

2.0 APPROACH AND METHODOLOGY

This section of the report outlines the general approach followed in developing the Kamloops Pedestrian Master Plan. It describes the general process adopted as part of the Safer City Initiative and how the associated principles make safety an explicit planning objective.

2.1 Safety Principles and Factors

The Safer City Initiative, as implemented in the City of Kamloops, is shaped by a core set of safety principles that were applied to the Pedestrian Master Plan as follows:

- ***Minimize exposure to collisions*** by reducing motor vehicle travel through the promotion of walking to key pedestrian areas within the City. This may be accomplished by a range of strategies such as reducing the average trip lengths (i.e., densification, mixed-use development, and directness of facilities) and enhancing pedestrian facilities so that the perceptions of safety and attractiveness are considered in the provision of facilities.
- ***Minimize risk*** of vehicle-pedestrian collisions by addressing safety of existing and planned pedestrian facilities in higher demand areas, along major corridors and at key crossing locations. In this regard, the safety review will consider the provision of pedestrian facilities along corridors. The implementation stages of pedestrian facilities must consider intersections and crossing treatments.
- ***Minimize consequences*** of collisions primarily by minimizing vehicle speeds in key pedestrian areas.

By following these principles, the approach used for the Safer City Project in Kamloops is heavily focused on making safety a specific planning objective.

2.2 Scope of Pedestrian Planning and Facilities Review

Safer pedestrian facilities can be considered at various scales as well as for existing and latent demands and facilities. For the purpose of the Kamloops Safer City initiative, the scope of the review process for pedestrian facilities is briefly highlighted as follows:

- ***City-wide and location specific reviews.*** Because walking trips are generally less than 15 minutes, most planning and design of pedestrian facilities are typically undertaken at a local area level. For example, pedestrian routes to, from and within commercial areas, or even to and from school are generally addressed through local area or neighbourhood planning and/or review processes. Within the Kamloops Safer City initiative therefore, pedestrian generators of *City-wide significance* are examined at a localized level of detail. Additionally, the local area reviews that will be subsequently undertaken as part of the city-wide Safer City initiative will concentrate on more localized pedestrian generators.

In addition to the pedestrian areas that have city-wide significance, pedestrian facilities along major corridors (such as arterial and collector roads) are also recognized in the Safer City initiative. Where existing

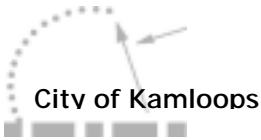
pedestrian facilities are perceived to be unsafe or absent along major roadways, walking is not considered a desirable alternative to driving and may even increase the risk of collisions.

The following table categorizes pedestrian areas and corridors that are addressed through the city-wide Safer City initiative for Kamloops, and those more appropriately addressed through subsequent local area reviews within key neighbourhoods.

City-wide Review	Local Area / Neighbourhood Review
Key Pedestrian Areas:	
1. Commercial Areas <ul style="list-style-type: none"> • <i>Special commercial area</i> • <i>Central business</i> • <i>Arterial commercial</i> • <i>Shopping centre</i> 2. Schools <ul style="list-style-type: none"> • <i>Post Secondary</i> • <i>Secondary Schools</i> • <i>Elementary Schools</i> 3. Transit Stops / Exchanges <ul style="list-style-type: none"> • <i>Major transit stops for several routes</i> • <i>Transit exchange</i> 4. Parks & Greenways <ul style="list-style-type: none"> • <i>City serving parks</i> • <i>City serving greenways</i> 5. Employment Uses <ul style="list-style-type: none"> • <i>Multiple office developments</i> 	1. Commercial Areas <ul style="list-style-type: none"> • <i>Local commercial</i> • <i>Neighbourhood commercial</i> • <i>Highway commercial</i> 2. Schools <ul style="list-style-type: none"> • <i>Elementary</i> 3. Transit <ul style="list-style-type: none"> • <i>Local stops</i> 4. Parks & Greenways <ul style="list-style-type: none"> • <i>Community Parks</i> • <i>Neighbourhood greenways & paths</i> 5. Employment Uses <ul style="list-style-type: none"> • <i>Office development</i>
Major Roads:	
<i>Arterial roads</i> <i>Major collector roads</i>	<i>Minor collectors</i>

¹ Elementary schools are identified as part of the City-wide review for the purpose of inventorying within the assessment as a vulnerable user group, but more appropriately assess at a neighbourhood level.

- **Distance around pedestrian areas.** The area of interest surrounding the key pedestrian nodes is largely a function of the average walking distance to a specific generator. The average walking trip length in many communities is approximately 1,000m (*Developing Pedestrian Plans, Florida Department of Transportation*). Assuming a walking speed of 1.2m/sec., the average trip time for walking trips is slightly less than 14 minutes. In general, people do not consider walking as an option for any trip greater than approximately 20 minutes. In an effort to encourage walking to the key pedestrian areas within the City of Kamloops, the Safer City initiative places higher priorities on pedestrian facilities and issues within reasonable walking distance to the generators as will be described in the process section of the work plan.



- **Existing latent demands.** The degree of pedestrian activity for both local and city-wide pedestrian generators are examined in the review process in order to distinguish varying levels of demand. The City-wide and local area reviews addressed existing pedestrian demands, and considered latent demands as a result of the absence of attractive pedestrian facilities.

Crossing deficiencies and priorities are not addressed in the Kamloops Pedestrian Master Plan. However, the City may wish to expand this process in the future so as to eventually co-ordinate sidewalk and crossing upgrades.

2.3 Process

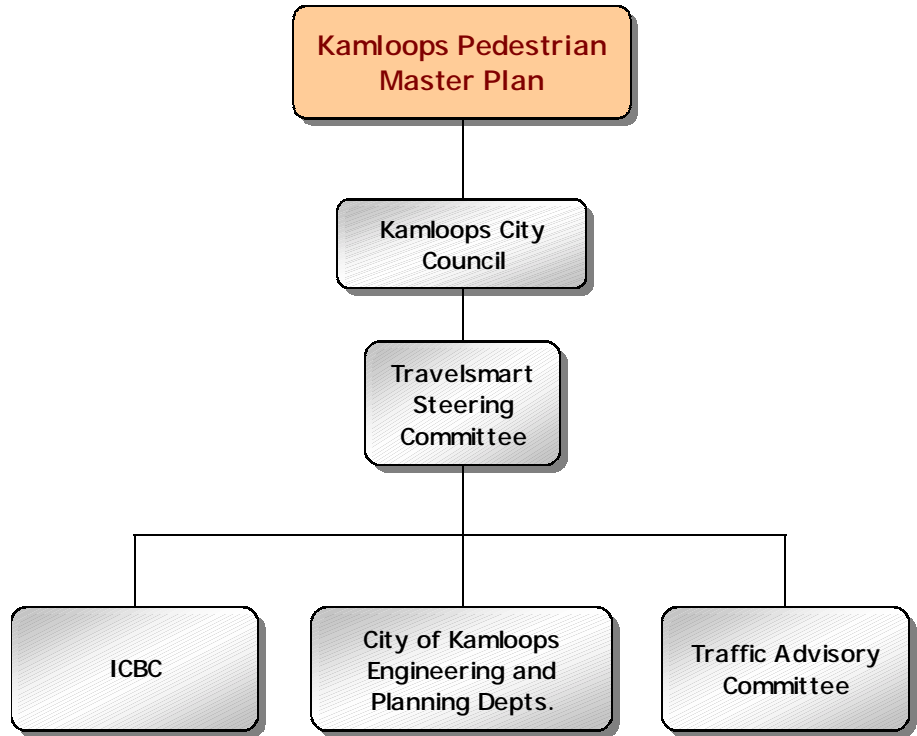
The process of developing the Pedestrian Master Plan for the City of Kamloops is separated into the five main steps consistent with the general Safety Conscious Planning process. They are:

1. **Data capture and Summary** to document the existing collector and arterial networks. This step involved a comprehensive data collection program by the City and ICBC to produce an inventory of all facilities and related roadside conditions. This step also included the identification of primary pedestrian areas within the City and refinement of the ratings system that would be used for the evaluation. For the City of Kamloops, a database has been developed and maintained to record detailed information about the entire transportation network as it relates to all road users. Samples of the inventories collected for the pedestrian planning process are included in **Appendix A**.
2. **Planning Framework** for pedestrian facilities included an extensive review of related policies and plans promoting the development and implementation of pedestrian facilities. This initiative was documented in a parallel process undertaken as part of the Kamloops Safer City Project.
3. **Diagnostics** included assessment of the existing and planned conditions and to identify the need for pedestrian facilities as well as priorities. For the safer pedestrian planning process, diagnostics were performed for the existing arterial and collector roads within the City.
4. **Alternative Measures** were then identified to address the needs and deficiencies that were identified in the diagnostics stage. This process involved identifying minimum standards, acceptable safety considerations and various candidate treatments. Viable treatment options were developed for all road links without sidewalks.
5. **Implementation and Staging** strategies were developed to identify short- and long-term improvement strategies to implement pedestrian facilities throughout the City.

2.4 Program Participants

The Pedestrian Master Plan was developed primarily with the City and ICBC staff and included input and feedback from the TravelSmart Committee, City Council and the Traffic Advisory Committee. See **Figure 2.1** below.

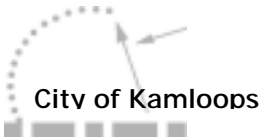
Figure 2.1: Pedestrian Master Plan Participants



2.5 Overall Planning Approach

The Pedestrian Master Plan for the City of Kamloops was shaped by a number of factors such as safety, as well as current practises for planning and implementing pedestrian facilities in the City. This section of the report describes those factors and how they influenced the overall approach to the Pedestrian Master Plan.

The City's subdivision control bylaw identifies the provision of sidewalks on all new roadway construction, subject to the road classification. In several established areas of the City however, sidewalks were not implemented, particularly along areas without curb and gutter. Prior to the development of this Plan, the City did not have a formal process for planning and implementing new sidewalks, nor was the capital funding set aside to support this type of initiative. Typically, sidewalks were implemented as either new roadway construction or as part of new developments throughout the City. This practise has resulted in a sidewalk network that has many gaps in key pedestrian areas within the City.



Kamloops Pedestrian Master Plan

Because of the overall lack of sidewalks, the Pedestrian Master Plan was concentrated on provision of sidewalks on at least one side of arterial and collector roadways. This is where safe and attractive facilities need attention. The provision of sidewalks along arterial and collector roads would need to be co-ordinated with other sidewalk improvements planned through the Safer Routes to School Program, Local Area Plans and the Local Improvement Program.

The approach toward the Pedestrian Master Plan was also shaped by the safety evaluation of the all road segments throughout the City. This review included a "link-based" assessment of all roadways to identify individual safety needs and deficiencies. This approach was focused on identifying mid-block safety issues and deficiencies. However, intersection and crossing-path issues are also important to the overall safety of the network, and should be considered in future as the Master Plan grows with the City. These issues may be examined through future updates of the Pedestrian Master Plan.