

Rutland Exchange Phase 2

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INTRODUCTION

A vision has been created for the Rutland Town Centre as a vibrant urban centre and transportation hub. Furthering the investment in sustainable transportation infrastructure in this region will complete the vision.

The Rutland Transit Improvements will accommodate efficient transit access, comfortable passenger waiting areas with safe and unobstructed access for pedestrians and cyclists. It will provide priority for walking, cycling and transit to foster greater mobility choices and create an attractive pedestrian oriented environment that supports high density mixed use development.

Completing the transit infrastructure in Rutland will build ridership supporting future community development.

Throughout the planning for this project a phased approach to transit improvements has been identified as the optimal approach.

Phase two of the Rutland Transit Improvement Project, including the extension of Shepherd Road from Roxby to Rutland Road, is essential to the full vision of integrated urban mobility in the Rutland Town Centre.



BACKGROUND

Rutland Town Centre

Rutland Town Centre has been recognized as one of Kelowna's four urban centers in the City of Kelowna's Official Community Plan since 1996. The area is often referred to as Uptown Rutland, as a result of the business association's presence - the Uptown Rutland Business Association. The vision is to create a comprehensive land use, urban design and transportation plan that focuses on pedestrian and public transit infrastructure and revitalization of Rutland Town Centre.

Rutland Town Centre's vision as a transit oriented development zone incorporates compact, mixed use and pedestrian friendly developments - containing housing, workplaces, shops, schools, parks and entertainment and civic facilities - centered around transit stations.

Centennial Park

The City of Kelowna, with support of City Council, collaborated with the Rutland Parks Society in reaching a land deal to acquire Centennial Park, including the land required for the Shepherd Road extension.

The Rutland Park Society has owned and operated Rutland Centennial Park since the land was acquired by local residents in 1939. The Centennial Hall was subsequently built in 1967.

On October 20, 2014 at the Rutland Park Society Annual General Meeting, the membership voted in favour of a deal presented to them by the City of Kelowna. The revenues generated by the society fall short of the requirements to maintain the park and hall to standards acceptable to both citizens and society members. Both the park and hall require significant imminent investment in order to continue operating.

The City and Rutland Park Society have highlighted a joint desire to revitalize the park and ensure the success of important community amenities through exploration of a mutually beneficial partnership. The Rutland Centennial Park will be turned over to the City of Kelowna to enhance and maintain. The private roadway which aligns to Shepherd Road has been sold to the City for an extension to Shepherd Road. The Rutland Parks Society will retain Centennial Hall and renovate it.

Planning Vision

The vision of the Rutland Town Centre as a transit oriented development was first established in the Rutland Town Centre Transportation Plan, developed in 2000. While this plan was visionary at the time, it led to or influenced a number of projects since then. These include key topics such as urban design, streetscaping, market assessments, public transit service and active transportation. The Rutland Town Centre Transportation Plan also included the extension of Shepherd Road between Dougall Road and Asher Road.

Kelowna City Council approved the Shepherd Road site in 2005 as the location of the Rutland Transit Exchange and the City acquired four properties for the exchange at a cost of \$1.28 million. Stakeholder input was obtained through the Rutland Transit Centre Design Charrette (2005) as part of the Central Okanagan Smart Transit Plan, which received Council's support.

A 2009 Market Assessment and 2010 Urban Design Charrette endorsed the extension of Shepherd Road to Rutland Road as part of a future phase.

A series of workshops were held in 2010 and 2011 that included representatives from the Ministry of Transportation and Infrastructure, BC Transit and the City of Kelowna to review transit infrastructure and pedestrian options in the Rutland Town Centre - see **Functional Requirements** for the outcome of this process.

Appendix A has a full chronology of planning for Rutland Town Centre Transportation Improvements.

Transit improvements

RapidBus and frequent transit service will improve travel time, reliability, passenger comfort and convenience. It features fast, direct service and modern, attractive amenities.

The first phase of Kelowna RapidBus was completed in September 2010. It established RapidBus service between the University of BC Okanagan campus and Queensway in downtown Kelowna. Phases two and three have extended the

line to the Westbank First Nation and the District of West Kelowna.

In the fall of 2012, construction began on the Rutland Transit Exchange on Shepherd Road. Construction of this facility and associated road and pedestrian improvements were completed in June 2013. In July and August 2013, three new bus pullouts were constructed on Highway 33 between Hollywood and Dougall Roads.

In September 2013, Route 14 Black Mountain bus began servicing the new Rutland Transit Exchange. Until Shepherd Road is extended to Rutland Road, the Black Mountain community bus will be the only

transit route operating at the Rutland Transit Exchange.

The RapidBus Project Definition Report (April 2012), did not include Phase two of the Rutland Transit Improvements. However, the document does note Rutland’s transit improvements and routing would be implemented in a phased approach, and a rendering with a completed view of the Rutland Exchange with the Shepherd Road extended to Rutland Road is attached as **Appendix B**.

EXISTING SHEPHERD RD/
ROXBY ROAD



EXISTING SHEPHERD RD
TRANSIT EXCHANGE -
SITE
FURNITURE

FUNCTIONAL REQUIREMENTS

Rutland Transit Exchange

The BC Transit, Transit Future Plan proposes that existing transit routes in the Rutland Town Centre be restructured to streamline service and create a Frequent Transit Network on Highway 33 that supports RapidBus on Highway 97. Further enhancements would include realignment of mainline and feeder bus transit services from Highway 33 and Rutland Road to the new Rutland Transit Exchange on Shepherd Road. The extension of Shepherd Road to Rutland Road would eliminate the need for temporary in-lane stops on Highway 33 between Dougall Road and Rutland Road.

This phase was envisioned to precede Highway 33 pedestrian safety improvements and to support high level access management along Highway 33 through the town centre.



PROJECT SCOPE AND CONSTRUCTION PACKAGES

This project presents a phased approach to implement new pedestrian, transit and roadway infrastructure in the Rutland Town Centre. The



phase one investment, now complete, establishes the essential elements required to improve roadway network connectivity and create a strong pedestrian and transit focus in the urban centre.

Phase two provides for the Shepherd Road extension to Rutland Road and completion of the transit exchange. The extension will also enhance the pedestrian sidewalk system, to fully realize the vision of transforming the Rutland Town Centre into an attractive transit oriented urban centre.

Phase 2 transit infrastructure

In addition to extending Shepherd Road between Roxby Road and Rutland Road, the design of the roadway will incorporate the required bus infrastructure and pedestrian design elements.

Phase one transit and pedestrian infrastructure was extended to include:

- a westbound transit stop between Asher Road and Roxby Road capable of accommodating two buses
- attractive and comfortable transit amenities (e.g., large transit shelters, benches)
- adequate pedestrian circulation space
- traffic calming measures
- streetscaping (e.g., landscaping, new lighting, waste receptacles, public art, etc).

Required Investment

The Shepherd Road extension between Roxby and Rutland Roads required approximately 0.4 hectares of Centennial Park land from the Rutland Park Society. This land is currently being used as a private laneway to access the park and associated amenities.

The City invested in \$800,000 in the land and the estimated cost to construct the Phase II of the exchange that includes roadway extension and associated transit and pedestrian improvements is \$2.8 million (\$2.1 million functional).

The total required investment in phase two of the Rutland Transit Improvements is \$2.8 million.

Proposed schedule

Construction of phase two of the Rutland Transit Improvements could be complete in the fall of 2018.

Design:

Request for proposal issued	October 2017
Award & begin detail design	December 2017
Finalize detailed design	March 2018

Construction:

Construction start	June 2018
Construction completion	Fall 2018

BENEFITS

Transit service improvements

The Shepherd Road extension between Roxby and Rutland Road is integral to the operations of the Rutland Transit Exchange.

The new exchange provides a beautiful new public space featuring wide and creatively designed sidewalks, many seating areas including transit shelters and decorative lighting for comfort and safety.

Currently the new transit exchange is servicing the Route 14 Black Mountain bus. With the Shepherd Road extension, the exchange would accommodate all Rutland routes including:

- Route 8 University
- Route 10 North Rutland
- Route 11 Rutland

The Rutland Transit Exchange will become the midpoint for Route 8, which will travel between the Mission/Springfield exchange and UBCO. Routes 10 and 11 will provide direct access from Queensway and Orchard Park to the Rutland Transit Exchange, servicing large employment centers along the routes.

The extension of Shepherd Road will ensure layovers are off the roadway, especially from traffic on Highway 33. For transit passengers, it provides a safer, more convenient and comfortable environment for transfers between mainline transit and feeder bus services.

Transit priority measures could be accommodated at Rutland Road, allowing buses easy access to

Rutland Road and improving route efficiency.

Highway 33 and roadway operations

Connecting Shepherd Road to Rutland Road will provide a number of benefits to Highway 33, particularly safety.

Currently there are three transit stops located on Highway 33 between Dougall and Rutland Roads, one of which is an in-lane stop. Routing the buses through the Rutland Transit Exchange will eliminate the need for further Highway 33 bus bay infrastructure and remove the stops that currently impede traffic flow.

Potential exists to introduce access management measures on both sides of Highway 33, between Dougall Road and Rutland Road, with attractive raised medians.

Shepherd Road will serve as an alternate access to businesses along Asher and Roxby Roads by redirecting local traffic from Highway 33 onto the local road network. It also provides improved street connectivity and access for pedestrians, cyclists, and transit users within the Rutland Town Centre. Furthermore, Shepherd Road as an alternate route for cyclists away from Highway 33 will reduce potential conflicts between pedestrian, cyclist and transit vehicles with auto and commercial traffic on the highway. The increased safety provides potential for higher participation in active transportation modes and transit.

Transit Route Details:

Route	Destination	Headway	Mid or End point	Alternative	Avg. Dwell Time / Bus	Max Buses/ Bay/ Hr	Buses per Hour	AM Bays	Max for PM	Layover
8	UBCO, Cooper, Pandosy	10	Mid	UBCO, Pandosy	5	12.0	6	0.5	0.5	
10	Rutland, Queensway	10	End	Queensway	10	6.0	6	1.0		1
11	Rutland, Queensway	10	End	Queensway	10	6.0	6	1.0		1
14	Black Mtn, Rutland	15	End	None	10	6.0	4	1.0		
Total Needed per								3.5	0.5	2
Total Bays										6

Economic development

Transportation improvements in the Rutland Town Centre provide numerous economic benefits for Rutland residents, businesses and employees.

The urban long range plans for Shepherd Road envision it as a commercial “High Street”, or main street. Businesses and their employees and patrons will appreciate the enhanced access routes for pedestrians, cyclists, transit riders and vehicles to the Rutland Town Centre.

These improvements support transit oriented development by creating transit hubs in the urban core areas, where they can act as a catalyst to encourage higher density, mixed use development.

This investment will have positive impacts on employment opportunities, and retail businesses for the Rutland Town Centre.



STAKEHOLDER ENGAGEMENT

Engagement Process

The City has been working for many years with stakeholder groups in the Rutland area to plan this town centre. Community and stakeholder engagement has taken place in multiple forms ranging from public open houses to direct meetings and workshops with community groups and other stakeholders.

Community engagement related to this project dates back to the late 1990s when the City worked in partnership with other transportation agencies, including BC Transit and Ministry of Transportation and Infrastructure, to prepare the Rutland Centre Transportation Plan. Milestones of community engagement are provided in **Appendix A**.



CONCLUSION

The extension of Shepherd Road from Roxby Road to Rutland Road and associated transit and pedestrian improvements is required to complete the full implementation of the Rutland Transit Exchange and deliver the vision of the Rutland Town Centre as a vibrant urban centre and transportation hub.

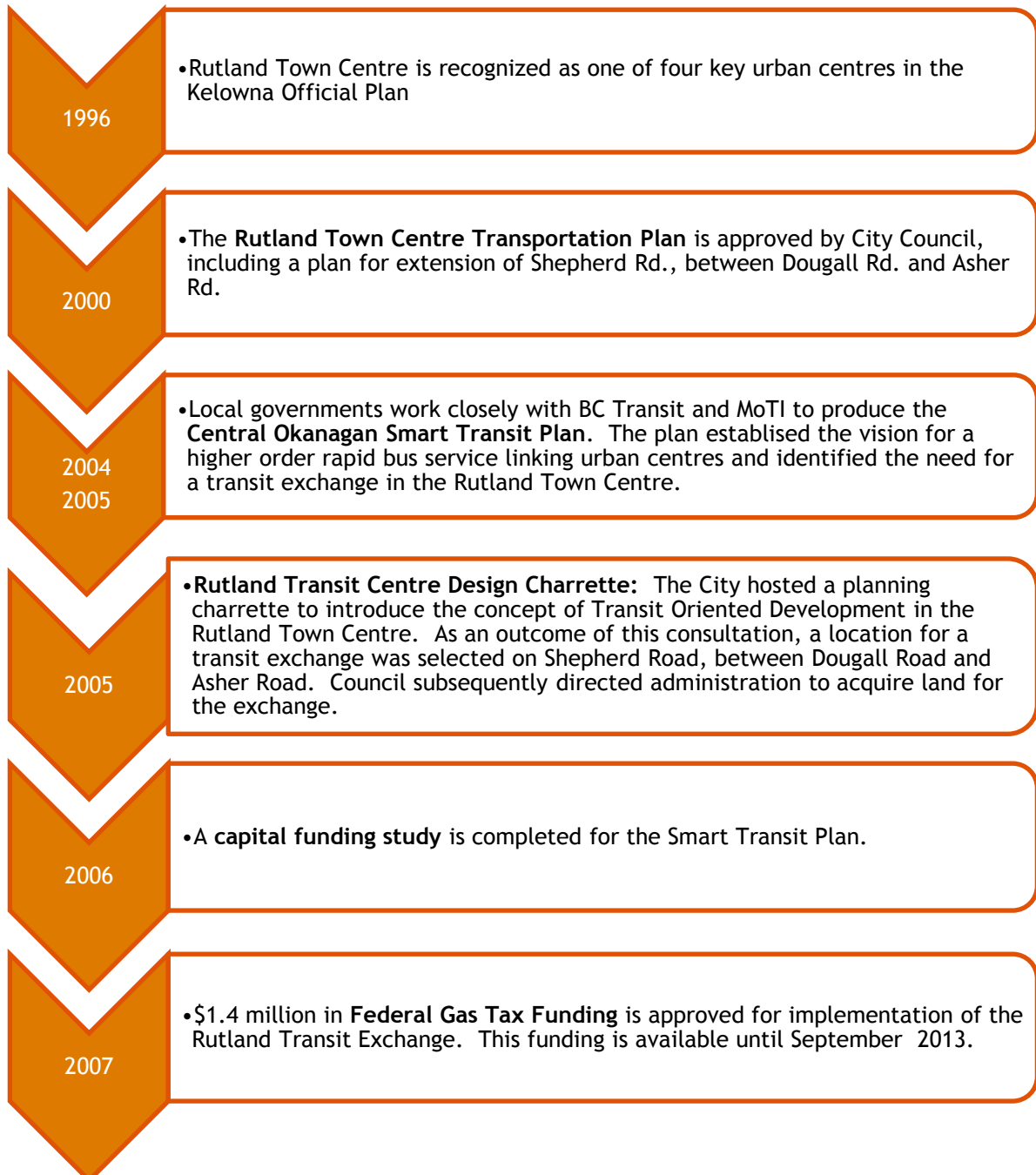
The Rutland Transit Improvements will accommodate efficient transit access, comfortable passenger waiting areas with safe and unobstructed access for pedestrians and cyclists. It will provide priority for walking, cycling and transit to foster greater mobility choices and create an attractive pedestrian oriented environment that supports high density mixed use development.

Phase two of the Rutland Transit Improvement Project, including the extension of Shepherd Road from Roxby to Rutland Road, will deliver the full vision of integrated urban mobility in the Rutland Town Centre.



APPENDIX A

Planning Chronology



2009	<ul style="list-style-type: none"> •Streetscape Planning: The City completed the conceptual design of streetscaping improvements in the Rutland Town Centre, including the Rutland Transit Exchange. •Market Assessment: A market assessment undertaken in partnership with URBA confirms that improvements such as the Shepherd Road transit exchange, streetscaping and open space improvements will help to revitalize the inner core of the Rutland Town Centre. The report also endorsed the extension of Shepherd Road from Dougall Road to Rutland Road.
2010	<ul style="list-style-type: none"> •Urban Design Charrette: In June 2010, the City hosted an urban design charrette to develop an action plan to stimulate the revitalization of the Rutland Town Centre. Support is expressed for integration of the transit exchange within the streetscape of the inner core area and the concept of extending Shepherd Road from Dougall Road to Rutland Road. •Funding Announcement: In September 2010, the Province and the Federal Government announced \$3.7 million in funding for a new Rutland Transit Exchange as part of a commitment to complete the regional RapidBus project. This announcement included the \$1.4 million in Federal Gas Tax funding announced in 2007. •BC Transit also advises that the location of the Rutland Transit Exchange will be subject to further review.
2011	<ul style="list-style-type: none"> •Concepts approved: In March, BC Transit, BC MoTI and the City of Kelowna reached agreement on the concepts and phasing strategy developed by the City for transit investments in the Rutland Town Centre on both Hwy 33 and Shepherd Road. •Stakeholder Support: In March, City of Kelowna receives letters of support from Uptown Rutland Business Association, Rutland Parks Society and Rutland Residents Association. •Council update: In April, City Council were provided with a progress update, budget details, execution plan and phasing strategy for transit infrastructure improvements. •Open House: Public information session was held August 2011.
2012	<ul style="list-style-type: none"> •Construction: October 20, a groundbreaking ceremony marks the start of construction on the Rutland Transit Exchange.
2013	<ul style="list-style-type: none"> •Shepherd Rd completed: In July, construction is completed on the Shepherd Road and Dougall Road works. •Highway 33 pullouts: In July and August, construction on Highway 33 bus pullouts is undertaken. •Transit Exchange opens: September 1, Route 14 Black Mountain makes its first stop at the new Rutland Transit Exchange. •Official opening event: Public, dignitaries and media participated in an official unveiling of the new Rutland Transit Exchange October 1.
2014	<ul style="list-style-type: none"> •Land Aquisition completed: City Council approves transfer of Rutland Centennial Park, land aquisition required for road alignment and Hall upgrades

APPENDIX B

Shepherd Road Transit Exchange Phase 1 and 2 Rendering

