



D-3

## Transportation and Mobility

### ***This section links to the following Community Values:***

- *improve transportation and connectivity*
- *optimize existing municipal infrastructure*
- *promote environmental stewardship*
- *support urban densification*

The way people move around Kamloops and the movement of goods and emergency services contribute greatly to how the city grows and how residents connect to the community. A well-functioning transportation network accommodates daily commuting and lifestyle needs by providing a range of safe, efficient, affordable, and accessible transportation options for people of all ages and abilities. It also allows for efficient movement of goods and emergency services that support the social and economic well-being of the community.

Transportation can have a significant impact on the environment through the consumption of land for roads, air pollution, and GHGs from vehicle emissions. Mobility patterns will evolve with changes in demographics as Kamloops residents adapt to growth, respond to traffic congestion, and aim to reduce GHG emissions.

Adapting to growth will require increased emphasis on more sustainable forms of mobility such as walking, bicycling, transit, and carpooling; supportive infrastructure such as sidewalks and bike lanes; and policies that prioritize *complete streets* and *complete neighbourhoods*. Land use and transportation are integrally connected, and the key to a well-functioning transportation network is providing residents with a variety of transportation options.

The transportation policies in the OCP are consistent with the underlying principles and directions in the *Transportation Master Plan*, which is the City's guiding document for planning and implementing transportation improvements over the next 20 years.

## Sustainable Transportation

**GOAL:** *Create an environmentally, socially, culturally, and economically sustainable transportation system*

- 1 Manage transportation infrastructure to meet the needs of users according to the following hierarchy:
  - 1-1 Walking
  - 1-2 Bicycling
  - 1-3 Transit
  - 1-4 Movement of goods and emergency services
  - 1-5 Multiple-occupant vehicles
  - 1-6 Single-occupant vehicles
- 2 Adopt a *complete streets* approach where appropriate to adjacent land uses that provides users of all ages and abilities (including pedestrians, bicyclists, public transit passengers, drivers of private automobiles, and operators of commercial vehicles) with safe and comfortable access, movement, and crossing.
- 3 Accept that traffic congestion will occur as a result of urban growth and offset the congestion by providing sustainable transportation options for residents to adopt as part of their daily commute.
- 4 Consider opportunities to encourage electric vehicle charge stations in new *multi-family residential*, commercial office, and *mixed-use* developments via parking variances or other development incentives.
- 5 Encourage retrofitting of existing buildings to include electric vehicle charging infrastructure, which may be funded through provincial incentive programs and rebates from manufacturers.
- 6 Continue the use of payment-in-lieu of parking for every approved parking stall reduction. Funds collected will be assigned to and used for projects related to the Public Transportation and Pedestrian Upgrade Reserve Fund.
- 7 Consider parking variances when sustainable transportation options and incentives such as carshare programs are provided, when the proposed development includes affordable rental housing or is in proximity to frequent transit, or when there is a surplus of on-street parking.
- 8 Explore the potential for residential on-street parking permits to be considered towards meeting off-street parking requirements in the *Zoning Bylaw*.
- 9 Consider using alternative street standards in new development areas, in conjunction with an overall development plan, to encourage a reduction in the impact of automobile traffic on neighbourhood livability. Traffic-calming measures may be implemented in existing developed areas.
- 10 Require developments and subdivisions to provide, at the developer's cost, pedestrian and bicycling infrastructure within the development site and to connect this infrastructure with surrounding sustainable transportation networks.
- 11 Improve the walking and bicycling experience through the use of *wayfinding* features that help *active transportation* users navigate through the community, and limit pedestrian and bicyclist exposure to high traffic areas.

## Walking

**GOAL:** *Be a pedestrian-friendly community with networks that integrate with transit, neighbourhood amenities, parks, open space, and schools*

- 1 Increase the safety and *accessibility* of sidewalks and pathways by improving the design of new streets and retrofitting existing streets as they are replaced or upgraded.

- 2 Encourage walking by planning complementary land uses closer together and creating direct pedestrian connections to key destinations (e.g. major employment, schools, commercial and daily amenities) – especially in *mixed-use centres* and *neighbourhood centres*. This includes building connections with more compact *mixed-use* developments, multiple direct route options, and reduced block sizes.
- 3 Improve neighbourhood connectivity through the implementation of relevant policies within the city's transportation plans.
- 4 Require commercial centres to design parking facilities to meet pedestrian needs. This includes the safe design of internal pedestrian walkways and crosswalks connecting parking aisles to entrance points as well as connecting internal walkways to City sidewalks and transit stops.
- 5 Require all new residential and other development that generates pedestrian activity to provide sidewalks on adjacent City roadways.
- 4 Provide end-of-trip amenities on public lands and at civic facilities.
- 5 Encourage end-of-trip amenities on private lands where such amenities would encourage increased bicycle usage, such as in new multi-family, *mixed-use*, commercial, and institutional development, and at major employment and major transit locations.
- 6 Explore and seek co-operation for the use of utility right-of-way corridors as multi-use pathways for bicyclists and pedestrians.
- 7 Improve safety and encourage bicycling among all residents and visitors by continuing to implement the City's *Bicycle Master Plan*.

## Transit

**GOAL:** *Foster an efficient, affordable, safe, and accessible transit system that is an attractive alternative to the private vehicle and integrates with other transportation modes*

## Bicycling

**GOAL:** *Provide safe and convenient bicycle routes suitable for commuting, recreating, and other daily trips*

- 1 Create a continuous network of safe and direct bicycling routes to encourage commuting and other daily trips that connect residents to major employment, schools, and amenities in the *mixed-use centres* and *neighbourhood centres* with dedicated bicycle lanes, shared routes, or multi-use pathways.
- 2 Explore options to create grade-separated bicycle lanes for routes that are adjacent to high-volume motor vehicle traffic corridors, including truck routes.
- 3 Support improvements that raise awareness among vehicular traffic and increase safety for and visibility of bicyclists.
- 1 Support more direct and higher frequency public transit service in areas where the City aims to achieve higher density (e.g. *mixed-use centres* and *neighbourhood centres*).
- 2 Explore options to improve transit service in existing and future neighbourhood developments based on user demand and anticipated population growth.
- 3 Encourage use of the ProPASS program and other transit initiatives to reduce rush hour congestion and vehicle emissions.
- 4 Work with BC Transit and other stakeholders to explore options for Park and Ride facilities at key locations around the city.
- 5 Ensure the Kamloops Transit System maintains a high cost recovery ratio to provide good return on investment for Kamloops taxpayers.
- 6 Improve bus stop *accessibility* and safety to encourage transit use by implementing the transit objectives within the City's *Transportation Master Plan*.

## Movement of Goods and Emergency Services

**GOAL:** *Maintain and enhance the efficient movement of goods and emergency services*

- 1 Maintain, protect, and enhance the existing goods movement network to support economic development in the city and the region.
- 2 Provide a truck route network for the transportation of heavy, over-sized, and dangerous goods, restricted to designated arterials and appropriate industrial collectors to avoid truck traffic through high-density residential areas and areas designated for *mixed-use*, pedestrian- and transit-oriented development (e.g. *mixed-use centres* and *neighbourhood centres*).
- 3 Maximize the efficiency of the existing goods movement network by regulating on-street and off-street loading, as outlined in the *Zoning Bylaw*.
- 4 Locate transportation-dependent industries and businesses close to network access points and key goods movement corridors with minimum intrusion on other land uses.
- 5 Work with the goods movement industry and other stakeholders to address the efficient, safe, and timely movement of goods to and throughout Kamloops and the region.
- 6 Provide sufficient access for evacuation and fire control, including emergency response vehicles, within the transportation network.
- 2 Support local and regional mobility by continuing to maintain the integrity of local road connections with the provincial highway network, in particular for commercial, industrial, and goods movement. Map 4, Major Road Network, shows future potential projects under consideration. While no time frame has been identified for these projects, they may be triggered prior to reaching a population of 120,000. These projects may include:
  - 2-1 Valleyview bypass, as identified by the Province, on the benchlands between Valleyview and Juniper Ridge. The City will continue to work with the Province to understand the need for additional capacity improvements throughout the Southeast Sector.
  - 2-2 Secondary bridge crossing the Thompson River. No additional river crossings are anticipated within the term of this plan, although upgrading and rehabilitation of existing bridges may be required. The City will protect an additional corridor across the Thompson River for growth beyond the 120,000 population. During the term of this plan the City will undertake studies to confirm the location of the preferred crossing.
- 3 Connect gaps in the road network as development allows and where new connections provide multiple benefits to the community, including access for all modes of transportation, as deemed appropriate.
- 4 Reduce the number of collisions causing fatalities or serious injuries to zero through initiatives identified in the City's *Transportation Master Plan*, including those designed to increase road safety and improve public awareness.

## Integrated Transportation System

**GOAL:** *Sustain the responsible planning and development of roads and transportation connections to facilitate the efficient movement of people*

- 1 Require that active modes of transportation (e.g. walking, bicycling) integrate into the public transit system via key connections to contribute to a fully integrated transit system.