

Mid-Town (Orchard Park) Transit Exchange and Mobility Hub Renewal

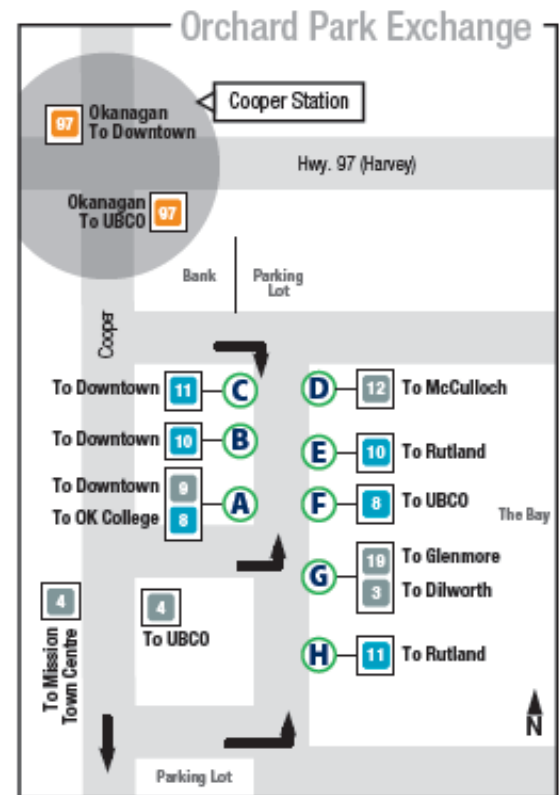
Background & Rationale – This facility is the only major transit exchange in Kelowna that remains to be upgraded having not been included in funding rounds during the various Rapid Bus program streams. The Mid Town (Orchard Park) transit exchange is the second busiest in the region with 2/3rds of all transit trips passing through the facility. The exchange is operating at capacity today constraining service expansion. Amenities are sub-standard and operating challenges persist in the current layout which relies entirely on private property at Orchard Park Mall. The facility is not under a formal lease agreement with the land owner. Renewal of the exchange is considered the second highest infrastructure priority in the system next to replacement of the transit operating centre.

Status – Multiple concept designs have been developed dating back to 2007 with concepts for an on-street facility on Cooper Rd developed in 2016. In early 2019 City of Kelowna staff engaged Orchard Park Shopping Centre and parent company, Primaris who expressed support to explore options that retain some or all of transit operations on their site and in considering a lease to formalize use of the property. Engagement with Orchard Plaza management (McIntosh Properties) followed with their team sharing factors important to them and their site for consideration.

Study Objectives

In collaboration with external and internal (City) stakeholders:

- Identify key operational, safety, design objectives.
- Assess the broader road network impacts of various facility design options.
- Explore placement, layout and design options and ultimately identify a recommended option.
- Assess the feasibility of improved cycling and pedestrian access and shared micro-mobility integration.



Mission Rec Exchange and Park & Ride and Mobility Hub

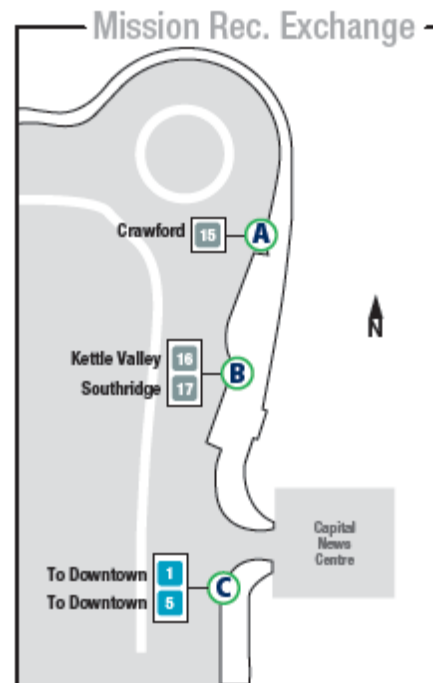
Background and Rationale – This facility was constructed in 2008 in conjunction with the City's H2o indoor water park project. Service did not begin at the facility until early 2012. The exchange is served by 3 community bus routes and 2 major routes (1, 5) and serving the exchange requires that buses slowly navigate the internal road network of the broader site. Doing so adds significant run time and conflicts and thus operating cost each year. Conflicts with both private and service vehicles occur daily often resulting in buses unable to navigate the adjacent roundabout and bus operators experiencing tense interactions with motorists. Maintaining the facility proves challenging and costly with full surface renewal required periodically as a result of damage to the 50mm paved surface caused by buses. In addition, snow must be fully removed from the roundabout each winter to ensure it is passable by buses which are often blocked by illegally parked private vehicles.

Status – All efforts have been made to improve winter maintenance practices and reduce conflict between buses, private automobiles and service vehicles however challenges persist. The cost of operating deep into the park continues to be a burden on resources. The [Transit Future Action Plan](#) proposes a network review in the South Mission that includes possible changes to route structures and service levels for routes serving the exchange. A preliminary proposal to relocate the exchange to the northeast corner of Gordon Dr at Lequime Rd within an underutilized portion of the parking lot has garnered interest internally. This proposed new facility may include new bus stops on Gordon Dr, dedicated park & ride spaces and amenities and connections to support micro-mobility connections to transit. The new facility would serve to address the challenges faced today, reduce operating costs and accommodate park & ride connections to high-order transit for residents of outer neighborhoods that are not cost effective to serve by transit.

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Rutland Exchange Park & Ride and Mobility Hub

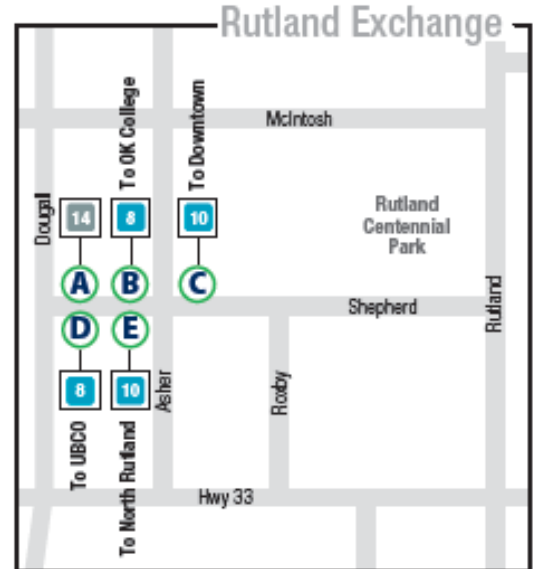
Background and Rationale – Rutland Town Centre Exchange was completed in 2018 facilitating the restructuring of Rutland area transit routes focusing them on a single site. This central access point to high-order transit services provided on routes 8 University, 10 North Rutland and 11 South Rutland is well situated to accommodate park & ride and micro-mobility integration. These elements would improve general access to transit with park & ride particularly benefiting residents of outlying areas that are not easily or cost-effectively served by transit or those with limited service today. The City's Roxby parking lot includes an underutilized section in its north extent which borders the transit exchange that ideal for this proposed use.

Status – Repurposing a portion of the Roxby municipal parking lot has garnered preliminary support from The City of Kelowna's Parking Management team who recognize the value of enhancing access to transit and better utilization of the site. This project presents an opportunity for expedited delivery of an ICIP project that will have an immediate benefit to users while continuing the City's vision for redevelopment of the Town Centre.

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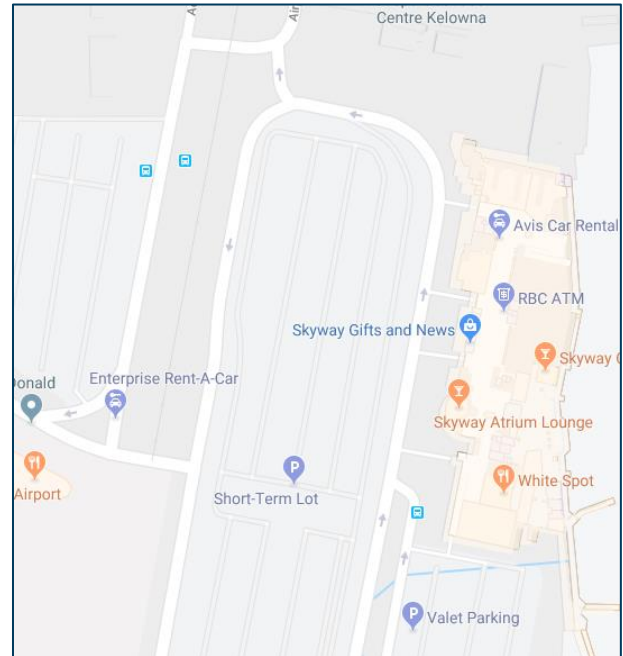
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Kelowna International Airport Transit Station

Background and Rationale – Kelowna International Airport (YLW) was the second busiest airport in British Columbia in 2018 with over 2 million trips accommodated. The airport, together with the multitude of private businesses located on the broader campus are major regional employers with growing workforces. Today, YLW is served by route #23 Lake Country which operates along Airport Way between Highway 97 and Old Vernon Road on weekdays only from 6am to 6:30pm. Outside of these hours, the route reverts to Highway 97 between UBCO and Lake Country. The #90 North Okanagan connector interregional service linking Kelowna and Vernon services the airport on northbound routing only with 8 trips per day (4 in the summer months). Public requests and political support for expanded airport service has grown in recent years with a focus on extending the 97 Okanagan Rapid Bus line to YLW. The [YLW Master Plan](#) proposes investment in public transit infrastructure and the introduction of Rapid Bus no later than 2025, improvements that are also proposed in [The Transit Future Action Plan](#).



Status – The YLW Ground-side study and Okanagan Gateway study are in development currently. These plans will identify the form of future transit services and infrastructure and identify the ultimate location of transit stations. Once complete YLW and City Transportation staff, in collaboration with BC Transit, will determine the most appropriate time frame to initiate a detailed design exercise or the facility.