



Be Informed – Learn More

Rutland Transit Exchange

1. What is Transit Oriented Design (TOD)?

TOD is defined as “compact, mixed-use and pedestrian-friendly neighbourhoods containing a range of housing types, workplaces, shops, entertainment, schools, parks and civic facilities essential to the daily lives of residents – all within an easy five minute walk from a transit station.”



2. How did the Rutland transit exchange come about?

The Central Okanagan Smart Transit Plan was an initiative that started in January 2004. Local governments of the Central Okanagan worked closely with BC Transit and the Ministry of Transportation to develop a recommended Transit Plan strategy for the region using transit oriented development.

During a series of workshops and open houses from January 2004 – October 2004, various options for transit exchange locations were discussed with community members.



The development of the plan provided the framework to help expand transit services, including the implementation of Bus Rapid Transit (BRT). The long term BRT vision for the region would see a frequent, rapid and reliable, limited-stop transit service along Highway 97, Highway 33 and Rutland Road.

3. Why was this location selected?

In utilizing TOD practices for this location some of the benefits include:

- Better integration of transit service into communities and neighbourhoods, particularly mixed use developments in higher density areas
- Greater use of the transit system for everyday activities
- Healthier, cleaner environments, as more people walk, cycle and ride public transit
- Provides a good hub for four transit routes serving the Rutland area

Uptown Rutland is the strongest transit market in the area. As the area re-develops over the next 20 years, it is estimated that 4,000 additional people will be living in the town centre. The new commercial and mixed use zoning will provide opportunities for redevelopment for the proposed Rutland Town Centre, complete with retail High Street (village-like, pedestrian friendly main streets).

Options for transit locations at Roxby, Dougall and Shepherd Rd. were evaluated. The Shepherd Road alternative was the one that scored highest overall in the analysis based on the following:

- Closest town centre to UBCO, good potential for student housing
- Good linkages from Dougall Road to adjacent neighbourhoods both north and south
- Accommodates transit circulation with good on/off highway access with an existing signal

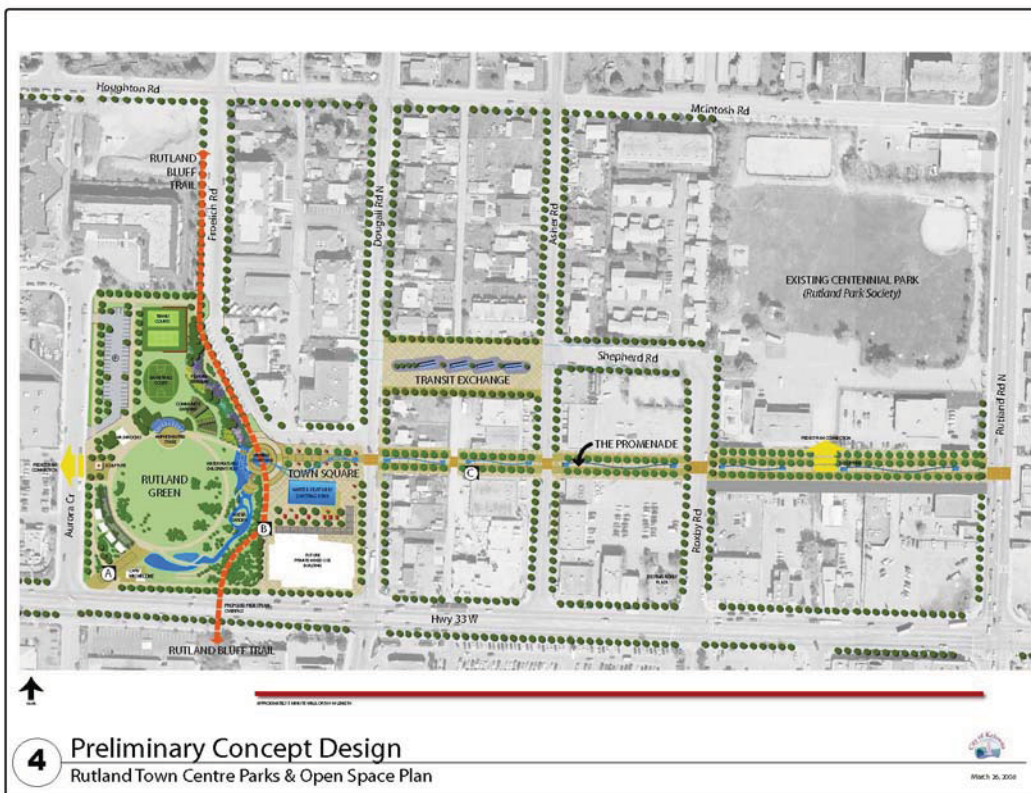
Other evaluation criteria included:

- Bus travel time
- Ease of bus transfer
- Road capacity impacts
- Driveway impacts
- Cost
- Pedestrian/vehicle conflicts
- Accessibility
- Land Acquisition

4. What happens next?

Feedback received at the open house on December 11 will help guide the Rutland streetscape plan. The plan will be completed in mid-January.

The Rutland Transit Exchange detailed design will begin in the spring and is scheduled for construction in the summer 2009.



Project Contact Information

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