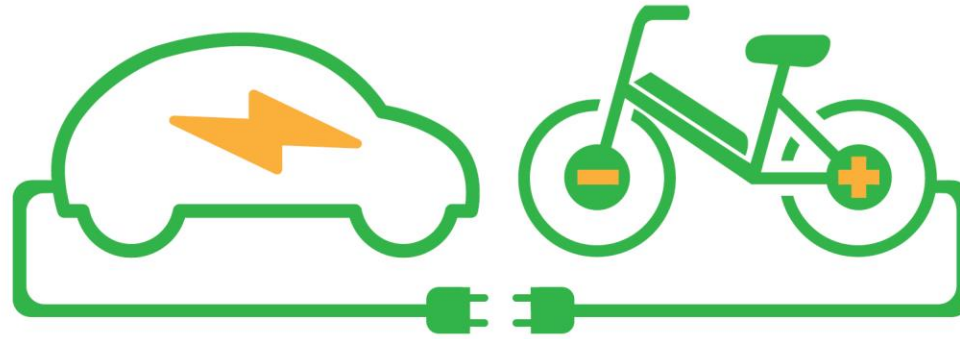




ELECTRIC VEHICLE & E-BIKE STRATEGY

COMMUNITY ENGAGEMENT SUMMARY REPORT

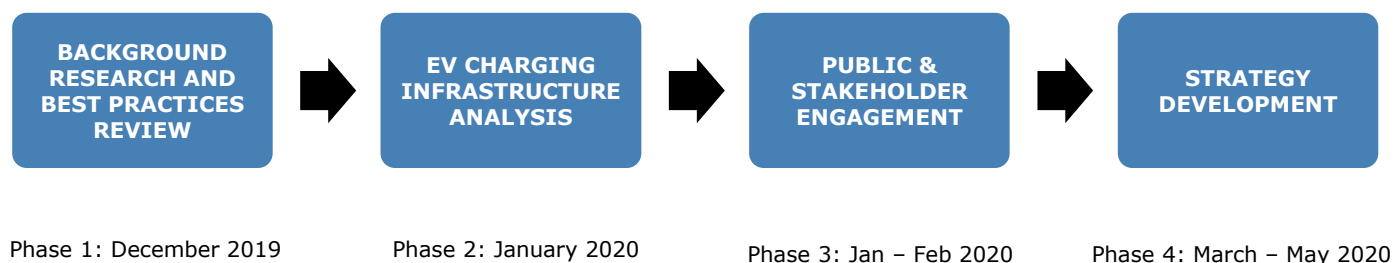
Released August 2020



Canada's Tournament Capital

INTRODUCTION

With transportation accounting for 66% of Kamloops' greenhouse gas emissions, transitioning to electric vehicles (EVs) and electric bicycles (E-bikes) presents an opportunity for the city to reduce its emissions and local air pollution and improve community health and well-being. The EV & E-Bike Strategy (the Strategy) was developed over four phases between December 2019 and May 2020 and is intended to serve as a road map for the City of Kamloops' support of this transition:



This report summarizes the engagement activities and input received through the development of the strategy.

What We Did

To inform the development of the Strategy, the City conducted a series of engagement activities to gather public and stakeholder feedback, including online engagement, an in-person community engagement session, and a workshop with the Canadian Home Builders' Association.

Online Engagement

Opportunities for residents to provide input were available on the project's Let's Talk page, and 676 individuals responded to the following three surveys, which were open from January 24 to February 28, 2020:

1. **General public:** 615 individuals responded to this survey, sharing their ideas on how the City can support adoption of EVs and E-bikes.
2. **Developers, homebuilders, and realtors:** 40 individuals responded to this survey, which explored the industry's perspectives on the demand for, and their familiarity with, electrical infrastructure for EV charging in new developments.
3. **Businesses and institutions:** 21 responses exploring how businesses and institutions are currently providing, or plan to provide, charging infrastructure and/or incentives for employees, students, or members of the public.

In addition to the surveys, the project's Let's Talk page included a map for site visitors to indicate where publicly accessible EV and E-bike charging infrastructure should be located. The results of this mapping can be found in the Appendices section of this report. Visitors could also share their ideas on how the City can support EV and E-bike adoption, including topics not included in the surveys.

Canadian Home Builders' Association Engagement

The Canadian Home Builders' Association Central Interior (CHBA-CI) hosted City staff and the project consultant team for a workshop on January 16, 2020. The workshop explored the development and home building industry's perspectives on EV charging infrastructure in new developments and the potential for the City to implement EV-ready requirements for new construction.

Community Engagement Session

An engagement session was hosted on February 26, 2020, in the Valley First Lounge at the Sandman Centre. The session included a staff presentation and information poster boards on EVs and E-bikes and opportunities for participants to share their feedback on how the City can support their adoption. Fifty-four individuals attended the session.



Community Engagement Session Presentation - February 26, 2020

Engagement Participation

This section summarizes the level of participation in the engagement activities conducted for this project.

Community Engagement (Online and in-person)	Social Media	News Media
• 2,600+ Let's Talk page views (Jan–Feb 2020) • 670+ online survey respondents (residents, businesses, and industry) • 6 engaged and 36 pins on mapping for future charging station locations • ~54 attendees to the community engagement session with over 500 comments and poll responses collected • ~6 key CHBA-CI Advocacy Committee members engaged during industry workshop • Over 15 community, business, and industry groups were targeted via email as part of the engagement campaign	Facebook • 5 posts, over 8,800 reached, 5000+ impressions, 76 likes, 12 shares, and 2 comments Twitter • 6 posts, 7,000+ impressions, 91 engagements, 9 retweets, 21 likes, and 28 link clicks Instagram • 5 posts, 4,200+ reached, 4,400+ impressions, 43 likes, 1 share, and 1 comment	• 1 news release • 1 radio interview • 6 news articles

Who We Engaged

The table below outlines the internal and external stakeholders who were contacted to provide input on the development of the strategy.

Business Groups	Industry Members	Community Groups and Associations	Businesses	City, Institutions, and Government Agencies
- Kamloops Chamber of Commerce - Venture Kamloops - North Shore Business Improvement Association (NSBIA) - Kamloops Central Business Improvement Association (KCBIA) - Kamloops Uptown Business Association (KCBIA) - BC Restaurant and Food Services Association - Retail Council of Canada - Kamloops Accommodation Association	- Canadian Home Builders Association Central Interior (CHBA-CI) - Kamloops and District Real Estate Association	- Tourism Kamloops - Kamloops Association for Low Carbon Commuting and Transportation (KALCAT) - Kamloops Chapter of the BC Sustainable Energy Association (BCSEA) - Kamloops Performance Cycling Center - Bicycle Café - Cycling Chix - Grasslands Cycling Club	- BC Lottery Corporation - Cycling Shops - Car Sales & dealerships	- City Staff - Interior Health - Kamloops Air Quality Roundtable - Thompson Rivers University (Office of Sustainability) - Ministry of Transportation and Infrastructure

What We Heard

This section summarizes the feedback received from the public in response to questions and discussions from the engagement activities. A full list of survey questions and their associated responses is available in the Appendices section of this report.

Public Feedback on EVs

Some highlights from the online survey for the public include:

- 14% of respondents currently own and use EVs, 78% of those who do not currently own an EV plan to purchase or are strongly considering one as their next vehicle. 22% indicated it is unlikely or they have no intention of acquiring an EV at any time in the future **(Figures 1 and 2 of Appendix I)**
- 82% cited reducing their environmental impact as a main reason to buy an EV, with cost savings being a close second reason. Over 80% of respondents cited reducing greenhouse gas emissions as a key reason for the City to support the adoption of EVs in the community **(Figures 4 and 6 of Appendix I)**
- When asked about the present challenges to owning an EV, many respondents indicated the high purchase cost of EVs (68%) and the limited driving range between charging (45%) as being key barriers **(Figure 3 of Appendix I)**
- The majority of respondents cited affordable EV models (82%) and access to home, on-the-go, workplace, and inter-regional charging (60–80%) as being “very important” considerations to encourage EV ownership in our community **(Figure 5 of Appendix I)**

Overall, survey respondents viewed EVs favourably. However, public input on the barriers to EV ownership and the opportunities to encourage EV adoption generally underscores the importance of access to charging (i.e. home, on-the-go, workplace, and inter-regional). Additionally, survey respondents generally viewed reducing transportation-related GHG emissions as a key motivation for owning or purchasing an EV, and why they believe it is important for the City to support EV adoption.

Policies, targets, and actions that reflect community input on EV adoption are in the following sections of the EV and E-Bike Strategy at [Environmental Sustainability Plans](#):

- Policy #3.1 Support Home and Workplace EV and E-bike Charging (page 8)
- Policy #3.2 Develop Public Charging Infrastructure (page 11)

Public Feedback on E-Bikes

The survey also solicited public feedback on E-bikes and E-bike ownership, including the following highlights:

- 18% of residents who completed the survey currently own or regularly use an E-bike, 61% are strongly considering buying or would like to buy an E-bike as their next bicycle; however, 20% of those respondents are concerned about their purchase cost **(Figures 7 and 8 of Appendix II)**
- Almost 90% of respondents indicated safe bike routes and secure bike parking as being very important factors to encouraging E-bike adoption, while only 40% viewed “convenient access to charging stations” as being very important **(Figure 10 of Appendix II)**
- Over 80% of respondents recognized the benefit of E-bikes over traditional bicycles due to Kamloops’ hilly terrain **(Figure 9 of Appendix II)**

Residents who completed the survey generally expressed interest in E-bikes. Overall, survey respondents considered safe bike routes and secure bike parking as key factors to encouraging E-bike adoption and use, and they cited easing traffic congestion and promoting physical health as key benefits.



Policies, targets and actions that reflect community input on supporting E-bike adoption are in the following sections of the EV and E-Bike Strategy at [Environmental Sustainability Plans](#):

- Policy #3.1 Support Home and Workplace EV and E-bike Charging (page 8)
- Policy #3.3 Support E-bike Adoption (page 13)

Development Community Feedback on EV-Ready Buildings

The development community (i.e. homebuilders, developers, and real estate agents) was engaged to explore their perspectives on consumer demand for EV charging infrastructure in new construction and the potential for the City to implement EV-ready requirements¹ for new developments.

- 45% of respondents reported receiving requests from homebuyers for EV charging infrastructure, although they are infrequent. However, half of respondents anticipate a higher demand for EV infrastructure in the future (**Figure 11 of Appendix III**)
- In terms of level of understanding, 73% of respondents felt they have either “some” or “very good” understanding of the technology and costs to make new developments EV-ready, while 25% characterized their understanding as “poor” (**Figure 12 of Appendix III**)
- 48% of respondents indicated strong support for the City requiring new developments to be EV-ready, 38% indicated they might be supportive but require more information, and 15% indicated they do not support the action (**Figure 13 of Appendix III**)

EV-ready developments have parking spaces that feature an energized electrical outlet capable of providing Level-2 charging.

Input provided by the development community suggests that while consumer demand for EV infrastructure is currently low, an increase in demand is anticipated over the medium term. And while there is not clear industry support for an EV-ready requirement for new developments, there is general interest in the action.

Policies, targets and actions that reflect the development community’s input above are in the following sections of the EV and E-Bike Strategy located at [Environmental Sustainability Plans](#):

- Policy #3.1 Support Home and Workplace EV and E-bike Charging (page 8)
- Policy #3.2 Develop Public Charging Infrastructure (page 11)

¹ McEwen, Brendan: “EV Readiness” Requirements Framework (2019) - [Online](#)

Business Community Feedback on EVs and E-Bikes

The business community was surveyed to obtain their perspectives on EVs and E-bikes, including providing EV charging infrastructure for employees and/or customers.

- 14% of respondents indicated they have already implemented workplace charging; of those who have not implemented any, 63% are open to the possibility. Additionally, over 80% of respondents anticipate there will be future demand for workplace charging (**Figure 14 of Appendix IV**)
- Most business respondents cited “environmental leadership” as the key motivation for installing EV chargers for employee and/or public use (**Figures 15 and 16 of Appendix IV**)
- Most respondents rated their understanding of how EV charging systems are implemented and managed as being basic or poor, with only a few believing they have a good understanding (**Figure 17 of Appendix IV**)
- Regarding secure employee bike parking and E-bike charging, 14% of respondents cited they have already implemented these, 68% are open to the idea, another 14% cited they do not have space on site to do so, while some businesses expressed that their location makes it difficult to accommodate E-bikes (**Figure 18 of Appendix IV**)
- Finally, 73% of businesses that have fleet vehicles are either “considering” or are “open to considering” electrifying their vehicle or bike fleet (**Figure 19 of Appendix IV**)

Based on survey results, local businesses are generally open to considering installing EV or E-bike charging and transitioning their fleets to being electric-powered when it is financially viable and practical to do so.

Policies, targets and actions that reflect the business community’s input are in the following sections of the EV and E-Bike Strategy at [Environmental Sustainability Plans](#):

- Policy #3.1 Support Home and Workplace EV and E-Bike Charging (page 8)
- Policy #3.2 Develop Public Charging Infrastructure (page 11)
- Policy #3.5 Drive Electrification of Commercial Fleets and Transit (page 17)

Community Feedback on Potential City Actions

In addition to obtaining community perspectives on EVs and E-bikes, the City also sought input on the potential actions the City can take to support EV and E-bike adoption via online surveys and a community engagement session.

EV Charging Infrastructure Requirements for New Developments

Support for EV charging infrastructure requirements for new development differed between residents and the development community (homebuilders, developers, and real estate agents).

- 94% of engagement session participants thought it was “very important” to require EV charging in new residential and commercial parking (**Figure 20 of Appendix V**), while the development community demonstrated cautious support for EV-ready requirements and requested further information (**Figure 21 of Appendix V**)

City Investment in EV & E-Bike Public Charging Infrastructure

The majority of residents who completed the online survey and participated in the community engagement session expressed support for City investment in publicly accessible EV and E-bike charging stations:

- 77% of survey respondents supported the action for the City to invest in publicly accessible EV charging stations, 12% did not support the action and 11% said they were not sure (**Figure 22 of Appendix V**)
- 73% of survey respondents supported a similar action for E-bike charging stations, 14% did not and 13% were not sure (**Figure 22 of Appendix V**)
- Likewise, 88% of community members who attended the engagement session considered City investment in publicly accessible EV charging as being “very important” to supporting EV adoption (**Figure 23 of Appendix V**)



EV Leadership in City Fleets

With respect to the City working to electrifying its fleet:

- 82% of survey respondents supported the action for the City to commit to electrifying its municipal fleet, and the remaining indicated they are either “not sure” or “do not support” the action **(Figure 24 of Appendix V)**

Other Actions to Support EV and E-Bike Adoption

Community engagement participants were asked how the City can best support EV and E-bike adoption, beyond requiring EV charging in new developments and investing in publicly accessible EV charging:

- The majority of participants viewed incentives for installing EV charging in existing developments and actions to encourage private sector investment in publicly accessible charging as being “very important” or “important” factors to supporting the adoption of EVs **(Figure 25 of Appendix V)**
- 100% of participants strongly supported the completion of Kamloops’s bicycling network as a means to encourage E-bike adoption, while the majority supported other measures to ensure the safety and security of cyclists and their bicycles **(Figure 26 of Appendix V)**
- Participants placed less importance on the introduction of E-bike sharing

Policies, targets and actions that reflect community feedback on City support for EV adoption are in the following sections of the EV and E-Bike Strategy located at [Environmental Sustainability Plans](#):

- Policy #3.1 Support Home and Workplace EV and E-Bike Charging (page 8)
- Policy #3.2 Develop Public Charging Infrastructure (page 11)
- Policy #3.3 Support E-Bike Adoption (page 13)
- Policy #3.4 Lead by Example in City Fleet and Facilities (page 15)

Emerging Themes

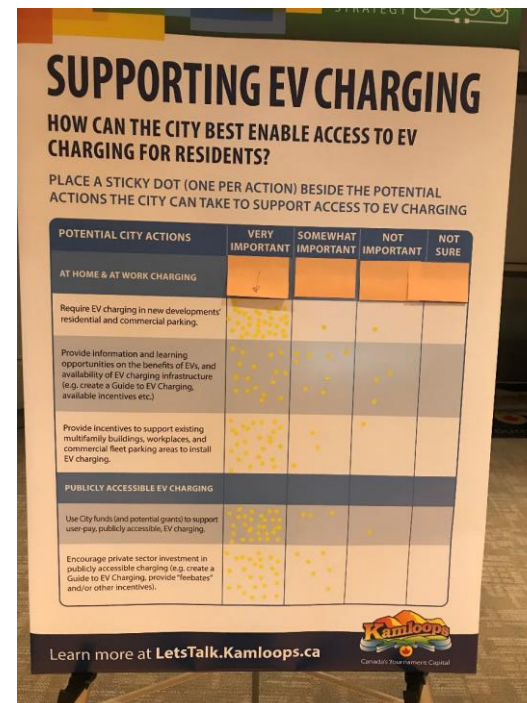
Themes on how the City can support EV adoption is evident in the participant feedback (verbatim comments), including:

Access to Charging

- Develop/support a community open source "Open Charge Point Protocol" cloud site for activation and billing for Level 2 charging locations
- Push provincial government to allow per kWh billing without approved weights and measures metering systems
- Offer a one-time local tax credit for current/established residences once they have a charging station installed
- Need more fast charging stations. Very important for travel away from home
- Group EV charger buy like water barrels
- I am very disappointed to hear the City of Kamloops is not requiring new apartment builds to be EV-ready
- We have to have fast chargers on highways in order to travel, i.e. road trips
- Make all new developments EV charging ready. Ensure electrical services are sized for EV charging

Others

- EVs still get stuck in traffic. Don't encourage driving
- Seems most EV owners can charge at home so maybe adding incentive to BC and Federal funding?
- Note that if we are to be CO2 neutral by 2050, we need to accelerate the change to solar power, end of natural gas for home heating etc. - need to move to passive house standards
- Allow alternative fuel vehicles in bike lanes



SUPPORTING EV CHARGING
HOW CAN THE CITY BEST ENABLE ACCESS TO EV CHARGING FOR RESIDENTS?

PLACE A STICKY DOT (ONE PER ACTION) BESIDE THE POTENTIAL ACTIONS THE CITY CAN TAKE TO SUPPORT ACCESS TO EV CHARGING

POTENTIAL CITY ACTIONS	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT	NOT SURE
AT HOME & AT WORK CHARGING				
Require EV charging in new developments' residential and commercial parking.	1 dot			
Provide information and learning opportunities on the benefits of EVs, and availability of EV charging infrastructure (e.g. create a Guide to EV Charging, available incentives etc.)	1 dot	1 dot		
Provide incentives to support existing multifamily buildings, workplaces, and commercial fleet parking areas to install EV charging.	1 dot	1 dot		
PUBLICLY ACCESSIBLE EV CHARGING				
Use City funds (and potential grants) to support user pay, publicly accessible, EV charging.	1 dot	1 dot		
Encourage private sector investment in publicly accessible charging (e.g. create a Guide to EV Charging, provide "feebates" and/or other incentives).	1 dot	1 dot		

Learn more at LetsTalk.Kamloops.ca

Themes also emerged from participant comments on how the City can support E-bike adoption (verbatim comments), including:

Separated, Connected, and Safe Cycling Network

- Continuous bike lanes, connecting all parts of our city
- Wider shoulders on most roads
- Safe, separated bike lanes with yellow line down the middle. Can be shared with pedestrians, but NOT cars
- Good separated from cars bike paths to/from outlying areas Barnhartvale, Rayleigh, Westsyde
- Clean bike lanes, more often in late winter + spring as very unsafe with rocks and sand from winter sanding
- Secure and safely separate bike lanes, better trail signage
- Safe cycling infrastructure; bike lanes, intersections, guarded lanes
- Recognize the faster speed of E-bikes and create bike paths that allow this speed to make e-biking a competitive option to driving a vehicle
- Bike lanes
- No parking on bike lanes roads, open doors dangerous
- Extend the bike path to upper Sahali
- Winter cleaning of bike lanes
- Rename bike lane 3rd lane so alternate vehicles are included
- Please make bike route safe (no car doors), cleaner (pebbles and snow) and fewer stop signs
- More bike lanes preferably separated lanes

E-Bike Storage and Parking Facilities

- Forget public E-bike charging infrastructure. The bigger obstacle is safe places to park (security + out of the weather)
- Definitely produce safe/secure parking for electric bicycles
- New residential devts must be E-bike ready with high quality, easy-to-access storage facilities
- Need more bike lockers at (...) bus exchange, lockers be tall to accommodate all bikes
- Let's get rid of all the on-street parking in Kamloops. Dangerous for parking on the streets

Education and Incentives

- Work with the provincial government to encourage them to waive PST on E-bikes
- Offer hands- (feet??) on info sessions with various local bike store experts for people to see and trial in person, various types of bikes could be tried and info given
- Provide E-bike education, training, and test rides.

Conclusion

The City of Kamloops is committed to excellent community engagement and values public input, and would like to thank everyone who participated in one or more of the engagement activities that supported the development of this project.

The EV and E-Bike Strategy was presented to Council and adopted on August 25, 2020. Visit LetsTalk.Kamloops.ca/EV-E-Bike for more information on the project and [Environmental Sustainability Plans](#) to view the full strategy.

Appendices

Appendix I: Resident Online Survey Questions and Results on EVs and EV Adoption

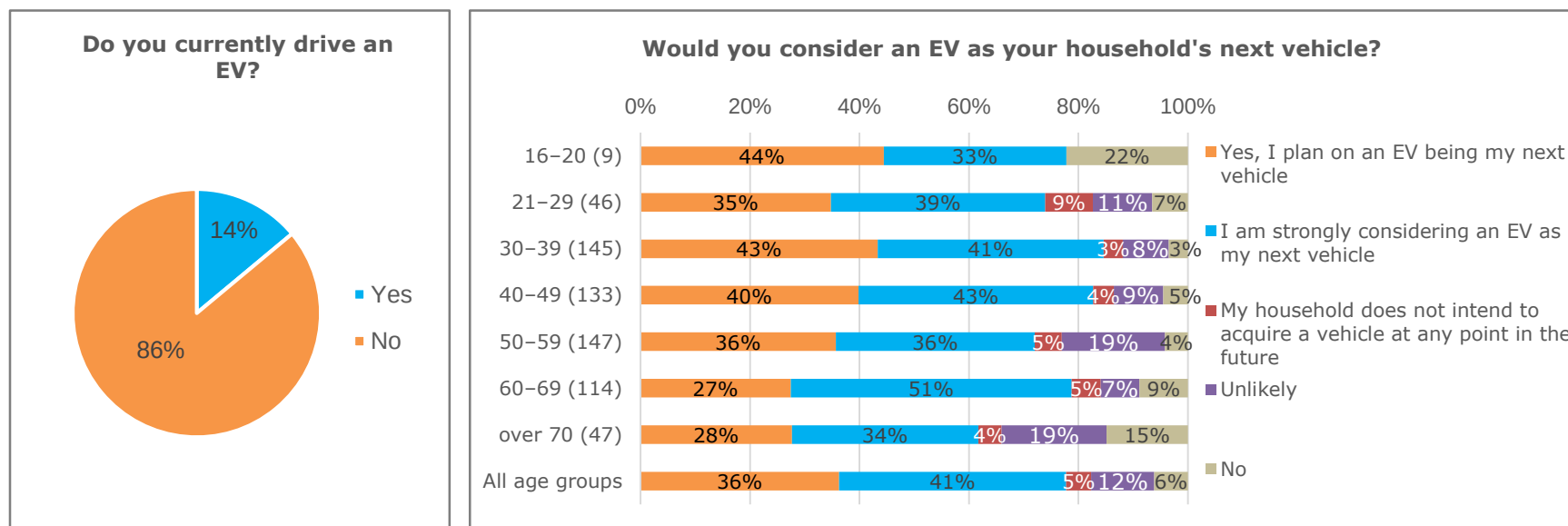


Figure 1 and 2: Current and future considerations for EV ownership

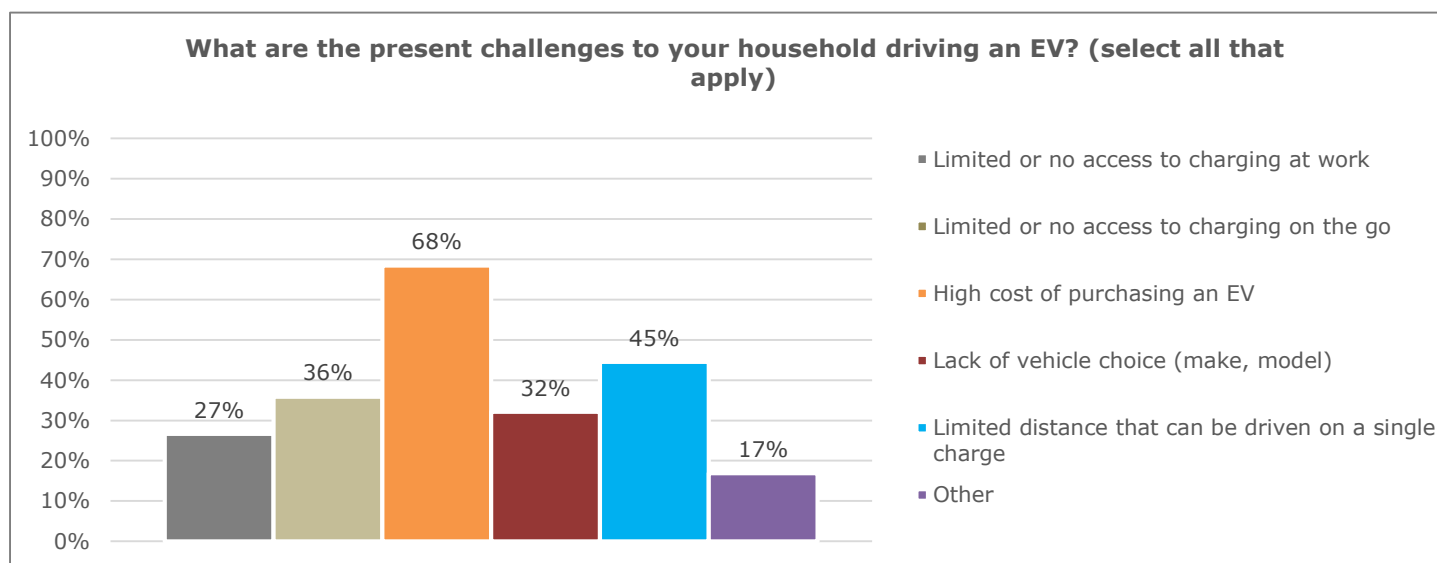


Figure 3: Present challenges to driving an EV (multiple answers allowed, online survey responses)

Other [Open Ended]

- High cost of purchasing an EV and the limited lifespan of the battery (expensive to replace)
- Not planning to purchase a vehicle anytime soon, so I have limited knowledge on what kind of charging station I would require
- Don't need a car at the moment. We plan to keep the gas car as our primary. In the future when we purchase a second car we will consider EV
- I would only make that investment when I can no longer cope with pedal power bike that I ride now
- Most of the EVs are very small, and therefore not practical for a family
- Limited distance that can be driven on a single charge, Lack of public charging stations in Kamloops
- Who's going to chance their life commuting from Dallas to Orchards walk on a bike regularly on the highway? There is one guy who consistently commutes. City should make a bike path to connect the communities
- Lack of vehicle choice (make, model), Limited or no access to charging on the go, Limited or no access to charging at work, High cost of purchasing an EV, Limited distance that can be driven on a single charge, all of the above. I don't want to stop at a charging station (like the one just north of McClure) where the most

disgusting toilets are located/not maintained. And you have to sit there for 30 min. Put the charging stations somewhere attractive to stop /eat/sightsee

- Currently have a relatively new vehicle
- No replacement vehicle needed at this time
- Not presently in the market for a new vehicle
- Current ICE vehicle is working fine, so when it's time to replace it, we'll do so
- Not interested in EV vehicles
- No interest
- No access to charging – apartment
- I am not supportive of public subsidies to alternative transportation schemes
- Limited power source at home
- I think that they are no better...why is it OK to kill our fish for electricity for hydro power to run these vehicles? What about the left over batteries?
- We have no challenges! We have owned an EV vehicle since 2013
- Limited distance that can be driven on a single charge, Lack of vehicle choice (make, model), Lack of charging min condominiums
- Haven't needed a car
- No challenges, just do it! Overcome all obstacles as they arise
- Nothing. Electric vehicles are 100% better than gas - own two in our family with no gas vehicles
- We stay at Kamloops hotels that claim EV charging and they do not. Glad we now have access to Petro Canada's EV charging and the Flo station at the college. But the Hotels and Inns need the city to enforce charging when they advertise it, ensure proper signage "No Parking unless EV etc." and that they are maintained. Often the EV charging is not operational due to lack of

maintenance. Maybe have bylaw check regularly as operational EV stations benefit all

- Need a pickup
- Even though EVs don't have the emissions, they still have an impact on the environment. I think we should use what we have before we go buying the new and improved and energy efficient model, i.e. cars, appliances, lightbulbs, etc. We just keep buying, buying buying and tossing, tossing, tossing
- High cost of purchasing an EV, No charging at home (new rental building)
- We own 2 EVs. There are no challenges in our household about driving EVs
- High cost & higher priorities
- Winter issues that arise with battery power
- Still have a good vehicle with low km
- As we already use a car EV, our need is for a truck for business. E-trucks are not yet available. We also operate 2 e-bikes at present, in response to Q8 below.
- Can't convince my strata (multi-unit) building to put in charging
- I have two years left on my lease
- I don't drive
- No interest in electric vehicles
- 2 years away from a new vehicle
- Limited distance that can be driven on a single charge,
- There are no challenges I own 25 E Bikes and I'm opening Electra Ride on 150 Victoria Street April 1. Electra Ride.ca. Kamloops needs something like this
- Have a newer vehicle already
- EVs are made from steel and plastic which requires mining and petroleum. Batteries with metal and chemicals which get hot and give off toxins
- Still have a relatively new vehicle

- EV batteries should not be charged hot (EV batteries get very hot and also they should not be charged if not fully discharged. This shortens their life and they are expensive)
- Nothing really. Overall environmental footprint from manufacturing I don't think justifies a new vehicle yet
- And my operating costs are pretty minimal right now. But when those start to jump and I'm in need of replacement, EV likely it will be
- You are obviously biased in your questions. #6 is all for EVs especially when EVs are not environmentally friendly. They need electricity and batteries which are

not green. Is everyone with an EV going to be given a generator when power goes out?

- I plan to not purchase an EV because they are not convenient, economical or environmentally-friendly when all factors including charging, needed infrastructure costs, batteries, mining the materials etc. are taken into account. There is no recycling programs in place for batteries either. I would look at an E-bike but then I could just not be lazy and actually... bike. Not like we're dealing with obesity and heart issues as a leading cause of death or anything
- Waste of money. Don't intend to

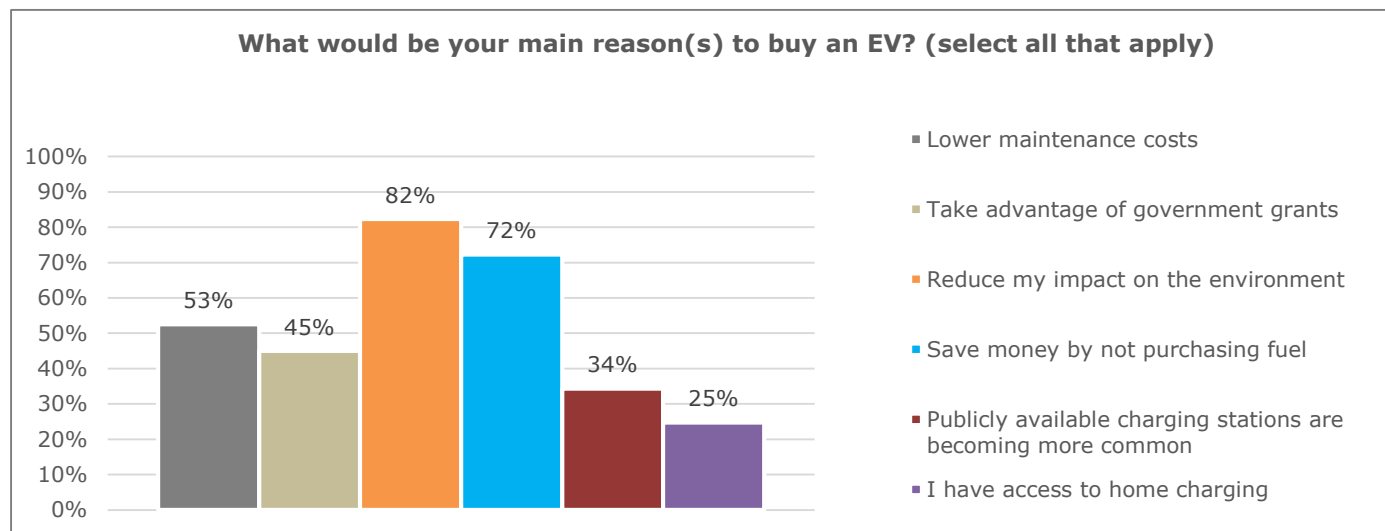


Figure 4: Main reason(s) for buying an EV

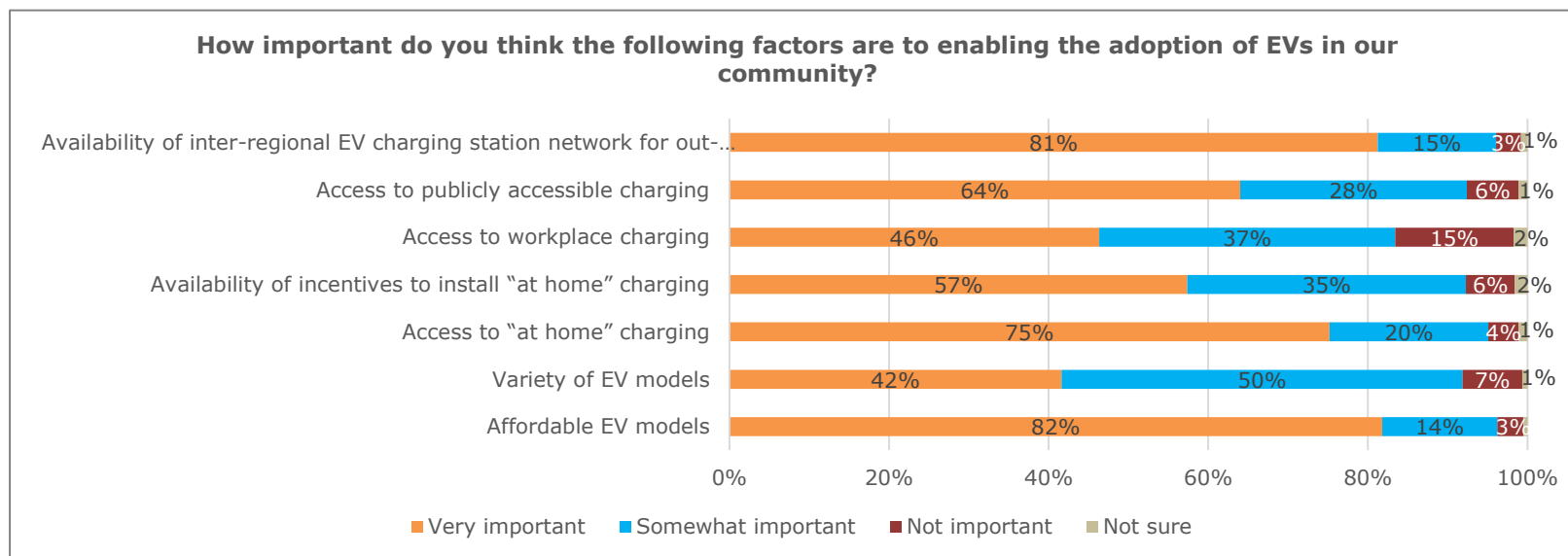


Figure 5: Importance of factors in enabling adoption of EVs

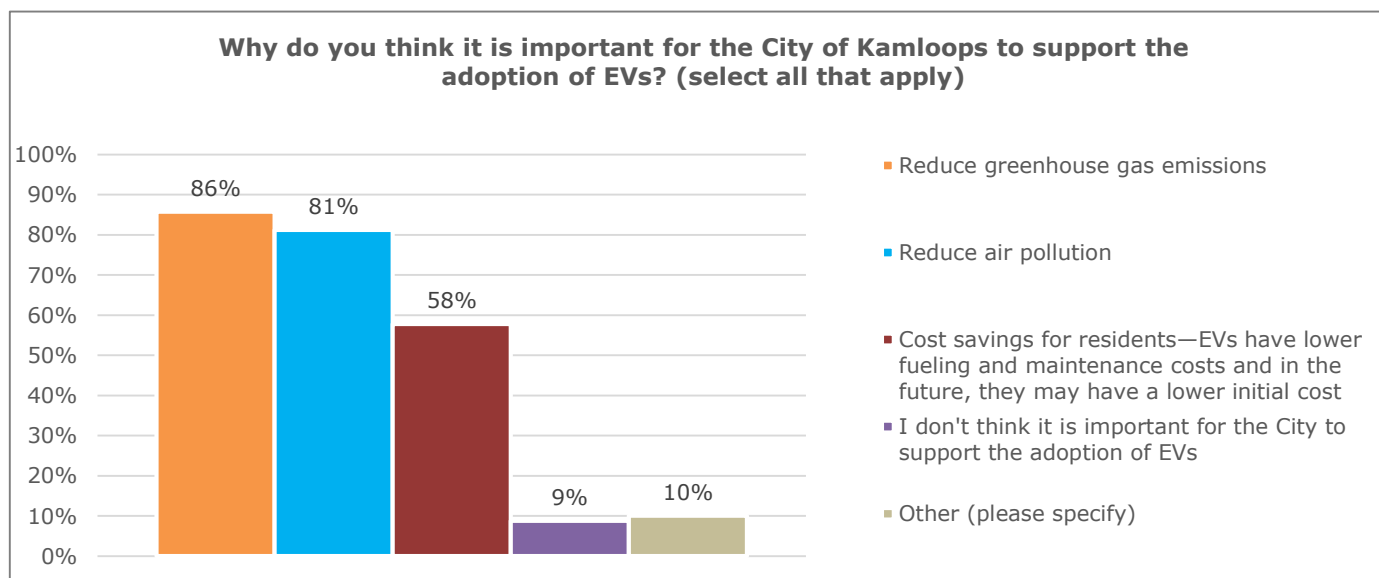
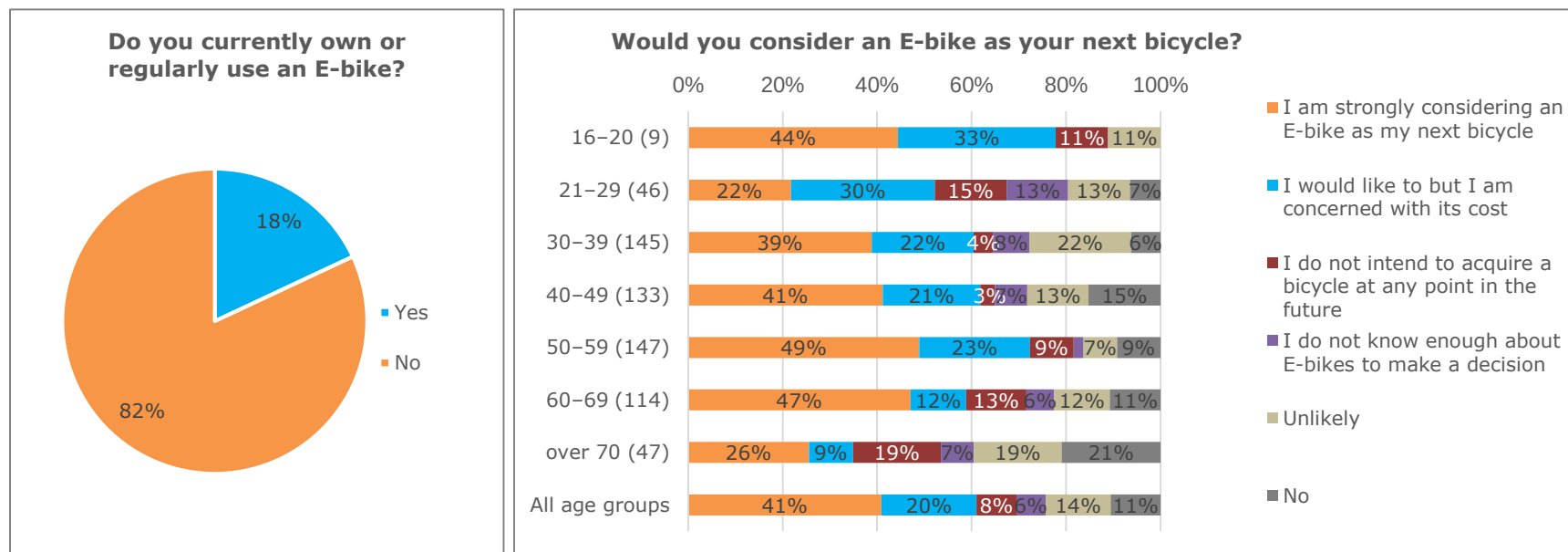


Figure 6: Reasons why it is important for the City to support the adoption of EVs

Other (Please specify) [Open-ended]

- Net zero targets
- I think e biking is great, however Kamloops should first focus on connecting all the neighbourhoods with a safe bike route before committing to suggesting people can simply buy a e bike and believe it will replace your car. Winter in Kamloops would not be E-bike-friendly unless council increases the budget to maintain the bike paths. Maybe have a whole other crew responsible for bike paths
- Reduce greenhouse gas emissions, Reduce air pollution, Cost savings for residents—EVs have lower fueling and maintenance costs and in the future, they may have a lower initial cost, Align initiatives with industry and governments. Consider regional/ local challenges and align objectives. Beware throwing money at the problem for measurable results
- No cogent reason
- I don't think it's important at all, the City should not be spending money on charging stations or maintenance, leave that to private business
- City should only support in a marginal way; i.e. Zoning. Let private industry get involved
- Only if there is more downtown parking. Useless otherwise. And no, most of us are not taking the bus or a bike to go downtown. Get these silly pie in the sky ideas out of your heads
- It is MOSTLY important for the City to host EVs of non-residents, to encourage use EVs for visitors. Residents can charge at home or at work if they commute. In response to Q14 below, City-sponsored charge stations should be designed for out-of-town EVs as a priority. Public event sites (sports, cultural etc.) should discourage residents who would displace travellers to those events
- I believe that EVs may play a role in helping the environment; however, without much faster charging times, I do not believe they can ever completely replace combustion engines. When science creates a much faster charging means or a battery replacement strategy, I would be all for the transition. I am considering a hybrid vehicle for my next or following vehicle, but it will also depend on the cost differential.
- Reduce greenhouse gas emissions, Cost savings for residents—EVs have lower fueling and maintenance costs and in the future, they may have a lower initial cost, Reduce air pollution, to support an aging population that wants to ride and get exercise but is limited by our local topography
- Reduce greenhouse gas emissions, Reduce air pollution, to maintain its hub for travelers. Providing the options for travelers to charge and make Kamloops pet Of their tourism
- I don't think it is important for the City to support the adoption of EVs. It's not important for the city to tell people what to do. These vehicles need to survive in the marketplace without welfare
- I don't think it is important for the City to support the adoption of EVs. There are more greenhouse gas emissions to build an EV than a conventional vehicle. A battery for a electric car is \$12,000 average
- It is not important. The people who want EV are like sheep. They have no idea what the consequences are when making an EV or the toxins that emit from a hot battery. They just think everything is just totally green, it is not. I'm mad that you people that don't know all the problems of an EV to offer free charging

Appendix II: Resident Online Survey Questions and Results on E-Bikes and E-Bike Adoption



Figures 7 and 8: Current and future consideration for E-bike ownership

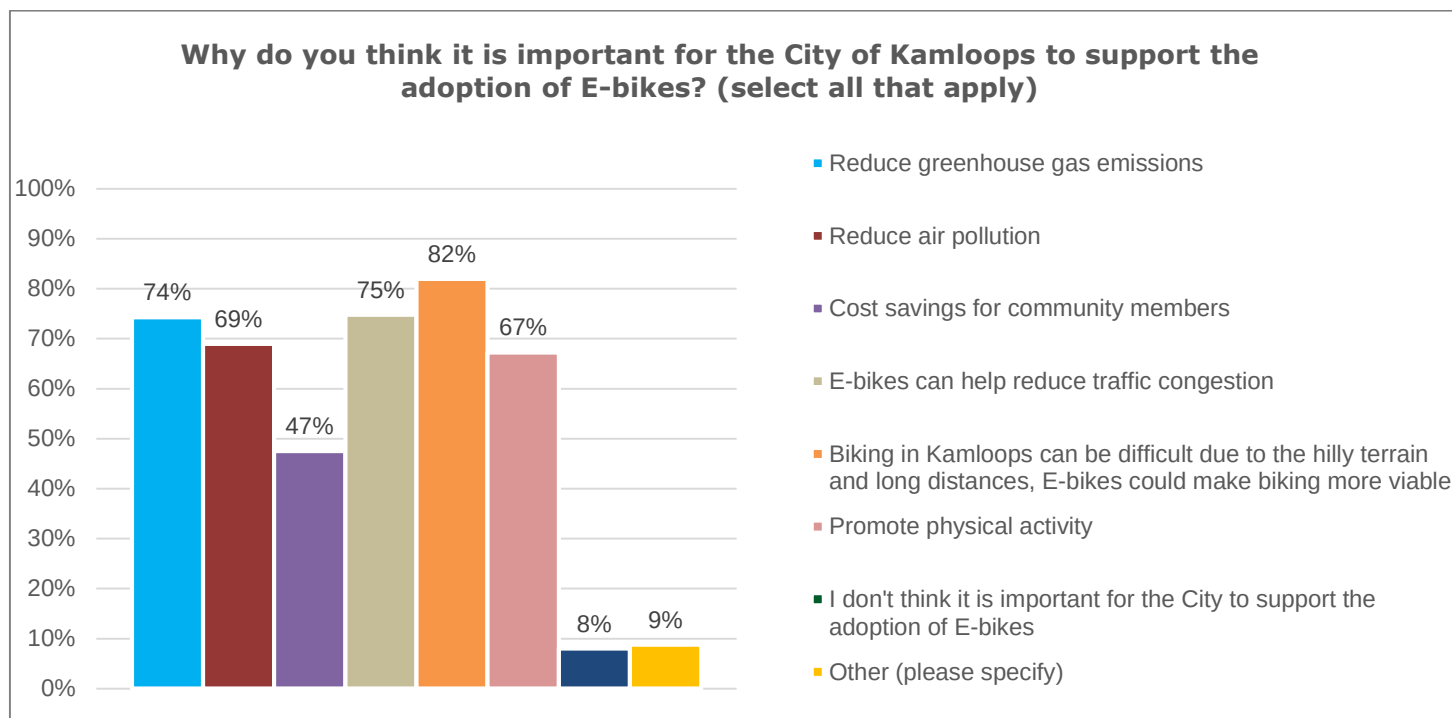


Figure 9: Why it is important for the City to support E-bike adoption

Other (Please specify) [Open-ended]

- To get cars off the road - net zero targets
- I do not know enough about E-Bikes to answer this question
- None
- Most of the above plus supporting bicycle infrastructure overall gets more residents to consider cycling as a transportation option
- It is mostly important to develop bike transportation networks considering the safe shared use of bikes among non-E-bikes. Keeping E-bikes out of traffic is FUNDAMENTAL to widespread acceptance by cyclists AND motorists
- At maximum 30km/charge a round-trip ride from Barnhartvale, Rayleigh etc. could jeopardize bike commuting, unless charge made available
- I don't think it is important for the City to support the adoption of E-bikes. It's not important for the city to tell people what to do. These vehicles need to survive in the marketplace without welfare
- Not. I'm already dodging bike riders that are on the wrong side of the road and do not know hand signals or honour stop signs and you know that too. You have had problems with bikers

- Why would an E-bike be better than one a person pedals?
- I don't think it is important for the City to support the adoption of E-bikes. Why not just promote bike use? Who gives a hoot if it's EV?
- Get off the fad train, support healthy lifestyles and biking in general. EVs have their place but they have the same or greater environmental impact especially if everyone was forced to switch, the infrastructure costs would be outrageous

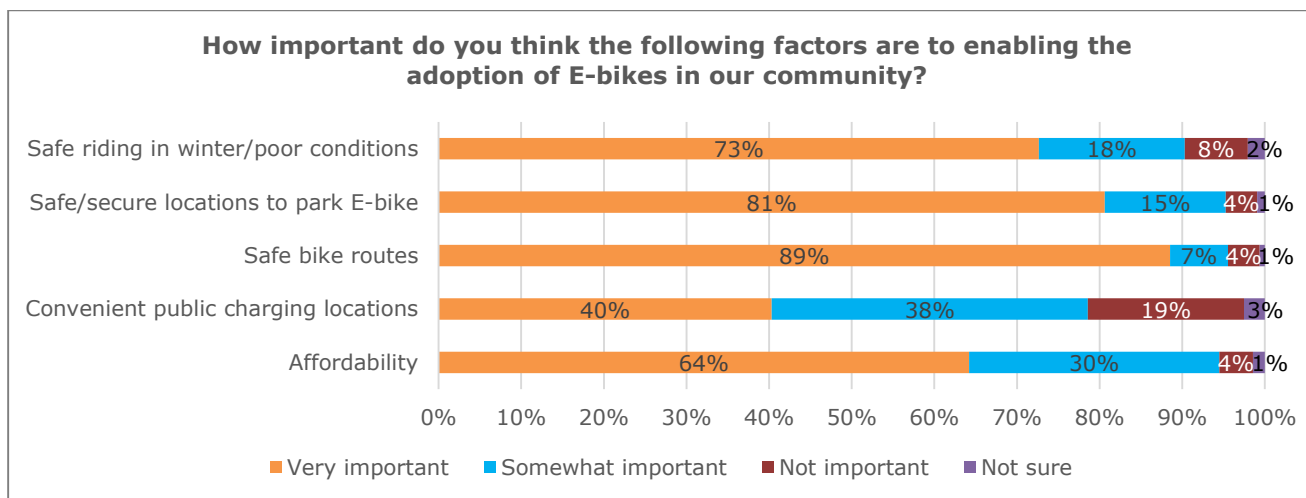


Figure 10: Important factors for enabling E-Bike adoption

How else can the City support EVs and E-bikes? [Open-ended]

Due to the volume of responses received for this survey question, a word cloud has been generated to capture major themes of comments below.

- Re question 16: a needs and use-ability analysis would need to be completed regarding the ROI for upgrading. Further, the costs and impacts of disposing of highly toxic battery units must be determined prior to the move to electrify. Finally, the environmental impact of mining the rare earth metals required for the production of electrical systems and batteries must be considered before a municipal adoption of 100 percent green vehicles. At least that's my opinion
- My main concern is safety on the roads. Cars are not sure what to make of me. E-bikes are bigger and lanes are quite narrow so it is scary. Plus, we are biking more quickly. So I think good safe wide bike lanes are vital to E-bike adoption amongst the general population. On busy roads like Columbia, I ride on the sidewalk
- For question #6 - my main reason to do this would be to increase physical activity for health. You didn't have that on the answer - biking is a great way to increase movement throughout the day - I would consider putting that in your survey and/or part of reporting
- Offer incentives and grants to offset the purchase cost of E-bikes
- The City should not be the primary investor in the physical infrastructure of the public EV charging network... i.e. charging stations should not be City capital projects, they should be external capital projects with the City as a partner, providing land near parks and key public spaces, and fast-tracking approvals. More important by far is having viable charging options where we live, i.e. the Zoning Bylaw needs to be amended so that any required parking in new multi-family or mixed-use projects (and any tourist accommodations) are EV-ready. The new generation of EVs will be able to hold charges long enough that we don't really need too many charging options at places like Riverside Park or the TCC -- we will need them on our highways (like gas stations) and at our homes. As part of the Parking Management Plan, I hope there are policies regarding charging options for EV vehicles, as well as bike and E-bike parking spaces. City parkades should have secure areas designated for bike/e-bike parking
- Further to #12, separated bike lanes!
- A Rebate program of some sort for E-bike purchases
- More people might adopt if you made parking free for EVs ;)
- To support EVs, invest in public charging stations
- To support e-bikes, invest in separated bike lanes, better pavement and wider shoulders on roads, better connectivity between neighborhoods. The current bike infrastructure in Kamloops and the rural roads around us is terrible so very few people bike here. Build the e-bike infrastructure and people will buy e-bikes and start to use it
- EVs aren't suitable for every task or everyone, i.e. hydrogen fueled vehicles would be a better choice for long range travel. Winter is tough on every car, and EV's suffer with reduced range. They are great choices for local travel. I voted 'NO' for publicly accessible primarily due to the fact that tax dollars shouldn't be spent on 'free' electricity to EV owners. I'm unclear if this

proposal is will offer free or pay for use charging stations. Putting in infrastructure I support, but subsidizing EV charging I don't agree with. EV owners don't even contribute to the road tax at this point

- We have a new home and put in a 50-amp circuit to the garage. The charging station was over \$2K with the \$700 rebate. Too expensive at this time. This price needs to be in the \$500 range for the charger, excluding wiring to be mainstream
- EVs need to start at \$25K to be affordable. Pretty hard to justify \$40K plus for a run-about
- Recycling of battery packs is something to consider as we move forward
- We need safer bike routes. 1.5m on the side of the road isn't adequate and won't encourage the broader community to ride. Driver education and understanding is key, but ultimately divided pathways from the giant Dodge Rams are what will get more families out of their vehicles. Scattered bike storage rather than one large rack (I'm thinking of those car shaped ones) helps to
- I'm very supportive and extremely pleased that the city is heading towards a greener future for Kamloops. Looking forward to more initiatives. Keep going!
- Many cities are starting to add charging stations to light fixtures to no new infrastructure is needed. This is a Canadian design!
- Education. Vehicle education and enforcement - there have to be consequences when they endanger cyclists/pedestrians. The attitude has to change from "they were wearing black!!" as an accepted excuse to Z.E.R.O. tolerance of endangering cyclists/pedestrians. It is being done elsewhere. It can be done
- E-bikes need to follow maximum speed on trails. I cycle year round and in warmer temperatures I have to

prepare for fast moving E-bikes flying around corners. Many don't appear to be cyclists which means they don't know etiquette. Also need to consider opposing lanes on trails. Public education at time of purchase and outreach is needed

- E-bikes have the ability to revolutionize travel in Kamloops more than EVs, as they are a low cost, low space and perfect solution for our hills. Do it right and they will explode in use as early adoption has been unreal
- Chargers at public buildings for staff and/or general public
- Target implementation by 2021!
- Safe commuter routes, as a resident of the Campbell Creek Village area I am forced to cycle on the highway for a portion of my ride to get into the city. Creating a safe bike pathway would definitely encourage more people to bike to work as well as for the large amount of road cyclists who ride out to the end of Dallas Rd from the city. Valley View Drive does have a bike lane however as it is directly next to the side of the road often there are cars parked in the lane and on garbage day the bins are in the bike lane, this creates a very unsafe area for cyclists as we have to go into the car/traffic lane
- In the winter e-bikes need access to cleared sidewalks. People have to be able to expect the sidewalks to be cleared in a reasonable amount of time - same as the roads. So far for me it was great this year
- Create EV and E-bike lanes on main roads
- Bike lanes!!! - Bikes and cars in the same road lanes is a high safety risk already, and an increase of E-bikes on the road will cause injury, road rage and traffic congestion. Need infrastructure as a high priority

- More bike lanes and dedicated bike paths. Bus racks need be modified to accommodate fat tire E bikes plus need many more secure bike lockers at all bus exchanges. Need more bike racks at business establishments.....I am a dedicated E bike rider
- Public charging stations. Bylaws requiring EV charging in new construction like single family homes, apartments, condos, hotels etc.
- Do not replace working vehicles with EVs. If our plow trucks were EV, nothing would get plowed Look at the EVs at Cunliffe house. Ever see them move in the snow?
- Possibly a payroll purchase plan or rebate...
- Dedicated bike lanes are needed
- More road safety. You have to maintain the roads/fix potholes better to get more people on bikes. Also widen the shoulders, have more paved bike routes (like the new one from glen fair up the Sahali secondary. Don't approve a new subdivision without paved (wide) dedicated bike paths, with room for strollers etc. to pass. Calgary has done a wonderful job of this
- Giving people access to e bike rentals for tourists so when they come into our community they can ride around on bikes and see how beautiful it is
- Secure areas to lock e-bikes
- Question 8 does not have the option for those that already own an e-bike
- My battery takes a long time to charge. I'm not sure how e-bike charging stations would work best. Currently, I can go quite the distance without charging, certainly juniper to downtown and back
- Have a fund raiser
- E-bikes: while I ride mine to and from work in the non-winter months, I am afraid every time I go out because of the lack of bike lanes. I have had to resort to riding

on the sidewalk when there are no pedestrians, or the dirt/grassy strips beside the sidewalks. It would be wonderful if the City could construct separate bike lanes on the major routes (Hillside for example), or move forward some of the medium-range plans for bike lanes. Thanks!

- Adopt a consistent model for safe, separated (from cars) shared bicycle/pedestrian lanes. No need to reinvent the wheel -- just look across the pond. With a line down the middle going each way and bicycles only going out of their lanes when it's safe to do so, in two years of full-time cycling in a cycling-friendly European city, I never witnessed a crash. Go back to Gil Penalosa's 8-80 lessons: cycling infrastructure that is safe for 8 year olds and 80 year olds is safe for everyone. Safe storage is also super-important for e-bikes given the relatively high cost and the high risk of theft. They also need to be protected from weather -- no one wants to leave a \$5k bike out in the elements while at work. Re EVs: Putting a couple charging stations in a few key locations including downtown and on the north shore, making sure that all new construction is pre-wired for EV charging, and lobbying upper levels of government to continue the excellent incentive programs is all you need to do. The rest will take care of itself--once people get behind the wheel of an EV, they never look back. I expect the same will happen with e-bikes
- Designated bike lanes on more streets in the city
- Safe, secure bike racks to park the bike when shopping or going downtown to play pickle ball or tennis or swim. I find it scary to leave my electric bike where robbers can easily pick it up even when locked to a fence

- For E-bikes: build more bike paths, particularly a better path between the North Shore and Downtown, and between Downtown and TRU
- EVs, encourage more spaces downtown/in commercial areas for EV charging
- Make actual bike routes/multi use paths so pedestrians and cyclists can travel safely
- Raise public awareness of the importance to minimize energy use
- Raise public awareness about idling ICE vehicles and the dangers to health of oil-burning vehicles (large diesel trucks and poorly maintained gasoline vehicles) ...fine people for the same
- Replace more stop signs and traffic lights with traffic circles, so vehicles sit still idling less
- Create better bike routes without stop signs, so cyclists can maintain momentum safely and with safe lanes in high vehicle traffic areas
- By education of bus drivers as to the importance of E-bikes and their part in transportation...some bus drivers took a long time to warm up to the idea of the bike racks. I read yesterday that E-bikes are now welcome on BC transit buses. With some regulations (removal of the battery)
- Continue to advocate for government incentives which lower the upfront costs of EVs and E-bikes
- Create bike friendly routes and designated paths to TRU and downtown. Promote a share the road campaign to educate motor vehicle drivers on the ways to support cyclists
- I feel charging public charging stations are more important for E-Bikes as the typical range is so short. For a typical city driver/commuter there is ample time to charge while at home throughout day/evenings.

Downtown does present an issues as many people do not have garages

- I think that it is not realistic to change the city's vehicle fleet to EV due to the cost associated with those units. A hybrid option is still very satisfactory for the time being. Once manufactures have more inexpensive options this could be revisited
- Incentives, incentives, incentives
- More and better bike lanes. Separate bikes from car traffic
- For e-bikes to really work in Kamloops people need safe routes to ride. Kamloops needs a network of separated bike lanes
- Education, Bike routes, by laws- keep them off sidewalks
- Increasing the number of safe bike routes is critical to increasing E-bike and non-E-bike usage. Do not overlook the inclusion of human power bikes in this strategy as they are far more environmentally friendly and cost effective than E-bikes :-)
- Separated bike paths along the major thoroughfares through the city
- Bike lanes. Bike stands with overhead cover at bike charging stations
- Road/mobility pricing
- Roadways that are wider and safer. Try to bike to Privato and trucks will threaten your viability. Roads out this way need major improvement anyway. Consider incorporating wider Westsyde road with designated bike lanes. Congestion isn't going anywhere with cars
- Level 2 chargers are not important. Fast charging is the most important thing for supporting adoption of EVs. Tesla has this right - multiple chargers in a location close to restaurants and coffee shops is really important

to encourage more people to drive EVs. Give the chargers great places to be located!

- All bikes need their own lane and should not be mixed in with pedestrians or cars
- We need safer cycling routes in order to encourage more riders. Having an E-bike doesn't make it safer. We need designated bike lanes on every major road. For example, anywhere near Save-On-Foods is either too narrow or too busy to be on the road without risk of getting clipped by a vehicle. Drivers do not make space for cyclists so we need to make safe lanes for riders, reduce driving lanes to encourage more ridership
- Kamloops has insufficient fast DC charging stations for the growing need for these stations
- Bike paths! (I currently don't ride a bike, but acknowledge their importance)
- I think you've mostly covered it here, but I do have two comments: I don't currently drive an EV, but I have ordered one from a local dealer. It should be arriving in May or June of this year. I notice the age groupings in this survey stop at thirty-nine. It doesn't even offer a category for forty-and-over. Was that an oversight, or do you simply not care what older residents/taxpayers think? For the record I'm seventy-nine and I filled out your survey anyway. I'm hoping the exclusion of myself and thousands of other older people was simply a glitch and not deliberate. If it was, I'm going to be very, VERY disappointed
- I own an electric assist bike. I'm able to make it to work and back a few times on a single charge. I don't know if e-bike charging stations would be necessary, but perhaps they could be incorporated into the vehicle charging stations to save \$?

- Affordable E-bike is what is stopping me from buying one to make trips down and back into town. Would love to see good quality bikes at a bulk price, and some that can be used on trails as well
- Affordable E-car is also an issue, and support to charge them out of the city. Seeing lots of charging opportunities in the city so don't see that as a priority for our taxes. Not sure how the city can help in pricing. Also, charging is currently free. If that changes, or the city sees paying as a revenue opportunity that won't fly in my mind
- Residential property tax breaks (set period or one-time) for building permits (renovations and new construction) that include installation of level 2 or 3 chargers
- I think it's great you're looking into this!
- Lobby the provincial government to exempt E-Bikes from provincial sales tax
- Keep information current and easily available. Research Kamloops and regional challenges for EV use all sectors. Identify appropriate objectives and measurable results
- Already mentioned but I believe the biggest obstacle to residents riding—E-bikes or traditional bikes—is availability of safe bike routes. Sahali is very intimidating to ride through yet is where most of our city works. There is no connection to the new Peterson Creek paved trail on the Sahali side. Kamloops is known for large vehicles, which are intimidating to ride with. I strongly suggest Kamloops look at a new model for bike lanes, with a physical barrier between traffic and these lanes. There are many models available to follow. I also believe there should be some incentive for cyclists in terms of traffic flow. I find lights and traffic directions very much favour drivers, not cyclists or pedestrians.

Advanced greens for bikes are a good start. Thank you for the chance to weigh in!

- Lobbying and pressuring Provincial and Federal governments for more financial support for this important initiative
- Clear guidelines about how e-bikes are rated (are they bicycles, motorized etc.) for access, regulations, insurance...
- E-bikes need a safe and connected way to travel in the city as do non-E-bikes)
- Provide more information on Kamloops.ca on what is happening in industry and regulations - helping to inform the citizens of Kamloops
- City grants for buying E-bikes and city employees getting grants for this to ride from home to work
- Have dedicated bike lanes with concrete dividers where possible on all major streets. 2.) Better snow and ice removal especially in early and late winter season and milder days. Icy roads are the bigger deterrent for me rather than cold weather for me to ride in winter. This problem is faced in intersection or near stop signs in streets coming out from boulevards and internal roads. If one can dress to ski and snowshoe in winter one can dress for riding your e-bike but it isn't fun when you skid from your bike. 3.) Lobby the provincial government to exempt e-bike from GST. Less impact on government revenue due to smaller purchase price than EV and more or equally effective in reducing greenhouse emissions
- Most batteries on E-bike are removable meaning you can easily take it inside at work or home to charge from regular wall sockets. Also I believe that there might not be a standard charging accessory to charge different batteries

- By providing more bike routes or bike lanes so riders do not need to risk personal safety on roads or ride on sidewalks
- As a City, would it not be cool to provide a web page devoted to support and links into subsidies. A webpage dedicated to everything to do with positive initiatives in electric everything including solar. Legitimate sourcing of grants is confusion and frankly sometimes unverifiable. Let our city help us look out for us in this future forward
- If you choose to drive EV, you should have to pay for charging. Just like a gas station. The city should not be supplying free electricity or free stations. City contribution could be improved bike or scooter lanes
- Key is where our electricity source for EV's is coming from- work with and provide feedback to B.C. hydro to continue to grow BC's investment in renewable energy sources
- Increasing safe biking routes seems key for E-bikes. We moved here recently from a fairly bike friendly/ bike aware town and I don't let my kids bike on the streets here as it doesn't feel safe
- Charging stations downtown for EVs
- Supporting EV rental cars being available (for visitors and people getting car service) so more people get experience with EVs to see how well they work
- Any ways to make EVs accessible to more people (subsidies/ grants based on income bracket)
- Thanks for asking the questions and looking seriously at how we as a city can take steps and make strides in this direction
- I think you've hit most of them. There's a lack of public charging in Kamloops that's convenient. We need chargers distributed everywhere, not just city property.

IE Aberdeen Mall (sometimes I park at the visitor center and walk, but that's no fun in sucky weather or with the little ones). One other charging issue is getting ICE people parking non-EVs in EV charging spots, especially at busy locations or where the charger is a prime parking spot near a building (and that's typical in order to keep installation costs down). Love the idea behind E-bike support. Living in Aberdeen it's easy to get down, not so easy to get up. An E-bike to boost us up the hill would be awesome. Winter weather is a challenge, there have been numerous discussions about poorly maintained sidewalks in the Aberdeen neighborhood Facebook group. There's no way I'd ride a bike on the sidewalks through winter as they're maintained now

- By asking private companies that are in the industry to do more for themselves rather than asking for a handout for the city
- Public Education and awareness campaigns. Resident Mentorship programs
- Consider the definition of an E-bike (some are really bicycles converted to motorcycles) and appropriate use of bike paths and shared pathways. Conflict between walkers, conventional cyclists and E-cyclists could be an issue
- Investment in bike paths, including additional trail systems linking communities
- We desperately need safe bike paths connecting the outer neighbourhoods for commuting by bike or e-bike. Apart from living in a hilly area the highway is a bigger obstacle and serious safety concern
- I would like to see a lot of infographics to highlight tax incentives or even overall awareness of the many different types of alternative vehicles that will be available for purchase to the everyday consumer. I also

wonder why there isn't more subsidies or nutritional support for the struggling farmer who is barely able to raise enough horses for their own farm. My question is why have horses disappeared from use in both urban and rural Canada? For centuries they have been a part of daily life and somehow during the industrial revolution or last 100 years, horses have completely been taken out? Do you know where to purchase one and the price in today's day?

- No logical reason to consider this choice ...
- Safe and divided bike lanes. Gradual grade bike and walking paths from upper valley to lower valley
- More charging stations at public parking lots (especially at shopping centres and restaurants); high fines for people who park in those spaces who do not have an EV vehicle. New constructions (residential and commercial) must have EV built-ins
- Kamloops is still a car culture. Other than EVs and E-bikes, there should be more incentives to use transit, which is really good. I would like to see cheaper or even free fares on transit. This would be another way to cut down on congestion, pollution, as well as car culture expectations. The downtown core could be made a car-free zone, to encourage a pedestrian culture. It's been done in European cities for many years, and could be a vision for Victoria Street
- The design of new housing should facilitate future rooftop solar installations (with roof orientation to optimize solar). This would integrate well with future EV charging opportunities
- There are numerous examples of how EV does not work. The battery systems are unable to store enough energy when needed. Waste of tax dollars. If people choose to

run EVs they need to pay for charging system in a user pay system

- Better, safer bike lanes
- Help inform the public about the benefits of EVs and help publicize the road roads around E-bikes. Build a commuter E-bike network that includes routes or parts of routes that are exclusive (i.e. not shared with traditional motor vehicles)
- Bike route to Heffley/TCC Ranch that is off the highway. Safe 'destination' bike routes to encourage recreational riding
- E-bike Rodeo (e.g. the safety bike rodeos that elementary schools hold) during family events, such as Canada Day, for the public to try E-bikes themselves. A fun way to educate and encourage everyone for public support
- My personal EV is neither a bike nor car. Concerned with congestion and security of bikes. I opted to purchase a one wheel, all the benefits of electric vehicles, the fun and exercise of skateboarding in a compact package
- In addition to the pilot project by the province we need scooters/one-wheels etc. to round out the availability of electric transportation
- "Require businesses to install EV charges for their staff and patrons
- Free parking for EVs down town
- Municipal tax breaks for EV purchase
- Push hard Provincially and Federally for more EV incentives
- I think the City needs to support them when they become something EVERYONE can consider as a viable option, not just the elite. I would rather see improved transit - I live in Dallas - the bus route timing hasn't changed or been improved since the 1980's, except to

run back via Clearview/Lamar in Barnhartvale without any road improvements along that route. The City consistently increases identification out here without adding/upgrading services. E-bikes have no safe route to town, as an aside

- Focus on reducing the cost of operating the city, including by not pursuing taxpayer funded grants from any level of government - show some leadership by respecting that there is only 1 taxpayer, growing the economy, and reducing taxes - not being happy with being within the average of other cities on increased taxes
- Bike infrastructure and greater control of car traffic is hands down the most important change needed. At present, biking in Kamloops is unpleasant and risky. Lower speed limits, separated bike lanes, awareness campaigns. Entitled car culture here is WILD
- Have 3rd party charging companies with level 3 chargers available from FLO, BC Hydro, Greenlots, etc. I ended up at TCC waiting for 4 vehicles to charge ahead of me. I have a Bolt and everyone had tiny Leafs. I had a Leaf driver get mad at me for needing more charge for my 60kW car. Their little Leaf car are 30-40 kW. I was told to only be on the fast charger for 20-30 minutes. But I was only on the charger for 6-7 minutes. If it's pay per kW I am for that too. I pay \$0.35 to \$0.27 a kilowatt with Petro and Greenlots. If you pay, then the cheap-OH's run away in droves. If there is more charging, then that would be great. My home charging is level 2 with provincial, but when I run around town I have to charge at the dealership or TCC, but the lack of fast chargers is concerning. The lines have gotten longer since May 2019. I have to stand in line and hope to get 20-50 minutes and that is just 2/3's of full charge. I need long

charges and will pay if I need it to do business in town. I literally got my car to lower air pollution, but with the cold snaps my 380 km range dips to 160 km for a full charge. So it takes time to get recharged and put up with snotty EV owners who think they own the free charger. Even though I use the TCC Facility to go swimming, but get a lecture for being 10-15 over 40 minutes. But there are no rules and I tell them I see none, and that I would feel safer with cameras as I think some people might resort to vandalism. I have even had people unplug my car and plug their car in, and then pretend it wasn't them. I have had vehicles block my exiting as they wanted to talk to me about etiquette. I don't use other charge sites like PlugShare as the users send hate mail on my large car. Maybe it would good to have meters on these parking stalls and have these places more frequented by city and police

- Add charging locations to city parks, shopping locations and parkades
- Get going with installing public charging stations. Incentives and support for businesses to install them. Electric only on street parking
- "Work with dealers to install public charging facilities on their premises and for funding of public charging stations around the city which could be free to use with new vehicle/bike purchases for 1 year for example
- This will be a win-win for the dealers and the city because dealers want to sell more EVs and having more public charging stations will make EVs more desirable
- The vast VAST majority of car trips that car owners make are in and around town. 2. I think that city staff should consider how the maintenance of streets might be different when all vehicles are electric, and designed differently. 3. The bus fleet also needs to be electrified.

When updating transit and thinking of future-proofing, the routes should be covered by a higher number of smaller buses, with more frequency. Most of our current buses are massive, and pack as many bodies as possible in a single vehicle. It's already hard to swing these land-yachts around tight downtown corners. With smaller buses the routes could be changed as well, and adapted more easily when new development changes the layout of the denser areas. 4. E-bikes are great, and I COULD ride one in inclement weather. However, I can't take a child through that weather or have them ride safely if they are bike-capable. Yes, I have seen all the amazing bike options for carrying kids coming out of Denmark, Sweden and Norway. I could never park one in Kamloops as it is though. 5. Until there are EVs with AWD, Kamloopsians will not be able to have one get them through a winter without having to keep their other vehicle. Since car makers insist on not including AWD, electric TRUCKS may be the big thing here when we finally get on board. [typically LAST, after all other cities are already benefiting from progress] This cultural allergy to change is the first thing people know about Kamloops. So how will E-TRUCKS and larger service vehicles (delivery vans/trucks, etc.) be included in development?

- Invest in safer/better bike lanes & other related cycling infrastructure
- Free parking for electric vehicles
- Allow city workers to plug in personal cars at work
- E-bikes are a new commodity and are targets for thieves. Let early adopters figure out what is needed for security. E-bikes can be charged with standard outlets and battery packs can be removed and brought to the outlet (at work) so less effort for the city to support

charging of e-bikes. Expanding the trail/path network for bikes would be the best thing the city could do for e-bikes. Get them off the highway shoulders and onto designated pathways throughout the city INCLUDING THE RESERVE

- As for EVs, the assumption is that those who own one will already be incented to install a charging station at their home so don't think the city needs to offer rebates for that
- Better bike routes for E-bikes and regular bikes
- Improve the condition of pathways/rivers trail for commuting via e-bike. Pavement deterioration is bad on many parts of the trail network and overall presentation of trails is poor especially in low income neighborhoods like the North Shore. All city and government buildings should have accessible charging for both e-bikes and EVs
- Yes, to E-Bikes! Available rentals would be great too!!
- Not so big on my tax dollars going to charging station for EV - they should have charging stations just like a gas station. Is there a fee to charge your car? Is it free? Who is paying?
- We have owned a Nissan Leaf since 2013, and are on our second Leaf now. In town, we do all our charging at home with a 220 charging station, but can also charge on regular 110 outlets. A typical day in town uses about 10-20% of a charge. We usually re-charge about every third day which the battery gets below 50%. Really there is NO NEED for public charging stations for residents in town - they would be useful for visitors of course, but there are already a couple of 220 stations available, and one 440, I believe. We have never used any public charging station in Kamloops - no need to! However, the big thing is to have a network of fast

charge public stations on the highways - that is 440 stations. We can use 2 public (free) 440 stations provided at rest areas on Hwy 5 North to Clearwater. There are none between Kamloops and Kelowna via Vernon, and we have contacted highways with suggestions - perhaps at the visitor center outside of Vernon. But all of this is outside of Kamloops City, so it's the responsibility of the regional districts, I think. Still, lobbying for these free highway quick charge (440) stations, would be very valuable to extend the EV range to other cities. Even a 440 free charge station at Sun Peaks would be great!

- Tax incentives for green initiatives
- Have you considered having electric (stand-up) scooters that can be rented for a small fee, in and around high foot traffic areas? Such as: TRU campus and downtown?
- I spent time in Washington DC last summer and they have electric adult sized foot scooters everywhere...it was so fun and easy to get around. I am thinking this could be a big benefit for traffic issues for concerts and Blazer games. I heard Councillor Dale Bass mention (on CBC this morning) having electric bikes in downtown Kamloops, but scooters could be an option too
- If we have safer bike lanes from outside of the city core, way more people will commute by E-bike...especially if they realize it is sometimes quicker to jump on the bike to get into town
- E-bikes don't need public charging stations! The battery comes off the bike and you charge it inside your home
- People don't have gas stations at their houses, so why is it expected that they need EV charging stations at their homes?
- What about an E-bike rental program?

- Cycling safety and etiquette is huge, especially in the absence of separated bike lanes. The City needs to run bike safety courses year-round, for all ages and levels. All City staff and elected officials need to do a bike ride once a year from City Hall to TRU and throughout other neighbourhoods so that they are aware what it's like to ride a bike in Kamloops
- Build and promote EV charging stations as a focal point to bring more tourism into the city
- Kamloops is too hilly and lack of sidewalks etc. makes bike riding dangerous and unnecessary with proper access to Uber etc. If Kamloops wanted to decrease the number of vehicles the simpler solution is to make Uber more accessible. Whilst most of the roadblocks are provincial, licensing and insurance, it is estimated that 60 percent of vehicle ownership could be eliminated by effective and affordable Uber. Most of these issues relate to city licensing fees which should be eliminated
- If EV charging is to be installed by the city it should have a 240 stove plug installed to allow all vehicles to charge until a standard charging head is adopted by the EV manufacturers instead of the 23 non standardized heads currently in use
- Make sure we get public charging stations in the downtown core
- When charging stations are offered at low cost by other levels of government, accept the offer!
- Build bike lanes that are safe and separated from other traffic
- Kamloops needs to be careful here. Kamloops is already too car-centric. Replacing an ICE with an EV is still a vehicle that utilizes expensive transportation infrastructure. It's still a 'vehicle'. Kamloops needs to be bold and adopt other forms of transportation and an E-bike is that opportunity! But line paint is NOT biking infrastructure. Put paint down and you will not see an uptake in female bike ridership, nor children, nor transform the community towards multi-modal not motorized options
- The new Aberdeen-Pineview connection must be built with separated bike lanes. Then safe, separated bike lanes must connect to Sahali and Xget'hem, and then down 4, 5, or 6th right to Lansdowne
- So much bike theft here, need to somehow help lower this, no one wants to spend thousands on an e-bike just to have it stolen, and having to chain it up with more than one bike lock is frustrating
- Encourage rentals and new builds to install charging stations. Work with nearby communities to create a charging network. A partial charge takes about a 20 minutes put those charging stations near playgrounds, cafes, museums, malls and hikes so I have something to do while my EV is charging. EV's will change the road trip experience into one that allows people to enjoy communities that are en-route
- I do not think the city should be supporting the few people who can afford these expensive and environmentally unfriendly vehicles
- The same things that would support cycling more generally.... More bike lanes, traffic calming measures and secure places to lock your bike (recognizing how people actually like to lock their bikes for security... many bike racks are a terrible design... this isn't a bad review: <https://www.bikecitizens.net/public-bike-racks/>). I honestly don't really care too much for cars, but I can see their benefits in a town like this one

- Stop using my tax dollars to help the better off buy new toys! Let the markets do what they do without city involvement. It will happen anyway
- I am an avid cyclist, so any e-bike infrastructure is also useful for normal bikes. The biggest barrier I currently face is a safe way to transport my kids in the bike trailer from Upper Sahali to the canyon bike path, especially around the Summit/Notre Dame/Spring Hill intersections
- While I'm not interested in purchasing an E-bike for myself, I think they are a great option for Kamloops to embrace cycling and move past our car only transportation choices
- All cars get equally stuck in traffic regardless of what they use as propulsion
- Designated bike lanes and bike routes. Traffic calming on certain routes for designated bike routes. Investing in bike paths. Especially on the North Shore and Westsyde where it is already flat so ideal for more bikers. The "bike path" beside Westsyde road is deplorable. I challenge city of Kamloops workers to actually try biking it. So many cracks and bumps that you can't get any momentum and the constant jarring really takes away from the whole enjoyment of biking. Then you have to dodge all the telephone poles. And biking on garbage day is the worst! So many garbage and recycling bins that have to be dodged! And no one wants to bike on Westsyde road. The drivers yell at you and tell you to use the bike path. It's a lose/lose situation. Please invest in the North Shore and Westsyde! We want to bike but don't feel safe
- Partnership with business for charging stations on non-city property
- More public education
- As E-bikes become more popular a path system for E-bikes and bikes would be ideal for safe commuting. The new path from Sahali sec to downtown is great, community initiatives are important to continue the progressive growth in our community
- Bike lanes that are safe
- More level three charging stations in convenient locations. Near large centres(malls) for longer charge times
- Signage to guide tourists, location post to highlight the station location like example Petro Canada's 12 foot and white tall EV towers are easy to spot
- Extend bike trails. Better education to public. Promote E-bike conversion affordably...most people have bikes and cost effective conversion to a 20km E-bike would be desirable if available
- Better bike lines. There are many that don't interconnect and they are on the busiest or steepest roads. There are also many points where there aren't ways to safely travel portions of the city (Crossing Hwy 1 on the west side of town: hillside or pacific way, both double lane roads). Many are also on bus routes that already don't have pullouts for cars to pass at bus stops, making it even more dangerous for cyclists
- Free limited parking for EVs
- Must increase separated safe bike routes for all ages and abilities. I would E-bike to town in the winter even if I was safe from traffic on the highway and Kamloops roads
- City needs to lead the way in replacing ICE vehicles with electric. Electric buses/shuttles with their own charging stations at the Norkam and downtown sites
- It is important that users pay for the electricity used at public charging stations

- I could not support Q14, 15 and 16 because I am not a taxpayer, but I hope the residents do support these excellent initiatives. To answer Q17, you need more public chargers around the city, not mostly located around TRU. Charging at places like the airport so owners can leave them plugged in while they are travelling
- Home owner programs to install level 2 chargers for home charging. Enforcing EV only parking spots so chargers aren't blocked. Chargers in locations where tourism happens, especially downtown, North Shore Business District, Kenna
- Would love to have a bike path from Rayleigh to downtown Kamloops. I will not ride on the highway
- Encourage a province wide campaign linked in with tourism (more funding available)
- Bike lanes and education for drivers about sharing the road safely! Returning to Kamloops after 10 years in Vancouver, I am shocked at how unsafe I feel riding on the roads here. Bike lanes are great, but when they aren't possible, drivers must provide safe space for bikes, and these rules MUST be enforced
- Putting in units where e- bikes can be attached to prevent theft while owner is shopping/visiting. Such places as the malls, hospital, seniors' centers
- Don't
- More education regarding how EV s could reduce air pollution, reduce greenhouse gases, and save money over the long term. Also education regarding costs, incentives, battery life and costs, range of various models, etc. Comprehensive information available and easy to access, but not only online, out in public venues etc.
- Incentives to those that currently use EVs and E-bikes as main modes of transport. I currently E-bike to work and my biggest challenge is secure parking. At this point I am not comfortable locking my e bike and leaving it as even expensive locks can be cut in minutes. I do not use the bike for errands or shopping as I have no way of locking it. Cycling awareness and promotion through social media to brand cyclists in a more positive light. People don't realize that cycle commuting in this city is totally possible and better then driving! We need to get more people on bikes to see how awesome it is. Especially with the E-bikes
- I'd like to see By-law officers and other City staff using E-bikes, especially in the parks where there shouldn't be any vehicles
- Bicycle lanes on all major city arteries, charging stations and purchase incentives, perhaps tax breaks
- The biggest barrier to e-bikes is the same as the barrier to regular bikes - the complete lack of decent commuter routes for all bikes
- Support for E-bikes on all trails, roads, walkways, very good for seniors & everyone to stay active
- Expanded and improved bike route network, and priority bike lane sweeping of sand / gravel as early as possible in spring
- "****SAFE SEPARATED BIKE LANES!**** It's very much too dangerous to bike ride on the road with Cars/trucks. Bike specific routes to downtown/TRU from ALL neighbourhoods. Barnhartvale, Westside, Brocklehurst. Part of our house buying decision matrix involved ease of walking and biking routes. These are community investments that raise property values as it makes our community more pleasant to live

- Stronger enforcement of speeding, red light and distracted driving rules for drivers. Making the roads safer in general, promotes people to use bikes/E-bikes/etc. and be outside in general
- Educating car drivers and bikers about proper road procedures, to prevent car/bike accidents and general confusion
- Educational workshops on different models and what is most efficient
- I ride an E-bike and am terrified to ride on the road so I use the sidewalk and get off and walk if there are pedestrians. I DO NOT consider a line painted on a road shared with vehicles to be an adequate bike "path" at all. Bike paths should be separated either by being raised up and away from traffic OR a path on a route nowhere near traffic. I know this is expensive and I wouldn't mind paying a toll to use a path like this to help pay for it!
- We shouldn't be wasting money on charging stations if there becomes a need then local businesses will take that on if they want people using EV's to support them
- Bike lanes
- More and safer bike lanes and trails
- Improve bike transportation across the entire city
- It would be nice to have no PST on E-bikes
- More highly visible charging stations well positioned around the city. Seeing these stations will help normalize EVs and alleviate anxiety about finding charging stations. Also says we welcome EVs. When travelling, we found Gibsons had 5 public chargers! Puts Kamloops to shame as they are a much smaller community. It was amazing and was a great perk when travelling and eating at their restaurants
- There needs to be more EV fast charging stations in the city. It should encourage businesses to install charging stations too. Maybe there could be some incentives for them (tax breaks of some type)
- Moving from a car centric focus by promoting alternatives to cars, often single occupancy, will help reduce congestion and pollution. We need to make our cities much more pedestrian, public transit and bike friendly
- Stop talking about it and begin taking actions and leading the way with city vehicles and public charging stations (especially needed downtown)
- A safe bicycle lane network so all ages and abilities feel safe to cycle on our roads. We are far from that and need significant and steady investment, but it is completely feasible to be a biking city in the future
- Cycling infrastructure needs improving. Separated bike Lanes are important for winter conditions and for broader comfort with cycling. Painted bike Lanes remind vehicles to watch for bicycles
- "Create clear and consistent bike lanes/routes that make commuting via e-bike (and regular bike) safer and more accessible to the average commuter. I have access to a free e-bike whenever I want it but I'm terrified to ride it on the roads due to traffic
- Offer free E-bike "how to" information sessions or simple training workshops for people who want to learn more but are afraid to ask or don't have access
- Fun fact - the E-bikes I have seen in BC are different from the ones I was familiar with in Ontario. Info sessions might help like me to realize that e-bikes are potentially an easy, viable option for commuting
- Similarly, free info sessions around the benefits of EV's, government grants and breaking down the short term vs

long term costs, benefits to the owner, etc. would be awesome

- Thank you for this initiative!
- E-bikes will NOT work as a replacement vehicle if the security of bikes is not addressed. Presently I could not ride an E-bike to do errands etc. because there is no safe place to leave the bike while I go into stores or have lunch. I would even be willing to pay for secure E-bike parking if it was available. This could even be extended to normal bikes as well as the same concerns regarding security apply
- Special charging equipment not needed at home because overnight charge at 120v 15A outlet is sufficient for daily commute (Tesla Model 3) we live 5k east of Lafarge. Enforce no idling and noise bylaws in town
- You may have this already but if not have an E-bike Sharing program for City employees following the TRU model
- This allowed me to try a range of e-bikes at no cost before I invested in purchasing an e-bike myself
- Also, on a personal note I have been riding during the fall and winter this season for the first time. The worst part of the commute has been along Valleyview drive - the cycling path is extremely dirty I think mainly as a result of the construction during the fall. If we want to get people out of their cars at the very least the dedicated biking lanes need to be maintained - lines not faded, clean. I heard Victoria even has a special brush on one of their machines for snow plowing their bike lanes!
- Also, it was great to see traffic changes along Nicola St so cyclists no longer have to stop at each intersection - ideally though I think a route with even less stop signs

would be better and encourage more people out of their vehicles. Thanks

- Encourage & promote private investment... the city taxpayer is already over-subsidizing too many initiatives
- Asking residents to consider E-bikes without the appropriate infrastructure investments is a poor idea. Already, with regular non-E-bikes, riders' options to get from A to B are severely limited because the city fails to provide safe, efficient options for routes and bicycle friendly infrastructure. Bike infrastructure should NOT come from some special, bike-only, one-time fund. If bikes (E-bikes or not) are vehicles (and they are under the Motor Vehicle Act), then funding for ALL bike infrastructure should AUTOMATICALLY be available for ALL roadways (just as stop-signs and street lights are now). Do you understand? Without vast improvements in infrastructure and a sensible budget process to offer the same level of service to E-bike-riding residents as those taking the bus or driving their own gas (or E) cars and trucks, getting people onto E-bikes isn't going to work. The city should look to the city of Nanaimo to see how, with a nearly identical population, have progressed far more towards a fully integrated bike/E-bike city!
- Amex some alleys and turn them into bike roads
- Other countries/cities have supported rapid transition to E-transportation by providing many "carrots" & a few "sticks". Carrot examples are free parking, free tolls, use of bus lanes, elimination of sales tax, etc. Sticks include fossil fuel free zones within cities, extra fees, and announcing deadlines beyond which fossil fueled cars will be banned
- Raise awareness...that part is going well IMO! Good job!
- Post signage at parks, put charging stations at parks...

- Start with parks! Getting to/from parks emission free so that runners, athletes, CHILDREN etc. don't have to suck in fumes
- Continue to work on cycling road infrastructure. Separated bike lanes are the most important factor in getting people to commute by bike
- Provide loans to buy EVs and tax deductions and exemptions to those who purchase and use it
- Provide safe bike routes. Many trips are associated with family/children and if the bike routes aren't safe for children to ride then that option is out
- Add the designated bike routes to the priority list for snow clearing. The bike route through town doesn't get cleared for several days and is very hard to ride on after snow
- Set clear standards for legalities around electric bike in terms of the MVA
- Provide fund for parking place
- Take initiative to promote EVs
- Incentives for EVs
- Charging stations
- Subsidize the cost and make riding safer.
- By understanding what amount they need to spend for this installation
- Subsidize/make a rental program
- Promote them and make people aware
- Thanks for recognizing E-bikes as a transportation option. The City needs to commit far more aggressively to provision of comfortable (read not impacted by motor vehicles) cycle routes, designed primarily for cycling, with a recognition that adversely impacting motor vehicles to permit such routes is not an undesirable outcome. Mode shift opportunity is here. The City should not be involved in building more single occupancy

- vehicle infrastructure (electric or not), but I certainly support bylaws around new construction supporting EVs
- Provide charging stations with some cost recovery in every neighborhood
 - Multi-use paths and separated bike lanes. Having to ride in traffic is a HUGE barrier to adoption. For EV's, initial investment in some strategic charging stations to increase adoption, but ultimately leaving it to the private sector to fill that need in the long-run
 - more charging stations
 - more awareness why we should be using EVs
 - Building of more connected bicycle infrastructure especially along busy routes. Supporting E-bikes may get more people on bikes, but supporting infrastructure gets more people to feel safe on bikes generally. All this reduces traffic congestion, parking and emissions
 - Clear gravel from road shoulders/along bike routes regularly
 - Really, just make them more affordable and accessible. Many people don't know about these because they don't see them at the stores where they shop
 - Awareness of sustainable products available and affordable
 - It is not just about e-bikes. I think this misses the boat because there are many of us who commute or wish to commute more than do not need e-bikes. We just need safe bike lanes (and not multi-use paths which are filled with individuals, dogs, runners, etc.). We need designated safe bike lanes. The City needs to consider how to promote cycling, period, not just e-bikes. This survey is rather short-sighted on the city's part
 - More promotion about EVs and E-bikes in the city can be more supportive
 - By advertisements

- More parking spots for autos downtown
- More Bike Paths away from highways
- Bike Path through Rayleigh to Tournament Capital Ranch
- Build bike lanes along major commuter routes; increase education and training around sharing the road and commuter safety; consider policy changes/upgrades to ensure cyclists are highly visible and wearing appropriate protective gear
- Please make secure bike routes so we aren't riding beside traffic, biggest reason I don't bike to work
- Additional e-bike routes! Particularly, so that grocery shopping etc. can be accomplished without risking one's life out there competing with vehicles! Kamloops City recognizes E-bikes as a viable mode of transportation, share the road Mr. motorist! Advertising! Occasionally!
- If we are promoting E-bikes the city will have to seriously install bike lanes which should be done prior. We are a city that promotes biking and yet we have the worst to no bike lanes in the city
- Lead by example, e.g. if at all possible (i.e. not limited by physical challenges) Council and staff should lead by example and use EVs and/or E-bikes
- Cycling infrastructure regardless of type of bike is severely lacking in the city. If you build it, they will come. People ride their bikes up to the very top of Kelowna up the hills because there is bike lanes. Hills don't stop cyclists but lack of infrastructure really does
- Subsidize providing E-bikes to residents! Or even regular bikes!
- As a resident of Dallas, we have been patiently waiting for a trail of some sort that we could use as a safe alternative to riding our bikes on the Trans-Canada Highway to get into town.....What is the time line of this or will it never happen? The Peterson Creek Trail

(Xget'hem Trail) has been a wonderful first step in creating a cycling/commuting network in our City that we need to build on annually. E-bikes are nice but not necessary for the flat commutes that exists from Dallas, Westsyde or the North Shore to City Center. Please continue with these trails as cycling is a life time sport that all residents can participate in. E-bikes will ensure that as we age we can continue to participate in this activity..... Alistair Elliot 189 Houston Place

- Teach city truck plow drivers to actually clear the bike lanes not use the bike lane as a snow dump. Example. Centre street
- I like the idea of using e-bikes to get vehicles off the road, but this will never happen unless there are safe/secure spots to lock up your bike. It's bad enough in the city with regular cheap bikes now factor in a bike ranging from 2-16 thousand dollars and I would not feel comfortable locking it up
- Negotiate a "Resident of Kamloops" discount with major EV and E-bike suppliers. Provide a municipal tax incentive for install of charging stations at home that equates to cost of purchase and install returned back to the home owner over 5 year period. Extend that incentive to include higher costs of solar charging station. Provide free parking passes on all City assets for free to EV and E-bike owners
- For bicycling in general to be more broadly adopted the city needs to create protected segregated bike lanes, the high risk of bikes having to share lanes with cars is the biggest factor in low bike adoption. This is most evident in Aberdeen where there are limited bike lanes, and those terminate before major intersections that then injects the biker back into the highest risk zone. It's becoming more dangerous to drive cars, so take this

into consideration when talking about incenting people to hike

- Make bike routes more bike friendly and make more bike routes
- My number one concern about regularly commuting by e bike is the lack of safe and dedicated bike lanes. Biking in general in Kamloops is incredibly dangerous due to lack of consideration by MV drivers. Stenciled pictures of bicycles on the pavement are not enough. Please develop bike lane net throughout city
- Better, quicker snow removal on Rivers Trail Network. I commute daily by bike and snow removal on the trail network is less than optimum. More people would commute by bike if trail was cleared immediately
- Creating a safe bike path network for both EV and regular bikes is extremely important for encouraging increased active transportation. This is especially true during winter months (dark, poor road conditions). Cost and distance range of EVs are still a significant barrier, but these are both improving, so providing the charging infrastructure to support future growth is important
- The City needs to declare a climate emergency so as to convey the urgency of transitioning to green energy and transportation. The Kamloops population is more in tune with Alberta oil heads than Gabriola granola eaters and almost anything to cause them to engage with the reality and danger of climate change is worth doing
- Convince the provincial government not to charge both taxes on an E-bike. It is ludicrous to have to pay both taxes on an E-bike and only the GST on a regular bike. We paid close to \$455 PST on my husband's bike
- Bike lanes and bike routes with lower speed limits. Like in Victoria

- In addition to the federal & provincial grants, the city could provide some form of financial incentives for EVs
- The success of E- bikes, to be used within city limits for commuting will be based on a well-designed trail system throughout the city
- Support electric scooters for seniors e.g. who are unable to ride a bike, support better diversity in models, affordability, length of charge, providing charging stations, safe travel, secure parking etc.
- I think just more public charging stations. We're a convenient 'stop off' point on many road trips. If we had more charging stations and they were located near local businesses, those businesses would benefit from having access to a 'captive' customer- base for 40 minutes at a time. Lots of restaurants and coffee shops may find that appealing
- I don't think the city requires any additional support
- For many commuters who live out of town, there is currently no safe bike route to take to get into town. For example, getting to my workplace in the city from my home in Barnhartvale requires riding my bicycle on the highway for a significant distance. This is unsafe and the main reason why I'm not a bike commuter as I was in Vancouver for many years. As far as E-bikes and electric vehicles go, the cost is currently too prohibitive for most people. Furthermore, fossil fuels are required for their manufacture and upkeep (e.g., tires, plastic components) and for the infrastructure to move electricity from generation sites into cities. How would I really be helping the environment?
- I feel that replacing the vehicles of the world with electrical is not an environmentally viable solution. I would like to see more investment into public transport for environmental reasons

- 1) Make the buses adaptive for fat tired bikes, they currently don't have the equipment to transport fat tired or E-bikes 2) bike path by the Sahali Secondary Summit Interchange, bike lane up spring hill Dr. Bike lane up Hillside Dr., around Aberdeen mall, up to Pineview valley
- E bikes would be more prevalent in the more hilly neighbourhoods, but there is a lot less bike lanes available in those areas
- Offer a graduated incentive program over a period of time. E.g. over five years offer 100% incentive payment on year one, going down to 20% on year five. This would encourage more residents to commit to EV's earlier on, possibly creating a trend, plus positive optics for the city
- "E-bike rental stations at key locations around town, for tourists and locals
- E-bike rentals for differently abled people to explore & shop in our more ""hilly"" areas of town
- E-bike rentals that allow differently abled people to get out into nature, particularly on uneven ground/paths they normally couldn't traverse
- Help create safer bike lanes for novice bikers. I want to get an E-bike soon and worry about safety. Thanks for exploring this need
- E-bikes: Start by developing a comprehensive system of safe paths. Those that can afford the bikes will put the paths to use; let the incentives follow as others see the increased popularity of these bikes and hear the stories at work and in social settings
- EV: Lead by example, i.e., convert City fleet and set-up charging stations. The auto industry is working on a broader range of models so the City just needs to make it easy to use them
- We need more trails to separate bikes from cars
- Let the Federal and BC Government do it
- At present the routes designated as "share the road" are not kept free of snow. I live on Howe Road, which is a designated a collector and bike Route, but snow clearing of the bike lanes is not carried out. Long after a significant snow fall the north side bike lane remains snow bound, which forces bike rides into the vehicle lane
- The City needs to make sure that there are proper, safe bike lanes on all significant routes. Also the City could keep the pressure on Provincial and Federal governments to move forward on e-vehicles as quickly as possible
- Having E-bike rentals at various points in the city would promote their use and reduce vehicle use (hopefully)
- I have poor balance so I have a Rover recumbent trike but use a 2001 Impreza AWD
- Allow sharing the sidewalk, be polite. Riding on the street is suicide, dumb. And my budget is \$4,000 not \$40,000 plus
- Adding more bike lanes. Safe riding is very important
- E-bikes: dedicate bike lanes. I rarely ride on city streets because it's too dangerous in areas without dedicated lanes
- Public e bike charging is not needed and is a distraction from other issues here. The batteries charge easily at home or work or anywhere and the battery life is more than enough for multiple trips per week between charges. We have a Norco E-bike presently and the charge lasts a very long time and is simple to do periodically at home
- For E-bikes specifically, we need better cycling infrastructure and connectivity. These cyclists, many of which may be inexperienced, must be separated from

vehicle traffic for safety reasons. Parents should also have safe route options to cycle with kids to school

- I moved here from Victoria and a big problem there is E-bike theft. Most bike racks are located outdoors in easy-to-steal areas. Installing reliably secure storage areas and conducting public awareness campaigns around security (and also removing the valuable battery) should take place, or it's likely that after the boom in E-bikes happens, people will avoid riding and storing them due to fear of theft
- Through building code requirements (buildings must include or be ready for changing stations), including residential and multi-family developments. Financial incentives for purchases, public education, lobbying/advocating for increased supply and variety of EVs, and by converting city owned fleets to EV and retrofitting city owned facilities to have EV charging stations accessible to the public. Potential to partner with BC Hydro and Province of BC in these facilities and strategies. EVs need to be affordable and accessible to all in order to obtain full community support and adoption
- Add a grant for purchasing E bikes. The province only supports E vehicles. Supporting less vehicles on the road is a better solution in my opinion
- Electrify new buildings
- It is not sustainable for everybody to drive their car every day. Whether they are regular (fuel) car or EV. So I don't think the city should invest anything to trade one problem (gas car) to another (EV)
- E-Bikes is very much an alternative. And important for Kamloops due to elevation. But for more people to not use their car but bike instead, we need more and better

cycling lanes. Dedicated (not sharing with cars), Safe and direct (not a detour compared to the car's path)

- Public Transportation (bus) in Kamloops is very bad. Especially compared to Vancouver. In term of timing, reliability and connection. People don't choose to use the bus as they do in Vancouver
- If the priority is to reduce car / traffic / pollution / environment impact, the priority of the city should be public transportation
- Biking (regular and e-bike)
- Reducing transportation (stay home, live closer, walk)
- Free charging for EVs is NOT something that I support. Use of a charging QR Code on an event ticket for e.g. could manage misuse of stations. Free charge for bikes is a challenge with the variety of chargers that exist for different brands, but access to power must be made
- City vehicles should be changed over to EVs (both pick-up trucks and cars) as soon as possible. This is an economic argument that is indisputable! I STRONGLY support the corresponding installation of solar charging equipment to off-set the electrical demand that EVs create. For a EV fleet that is used during the daytime, nighttime charging would be the norm for most of the fleet. HOWEVER, the solar charging arrays would be grid-tied and the energy stored during the day would be returned to the fleet during the nighttime charging period! Trust me, I run my vehicle, home and business from electricity produced on the roof of my home
- Improving biking access on the North Side of the River (all areas) to all business oriented locations on the North & South Shore. People with lower incomes are the most likely to look at affordable e-bikes to replace vehicle or gas powered transit options if it is available especially if

there are rebate adoption programs for lower income families to take advantage of

- Develop E-bike paths and communicate clearly the bylaws concerning E-bikes on sidewalks. E.g. is the pedestrian pathway along Highland Blvd useable by E-bike riders? We need a bicycle path along Lansdowne and Seymour
- Educating the public about potential benefits, where to find out more
- An urban interface bike path between Barnhartvale, Juniper and Rosehill, through Peterson Creek, connecting to 6th avenue and also to the new trail to Sa-Hali would be a wonderful commuting route linking many people to downtown and Sa-Hali. Very doable for many on an E-bike. It will take access agreements between various landowners to achieve, but that would be a huge step in developing connectivity between neighbourhoods
- Add dedicated and protected bike lanes on major streets or have dedicated trails throughout the city. Currently very limited commuter bike routes exist from Aberdeen which makes commuting on a bike or E-bike significantly more dangerous while riding mixed in with regular traffic on the streets
- Also support low cost electric motorcycles like the Super Soco TC
- educating the driving public regarding "sharing the road" with E-bikes and bikes
- EV and E-bikes are important, but it is even more important to build reliable public transportation system (buses can be electric as well). We need to remember to keep long-term solutions and sustainability in mind. What is the city's plan for utilizing e-waste, batteries? City needs to put a program in place making sure e-

batteries don't just end up at the landfills. So, I would rather encourage city to invest in public transportation. 5 min windows for buses instead of 30 min to an hour, more routes, routes that come closer to people's houses. Make it convenient and reliable, so people switch from private vehicles to public transit. Thank you!

- Allow EVs prime parking spots in public places
- The fact that the city hasn't already been electrifying the municipal fleet is embarrassing. TRU did this years ago. Also, e-bike charging stations are a waste of money. Bikes have a great charge, and unless you like in Barnhartvale, you won't need to charge your bike outside of your home
- I ride regular bikes and have no interest in E-bikes. I want government to support safe cycling on city streets and elsewhere before subsidizing E-bikes
- For the love of God, just build some bike lanes, please. I live in Brock and work at TRU. There is no way to do this commute via a bicycle unless I ride on the road
- Encourage other municipalities to install DC fast chargers, which would aid in longer trips around the province
- A little veering from the question but....the public should realize that there will be costs to "top up" the EV and E-bike just as we now do for petrol. I have not read much related to this topic, particularly as to future pricing due to potential demand for electricity
- Provide more parking and charging stations
- Make COMPULSORY electric ""charging points"" for EVERY new construction of houses, commercials and all
- Give house tax discount at least (20 %)-EVs(for 3 years) and E-bikes(for 1 year)
- Reduce barriers, build positive awareness (i.e. ad campaigns)

- Proper and more thoughtful routes for E-Bikes. The new route through Peterson Creek really does nothing for actual commuting. You end up at the top of a very busy freeway!
- Promote "bike to work" week(s). Raise awareness of what why EVs might be better than existing cars - why should people switch to EV or support it? What are the potential downsides (e.g. electricity bills suddenly get more expensive, affecting household utility bills, etc?)
- Fix the Overlander MUP
- SAFE Bicycle riding routes, especially from the perimeter into the city centers. Living in Barnhartvale, it is just not an option to ride along the TCH to get into town. Many days it's not safe in a vehicle, never mind on a bike!
- Do not support
- Promote bike to work/school and the recreational mountain bike groups' events (races, group rides, etc.). City campaign targeting unsafe drivers, and promoting that kids can bike to school and adults can bike to work. Tourism efforts to market the city as bike friendly destination. Work with Brewloops for a Kamloops Bike Festival that coincides with the Enduro or World Cup races at Harper Mountain and Sun Peaks. Encourage biking at ALL city and Brewloops events with ample secured free bike parking and incentives (e.g., discount admission, or fun event promotional materials related to biking)
- Do not support for any reason
- Making dedicated bike paths is hugely important. Subsidizing e-bikes would be helpful, but I don't know what chance there is of that happening
- Encourage biking associations to support and form a biking coalition that advocates and provides education on bike safety for schools and all bike users. Safe biking

commuter corridors/separated lanes from vehicle traffic for all bikers

- More bike routes
- The most important factor limiting use of bicycles for commuting in Kamloops is access to safe and accessible transport routes. The path to Valley view and Xget'hem Trail are two examples of safer cycling routes that should be emulated in future transportation improvements. Schubert Drive and Summit Drive, especially from Overlander Bridge to McGill Road are two routes that are particularly in desperate need of safety improvements for cyclists
- For supporting the use E-bikes, there has to be safe riding paths to move around the city - especially crossing major highways and bridges
- My main concern for not using my bike more than I currently do is the very real threat of theft
- It shouldn't be on tax payers to support this. Just because someone owns an EV or E-bike doesn't mean the tax payer should pay for the electricity to charge them or pay for the infrastructure to build all the charging stations. I've read about the EVs and it seems most people turn a blind eye to the battery life expectancy and the cost to of new batteries. Also, people talk about being environmentally friendly but the materials necessary for the batteries all have to be mined from the ground and anyone with a brain knows that isn't environmentally friendly
- I would happily ride a bike (e-bike or regular pedal bike) from Heffley Creek to my workplace in Kamloops if there were a separated bike lane. There is currently a nice wide shoulder on Highway 5, but it collects gravel and other debris during late fall, winter and spring, and more importantly, drivers are distracted between Heffley

Creek and Kamloops and can't seem to stay in their lane and off the shoulder. I used to ride my bike to Kamloops frequently, but was almost hit a number of times as cars and trucks either veered or drifted onto the shoulder as they were texting or just not paying attention. I think some kind of separation between highway and bike path would enable a lot of people to ride bikes and e-bikes. It would also be a great tourist attraction to be able to ride up the North Thompson!

- Teach about it in schools. Safe E-bike routes for school kids. Public education. Market Kamloops as an EV destination. The old toll on the Coquihalla would make a good E Station for vacationers coming to Kamloops
- Work with government to provide rebate for E-bike purchases
- Build safer, more continuous, bike paths!!!!
- Harsh sentencing for bike thieves. Should be similar to auto theft, since it is a method of transportation and is an expensive bike
- Have a "bike ambassador"" program where people can apply to borrow a city-owned GPS-equipped E-bike for 2 weeks and report their findings (cycling route, distance, elevation, weather, commuting vs pleasure use, charging location, parking, etc.). If you choose this idea, I will be your first ambassador!
- Kamloops drivers are horrible when it comes to sharing the road with cyclists, I would ride more if there was a safe infrastructure to ride on
- EVs are a no brainer but e-bikes need a better bike route infrastructure to be able to use them for commuting (and hoping they stay the heck off the local trails!)
- Tax incentive for installing home charging stations
- Safe bicycle infrastructure (physically separated from automobile traffic) is of paramount importance in supporting e-bikes. If this is provided usage will quite naturally expand. It is also important to inform and educate riders, drivers and pedestrians to remove confusion as to how e-bikes fit into the transportation system and identify the rights and obligations of all road users
- Education and promotion campaign which offers opportunities to experience this new technology... particularly children and youth
- Offer loans or co-sign for loans to purchase e-bikes
- Include protected (secure) bike storage in new construction (both residential, mixed use and commercial)
- Include end of trip facilities in new construction commercial spaces for future employees to be able to store personal belongings and get cleaned up for before work
- Create specific parking for EVs and E-bikes and situate closest to destination (ie offer the coveted parking spot (after disabled) to those that drive EVs and E-bikes as incentive)
- Located charging stations in commercial areas which offer good walkability, shops and restaurants which people want to go to, and which the local business community would appreciate the pedestrian traffic
- "Separate bikes lanes allows riders to be safe. Also, when you create a bike route, like Nicola, it would be good to not have all of the stop signs for the cyclists. It's much slower for traffic behind a cyclist if you are stopping or just slowing to check traffic. It would be better to have the cross streets having the stop. Painted

bike lanes at intersections as in Vernon would also be helpful

- Also a PSA campaign about how much room drivers are to give cyclists, checking before they open doors, where the bike repairs stations are. How cyclists cannot always hear the car behind them...and this is a neighbor, co-worker, someone's child...please pass responsibly
- Hi own both an E-bike and an EV
- The E-bike can go 70+ km on a charge the EV can go 250+km on a charge
- Looking at those distances, you really don't need charging stations for E-bikes and only for EV's for out of community travel (who puts on 250km/day staying in the loops?)
- Continuing to work on safe bike paths (i.e. the Peterson Creek path) are essential. Continue to work on these type of paths in Kamloops as "green alleys" will promote E-bike and bike commuting
- Keep up the good work! Also the EV is the BEST ITEM I HAVE EVER PURCHASED IN MY LIFE. NO EMISSIONS, NO SOUND, NO GAS, NO OIL, NO MAINTENANCE, NO BRAINER! And it is very fun to drive
- Better cycling infrastructure
- Very very important to have places to safely secure an electric bike in the city. We go to Riverside Park or MacArthur Park to play pickle ball or downtown to have coffee & have not where to secure our E-bikes. This is scary to leave our expensive bikes in an insecure place even with our bikes chain locks done up. Top priority would be my input
- In surveys like this asking for support without the actual costs is pointless. As noted in the factors, cost is one of the factors to consider. How can a community indicate

support if they are unaware of the costs being implicated?

- For bikes - a bike path from town out to the Wildlife park. Flat and would connect a lot of new development. And reduce congestion on ETCH. Also focus on bike paths to TRU bus loop. And. Kamloops has NO traffic congestion. Don't even think of adding more roads
- Share e bike services for commuters and tourists. Public transport is difficult to utilize in the city and for tourists is not a reasonable option
- For me the most important thing would be to increase bike lanes
- Safe biking lanes -- separate from car and truck roadways
- Be reassured that e bikes are not more dangerous than normal bikes and should not require restrictions and regulations
- Charging only required at home
- More places to lock your bike up safely
- Bike rentals
- Re E-bikes: more bike infrastructure and driver education
- Biggest issue for me and my EV is the inter-regional charging network is so poor. I have been towed twice on the Coq because chargers were down in Hope and Britton Creek
- Mandate new home apartment charging stations. New home solar
- I think Kamloops is a very good place for E-bikes charging. E-bike stations are not that important most bike Travel between 65 and 85km per charge. Extra batteries are available. I sell electric bikes and rent them starting April 1 in Kamloops on West Victoria Street. I have been riding E-bike for 2 years and I find that it

slows the traffic down if anything because people have to be cautious for bikes on the road which is a good thing you don't see a lot of speeders out there anymore they're all doing usually the speed limit especially if there's bikes riding in the bike lanes along sides of roads

- Encourage more Level Two chargers to be built in Kamloops (only TCC and Petro Can have them at this time. Peavey Mart has had a free Level 1 J1772 for over a year now. Tourist Centre has free Level 1 and then the Tesla High speed - used by wonderful young environmentalist Gerda Thunberg when her group stopped in Kamloops on way to Coast - great publicity for our area!)
- Charging stations should be built in the city centre, shopping centres, and along Hwy 1 for travelers
- Lots of free parking for E Bikes around city centre & Norkam as well as the schools and TRU
- Definitely having Kamloops municipal vehicles be EVs. Bicycles, Cars, trucks, buses etc.
- Encourage CP CN to convert to EV/sustainable energy engines instead of their polluting
- Diesel engines parked and running for hours and even days in our area (very noticeable in the city and out in our Dallas way!!!)
- Encourage the automobile dealerships to bring in more EVs and advertise their EVs ahead of the ICE vehicles!
- I am not sure if this has changed or not but when I was going to TCC all the classes for swimming etc. were for 30 minutes to an hour or more, yet the charging stations for electric vehicles had a 20-minute limit
- Continue with your great efforts to educate the people of Kamloops. There are still a LOT of climate change deniers here
- Please DO NOT implement these changes at the expense of bus routes or service levels. We need more people riding the bus as well!
- Safe routes in and out of the downtown core for active transportation (walking, biking, skating, etc.) are seriously lacking. Hopefully the e-bike trend will draw attention to this
- Ensure safe sites for parking E-bikes in the downtown and other business areas. E-bikes are very expensive and the temptation for theft and vandalism is strong. I already use mine less than I'd like because I don't want to leave it unattended while conducting business downtown. Yes, we can lock up our bikes, but we know too well that that is not enough. I've had several bikes stolen in my lifetime. I don't know what the answer is, but I do know that that is a major factor when it comes to deciding whether to take the car or the E-bike
- Incentive for residents who use E-bikes and E-cars (earn points for City Recreation? or reduction in taxes? Use for green up-coupons for trees/plants?)
- Hugely important to make travel for E-bikes Safe and accessible. I.e. I work downtown and have to get up to upper Sahali, I have to travel up first. There is absolutely no room for a bicycle on the road up 1st Ave. Side walkers do not take kindly to bicycles on sidewalks. This city really really needs more bike walks or bike lanes
- I think the most important consideration for E-bike is safe bike routes and parking security
- Promote bike awareness to drivers
- Educate and promote!
- Before supporting EVs and E-bikes, the city should make sidewalks available in all areas and put lighting on the highway 5A between Hugh Allan Drive and Rexall

- Many of the current home charging incentives are for indoor rated level 2 chargers but many of the residents of Kamloops don't have garages. An incentive for outdoor rated plugs to use the chargers that come with the vehicles or outdoor rated level 2 chargers would make it more applicable to Kamloops residents
- Allowance for EVs charging stations would be something city can get involved in. Initial, strategically positioned stations, could generate a revenue for installing more charging stations in phases (i.e. grocery stores, shopping malls, beaches, hotel parking spaces (create subsidies for the private hotel owners to include charging stations), hospitals (provide incentives to IHA on having charging stations on their properties). Anytime there is a new development, they should be included within the building by-law. Very important to create marketing strategy to ensure public buy-in. Not sure on the e-bikes as I have seen havoc bike lanes (if they are not separated) have on the local traffic as the bike traffic is not regulated and appropriately sanctioned
- Also, city can facilitate group agreement with BC Hydro on the all connectivity logistics
- My partner and I commute everyday via E-bikes, rain, shine, mud, snow - we use our vehicle on weekends mostly, our tank of gas can last 1.5 months. Our 1-year-old commutes to day care with us. The biggest struggle we face are the roads, and lack of safe riding area - our cars do not share the road with us. The other factor is thief - there are so few places to secure my bike that I can only go to/from work, university - the TCC doesn't even have proper locking facilities for the large E-bike
- If the City can provide safe opportunities to ride/store their e-bikes the cost is obsolete - people spend more than this in car insurance EVERY YEAR
- Stop subsidizing, the market will decide where recharge stations are, what the price of the vehicles are, what models are available. We don't need a nanny state
- Re E-bikes, secure public storage options are needed and extensive expansion of safe riding options
- For E-bikes, build commuter & recreational pathways that are separate from roads, like Calgary does. At least build safe & separate pathways so cyclists can avoid busy arterial roads/chokepoints that are currently the only way in & out of certain subdivisions like Dufferin, Pineview Valley, & Barnhartvale
- Add pathways for riding out to Campbell Creek so I wouldn't have to ride on the TCH
- The two most important things for electric bikes are secure locking and safe routes. My husband has an electric bike with fat and studded tires. The only time he does not ride it is when there is not a secure storage place for it (not just a bike rack as people can easily cut locks). I worry about him travelling on the roads as Kamloops does not have a good network of separated bike lanes
- By continuing to be proactive. This is the way of the future and the sooner we are prepared the better
- More trails for bikes
- I'm not sure the City should be paying for Charging stations for electric vehicles....I would only support the concept if it were pay for use. As it stands right now, why should I be paying for someone who can afford a 100K tesla to charge their car?
- With regards to EV Cycling - I think the broader topic should be what can the City of Kamloops do to promote safe cycling in the City - regardless if it is powered or not? As a passionate traditional cyclist, I can say that City of Kamloops has VERY poor cycling infrastructure -

lack of dedicated bike lanes, lack of quality pavement that includes shoulders and lack of linkages between different cycling routes. If these items were improved - more people would cycle in general - whether or not, they are on e-bike or traditional bike is a moot point

- Rebates or partnerships with local bike shops to bring cost down even a small amount would help people adopt green alternatives. Hilly terrain is the only reason I don't ride my pedal bike to work
- I believe access to charging is important for people in town and from out of town. It doesn't need to be free just part of a larger supply chain network
- Maybe the city can give tax breaks to downtown businesses that can set aside a space for secure bike parking
- I believe priority parking spots should also be created to encourage the uptake of electric cars
- Don't do it. No one has really thought it through. It's bad enough that the city is pushing for an art centre, in ten years the mine will be gone and the pulp mill will be gone and with the federal debt there will be a recession, higher interest rates and no major employer in the area
- The City of Kamloops must demonstrate and present support for EVs and E-bikes. The acceptance is dependent on it
- Promote the fuel source as a made in BC product. All too often forgotten in the message
- I would also like to see EV scooters considered. Some are slow enough for a sidewalk; some are fast enough for street. But some decisions need to be made for what is legal. Also things like insurance, driver's license requirements
- Build the overpass across summit at TRU to connect the university to downtown
- More publicly available fast charging stations. Not necessarily free
- We need to commit to this now. New models are coming yearly
- And currently the lack of charging stations limits a quicker transition. The pollution in the city evidently primarily caused by combustion engine vehicles. The city and province need to be the leaders on providing incentives and infrastructure to make the transition which should come sooner than later with current global warning. Let's be leaders like Vancouver which has multiple charging stations
- Wider shoulders on roads. Pave shoulders where only gravel or dirt at moment
- It has already been mentioned but I think it is important to emphasize the safety aspects. Both safety on the roads i.e. having separate bike lanes, and also having a safe place to park the E-bike if you want to stop for a coffee or go shopping
- More lockers or storage units where bike will be safe while you are shopping or attending events
- For city staff: provide discounted purchase option and payroll deduction option for purchase of e-bikes (like TRU did for staff years ago)
- Allow micro mobility as well (E-scooter, E-skateboards, and electric unicycles)
- I am a frequent regular cyclist now, but as I get older I wish to buy an e-bike. Much safer riding conditions are necessary whether for regular bikes or e-bikes. Therefore, the improvement of cycling infrastructure will be good for all cyclists, regardless of whether assisted or not. I would like to see a city and regional master-plan of cycle ways, that will illustrate a way forward over the coming years, with phased implementation

- Encourage business to have safe parking for E-bikes
- Offer local monetary incentives/savings to purchase EV and E-bikes (separate from whatever the government offers)
- Safer bike paths (i.e. Valleyview drive)
- Create a bike path that goes from downtown to TRU (doesn't have to be straight up Columbia, but something that connects the areas). The bike path built by Sahali Secondary isn't helpful
- Why no bike lanes on the Victoria St upgrade? Dumb decision, short sighted
- Mandate wiring for chargers at home is key. We don't need ""gas stations" with chargers, we need the ability to "top up" the batteries at home when parked. Each home, and every condo parking stall, should have things pre-wired. And for the condo, none of this predatory stuff where charging companies get to install it and you tap to pay as if it's a public station in your parking lot - they need to be on the unit's bill
- Bike storage at condos is also important. It's always been ignored by developers, because they don't make money off of it. Suggesting that you park a bike in an itty bitty storage locker in the basement isn't suitable, we need REAL bike storage, like bike parking stalls, equivalent to what we have for cars
- On the subject of bikes, the bike path/route network needs work. It's no good to install bike lanes like at Hugh Allen and Pacific that don't connect anywhere, and that get plowed under with windrows. Especially if people are buying E-bikes, they'll want to use them except in the nastiest of weather conditions
- Bike racks on transit will be key, too. Especially ones that'll fit common E-bike form factors. This'll take some

of the "oh crap, my bike is out of juice and I have to slog up pacific way" fear out of the picture

- Safer bike routes throughout the city are needed
- The city should not support EVs. I'm not saying there is no climate change but get real. Canada emissions are minuscule and Suzuki is laughing all the way to the bank with his multiple houses and planes trips
- The city absolutely NEEDS better biking paths, I considered buying a regular bike for getting to the University but all the traffic scares me to death. The alternative bike path that is currently available, at least according to Google, is spotty and takes a long winding route that makes it inefficient
- With such a spread-out population, you would think that bike routes would be widely available
- Buy some EVs to let people test drive. It would encourage and educate more people to buy EVs. (People are hesitant to buying something they haven't test driven)
- Connect the bike path from Peterson's a creek to the downtown in a safer way
- Ease of access to safe bike trails, safe bike lanes, more dedicated bike trails connecting different parts of Kamloops. For example, a safe bike trail between Valleyview and Dallas, North Kamloops and Brock, and all the way out to Tranquille Farms
- Act as leaders, take the high ground and promote the use. I think switching the municipal fleet is a great idea!
- Also spread the investment and permits throughout the city. I was kind of disappointed to see that only the Canada Tire in Aberdeen is getting the fast chargers. The SW corridor will have 4 (5 if you count the supercharger for Tesla) high speed charging sites, but

the North Shore and downtown still have nothing. Even Dallas/valley have nothing

- Perhaps more incentives? Permit fees waived or something? I don't know. But think something more could be done to spur the growth of EV fast chargers in Kamloops
- When changes are made to existing parking lots the city should also require addition of new EV charging stations, as in Vancouver city ordinance
- Get the bike paths built so we don't have to ride on Highway 1. Bike paths should be separate from roadways, so safer for kids and less proficient riders
- Kamloops has been one of the most unsafe cities I have ever cycled in and I have limited my cycling significantly when I lived in Kamloops, relative to other places I have lived/cycled (Kelowna, Surrey, Langley, White Rock, Vancouver, Victoria) because of this. Cycling residents have lobbied for decades (!) to get Kamloops to be more cycling friendly. I welcome the new interest by the City in this. All major commuting routes need to be supported for safe cycling. Currently, there are many areas in Kamloops that are unwelcoming, let alone safe, for cyclists (Sahali being one of them). River walks and such are lovely for strollers or weekend 'light' cyclists, but it is cycle commuters and long-distance cyclists who need to be supported, especially if we are to make the transition to electrified and self-propelled transport. This means that direct, simple main routes need to be made safer and more accessible. Also, the legality of biking needs to be supported as much as possible, so that drivers become both more aware of cyclists and respectful of them and it becomes less 'ok' to hit a cyclist or to argue with one about their right to be on the road; whatever the City can do to support these

desperately needed changes would be helpful and ideally go hand-in hand with infrastructure improvements. I, like many cyclists but not all, prefer to use the roads and follow vehicular routes rather than be shunted onto 'paths' unless those paths really do take me to where I need to go, but in this I feel Kamloops needs to study the cities that have done more transitioning to determine the best way to make this work for Kamloops as I know there is considerable controversy and investment at stake

- I LOVE the way our city is so into SPENDING OUR MONEY!!! I have to live on a budget and I think it's high time the city council members learn to do a bit of the same instead of digging into my pocket
- I am not opposed to change and evolution but to do change just for the sake of change isn't the right answer. Look after our sidewalks and roads first and be sure to charge the people who will be using E -vehicles like you do everyone else in the city and on the roads. People riding bikes in the winter is crazy especially when they slide into vehicles and since they have no insurance...it becomes the vehicle owner's problem. Once we look after existing infrastructures then... we can branch out. I mean seriously - take a ride on any road in Kamloops... pathetic!
- Secured parking with charging stations
- Wait a few years - City always wants to jump on a bandwagon. We don't have funding in place for a large scale project. We are also not a bike crazy city: very few ride bikes to work all year round and very few ride in the winter. Get a better bus system going for an aging population that serves more areas of the city. Right now there is no such thing as 'hop on and hop off' with ease. As far as EVs are concerned, I would say the same

thing. Build up a reserve that possibly could be used to fund something involving an e-project of some sort - cheaper vehicles and a greater choice will likely happen in a few years - you do not have to decide to spend more money right away!

- Have user pay charging stations/parking spaces just like regular vehicles. Perhaps provide a tax break of sorts for people going green, albeit these folks are usually single and in high paying tax brackets. Please don't penalize the regular public who cannot afford to go green
- Let people know the impact of pollution on their health
- Supplying them for all employees doing service in the downtown core and where viable
- making bike lines safer, away from major highways
- Rebates, incentives and infrastructure
- For EVs, charging at home, work or public centers (i.e. TCC) would be important. For E-bikes the key is safe transportation routes. The challenge is people's attitudes. Everyone talks about wanting to save the environment, few willing to walk the talk. Big part will be bringing people around to these necessities
- Charging stations for E-bikes are not what we need. Most modern E-bikes can get around town with ease and without battery strain. What we need is improved bike paths. We need to have a connected loop of routes so we don't have to keep jumping from road to path; it's very inconsistent
- Please build bike trails away from traffic to decrease accidents
- Police prosecuting thieves that steal bikes. I don't ride a bike much, but I'm very aware that a LOT of bikes are stolen in this city. E-bikes are very expensive, & would be a target. A LOT of repeat offenders. Courts really need to come down on the thieves in this city. Police &

courts let theft go rampant, but target everyday people that might be slightly speeding - money grab?

- Grants & discounts for new EVs or E-bikes, or home/business charging outlets would be a great incentive. Thanks for considering new alternatives & public input!
- Tax savings - City fleet of vehicles, motorcycles, and e-bikes. Studies are showing that fleet utilization of electric vehicles is providing significant return on investment and significant operating cost reductions. The City should adopt a strategy to go electric as they replace aging gas-combustion vehicles. I would support the City encouraging or providing incentives for developers to install charging infrastructure for residential and commercial development. The convenience of charging at home or at work is great. For e-bikes, investment in dedicated pathways is critical. Because of the rising cost of combustion vehicles (purchase, fuel, maintenance, and insurance), e-bikes are going to become more prevalent regardless of municipal or provincial initiatives. As a result, there are going to be conflicts, with new forms of transportation trying to use existing infrastructure that was built for a different time and purpose. The municipal government will need to keep up with the needs of residents. Thanks for this opportunity to share thoughts and ideas
- Dedicated bike routes separate from traffic and, and please work with developers to prevent them from destroying mountain bike trails that have been in place for years. Commuting isn't the only healthy & sustainable use for a bike in Kamloops. Recreational biking is also very important. There was network of MTB trails that used to connect all the way from Barnhartvale

to downtown, that are now largely unusable because of development in Juniper

- We would especially like to see charging stations installed at all of the community centres. More at TCC, a few at McArthur Island, John Tod Centre, etc.
- By better supporting regular bikes --make streets safer (and/or make trails) for all kinds of bikes
- It is not just the cost but theft of bikes that is a concern, I would not get a bike again just because of theft and if you ride it say downtown and leave even in view while having lunch you can sit and watch as your bike gets stolen right in front of your eyes
- Safer bike trails. I don't want to ride my e-bike which does 30 km on the roadways, and I don't feel safe on the bike trails. I have lived here all my life and know the areas of question. Going through Riverside Park and UNDER the Overlander Bridge!! Who thought of this unsafe route? My son was pulled off his bike in riverside park entrance to trail by a couple of people claiming to be plain clothes cops, wanting his back pack. Kamloops people know about the scary people who occasionally hang out under Overlander Bridge at the best of times. Some are homeless and some are the bike thieves from the North Shore chop shop behind the auto place, by the old Beach comber restaurant. Also the Valleyview bike route takes you past seating areas where you can pass young thieves going thru the loot they have stolen. Also registering your E-bike is by trying to find cops on bikes in summer? Really? My son still cannot find out how to register his E-bike
- Accelerated creation of bike routes is key for the city to support the adoption of E-bikes. Current bike network is not sufficiently interconnected to ride safely, and if potential E-bikers don't feel safe they won't be riding.

For example, I live in Dufferin and the bike network for me dead-ends at the top of the X'getem Trail, forcing me out on to the street along Notre Dame. This is often a very harrowing experience, which has even lead to experiences of drivers confronting me for sharing the road with them and slowing them down by a few seconds (how dare I). At minimum, a bike lane is needed along here and elsewhere to provide connectivity across all points of the city. Anything less will result in a failed strategy for supporting E-bikes in Kamloops

- Thanks for the opportunity to participate in this survey
- I currently bike to work outside of winter and love it. There is definitely room for improvement providing safe bike paths that are not near traffic. I frequently have to navigate sharing space with vehicles, which is what makes most people feel unsafe biking and discourages greater adoption of biking as a form of commuting. It also makes motorists feel unsafe or annoyed when they need to share space with a cyclist. More separation of bikes and motorists benefits all transportation users. I will consider an E-bike if I move to an area that requires more hill climbing
- City should not support EVs but we have people here in Kamloops that think an art centre is going to bring doctors, yes it was on NL radio. I know the city will go ahead with this EV thing even though an EV never pays for itself because of what they are made of and the cost. Batteries are toxic and the extra need to generate electricity is extra cost and not green
- City should work with the Province and industry to install charging stations. I don't think installation and maintenance of charging stations should be a City responsibility or a financial burden on tax payers
- Designate parking spots for EV drivers

- Stay out of mandating this it will have extraordinary costs for the city and let free markets and the quality of the product determine if it's really better. If the city replaces their fleet vehicles your maintenance costs are going to balloon. EVs have been around for centuries and there is a reason combustion engines make up 97-98% of the vehicle markets. Be forward thinking as EVs have their place but mandating EVs use is not the proper way to go about it. Which is exactly the direction the survey questions are implying public opinion should focus on is wrong. Pumping money to subsidize the infrastructure that would be built by free market if there was a need for an auto market that makes up less than 3% of all cars sold worldwide. The infrastructure will be underutilized for a ballooned cost. If everyone was mandated the infrastructure could not handle the power requirements and the entire power grid would need to be rebuilt. Imagine the coldest or hottest day's power usage adding millions or hundreds of millions of vehicles on high capacity chargers
- Stop wasting money on these frivolous programs, fix our roads and sidewalks
- Too many bike lanes just end at random spots. Interconnect these lanes and build separate bike trails/routes to get around Kamloops. Routes to get to TRU! Routes to get to downtown/Riverside trail! Biking in Kamloops right now is like playing Russian roulette - promote bike safety/awareness/rules to motorized vehicle drivers
- Put bike paths everywhere, especially in the north shore where they are cheap to build, not where a mountain has to be revamped at a huge cost. Think of all the families with littles that could get use out of flat bike paths all the way to tranquilly. Let's give the Okanagan some competition. Stop catering to the professionals who choose to live in the hilly subdivisions like rose hill and Aberdeen. Make it feasible and build bike pathways on the north shore out to Tranquille
- I think the city should explore EV charging station costs being covered by retailers who want to have one in front of their store. It would be a win for the retailer by encouraging customers to shop at the retail store while the customer is waiting for their EV vehicle to charge. This would help offset tax dollars being spent on charge locations
- Showcase booths to demonstrate the proficiencies of EVs and E-bikes
- Making more availability of E-bikes
- It could bring sustainability to next level in Kamloops
- I think supporting safe spaces with speed limits on paths that both pedestrians and E-bikes access will be important. I've already had near misses with speeding bikes while walking on the city path network and find many cyclists showing little consideration for people walking with strollers, with kids, pets or the elderly. Separate paths would be safest but I also remember there used to be police officers on bike patrol in Calgary and taking our speeds while we were cycling. There is considerable concern about environmental damage to flora and soil erosion as well as disturbance of animals with e-bikes going into sensitive areas that people would have had to work harder to access in the past. I understand that the bulk of these areas are outside of the city's jurisdiction. But I do have mixed feelings about e-bike use in sensitive areas and areas that do not have bike paths to use
- Increased taxes on ICE vehicles with revenues put into incentives to buy EV's and EV infrastructure



Appendix III: Development Community Online Survey on EV-Ready Buildings

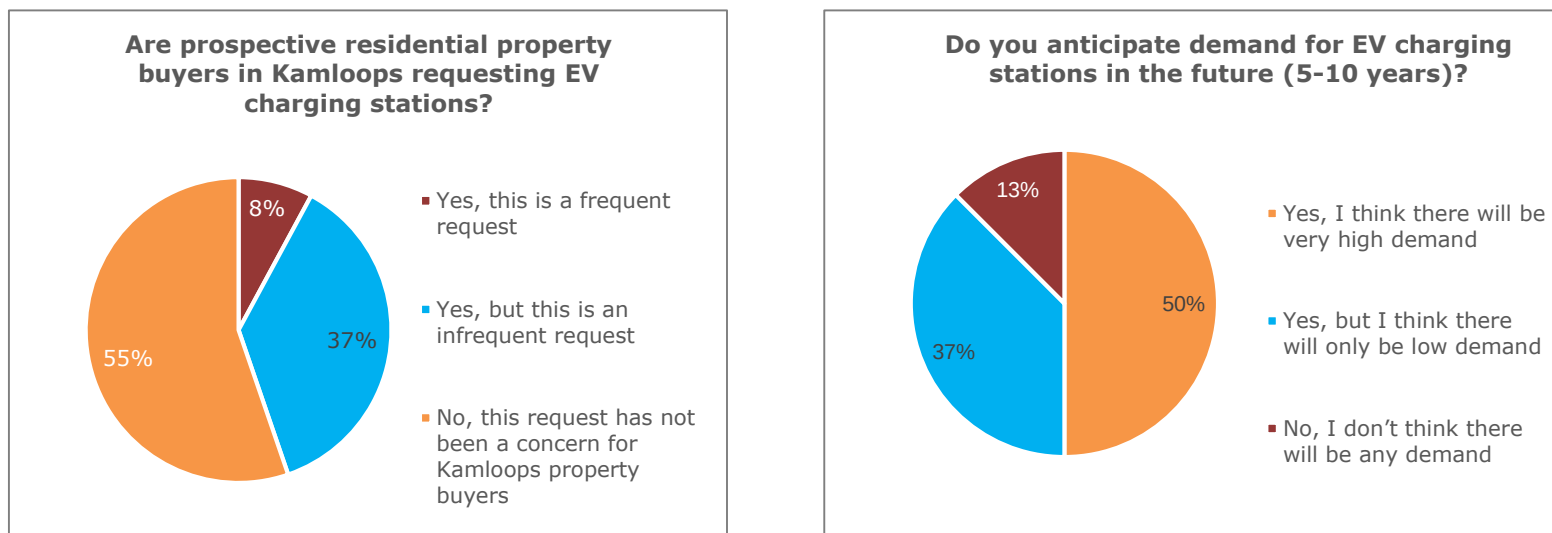


Figure 11: Current and anticipated future demand for EV charging

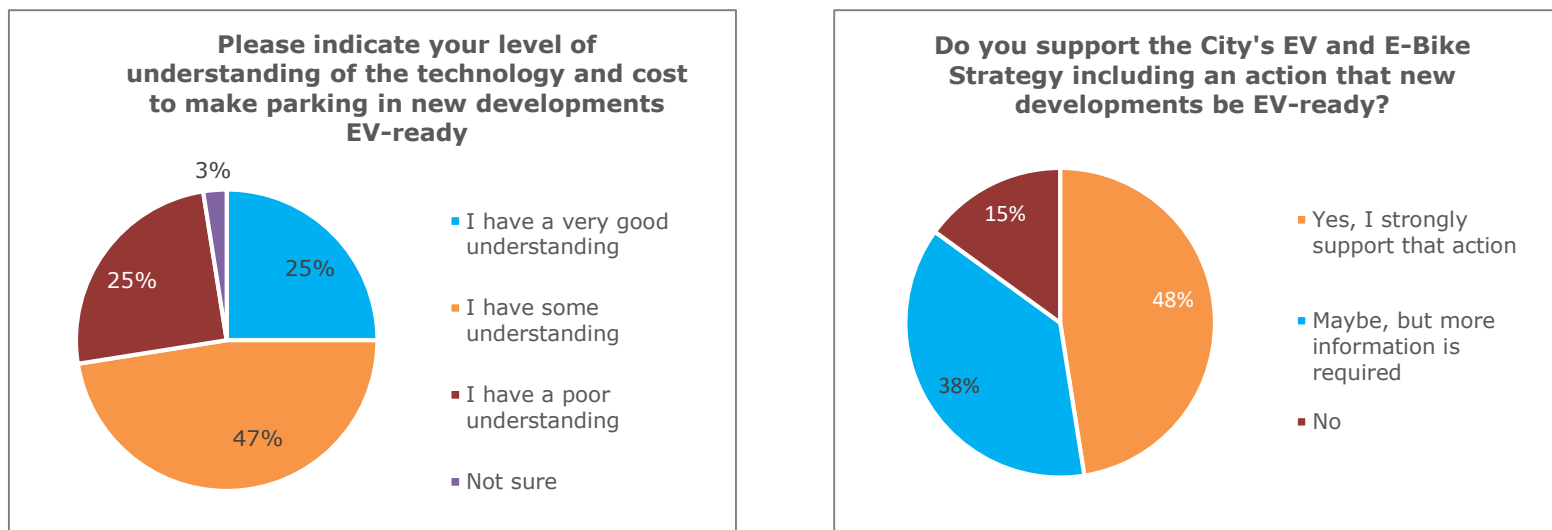


Figure 12 and 13: Level of understanding of EV-ready technology and cost, and support for EV-ready new development

How could the City support the development and building industry in making new residential and non-residential properties "EV ready"? [Open-ended]

- A lot of new residential construction of single family has EV plugs or roughed in services. A lot of people are becoming much more aware of the demand for EV charging at home
- Building parking in construction operation with developers that incorporates full EV charging into initial building plans that sees full electrification of the parking areas with both short and long term parking stations
- Also work with B.C. hydro to assure our downtown electrification capacity needs are not. In 5 years half the cars will be electric and in 15 years 90 percent will as long as we have the electric power to replace carbon fuel vehicles. We don't have anywhere near that capacity now
- Adding charging stations at public buildings
- By ensuring that there is adequate supply of electrical power available to achieve this
- The City should not be involved. Please allow the market place to deal the demand without meddling and therefore complicating the issues and artificially driving the costs up
- Make it more affordable. As a senior citizen I can't afford electric vehicles
- There's not enough demand yet
- Should be up to the developers to make the choice of EV ready builds
- Education - educating people the benefits of a EV program
- Rebate Program - discounting costs of installation
- Using EV in City fleet
- Builders installing chargers in new homes
- Make it a bylaw to have the wiring in place at least
- For new apartment developments, either have a minimum required percentage of parking stalls be equipped with EV charging, or have all parking stalls able to support EV charging at the choice of the buyer for an added cost
- Offer incentives for developers that lead the way and have the initiative to be forward thinking and implement changes prior to regulations or code requiring it
- Infrastructure and ensure support and cooperation from Condominium builders and Strata Corps in Kamloops are educated and support changes to their buildings!!!
- Develop a network and offer incentives for industry to plan for and develop EV ready sites
- Add to building code. "Prewired" for now with eye to a charging station in every garage in the not too distant future. Single garage; 1 charging station, double garage; 2 charging stations, and so forth.
- ABC Test
- Making multi-unit housing developments have or arrange for a Level 2 EV charging station or even a few based on the occupancy numbers. The EV market has grown and BC car sales in 2019 have been 10% EV which is a massive jump and being an EV owner myself I know that this will become a requirement for homeowners and they will request them to be retrofitted or to have a building/home that already has it. Level 1 chargers are the basic but level 2 is ideal. Level 1 will not charge your EV more than 40 KM overnight. As much as I like the idea of incentives for homeowners and incentives in general they are a great idea to kick

start new trends and funding the change I know that it can be significant outlay for the hope of change but I do support incentives for builders and homeowners that want to make the world a greener place and use EV and E-Bikes. Side note unrelated to the building industry more charging stations in the city would be great (even if they were paid use stations would be fantastic). I brought my car to the city EV charging station at the travel center and it didn't work, it was a long time ago and full disclosure the office was closed and I didn't report it so that's on me but reliability and knowing when something is down and fixing it in a timely manner is important

- More information
- Please ensure that seniors also have plug-in stations for their scooters. We are seeing more and more seniors purchasing scooters and venturing out to more places in

the City ~ having the availability to plug-in too would make them feel a lot safer too!

- Electrical service upgrades to be 200 Amps as the new minimum. Phase out all 100 amp services. This would be a BC Hydro initiative plus property tax rebate for the conversion, a home with 2 adults and two young adults will need 4 outlets
- For realtors, it would be great to have an information session available. Perhaps through the board :)
- Make 50 amp EV plug in available
- Set a minimum number of EV charging/parking stalls required in new parking structures or parking lots for new developments
- Have a template/fast-track building permit application for retrofitting a Level 2 charging station into an existing building

Appendix IV: Business Community Online Survey on EV and E-Bike Charging

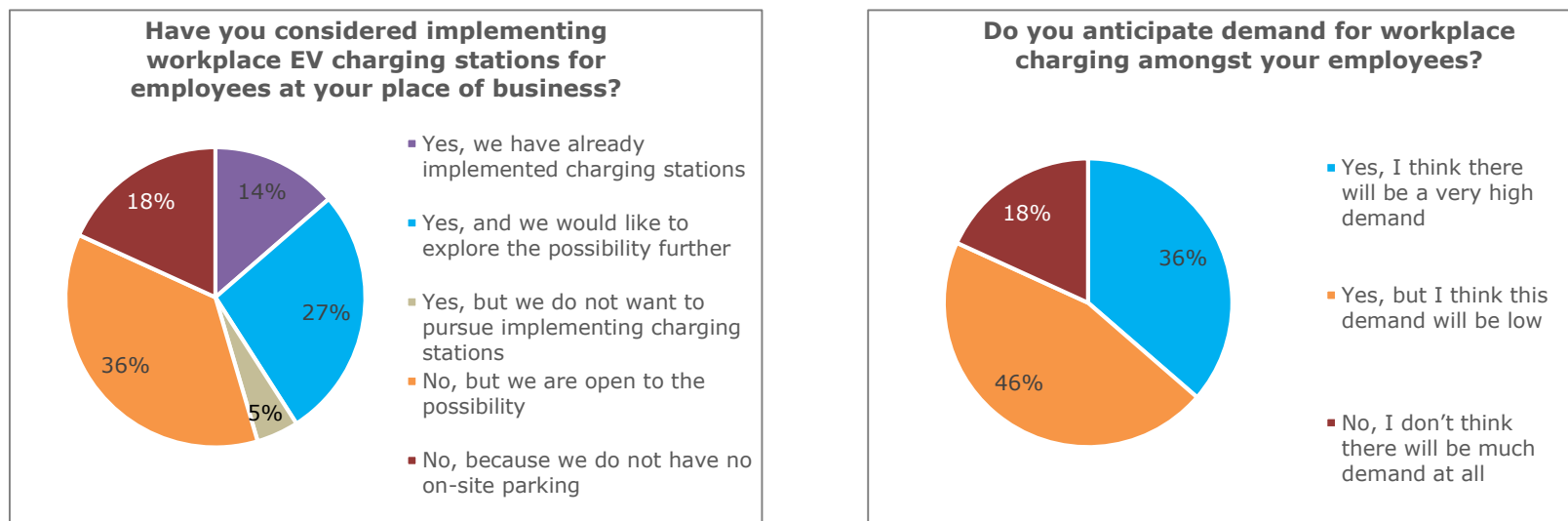


Figure 14: Current implementation and expected future demand of workplace charging

Do you anticipate demand for workplace charging amongst your employees? Answer choice: No, I don't think there will much at all. Why? [Open-ended]

- We are too far out from Kamloops for an e-bike. As it stands right now, we do not have any employee with and EV nor do we get many guests. Should someone require a plug in, we have 120 volt plugs guest and employees could plug into
- We are a very small team. Overall demand will be minimal at most
- distance that our employees travel would not promote the use of E-bikes
- We do not have a store front building that we work at, our work takes us all over from Savona to Chase, the same as many other service companies

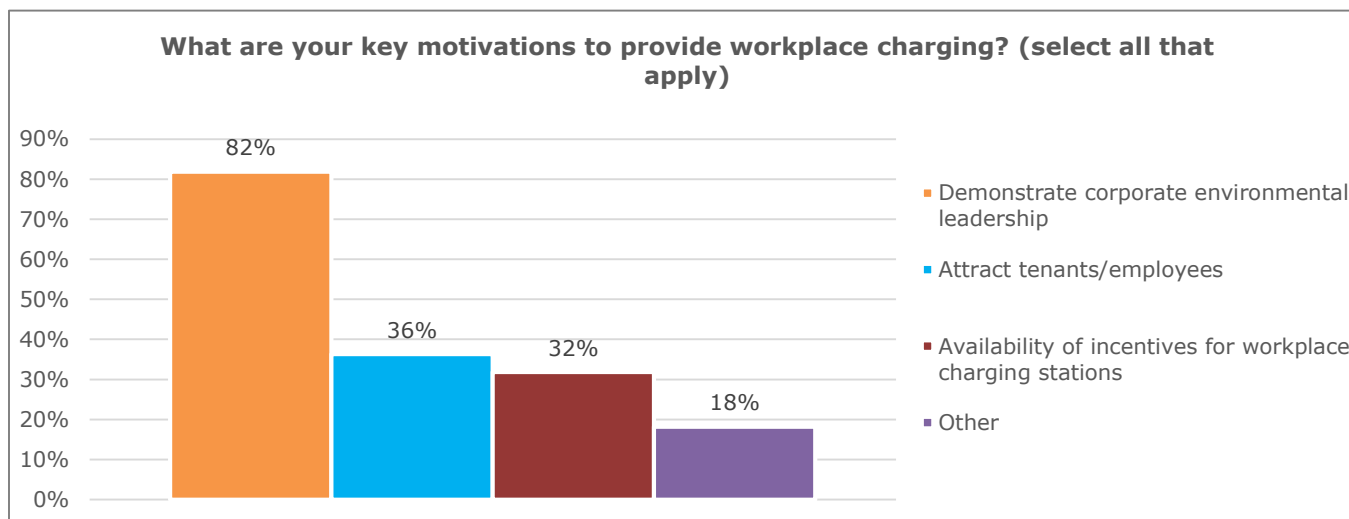


Figure 15: Key motivators to provide workplace charging

Other (Please specify) [Open-ended]

- Cost. All expenses must be approved by our head office and there are any capital expenses that are much higher priority
- The need to have a charging station, so far most of our vehicles and vessels are not available in electric models. in a few years maybe

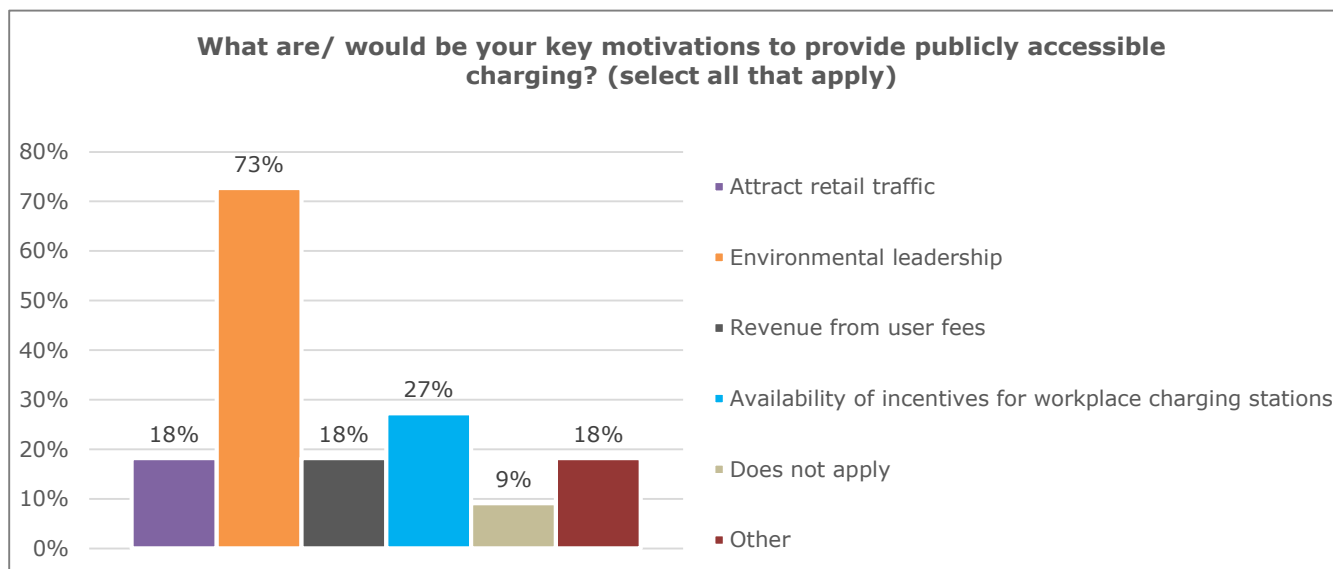


Figure 16: Key motivators to provide publicly-accessible charging stations

What are/would be your key motivations to provide publicly accessible charging? (Other) [Open-ended]

- We do not have a business store front therefore have no need to provide public accessible charging. If anything the city will need to supply them for businesses that rely on for customer parking or at the boat ramps where vehicles are left and for possible future charging of electric boats
- Bring in evening/night traffic as a theft deterrent...but greenies also like to vandalize because they don't like GMOs.
- Offer a service for our customers who drive EVs

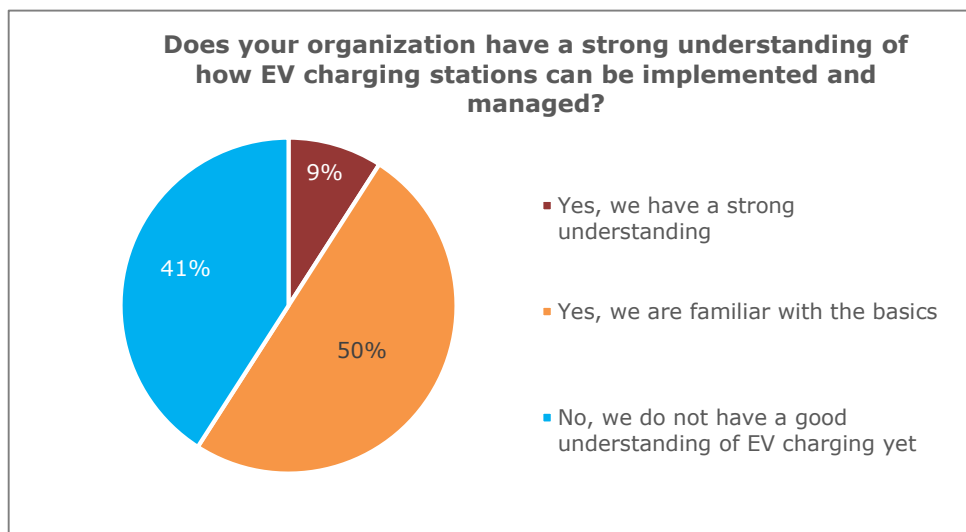
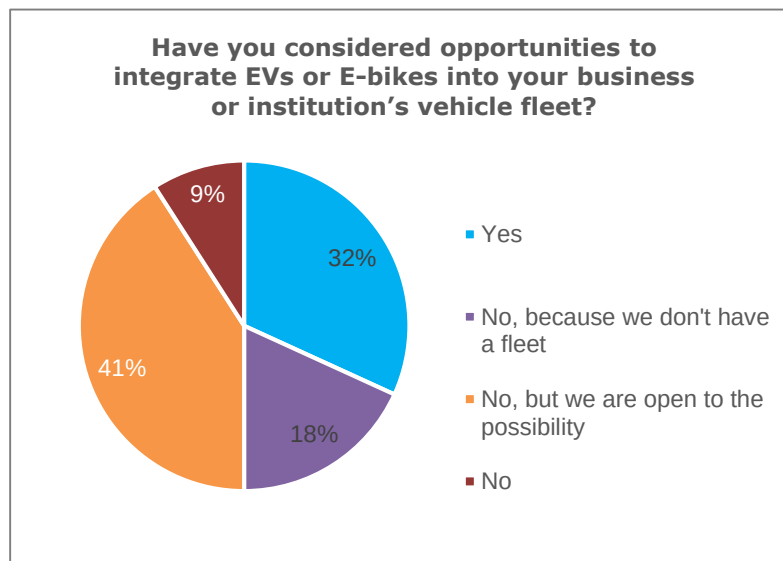
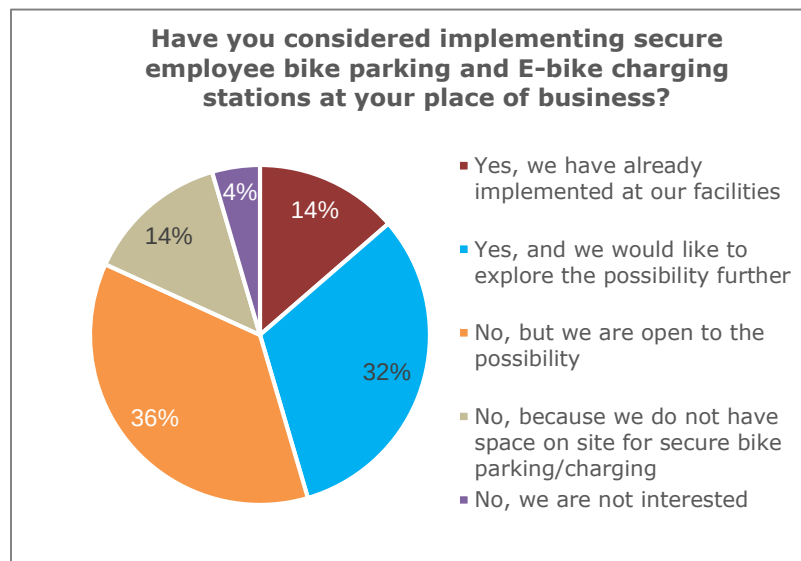


Figure 17: Level of understanding of EV charging station implementation and management

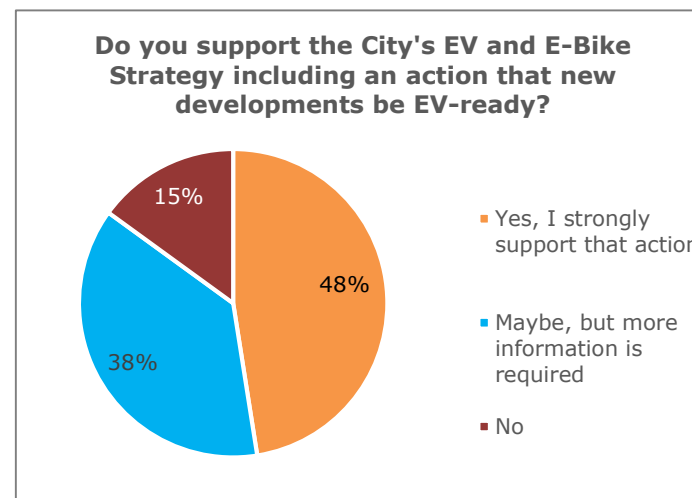
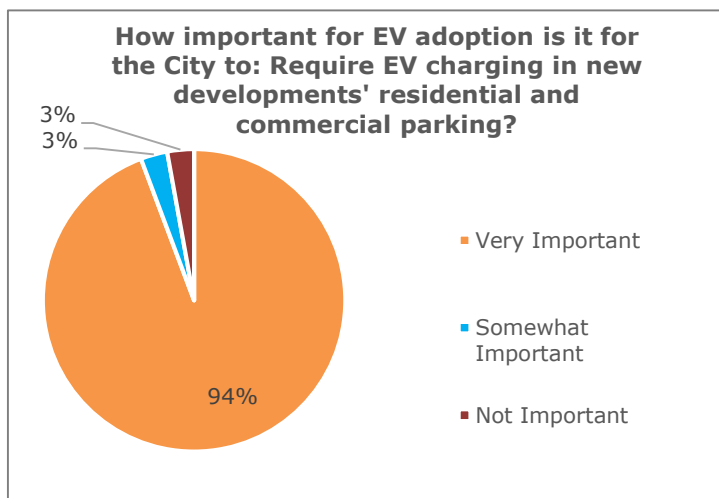


Figures 18 and 19: Current implementation of bike parking and E-bike charging stations, and integrating into vehicle fleets

Please describe how the City could support businesses and institutions to implement workplace charging stations, implement publicly accessible charging stations, and/or adopt EVs and E-bikes in their fleets. [Open-ended]

- A program to assist the business community to get engaged with E-bikes. Many already have the EV charging etc.
- I think the city should implement publicly accessible charging stations, for EV's and E-bikes to alleviate some of the traffic, which in turn would help the environment
- No comment
- We currently lease space in a large office tower. Any charging stations would require the cooperation of the building management and other tenants. City's leadership could facilitate this
- This could be addressed within the scope of the Downtown Parking Solutions study which is currently underway
- property tax rate deduction, share cost if made publicly accessible
- Capital improvements for many businesses are controlled by corporate head offices outside of the city and unless there is a large financial profit to be made requests from local offices wouldn't be considered
- Most businesses that rent or lease there building or part of a building but rely on customer street parking or the use of public parking lots will be relying on the city to install on street chargers or chargers in the city parking lots and not at the expense of other vehicle parking
- E-bike adoption will be most strongly related to bike friendly routes. Charging for most E-bikes is convenient at home, and range is not an issue for most commutes. The City's most important role is in provision of separated bike routes. Our cycle network is discontinuous, and lags far behind comparable cities. E-bikes eliminate the "Kamloops is too hilly for bikes" excuse. Building public infrastructure is a City responsibility, please ramp it up. If you build it, they will come
- We are situated in an area that has a proposed expansion of parking space at the Landmark buildings across from the University. I feel that the City could take this one step further and develop a multi-purpose parking lot with added space for an e-bike rental and secure public storage of e-bikes in the newly proposed parking area
- When developing my business plan, one of my goals was to implement an e-bike delivery service within the area. I think that this would also be an attractive, and unique option that could set my business apart from others in the Kamloops community, but, more importantly, it feels that this could be something that was implemented with other businesses who offer delivery services
- Offer business tax incentives for supplying charging stations. Promote with the business community how charging costs could be greatly offset by reducing vandalism costs
- Monetary incentives

Appendix V: Community Feedback on Potential City Actions



Figures 20 and 21: Residents' (Engagement Session) vs Development community's perspectives on "EV-ready" requirements for new developments (Online Survey)

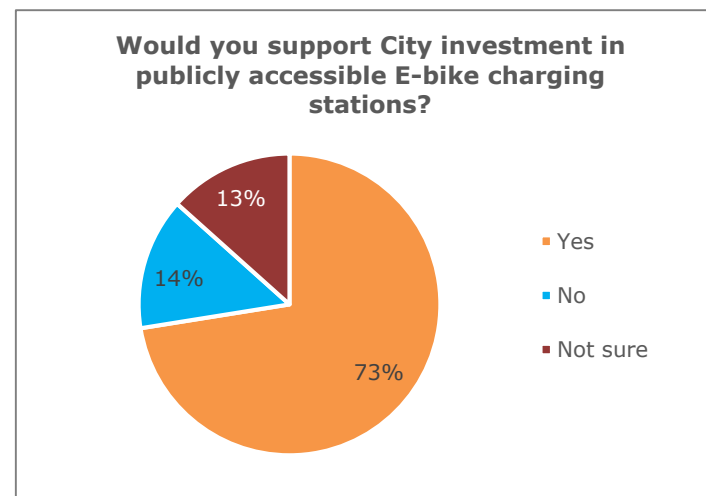
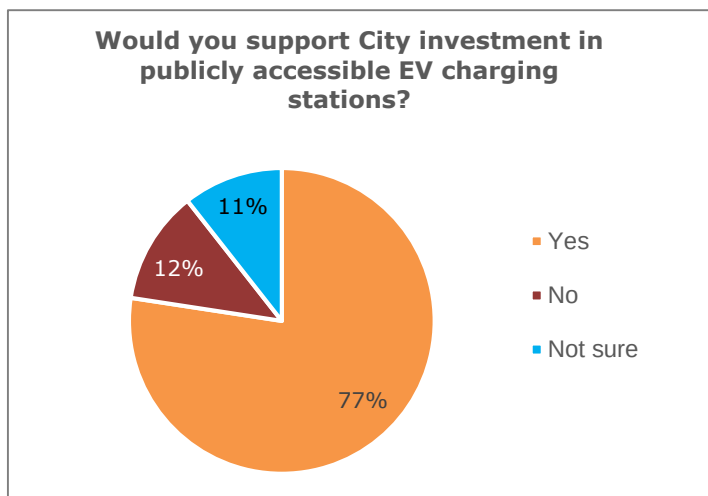


Figure 22: Residents' support for investment in publicly-accessible EV and E-bike charging stations (Online Survey)

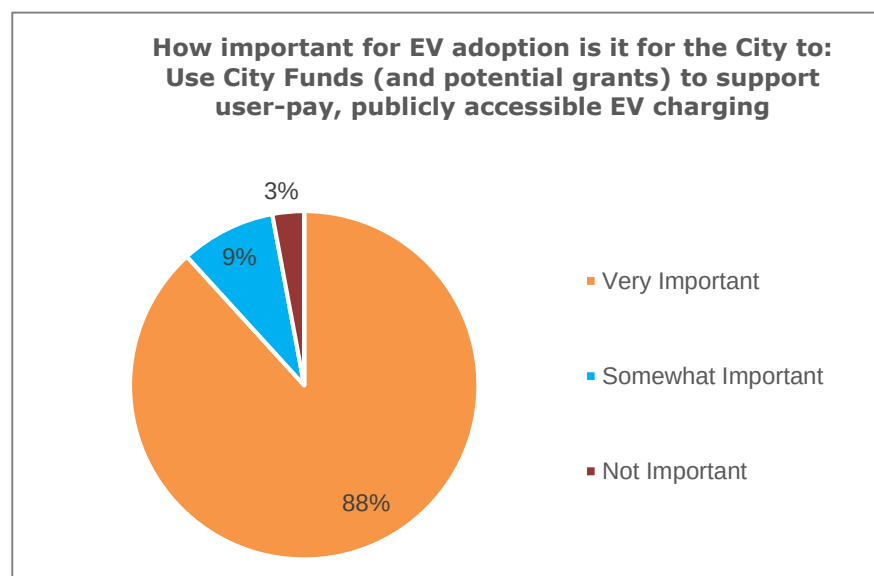


Figure 23: Residents' perspectives on City investment in publicly-accessible EV charging (Engagement Session)

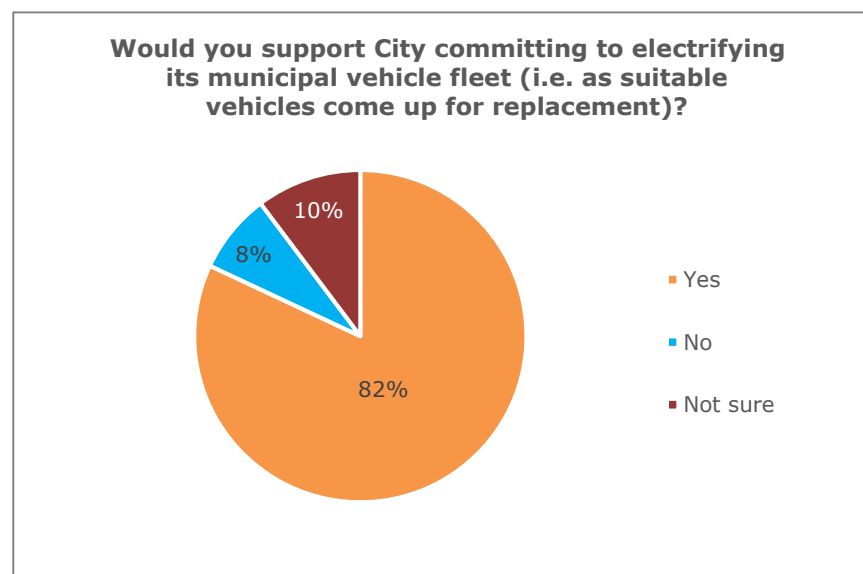


Figure 24: Resident support for electrifying City of Kamloops vehicle fleet (Online Survey)

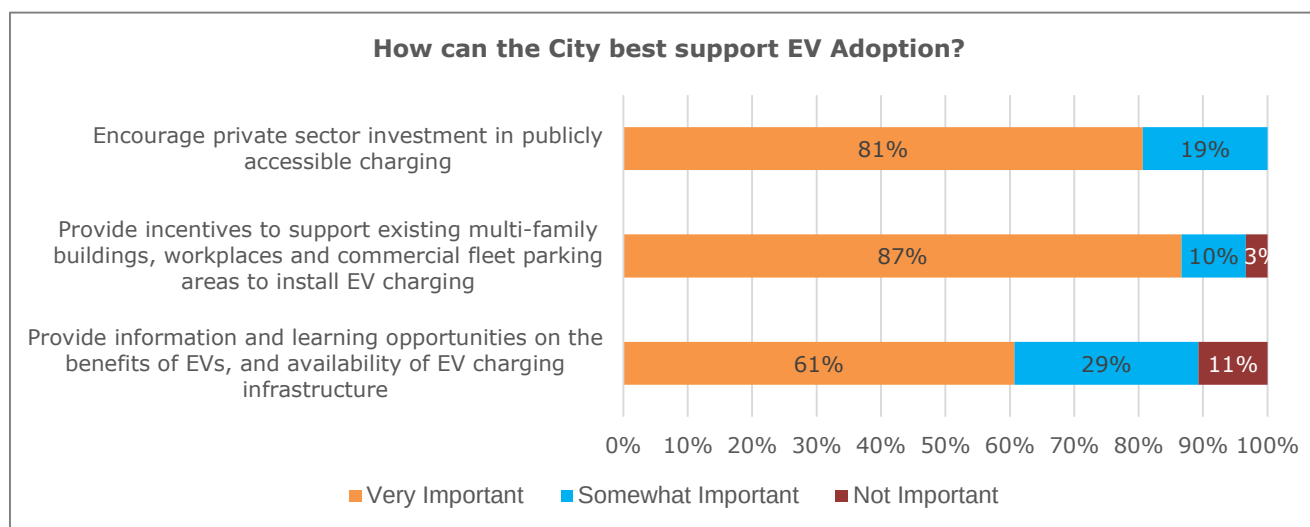


Figure 25: Other potential actions by the City of Kamloops to support EV adoption (Engagement Session)

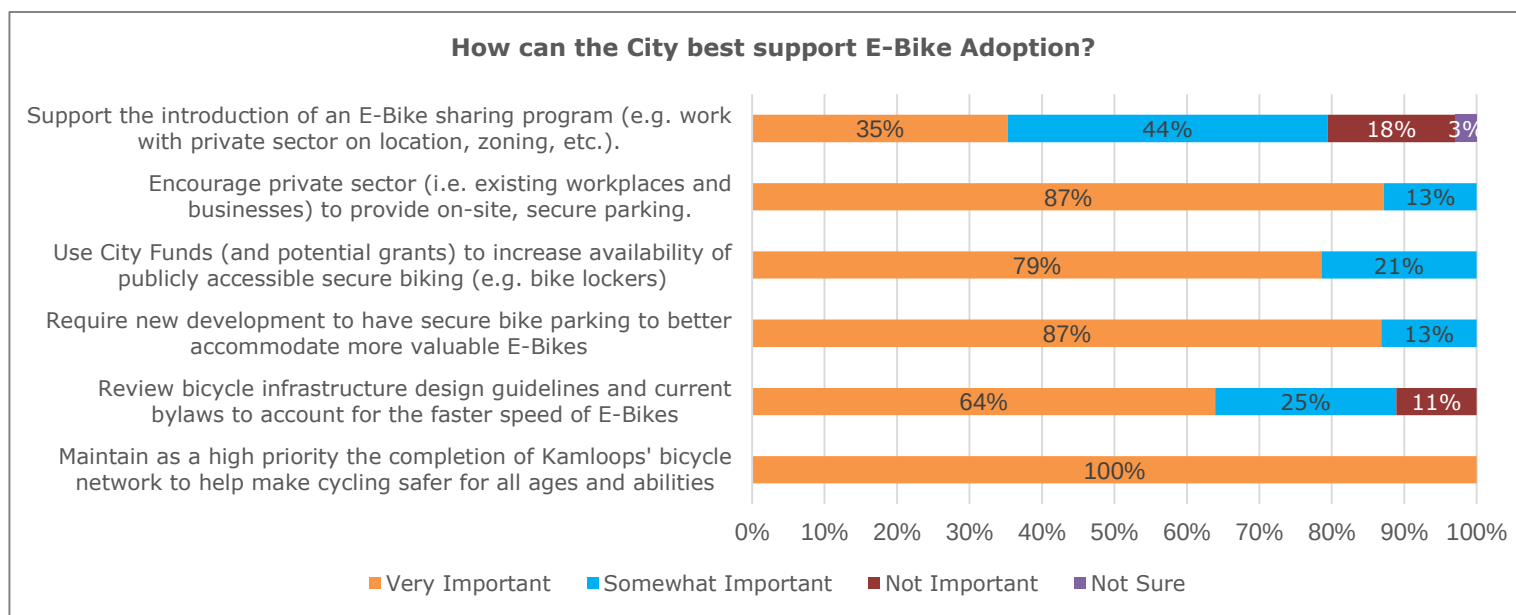


Figure 26: Potential actions by the City of Kamloops to support E-bike adoption (Engagement Session)

Appendix VI: Public Feedback on Future EV and E-Bike Charging Locations

This section outlines the results of future public EV and E-bike charging locations community mapping:

Address	Category
Riverside Park, Lorne Street	E-Bike Charging
Heritage House Parking Lot	EV Charging
Aberdeen Mall	EV Charging
TRU Residence and Conference Centre, 1025 University Drive	EV Charging
Actors Workshop Theatre, 900 McGill Road	E-Bike Charging
McArthur Island, 1665 Island Parkway	EV Charging
Brocklehurst Recreation Centre, 2470 Fleetwood Avenue	EV Charging
Westsyde Centennial Park, 705 Franklin Road	EV Charging
Royal Inland Hospital	EV Charging
Albert McGowan Park, 2025 Summit Drive	EV Charging
Tk'emlúps Powwow Grounds	EV Charging
235 St Paul Street	EV Charging
4060 Devick Road	E-Bike Charging
555 Notre Dame Drive	E-Bike Charging
Valleyview Shopping Centre	E-Bike Charging
5170 Dallas Drive	E-Bike Charging
McArthur Island, 1665 Island Parkway	E-Bike Charging
1411 Schubert Drive	E-Bike Charging
Westsyde Centennial Park Rivers Trail	E-Bike Charging
807 Desmond Street	E-Bike Charging
Kamloops Airport, 3025 Airport Road	E-Bike Charging
Kamloops Airport, 3025 Airport Road	EV Charging

Address	Category
1292 Hillside Court	E-Bike Charging
Chopped Leaf, 700 Tranquille Road	EV Charging
TD Canada Trust Branch and ATM, 700 Tranquille Road	E-Bike Charging
Aberdeen Mall	E-Bike Charging
Kenna Cartwright Nature Park, 2000 Hillside Drive	E-Bike Charging
Home Depot Parking Lot	E-Bike Charging
2091 Hugh Allan Drive	E-Bike Charging
The Blue Heron Café, 9077 Dallas Drive	EV Charging
Seymour Parkade, 240 Seymour Street	EV Charging
Seymour Parkade, 240 Seymour Street	E-Bike Charging
Lansdowne Parkade, 335 Lansdowne Street	EV Charging
Lansdowne Parkade, 335 Lansdowne Street	E-Bike Charging
Riverside Park Parking Lot on Uji Way	EV Charging

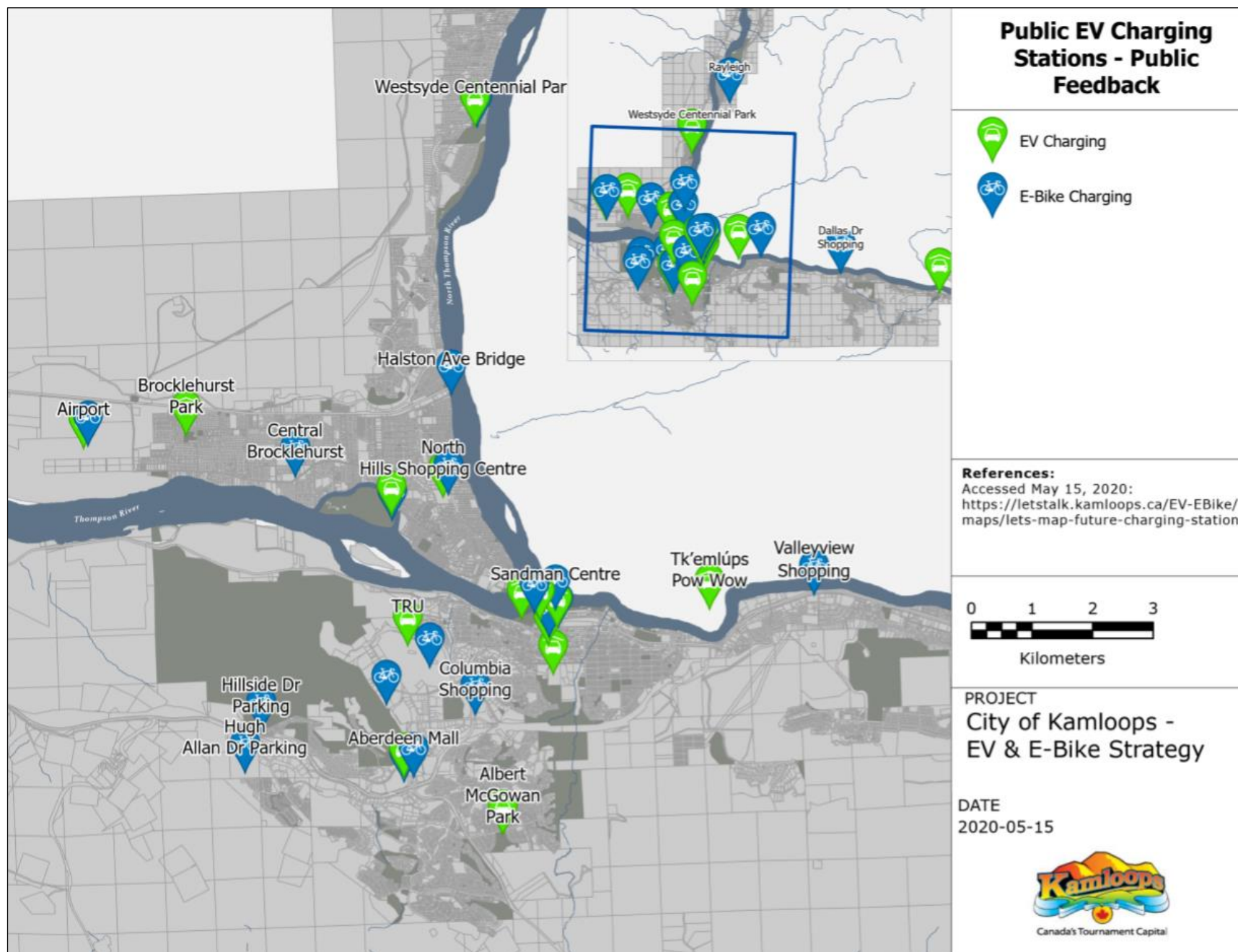


Figure 27: Future EV and E-bike public charging stations community mapping