Introduction

Okanagan College has retained Opus International Consultants to complete a Sustainable Transportation Plan for the KLO campus in Kelowna.

The completion of a comprehensive and multi-modal Sustainable Transportation Plan is complementary to the aims of the College to provide a world-class learning organization, which is attractive, vibrant and accessible to all.

The Plan will set out how the College plans to manage traffic, transportation, safety and parking demands in relation to ongoing site development and the strategic plan.

With planned future growth of the College predicted to be 2% per year until 2021 it is important that the College proactively manages transportation to the campus to assist that this growth is sustainable.
### Study Process

<table>
<thead>
<tr>
<th>TASK</th>
<th>STATUS</th>
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<tbody>
<tr>
<td><strong>PHASE 1</strong></td>
<td></td>
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<tr>
<td>▪ Communications and consultation strategy development</td>
<td>✓</td>
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<tr>
<td>▪ Review and compile existing data</td>
<td>✓</td>
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<tr>
<td>▪ On-Line survey #1</td>
<td>✓</td>
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<tr>
<td>▪ Best campus practice overview</td>
<td>✓</td>
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<tr>
<td>▪ Stakeholder focus group</td>
<td>✓</td>
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<tr>
<td>▪ Analyze traffic patterns</td>
<td>✓</td>
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<tr>
<td>▪ Analyze safety considerations</td>
<td>✓</td>
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<tr>
<td>▪ Analyze parking supply and demand</td>
<td>✓</td>
</tr>
<tr>
<td>▪ Phase 1 interim report</td>
<td>✓</td>
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<tr>
<td><strong>PHASE 2</strong></td>
<td></td>
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<tr>
<td>▪ Develop solution options</td>
<td>✓</td>
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<tr>
<td>▪ Open House and on-line survey #2</td>
<td></td>
</tr>
<tr>
<td>▪ Draft report</td>
<td>Summer 2009</td>
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<tr>
<td>▪ Evaluate solutions</td>
<td>Summer 2009</td>
</tr>
<tr>
<td>▪ Recommendations with phasing and implementation strategy</td>
<td>Summer 2009</td>
</tr>
<tr>
<td>▪ Final report</td>
<td>Summer 2009</td>
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</table>
Parking #1

With the future growth of the College predicted to be 2% per year until 2021, and with many of the College's satellite sites moving to the Kelowna campus, there just be enough space on campus to accommodate the demand for parking, if the majority of users of the campus continue to drive by themselves.

The table below shows a summary of parking utilization for each of the parking lots. The red shows any parking lots which have over 85% utilization, with is deemed as full when taking into account parking lot turnover.

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>1</td>
<td>71%</td>
<td>78%</td>
<td>89%</td>
<td>94%</td>
<td>103%</td>
<td>117%</td>
</tr>
<tr>
<td>2</td>
<td>100%</td>
<td>110%</td>
<td>125%</td>
<td>100%</td>
<td>110%</td>
<td>125%</td>
</tr>
<tr>
<td>3</td>
<td>100%</td>
<td>110%</td>
<td>125%</td>
<td>89%</td>
<td>98%</td>
<td>111%</td>
</tr>
<tr>
<td>4</td>
<td>100%</td>
<td>110%</td>
<td>125%</td>
<td>96%</td>
<td>106%</td>
<td>120%</td>
</tr>
<tr>
<td>5</td>
<td>100%</td>
<td>110%</td>
<td>125%</td>
<td>98%</td>
<td>108%</td>
<td>123%</td>
</tr>
<tr>
<td>6</td>
<td>100%</td>
<td>110%</td>
<td>125%</td>
<td>98%</td>
<td>108%</td>
<td>123%</td>
</tr>
<tr>
<td>11</td>
<td>99%</td>
<td>109%</td>
<td>124%</td>
<td>95%</td>
<td>105%</td>
<td>119%</td>
</tr>
<tr>
<td>12</td>
<td>89%</td>
<td>98%</td>
<td>112%</td>
<td>83%</td>
<td>92%</td>
<td>104%</td>
</tr>
<tr>
<td>13</td>
<td>85%</td>
<td>93%</td>
<td>106%</td>
<td>77%</td>
<td>85%</td>
<td>96%</td>
</tr>
<tr>
<td>15</td>
<td>100%</td>
<td>110%</td>
<td>125%</td>
<td>92%</td>
<td>101%</td>
<td>115%</td>
</tr>
<tr>
<td>16</td>
<td>61%</td>
<td>67%</td>
<td>76%</td>
<td>76%</td>
<td>84%</td>
<td>96%</td>
</tr>
<tr>
<td>17</td>
<td>55%</td>
<td>61%</td>
<td>69%</td>
<td>80%</td>
<td>88%</td>
<td>100%</td>
</tr>
<tr>
<td>18</td>
<td>53%</td>
<td>58%</td>
<td>66%</td>
<td>53%</td>
<td>58%</td>
<td>66%</td>
</tr>
</tbody>
</table>

As the supply of parking at the Kelowna campus is a fixed footprint, it is the demand for parking that needs to change.
At present, for many users of the campus it is cheaper to drive than it is to take transit. The table below gives a comparison of parking prices at colleges across BC.

<table>
<thead>
<tr>
<th>PARKING TYPE</th>
<th>University of Victoria</th>
<th>University of British Columbia</th>
<th>University of British Columbia Okanagan</th>
<th>Simon Fraser University</th>
<th>Royal Roads University</th>
<th>University of Northern British Columbia</th>
<th>Okanagan College</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Student Parking</td>
<td>$896.5-$2966</td>
<td>$903-$1029</td>
<td>$132</td>
<td>$364.73-$777.07</td>
<td>$115</td>
<td>$385.20</td>
<td>$90.00</td>
</tr>
<tr>
<td>Annual Staff Parking</td>
<td>$896.5-$2966</td>
<td>$804</td>
<td>$132</td>
<td>$364.73-$777.08</td>
<td>$115</td>
<td>$385.20</td>
<td>$0.00</td>
</tr>
<tr>
<td>Monthly Student Parking</td>
<td>$67-$248</td>
<td>$84-$99</td>
<td>$20</td>
<td>$35</td>
<td>$132</td>
<td>$32.10</td>
<td>$20.00</td>
</tr>
<tr>
<td>Monthly Staff Parking</td>
<td>$67-$248</td>
<td>$84-$99</td>
<td>$20</td>
<td>$35</td>
<td>$32.10</td>
<td>$0.00</td>
<td></td>
</tr>
<tr>
<td>Monthly Reserved Parking</td>
<td>$125</td>
<td>N/A</td>
<td>N/A</td>
<td>$98</td>
<td>N/A</td>
<td>$385.20</td>
<td></td>
</tr>
<tr>
<td>Annual Motor Cycle/ Scooter Parking</td>
<td>$212.50</td>
<td>$246</td>
<td>$132</td>
<td>$83.25</td>
<td>$50-$100</td>
<td>$385.20</td>
<td>$90.00</td>
</tr>
<tr>
<td>Daily Student Parking</td>
<td>$6-$12</td>
<td>$6</td>
<td>$2</td>
<td>$5.50-$10.75</td>
<td>N/A</td>
<td>$2</td>
<td>$2.00</td>
</tr>
<tr>
<td>Daily Staff Parking</td>
<td>$6-$12</td>
<td>$6</td>
<td>$2</td>
<td>$5.50-$10.75</td>
<td>$8</td>
<td>$2</td>
<td>$0.00</td>
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<tr>
<td>Daily Parking</td>
<td>$6-$12</td>
<td>$4.5-$12</td>
<td>$2</td>
<td>$5.50-$10.75</td>
<td>$8</td>
<td>$2</td>
<td>$2</td>
</tr>
<tr>
<td>Visitor Hourly Parking</td>
<td>$1</td>
<td>$3</td>
<td>$0.50</td>
<td>$2.25</td>
<td>$1-$1.25</td>
<td>$0.25</td>
<td>$2.25/30 minutes (2 hr max)</td>
</tr>
<tr>
<td>Winter Term</td>
<td>$232-$1392</td>
<td>$315-$357</td>
<td>$50</td>
<td>$142.72-$348.89</td>
<td>N/A</td>
<td>$128.40</td>
<td>$50.00</td>
</tr>
<tr>
<td>Summer (May 01-Aug 31)</td>
<td>$116-$646</td>
<td>$315-$358</td>
<td>$50</td>
<td>$79.29</td>
<td>N/A</td>
<td>$128.40</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Below are some preliminary solutions to reduce the demand for parking at the Kelowna campus:

- Increase parking charges for all users to ensure that the true cost of parking is reflected in the price
- Remove free parking for staff
- Make the most desirable parking stalls “CarPool Only” stalls
- Have an exclusive Okanagan College CarPool database where staff and student details are entered by default upon starting, and are informed of new potential CarPool matches*
- Ensure enforcement of parking regulations is continually and routinely conducted to be fair to all users
- Only allow people to park using permits 4 days a week

But these measures alone aren’t going to be enough to manage the demand for parking at the Kelowna campus in the future. There needs to be other solutions and options.

* Please note that security measures would be taken such as not giving out personal contact details. It will be possible to opt out if desired.
Transit

Although transit to the College is run and operated by BC Transit and not the College, the College can work with BC Transit to provide suggestions on improvements that can be made.

Below are some preliminary recommendations for improving transit to the College.

- Have a Okanagan College TAC (Transportation Advisory Committee) which includes a representative from BC Transit
- Increase parking charges so that the cost of a monthly parking pass isn’t substantially cheaper than a monthly transit pass. (Currently a semester student parking pass is $50, compared to $138 for a semester transit pass)
- Introduce a version of the U-Pass for students of Okanagan College that takes into consideration the needs of students taking the specialist courses offered at the College
- Introduce a version of the U-Pass for staff of the College
- Have the College and BC Transit work together to ensure that the off-peak transit times are compatible with the after-hour class times
- Work with BC Transit on increasing the number of routes based on the origin and destination of passengers including the option of park and rides
Transportation Demand Management

Currently the combination of cheap and free parking, plus the lack of information and options for alternatives to driving, make driving the most desirable form of transportation for most users of the campus.

Below are some preliminary recommendations for improving transportation options to the College.

• Have a Okanagan College TAC (Transportation Advisory Committee) which includes representatives from the City, BC Transit, KSS and staff and students of the College

• Have an exclusive Okanagan College CarPool database where staff and student details are entered by default upon starting, and are informed of new potential CarPool matches*

• Make the most desirable parking stalls “CarPool Only” stalls

• Have an easy to find, central transportation page on the College’s website that provides information on a variety of methods of travelling to the College, with information on sustainable transportation first, and on driving and parking last

• Provide information on sustainable forms of transportation to potential students at information events, and to new staff

• Work with the City of integrate the College into the wider cycling network and have adequate Way Finding

• Increase the amount of end-of-trip facilities for cyclists at convenient locations including secure bike parking and showers

* Please note that security measures would be taken such as not giving out personal contact details. It will be possible to opt out if desired.
Accessibility and CPTED

By ensuring that the campus is accessible, feels safe and is safe, users of the campus will be more comfortable and willing to use sustainable forms of transportation.

Below are some preliminary recommendations for improving campus accessibility and safety.

- Ensure that the sidewalks are continuous and connected around campus
- Speed bumps and other traffic calming need to be designed for cyclists and pedestrians as well, e.g. gaps at side of speed bumps for cyclists
- Not storing snow on sidewalks
- Providing secure bike parking, and ensuring that non-secure bike parking is located in areas with high natural surveillance
- Increase Way Finding and signage for pedestrians and cyclists within the campus
- Ensure that pedestrian desire lines are met with marked crosswalks
- There is adequate pedestrian level lighting
- There are dropped curbs with adequate tactile paving for the visually impaired
Traffic and Internal Roads

By ensuring that the internal roads of the campus are more user friendly to all modes of transportation, users of the campus will be more comfortable and willing to use sustainable forms of transport.

Below are some preliminary recommendations for promoting the use of sustainable transportation options on campus.

- Ensure that the sidewalks are continuous and connected around campus
- Have traffic calming around the internal roads of the campus, but ensure that they are designed for the comfort of pedestrians and cyclists
- Ensure that pedestrian desire lines are met with marked crosswalks
- Ensure that marking paint, e.g. for crosswalks, is maintained and clear
Next Steps

The next steps of the study will be to:

- Compile and analyze the feedback from the Open House and on-line survey #2
- Produce the draft report
- Evaluate the solutions
- Make recommendations and prepare a phasing and implementation strategy
- Produce the final report