

# Preliminary Examples of Options for Consideration

The Regional Transportation Plan (RTP) project team is in the process of analyzing existing and future conditions for the regional transportation network. This document provides an overview of some of the key regional issues identified to date and examples of the types of options that can be considered in the RTP to help respond to these issue areas. The example options in this document are focused on high-level project ideas; a list of example policies, programs and partnerships for consideration are also included at the end of the document.

As the RTP is still early in the options development phase, the example options presented are not intended to represent a complete list or recommendations, nor are they a result of a detailed level of analysis or evaluation. Rather, the example options in this memo are intended to inspire thinking around regional transportation issues and other potential options.

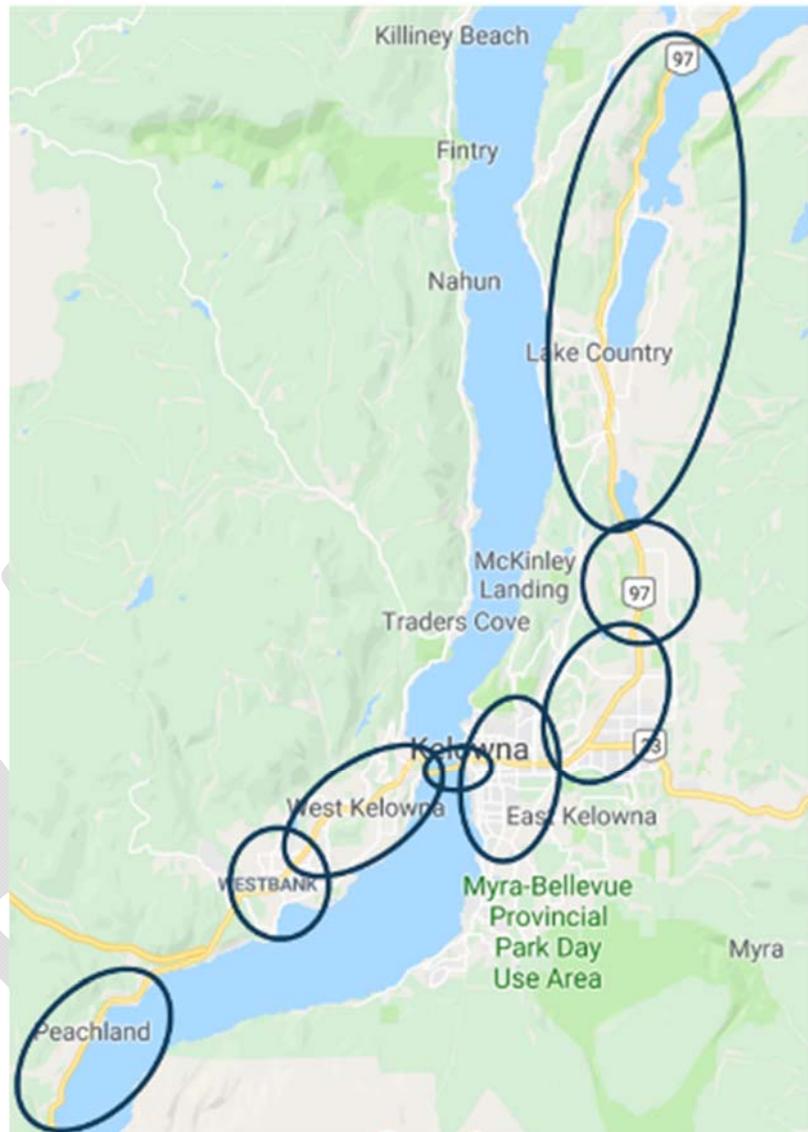


Figure 1: Example Options Focus Areas

The Ministry of Transportation and Infrastructure is in the process of completing Phase 1 of the Central Okanagan Planning Study (COPS). COPS Phase 1 will identify a short list of potential highway infrastructure options. The RTP example options in this list do not revisit the COPS options and, with the exception of some specific transit options and existing lake crossing considerations, highway options are not included in this list.



The example options presented are organized into geographic areas. These areas, from north to south are:

<b>GEOGRAPHIC AREA</b>	<b>ISSUES (DRAFT)</b>
<b>CONNECTING LAKE COUNTRY AND BEYOND</b>	Intra-regional connectivity (North Okanagan and beyond), unbalanced land use (residential and employment), unbalanced trip patterns (direction and time), car dependency, lack of transportation options, first/last mile between transit and home
<b>CONNECTING THE OKANAGAN GATEWAY</b>	Lack of network redundancy for major regional destinations, conflicting land uses (institutional, industrial, airport), unbalanced trip patterns (direction and time), lack of transportation options, car dependency
<b>CONNECTING THE “HOURLASS”</b>	Bottleneck / lack of network redundancy, unbalanced land use (heavy employment with little residential), access to employment and services, unbalanced trip patterns (direction and time), car dependency, lack of transportation options
<b>CONNECTING THE KELOWNA CORE AND REGIONAL DESTINATIONS SOUTH OF HIGHWAY 97</b>	Multimodal access to regionally significant destinations and activity hubs, (Downtown Kelowna, KGH, Okanagan College, other employment and services), highway acts both as a connector and as a barrier
<b>CONNECTING ACROSS THE LAKE</b>	Bottleneck / lack of network redundancy, unbalanced land use (residential and employment), unbalanced trip patterns (direction and time), car dependency, lack of transportation options
<b>CONNECTING THE WESTSIDE</b>	Unbalanced land use (residential and employment), access to alternative transportation, unbalanced trip patterns (direction and time), car dependency, lack of transportation options, first/last mile between transit and home
<b>CONNECTING THE WESTBANK TOWN CENTRE</b>	Multimodal access to destinations, unbalanced land use (residential and employment), unbalanced trip patterns (direction and time), car dependency, topographical barriers, lack of transportation options, first/last mile between transit and home
<b>CONNECTING PEACHLAND AND THE SOUTH</b>	Intra-regional connectivity, unbalanced land use (residential and employment), unbalanced trip patterns (direction and time), car dependency, lack of transportation options, topographical barriers, first/last mile between transit and home

## Connecting Lake Country and Beyond

GEOGRAPHIC AREA	ISSUES (DRAFT)
<b>CONNECTING LAKE COUNTRY AND BEYOND</b>	Intra-regional connectivity (North Okanagan and beyond), unbalanced land use (residential and employment), unbalanced trip patterns (direction and time), car dependency, lack of transportation options, first/last mile between transit and home

Lake Country is the northern gateway to the Central Okanagan. Most travel to/from the South and Central Okanagan passes through Lake Country for travel to Vernon and beyond. The core transportation challenges in this area are that the majority of trips are highly car dependent and are destined west at about the same time, using mainly two connections.

### Current BC MoTI projects



The Ministry of Transportation and Infrastructure is currently studying Highway 97 through Lake Country, including options for the Highway 97 / Glenmore Road / Beaver Lake Road intersection, and access management along the highway corridor. Outcomes of this study will be considered in future regional and local plans.

### Expanded Transit to Lake Country

Transit presents a realistic opportunity to shift travel away from single occupant vehicle dependence. It is likely that any implementation of service enhancements would be evolutionary in nature, with service levels increasing as the population grows.



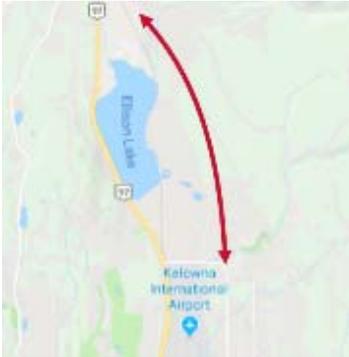
**Highway 97 RapidBus** - The Transit Future Action Plan has identified a potential extension of RapidBus to Lake Country, contingent upon sufficient land use and transit-supportive densities to support the service.

**Glenmore Road Transit** – A RapidBus-style of service or other express service supported by transit priority infrastructure on Glenmore Road is also a potential option for consideration to strengthen transit connections to Lake Country.

### Improved Transit Connection with Vernon

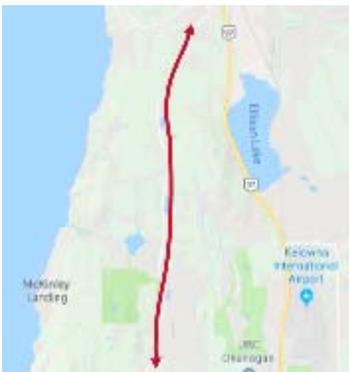
Improvements, such as enhanced frequencies to the transit connection north to Vernon could be considered.

### Jim Bailey Road Connection



A link connecting the Jim Bailey Industrial Park to Old Vernon Road north of the airport would provide alternate access to the industrial park and support potential future industrial development at Jim Bailey and around the airport. This new link would draw some traffic away from the highway and create additional network redundancy.

### Glenmore Road Upgrades and Active Transportation



Glenmore Road is currently a two-lane, rural roadway with several curves and narrow shoulders. The District of Lake Country has identified the realignment of the north end of Glenmore Road as a potential project, and would be completed in conjunction with new industrial development. This would include developing the roadway to more modern standards. There are opportunities for targeted improvements on Glenmore Road north of John Hindle Drive to address traffic operation, safety and corridor consistency. Examples of potential options include curve realignments, intersection improvements and cross-section modifications

The Glenmore Road corridor also presents an opportunity for active transportation facilities to connect with John Hindle Drive.

### Other Ideas?

## Connecting the Okanagan Gateway

GEOGRAPHIC AREA	ISSUES (DRAFT)
<b>CONNECTING THE OKANAGAN GATEWAY</b>	Lack of network redundancy for major regional destinations, conflicting land uses (institutional, industrial, airport), unbalanced trip patterns (direction and time), lack of transportation options, car dependency

The Okanagan Gateway is an important regional hub that includes the airport and associated industrial/commercial development, the University of British Columbia – Okanagan (UBCO), University South residential area, Pier Mac industrial and commercial area and Quail Ridge residential area. The Gateway is the subject of a separate study that will build on the initial work completed as part of the RTP and help to inform the final plan.

### Acland-Bulman Connection



An extension of Acland Road to Bulman Road and to the Airport would provide a new continuous connection between the Airport, Acland Road and Rutland Road on the east side of Highway 97. It would improve network redundancy by providing a new Airport road connection, and it has been previously considered in other planning processes.

### Improved Highway 97 / Airport Access



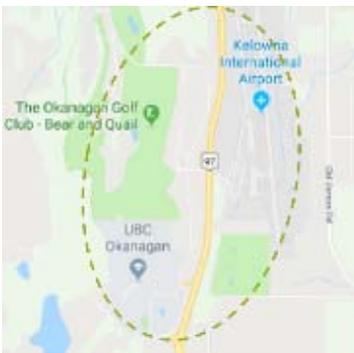
With continued rapid growth at the airport, there will be a need for improved access to the airport and associated industrial/commercial lands adjacent to the airport. An interchange at Airport Way / Highway 97 has previously been identified as a proposed solution, but there may be other options that can be investigated through the Okanagan Gateway Transportation Study.

### RapidBus Extension to the Airport



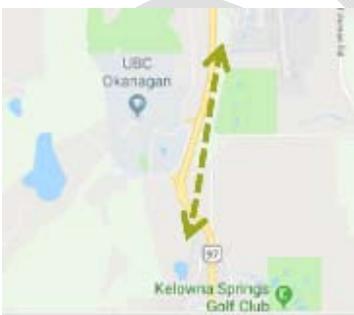
The Transit Future Action Plan identified the goal of improving transit service to YLW Airport. Options to improve transit service include extension of RapidBus transit between the Airport and Central Kelowna, and/or different types and levels of transit service between UBCO and the Airport (for example, Airport / UBCO shuttle service that provides a high frequency connection between Airport and the UBCO Exchange)

### Internal Gateway Connectivity



Active transportation and transit service improvements to increase connectivity within the Gateway could also be considered, such as enhanced transit service between UCBO and the Airport. A number of innovative options could be used to link the major hubs within the Gateway, and these could include ideas like micro transit, shuttles and shared transportation options (car share, bike share, scooter share, etc.). Specific options will be identified through the Okanagan Gateway Transportation Study and stakeholder / public engagement.

### Shared Use of the Former Rail Corridor



The former rail corridor that runs north-south through the Gateway has been developed as an important active transportation connection between the Gateway and the rest of Kelowna. However, the existing multi-use pathway only uses a portion of the available right-of-way, and there may be an opportunity to share the corridor with other forms of transportation. This could include local or regional transit alternatives.

### Other ideas?

## Connecting the “Hourglass”

GEOGRAPHIC AREA	ISSUES (DRAFT)
CONNECTING THE “HOURLASS”	Bottleneck / lack of network redundancy, unbalanced land use (heavy employment with little residential), access to employment and services, unbalanced trip patterns (direction and time), car dependency, lack of transportation options

The “hourglass” or “bow tie” is the area between Burtch and McCurdy along Highway 97, nicknamed for the narrowing of the available transportation corridors and the concentration of activities and trips (the majority of the trips in the region pass through the “hourglass” or access employment, services and activities there). Highway 97 and Glenmore Road are the only significant, continuous north-south roadway connections in the area, and Enterprise, Springfield and Highway 97 act as the east-west connections. Future traffic forecasts have shown that travel demand in this area will grow significantly over the next 20 to 25 years.

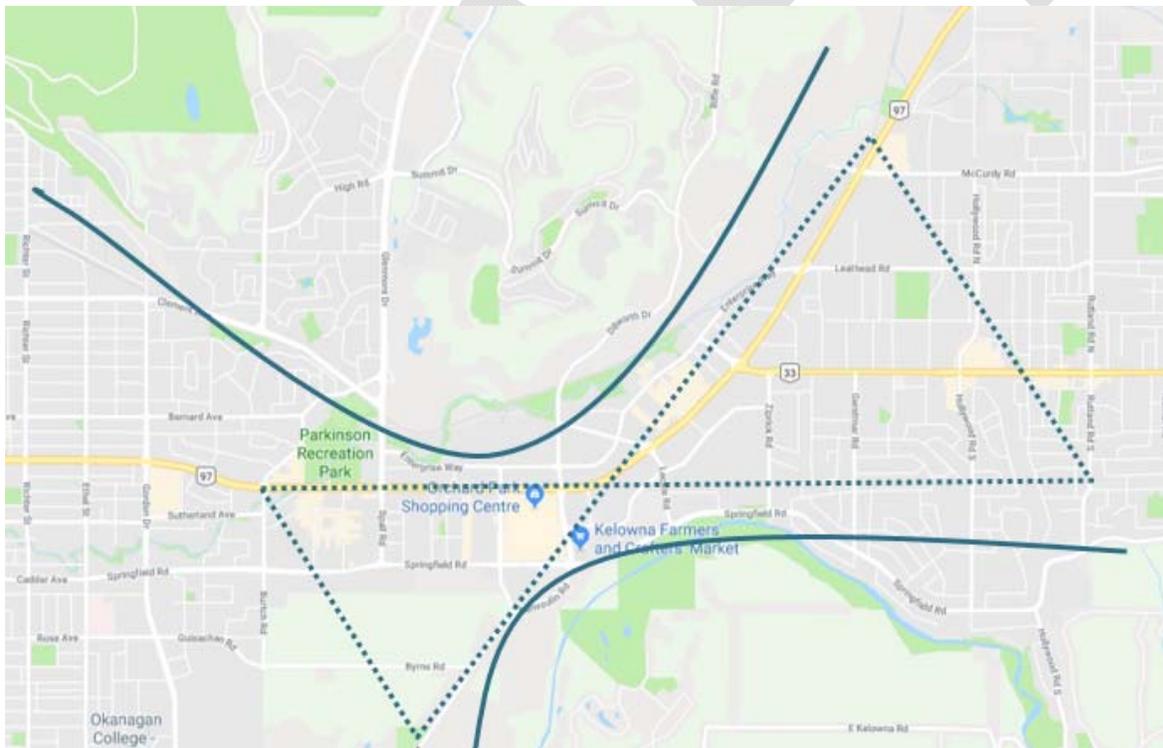
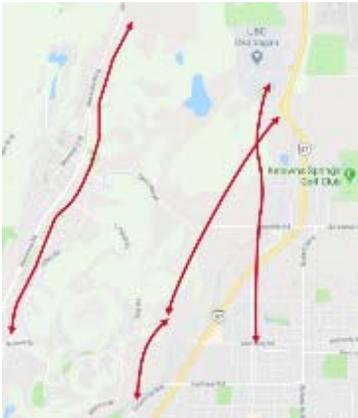


Figure 2: The “Hourglass”

### Potential Roadway Improvements East of “the Hourglass”

Most of the example options noted below have been investigated through various previous planning processes. However, in most cases they have been studied in isolation of each other. The RTP will consider these roadways and Highway 97 as a system. Potential solutions should involve various combinations of options on each corridor to achieve long-term mobility needs. The following describes example roadway improvement options on the corridors (transit options along these corridors are described separately in the section that follows).



**Glenmore Road Capacity Improvements** - Glenmore Road is an important link between downtown Kelowna and the areas to the north, including UCBO which is connected to Glenmore Road via the recently-opened John Hindle Drive. Glenmore Road transitions from a four-lane urban arterial to a two-lane rural roadway at Cross Road. This option involves extending the urban four-lane environment to John Hindle Drive, along with intersection improvements such as the addition of turn lanes and signalization as required to address safety, capacity and corridor operation issues.

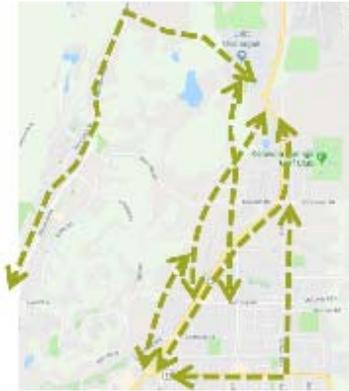
**Central Okanagan Multi-modal Corridor (COMC)** – The COMC has been a consideration for several decades. It has had many different names and the proposed alignments have varied slightly over the years. Past versions have generally envisioned an urban expressway alternative to Highway 97 along a corridor that partially uses the former rail right-of-way. This option looks at extending COMC from Hwy 33 to McCurdy Drive, but options that extend all the way east to the Gateway can also be considered.

Despite its historical conception as a high speed expressway or arterial, there may be options to consider the COMC as a more urban street with strong east-west connectivity to Glenmore Road and/or Highway 97. Various ways to combine the COMC with the Hollywood Road Extension could also be explored.

**Hollywood Road Extension** – The Hollywood Road extension is included within the future business-as-usual scenario. However, there may be an opportunity to modify the current plans to coordinate the planned extension with the COMC as noted above.

### Potential Transit Improvements East of “The Hourglass”

The potential roadway improvement options described above would create opportunities to support additional strong transit service in the area. Potential transit options include various types of transit facilities and services, and could include new rapid routes, local routes, dedicated bus lanes or transit priority measures. Like the roadway options, there are several combinations of transit options for each corridor that together will address the north-south transit needs in this area.



**Highway 97 Dedicated Transit Lanes** – Highway 97 is either currently six lanes through much of this area, or is planned to be expanded to six lanes in the future. Options may include dedicating one lane in each direction to transit, either in the median lane or the curb lane. Ideally, if roadway space is reallocated to transit, the resulting “lost” capacity can be regained through other corridors such as the COMC or Hollywood Extension.

**Glenmore Road / John Hindle Drive** – With the recent opening of John Hindle Drive through to UBCO, there is now greater potential for transit services between downtown Kelowna and the Gateway along Glenmore Road. Transit options for Glenmore Road and John Hindle Drive include a range of transit priority measures and transit-supportive infrastructure to support a higher level of transit service. There are opportunities to build these transit improvements in conjunction with the potential option of four-laning Glenmore and other intersection improvements.

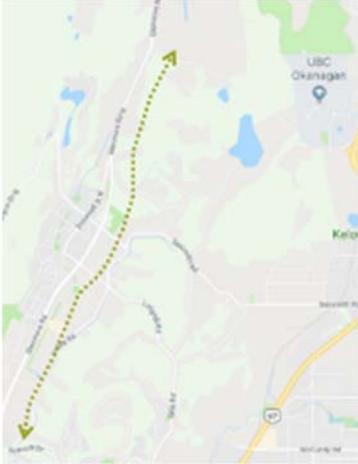
**COMC Transit Priority or Dedicated Lanes** – There is opportunity to introduce several types of service on a future COMC. If extended to the Gateway, dedicated transit lanes between UBCO and McCurdy Drive could provide significant advantages for transit, particularly if connected to dedicated transit lanes on Highway 97 south of McCurdy. These dedicated lanes would be an alternative to transit lanes on Highway 97 north of McCurdy. The COMC could also be developed to support a limited stop, express-style transit service.

**Hollywood Road Extension Transit Priority** – As a new roadway, there is an opportunity to build transit infrastructure into the corridor when initially constructed, allowing Hollywood Road North to support frequent transit.

**Highway 33 / Rutland Road Transit Priority** – Highway 33 has previously been identified as a potential RapidBus corridor. Rutland Road provides an opportunity as a transit priority route, with the potential to develop transit priority measures such as queue jump lanes and transit signal priority. This corridor provides an opportunity for enhanced service to the Airport if developed in conjunction with the Acland/Bulman Extension.

### Potential Active Transportation Improvements East of “The Hourglass”

Active transportation options to help connect the “Hourglass” could include active transportation facilities along Glenmore Road.



**Glenmore Road Active Transportation** - Glenmore Road is a primary north-south active transportation link in this area, and is a western alternative to the Okanagan Rail Trail for pedestrians and cyclists. Existing active transportation facilities along the corridor are currently inconsistent with some missing links. This option would provide continuous active transportation facilities separated from traffic between Clement Avenue and John Hindle Drive.

### Potential Transit Improvements West of the “Hourglass”

On the west side of “the Hourglass” demand for east-west travel will contribute to future congestion on east-west routes. Options for higher capacity transit to connect east-west to and from Downtown Kelowna are described below:



**Highway 97 Transit Lanes** – Options include median or curbside dedicated bus lanes on Highway 97.

**COMC/Clement Avenue RapidBus** - As an alternative to, or in support of transit lanes on Highway 97, a RapidBus-style of service could be implemented on a new COMC corridor and on Clement Avenue. There are also opportunities to provide transit-priority infrastructure along this route.

**Dedicated Transitway near COMC/Clement Ave.** - A significant transit option would be a dedicated transitway (bus only road) which could be upgraded to LRT in the very long term, from Orchard Park to downtown.

### Potential Roadway Improvements West of “The Hourglass”

The road network in the area between Burtch and Hwy 33 is currently heavily congested during some times of the day. Future forecasts show that this will continue to be one of the most heavily congested areas in the region. South of Highway 97 there is a need for additional redundancy in the network and alternative routes. Some ideas for options are described below.



**Glenmore to Burtch Connection** - A connection between Glenmore Drive and Burtch Road exists via Bernard Avenue. This option would strengthen this connection and relieve pressure from Spall Road. It would need to be developed in conjunction with the redevelopment of the Apple Bowl site and future school site.

**Burtch Road Extension** – Previous plans have shown an extension of Burtch Road to K.L.O. Road that would provide additional capacity and north-south network redundancy. If implemented in conjunction with the Glenmore to Burtch Connection idea, this option would provide a continuous north-south connection relieving demand on Spall Road, Gordon Drive and the other north-south connections.

**COMC Highway 33 to Clement Avenue** – Connecting Highway 33 to Clement Avenue would provide additional capacity and an alternative route into downtown Kelowna from the east. The options for the COMC could include an urban expressway or more of an urban arterial style corridor.

Other ideas?

## Connecting the Kelowna Core and Regional Destinations South of Highway 97

GEOGRAPHIC AREA	ISSUES (DRAFT)
<b>CONNECTING THE KELOWNA CORE AND REGIONAL DESTINATIONS SOUTH OF HIGHWAY 97</b>	Multimodal access to regionally significant destinations and activity hubs, (Downtown Kelowna, KGH, Okanagan College, other employment and services), highway acts both as a connector and as a barrier

The Kelowna Core area and area south of Highway 97 include several important regional destinations including Kelowna General Hospital (KGH), Okanagan College, Downtown Kelowna, the Pandosy urban centre, and the Landmark-Capri urban centre. Growth south of Highway 97 and the importance of destinations like KGH will lead to significantly increased north-south travel demand between Highway 97 and these regional destinations.

### Pandosy and/or Richter Transit Improvements



There are significant destinations south of Highway 97 including Kelowna General Hospital, Okanagan College, and South Pandosy Urban Centre. These locations currently require a transfer. Potential options that could improve north-south transit, include express-style or enhanced transit service on Pandosy Street and/or Richter Street that would connect the Queensway Exchange to KGH, Okanagan College and South Pandosy. Transit priority options along these streets could include improvements such as queue jump lanes, transit signal priority and short sections of transit-only lanes.

### Ethel Active Transportation Corridor



Ethel Street is being developed as an active transportation corridor. This option would extend the corridor south to Okanagan College. The Abbott street active transportation corridor currently exists along the lake, providing access between the Pandosy urban centre and downtown



## Connecting Across the Lake

GEOGRAPHIC AREA	ISSUES (DRAFT)
CONNECTING ACROSS THE LAKE	Bottleneck / lack of network redundancy, unbalanced land use (residential and employment), unbalanced trip patterns (direction and time), car dependency, lack of transportation options

The MoTI COPS project showed that there is sufficient capacity to meet “business-as-usual” traffic demand on the bridge until at least 2040, although approaches were found to be at capacity before then. COPS explored options for a second bridge across the lake, but did not reach a conclusion or recommendation regarding a second crossing. The RTP is considering options to support travel across the lake, but a second crossing is not within the scope of review or the 20 to 25-year study horizon. These types of options will also be considered by MoTI in the final phase of COPS.

The following example options for consideration make use of the existing structure, potentially with modifications, to provide additional person-capacity across the lake.

**Reversible contra-flow lane** – This option would provide additional capacity on the bridge by making the middle fifth lane reversible, providing additional capacity in the peak direction. This could be achieved with the use of moveable barrier or by removing the barrier and installing lights (similar to the previous three-lane bridge). This option will require significant modifications to the local street network, particularly on the Kelowna side.

**Reversible contra-flow dedicated transit lane** – This option would be similar to the reversible contra-flow lane described above, but the contra-flow lane would be available as a bus-only lane, providing an opportunity for buses to gain some travel time advantage.

**New dedicated shoulder transit lane** – This option would either convert an existing shoulder lane to be a dedicated contra-flow transit lane, or convert the existing active transportation pathway to a transit lane and redevelop the pathway in another manner. It will require some structural investigation to determine the feasibility of using the pathway for transit and to determine how to best replace the pathway. Like the other contra-flow lane options, this option will require significant modifications to the local street network, particularly on the Kelowna side.

**Very high frequency bus across lake combined with first/last mile options**– A short-distance, shuttle-style service across the lake could provide an alternative to driving into downtown Kelowna. This would require very high frequency (in the order of 5 minutes). A similar type of service exists in Halifax and has been successful. This option would require several associated initiatives to overcome the last-mile challenges, such as park and ride, shared mobility and parking pricing to maximize effectiveness.

***Water taxi / ferry*** – A water taxi or ferry across the lake would have much the same effect and issues as the very high frequency bus. Both options are a similar approach, but would use a different mode of travel.

**Other ideas?**

DRAFT

## Connecting the Westside

GEOGRAPHIC AREA	ISSUES (DRAFT)
CONNECTING THE WESTSIDE	Unbalanced land use (residential and employment), access to alternative transportation, unbalanced trip patterns (direction and time), car dependency, lack of transportation options, first/last mile between transit and home

Connections to the City of West Kelowna and WFN I.R. 9 and I.R.10 rely heavily on Highway 97 as it is the only crossing of the lake. As such, there is a need for the highway to support multiple modes. While there are other major streets in the area, topography limits opportunities to better connect the network.

### Current BC MoTI Projects



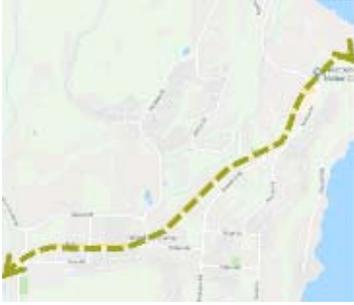
**Highway 97 Interchanges** - MoTI is currently in the planning and early design stages of interchanges on Highway 97 at Westlake Road and Boucherie Road in West Kelowna. These projects will replace the existing signalized intersections and will result in an 8-kilometre free flow travel section between the City of Kelowna and Bartley Road. Through COPS, MoTI has identified other potential options for grade separation on Highway 97.

### Stevens Road Capacity Expansion



Future traffic forecasts show increased demand on Stevens Road, which serves as an alternate east-west route to Highway 97 in West Kelowna. Upgrading Stevens Road will provide some redundancy in the network and relieve pressure on the existing Highway 97/Westlake Road intersection or future Westlake Road interchange ramp terminals. This option could be accomplished with a variety of methods, such as the addition of new lanes, or intersection improvements.

## Potential Transit Improvement Options



**Highway 97 Dedicated Transit Lanes** - Rapid bus currently operates on Highway 97, and there are a number of options that could improve the service between West Kelowna and the City of Kelowna. This could include dedicated transit lanes on Highway 97, or the use of the highway shoulders by buses to bypass traffic congestion on the highway.

**First/Last Mile Connections to Transit** - Options that have been identified in other plans include park and rides along Bus Route 97 stations and could also include mobility hubs that include travel options such as bikeshare, carshare, etc that can help transit riders connect from the bus to their home or final destination.

## Westside Trail



An active transportation corridor known as the Westside Trail is currently being studied, but the alignment has yet to be confirmed. A probable alignment would run along the lake between Peachland and the W.R. Bennett Bridge and would ultimately form part of the Trail of the Okanagans, extending along the entire Okanagan Valley.

## Other ideas?

## Connecting the Westbank Town Centre/ IR 9 Commercial Centre

GEOGRAPHIC AREA	ISSUES (DRAFT)
<b>CONNECTING THE WESTBANK TOWN CENTRE</b>	Multimodal access to destinations, unbalanced land use (residential and employment), unbalanced trip patterns (direction and time), car dependency, topographical barriers, lack of transportation options, first/last mile between transit and home

The Westbank Town Centre and adjacent commercial areas on I.R. 9 represent the highest areas of activity on the west side of the lake. In addition to being important regional destinations, these two areas provide many of the day-to-day services and employment used by residents of WFN and West Kelowna. Improving connections to this area will help to support further growth in employment and services, and could reduce the need for crossing the lake.

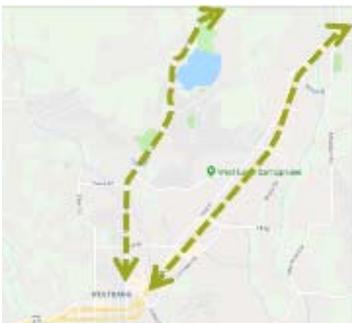
### Current BC MoTI Projects



**Couplet** - MoTI, through COPS, has been investigating several options that would remove the current couplet through the town centre. There will be a need to investigate regional network connections in response to options developed through COPS.

### Potential Options to Strengthen Transit Connections

Rapid bus service currently travels along Highway 97, terminating at the Westbank Transit Exchange. This service provides a good connection to Kelowna, but first/last mile challenges limit its effectiveness to connect the community to services and employment in the Westbank Town Centre and I.R. 9 commercial area. It is also constrained by congestion on the highway. There are a number of potential transit options to increase transit connectivity in this area.



**Highway 97 Bus Lanes or Transit Shoulder-Running** - Dedicated transit lanes on Highway 97 or allowing transit shoulder running could be potential options.

**Old Okanagan Highway / Shannon Lake Road Transit Priority** - Transit priority infrastructure such as queue jump lanes could be introduced on Old Okanagan Highway and Shannon Lake Road to help provide better access to transit for the residential communities in West Kelowna. Any Highway 97 bus improvements and the Okanagan Highway / Shannon Lake

Road option should be considered together, but could be developed independently.

***First/Last Mile Connections to Transit*** – Options that have been identified in other plans include park and rides along Bus Route 97 stations and could also include mobility hubs that include travel options such as bikeshare, carshare, etc that can help transit riders connect from the bus to their home or final destination.

### Westside Trail



The Westside Trail is a proposed multi-use trail that would connect Peachland to the City of Kelowna and beyond, ultimately forming part of the Trail of the Okanagans. There are several alignment options to be considered, and they generally follow the western edge of the lake.

### Other ideas?

## Connecting Peachland and the South

GEOGRAPHIC AREA	ISSUES (DRAFT)
<b>CONNECTING PEACHLAND AND THE SOUTH</b>	Intra-regional connectivity, unbalanced land use (residential and employment), unbalanced trip patterns (direction and time), car dependency, lack of transportation options, topographical barriers, first/last mile between transit and home

As the southern extremity of the Central Okanagan, there is a demand for travel to both the south and north from Peachland. Penticton and Summerland are important destinations for residents of Peachland, as is West Kelowna.

### Current BC MoTI Projects

MoTI is currently undertaking a study for Highway 97 and is considering various options, both on the existing corridor and as bypasses of the community.

### Potential Transit Improvement Options



**Transit Connections to the South** – Opportunities to provide transit connections from Peachland to destinations in the South Okanagan (e.g. Summerland and Penticton) can be considered.

**Transit Hub** - A transit hub within Peachland would support improved transit connections to the south Okanagan and would provide a transfer point between the south Okanagan and Central Okanagan transit services. There may be an opportunity to further investigate opportunities to develop this hub as a broader mobility hub. A specific potential location is yet to be identified.

**First/Last Mile Connections to Transit** – Options could also include park and rides adjacent to transit stops, as well as mobility hubs that include travel options such as bikeshare, carshare, etc that can help transit riders connect from the bus to their home or final destination.

### Westside Trail



The Westside Trail is a proposed multi-use trail that would connect Peachland to the City of Kelowna and beyond, ultimately forming part of the Trail of the Okanagans. The section through the north part of Peachland would be one of the more challenging segments to develop.

### Other ideas?

DRAFT

## Policies, Programs and Partnership Options for Consideration

The following lists examples of options for policies, programs and partnerships for consideration. Specific details are still in development.

### Local Connections to Frequent / Rapid Transit and Urban Centres

- Park and ride / mobility hubs
- Reconfigured and enhanced local transit
- Bike share / car share
- Uber / Taxi integration
- Short distance shuttles / microtransit / urban gondolas

### Multi-modal Integration

- Integrated trip planning
- Integrated fare payment

### Travel Demand Management

- Employee trip reduction
- “Satellite” services – health care, education, civic services
- Offset hour of work incentives
- Safe routes to school – strategic planning

### Pricing Incentives / Disincentives

- Parking pricing in urban centres
- Congestion pricing
- Gas / carbon tax

### Partnerships

- School District 23 partnership – transportation planning & operations
- KGH partnership – transportation planning & mobility options
- Transit pass (Employer & UPass) program expansion
- Okanagan Gateway partnership – transportation planning, delivery & operations

### Other ideas?