

Connecting Our Region

Our first region-wide transportation plan



Regional Transportation Plan

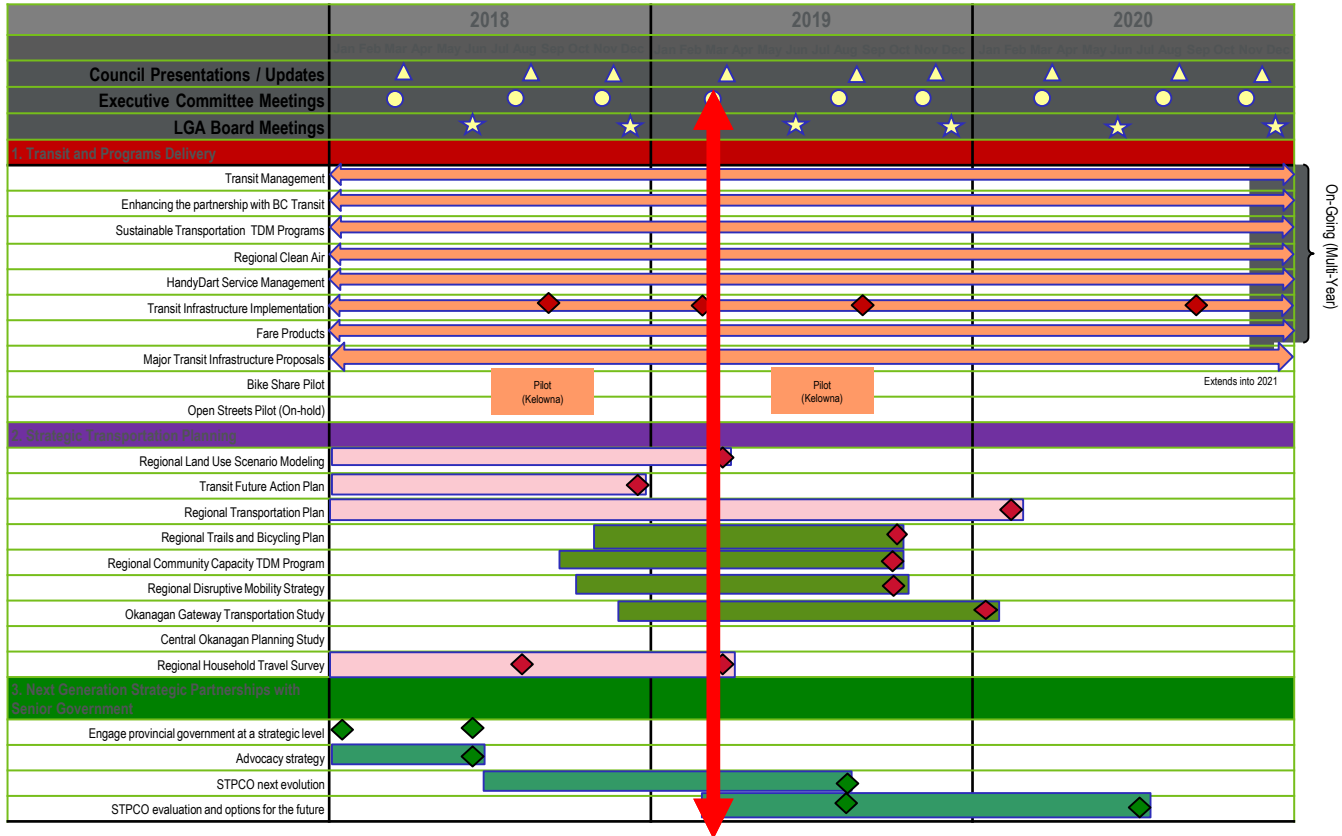
Options Development Workshop
April 1st 2019



STPCO Update



STPCO Work Plan Reporting and Schedule 2018-2020



2018 End of year report



This newsletter provides a brief update on the Council's Transportation Partnership of the Greater Vancouver Region (STPCO) and the activities of the Board.

The Regional Transportation Partnership of the Greater Vancouver Region (STPCO) is a key partnership of the COV, BC, and the Regional Council of Social Services (RCSS). STPCO is a key partnership of the COV, BC, and the Regional Council of Social Services (RCSS). STPCO is a key partnership of the COV, BC, and the Regional Council of Social Services (RCSS).

STPCO Small Business and Advisory Board

- Gabrielle, Sara, & Christine
- Scott, Wendy, & Jennifer
- James, Mike, & Jennifer
- David, Mike, & Jennifer
- David, Mike, & Jennifer



The STPCO Advisory Board is a key partnership of the COV, BC, and the Regional Council of Social Services (RCSS). STPCO is a key partnership of the COV, BC, and the Regional Council of Social Services (RCSS).

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2019 Work Plan (Selected Items)



1. Operating ongoing functions
2. Newsletters and communications coordination
3. Regional Transportation Plan
 - i. Overall plan
 - ii. Trails and bicycling
 - iii. Disruptive mobility
4. Bikeshare regionalization
5. Household Travel Survey
6. Okanagan Gateway
7. STPCO evolution

Agenda

- 1. Existing and Future Conditions DRAFT**
- 2. Options Development Workshop**
- 3. Spring Public Engagement - Update**

Regional Transportation Plan - Schedule

We are here



Phase 1

- Vision, Goals and Regional Network
- Vision, Goals, Regional Transportation Network, and Evaluation Framework

Phase 2

- Existing and Future Conditions
- Existing and Future Conditions, Regional Land Use Scenarios

Phase 3

- Transportation Scenarios
- Options Development, Evaluation and Prioritization

Phase 4

- Governance and Implementation Strategy
- Implementation Plan, Governance & Financial Strategy, and Performance Monitoring

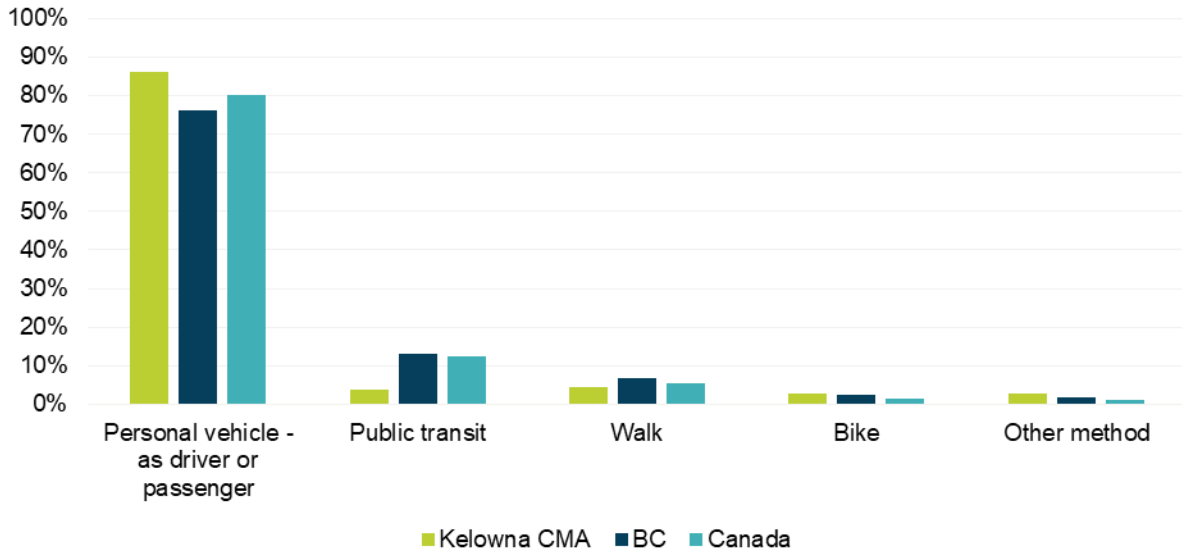
Phase 5

- Plan Development
- Development of Draft and Final Regional Transportation Plan

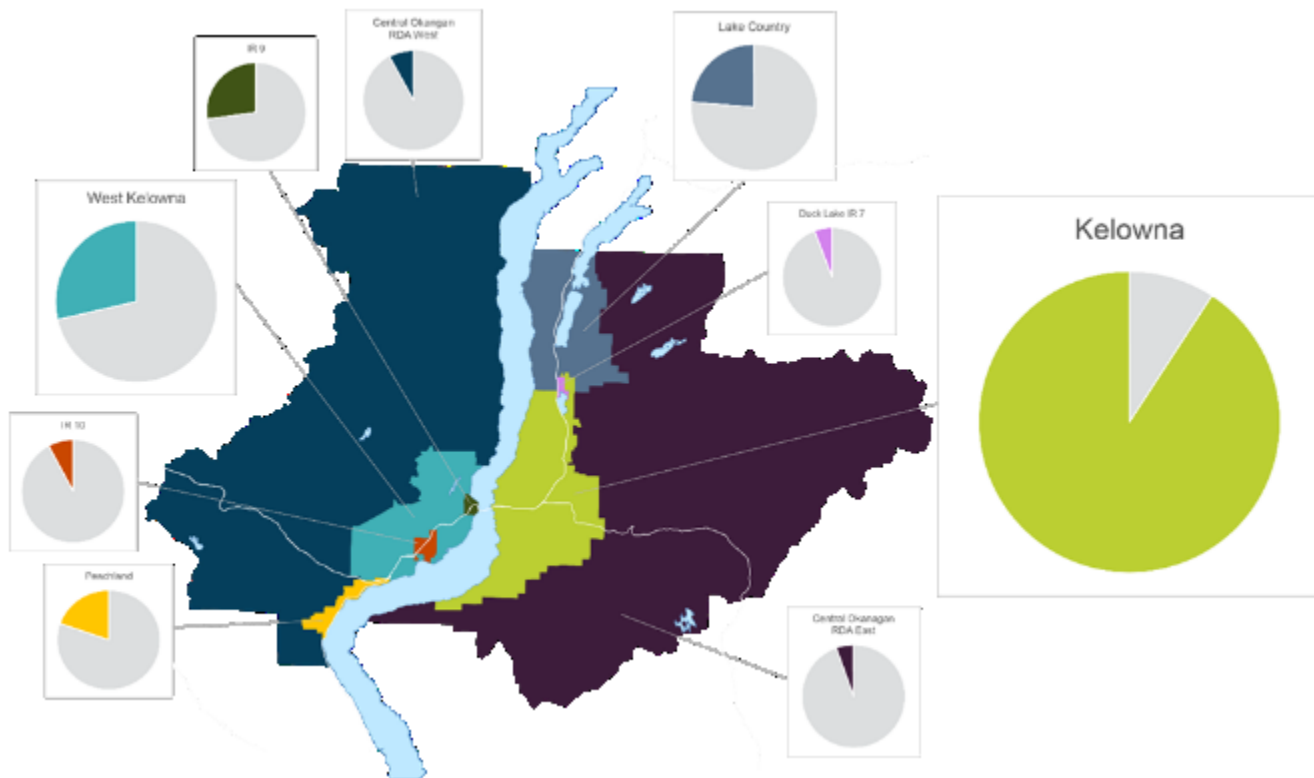
Existing and Future Conditions

Current Commuting Patterns

Regional Main Mode of Travel to Work in 2016

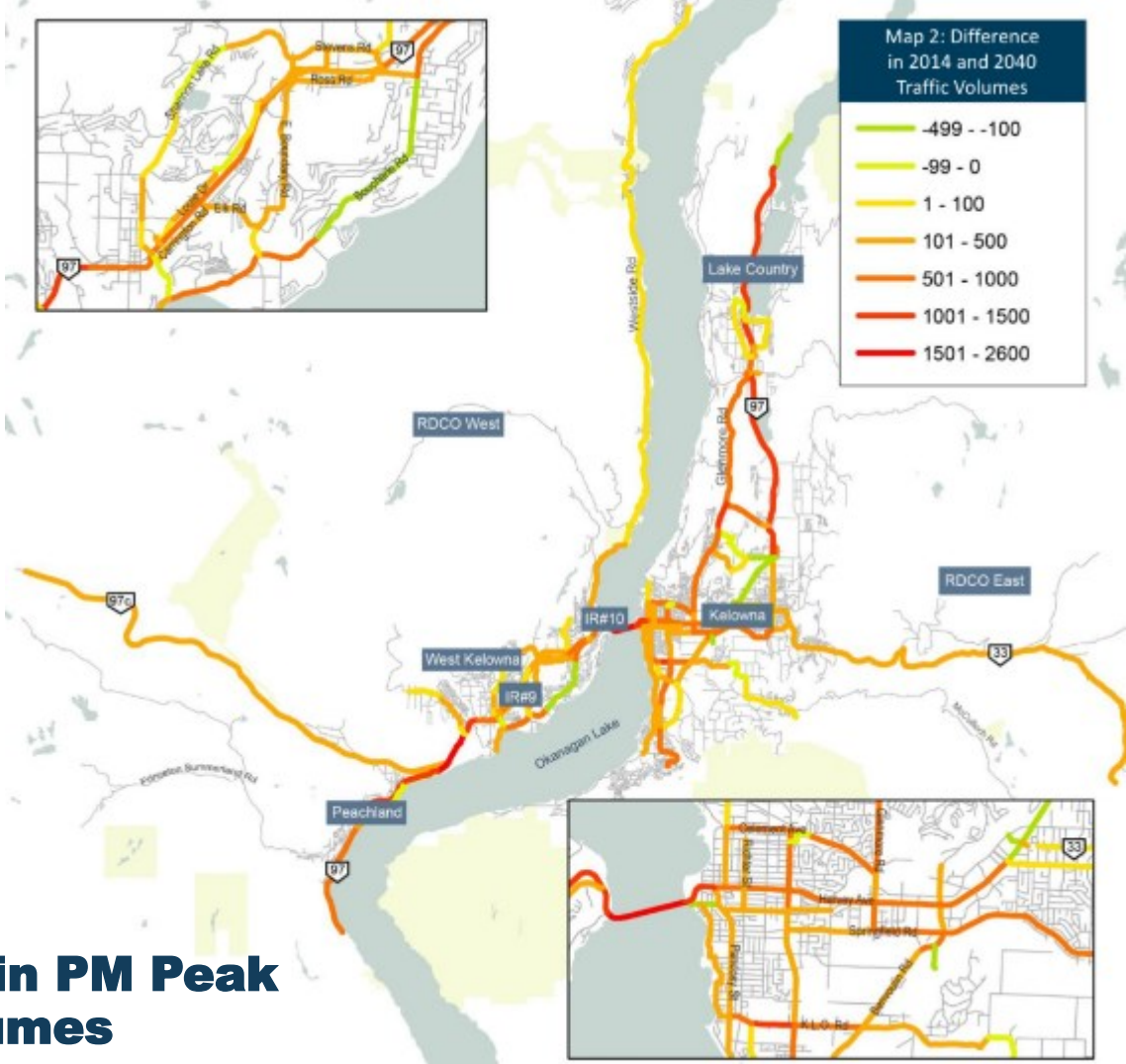


Self-Contained Commute Trips (2016)



Regional Metrics – Existing vs. 277K BAU

Metric	Existing Peak Hour		Future Peak Hour		% Change	
	AM	PM	AM	PM	AM	PM
Total Vehicle Kilometres Travelled (VKT)	353,700	419,600	476,502	614,893	+35%	+47%
Total Vehicle Hours	7,290	8,860	11,087	15,414	+52%	+74%
Average Travel Speed (km/h)	48.5	47.3	43.0	39.9	-11%	-16%
Average Trip Length (km)	8.9	9.9	9.03	9.41	+1%	-5%



Changes in PM Peak Hour Volumes

Future Transit Services

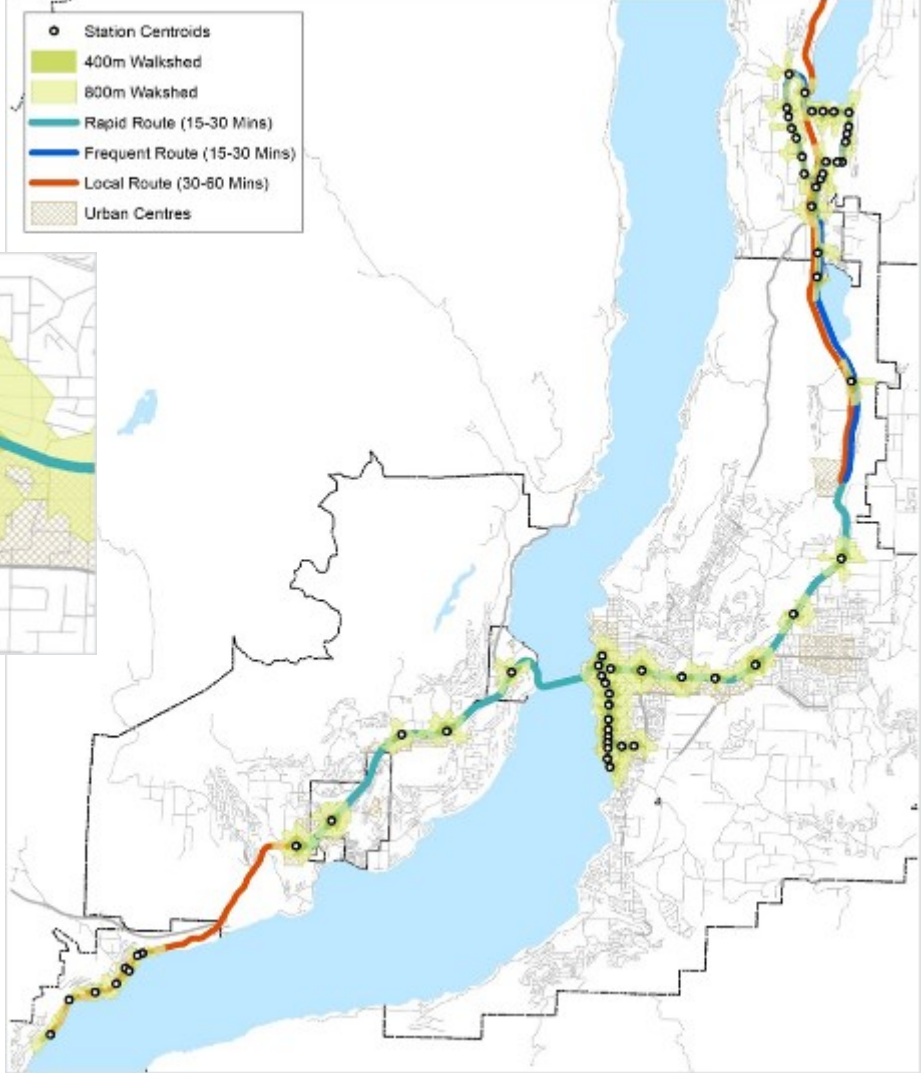
▪ Transit Future Plan / Action Plan

- Rapid Network – continuation of RapidBus between West Kelowna and UBCO
- Frequent Network – growing service frequency and the span of service to meet guidelines outlined in the Transit Future Plan
- Kelowna
 - Rutland Network Restructure
 - Expand Service to the Airport: Solutions include extending hourly service to the airport on the RapidBus. This improvement could also align with the long-term option of extending the RapidBus to Lake County.
 - Introduce Services to the Redeveloping Landmark District
 - Upper/Lower Mission Restructure
- West Kelowna
 - Potential future service to developing areas in/around Gellatly Rd south
- Lake Country
 - Extend RapidBus service to Lake Country if transit supportive development continues and is sufficient to support higher order transit.

Regional Transit Walksheds



Downtown Kelowna

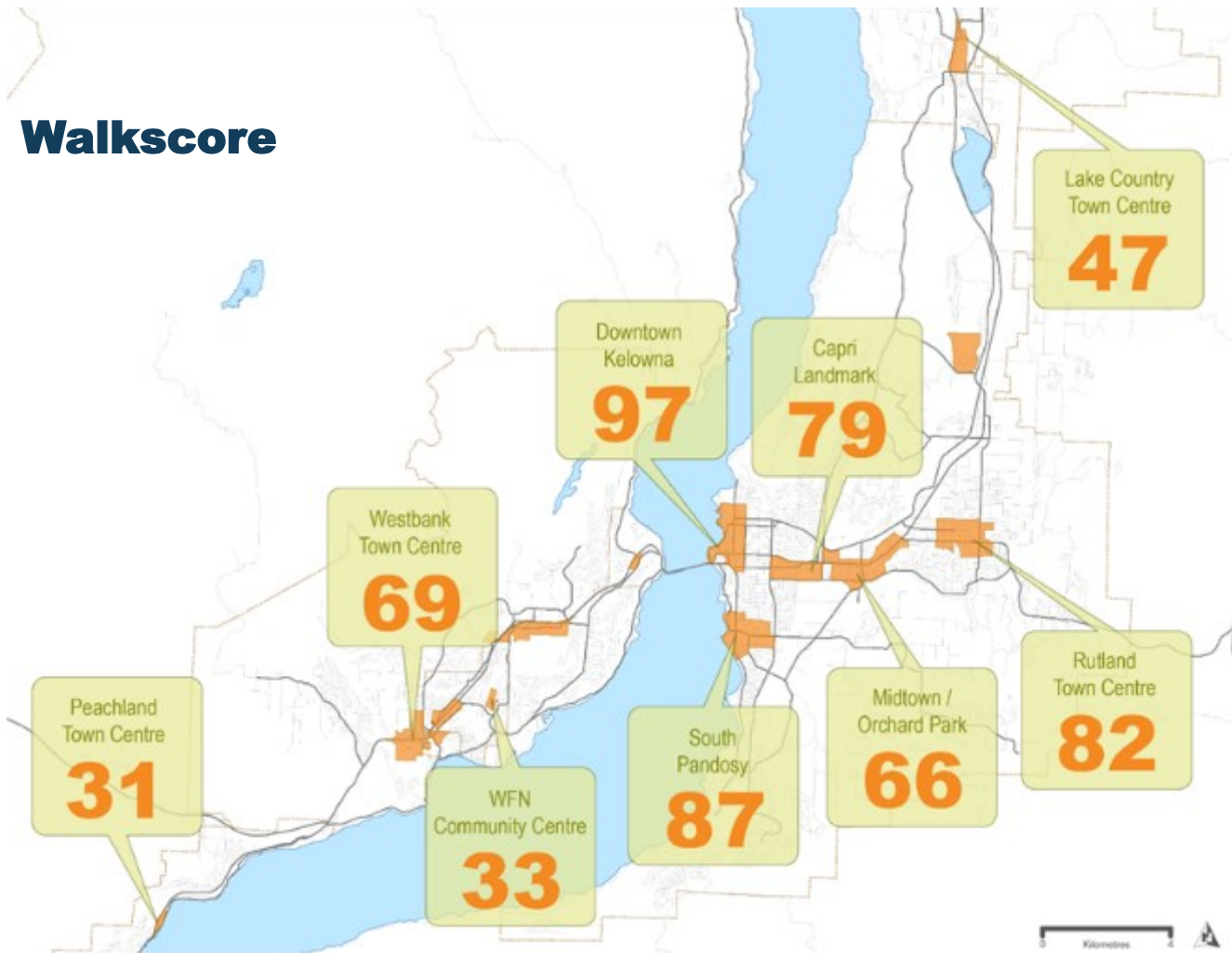


Urban Activity Within Walksheds*

Distance from Stop Centroid	Current Population (2014)	Future Population Horizon (277K pop.)	% Increase	Current Employment (2014)	Future Employment (277K population)	% Increase
0-400m Walkshed	8,920	20,356	128%	12,322	24,930	102%
400-800m Walkshed	16,163	24,875	54%	17,670	26,546	50%
Total	25,083	45,231	80%	29,992	51,477	72%

*Note: This is based on preliminary analysis and needs to be updated to reflect more refined growth scenarios

Walkscore



Options Workshop

Draft Options Generation

Strategy Development Process

Issues and Considerations

- Identified through:
 - Technical evaluation
 - Historical studies and reports
 - STPCO committees
 - Public and Stakeholders



Targeted Options

- Projects
- Policies
- Programs



Comprehensive Scenarios

- “Mix ‘n match” targeted options
- Comprehensive, including all themes, but with varying levels of priority

Themes for Strategy Development

Transit

- Frequent service
- Higher order transit
- “Last mile” connections
- Shuttle services

Land Use Proximity/Density

- Concentration of activities and services
- Service or Mobility hubs
- Land Use Policy

Active Transportation

- Separated facilities
- Multi-modal trip support
- Connected networks
- Regional bike share
- End of trip facilities

Trip Reduction / Elimination

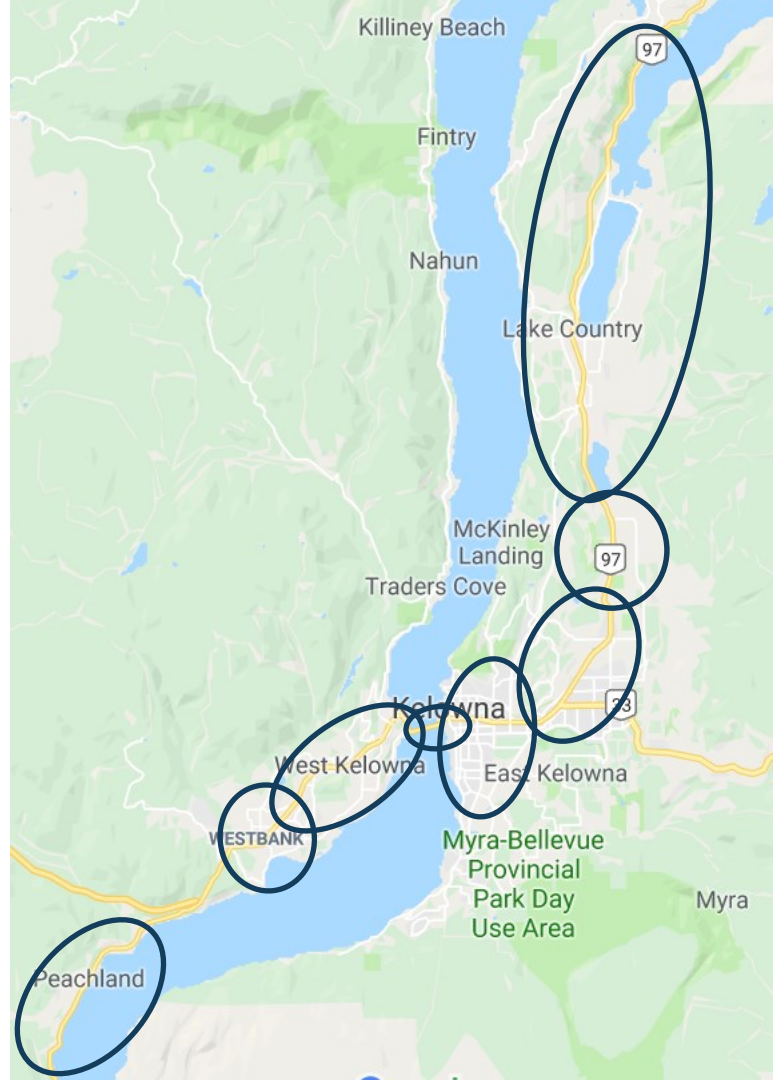
- Parking supply and pricing
- Co-working / telecommuting
- Regional development assessments
- Timing of trips

Vehicle Efficiency

- Connected network
- Focus on congested locations
- Managed lanes
- Pricing strategies
- Carshare, rideshare, ridehailing

Overview map

- Focus Areas:
 - Connecting Lake Country and beyond
 - Connecting the Okanagan Gateway
 - Connecting the “hourglass”
 - Connecting downtown Kelowna and regional destinations south of Highway 97
 - Connecting across the lake
 - Connecting the Westside
 - Connecting the Westbank Town Centre
 - Connecting Peachland and the south



Common Issues

- Lack of network redundancy
- Intra-regional connectivity
- Unbalanced land uses
- Unbalanced trip patterns (direction and time)
- Car dependency, lack of transportation options
- First/last mile between transit and home
- Lack of transportation options, car dependency
- Multimodal access to regionally significant destinations and activity hubs
- Highway acts both as a connector and as a barrier

Connecting Lake Country and Beyond

Examples of Options for Consideration

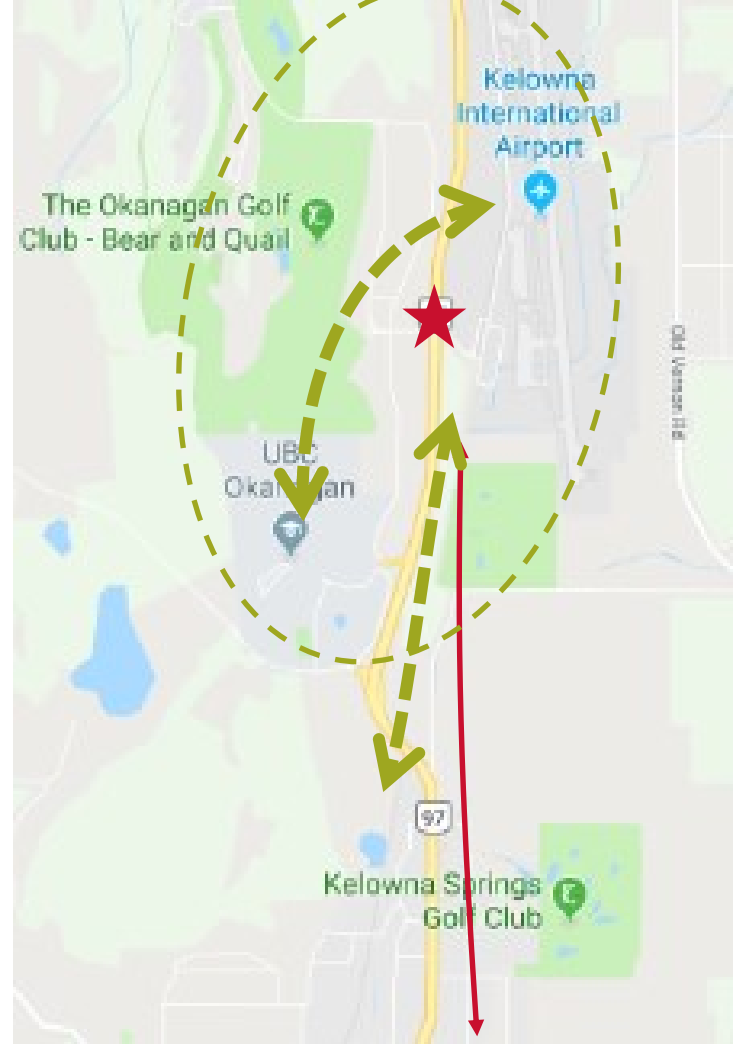
- Current BC MoTI projects:
 - Glenmore / Beaver Lake
 - Highway improvements – Lake Country
- Expanded Transit to Lake Country
 - RapidBus extension to Lake Country
 - Glenmore Road transit
- Improved transit connection with Vernon
- Jim Bailey Road connection
- Glenmore Road
 - Targeted enhancements
 - Safety improvements
 - Active transportation facilities
- Other ideas?



Connecting the Okanagan Gateway

Examples of Options for Consideration

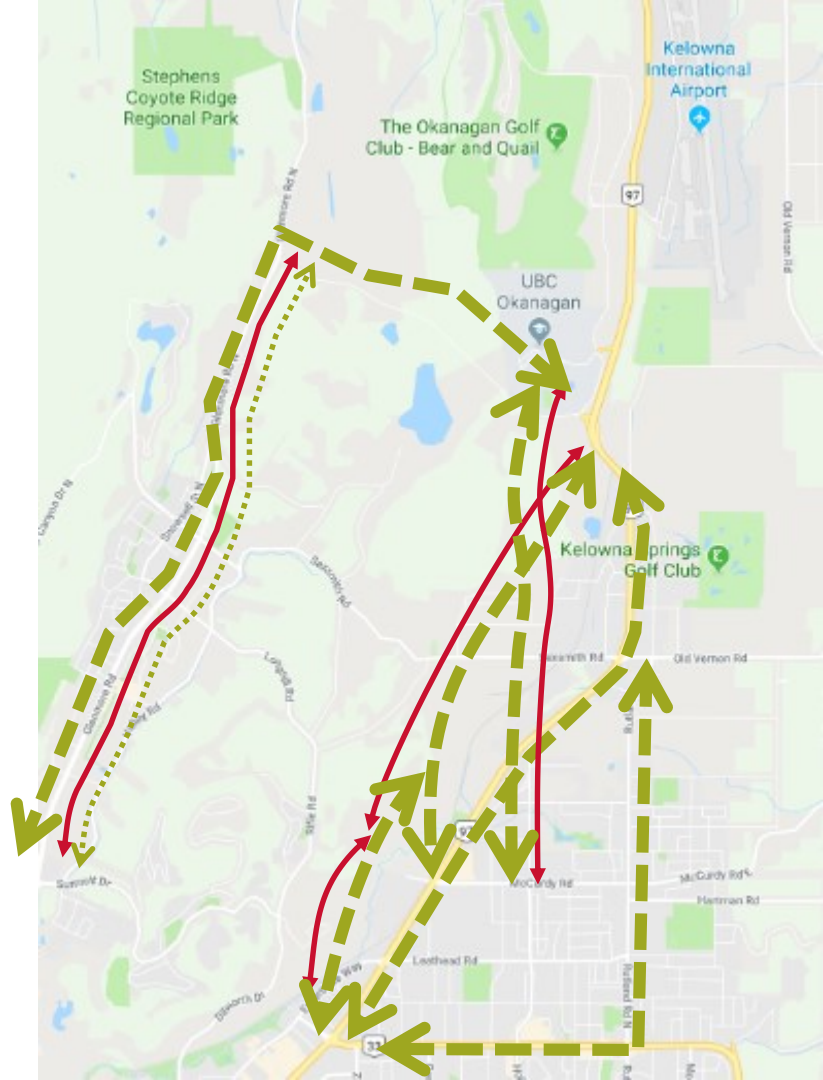
- Acland-Bulman connection
- Improved Hwy 97 / airport access
- RapidBus extension to airport
- Internal Gateway connectivity
- Shared use of the former rail corridor
- Other ideas?



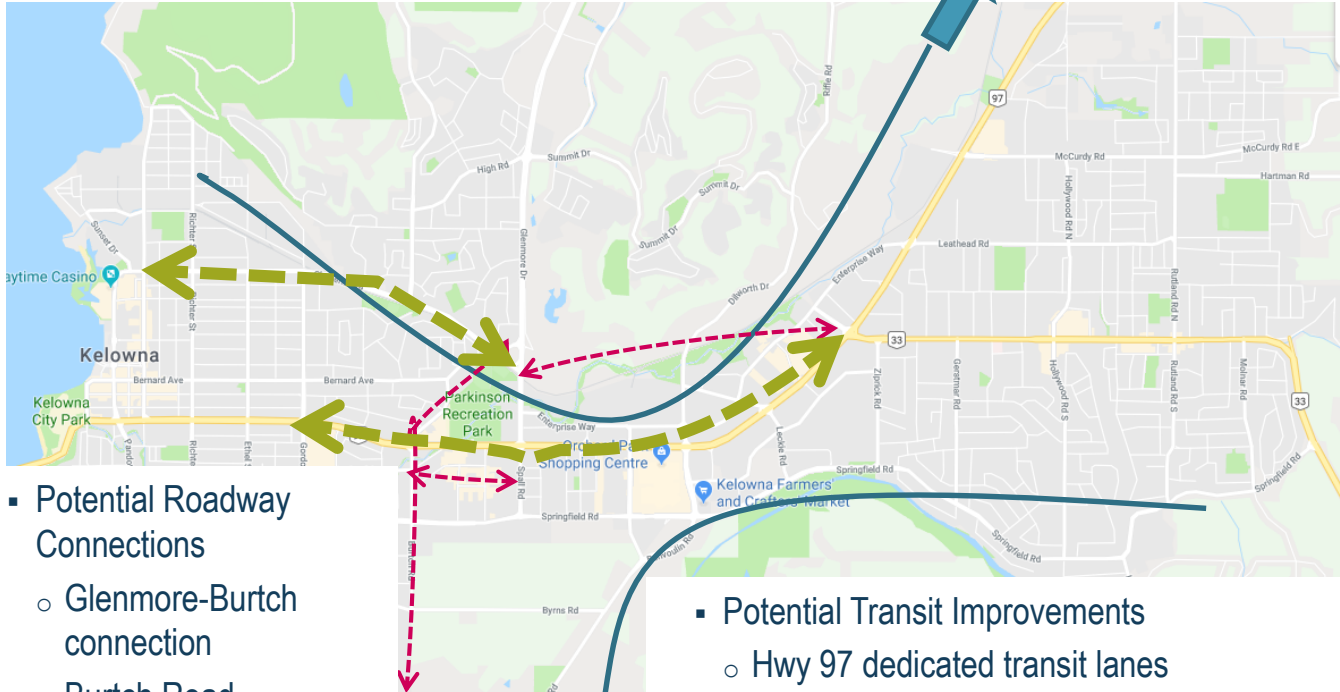
Connecting the Hourglass (East)

Examples of Options for Consideration

- Potential Roadway Improvements
 - Glenmore Road capacity improvements
 - Central Okanagan Multimodal Corridor (COMC)
 - Hwy 33 to McCurdy
 - McCurdy to UBCO
 - Hollywood Road extension
- Potential Transit Improvements
 - Hwy 97 dedicated transit lanes (shoulder or median)
 - Glenmore Road / John Hindle Drive
 - COMC transit priority or dedicated lanes
 - Hollywood Road extension and transit priority
 - Hwy 33 / Rutland Road transit priority
- Potential Active Transportation Improvements
 - Glenmore Road active transportation
- Other ideas?



Connecting the “Hourglass” (West)



■ Potential Roadway Connections

- Glenmore-Burtch connection
- Burtch Road extension
- COMC – Hwy 33/Clement

■ Potential Transit Improvements

- Hwy 97 dedicated transit lanes
- COMC /Clement RapidBus
- COMC /Clement dedicated Transitway
- Other ideas?

Connecting Kelowna Core and South of Highway 97

Examples of Options for Consideration

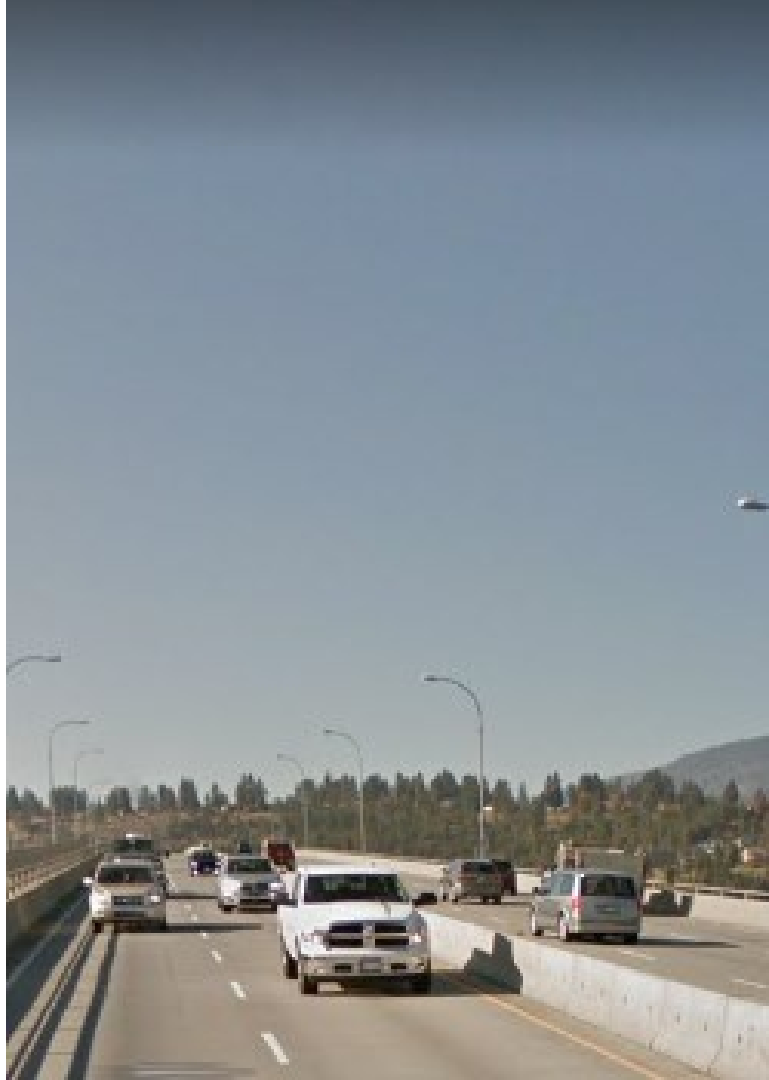
- Pandosy and/or Richter transit improvements
- Ethel active transportation connection
- Other ideas?



Connecting Across the Lake

Examples of Options for Consideration

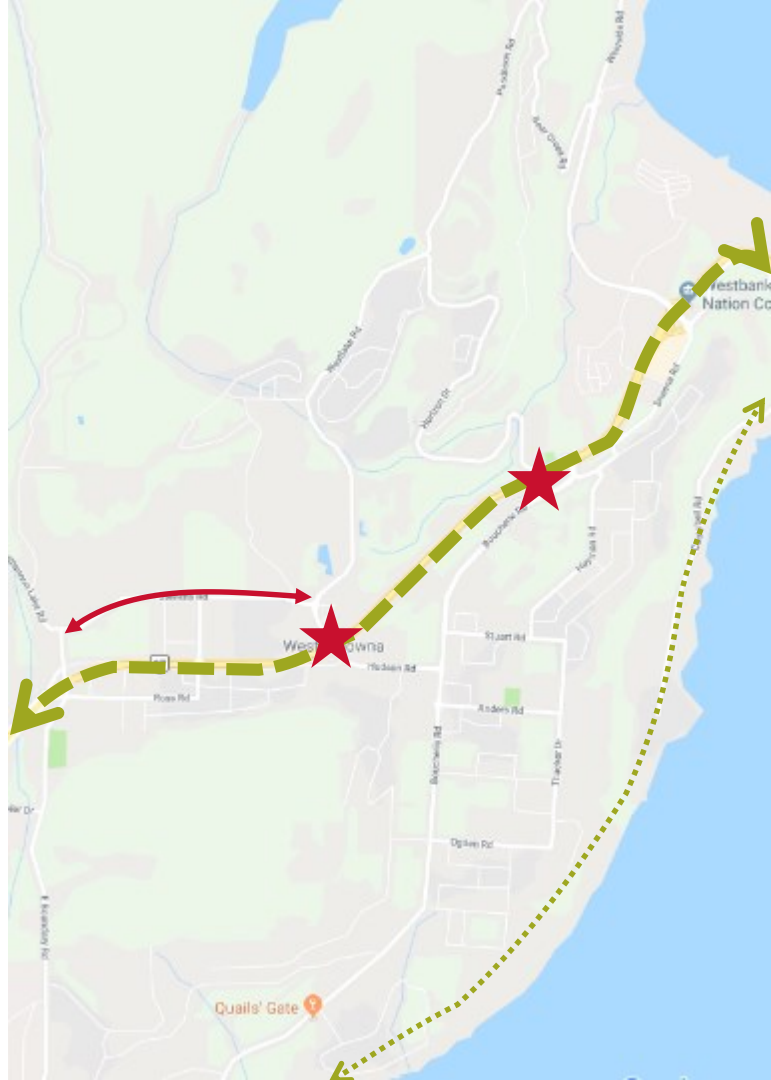
- Reversible contra-flow lane
- Reversible contra-flow lane: dedicated transit
- New dedicated shoulder transit lane
- Very high frequency bus across lake combined with first/last mile options
- Water taxi / ferry
- Other ideas?



Connecting the Westside

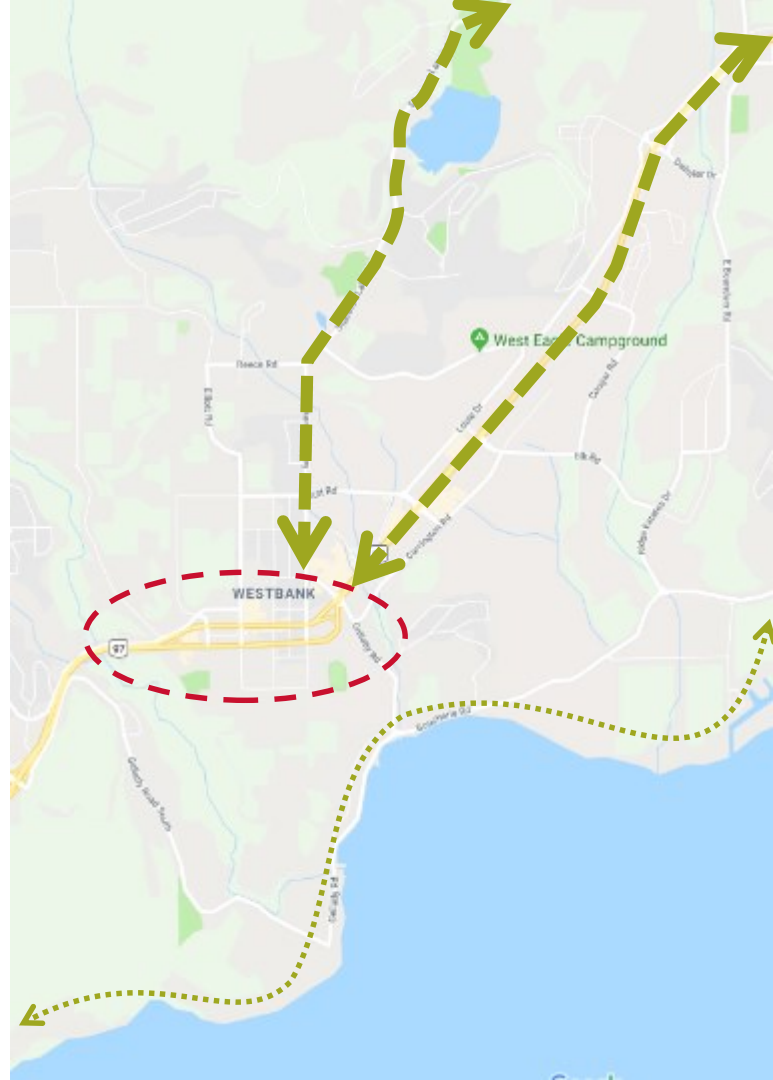
Examples of Options for Consideration

- Current BC Current BC MoTI projects:
 - Interchanges (in planning / design by MoTI)
- Stevens Road capacity expansion
- Highway 97 dedicated transit lanes
- First/last mile connections to transit
- Westside Trail
- Other ideas?



Connecting Westbank Town Centre

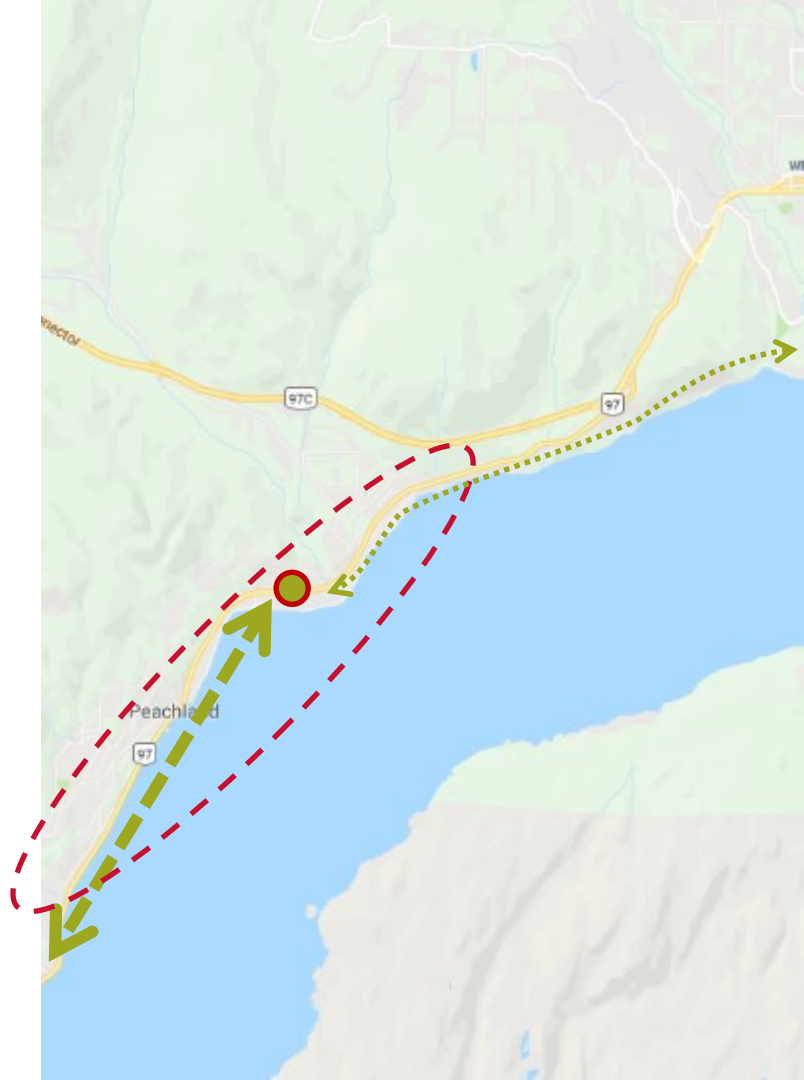
- Current BC Current BC MoTI projects:
 - Couplet – option for local network reconfiguration in response to MoTI planning
- Strengthen transit connections
 - Old Okanagan Highway / Shannon Lake Road transit priority
 - Highway 97 bus lanes or transit shoulder running
 - First/last mile options – e.g. park and rides, mobility hubs, etc
- Westside Trail
- Other ideas?



Connecting Peachland and the South

Examples of Options for Consideration

- Current BC MoTI projects:
 - Redefinition of local network and highway connections
- Transit connections to the south
- Transit hub
- First/last mile options – e.g. park and rides, mobility hubs, etc
- Westside Trail
- Other ideas?



Policy, Programs and Partnerships Options for Consideration

- Local Connections to Frequent / Rapid Transit and Urban Centres
- Multi-modal integration
- Travel Demand Management
- Pricing Incentives / Disincentives
- Partnerships

Next Steps

Next Steps

- Spring public engagement
 - In-person and online opportunities
- Option Evaluation
 - Alignment with RTP Vision and Goals
 - Public input
- Implementation Plan
 - Governance
 - Funding



Spring Public Engagement

- Connecting Our Region - April 24th at the UBCO Ballroom
- Will combine with Okanagan Gateway Transportation Study
- Discussion and dialogue on draft options

