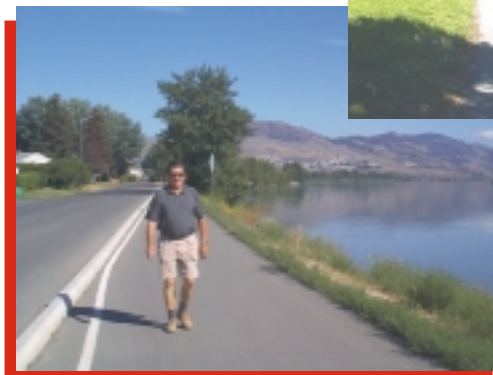
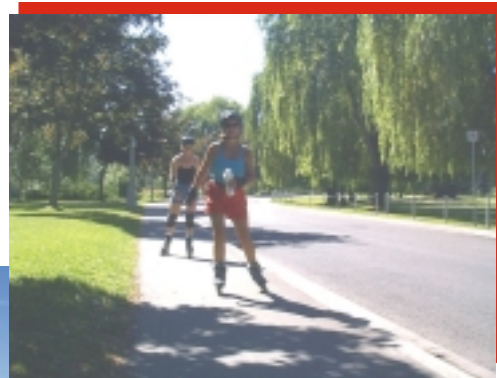
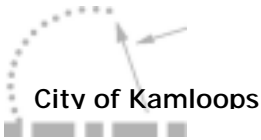




Kamloops Pedestrian Master Plan





Kamloops Pedestrian Master Plan

TABLE OF CONTENTS

1.0 INTRODUCTION 2

2.0 APPROACH AND METHOD 3

 2.1 SAFETY PRINCIPLES AND FACTORS 3

 2.2 SCOPE OF PEDESTRIAN PLANNING AND FACILITIES REVIEW 3

 2.3 PROCESS 5

 2.4 PROGRAM PARTICIPANTS 6

 2.5 OVERALL PLANNING APPROACH 6

3.0 NEEDS ASSESSMENT 8

 3.1 SAFETY ISSUES RATING 8

 3.2 PEDESTRIAN SAFETY INDEX 9

 3.3 NETWORK CONTRIBUTION RATING 11

 3.4 PEDESTRIAN DEMAND RATING 12

 3.5 AGGREGATE RATINGS AND PRIORITIES 15

4.0 RECOMMENDED PEDESTRIAN MASTER PLAN 16

 4.1 APPROACH 16

 4.1.1 Candidate Options 16

 4.1.2 Unit Costs 16

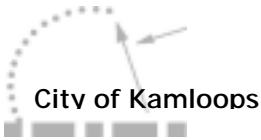
 4.2 RECOMMENDED PEDESTRIAN PLAN 17

 4.3 IMPLEMENTATION AND STAGING 19

APPENDICES

- Appendix A - Sample Data Capture Inventories
- Appendix B - PSI Sensitivity Analysis
- Appendix C - Demand Rating Methodologies





Kamloops Pedestrian Master Plan

1.0 INTRODUCTION

Walking has always been the most fundamental of all transportation modes. While it may not be the primary mode for all trips, walking is usually a part of every trip whether it be at the beginning, the end, or as a connection between other modes.

The trend towards walking as a viable mode of transportation – for the entire trip – is changing however. People's attitudes are beginning to change and walking is being viewed as more than recreational – it is growing to be viewed as a healthy, cost-effective and enjoyable way of moving about the city.

Walking is also a mode of transportation that can occur anywhere – along roadsides, across parking lots, and on designated pedestrian facilities. It is because of this that planning for the pedestrian mode is a unique process – it involves locating key areas of pedestrian activity, identifying their needs, for both safety and comfort, and examining ways to provide safe and attractive facilities that will address all of these factors. In some municipalities this may include developing a strategy to provide safe and attractive sidewalks as the city grows, while in others this may include improving existing sidewalk facilities to the level of a consistent and continuous network.

The City of Kamloops recognizes the growing demands for walking and wishes to further encourage residents to walk whenever possible. In an effort to promote walking as a safe and attractive alternative to driving, the City and ICBC have embarked on a process to develop a Pedestrian Master Plan for the City of Kamloops. The Pedestrian Master Plan provides a comprehensive approach toward identifying pedestrian needs and deficiencies, examining optional improvements and prioritizing implementation strategies. Much of the process has been undertaken using the Safer Transportation Network Planning (TNP) Software.

This report documents the approach used to develop the Kamloops Pedestrian Master Plan, summarizes the recommended improvements and provides an implementation strategy.

