

EXECUTIVE SUMMARY

Transit has tremendous potential to contribute to strong, more sustainable communities. The need to realize this potential in the City of Kamloops is increasingly important due to factors such as climate change, population growth, traffic congestion and an aging demographic.

The 2020 Kamloops Transit Future Action Plan (TFAP) provides an update to the Kamloops Transit Future Plan (TFP), which was completed in 2012. The changes that have occurred since 2012 enabled the Kamloops Transit System to increase ridership by 15.3 per cent to four million annual rides and over 119,000 annual service hours in the 2018/19 fiscal year. The development of the Kamloops TFAP was a highly collaborative process, which included BC Transit, City of Kamloops and First Canada. Its creation included two phases of public engagement.

To increase transit ridership and improve the quality of transit within the City of Kamloops the plan proposes the development of a Transit Future Network (TFN). Defined in the 2012 TFP, the network includes three distinct layers of transit service to better match service to demand. The network is designed to be more competitive with automobile travel by improving the directness and reliability of the transit system. The network may require more customers to transfer from one service to another to complete their journey with the trade-off being that trips will be more frequent and overall travel will be more direct. More information on the TFN can be found in Section 3.

The transit service and infrastructure priorities identified within this TFAP are based on a review of existing transit services, changing land uses and land use plans, and feedback from stakeholders and the public. These priorities have been separated by timeline, with short (1-2 years), medium (3-4 years), and the longer-term (5+ years) options.

The tables below describe the short, medium and long-term implementation priorities discussed in this plan.

Table 1: Short-Term Implementation Priorities

Short-Term Implementation Priorities (1-2 years)			
Service Priorities		Estimated Annual Service Hours	Expansion Buses
1	Invest in Core Transit Routes	4,150	2
2	Improve Route 4 Pacific Way	250	0
3	Expand Custom Transit	1,800	0
4	Introduction of Route 8 Battle	5,000	3
5	Improve Route 18 Mt. Paul	1,700	1
TOTAL		12,900	6

Table 2: Medium-Term Implementation Priorities

Medium-Term Implementation Priorities (3-4 years)			
Service Priorities		Estimated Annual Service Hours	Expansion Buses
1	Improve Local Transit Network	4,900	2
2	Improve North Shore service	1,600	1
3	Phase I Route 99 Southwest Loop	5,000	2
4	Phase I Route 98 East West Express	7,000	3
TOTAL		18,500	9

Table 3: Long-Term Implementation Priorities

Long-Term Implementation Priorities (5+ years)			
Service Priorities		Estimated Annual Service Hours	Expansion Buses
1	Invest in the Frequent Transit Network	10,900	5
2	Phase II Route 99 Southwest Loop	2,500*	1
2	Phase II Route 98 East West Express	4,000*	2
4	Expand service area of Route 18 Mt. Paul	1,500	1
TOTAL		18,900	9

Note: All hours are estimated. Further refinement is required during implementation planning.

*These hours will shift dependent on what route re-alignments occur. Cost fluctuation may occur.

In order to enable and support service improvements to enhance the customer experience, investment in the TFP network, development of new transit exchanges, and installation of new bus shelters at key bus stops is required.

Table 4: Summary of Infrastructure and Strategic Priorities

Infrastructure Priorities	
1	Identify new site(s) for Thompson Rivers University exchange and preliminary designs for an exchange in Valleyview
2	Improve bus stop infrastructure around Kamloops including accessibility and providing shelters
3	Complete a study of Transit Priority for key intersections and corridors in Kamloops and develop an implementation plan
4	Improve North Shore Transit Exchange, Thompson Rivers University Transit Exchange and Lansdowne Transit Exchange <ul style="list-style-type: none"> • Expanding vehicle capacity as required • Expanding passenger capacity (i.e. waiting space) • Improve proximity to route connections

5	Identify requirement and new site locations for Park & Rides in Westyde, Dallas and Dufferin
Strategic Priorities	
1	Restore ridership and service to pre-COVID-19 levels
2	Right-sizing initiative to match demand with transit vehicle capacity
3	Investigate “School Specials” and provide potential solutions
4	Adopt Custom Transit Report recommendations
5	Expand transit network to service new areas
6	Adopt Service Standards and Performance Guidelines

Service improvements will be integrated into the three year Transit Improvement Process (TIPs), which is updated on an annual basis. Infrastructure priorities will inform Capital plans for both BC Transit and the City of Kamloops. Prior to implementation of service changes, BC Transit planning staff will work with staff at the City of Kamloops to ensure service improvements appropriately reflect local needs. Additional targeted engagement may be required.

As the Kamloops TFAP was concluding, the global COVID-19 pandemic began to take hold in Canada, causing significant and rapid changes to the transit landscape. In Kamloops, transit ridership dropped more than 60 per cent compared to 2019 levels, requiring swift action to modify service while still ensuring transit remained available and accessible to those who require it. Transit is an essential service, and its continued operation during uncertain times is critical.

The focus of this TFAP is on the expansion of Kamloops’ transit system, but due to the ongoing pandemic it is acknowledged that timelines and priorities must be re-evaluated in order to facilitate a return to pre-COVID 19 ridership and service levels. It is anticipated that these levels will need to be restored prior to moving forward with any service expansions.