



BIG MOVE 2

**CAR-LIGHT
COMMUNITY**



BIG MOVE 2:

CAR-LIGHT COMMUNITY

In 2017, 66% of Kamloops' greenhouse gas (GHG) emissions came from transportation, with the majority (49%) coming from passenger vehicles.

Reaching the CCAP targets will require a significant shift to transit, cycling, walking, car sharing, and carpooling. While cars can be convenient, they have many hidden costs, from air pollution and vehicle collision mortalities to the space required and high cost to build and maintain roadways and parking amenities. By contrast, active modes of transportation (walking and cycling) have a net benefit to society.

This Big Move lays out the actions to become a car-light community, where people of all ages and abilities can safely and conveniently get around without needing to own a vehicle. In the future, most Kamloops residents will live close to their daily needs, with reliable and frequent transit service, protected bike lanes, and sidewalks to connect all key destinations. E-bikes are already helping to displace some trips that are made using larger

vehicles due to their efficiency, assistance with hills, and in the case of cargo E-bikes, storage capacity. Micro-mobility devices, such as E-scooters, are also emerging as potential transportation solutions that can be easily complemented by transit for longer distances (i.e. carried onto buses and used to get around at a destination). Programs and incentives will support the transition to sustainable transportation modes, and for those who need a car, carpooling and car sharing offer lower-carbon options, especially when zero-emissions vehicles (ZEVs) are used. With less private vehicle traffic, streets will be safer and some can be redesigned to prioritize socializing, active transportation, and green space. Owning and operating fewer vehicles increases household disposable income, while active transportation use also improves physical and mental health, lowers air pollution, reduces parking demand, and minimizes road maintenance costs.

CO-BENEFITS



Improved Public Health



Enhanced Livability



Improved Air Quality



By 2050, 50% of trips in Kamloops are to be by active transportation and transit.



2A - Active Mobility

GOAL:

To enable the safe, secure, and efficient transport of people and goods using active transportation modes.

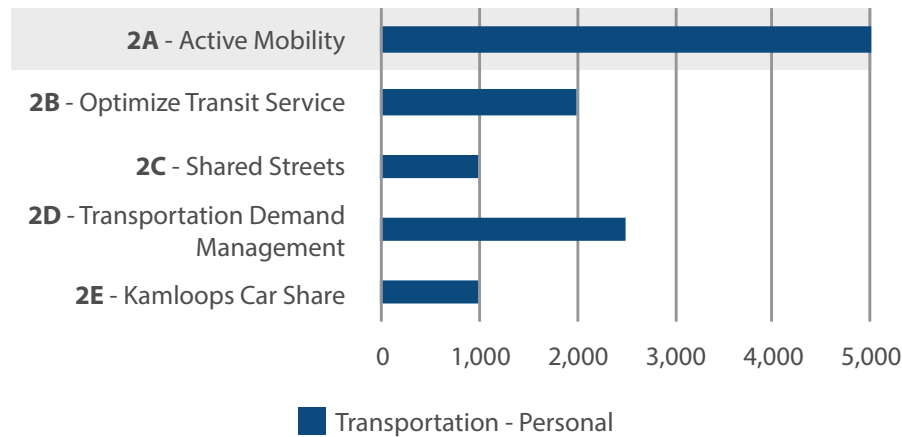
ECONOMIC CONSIDERATIONS:

- City investments in active transportation infrastructure could require up to \$1 million/year of funding (in addition to current budget).ⁱ
- Increasing access to active transportation infrastructure reduces reliance on private motorized vehicles and decreases household transportation costs.
- Lively, walkable neighbourhood centres and separated bike lanes are good for local businesses, with studies showing retail sales increase with new bike lanes.ⁱⁱ
- Lower air pollution and increased physical activity due to using active modes of transportation can result in healthcare cost savings.

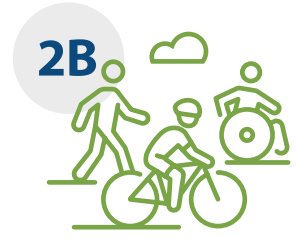
ACTIONS:

- ❑ Build out a connected active transportation network by 2030, starting with completing connections along north-south and east-west corridors, followed by filling in any gaps to ensure key feeder connections to core routes.
- ❑ Increase the availability of publicly accessible, secure, end-of-trip bike storage amenities in major neighbourhood centres and other key destinations.
- ❑ Develop and implement an incentive program for E-bike/cargo bike purchases as per the Electric Vehicle (EV) and E-Bike Strategy.

PROJECTED ANNUAL GHG REDUCTIONS BY 2050:



5,000
tCO₂e
(Moderate)



2B - Optimize Transit Service

GOAL:

To optimize transit service to support low-carbon development and land use goals.

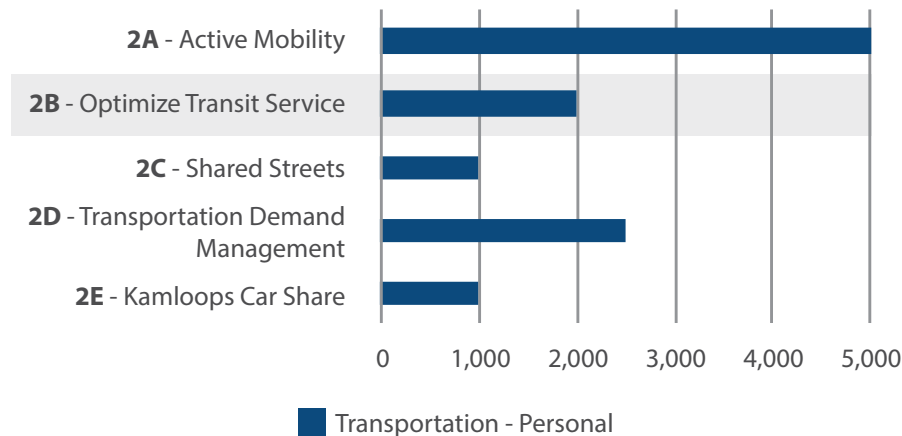
ECONOMIC CONSIDERATIONS:

- Accelerating transit infrastructure and amenity improvements would require \$250,000/year (in addition to current budget).ⁱⁱⁱ
- Families whose children benefit from increased access to bus services or active transportation options will spend less than transporting children to school by personal vehicles.
- Optimized transit service can open up employment opportunities for those who cannot drive or for whom car ownership is cost prohibitive.

ACTIONS:

- ❑ Improve infrastructure and amenities (e.g. seating, pads, shelters, and real-time bus arrival information) to encourage transit use.
- ❑ Identify light rail transit (LRT) rights-of-way to be reserved for future iterations of the transit network (i.e. the sequential development of future HOV lanes to be replaced by bus only lanes and eventual LRT development).
- ❑ Develop a Frequent Transit Strategy with BC Transit that explores options such as electric bus rapid transit (eBRT) to connect higher-density areas and key destinations.

PROJECTED ANNUAL GHG REDUCTIONS BY 2050:



2,000
tCO₂e
(Moderate)



2C - Shared Streets

GOAL:

To create street space that is accessible to all ages and abilities, enhances pedestrian safety and comfort, and prioritizes active transportation.

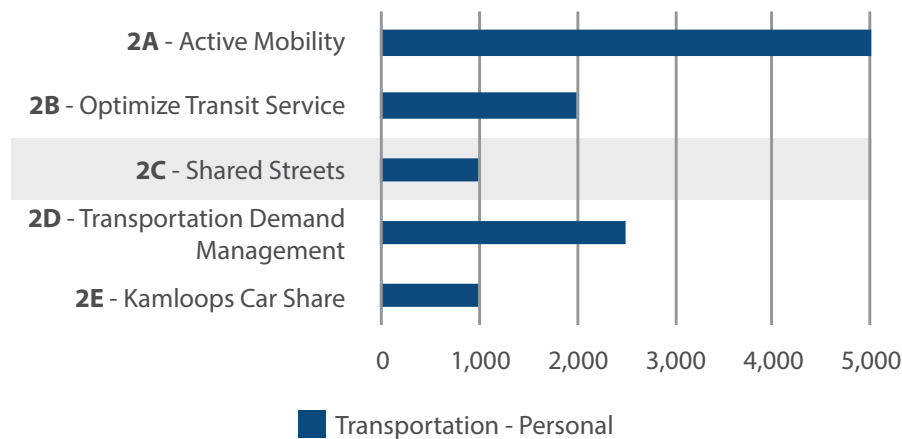
ECONOMIC CONSIDERATIONS:

- Local businesses may benefit from increased foot and cycle traffic in pedestrian-friendly areas.
- Reduced road widths can slow traffic and create economic vibrancy in commercial areas.

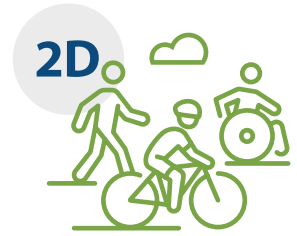
ACTIONS:

- ❑ Pursue opportunities to convert select street space (temporarily at first) into areas that prioritize pedestrian-only or pedestrian-friendly areas with public amenities such as trees and gardens, seating, art installations, and bike parking and with vehicle access limited to local residents, businesses, and emergency vehicles.
- ❑ Identify suitable streets to implement reduced road width initiatives that contribute to traffic calming and convert space for community benefit (e.g. active transportation infrastructure, parks, community gardens, daycares, or affordable housing).
- ❑ Implement low-traffic neighbourhood projects that extend pedestrian zones to multiple urban blocks (with emergency vehicle access only).

PROJECTED ANNUAL GHG REDUCTIONS BY 2050:



1,000
tCO₂e
(Moderate)



2D - Transportation Demand Management

GOAL:

To decrease trips by single-occupancy vehicles by facilitating the uptake of sustainable transportation options (i.e. transit, carpooling, car sharing, cycling, and walking) and reducing the need to travel.

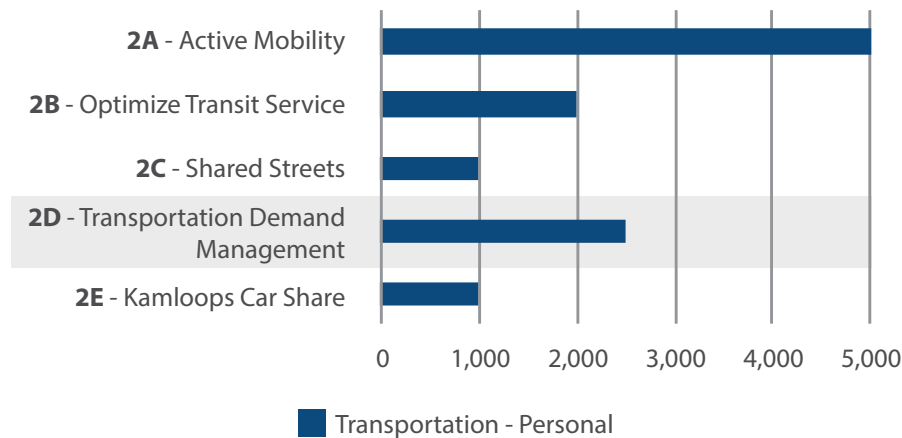
ECONOMIC CONSIDERATIONS:

- TDM measures can defer or avoid the need for costly road expansion projects, reduce congestion delays, and make roads safer. Estimates have shown returns on investment of up to \$9 per every dollar invested in TDM measures.^{iv} TDM measures are included in the City's Downtown Transportation Choices Strategy adopted in 2020.
- Employer investments could include end-of-trip amenities such as bike storage, showers, and lockers, which may be offset by improved health and productivity of employees.
- By reducing the need for travel and promoting collaborative office environments, employers can reduce the amount of office space needed, which would result in real estate savings. Flexible work arrangements can also save employers money by reducing absenteeism and boosting productivity of employees.^v

ACTIONS:

- ❑ Strategically promote targeted neighbourhood transportation demand management (TDM) programs to residents (e.g. promote uptake of new active transportation infrastructure or increased transit service levels to reduce localized congestion areas and avoid road widening).
- ❑ Develop and promote TDM measures for employers city-wide, including facilitating the use of sustainable transportation options and reducing the need for travel (i.e. through virtual meetings, flexible work hours, and work-from-home options).
- ❑ Review Parking Management Plan (to be completed in 2021) measures to encourage the use of sustainable transportation options as active transportation infrastructure and transit service levels improve.

PROJECTED ANNUAL GHG REDUCTIONS BY 2050:



2,500
tCO₂e
(Moderate)



2E - Kamloops Car Share

GOAL:

To reduce the number of privately-owned vehicles in the city through membership-based car sharing services.

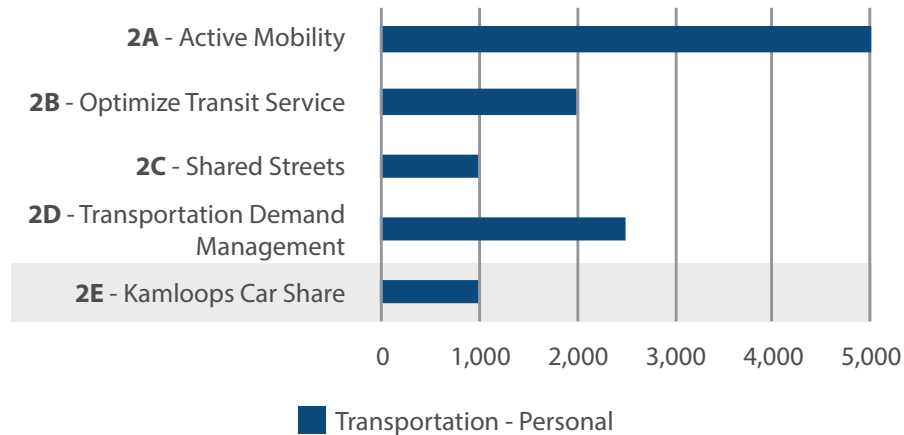
ECONOMIC CONSIDERATIONS:

- There are various potential models for establishing a car sharing service. Some are run by private companies or cooperatives, while others have been supported by municipalities through allocating select City fleet vehicles for community use outside of work hours.
- Households could save thousands of dollars annually in car ownership and maintenance costs if a car sharing membership enables them to not own a car or decrease the number of vehicles they own.

ACTIONS:

- ❑ Explore business models for car-share options and prioritize opportunities to integrate plug-in hybrid and EVs into car sharing fleets.
- ❑ Encourage the use of established car sharing services in new developments in higher-density urban areas to reduce parking space requirements.

PROJECTED ANNUAL GHG REDUCTIONS BY 2050:



1,000
tCO₂e
(Moderate)

TOTAL BIG MOVE 2

PROJECTED ANNUAL EMISSIONS REDUCTIONS

(tCO₂e) BY 2050, BY SECTOR

100% Transportation - Personal

11,500 tCO₂e

Emissions reductions primarily result from the strategies reducing reliance on personal vehicles and their associated fossil fuel use. Remaining emissions from gas powered vehicles will be further reduced by transitioning to EVs, as outlined in Big Move 3.

ⁱ "CCAP Economic Analysis Summary," City of Kamloops.

ⁱⁱ Eric Jaffe, "The latest evidence that bike lanes are good for business," Medium online, September 5, 2019, <https://medium.com/sidewalk-talk/the-latest-evidence-that-bike-lanes-are-good-for-business-f3a99cda9b80>.

ⁱⁱⁱ "CCAP Economic Analysis Summary," City of Kamloops.

^{iv} "Transportation Cost Savings Calculator," Mobility Lab, accessed March 10, 2021, <https://mobilitylab.org/calculators/>.

^v "OSH Answers Fact Sheets: Flexible Work Arrangements," Canadian Centre for Occupational Health and Safety, last modified March 31, 2021, <https://www.ccohs.ca/oshanswers/psychosocial/flexible.html>.

