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STPCO Newsletter

The STPCO newsletter is intended to provide a brief quarterly update on the activities of the Sustainable Transportation Partnership of the Central Okanagan.



1. STPCO Work Plan reporting

STPCO Newsletters

<https://www.smarttrips.ca/about/stpco/stpco-newsletter>

a. Year end report and 3 year work plan

i. 3-Year Work Plan status

b. Transit updates

c. Regional Transportation Plan



Transit updates

Investing in Canada Infrastructure Program (ICIP) Updates:

- Transit Operations and Maintenance Facility. A jointly funded (City of Kelowna/BC Transit) study is underway to define the project and prepare for funding submission.
- Upcoming Regional Transit Staff Working Group meeting to confirm projects in each partner community.



Transit updates

Fall Transit Service Changes:

- Service levels on routes servicing post-secondary and secondary schools was reinstated for the fall
- Three new routes and associated new bus stops were introduced on the Westside:
 - Route 24 Shannon Ridge
 - Route 26 Old Okanagan
 - Route 28 Shannon Lake



Programs

- Help shape future Bike to Work Weeks!

- Survey open until 10/21
- Getinvolved.kelowna.ca



- New Shared Mobility Permit Program

- 3X increase in demand from Summer 2018 (e-scooters)
- Recently announced provincial MVA amendment opens potential for piloting new vehicles on roads



Regional Planning

- Regional Transportation Plan
 - Connecting our Region: Let's Talk Transportation event and online survey
 - Public Engagement Summary
 - Option Refinement and Screening
- Okanagan Gateway Study




577
people
completed
questionnaires



90
people engaged
in in-depth
conversations


1600
comments received
through the
questionnaire




QUESTIONS?

smartTRIPS.ca

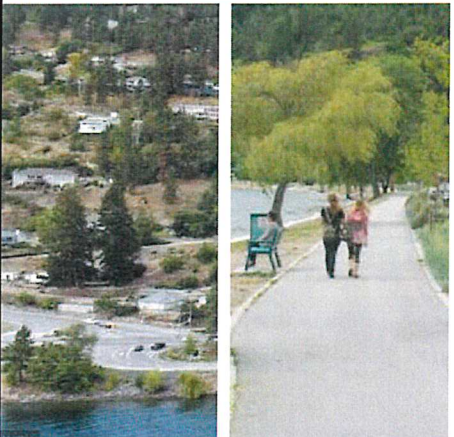



Connecting Our Region

Our first region-wide transportation plan




smartTRIPS



Regional Transportation Plan

West Kelowna Update
Option Screening
October 2019



Screening Process

Strategy Development Process

Issues and Considerations

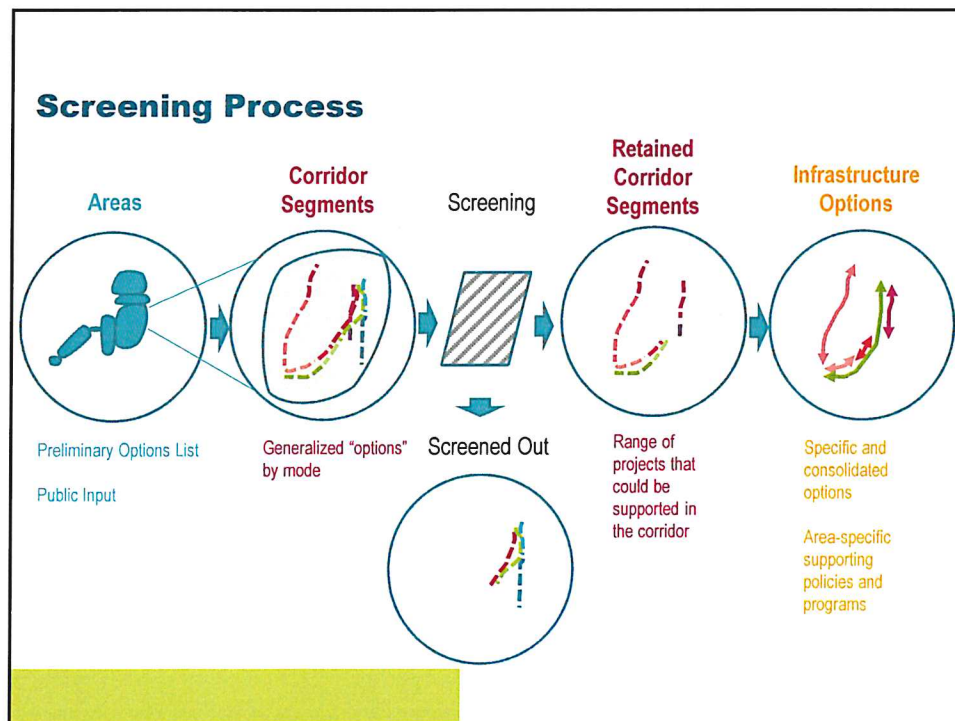
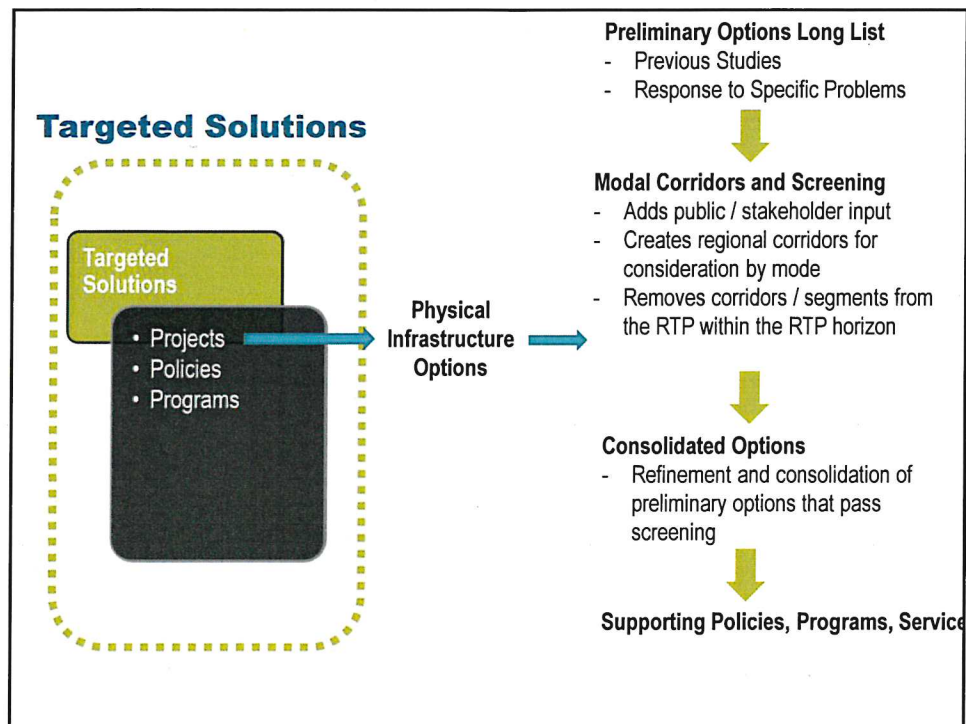
- Identified through:
 - Technical evaluation
 - Historical studies and reports
 - STPCO committees
 - Publics and Stakeholders

Targeted Solutions

- Projects
- Policies
- Programs

Comprehensive Strategies

- "Mix 'n match" targeted solutions
- Comprehensive, including all themes, but with varying levels of priority



Screening Goals

- Consolidate input from a range of sources
- Transparent process
- Progressively reduce the range of options based on the goals of the study
- Screen out projects that are not regional in nature or consistent with the RTP goals



Screening Westside (West Kelowna and WFN)

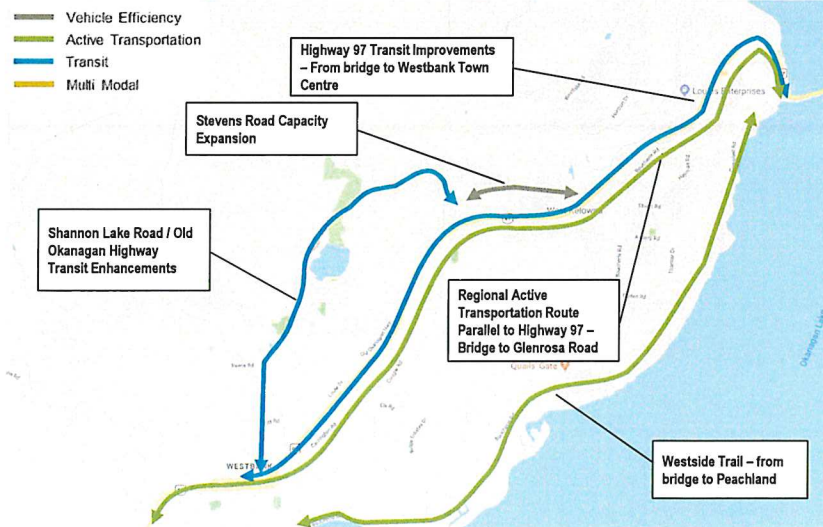
Westside

Corridors	Segments	Corridor Segment / Mode		
		Screened Out	Rationale	Retained
Highway 97	Bridge to Westbank Town Centre	Vehicle	MOTI study	Active Transportation, Transit
	Westbank Town Centre to Highway 97C	Transit, Vehicle	Transit demands not likely to warrant improvement MOTI study	Active Transportation
Shannon Lake Road / Old Okanagan Highway / Stevens Road	Shannon Lake Road / Old Okanagan Highway	Active Transportation, Vehicle	Terrain limits competitiveness of AT Limited ability to draw traffic from Highway	Transit
	Stevens Road	-	-	All modes
Westside Trail	Bridge to Peachland	Transit, Vehicle	Not applicable	Active Transportation

Resulting Options (see map)

- Highway 97 Transit Improvements – From bridge to Westbank Town Centre
- Stevens Road Capacity Expansion
- Shannon Lake Road / Old Okanagan Highway Transit Enhancements
- Regional Active Transportation Route Parallel to Highway 97 – from bridge to Glenrosa Road
- Westside Trail – from bridge to Peachland

Westside Projects – Resulting Options





Discussion



Screening
Peachland

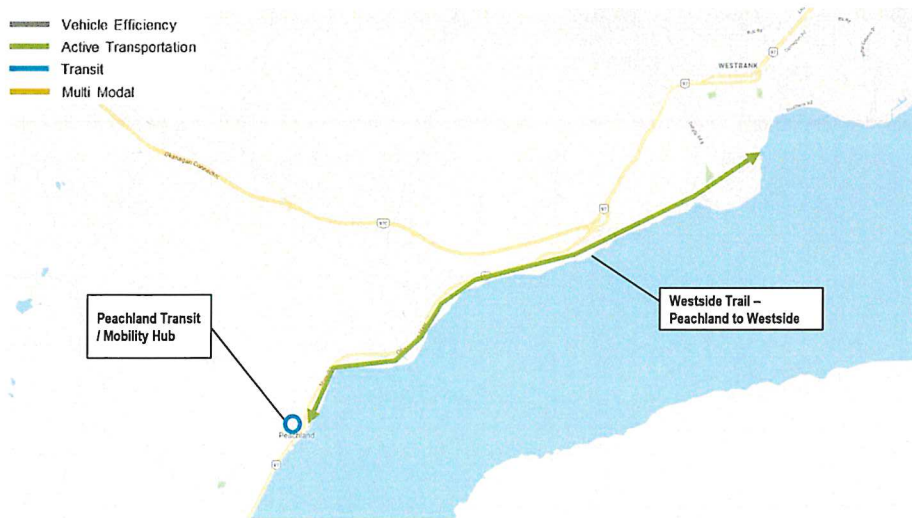
Peachland

Corridors	Segments	Corridor Segment / mode		
		Screened Out	Rationale	Retained
Peachland	Transit / Mobility Hub	Active Transportation, Vehicle	Not regionally significant Addressed by transit	Transit
	Westside Trail	Transit, Vehicle	Not applicable	Active Transportation

Resulting Options (see map)

- Transit / Mobility Hub
- Westside Trail – Peachland to Westside

Peachland – Resulting Options





Screening

Connecting across the lake

Connecting across the lake (all previous options retained)

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

Screening Kelowna (West)

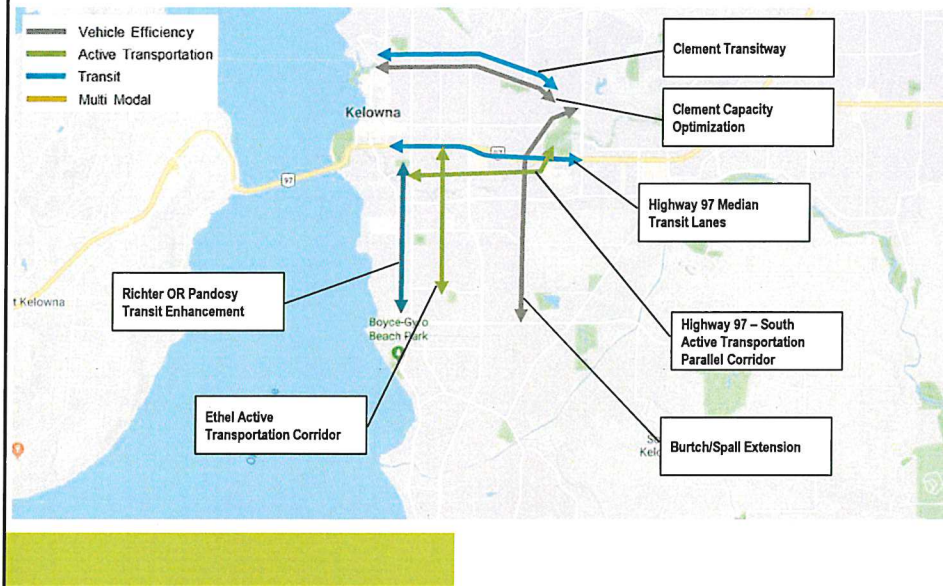
Kelowna (West)

Corridors	Segments	Corridor Segment / Mode		
		Screened Out	Rationale	Retained
Clement Avenue / COMC	Glenmore Road to Downtown	Active Transportation	Cawston corridor available	Transit, Vehicle
Highway 97	Spall Road to Bridge	Vehicle	MOTI study	Active Transportation, Transit
Spall Road / Burtch Road	Glenmore Road to KLO Road	None	-	All modes
Gordon Drive	Clement Avenue to Capital News Centre	All modes	Ethel is primary AT corridor Not a regional route for transit / vehicle	-
Pandosa Street / Richter Street / Ethel Street	Downtown to Highway 97	Active Transportation, Vehicle	Ethel available, vehicle to be addressed with COPS and lake crossing options	Transit
	Highway 97 to South Pandosa Street	Vehicle	ROW unavailable	Active Transportation, Transit

Resulting Options (see map)

- Richter OR Pandosa Transit Enhancement
- Ethel Active Transportation Corridor
- Clement Transitway
- Clement Capacity Optimization
- Highway 97 Median Transit Lanes
- Highway 97 – South Active Transportation Parallel Corridor
- Burtch/Spall Extension

Kelowna (West) – Resulting Options



Screening
Lake Country

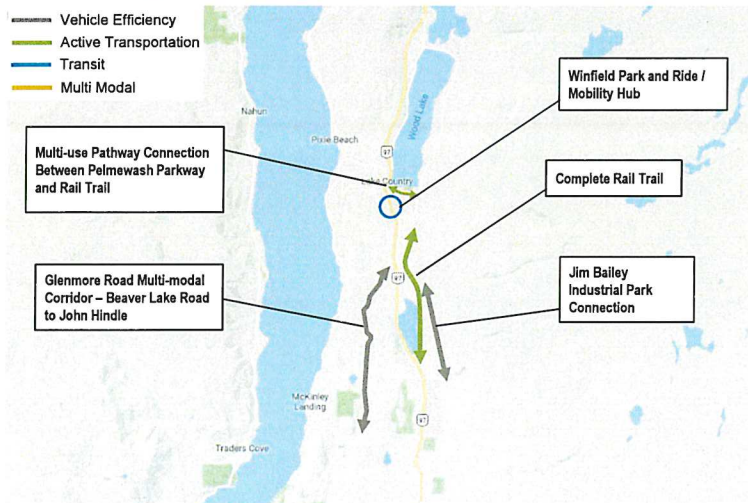
Lake Country

Corridors	Segments	Corridor Segment / Mode		
		Screened Out	Rationale	Retained
Winfield / Oyama	Oyama to Ocelola Road	All modes	Rail Trail available Hwy 97 is free flowing	-
	Ocelola Road to South of Beaver Lake Road	Vehicle	MOTI study	Active Transportation, Transit
	Beaver Lake Road to Old Vernon Road	Vehicle	MOTI study	Active Transportation, Transit
Glenmore Road	Beaver Lake Road / Seaton Road to Chase Road	Transit	Hwy 97 is preferable	Active Transportation, Vehicle
	Chase Road to John Hindle Drive	Transit	Hwy 97 is preferable	Active Transportation, Vehicle
East of Elision Lake	Beaver Lake Road to Old Vernon Road	-	-	All modes

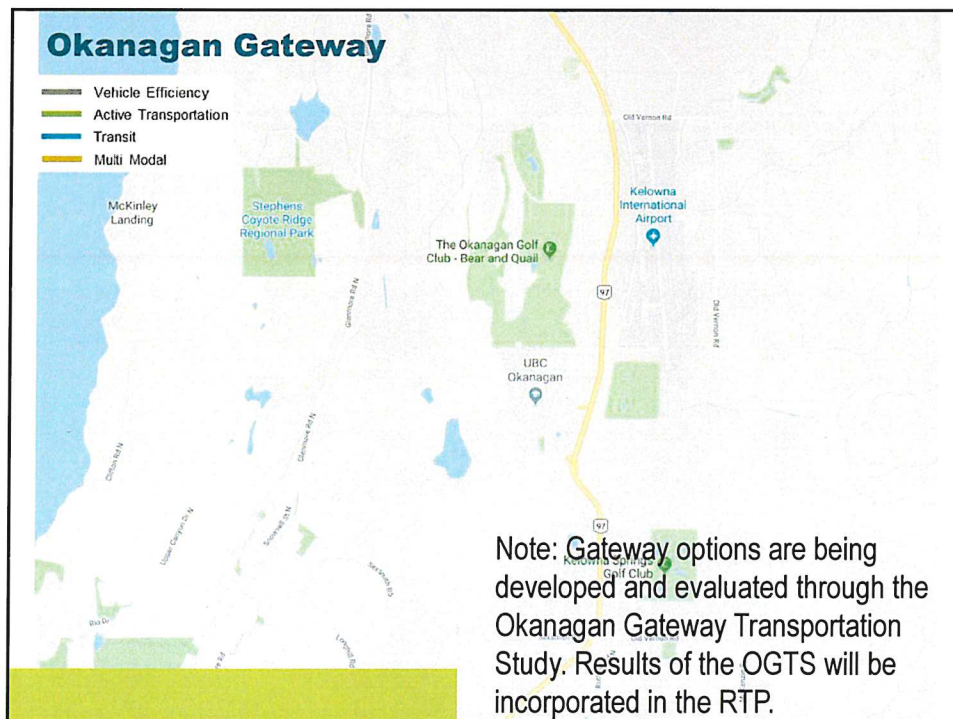
Resulting Options (see map)

- Multi-use Pathway Connection Between Pelmevash Parkway and Rail Trail
- Complete Rail Trail
- Glenmore Road Multi-modal Corridor – Beaver Lake Road to John Hindle
- Jim Bailey Connection
- Winfield Park and Ride / Mobility Hub

Lake Country – Resulting Options



Screening Okanagan Gateway



Screening Kelowna (East)

Kelowna (East)

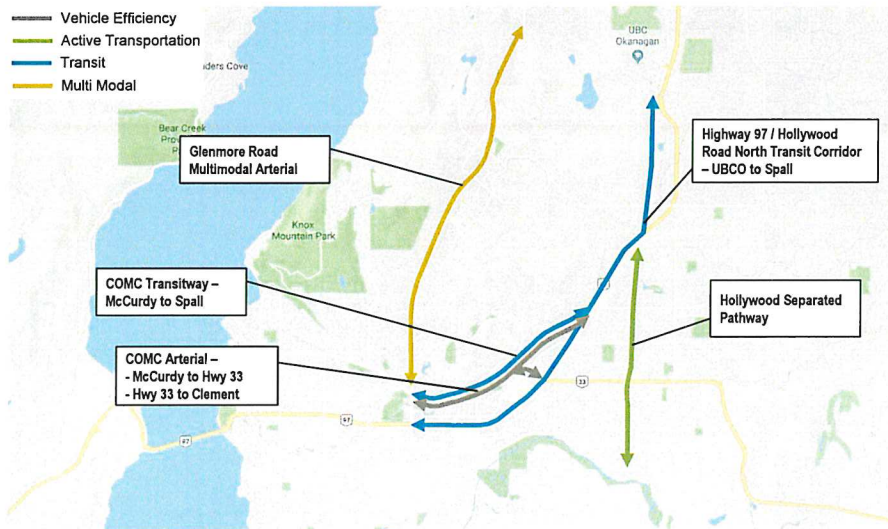
Corridors	Segments	Corridor segment / mode combinations that passed screening
Glenmore Road	John Hindle to Union Road	All modes
	Union Road to Clement Avenue	All modes
Central Okanagan Multi-modal Corridor	Highway 97 at John Hindle to McCurdy Road	None
	McCurdy Road to Highway 33	Transit, Vehicle
	Highway 33 to Spall Road	Transit, Vehicle
Hollywood Road	UBCO to Highway 97 (North Extension)	Transit
	Highway 97 to Springfield Road (South Extension)	Active Transportation
Highway 97	John Hindle to McCurdy Road	None
	McCurdy Road to Highway 33	Transit
	Highway 33 to Spall Road	Transit
Rutland Road / Acland – Bulman Road	Kelowna Airport to Old Vernon Road	None
	Old Vernon Road to Highway 33	None

Kelowna (East) - continued

Resulting Options (see map)

- Glenmore Road Multimodal Arterial – John Hindle to Clement
- COMC Transitway – McCurdy to Spall
- COMC Arterial – McCurdy to Highway 33 and /or Highway 33 to Clement
- Highway 97 / Hollywood Road North Transit Corridor – UBCO to Spall
- Hollywood Separated Pathway – Rail Trail to Mission Greenway

Kelowna (East) – Options



Screening Summary

Option Examples

infrastructure options retained through screening

Lake Country

- Expanded Service to Lake Country & Beyond
- Glenmore Road Transit
- Jim Bailey Road Connection
- Glenmore Road Upgrades and Active Transportation

Gateway

- Acland-Bulman Connection
- Improved Highway 97 / Airport Access
- Rapid Bus Extension to the Airport
- Internal Gateway Connectivity
- Shared Use of the Former Rail Corridor

Kelowna (East)

- Glenmore Road Capacity Improvements
- Central Okanagan Multi-modal Corridor (COMC)
- Hollywood Road Extension
- Highway 97 Transit Lanes
- Glenmore Road / John Hindle Transit Improvements (part of Glenmore Multi-modal corridor)
- COMC Transit Priority or Dedicated Lanes
- Hollywood Road Extension Transit Priority
- Highway 33 / Rutland Road Transit Priority
- Glenmore Road Active Transportation (part of Glenmore Multi-modal corridor)

Kelowna (West)

- Highway 97 Transit Lanes
- COMC / Clement Avenue RapidBus
- Dedicated Transitway near COMC / Clement
- Pandosy and/or Richter Transit Improvements
- Queensway Exchange / KGH Shuttle
- Direct Service to South of Highway 97 Bridge
- Glenmore to Burtch Connection
- Burtch Road Extension
- COMC Highway 33 to Clement Avenue
- Ethel Active Transportation Corridor

Bridge

- Reversible Contra-Flow Lane
- Reversible Contra-Flow Lane: dedicated to transit
- New dedicated shoulder transit lane
- Very high frequency bus & first/last mile
- Water Taxi / Ferry

Westside

- Highway 97 Interchanges
- Stevens Road Capacity Expansion
- Highway 97 Dedicated Transit Lanes
- Westside Multi-Modal Trail
- Connecting the Westbank Town Centre / IR 9 Commercial Centre
- Couplet
- Highway 97 Bus Lanes or Transit Shoulder Running
- Old Okanagan Highway / Shannon Lake Road Transit Priority
- Westside Trail

Peachland

- Transit / Mobility Hub
- Westside Trail
- Transit Service to North and South

Next Steps

Next Steps

- Fully define the options
- Confirm functionality with modelling
- Create regional scenarios
- Evaluate scenarios
- Identify programs and policies for each area. Some example types include:
 - Land Use
 - Modal Integration
 - Pricing
 - Transit Service Connections
 - Shared Mobility