



2 DEVELOPING THE TRANSPORTATION MASTER PLAN

Based on the input of stakeholders, City staff, and City Council, a vision of transportation in Kamloops was created with goals related to sustainable transportation, walking, cycling, transit, movement of goods and emergency services, and an integrated transportation system. Drawing from the technical analysis of future growth and projected transportation conditions as the city grows to 120,000 residents, the project team developed objectives, strategic directions, and actions to implement the TMP's vision and goals.

2.1 EXISTING CONDITIONS

The development of the TMP included a comprehensive review of existing transportation conditions, land uses, demographic data, and relevant municipal plans and policies. Factors such as user behaviour, safety, and accessibility were studied to understand existing challenges and to identify opportunities to improve conditions for pedestrians, cyclists, transit users, and road users. A report on existing transportation conditions is provided in **Appendix D**.

2.2 VISION OF TRANSPORTATION IN KAMLOOPS

Vision of Transportation in Kamloops:

A transportation system in the city of Kamloops, consistent with the vision of KAMPLAN, that provides a diversity of safe, accessible, affordable, and sustainable travel choices for all that integrate well, are effective to use, promote healthy lifestyles, and support economic prosperity.

The following **Figure 2.1** illustrates the hierarchy of transportation modes that should be adhered to in the development of the City's network and the management and design of transportation infrastructure. Walking is the highest priority as it is the primary human mode of transportation and the most vulnerable in terms of the consequences from roadside collisions. Walking is also the most sustainable mode of transportation. This is followed by cycling and transit.

The movement of goods and emergency services takes priority above other motorized transportation as it is critical to sustaining the local and regional economy. Emergency services require a high priority as they are vital to community safety. Multiple-occupant vehicles, including carpools and car-share vehicles, are a more efficient form of transportation over single-occupant vehicles. Single-occupant vehicles are considered last on the hierarchy of transportation modes as they are the least efficient mode.

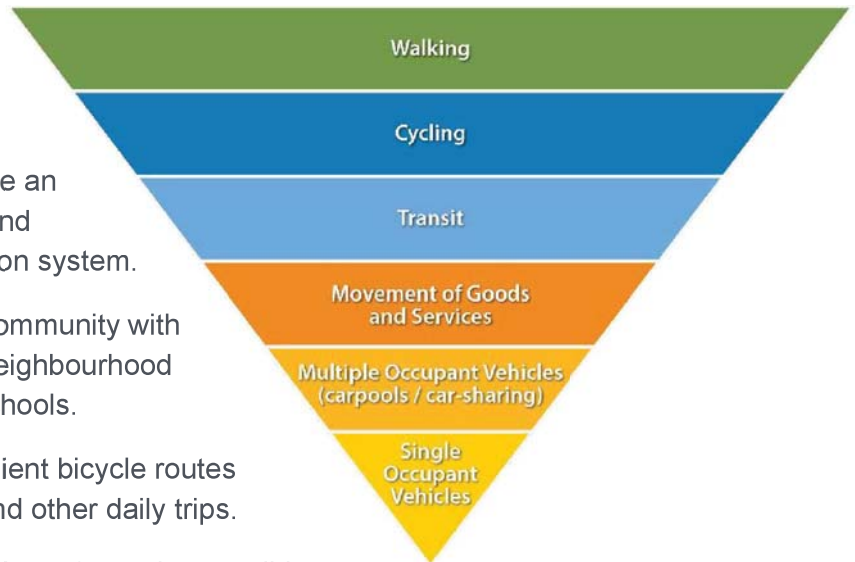


2.3 TRANSPORTATION GOALS

The vision of transportation in Kamloops will be achieved by implementing strategic directions under the following six goals and their supporting objectives. The TMP goals are aligned with the transportation goals within the OCP:

- ▶ **Sustainable Transportation** – Create an environmentally, socially, culturally, and economically sustainable transportation system.
- ▶ **Walking** – Be a pedestrian-friendly community with networks that integrate with transit, neighbourhood amenities, parks, open space, and schools.
- ▶ **Bicycling** – Provide safe and convenient bicycle routes suitable for commuting, recreating, and other daily trips.
- ▶ **Transit** – Foster an efficient, affordable, safe, and accessible transit system that is an attractive alternative to the private vehicle and integrates with other transportation modes.
- ▶ **Goods and Emergency Services** – Maintain and enhance the efficient movement of goods and emergency services.
- ▶ **Integrated Transportation System** – Sustain the responsible planning and development of roads and transportation connections to facilitate the efficient movement of people.

Figure 2.1: City of Kamloops Hierarchy of Transportation Modes



2.4 FUTURE CONDITIONS

The Kamloops transportation system was studied and assessed in detail using the City's network-wide EMME transportation model to develop a strong understanding of where future constraints and challenges will likely occur in the network and to understand what possible improvements will help the city maintain an effective and efficient transportation system. The future conditions assessment was undertaken concurrently with the OCP review and update process to understand the impacts that two different future land use scenarios could have on the network. The detailed analysis and findings from the future conditions assessment are documented in a future transportation conditions report provided in **Appendix E**.