
To: Mayor and Council
From: Paul Gipps, CAO
Meeting Date: April 1, 2025
Meeting Type: Regular Council Meeting

Prepared by: Matthew Salmon, Infrastructure & Development Engineering Director
Department: Engineering and Environmental Services

Title: Integrated Transit Strategy - Phase 3 Final Report (Implementation Plan) Adoption
Description: Approval of the Implementation Plan to provide future transit service improvements

RECOMMENDATION

THAT the Integrated Transit Strategy - Phase 3 Final Report attached to the report to Council dated April 1, 2025, be adopted.

EXECUTIVE SUMMARY

The Integrated Transit Strategy is a four-phase project that is scheduled to be completed within a four-year timeframe. Phase 1 (Option Analysis) was completed in 2022, Phase 2 (Operationalization Plan) was completed in 2023/24, Phase 3 Final Report (Implementation Plan) is now being presented for Council's adoption.

The key components from Phase 3 are to provide the operational and capital requirements to implement the following options chosen by Council in Phase 2:

1. Improvements in mid-day service on the Route 32 in response to the growing ridership on the route.
2. The expansion of the RapidBus to the District of Lake Country and associated Route 23 modifications.
3. The development of a local summer service.
4. Feasibility of On-Demand Transit in the District in conjunction with BC Transit expansion of this service type.

The Phase 3 Final Report (Implementation Plan) has been completed and upon Council adoption the implementation of the transit service improvements, upon the direction of Council, will be incorporated into future annual budget deliberations and strategic planning sessions. Staff will also continue to pursue grant funding opportunities to support the Implementation Plan. A summary of the implementation details for each of Council's chosen service improvement option are contained in Table 1.

Recommendation	Implementation Summary	Service Improvement	Timeline	Cost/Grant Eligible
1) Improve mid-day service on Route 32 in response to the growing ridership on the route	Add approximately four hours of service in the middle of the day	Continuous service on route from ~6 am to 8 pm every weekday	Estimated in service: January 2026	Estimated resource requirements include 1,300 annual hours, 2 vehicles, and \$233,719 in estimated annual total costs (estimated annual net municipal share: \$153,600)/grant eligible for capital expenses only.
2) Provide a direct, fast, one-seat ride from Lake Country to Kelowna	Modify the current Route 23 service and extend the Route 97 to the District	One seat ride to Kelowna and increased service span & frequency to UBCO	To be confirmed by BC Transit & City of Kelowna	Estimated resource requirements include 4,500 annual service hours (~ \$544,00* annual operating cost) and 1 heavy duty vehicle/ grant^ eligible for capital expenses only.
3) Implement a summer shuttle in the District	A hop-on, hop-off type service focused on service to the beaches and wineries in the District, ideally started as a pilot and continued if successful	Service to recreational destinations not served by fixed route transit	TBD Summer 2026 could be possible	Estimated resource requirements vary based on option chosen from \$200,000 **to \$400,000 annually/l's grant eligible
4) Explore On-Demand transit in the District of Lake Country	Service will be provided by BC Transit, ideal service areas include Oyama and Carr's landing, People will be able book a trip on their phone or by calling in	Farther areas in the District can potentially be served by this service.	To be confirmed by BC Transit	TBD/l's grant eligible

Table 1. Summary of the implementation details for each service improvement option.

DISCUSSION/ANALYSIS

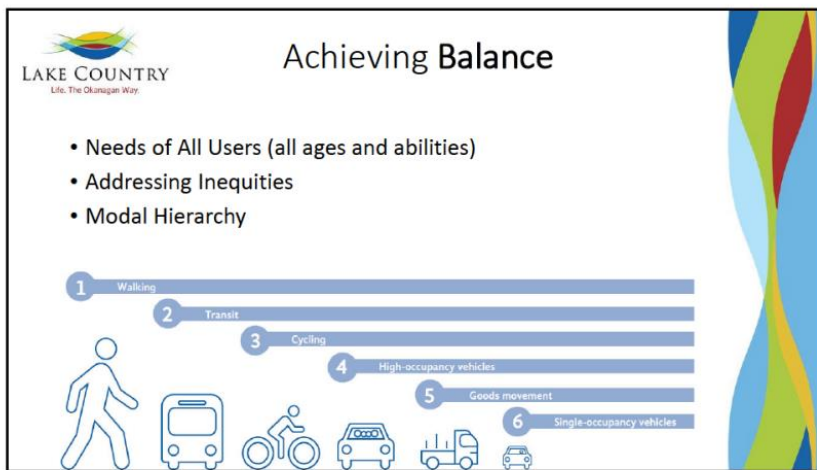
Council adopted the Mobility Master Plan on 16th Feb 2021, within the plan are 12 recommendations to be carried out over the next 5 years. One recommendation is to “Investigate methods to improve transit ridership to 10%”.

An effective and efficient transit system is at the core of the Mobility Master Plan philosophy of addressing inequity in our mobility systems by providing safe, efficient, and affordable travel options for all ages and abilities.

MOBILITY MASTER PLAN



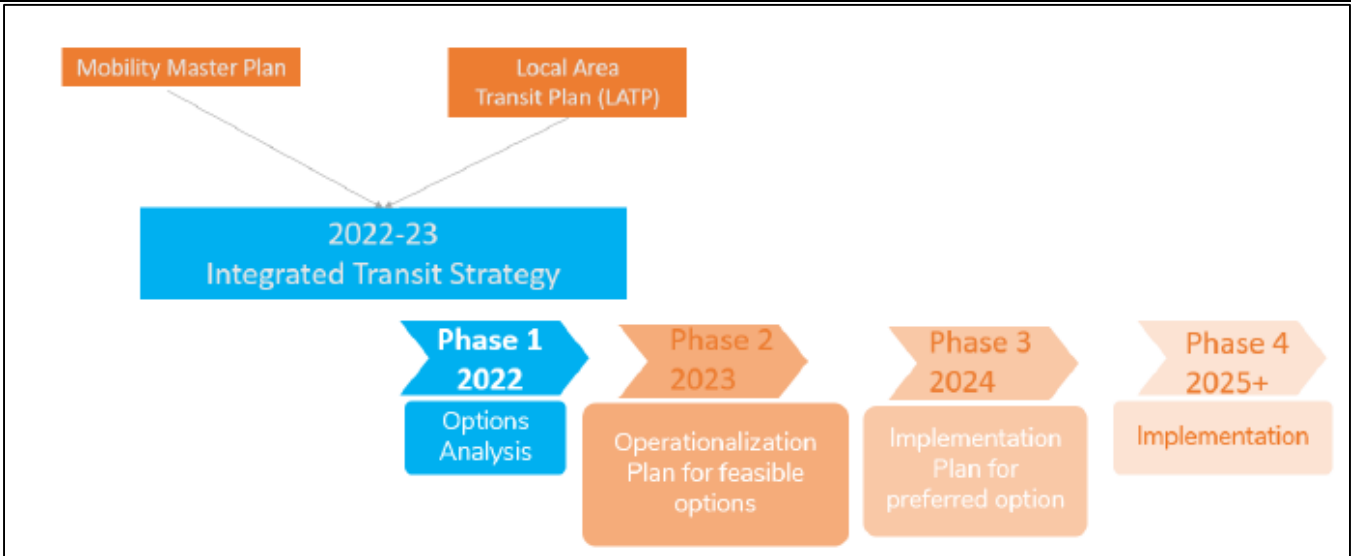
getting around Lake Country in safe and enjoyable ways



Council directed staff to undertake a District led study in 2022 to assess all the potential options and take the first step in answering the question of “how does the District reach the 10% transit/bus ridership goal?”.

The Integrated Transit Strategy is a four-phase project completed within a four-year timeframe, each phase will be approved by Council prior to commencing the next phase, the four phases are:

- **Phase 1 – Option Analysis** (completed in 2022). A toolbox of options for increasing ridership has been developed. Council decided to take Service Strategy #5 into Phase 2 for further detailed study. Approved by Council on October 10, 2022 ([link to Council Minutes and report](#))
- **Phase 2 – Operationalization Plan** (completed in 2023/24). Service Strategy #5 from Phase 1 will be developed into operational plans with costing and implementation timelines. Adopted by Council on April 16, 2024 ([link to Council Minutes and report](#))
- **Phase 3 – Implementation Plan** (completed in 2024/25). An Implementation Plan has been created to provide a roadmap for the District to go from idea to reality and includes all aspects of implementation from infrastructure improvements, costing, phasing, marketing and branding as needed.
- **Phase 4 – Implementation** (timing tbd). Phase 4 will work through the Implementation of the chosen option(s) at the direction of Council.



A viable transit system is at the core of addressing inequity in our mobility systems by providing safe, effective, efficient, and affordable travel options for all ages and abilities. The conventional north American model of personal single occupant vehicles predominantly serves citizens that can afford to, and choose to, operate a car. This also supports the planning and prioritization of car-centered transportation networks that attribute to higher household car ownership. As a result, limited transit service routes, service frequencies, and transit stop infrastructure coupled with a disconnected accessible active transportation network; contribute to low transit ridership. Disconnected and uncomfortable active transportation infrastructure leads to low use. Addressing inequity also focuses on providing options outside areas of affluence. All these elements speak to creating the balance between all modes of transportation.

APPLICABLE LEGISLATION, BYLAWS AND POLICY

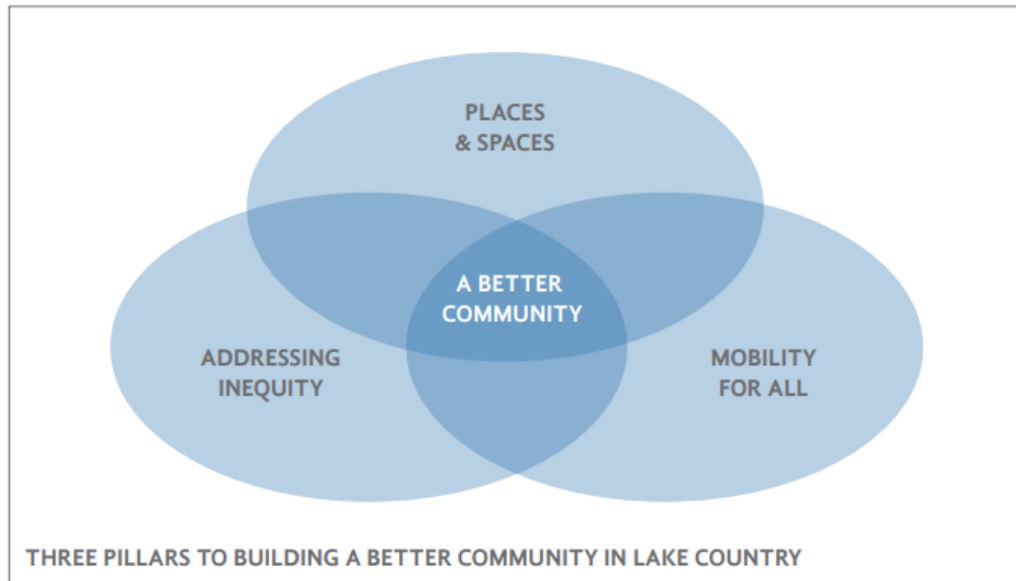
- Council’s Vision** ([link](#))

The guiding principles in the Mobility Master Plan are also reflective of Councils Vision and Mission Statement, specifically within the statements around nurturing a healthy natural environment, providing sustainable infrastructure and creating an inclusive community. These elements are also echoed in the Pillars of the Vision and Mission Statement by providing *“well maintained infrastructure and facilities that meet community needs and allow growth and development for prosperity.”*
- Council’s Strategic Priorities 2022 Action Plan** ([link](#))

Under the Strategic Priority to “Encourage Growth of the Downtown Core” is to complete a transit study to complete an initial assessment of all potential options that fully consider the Mobility Master Plan goals and how they can integrate into the communities busing strategy.

District of Lake Country Strategic Priorities 2022 - ACTION PLAN			
ECONOMY	PRIORITY: Encourage Growth of the Downtown Core		
	ACTION: Complete a transit study exploring opportunities for providing additional service	Resources	Timeline
	This study will enable an initial assessment of all potential options that fully consider the Mobility Master Plan goals and how they can integrate into the communities busing strategy.	Budget: \$50,000 Staff: A consultant will be employed with oversight from the Director of Engineering and Environmental Services.	2022

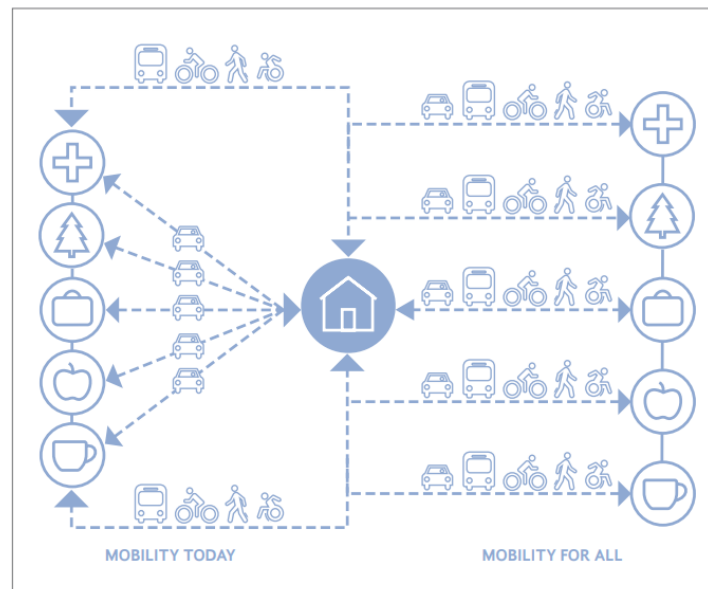
- **Official Community Plan ([link](#))** – Section 8 of the Official Community Plan (OCP) contains four unique transportation goals and ten objectives, each with their own policies, to guide the future transportation network. The modal hierarchy established in the OCP sets the foundation of Mobility Master Plan with the following descending order of priority: walking, **transit**, cycling, high-occupancy vehicles, goods movement and single occupancy vehicles.



- **Mobility Master Plan ([link](#))**

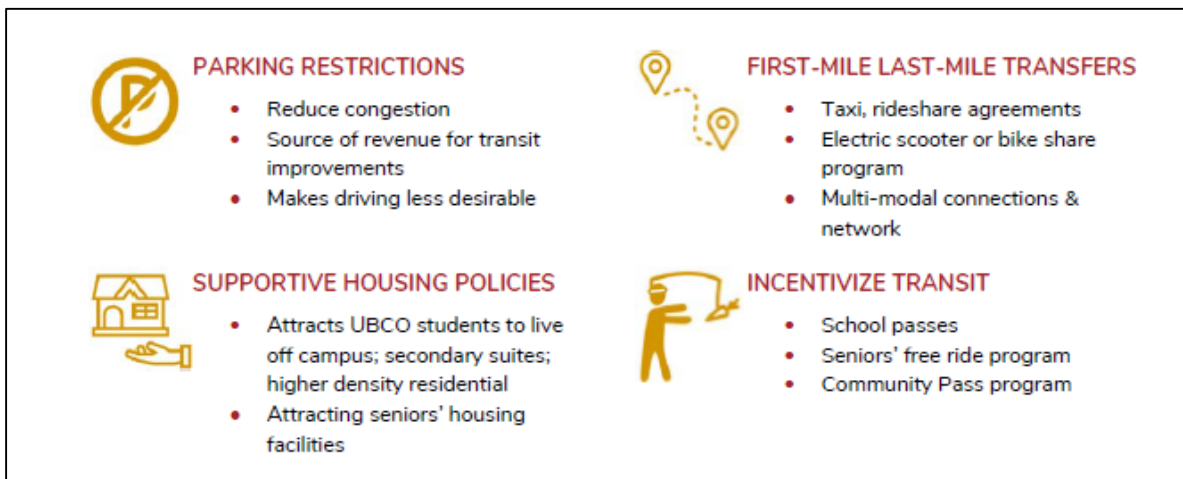
The core aim of the Mobility Master Plan is to aid in building a better community, this is achieved by establishing three pillars, they are:

- **Places & Spaces** - refers to the land use and public space available for residents to gather and recreate. Healthy livable cities need to connect people to one another and to nature.
- **Addressing Inequity** - Equity in mobility speaks to providing safe, efficient, and affordable travel options for all ages and abilities. The conventional personally owned single occupant vehicle model predominantly serves citizens that can afford to, and choose to, operate a car
- **Mobility for All** - Providing mobility to all is to provide more service options to all ages and abilities and tackle the barriers for users shifting modes. There is a portion of the population that wants to walk, bike, or take transit more, but are faced with challenges that make it inconvenient, perceived as unsafe, or are not accommodated at all.



- **Supportive Policies.**

A four-point approach to create and align transit Supportive Policies is recommended for success as shown in the graphic below.



IMPACT ON INFRASTRUCTURE, SERVICES AND STAFF CAPACITY (if applicable)

WATT Consulting Gp completed Phases 1 & 2, the District will be retaining their services of to undertake Phase 3.

FINANCIAL IMPLICATIONS

None Budget Previously Approved Other (see below)

Upon the direction of Council, implementation of transit service improvements will be incorporated into future annual budget deliberations and strategic planning sessions. Staff will also continue to pursue grant funding opportunities to support the Implementation Plan.

CONSULTATION (Internal referrals, External Agencies, Committees, Stakeholders)

Extensive communication engagement was conducted as part of Phase 2. Three different engagement activities were conducted, from August 2023 to December 2023:

- An online survey which garnered 141 responses;
- A booth at the District of Lake Country's Community Appreciation Event with 50 participants; and
- Targeted engagement sessions with each of the specific groups with 12 participants.

Overall, public participation amounted to about 2% of overall population of the District (~200 people). A majority of these were also non-transit users. Upon adoption, the Phase 3 report will be available to the public.

COMMUNICATIONS (if applicable)

Communication of the Phase 3 report, once adopted by Council, will be undertaken by the District's communication team through the normal channels and the report available to the public via the District's website.

ALTERNATIVE OPTIONS

1. THAT the Phase 3 Final Report (Implementation Plan) of the Integrated Transit Strategy is not adopted by Council and referred back to staff for revisions as determined by Council.

Attachment

- A. Integrated Transit Strategy – Phase 3 Final Report (Implementation Plan)

Respectfully Submitted,

Matthew Salmon, Infrastructure & Development Engineering Director

Report Approval Details

Document Title:	Integrated Transit Study - Implementation Plan (Phase 3).docx
Attachments:	- Attachment A - Integrated Transit Study - Phase 3 Final Report (Implementation Plan).pdf
Final Approval Date:	Mar 24, 2025

This report and all of its attachments were approved and signed as outlined below:

Reyna Seabrook, Director of Corporate Services - Mar 24, 2025 - 11:08 AM

Paul Gipps, Chief Administrative Officer - Mar 24, 2025 - 1:29 PM

Makayla Ablitt, Legislative & FOI Coordinator - Mar 24, 2025 - 2:40 PM