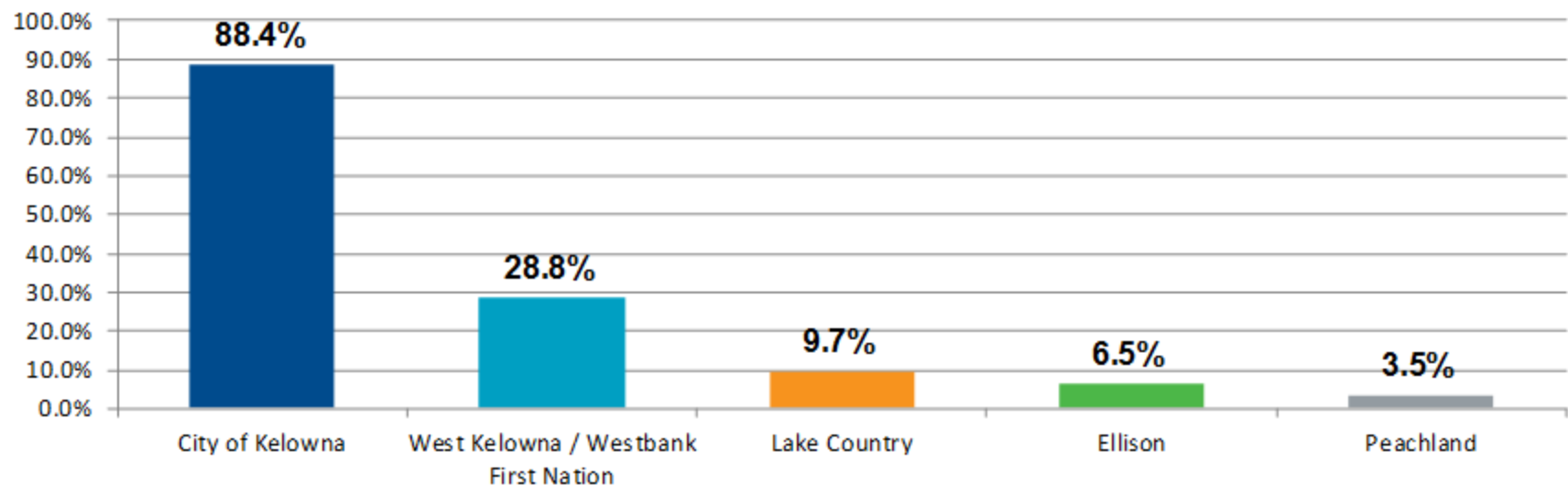


Engagement Quick Facts	
Open House Attendees	310
Online Survey Respondents	976
Total Participants	1,286

Fare Category of Respondents

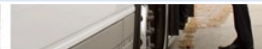
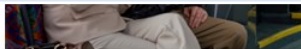


Where do you primarily use transit?



Proposed Changes Over The Next 5+ Years

Short Term Service Implementation Priorities (1 - 3 years)	Completed?
• Invest in Frequent and Rapid Routes	No
• John Hindle Drive Connection	Yes
• Introduce Service to Academy Way	Yes
• Rutland Exchange Realignment	Partially
• Upper & Lower Mission Service Restructure	No
• Invest in Local Routes	No
Medium Term Service Implementation Priorities (3 - 5 years)	
• Rutland Network Restructure	No
• Invest in Frequent and Rapid Routes	No
• Invest in Existing Local Routes	No
• Consider Opportunities to Expand Transit to New Coverage Areas	No
Longer-Term Service Implementation Priorities (5+ years)	
• Expanded Service to the Airport	No
• Introduce Service to the Landmark District	No
• Continued Investment in Frequent and Rapid Routes	No
• Extend Service to Growing Coverage Areas	No



Ongoing Service Options

- Continue to Maintain Service Reliability
- Consider Opportunities for Service Optimization
- Improve Custom Transit



Short-Term Service Proposal

Rutland Exchange Realignment

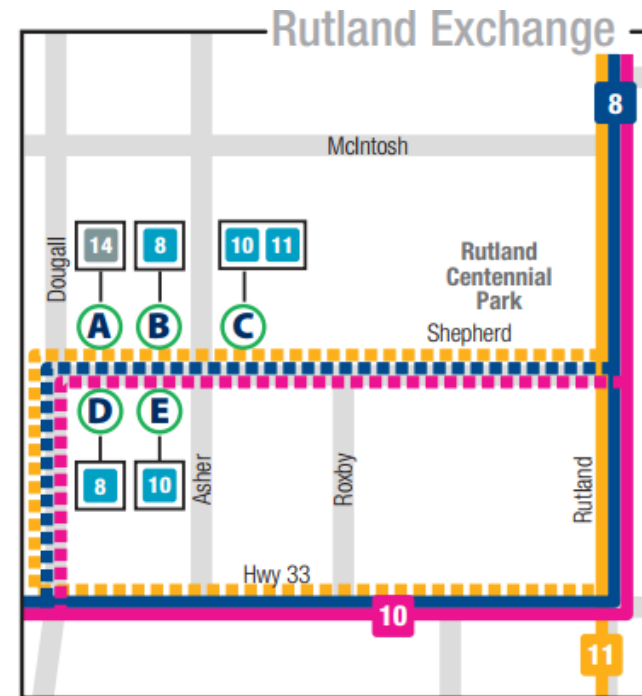
Proposal to bring the following routes into the Rutland Exchange:

8 University/OK College

10 North Rutland/Downtown

11 Rutland

Routes 8 and 10 already integrated into exchange (November 2018). Expansion required to bring Route 11 into the exchange.



- Current 8 UBCO/OK College
- Proposed Route 8
- Current Route 10
- Proposed Route 10
- Current 11 Rutland
- Proposed Route 11

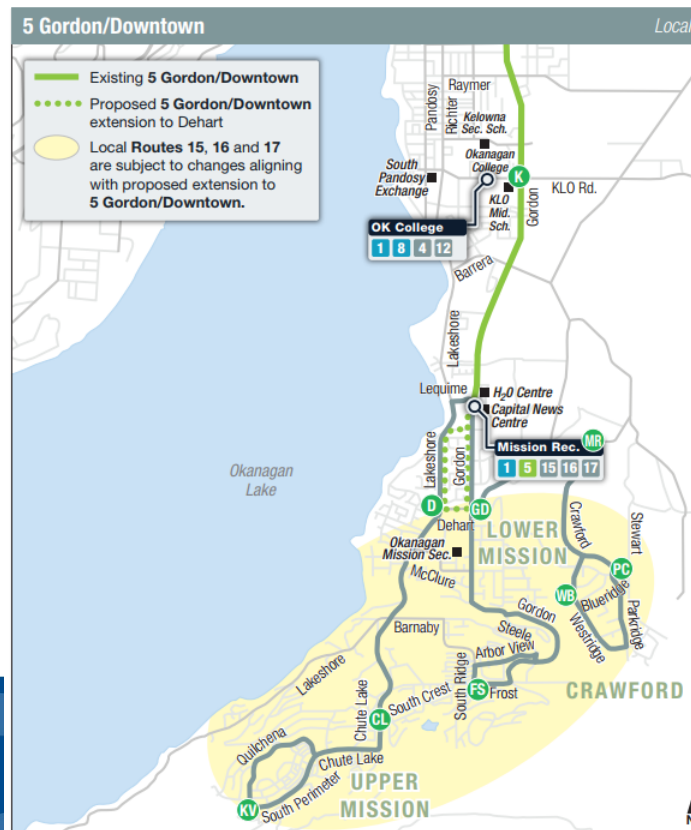
Short-Term Service Proposal

Upper and Lower Mission Service Restructure

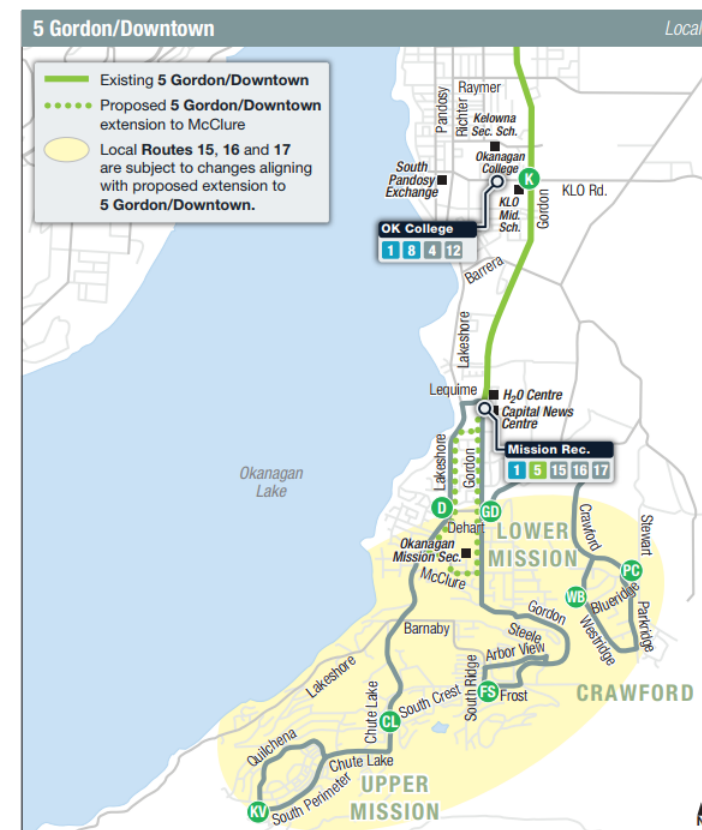
Proposal to extend the Route 5 Gordon to Dehart or McClure Road in Lower Mission and review local network in Upper Mission:

- Reduces transfer requirement in lower mission and more direct transit connections to Okanagan Mission Secondary School.

Option 1 – to Dehart



Option 2 – to McClure



Short-Term Service Proposal

Other Proposals

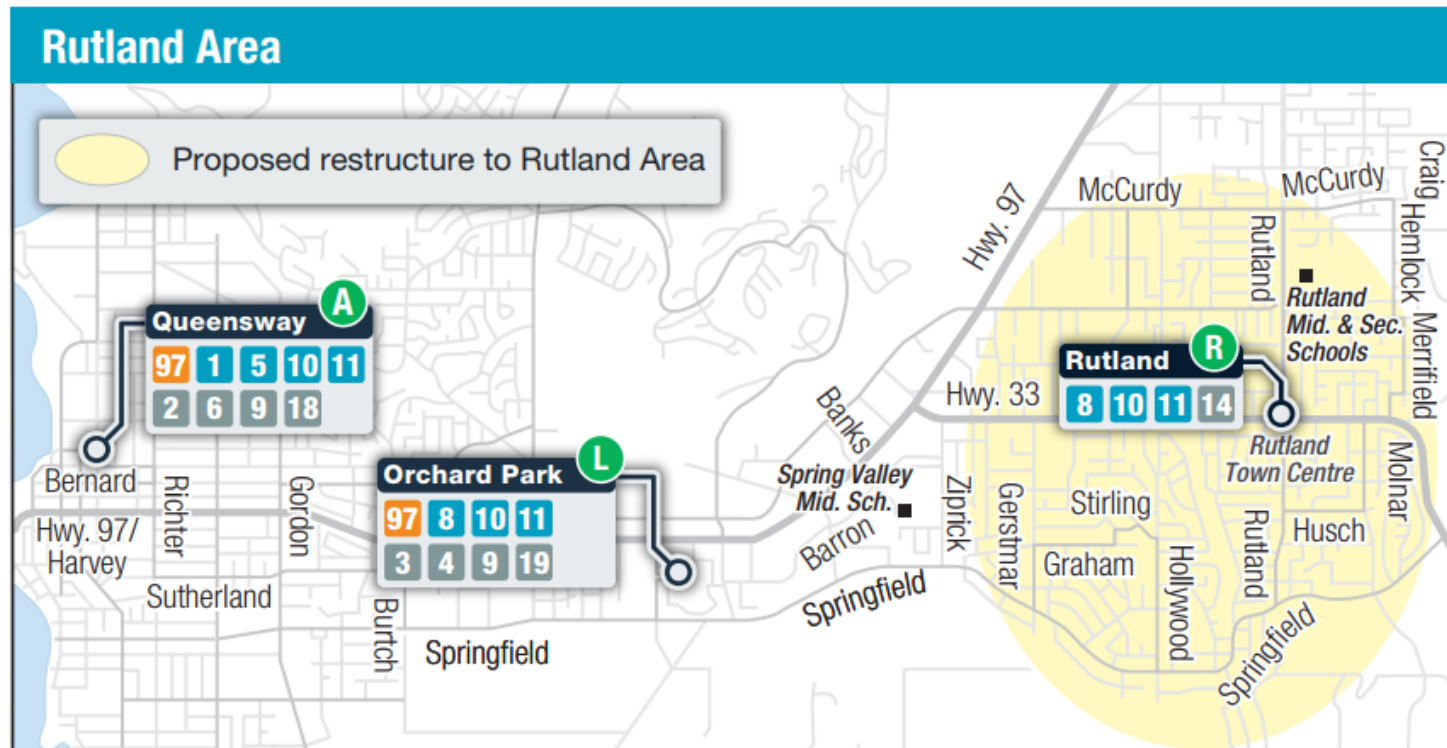
- Invest in Frequent and Rapid Routes
 - Will generate the largest benefits in terms of ridership growth
- Invest in Existing Local Routes
 - Identified as a priority in public engagement



Medium-Term Service Proposal

Rutland Network Restructure

Streamline transit service and better align service levels according to density and ridership potential.



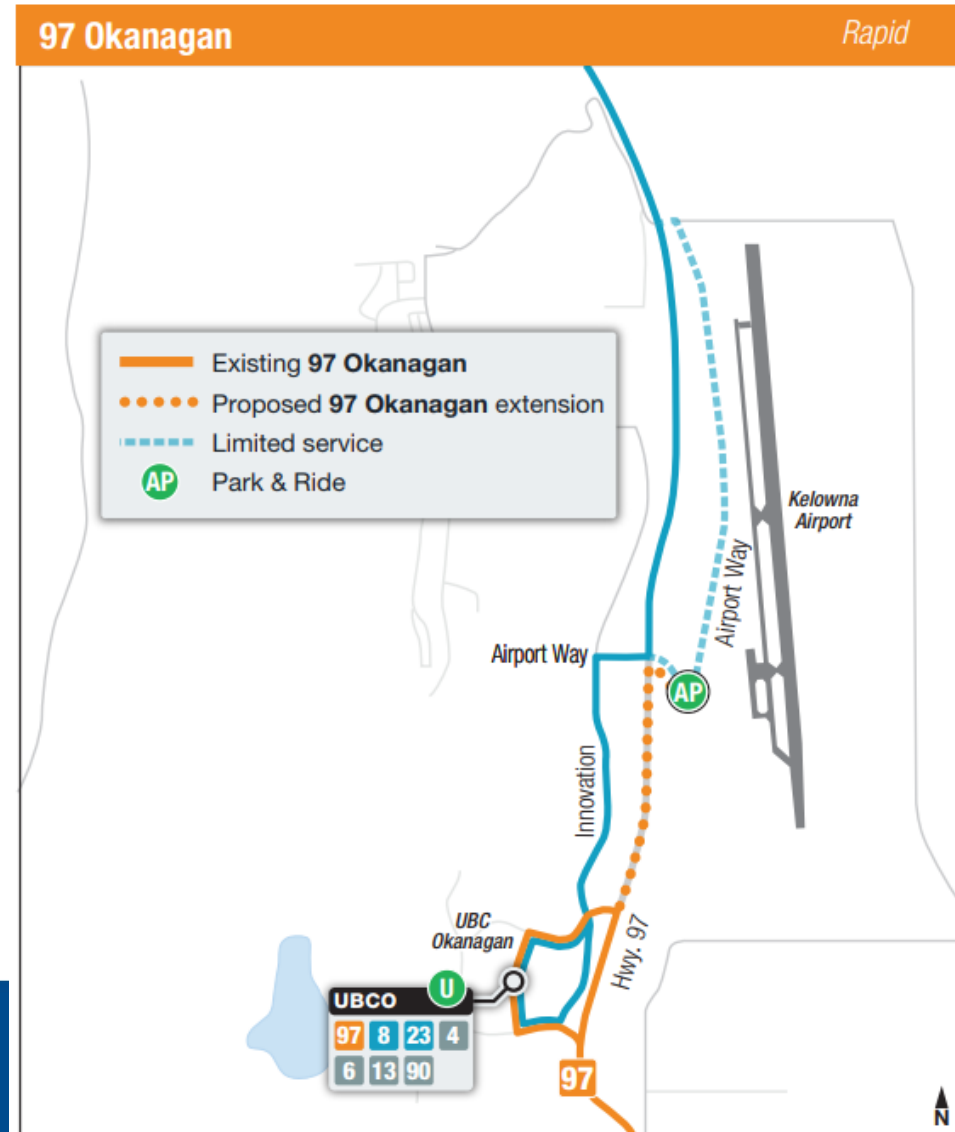
Longer-Term Service Proposal

Expanded Service to the Airport

Kelowna Regional Airport is growing rapidly

- Improved transit access to the Airport also identified as a key community priority

Extending RapidBus would provide a one-seat travel option for many transit riders from Kelowna and the Westside.

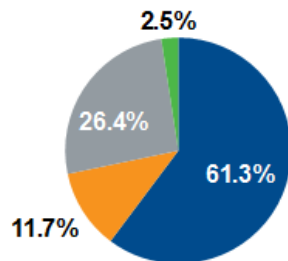


Longer-Term Service Proposal

Introduce Service to the Landmark District

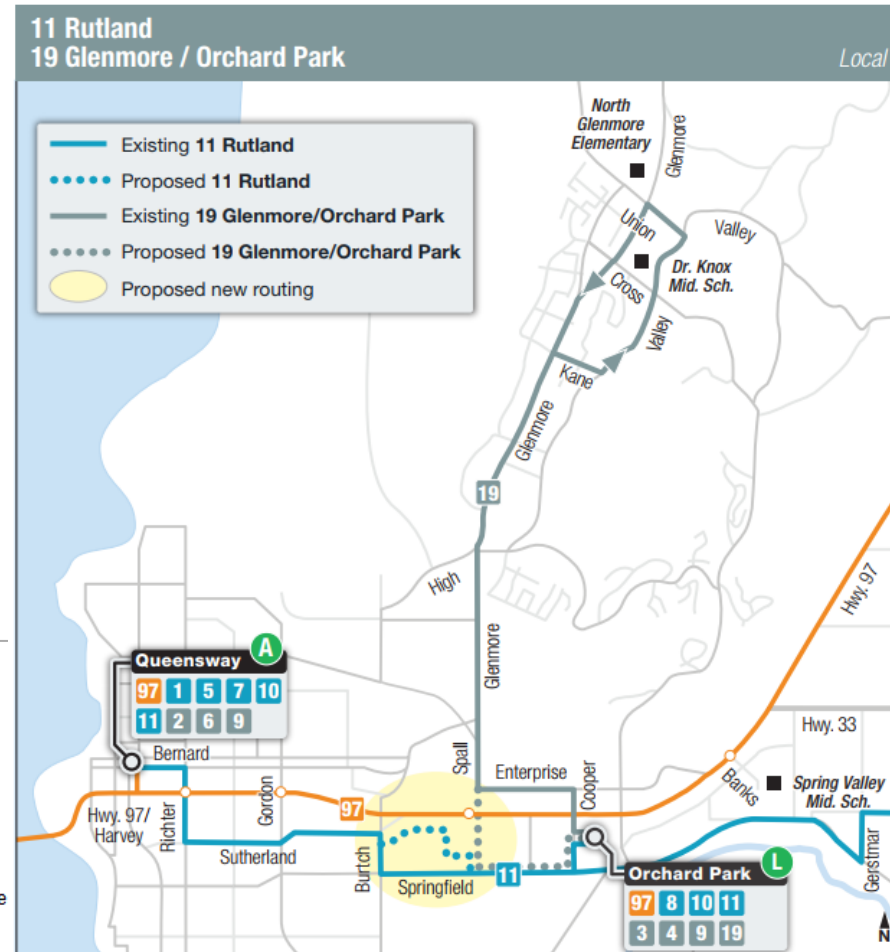
Proposal to reroute
11 Rutland through
Landmark District

Do you support the proposed change to route
11 Rutland
through the Landmark District?



- Support the re-structure
- Does not support the change
- Does not impact me
- Responses not related to the question

Figure 10: Support for 11 Rutland proposal



Kelowna Infrastructure Options

Short Term Infrastructure Implementation Priorities (1 - 3 years)	Completed?
• Rutland Exchange (Phase 3)	Yes
• Future Operations and Maintenance Facility	No
Medium Term Infrastructure Implementation Priorities (3 - 5 years)	
• Midtown Exchange project	No
• Park & Rides	No
Longer-Term Infrastructure Implementation Priorities (5+ years)	
• Midtown Corridor Improvements	No
• Airport RapidBus Infrastructure Improvements	No



Medium-Term Infrastructure Proposal

Midtown Exchange Project

- Existing Orchard Park Exchange is at capacity and located on private property
- One-third of transit trips in region pass through this location
- Preliminary concepts developed for new 12 bay, on-street exchange on Cooper Road, but further analysis will explore other exchange options.

Estimated Resources: \$5.9 to \$6.5 million



Longer-Term Infrastructure Proposal

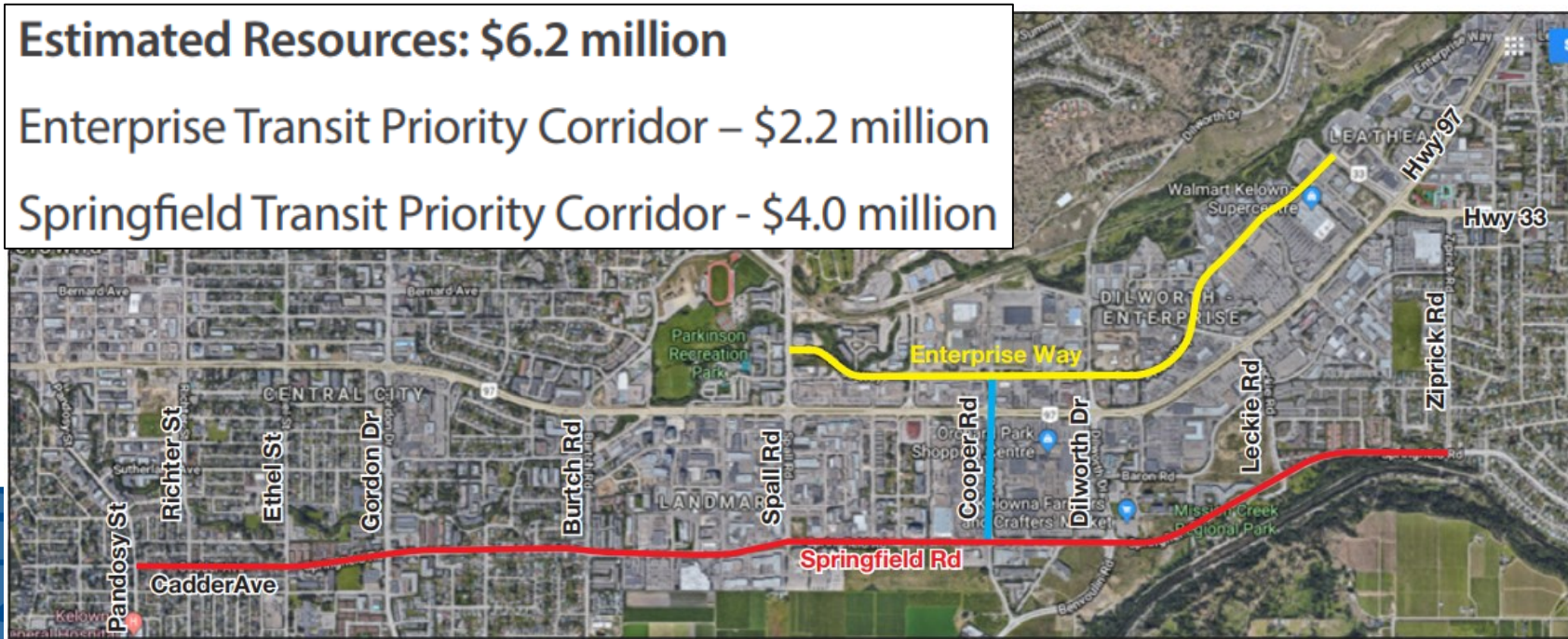
Midtown Corridor Improvements

- One third of transit trips pass along Enterprise Way and Springfield Road.
- Growing congestion is eroding service reliability and increasing service cost
- Transit priority improvements identified for these corridors including:
 - Transit signal priority
 - Queue jumper lanes
 - Improved bus stop infrastructure

Estimated Resources: \$6.2 million

Enterprise Transit Priority Corridor – \$2.2 million

Springfield Transit Priority Corridor - \$4.0 million



Action Plan Process – Next Steps

- Finalization of the Transit Future Action Plan in Spring 2019



Thank You

