



Transit Future Plan

KAMLOOPS | May 2012

Executive Summary



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Transit has tremendous potential to contribute to stronger, more sustainable communities. The need to realize this potential in Kamloops is increasingly important because of factors such as climate change, population growth, an aging demographic and mobility issues for individuals who do not have access to a private automobile, and increasing traffic congestion. With the population increasing from 85,678 (2011 Census) today to approximately 120,000 by 2036, the number of automobile trips will increase in an already constrained road network. Transit-oriented development supported by a strong transit network and transportation demand management measures will reduce the rate at which congestion grows.

Meeting the demands of the forecasted population and traffic growth in Kamloops requires a shift in focus from moving vehicles to moving people. In the past, government at all levels has attempted to build its way out of traffic congestion by expanding the road network, but this has resulted in only temporary success. Major investments in expanding the road network to accommodate the private automobile do not align with local, regional and provincial planning aspirations. Without a significant increase in the use of transit and other sustainable transportation modes (e.g. walking and cycling), an increase in daily automobile trips will result in increased congestion on key local and regional transportation corridors. Congestion has negative environmental, social and economic impacts on the community and contributes to higher transportation costs. To help build a sustainable future in the region, this plan has been designed to achieve a transit mode share target of 5.6 per cent by 2036, which means an increase from 3.3 million rides today to over 7 million rides in 2036.

The Transit Future Plan envisions Kamloops' transit network 25 years from now and describes what services, infrastructure and investments are needed to get there. In order to achieve the 5.6 percent mode share target, the plan is designed to create a stronger link between transit plans and local land use and transportation plans. It also supports the Provincial Transit Plan and key initiatives of BC Transit's Strategic Plan.

The Transit Future Plan includes a review of the existing transit services, local land use plans, travel data and travel demand forecasts. Consultation efforts included detailed discussions with the City of Kamloops, stakeholders, the Transit Future bus tour, a project web site and an online survey. In total, BC Transit engaged more than 3,300 people in Kamloops.

The background research and community engagement resulted in the creation of a unified vision for transit and the development of a transit network designed to meet the needs of Kamloops for years to come.



Vision and Goals

Vision

“The Kamloops Transit System provides convenient transportation throughout the community, contributing to the environmental, economic and social sustainability of Kamloops”

Goals

The transit system:

1. contributes to a more environmentally sustainable Kamloops
2. is integrated with other transportation modes
3. is efficient
4. is an attractive alternative to the private vehicle
5. is safe
6. is accessible

Mode Share and Ridership Target

The Transit Future Plan is designed to chart the course for transit investments that will help the community’s future ridership goals to be attained. The Sustainable Kamloops Plan, adopted by Kamloops City Council in 2010, sets a target to increase transit ridership by 50 per cent (from 2008 levels) by 2020. A 25-year ridership target of **7,125,000 riders by 2036** has been set for the Transit Future Plan, assuming continued growth beyond the Sustainable Kamloops Plan 2020 target.

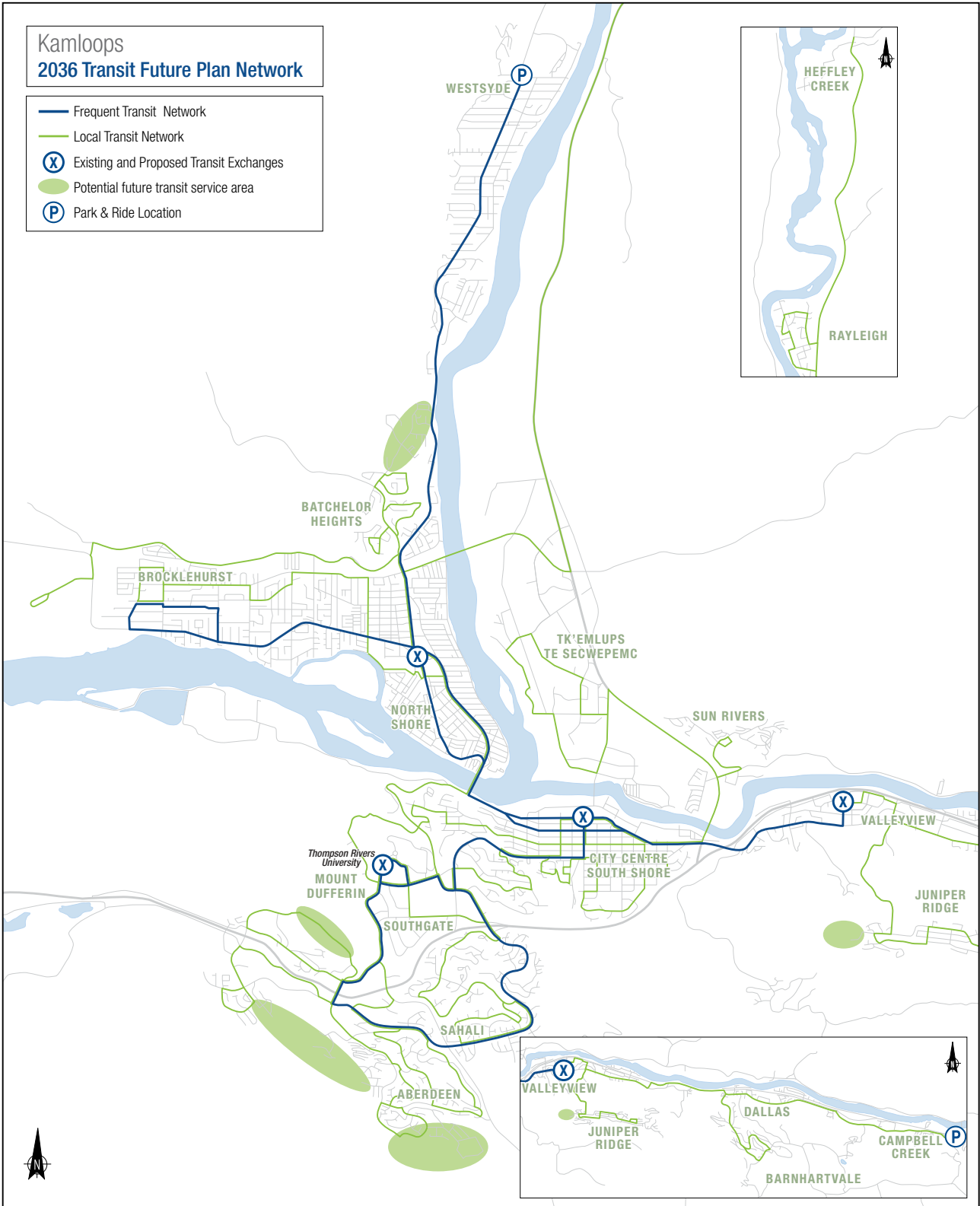
The existing transit mode share for Kamloops is estimated at 3.8 per cent, assuming 3.4 trips per person per day. If future population and ridership targets are realized, Kamloops would have a **transit mode share of 5.6 per cent by 2036**, exceeding the Provincial Transit Plan target of 5 per cent.

Targets are a critical component of the Transit Future Plan and Sustainable Kamloops Plan, as they are an effective way to measure progress towards achieving the goals of the plans. Achieving the target is dependent on a number of factors such as transit system growth and transit-supportive land use.



**Kamloops
2036 Transit Future Plan Network**

- Frequent Transit Network
- Local Transit Network
- X Existing and Proposed Transit Exchanges
- Potential future transit service area
- P Park & Ride Location



The Transit Future Plan Network

The Transit Future Plan network is comprised of three layers of transit service. Together, the different layers of service create a comprehensive transit network to best meet the existing and future needs of the region.

Frequent Transit Network (FTN)

FTN service provides medium- to high-density mixed land use corridors with a convenient, reliable and frequent (15 minutes or better between 7:00 a.m. and 10:00 p.m.) transit service seven days a week. The goal of the FTN is to allow customers to use transit spontaneously without having to consult a schedule. The FTN will carry a large share of the transit system's total ridership and for this reason justifies capital investments such as transit priority measures, right-of-way improvements, a high level of transit stop amenities and corridor branding.



Local Transit Network (LTN)

The LTN is designed to connect neighbourhoods to local destinations and to the FTN. LTN services allow customers to plan a trip to work, school or the local shopping centre by transit. Frequency and vehicle type are selected based on demand. In some cases, smaller transit vehicles can be utilized to better match customer demand and operating conditions to local roads.



Targeted Services

Targeted Services are a collection of transit services that include handyDART and express transit services.



Implementation Strategy

Establishing the Transit Future Plan network requires prioritizing transit investments into an implementation strategy to transform today's network into the future network.

Network Priorities

Short Term:

- Introduce summer service reductions
- Introduce service level improvements for Route 1 – Tranquille, Route 2 – Parkcrest and Route 9 – Gleneagles
- Implement service improvements for Route 10 – North Shore/TRU Express, Route 14 – Batchelor and Route 16 – Juniper Ridge
- Implement new Sun Rivers and Tk'émłúps te Secwepemc Indian Band service
- Complete the new operations and maintenance facility
- Improve transit operations at Aberdeen Mall
- Work with Thompson Rivers University (TRU) on their campus plan specifically in regards to transit circulation

Medium Term:

- Establish TRU to Valleyview FTN and southwest loop FTN
- Increase frequency on Westsyde FTN line
- Combine Route 10 – North Shore/TRU Express and Route 5 – Pineview
- Establish airport/Ord Road local transit route
- Plan and build upgraded bus stops and pedestrian facilities at the corner of Summit Drive and Columbia Street West
- Design and build an exchange in Valleyview
- Investigate potential Park & Ride facilities in Westsyde and Campbell Creek

Long Term:

- Increase service levels on the FTN
- Implement new transit services or transit service extensions in potential future transit service areas (as growth requires)
- Investigate transit circulation in Downtown Kamloops

Ongoing Initiatives

- Address current operational needs
- Make transit more accessible
- Match vehicle type to local demand
- Improve customer information
- Improve transit facilities
- Implement transit priority measures

Moving Forward

Funding the Plan

Full implementation of the Transit Future Plan will require a significant capital and operating investment in the transit system over the next 25 years. As a result, the way in which transit is, and will be funded needs to be reviewed.

The ambitions of this plan and the Provincial Transit Plan will require BC Transit and its partners to continue their endeavors to achieve stable and predictable revenue sources beyond the existing funding mechanisms. BC Transit and its funding partners will need to work together to achieve stable and predictable funding sources beyond the existing funding mechanisms.

Achieving Success

BC Transit has begun to take steps to guide the Transit Future Plan from vision to reality. A key step is the need for ongoing dialogue with local partners and the Province on transportation policy, funding and the linkage between land use and transit planning.

Moving forward, BC Transit will use this plan to communicate the vision and direction for transit in Kamloops and to encourage integration into local plans and projects.

The Transit Future Plan is designed to accommodate the ridership necessary to achieve the Provincial Transit Plan and municipal mode share targets. However, municipal, regional and provincial planning agencies are pivotal in the creation of demand through strategic transit-oriented development, transit-friendly land use practices, transportation demand management and the provision of transit priority measures. These agencies also ensure the necessary active transportation infrastructure is in place to facilitate the shift in mode share to more sustainable modes.





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