



Transit Future Plan

OKANAGAN-SIMILKAMEEN | April 2015

Executive Summary



Executive Summary

Transit has tremendous potential to contribute to more economically vibrant, livable, and sustainable communities. The need to realize this potential in the Okanagan-Similkameen is increasingly important because of factors such as a large aging demographic, consolidation of medical services, mobility for individuals who do not have access to other modes of travel, population growth and climate change. These factors, particularly the projected increase in seniors across Okanagan-Similkameen communities, are already creating increasing mobility and transportation pressures.

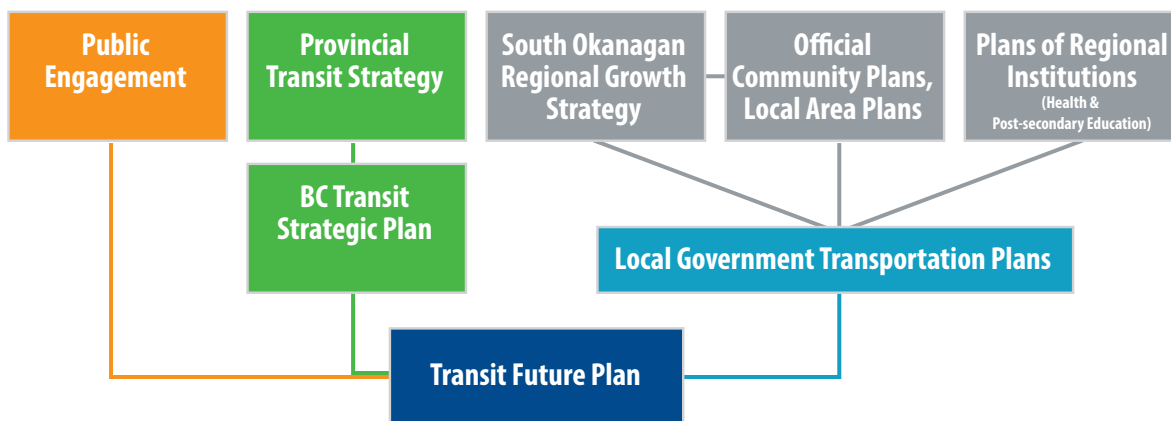
In consideration of these issues, the local governments in the Okanagan-Similkameen have adopted:

- Official Community Plans (“OCPs”)
- The South Okanagan Regional Growth Strategy
- Community action plans like the Integrated Community Sustainability Plan (Osoyoos)

In addition to these planning initiatives in the Okanagan-Similkameen, the BC Provincial Transit Plan and BC Transit’s 2030 Strategic Plan inform the Transit Future Plan.

The Transit Future Plan builds on the Okanagan-Similkameen land use and transportation policies and includes an implementation strategy for transit investments. See Figure 1. The Transit Future Plan was developed through a participatory planning process involving stakeholder advisory groups and broad community consultation across the Regional District. The Transit Future Plan envisions what a community’s transit network should look like 25 years from now, informing local governments and the province about the transit investments and changes we will work toward, and the order that those changes will happen. Included in this are the investments, ridership targets, networks, and infrastructure needed to achieve the vision.

Figure 1: Transit Future Plan Framework



Vision and Goals

Vision Statement

“By the year 2040: Transit in the Regional District of Okanagan-Similkameen connects people and communities locally, regionally, and inter-regionally through cost-effective, convenient, integrated, accessible, and user-friendly services.”

Goals

1. The transit system complements the goal of compact, complete communities and is integrated with local government land use and transportation plans.
2. The transit system is efficient.
3. The transit system is a viable alternative to the private vehicle.

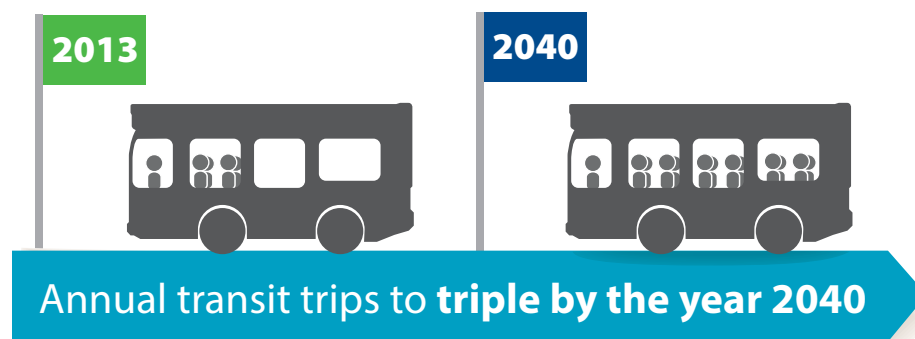
Ridership Targets

The Okanagan-Similkameen Transit Future Plan recognizes that the region contains urban and rural character areas and has different mode share targets to reflect this.

Based on stakeholder input, the transit mode share for transit:

- **Inside Penticton** is three per cent (3%) of all trips by 2040, which will require Penticton ridership to grow from 454,000 to 1.2 million trips per year
- **Outside of Penticton** is two per cent (2%) of all trips by 2040, which will require a ridership increase from 40,000 to 540,000 trips per year.

The combined ridership across the RDOS will require 1.7 million annual trips to be made by transit by 2040, an increase of 3.4 times from the current 498,000 annual trips.



The Transit Future Plan Network

The Okanagan-Similkameen Transit Future Network includes four distinct layers of transit service to better match transit service to demand. The network is designed to be easy to use and competitive with automobile travel by improving the directness, reliability and frequency of the transit system. The network focuses on service along key corridors, service connecting neighbourhoods and major destinations and service which connects town centres to one another. The Transit Future Plan may require some customers to transfer from one route to another to complete their journey, with the trade-off that trips will be more frequent and overall travel will be more direct.

Frequent Transit Network (FTN)

The Frequent Transit Network (FTN) provides medium-to high-density mixed land use corridors with a convenient, reliable, and frequent (15 minute service) transit service operating weekdays between 7:00 am and 6:00 pm. The goal of the FTN is to allow customers to spontaneously travel between major destinations and reach the inter-regional exchange without having to consult a transit schedule. The FTN will carry the majority of total ridership in the Okanagan-Similkameen and for this reason, justifies capital investments such as a high level of transit stop amenities, service branding, and transit priority measures.

Local Transit Network (LTN)

The Local Transit Network (LTN) is designed to connect neighbourhoods to local destinations and to the FTN. LTN services allow customers to plan a trip to work, school, or the local shopping centre. Frequency and vehicle types are selected based on demand, with LTN routes sub-categorized into either an Urban or Small Town LTN.

Urban Local Transit Network

- Frequency 30 minutes or greater
- Connection to local destinations , FTN
- Conventional fixed-route , fixed-schedule service

Small Town Local Transit Network

- Frequency 60 minutes or greater
- Connection to local destinations, FTN, or Regional/ Inter-regional services
- May include Paratransit options:
 - **Fixed schedule with On-Request service** This type of service has set trip times and a usual route, but the schedule is designed to allow one or two deviations within one kilometre from the usual route to serve customers that are beyond walking distance, or who face mobility challenges.
 - **On-Request service** This type of service has set operating hours, but routes and schedules are determined based on requests received. Because it is not consistent, this form of Paratransit is more difficult for customers to understand and requires the most planning ahead, however it can be effective in very low density areas.

Targeted Transit

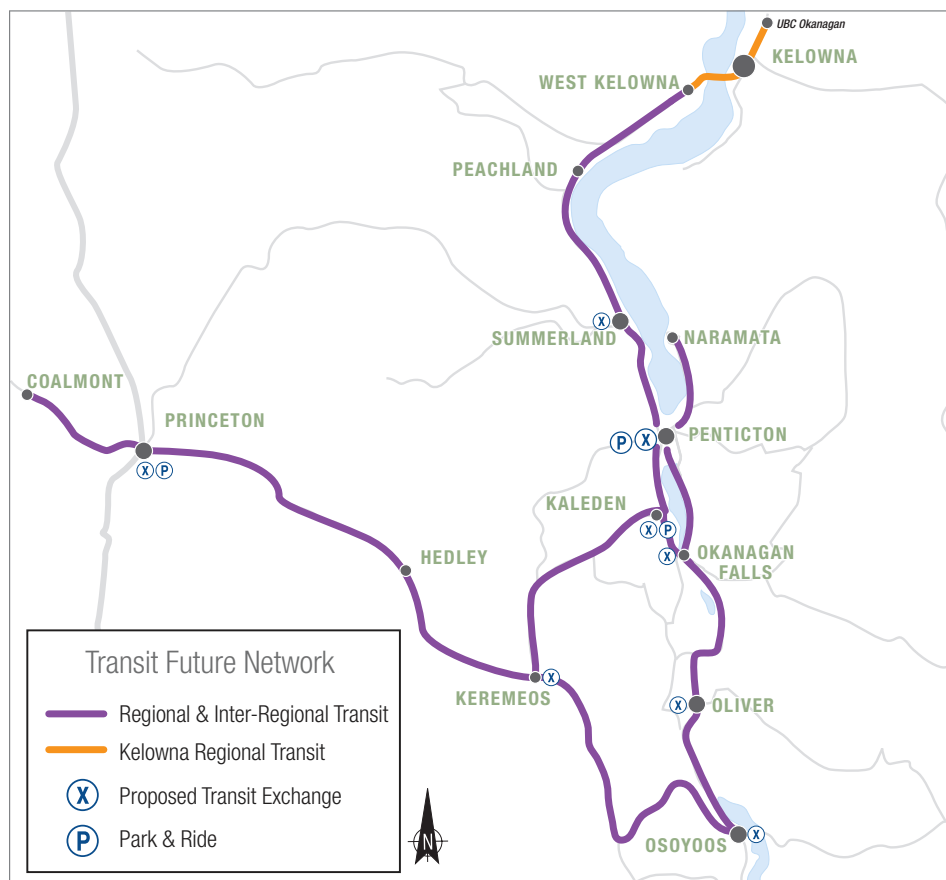
Targeted services are a collection of transit services that are more focused on the needs of specific customers. These services include:

- **Regional transit services** designed to provide access between communities of the region. The target market includes a mix of people travelling for health services, personal shopping, and for some communities, commuter services for post-secondary students and employees.
- **Inter-regional services** are designed to provide commuter connections for post-secondary students and employees working outside of the Okanagan-Similkameen, as well as access to advanced medical services and specialized shopping not available in Penticton or other regional hubs.
- **School or Employee Shuttle services** are trips focused on servicing destinations which attract high volumes of commuters, but may be located outside of a regular service area, and often include cost-sharing or special fare structures based on agreements with the school or employer.

Custom Transit

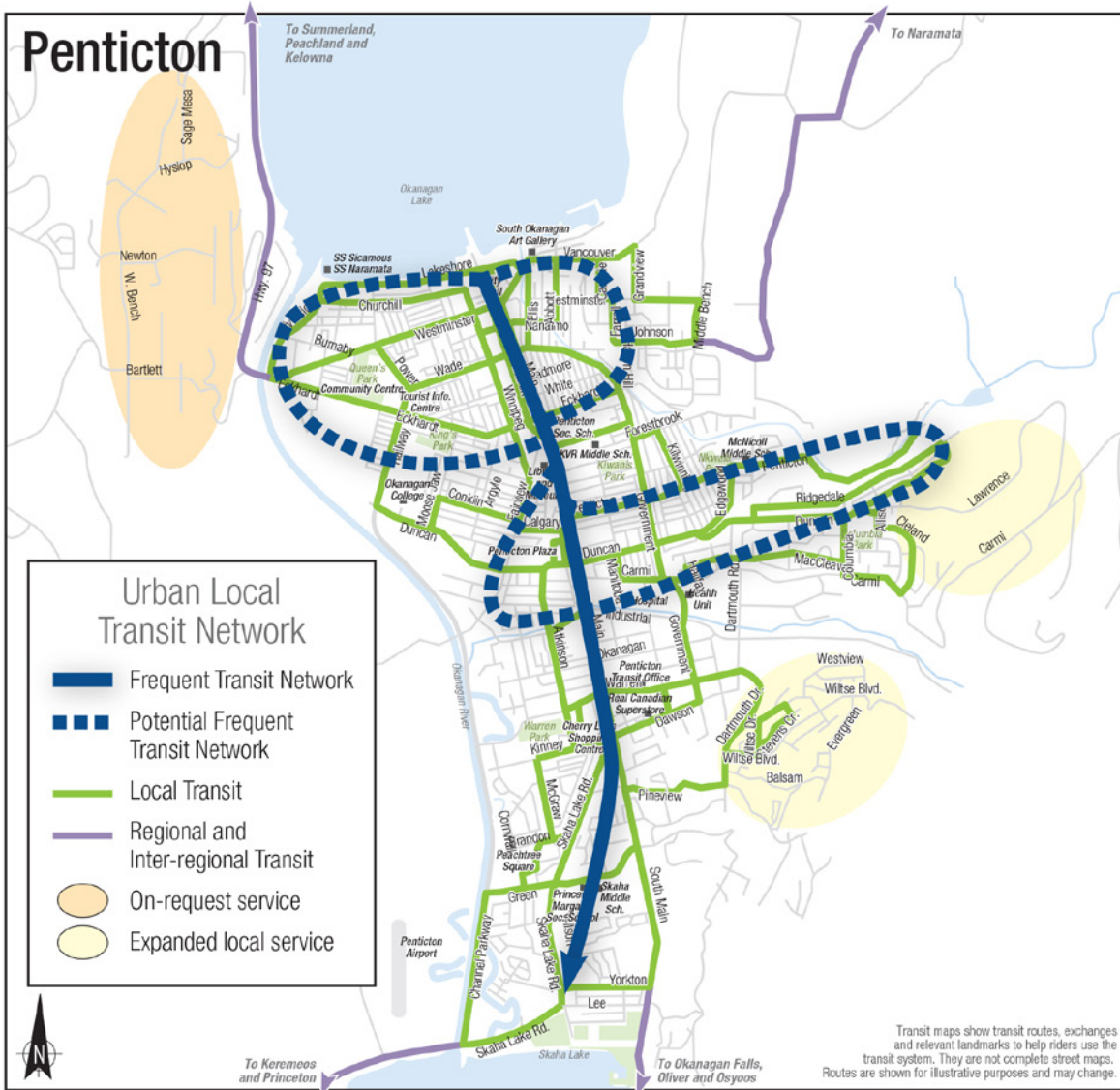
- **handyDART** Door-to-door services for customers unable to use the Frequent Transit or Local Transit Network services.

Okanagan-Similkameen Future Regional and Inter-regional Transit Network Map

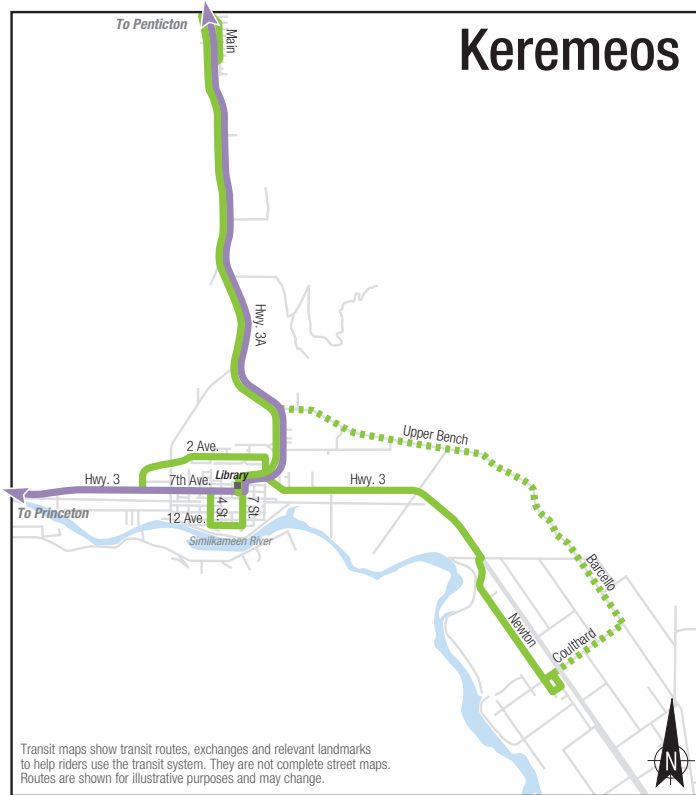


Okanagan-Similkameen Future Local Transit Network Maps

Penticton: 25 year Network Vision



Keremeos & Area: 25 year Network Vision

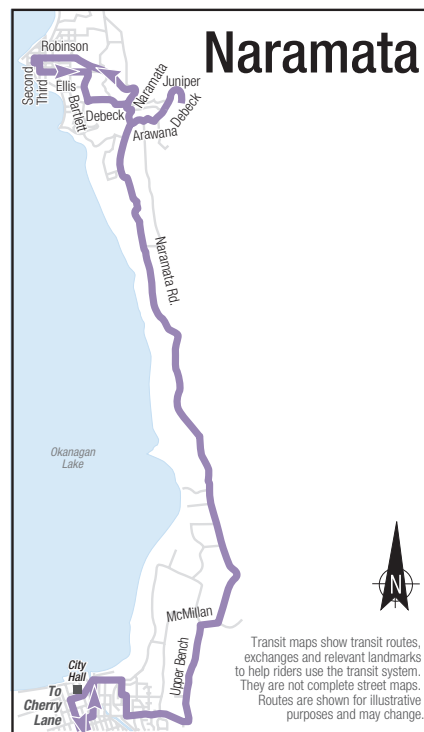


Small Town Local Transit Network

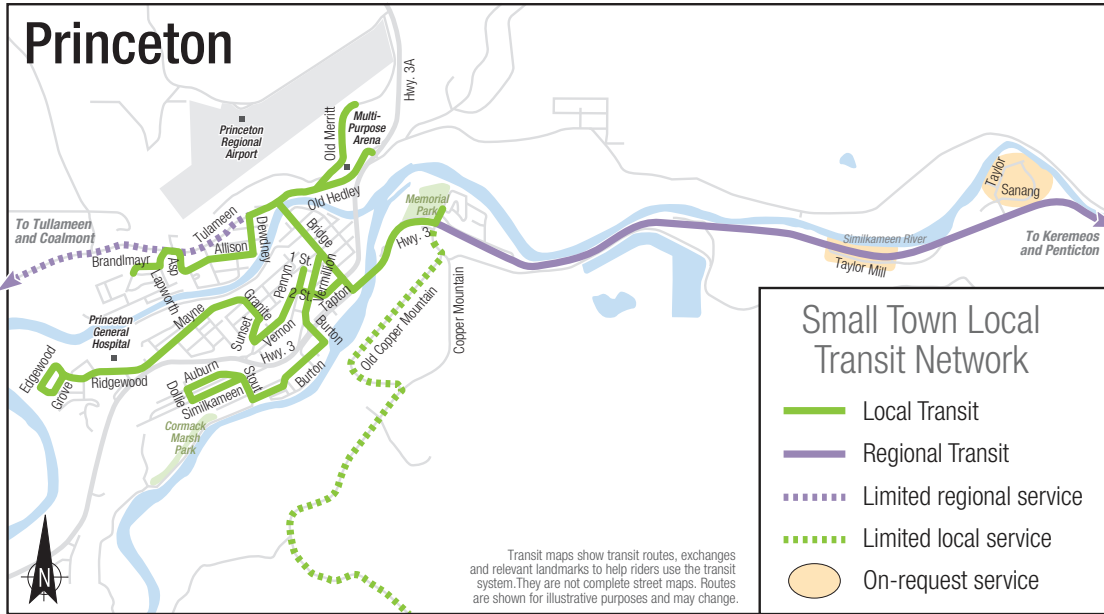
- Local Transit
- Regional Transit



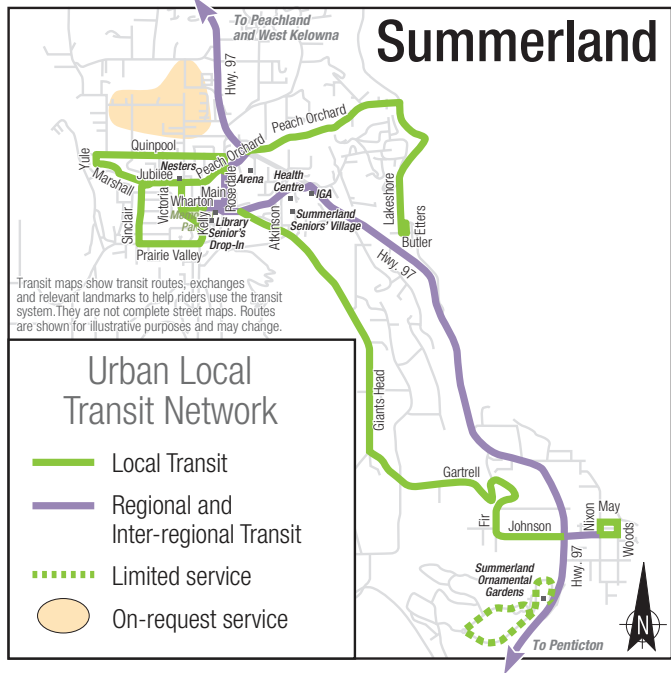
Okanagan Falls & Naramata: 25 year Network Vision



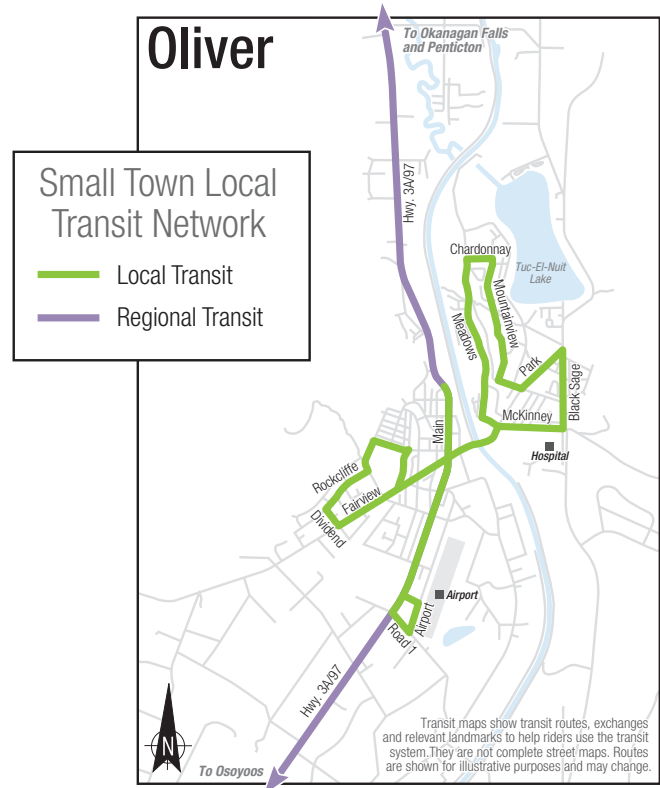
Princeton & Area: 25 year Network Vision



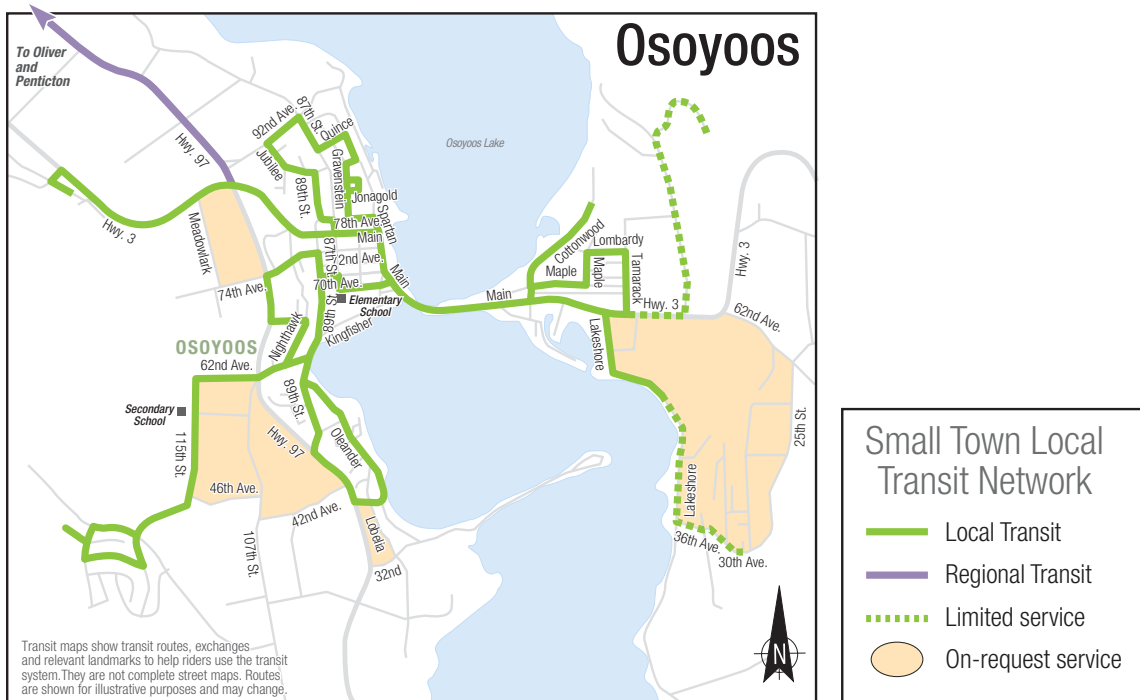
Summerland: 25 year Network Vision



Oliver: 25 year Network Vision



Osoyoos: 25 year Network Vision



Implementation Strategy

Establishing the Transit Future Plan network requires prioritizing transit investments and developing an implementation strategy to transform today's network into the future network. Note that actual implementation of expansion is contingent on available local and provincial funding. See table 1 below.

Table 1: Implementation Strategy

Immediate Implementation Priorities (2015)	
Small Town Local Transit	
1	<p>Introduce Local transit to Okanagan Falls IMPLEMENTED JANUARY 19 2015</p> <p>This service is an expansion to the Okanagan-Similkameen Transit System, expanding the system from 1 regional connector route (Targeted service) between Penticton and Area A (Naramata), to include local service within Okanagan Falls and an additional regional connector route between Penticton and Area D, as described in Option 2.</p>
Targeted Transit: Regional and Inter-regional Transit	
2	<p>Okanagan Falls ↔ Penticton: Introduce new daily and commuter connections along Eastside Road between Okanagan Falls and Penticton IMPLEMENTED JANUARY 19 2015</p> <p>In conjunction with Option 1, this service is an expansion to the Okanagan-Similkameen Transit System, adding an additional regional connector route between Penticton and Area D (Okanagan Falls).</p>
Targeted Transit: Regional and Inter regional Transit	
3	<p>Adopt a revised governance structure to streamline implementation actions contained in this plan, and enable more comprehensive system management and performance monitoring</p> <p>Decision-making, administrative transit knowledge, transit resources, public information, fares and schedules are largely fragmented across the five separate systems in the RDOS. Better integration is an essential step to implementing the Transit Future Plan and enabling services that coordinate seamlessly for transit customers.</p> <p>Therefore it is strongly recommended that the first priority out of this Transit Future Plan is to begin a regional discussion about levels of integration and potential strategies.</p>
4	<p>[Contingent on Integrated Governance] Adopt service standards and route performance guidelines for transit services in Penticton and outside of Penticton</p> <p>Service standards and route performance guidelines provide a consistent tool to measure the performance of new and existing services. These standards and guidelines will ensure services are effective and in line with community goals and enable the provision of evidence based service planning recommendations to local government partners across the RDOS.</p>
5	<p>[Contingent on Integrated Governance] Consolidate Rider's Guides across the region to include all transit systems (see West Kootenays Rider's Guide)</p> <p>Develop a single Rider's Guide for all transit services across the RDOS so that transit customers will be able to plan ahead to use transit services in adjoining communities.</p>
6	<p>[Contingent on Integrated Governance] Determine and adopt a comprehensive and consistent menu of fares and fare products for Local, Regional and Inter-regional transit services</p>

7	[Contingent on Integrated Governance] Improved coordination of schedules a. Review schedules for minor cost-neutral changes to enable greater connectivity between transit services. a. Introduce Online/Smart phone trip planner In tandem with consolidating all schedule and route information for the region, introduce an online/smart phone trip planner.
8	[Contingent on Integrated Governance] Develop a region-wide strategy to adopt enhanced long term education and ridership programs designed to introduce area residents to transit.

Short-term Implementation Priorities (0 to 5 years)

Frequent Transit

9 Phase One of Main Street Frequent Transit Network (FTN) Development – Two Phases

This is the first major step to implement the primary Main Street FTN. Transit service frequencies on the existing route 5 Main Street will be adjusted and expanded to create a Frequent Transit route. This phase focuses on service expansion between Cherry Lane Mall and Lakeshore Drive.

Urban Local Transit

10 Penticton: Improve Sunday

Hourly service on Route 5 Main Street will be introduced for four hours on Sunday afternoons. This will operate on a staggered time table with the existing hourly Route 16 Lake to Lake Sunday Service to provide (between both routes) 30 minute service along the Main/Government corridor from noon until 4:00 pm. This will augment north/south travel during the busiest times on Sundays.

11 Penticton: Improve late night service to 12:00 am on Fridays and Saturdays and during Peachfest

Additional hours and schedule adjustments to Routes 5 Main Street and 15 Night Route for late night service connecting to downtown and the entertainment district.

12 Penticton: Introduce Service to the Wiltse Area

Local Transit service will be extended to include more coverage in the Wiltse area. The most likely candidate for extension is Route 1 Okanagan Lake/Wiltse.

13 Greater Penticton: Examine and identify opportunities to extend conventional and handyDART transit service to developments located on adjoining Penticton Indian Band lands

Working in tandem with the Penticton Indian Band (PIB) and the City of Penticton, conduct a feasibility study to assess possibilities for future expansion to connect residents of and retail locations on PIB lands with the Penticton Transit System. Potential sites include Redwing Estates and Green Avenue Channel developments; further sites will be identified using the PIB's Land Use Plan as a guide.

14 Greater Penticton: Introduce Service to the West Bench

The transit service area will be extended to include the West Bench. Owing to its location, the West Bench is most cost-effectively served by the Targeted Regional Connector service operating between Penticton and Summerland.

- Service levels and service delivery will be determined based on an examination of ridership demand to be conducted as part of the Service Change Service Discussion Document for this expansion, but are preliminarily estimated at four trips per day, Monday to Friday.

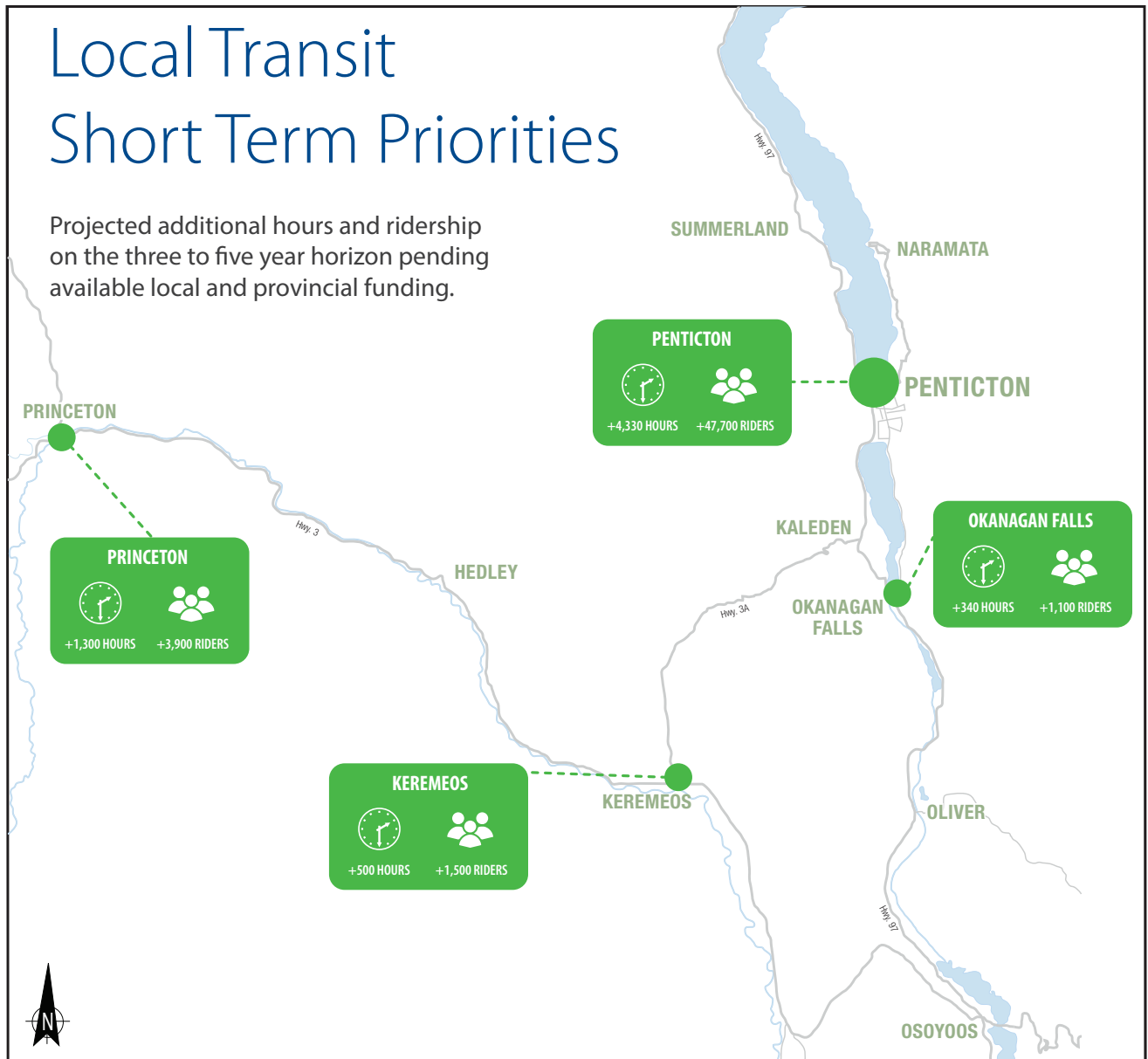
Small Town Local Transit	
15	<p>Keremeos: Introduce service two days per week within Keremeos, and to Cawston and Olalla.</p> <p>This new service would use a vehicle stationed in Princeton, which would travel to the Keremeos area two days per week to enable access to daily needs, post office, and medical service for residents of Keremeos, Cawston and Olalla.</p>
16	<p>Princeton: Introduce weekday scheduled service within Princeton interspersed with periods of on-request service for people with a disability. 3 full days + 1 hour on Tuesday/Thursdays.</p> <p>Existing service hours within Princeton would be re-allocated in combination with new hours in order to offer scheduled fixed-route service. Peak trips will be offered Monday through Friday, while daytime scheduled service will be offered on Mondays, Wednesdays and Fridays. Scheduled service will be designed to connect with targeted transit regional connectors operating between Princeton and Penticton.</p> <p>Note: This option must be implemented in conjunction with service expansion to Keremeos because both expansions rely on the same new additional vehicle.</p>
Targeted Transit: Regional and Inter-regional Transit	
17	<p>Penticton ↔ West Kelowna: Add two round trips per day, Monday to Friday at commuter hours.</p> <p>This option introduces a new service for Penticton and Summerland residents working, studying, and going to Kelowna for medical reasons. Service will begin in Penticton and offer timed connections to Kelowna Regional Transit Rapid Bus in West Kelowna. Rapid Bus offers express limited stop service to downtown Kelowna and UBCO, and connections to regular transit routes in Kelowna.</p> <p>The service will also enable residents of Kelowna to visit Summerland and Penticton for the day, supporting visitor opportunities from Kelowna, and adding options for residents of Summerland to travel to Penticton for education and personal reasons.</p>
18	<p>Penticton ↔ West Kelowna: Add three additional midday rounds trips Monday and Wednesday, and Friday.</p> <p>The addition of midday services on select days of the week enables RDOS residents from communities south and west of Penticton, in addition to Penticton and Summerland residents, to access Kelowna for medical purposes and shopping.</p>
19	<p>Princeton ↔ Keremeos: Introduce one return trip between Princeton and Keremeos on Tuesday and Thursday.</p> <p>Note: This option must be implemented in conjunction with local service expansion to Keremeos and in Princeton (Option 15) because the vehicle used for these expansions will be housed in Princeton.</p> <p>This option will benefit eastbound travel between Princeton and Hedley to Keremeos. Local Government partners and BC Transit should also contact the Ministry of Transportation and Infrastructure to explore opportunities to install stops to serve smaller communities along the way.</p>
20	<p>Princeton ↔ Penticton: Adjust existing schedule for more time in Penticton to enable connections to the Penticton ↔ West Kelowna midday trips.</p> <p>Designed to be carried out in conjunction with Option 18, this option extends the hours of service for targeted transit service operating between Princeton and Penticton, so that trips are slightly later. This will enable RDOS residents originating in the Similkameen to access the midday targeted service operating between Penticton and West Kelowna.</p>

21	<p>Osoyoos ↔ Penticton: Increase service to two round trips per day Monday to Friday, connecting with midday Kelowna service from Penticton.</p> <p>a. Phase One: Addition of one trip on Friday mornings. This option adds an additional round trip on Friday morning between Osoyoos and Penticton. In combination with the scheduled service to Kelowna, which operates on Mondays, residents of the South Okanagan will have 8 trips per week to Penticton.</p> <p>b. Phase Two: Addition of second trip on Friday afternoons. Service to include a second additional round trip on Friday.</p> <p>c. Phase Three: Conversion of Monday Kelowna trip to two Penticton trips, connecting with Kelowna Service from Penticton. With the conversion of the existing Monday Kelowna trip to two trips between Osoyoos and Penticton residents of the South Okanagan will have 10 trips per week to Penticton with connections to Kelowna available on Monday, Wednesday and Friday.</p>
22	<p>Osoyoos ↔ Penticton: Increase service to four round trips per day, Monday to Friday to provide northbound and southbound commuters access to major employers in the Oliver area.</p> <p>This expansion provides the opportunity for residents living north and south of Oliver access to employment in the Oliver area at the new corrections facility. Service viability and trip times will be confirmed and determined by shift structure.</p> <ul style="list-style-type: none"> • This service will also provide improved options for trips by Penticton area residents to the South Okanagan.
<h3>Infrastructure Priorities</h3>	
23	<p>Along the FTN Corridor in Penticton, between Downtown and Cherry Lane Mall.</p> <p>Invest in on-street customer amenities such as transit shelters and shade, benches, and enhanced customer information. Transit information should include transfer locations for service to Okanagan College, Penticton Regional Hospital, civic facilities, and also transfer locations to access targeted transit to other communities. Other transportation information should include active transportation maps and way-finding within a 200-400m radius of each principle FTN stop.</p>
24	<p>Reconfigure the existing Cherry Lane/Warren Avenue exchange in order to enable sufficient capacity for integrating targeted regional transit services with local transit, as well as active transportation facilities (pedestrian, bicycle racks, and local transit information).</p> <p>Sufficient space is needed to accommodate three conventional vehicles, and layover space for up to three community-shuttle sized vehicles.</p>
25	<p>Highway-side transit stops.</p> <p>Explore opportunities with the Ministry of Transportation and Infrastructure to develop highway-side stops for:</p> <ul style="list-style-type: none"> • Manufactured home and Lower Similkameen Indian Band (LSIB) communities along between Princeton and Keremeos (Hwy 3) • Twin Lakes (Hwy 3A) • Gallagher Lake (Hwy 97) • Agricultural Research Centre (Hwy 97)

26	<p>Continue to improve transit customer facilities.</p> <p>Continued improvement and maintenance of transit facilities and on-street customer amenities are important for the successful operation and future growth of the transit system. Some improvements that have been identified are:</p> <ul style="list-style-type: none"> • Space transit stops along a corridor at appropriate intervals between 300m – 400m. In some locations, transit stops are spaced too closely together, leading to slower transit trips and higher transit stop maintenance costs. Corridor transit and transportation projects should include a review of stop locations prior to investing in infrastructure. • Invest in on-street customer amenities such as transit shelters, customer information, benches, bike racks at key stops and pedestrian-oriented lighting at transit stops.
27	<p>Install universally accessible transit stops.</p> <p>BC Transit buses are all accessible, but basic stop infrastructure such as sidewalks (or concrete pads), are required for these features to be used. Establish criteria to prioritize the universal accessibility of transit stops and implement a program of annual upgrades and installations of sidewalks or pads across the RDOS.</p>
<p>Custom Transit Priorities</p>	
28	<p>Support ongoing conventional travel training for Custom Transit customers.</p> <p>Many transit customers in Penticton with accessibility challenges make excellent use of the existing conventional transit system which operates on a much lower hourly cost than custom transit. This culture should continue to be encouraged as it offers benefits of both convenience (schedules are known) for transit users, and cost efficiency for transit partners.</p>
29	<p>Custom registration and recertification of existing handyDART registrants.</p> <p>BC Transit is developing a revised handyDART registration process which is currently being implemented as a pilot project in several transit systems. Based on the outcomes, this new approach will be fine-tuned and implemented in communities providing handyDART service as a separate service from conventional and paratransit.</p>
30	<p>Penticton handyDART: Aligning the hours of operation Monday through Friday and service area with the regular conventional service (excluding night service).</p>
31	<p>Penticton handyDART: Expand handyDART to include service on Saturday.</p>

Local Transit Short Term Priorities

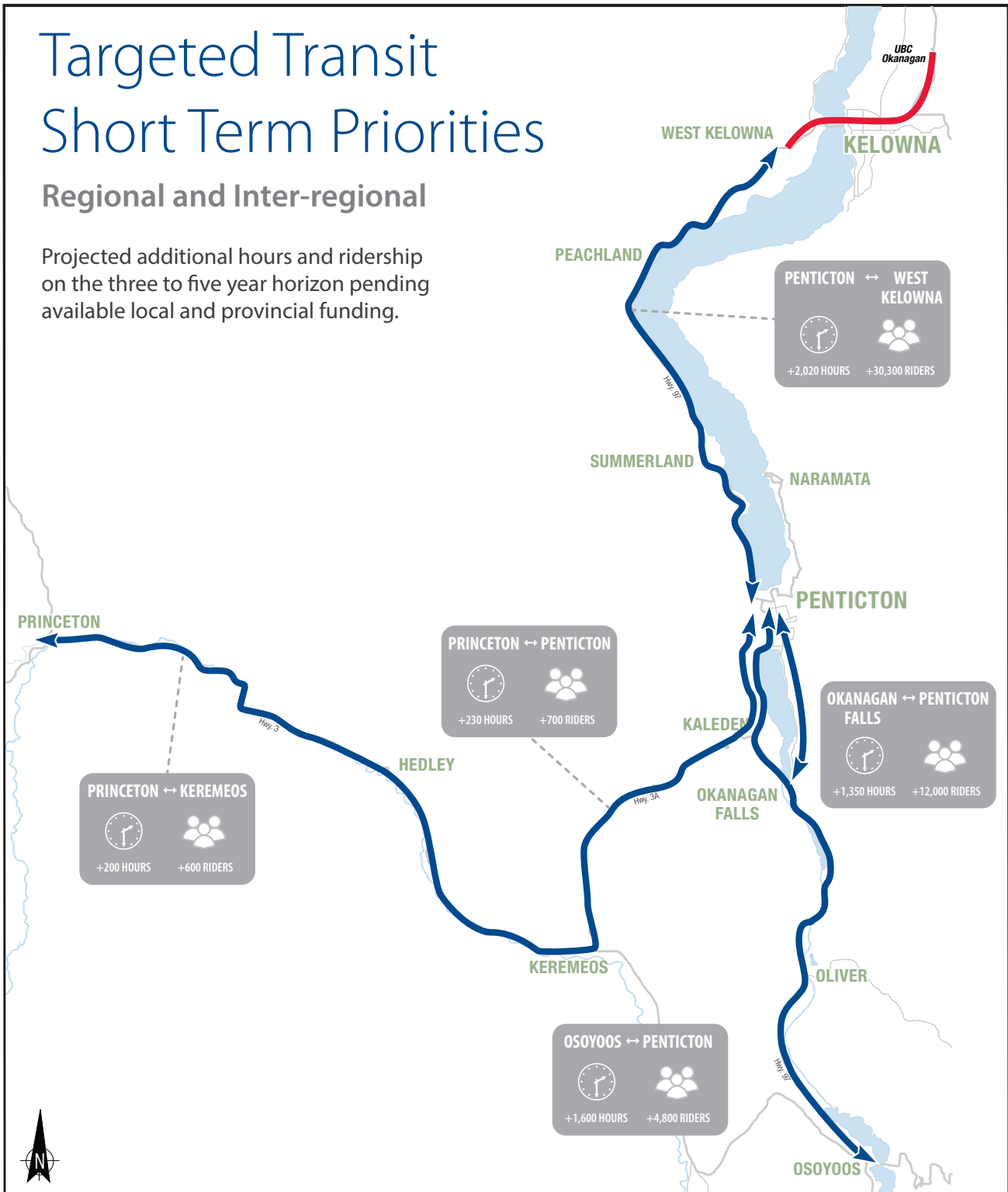
Projected additional hours and ridership on the three to five year horizon pending available local and provincial funding.



Targeted Transit Short Term Priorities

Regional and Inter-regional

Projected additional hours and ridership on the three to five year horizon pending available local and provincial funding.



Medium & Long-term Implementation Priorities (6 – 25+ years)

Frequent Transit

32	Penticton: Phase Two of Main Street Frequent Transit Network (FTN) Development.
33	Penticton: Investigation of Secondary FTN – potentially serving Okanagan College.
34	Penticton: Phase One Secondary FTN Network development.
35	Penticton: Phase Two of Secondary FTN development will expand service hours in order to reach Main Street FTN level of service.

Urban Local Transit

36	Penticton: Extend select local Penticton routes to 30-minute service Monday to Saturday.
37	Penticton: Extend Regular Routes to 8:00pm Monday to Saturday.
38	Penticton: Introduce Service to Sendero Canyon.
39	Penticton: Improve Sunday service by introducing service at 2014 Saturday levels.
40	Penticton: Extend service to Spiller Road.

Small Town Local Transit

41	Osoyoos: Improve daytime local service within Osoyoos Monday to Friday.
42	Oliver: Introduce daytime local service within Oliver Monday to Friday.
43	Summerland: Introduce dedicated local transit service to Summerland Monday to Saturday.
44	Osoyoos & Oliver: Expand local transit service to Saturday.
45	Okanagan Falls: Introduce service on Saturday within Okanagan Falls.
46	Princeton: Introduce evening service on Friday night.
47	Osoyoos & Oliver: Introduce evening service on Friday and Saturday.
48	Princeton: Introduce service on Saturday.
49	Keremeos: Introduce service on Saturday.
50	Summerland: Introduce evening service Friday and Saturday.
51	Summerland: Introduce service on Sunday.
52	Osoyoos & Oliver: Introduce service on Sunday.

Targeted Transit: Regional and Inter-regional Transit

53	Penticton ↔ West Kelowna: Increase service on weekdays to four round trips.
54	Princeton ↔ Penticton: Increase service to five days per week.
55	Osoyoos ↔ Penticton: Introduce three round trips on Saturday.
56	Summerland ↔ Penticton: Introduce three round trips on Saturday.
57	Summerland ↔ Penticton: Introduce evening service on Friday and Saturday.
58	Keremeos ↔ Osoyoos: Introduce service between Keremeos and Osoyoos.
59	Naramata ↔ Penticton: Introduce evening service on Friday and Saturday.
60	Okanagan Falls ↔ Penticton: Introduce evening service on Friday and Saturday.

Targeted Transit: Employee Shuttles	
61	Conduct a feasibility study for an employee shuttle between Summerland or Trout Creek to the Agricultural Research Centre.
62	Conduct a feasibility study for an employee shuttle timed to meet shift changes between Princeton and Copper Mountain Mine.
Infrastructure Priorities	
63	Local Exchanges.
64	Penticton Park & Ride.
65	Hwy 3A/Hwy 97 Transfer/ Park & Ride.
Custom Transit Priorities	
66	Assess the need for Okanagan-Similkameen expansion to align with the coverage area of Okanagan-Similkameen Routes 10, 20 and 21.
67	Summerland: Formal reclassification of custom services into Tier 3 Custom.
68	Summerland: Continue to expand service over time to meet demand.
69	Penticton Urban: Continue to expand service over time to meet demand.
70	Conduct a feasibility study to assess unmet trips within the Osoyoos and Oliver area that would be met by the introduction of Custom (handyDART).

Cost of Short Term Implementation Priorities

Preliminary costs have been developed for the short-term service improvement priorities requiring expansion hours. See Table 2. Cost and revenue projections are based on the 2013/14 Annual Operating Agreement (AOA) budget figures, and actual costs and impacts may vary depending on the finalization of service and operating details. Ridership projections are also estimates, based on analysis of current ridership trends and expected trends associated with the proposed service change. Actual implementation is subject to the available local and provincial funding.

Table 2: Short Term Implementation Priorities and Preliminary Cost Estimates*

Service Option	Buses**	Additional total kms	Service Hours	Rides	Total Revenue	Total Costs	Net Local Share of Costs***	BC Transit Share of Costs****
Frequent Transit								
9. Penticton	1	56,800	2,620	36,700	\$26,700	\$257,100	\$128,600	\$101,800
Urban Local Transit								
10. Penticton	0	5,700	260	2,600	\$1,900	\$26,300	\$12,200	\$12,200
11. Penticton	1	14,100	650	5,200	\$3,800	\$96,200	\$65,700	\$26,700
12. Penticton	0	8,700	400	2,000	\$1,500	\$32,700	\$15,900	\$15,300
13. Greater Penticton	0	8,700	400	1,200	\$900	\$32,700	\$16,500	\$15,300

Service Option	Buses**	Additional total kms	Service Hours	Rides	Total Revenue	Total Costs	Net Local Share of Costs***	BC Transit Share of Costs****
Small Town Local Transit								
15. Keremeos	1	11,600	500	1,500	\$3,000	\$51,400	\$31,700	\$16,700
16. Princeton	0	30,000	1,300	3,900	\$7,700	\$68,900	\$22,200	\$39,000
Targeted Transit: Regional and Inter-regional Service								
19. Princeton Keremeos	0	4,700	200	600	\$1,200	\$10,600	\$3,400	\$6,000
20. Princeton ↔ Penticton	0	5,400	230	700	\$1,400	\$12,200	\$3,900	\$6,900
17. Penticton ↔ West Kelowna	2	66,800	1,260	18,800	\$14,100	\$223,700	\$141,600	\$68,000
18. Penticton ↔ West Kelowna	0	40,300	760	11,400	\$8,500	\$82,700	\$35,600	\$38,600
21. Osoyoos ↔ Penticton								
a) Add one Friday morning trip	0	7,300	170	500	\$1,300	\$9,600	\$2,900	\$5,400
b) Add one Friday afternoon trip	1	6,000	140	400	\$1,000	\$32,300	\$25,400	\$5,900
Targeted Transit: Regional and Inter-regional Service								
c) Convert existing Monday Osoyoos ↔ Kelowna trip into two Osoyoos ↔ Penticton trips	0	1,300	30	100	\$300	\$1,700	\$400	\$1,000
22. Osoyoos ↔ Penticton	1	53,500	1,260	3,800	\$9,600	\$95,000	\$44,000	\$41,400
Custom Transit: handyDART								
30. Penticton handyDART	0	10,200	700	4,500	\$3,000	\$32,300	\$7,800	\$21,500
31. Penticton handyDART								

*Estimate based on 2013/14 budgets. Final costs may change based on budgets at the time of implementation confirmation of final operational details.

**The vehicle requirements shown here appear feasible but would need to be confirmed by BC Transit's Fleet Standards department closer to the implementation date.

*** Net Local Share of Costs represents local share of costs less estimated revenue.

****BC Transit Share of Costs do not include BC Transit share of vehicle lease fees.

Revised Governance

Decision-making, administrative transit knowledge, transit resources, public information, fares and schedules are largely fragmented across the five separate systems in the RDOS. Better integration is an essential step to implementing the Transit Future Plan and enabling services that coordinate seamlessly for transit customers.

Governance-related decisions fall into several layers of transit provision including Customer Information and Rider's Guides, Fares and Pass Structures, Schedules, Driver Hours, and Fleet Resources. For the future, integrating service on one or more of the topic areas will have an overwhelming impact on the efficiency and effectiveness of transit in Okanagan-Similkameen and how it serves its communities. See Appendix One in the plan for further details regarding the existing issues and the benefits of integration.

The case for improved system intergration

Each transit system is composed of layers of transit provision:

- Transit Information/Rider's Guides
- Fares and Passes
- Schedules
- Resources – driver hours
- Resources – fleet
- Marketing and promotion

*These functions are all carried out in **quituplet** within the RDOS*

Is this redunancy and multiplicity needed?

Many residents are unaware of the transit services in neighbouring communities. Integration of some layers could make transit easier to use, while also making transit provision more efficient.

Therefore, it is strongly recommended that the first priority out of this Transit Future Plan is to begin a regional discussion about levels of integration and potential strategies. Recent successes in the West Kootenay area could form a model to guide this process.

System integration can be achieved while maintaining multiple operating companies. Given the spatial extent of transit service in Okanagan-Similkameen and blend of existing operating companies (one commercial and three not-for-profits), this would be the recommended condition for system amalgamation.

If supported, in order to move forward on regional integration, a number of steps are required in terms of approval and agreement. These steps would be confirmed with local government partners but would likely use the following path:

- Step 1 – Regional District of Okanagan-Similkameen receives and endorses the RDOS Transit Future Plan
- Step 2 – A Regional Transit Advisory Committee is formed and elected officials are appointed as members. The members and municipalities they represent, agree to recognize the Committee as responsible for setting regional fares, processes and products as well as respect recommendations of the Committee for regional planning initiatives, expansion priorities and service hour allocation
- Step 3 – The Committee endorses a Terms of Reference which agrees to participate in a single schedule for the system, and in doing so, acknowledge local service changes must be done in line with scheduled regional changes. Further, the Committee honours a regional fare structure approved by the Committee, but in doing so, not give up the right to set a local fare
- Step 4 – BC Transit would then work with the local government partner staff to develop a preliminary integrated schedule for transmittal to the Transit Committee for their review and discussion
- Step 5 – The proposed service implementation and integration is discussed and approved by the Transit Committee

This path would then enable implementation of the integrated service. Since the costs for service options presented in this Plan have been determined based on a non-integrated state, a more integrated transit system and governance structure would not only bring a more positive passenger experience and higher ridership but also a more cost-effective service.

Note that a number of the service options contained in this plan look at extending service to areas in neighbouring jurisdictions such as the Penticton Indian Band Lands and the Central Okanagan Regional District. These initiatives will require the formation of new partnerships. These partnerships could be formed inclusive to a Regional Transit Advisory Committee or separately from it. Regardless, it would be supportive of transit in the area to:

- Seek broader involvement of RDOS local governments in transit partnerships, including municipalities and Indian bands currently not involved
- In partnership with other local governments in the North Okanagan and Central Okanagan regions, look for opportunities to conduct long-term transportation planning collaboratively, including an assessment of future demand and potential modes/vehicle types (bus, rail, cycling, Park & Rides).

Service Design Standards and Performance Guidelines

As part of the ongoing management of the transit network, service standards and route performance guidelines are being developed for transit systems across British Columbia as tools that can be used to help make service planning decisions and measure how well the transit system is progressing towards achieving its vision, goals and targets.

- **Service standards** define service levels (frequency of service, span of day service is provided, days of the week when service is provided), the service area and when new service should be introduced to an area.
- **Performance guidelines** measure service effectiveness and monitor how well the transit system is progressing to achieving the vision of the Transit Future Plan.

These measures are meant to ensure an acceptable level of service quality to the customer, and along with the Transit Future Plan, guide planning decisions and recommendations for transit. The performance guidelines are monitored and inform the Annual Performance Summary (APS) reports presented to transit partners on an annual basis.

Owing to the comprehensive nature of the Okanagan-Similkameen Transit Future Plan, Service Design Standards and Performance Guidelines will be developed once the new governance model has been established, providing an integrated forum for RDOS review of these guidelines. Upon completion, the service standards and route performance guidelines will be re-examined and renewed in time with updates to the Transit Future Plan. This is necessary since standards and performance guidelines are evolutionary and should grow with the system and development of the community and its changing needs.

Funding the Plan

To meet the mode share and ridership targets of the Transit Future Plan, capital and operating investments in the transit system will be required over the next 25 years. Annual operating costs are based on service hours. Hours within Penticton are projected to increase from the existing 22,866 hours to approximately 43,000 hours, while hours for services outside of Penticton, including regional services, are projected to increase from the existing 8,100 hours to 28,000 hours.

The plan also calls for capital investments that include:

- Expanding the combined medium and heavy duty transit fleet from the existing 8 vehicles to 20 vehicles
- Expanding the combined light duty fleet from the existing 13 vehicles to 26 vehicles (or if the fleet is integrated, to 23 vehicles)
- An updated integrated primary transit exchange at Cherry Lane Mall (Warren Ave) in Penticton
- New secondary transit exchanges at Okanagan College and within the downtown areas of Oliver, Osoyoos, Princeton, and Summerland
- Improvements to accessibility and customer amenities at transit stops
- Pedestrian-friendly improvements to streetscapes in areas undergoing intensification and redevelopment, particularly urban villages adjacent to the Frequent Transit Network
- Park & Ride facilities on the edges of Penticton, Kaleden, Osoyoos, Princeton and Summerland.

Given the increase in transit investment expected over the coming decades, the way in which transit is and will be funded needs to be reviewed. BC Transit and its funding partners will need to work together to achieve stable and predictable funding sources beyond the existing mechanisms.

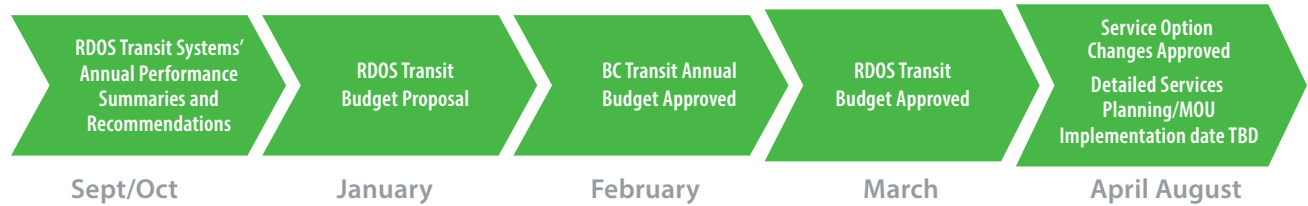
Budget Development Process

The Implementation Strategy section establishes milestones over the next 25 years which strategically guide the system from today to the Transit Future vision. Supporting annual plans and three year service budget and initiative letters will provide the operational and budget details necessary to implement service changes.

Once the Transit Future Plan is approved, it will act as a source of initiatives that drive BC Transit's operational and capital expansion process. This in turn guides budget development for BC Transit and the RDOS, as well as BC Transit's annual provincial budget submissions. Since provincial funding for transit is confirmed on an annual basis, implementation of any option requiring expansion is dependent on BC Transit's fiscal year budget, and available provincial funding normally confirmed by the province in mid-February each year.

Implementation of specific service options and packages is also dependent on allocation of available provincial transit expansion funding between transit systems as determined through BC Transit's Transit Improvement Program (TIP).

Once local government has approved a service option or combination of options for implementation – and local and provincial funding has been approved, if required – an Implementation Agreement Memorandum of Understanding (MOU) will be developed for signature by all required parties including BC Transit. This MOU outlines the service changes to be developed for implementation and the roles and timeline for implementation. Once signed, changes to scope may change timelines. Detailed costing will be confirmed throughout implementation.



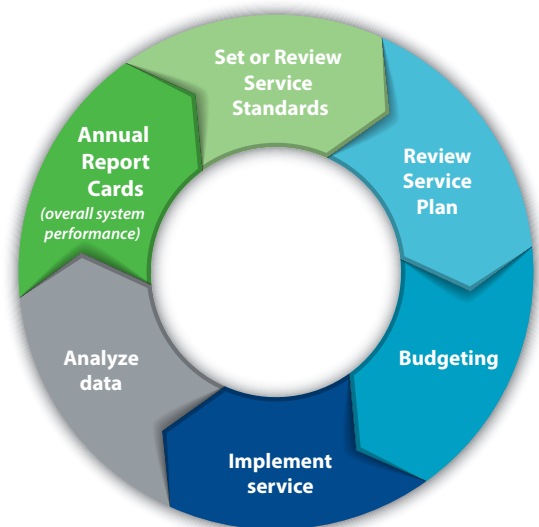
Keys to Success

To guide the plan from vision to reality will require an on-going dialogue between the Province, BC Transit, the RDOS and its local governments, and local authorities on transportation policy, funding and the linkage between land use and transit planning.

The Transit Future Plan builds upon previous plans (Official Community Plans, the South Okanagan Regional Growth Strategy, and Neighbourhood Land Use Plans) and will be used to communicate the vision and direction for transit in the RDOS. This plan identifies transit supportive policies outlined in local OCPs and the South Okanagan Regional Growth Strategy. Other steps required for the success of the plan include integrating the transit strategy into other municipal projects, land use and development decisions, supporting travel demand management measures, transit oriented development and transit friendly land use practices.

BC Transit will work with the RDOS and other local partners to begin to take steps to guide the Transit Future Plan from vision to reality. These efforts will only be successful if done in partnership, with continuous dialog between these partners to ensure strong links between:

- Land use planning and transit planning
- Provincial and regional transportation and transit planning
- Transportation policy and funding availability.





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