



EXECUTIVE SUMMARY

BACKGROUND

The city of Kamloops is a diverse and thriving community within the beautiful Thompson Valley in British Columbia. With a population of 90,280 as of the 2016 census, Kamloops is a growing community and serves as a regional centre for surrounding communities. The City will address growth through planning initiatives and improvements that assist residents in adapting to a lifestyle of transportation choices, including walking, cycling, taking transit, and driving.

The purpose of the Transportation Master Plan (TMP) is to prepare a long-term guide for the planning, design, development, and long-term maintenance of transportation facilities and infrastructure. The TMP was prepared in alignment with “KAMPLAN: City of Kamloops Official Community Plan (OCP)” and in consideration to many existing plans, including the Bicycle Master Plan, the Pedestrian Master Plan, and the Transit Future Plan.

The TMP was developed with the participation of Kamloops residents, key community stakeholders, City staff and City Council to ensure the plan addresses current transportation issues and reflects community values and interests. Throughout the course of developing the plan, there were several opportunities for key stakeholders, City Council, and the public to provide input: The public engagement reports from Phase II and Phase IV of the plan’s development are provided in **Appendices A and B**, respectively. A summary report of stakeholder input and feedback is provided in **Appendix C**.

The development of the TMP included a comprehensive review of existing transportation conditions, land uses, demographic data, and relevant municipal plans and policies. A report on existing transportation conditions is provided in **Appendix D**. Further, a future transportation conditions assessment was completed, which involved updating the City’s network-wide EMME transportation model. The detailed analysis and findings from the future conditions assessment are documented in the future transportation conditions report provided in **Appendix E**.

TRANSPORTATION VISION AND GOALS

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 vision of transportation in Kamloops will be achieved by implementing strategic directions under the following six goals and their supporting objectives. The following 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.

For each Goal, a set of objectives were identified that describe how the City will have achieved each goal. Further, a set of Strategic Directions and actions to implement the TMP's goals and objectives were identified. The transportation network maps and projects for Walking, Cycling, Transit, Roads, and Truck Routes are summarized within each respective section of this plan and are provided in **Appendix F**. Preliminary planning-level cost estimates, including unit rate costs and project costs, are provided in **Appendix G**; and a complete list of TMP projects is provided in **Appendix H**. Key performance indicators (KPIs) and targets have been identified for the City to monitor progress towards achieving each goal as the strategic directions and actions are implemented. The full list of KPIs is provided in Section 4.3 of this report, and the method of calculating the KPIs is provided in **Appendix I**.

TMP OUTCOMES

The TMP is intended to be a high-level transportation planning tool. Many of the ideas outlined build on and reinforce transportation planning goals from other City plans and policy documents. Moving forward with implementing the TMP is important for several reasons:

- ▶ To inform and support staff and City Council's decisions on transportation and land use matters for existing areas and new developments.
- ▶ To promote a healthy and active community.
- ▶ To help the City to work in partnership with local businesses, institutions, and government partners in making informed future transportation decisions.
- ▶ To assist the City with preparing annual budgets and developing capital plans.

As previously mentioned, the TMP helps inform other plans and documents such as KAMPLAN, but it can also be informed by new direction provided by future City plans, policies, and decisions. The TMP is a living document and should be reviewed and updated every 10-15 years so that it can remain relevant to changing transportation and land use conditions.



1 INTRODUCTION

The city of Kamloops is a diverse and thriving community within the beautiful Thompson Valley in British Columbia. With a population of 90,280 as of the 2016 census, Kamloops is a growing community and serves as a regional centre for surrounding communities. The city has a healthy economy driven by industries in government services, health and education, mining, pulp and paper, and others.

Kamloops continues to be known as a connected and mobile city with the convergence of three regional highways, two regional rail lines, five bridge spans over the Thompson Rivers, and a robust network of roads, pathways, and trails. The success of the City's transportation system has been a result of careful planning and community engagement, which continue to be the core building blocks for future City planning initiatives.

Kamloops is experiencing a moderate growth trend and must strategically address issues and opportunities to improve the transportation system through to the 100,000 and 120,000 population levels. The City will address growth through planning initiatives and improvements that assist residents in adapting to a lifestyle of transportation choices, including walking, cycling, taking transit, and driving.

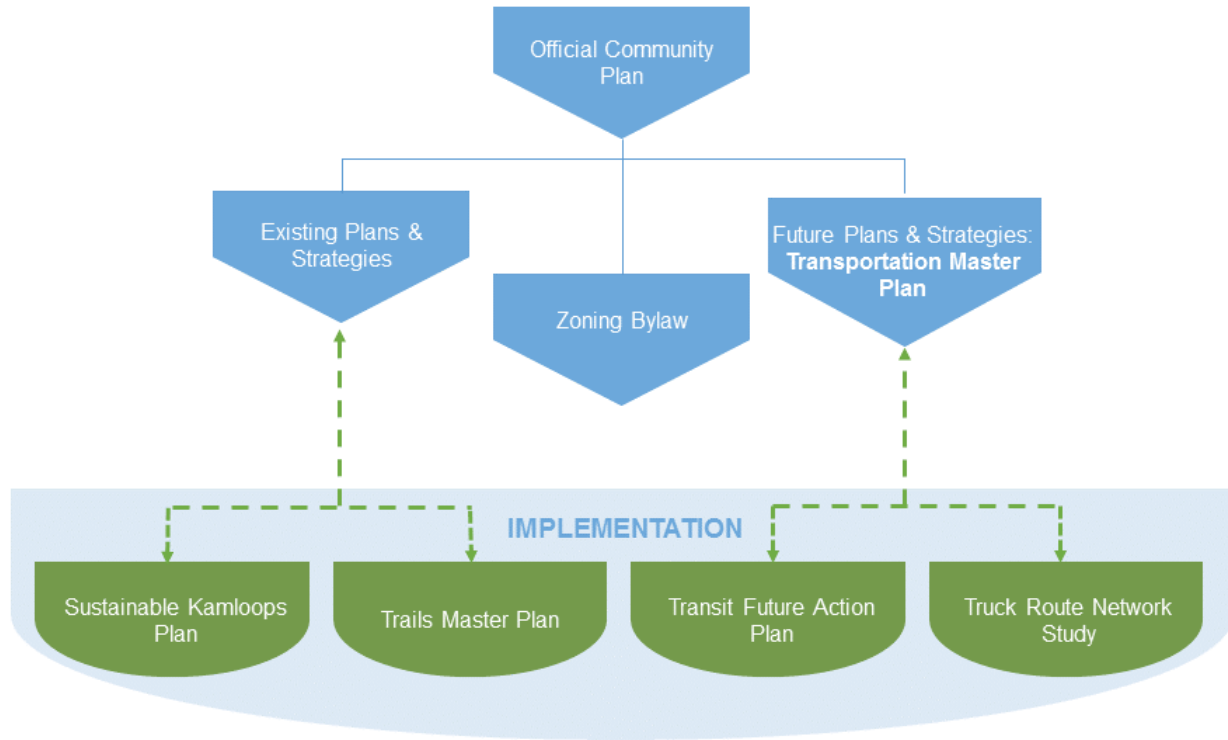
The City has a history of undertaking transportation-related master plans. The 1999 TravelSmart Plan was the City's last major transportation planning exercise dedicated to optimizing the capacity and operation of the community's existing road infrastructure. Subsequently, "KAMPLAN: City of Kamloops Official Community Plan (OCP)" was updated in 2004. In addition, the Bicycle Master Plan was completed in 2010, the Transit Master Plan was completed in 2012, and the Pedestrian and Trails Master Plans were completed in 2013.

In 2014, the City initiated an OCP review and update process to reflect changes to land use and community goals and to build on the 2010 Sustainable Kamloops Plan (SKP), which outlined a 40-year vision for becoming a more sustainable city. New transportation targets were identified in the SKP that support the vision that sustainability in Kamloops is "about living well but within our means and considering the social, economic, and environmental impacts of everything we do." This Transportation Master Plan (TMP) was developed in coordination with the OCP update and builds on the goals and policies within the SKP and previous City transportation plans.

Figure 1.1 illustrates the City's planning framework and how the TMP and OCP relate to the City's existing plans and strategies, Zoning Bylaw, and future plans and strategies.



Figure 1.1: OCP Planning Framework



The TMP was prepared with consideration to many existing plans. For existing plans like the Pedestrian Master Plan, Bicycle Master Plan and the Transit Future Plan, the contents of the TMP supersede the contents of the pre-existing plan. The TMP does not however supersede plans like the SKP or the Trails Master Plan, which are existing plans that continue to influence their own implementation strategies. There will also be new plans created after this TMP that will be used to expand and provide detail to the strategic directions of the TMP during implementation. A full list of these implementation phase studies is provided in the Implementation section of this report. Examples of these include Transit Future Action Plan and Truck Route Network Study.

1.1 PURPOSE OF THE PLAN

The purpose of the TMP is to prepare a long-term guide for the planning, design, development, and long-term maintenance of transportation facilities and infrastructure. By 2039, at a moderate annual growth rate of 1.25%, the population is expected to grow to 120,000, resulting in an overall growth of 33%. At the same time, the sustainability targets established within the SKP require significant reductions in greenhouse gas (GHG) emissions. The TMP includes a vision, goals, objectives, targets, indicators, and strategic directions for all modes of transportation while integrating current and planned transportation projects.



1.2 STUDY APPROACH

The process for developing the TMP occurred in alignment with the OCP Update, which involved planning of land use and transportation network strategies to support an integrated built environment in the city. The TMP was developed between January 2016 and June 2018 over four phases. In Phases 1 and 2, the existing transportation conditions and challenges were identified and the project vision, values, and goals were established through public engagement and work with a stakeholder advisory group. In Phase 3, the Future possibilities for travel in the city were considered and the draft TMP was developed. In Phase 4, the plan was referred to the public and government agencies and presented to City Council. These four phases are described as follows:



1.3 PUBLIC ENGAGEMENT

The TMP was developed with the participation of Kamloops residents, key community stakeholders, City staff, and Council to ensure the plan addresses current transportation issues and reflects community values and interests. Throughout the course of developing the plan, there were several opportunities for key stakeholders, City Council, and the public to provide input:

KAMPLAN Review and Update – The City has engaged the public, stakeholders, and Tk'emlúps te Secwépemc throughout the OCP review and update process. This engagement has resulted in the development of a community vision, values, goals, and policies, and a refined growth strategy for the draft OCP. Information procured during the KAMPLAN process was used to coordinate and guide the TMP process.

Public Engagement – Sessions were held at various locations in the city to provide an opportunity for face-to-face community engagement. The City hosted pop-up booths at farmers' markets and community events in 2016. During these engagement sessions, residents discussed transportation issues and ideas with the project team and provided feedback via poster boards and other interactive activities. A paper and online community survey was provided to gather broad community input on several key transportation questions. In March 2018, the draft TMP was presented to Junior Council to engage and inform youth leaders about the TMP and to solicit their input on the TMP key performance indicators and targets. In 2018, another public engagement session was held to present the draft TMP



and to confirm the current and future transportation needs of Kamloops residents. The detailed public engagement reports are provided in **Appendices A** and **B**.

Stakeholder Advisory Group – At the onset of the project, an advisory group was formed with representatives from government agencies, community organizations, and other stakeholder groups. Several meetings and workshops were held with the advisory group between 2016 and 2018. A final meeting with the advisory group was held in 2018 to present the draft TMP and confirm any final changes. A detailed summary of stakeholder input and feedback is provided in **Appendix C**.

City Council Presentations – Several presentations were made to City Council to provide project updates, discuss issues, identify possibilities, and seek direction for the TMP.