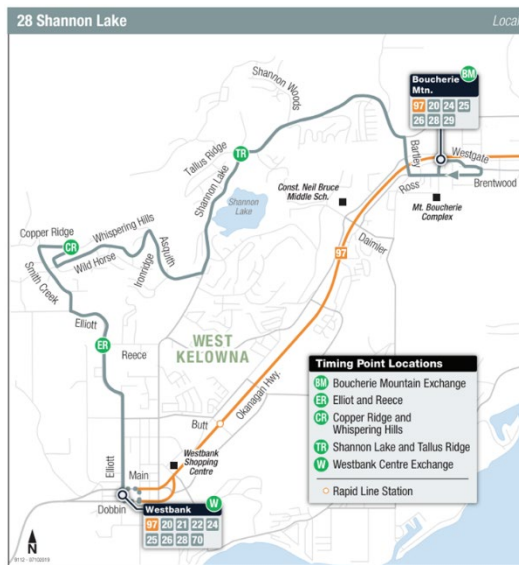


Supporting Detail Summary - Year 2 and 3 Proposed Transit Improvements

Year 2:

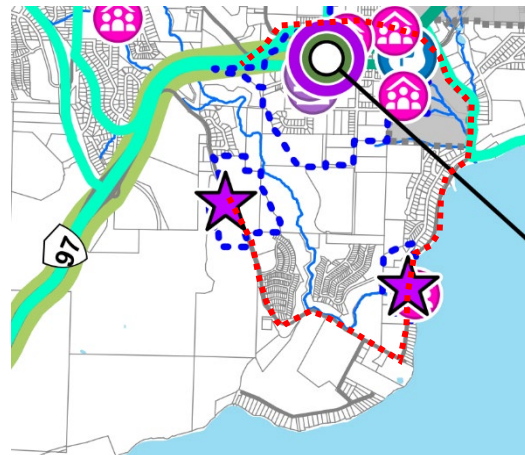
1. 28 Shannon Lake & 29 Bear Creek - Introduce **weekend service**

This change proposes to introduce weekend service to Route 28 Shannon Lake and to Route 29 Bear Creek, which currently do not have any weekend service. The change proposes to extend the weekend service to an underserved area and to more closely match with hours of service provided along the Highway 97 route. The intention is to address system deficiencies by supporting transit service to more areas of the City and support generating additional ridership with weekend service along these routes. Public feedback strongly supports making public transit more of a priority with specific comments about Route 28 received as part of the Transportation Master Plan public feedback.



2. NEW - Introduce **new service** to Goat's Peak/Gellatly Neighbourhood and Village Centres

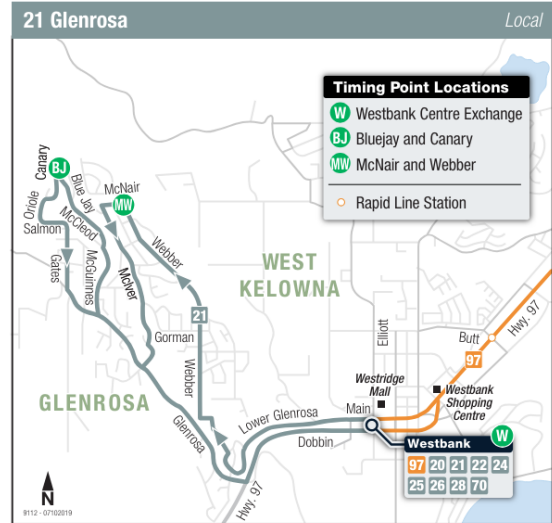
Service along the Gellatly waterfront from Westbank Centre to Pebble Beach was identified as community priority as part of the 2018 Transit Future Action Plan and was ran as a trial and then discontinued in 2018. However, this area as well as extensions up Gellatly road remains a priority for transit service based on existing residential and further anticipated growth in the Gellatly Village and Goat's Peak Neighbourhood Centres. Desire for service to these areas was expressed through public feedback received as part of the Official Community Plan and Transportation Master Planning process. The intention of providing service to this area is to match anticipated and continuing residential and



commercial growth along the route and to build the transit system to encourage ridership as the area fills in. Conceptual routing is shown in red line, but final routing would be established through the design process with BC Transit.

3. 21 Glenrosa - Increase morning and afternoon peak service

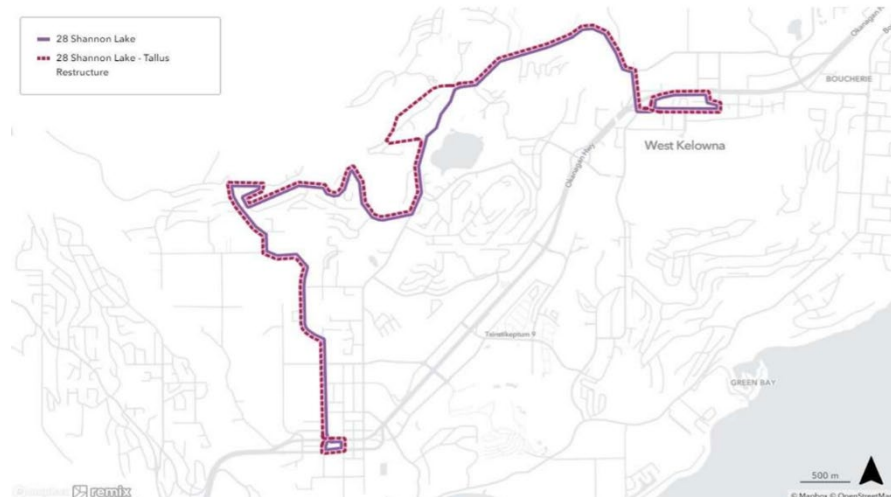
This change proposes to increase morning and afternoon peak service which to positively affect the frequency of the most productive route in West Kelowna, outside the Highway 97 Rapid bus. This type of change reduces passenger overloading and increases passenger comfort, allows for more reliable service during the peak hours, and reduces or eliminates passbys in support of increasing ridership growth and continued transit use in this area. This type of change is supported by ridership data, as well as public feedback and to address complaints about the overcrowding on this bus. Overcrowding has the potential to negatively impact the perception of safety while on the bus, especially for more vulnerable uses such as youth and seniors.

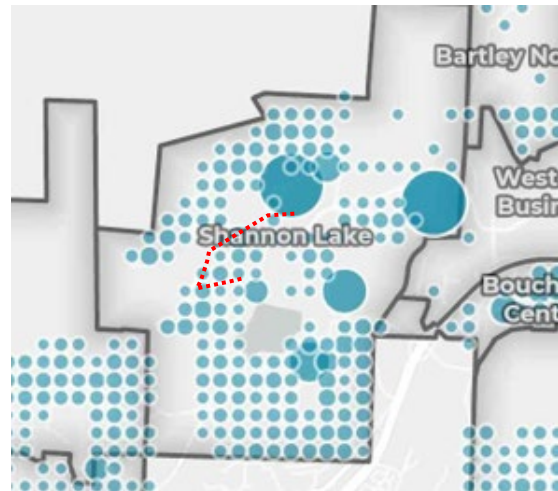
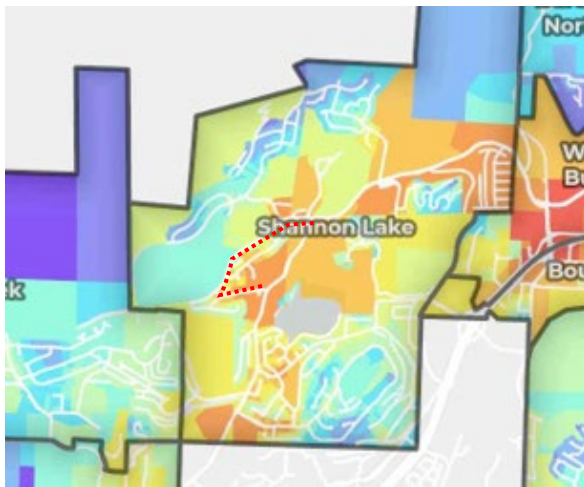


4. 28 Shannon Lake - Minor route change (potential access to 200 more residents)

This change proposes a very minor route adjustment to expand the service along a more populated street segment allowing potential access to approximately 200 more residents. As part of the planning for this route, additional analysis of the routing potential along new road network options (i.e. connection from Tallus Ridge Drive to Asquith Road) need to be examined to consider routing frequency. Route realignments should be considered as the City continues to develop residential neighbourhoods, especially where infill development may create variable densities and/or new road network connections are made with new development. Expanding service or realigning routes into more populated routes support generating additional ridership.

Figure 2: Proposed changes to Route 28 Shannon Lake





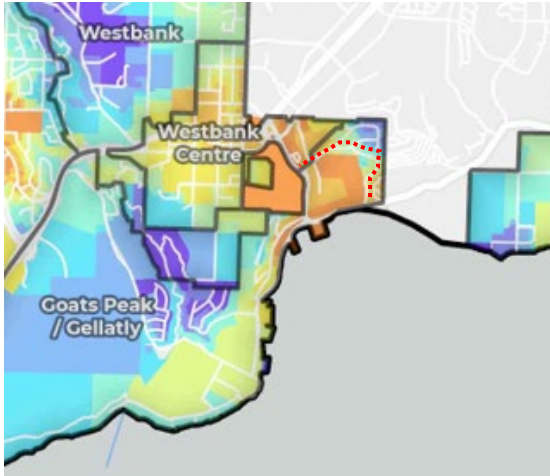
(bring service closer to underserved areas in blue) (bring service through higher density area)

5. 20 Lakeview - Minor route change (potential access to 200 more residents)

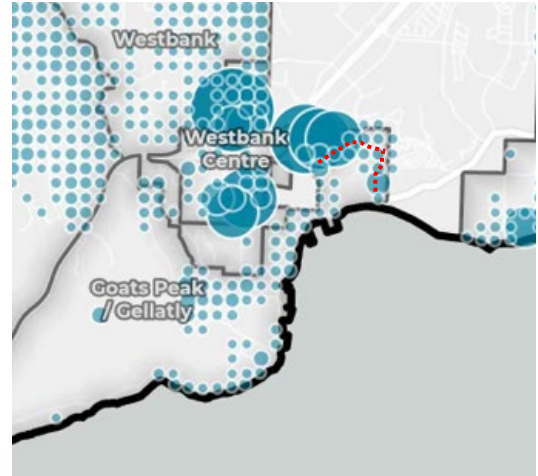
This change proposes a very minor route adjustment to expand the service along a more populated street segment allowing potential access to approximately 200 more residents and would operate at similar frequencies as the existing route. Route realignments should be considered as the City continues to develop residential neighbourhoods, especially where infill development may create variable densities and/or new road network connections are made with new development. Expanding service or realigning routes into more populated routes support generating additional ridership.

Figure 3: Proposed changes to Route 20 Lakeview





(bring service closer to underserved areas in blue)

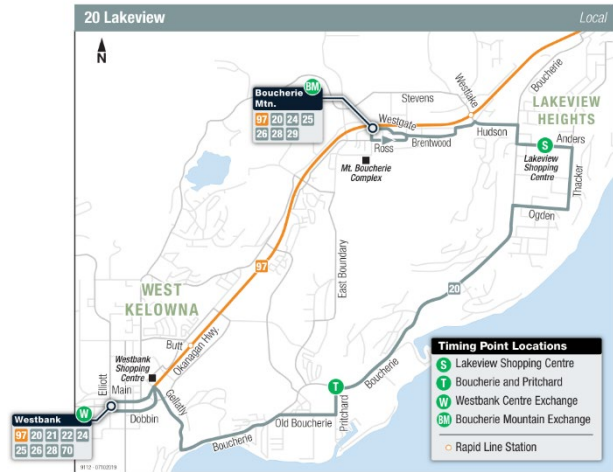


(bring service through higher density area and eliminate duplicate routing)

Year 3:

1. 20 Lakeview - Increase morning and afternoon peak service

This change proposes to increase morning and afternoon peak service which to positively affect the frequency of the second most productive route in West Kelowna, outside the Highway 97 Rapid bus. This type of change reduces passenger overloading and increases passenger comfort, allows for more reliable service during the peak hours, and reduces or eliminates passbys in support of increasing ridership growth and continued transit use in this area. This type of change is supported by ridership data, as well as public feedback and to address complaints about the overcrowding and passbys on this bus. Overcrowding has the potential to negatively impact the perception of safety while on the bus, especially for more vulnerable users such as youth and seniors, and passbys also affect the perception of safety where brings questions about the reliability of the transit system as a viable alternative to other transportation methods.



2. 25 East Boundary & 26 Old Okanagan - Extend evening span

This change proposes to introduce evening service to Route 25 East Boundary, which currently ends at 6:26 pm weekdays and 6:15 on weekends, and to Route 29 Bear Creek, which currently ends at 10:26 pm weekdays and 9:21/7:31 pm weekends. The change proposes to extend the evening span to more closely match with hours of service provided along the Highway 97 route. The intention is to address safety concerns with transit users and support generating additional ridership with evening service along these routes that largely provide service to and from Westbank First Nation residential and commercial areas. For example, enhanced evening services allows students with evening classes at UBCO and Okanagan College, as well as afternoon/evening shift workers, to return home at the end of their day.

